

Revised, 10/9

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, Oct. 11, 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">• TPAC Community Representative Recruitment Open• Update on State Transportation Strategy Vision• Oct. 23 JPACT Regional Funding Subcommittee Meeting• Street Smart Communities• Export Gateway Summit• Getting Back to Work: Improving the Region's Supply of Development-Ready Industrial Sites | Bill Wyatt, Port of Portland Shirley Craddick, Metro Council |
| 7:40 AM | 4. | * CONSIDERATION OF THE MINUTES FOR SEPT. 13, 2012 | |
| | 5. | <u>INFORMATION/DISCUSSION/DIRECTION ITEMS</u> | |
| 7:45 AM | 5.1 | * Implementing the Regional Transportation Safety Plan Recommendations – <u>INFORMATION / DISCUSSION</u> | Josh Naramore Anthony Buczek |
| 8:15 AM | 5.2 | * Direction on the 2015-18 Metropolitan Transportation Improvement Program– <u>INFORMATION/ DIRECTION</u> | Ted Leybold Josh Naramore |
| 9 AM | 6. | 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

10/2/12

| | |
|--|---|
| <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">• Proposed 2015-18 MTIP process and schedule - Discussion• Update on State Transportation Strategy Vision - Comments from the chair• Implementing the Regional Transportation Safety Plan Recommendations - Information |
| <p><u>November 8, 2012 - Regular Meeting</u></p> <ul style="list-style-type: none">• Climate Smart Communities Scenarios- Discussion• Proposed 2015-18 MTIP process and schedule - Action• Population & Employment Forecast Distribution - Information | <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• 2012-15 MTIP amendments to Transportation System Management and Operations (TSMO) fund - Action• Regional Travel Options Grant Criteria and Process - Discussion |

Parking Lot:

- Regional Indicators briefing
- Hole-in-the Air Rulemaking - Review Comment Letter



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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

September 13, 2012

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Carlotta Collette, Chair
Shirley Craddick
Nina DeConcini
Craig Dirksen
Donna Jordan
Ann Lininger
Roy Rogers
Jason Tell
Don Wagner

AFFILIATION

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

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Rex Burkholder
Deborah Kafoury
Neil McFarlane
Steve Stuart
Bill Wyatt

AFFILIATION

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

ALTERNATES PRESENT

Olivia Clark
Kathryn Harrington
Susie Lahsene
Diane McKeel
Lisa Barton Mullins

AFFILIATION

TriMet
Metro Council
Port of Portland
Multnomah County
City of Fairview, representing Cities of Multnomah Co.

STAFF: Andy Cotugno, Colin Deverell Kim Ellis, Elissa Gertler, Mike Hoglund, Tom Kloster, Robin McArthur, Lake McTighe, John Mermin, Kelsey Newell, Joshua Naramore, Ramona Perrault, Katie Shriver, Dylan Rivera, Nikolai Ursin, Marc Week, Ina Zucker.

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 noted the Street Smart Communities event on September 20th. Steve Lockwood, transportation policy expert with Parson Brinkerhoff, will be at Metro to share innovative transportation system management strategies that support the region's vision of great places to live work and travel. The presentation is intended for policy makers and their staffs but interested parties are invited as well.

Chair Collette explained that in the meeting materials there was an updated fact sheet for the Climate Smart Communities Project that reflects the project's new timeline and a new FAQ document that has also been posted to the web site www.oregonmetro.gov/climatescenarios. Metro is extending the timeline for more work in communities. The summit will take place Spring 2013.

Chair Collette stated that Metro will have a panel at the League of Oregon Cities conference on September 27-29. Mike Hogle, Director of Metro's Data Research Center will join Amanda Pietz, Planning Unit Manager at ODOT and Jonathan Harker, Director of Urban Planning and Design for the City of Gresham on a panel about the Climate Smart Communities Scenarios project moderated by Mayor Pete Truax of Forest Grove.

Ms. Susie Lahsene invited the committee to the Global Export Gateway Summit the Port of Portland is sponsoring with the Brookings institute on October 2 at the Governor Hotel. The summit participants include Brad McDearman, Adie Tomer, representatives from FHWA, members of the Business community, and Metro Council President and Co-Chairs of Metropolitan Export Initiative Tom Hughes.

Chair Collette announced that Metro was awarded OTREC Partner of the Year award at the Oregon Transportation Summit. Chair Collette stated the committee should also be equally recognized as part of the award for their collaboration in the region. Chair Collette also congratulated Mr. Andy Cotugno who was inducted to the Peter DeFazio Transportation Hall of Fame.

4. CONSENT AGENDA

- **Consideration of the Minutes for August 9, 2012**
- **Resolution No. 12-4366 to Amend the 2012-13 Unified Planning Work Program (UPWP) to Add the OR8/OR47 Intersection Improvement Project**

MOTION: Mr. Jason Tell moved, Councilor Donna Jordan seconded, to approve the Consent Agenda.

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

5. STATUS UPDATE ON THE COLUMBIA RIVER CROSSING CONDITIONS

Ms. Heather Wills Columbia River Crossing provided a status update to the Columbia River Crossing (CRC). In August, the CRC was designated on president Obama's "we can't wait" list to expedite the federal permitting on the project, which then created a accountable deadlines to meet. In early August, the CRC was a recipient of a \$3.3 Million grant from USDOT discretionary funds for preliminary and final engineering. The Oregon and Washington Legislative oversight committees meet to prepare for the 2013 Legislature session. The Project has received High Ratings on TIFIA and New Starts Applications for when the project is ready to apply. The TIFIA will lower the borrowing cost of bonds. The CRC is working to get permits for the project. The project has been working closely with the Coast Guard and the Army Corp of Engineers for approval. Ms. Wills reported on the CRC conditions set by JPACT and the Metro Council concerning the project. The majority of the conditions have been met. The area which was the Thunderbird Hotel which is planned to be used for construction is under consideration to be turned into a park won't be decided until completion of the project

The committee discussed the following items:

- The committee asked about the status of the Community Enhancement Fund. There is sub-group with the integrated partners groups. Once the group has a scope of work, they can share that with the committee.
- The committee discussed value engineering on the bridge. The bridge design is the same but there have been phasing changes on the interchanges and local access roads.
- Committee members recommended reconvening the bi-state committee now there is not a project sponsors council.
- Members asked when the committee would get a more concrete written summary of progress to date. Ms. Wills stated that a written summary would come out early winter after the height issues are sorted out.
- Members inquired about the discussion surrounding the height of the bridge. CRC staff recently released a work plan detailing the plan to test height increases at 5 feet increments up to 110 feet. Despite some early media coverage all the federal and state agencies are talking with each other to work out the issue.

6. UPDATE ON THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) STAKEHOLDER COMMITTEE: MEMBER APPOINTMENT PROCESS AND PROJECT SELECTION CRITERIA

Mr. Tell provided an update on the STIP stakeholder committee member appointment process and project selection criteria. The OTC recently has proposed creating an ACT like committee for Region 1 to recommend funding properties for Region 1 transportation projects. The counties have nominated four members each which will be in front of the OTC for approval project applications are due November 27th.

The committee discussed the following items:

- The committee discussed and requested clarification of criteria for project selections. Mr. Tell stated that if members had specific request for criteria to bring them to the next JPACT.
- The committee members emphasized that the interim committee is not an ACT.
- The committee expressed concern that there would be portions of rural Region 1 who may be underrepresented in the ACT. Some committee members suggested a rural ACT or a HWY 26 corridor ACT and a Southern Clackamas County/South Willamette Valley ACT.
- The committee asked if ODOT would meet federal outreach requirements for limited English Proficiency under new Environmental justice requirements.

7. PROPOSED 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM: POLICY DIRECTION, PROCESS AND SCHEDULE

Mr. Josh Naramore of Metro introduced the proposed 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 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 STIP have accelerated the Metro process for developing the next MTIP and RFFA. Based on the RFFA funding summary JPACT will have \$98.56 million to allocate as part of the 2016-18 RFFA and using the 2014-15 RFFA process (25% - 75% split between Green Economy/Freight Initiatives and Active Transportation/Complete Streets categories) as a baseline the 2016-18 RFFA process will have an additional \$37.78 million to allocate. Metro staff is seeking policy

direction from the 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.

The committee discussed the following items on the timeline of the MTIP process:

- The integration between the STIP process and the MTIP process to balance and work together in project selection.
- Members clarified that the Application for the RFFA would be due on February 15 after the STIP application deadline of November 27.

Mr. Naramore proposed three options for the additional \$37.78 Million in 2016-18 RFFA.

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

Option 2 – Redistribute the funding levels under new policy direction

Option 3 – Add new project policy categories

The committee discussed the following items on the additional RFFA funds:

- Some members suggested keeping existing funding policies to complete the large projects.
- Other members suggested moving the priority for the additional funds to job creation such as Freight and TIGER IV projects.
- Members also suggested that the Community Investment Initiative have a significant role in the Funds to use for job creation and economic development.
- Members suggest that projects that did not meet either requirement, be evaluated for funding potential.
- Members suggested using the criteria from the TIGER IV grant process.
- Members asked if there were projects that needed to be addressed that are not being met by the current process such as access to industrial land, jurisdictional transfers or safety.
- Members discussed leveraging the STIP process along with the MTIP process as well as private investment.
- Members suggested integrating corridor safety into the process.
- Members discussed jurisdictional transfers. Some members suggested not using this RFFA for transfers.

The general direction from the committee was for Metro staff to work with TPAC and refine the RFFA policy framework around Option 3 for discussion at the October 11 meeting.

7. ADJOURN

Chair Collette adjourned the meeting at 8:53a.m.

Respectfully submitted,



Marc Week
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR SEPTEMBER 13, 2012

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

| ITEM | Document type | Doc Date | Document Description | Document No. |
|-------------|----------------------|-----------------|--|---------------------|
| 3 | Flyer | 9/13/2012 | Street Smart Communities | 091312j-01 |
| 6 | Flyer | 9/13/2012 | Save the date Enhance Application Workshop | 091312j-02 |
| 6 | Letter | 9/11/2012 | Mayor Adams comment on STIP | 091312j-03 |
| 7 | PPT | 9/13/2012 | MTIP overview | 091312j-04 |
| 7 | Letter | 9/13/2012 | Mayor Adams comment on MTIP | 091312j-05 |
| 7 | Letter | 09/12/12 | Bill Wyatt Comment on MTIP | 091312j-06 |



Date: October 4, 2012
To: JPACT members and alternates
From: Josh Naramore, Senior Transportation Planner
Re: Implementing the Regional Transportation Safety Plan Recommendations

Since fall 2009, responding to an FHWA recommendation, Metro has been working with the Regional Safety Workgroup to better integrate safety into the transportation planning process. The Workgroup is comprised of the Metro region's cities and counties, Metro, TriMet, ODOT, researchers from PSU and practitioners specializing in transportation safety. The Workgroup recently completed a Regional Transportation Safety Plan (RTSP), the first of its kind for this region with the goal to help the region meet the RTP target for reducing fatal and severe injury crashes. At the June 14 JPACT meeting, Metro staff presented the safety findings and recommendations. JPACT directed Metro staff to develop a strategy to implement the safety recommendations. Staff has been working with partners to develop a strategy and identify potential resources for a safety process. At the October 11 meeting, JPACT will be asked:

- Is this right approach to implement the safety recommendations as part of the 2016-18 regional flexible funds allocation (RFFA)? If not, what should the approach be?

BACKGROUND

Between 2007 and 2009 in the Metro region there were 159 traffic fatalities and 1,444 crashes resulting in severe injury. The region has 43% of the state's crashes, 14% of its fatalities, and 36% of its severe injury crashes. The annual economic cost to the region of these crashes is estimated at \$958 million¹. It is the region's adopted goal to reduce the number of pedestrians, bicyclists, and automobile occupants killed or severely injured on the region's roadways each by 50% by 2035 compared to 2005. In 2012, Metro and its partners completed the first Regional Transportation Safety Plan (RTSP), which included these key findings:

- Arterials have more than half of the serious crashes for each of the modes.
- Alcohol and drugs, speeding and aggressive driving are leading contributing factors in serious crashes.
- Serious pedestrian crashes are disproportionately represented after dark.
- Serious nighttime pedestrian/bicycle crashes occur disproportionately where street lighting is lacking.
- Streets with more traffic lanes have particularly high serious pedestrian crash rates.

Based on this data, the key recommendations are:

1. Identify high crash arterials and develop targeted strategies to make these corridors safer.
2. Develop targeted strategies to reduce the prevalence of driving under the influence of alcohol and drugs, speeding and aggressive driving.
3. Focus on improved pedestrian crossings including lighting, particularly on multi-lane arterials.
4. Focus on providing protected bicycle facilities along high-volume and/or high-speed roadways.

¹ Oregon Department of Transportation, *Comprehensive Economic Value per Crash table*, http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/excel/BC_Form.xls

5. Emphasize bicycle and pedestrian safety as part of the Regional Active Transportation Plan.

PAST AND PROPOSED SAFETY EFFORTS

- Past safety efforts have largely focused on bringing roadways to adopted standards. There is substantial evidence that this is not an effective safety strategy, partly because such standards are generally not based on actual safety outcomes.
- In the past, the region has used safety as a RFFA criterion. While well-intended, this results in only limited safety benefit to the region, largely because the places with the worst safety records are rarely addressed.
- The proposed approach is a regional strategy to create more local projects addressing safety, leveraging regional and State funds to address the region's most pressing safety problems.

IMPLEMENTING AND FUNDING THE RTSP RECOMMENDATIONS

The proposal is to fund a Regional Safety process for three years, based on nationally recommended best practices and needs identified by partner agencies and the safety plan. **Table 1** shows an estimate of the resources needed to effectively implement each safety recommendation. Annually, full implementation of the safety plan recommendations would cost \$5.183 million. Resources to cover staffing would account for **3.7%** (\$183,000) of the total cost and the remaining **96.3%** would fund local arterial safety projects.

Funding the Regional Safety process should involve a federal, state, regional and local partnership. Metro staff has been working with federal, state and local partners to identify potential resources to fund the safety process. Recent changes to ODOT STIP process and 2015-18 MTIP process have accelerated the timeline for being able to apply for state and federal resources to support the Regional Safety process. The following is a potential proposal to fund the three-year Regional Safety process for discussion purposes:

- Partnership between the 2015-18 ODOT Fix-It funds and 2016-18 regional flexible funds
- Fund Regional Safety process for three years at \$5.183 million per year
- The Regional Safety process will report back to JPACT on the performance of safety investments

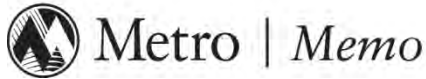
At the June 14 meeting, JPACT requested information on how to implement a Regional Safety process. At the September 28 TPAC meeting, several suggestions were made that could be incorporated into a proposal. They include:

- Crosswalk lighting is important, and is addressed via both the arterial safety element and the active transportation element.
- Allocating resources specifically for education, EMS, and enforcement activities, and for active transportation modes, could benefit the approach.
- Projects selection should not (and won't) be made by Metro staff, but rather a regional approach. Scoping should be flexible to allow projects of varying cost range.

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

Table 1 – Resources to Implement the Regional Transportation Safety Plan Recommendations

| RTSP Recommendation | Tangible Products | FTE | Annual Costs |
|--|--|-----|--|
| 1. <i>Behavioral Factors</i> – reduce the prevalence of DUII, speeding and aggressive driving. | <ul style="list-style-type: none"> • Convene a workgroup of safety service professionals, including law enforcement and EMS to address these contributing factors and others. | 0.3 | <ul style="list-style-type: none"> • \$36,000 for staffing <p>TOTAL - \$36,000</p> |
| 2. <i>Arterial Safety</i> | <ul style="list-style-type: none"> • Identify the locations with the most fatalities and severe injuries. • Implement proven (substantive) safety strategies to reduce these crashes at these locations. • Emphasize multimodal safety in each project. • Evaluate and report back on results. | 0.7 | <ul style="list-style-type: none"> • \$90,000 for staffing • \$30,000 for consultant assistance, up to 2 audits • \$5,000,000 for local jurisdictions to implement capital safety improvements <p>TOTAL - \$5,120,000</p> |
| 3. <i>Active Transportation Safety</i> | <ul style="list-style-type: none"> • Incorporate safety findings and recommendations into the Regional Active Transportation Plan and future local, regional and state project development. | 0.2 | <ul style="list-style-type: none"> • \$27,000 for staffing <p>TOTAL - \$27,000</p> |
| | TOTAL | 1.2 | \$5,183,000 |
| TOTAL COST: \$15,549,000 for 2016-2018 (50% Regional Flexible Funds, 50% STIP Fix-It funds) | | | |



Date: October 4, 2012
 To: JPACT members and interested parties
 From: Josh Naramore, Senior Transportation Planner
 Subject: Direction on the 2016-18 Regional Flexible Funds Allocation (RFFA)

Introduction

Metro staff received policy direction from JPACT at the September 13 meeting on the development of the MTIP and the regional flexible funds allocation (RFFA). Action on the 2015-18 MTIP policy direction is scheduled for the November 8 JPACT meeting. At the October 11 meeting JPACT will be asked to provide:

- Direction on funding levels and process for allocating the additional \$37.78 million as part of the 2016-18 regional RFFA.

Summary of Prior JPACT Direction

Based on JPACT direction at the September 13 meeting to use the 2014-15 RFFA process as a baseline, the 2016-18 RFFA process, will have an additional \$37.78 million to allocate¹.

Table 1 – Breakdown of Available 2016-18 Regional Flexible Funds

| | |
|---|------------------------|
| 1. CMAQ , TA and STP-U for the Portland Metropolitan region for 2016-18 to allocate | TOTAL |
| | \$98.56 million |
| a) Region wide programs for 2016-18 | \$26.01 million |
| <ul style="list-style-type: none"> • Regional Travel Options - \$7.01 million • Transit Oriented Development - \$9.19 million • Transportation System Management & Operations - \$4.64 million • Regional Planning (In-Lieu of Dues) - \$3.63 million • Corridor & Systems Planning - \$1.54 million | |
| b) Active Transportation/Complete Streets for 2016-18 | \$26.07 million |
| c) Green Economy/Freight Initiatives for 2016-18 | \$8.7 million |
| 2. Subtotal - Continuing Funding for 2014-15 policies for 2016-18 | \$60.78 million |
| 3. Remaining funding for 2016-18 RFFA allocation | \$37.78 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, uses a 3 percent inflationary rate, and payment of \$48 million for debt service for high capacity transit construction.

Table 1 shows that the 2016-18 RFFA preserves funding for transit capital construction debt service, the region wide programs, Active Transportation/Complete Streets and Green Economy/Freight Initiatives, leaving an additional \$37.78 million.

At the September 13 JPACT meeting, Metro staff presented three options for how to spend the additional \$37.78 million: Option 1, invest using the same 75-25 percent split the region did in 2010; Option 2, split the money by different percentages; Option 3, invest in new project categories. JPACT directed Metro staff to work with TPAC to further refine a policy direction around Option 3 and that the proposal should prioritize investments that:

- Address economic opportunity and job creation
- Take a system wide approach
- Leverage private sector investments
- Consider corridor safety
- Reflect criteria from Transportation Investment Generating Economic Recovery (TIGER)
- Implement corridor planning work
- Improve access to industrial lands

Recommendation

The following represent Metro staff's response to the JPACT direction to further refine a policy direction around Option 3. This recommendation was discussed at the September 28 TPAC meeting.

- 1) Metro staff recommendation – Develop a Regional Economic Opportunity Fund to support projects that focus on economic opportunity, take a system wide approach, leverage private sector investments, implement corridor plans, and access to industrial lands.
 - a. Project criteria for this fund would be developed considering:
 - i. TIGER criteria
 - ii. Community Investment Initiative recommendations
 - iii. Greater Portland Export Plan – Metro Export Initiative findings and recommendations
 - iv. Regional Industrial Site Readiness Project
- 2) TPAC Discussion and further recommendation – TPAC had a wide-ranging discussion about the 2016-18 RFFA process. Specific to the development of Option 3, TPAC requested further definition of the process by which the Regional Economic Opportunity Fund would be allocated to meet JPACT objectives. Metro staff discussed designing a process that would take a system wide approach, fund larger projects at the corridor level and allow for multi-agency projects. In response to this discussion, Metro staff is proposing the following process framework for the Regional Opportunity Fund:
 - b. The fund would be targeted at larger projects (\$5-\$10 million) that are difficult to fund at the local level and through the 2014-15 RFFA policy framework, and allowing for multi-agency projects.
 - c. Set a cap for funding and the number of applications for each sub-area: Clackamas County and its cities, East Multnomah County and its cities, Washington County and its cities, and the City of Portland. The Port of Portland and TriMet would also be allowed to submit applications with a similar cap for funding and number of applications.

- d. All project applications will be evaluated by Metro staff based on the criteria listed above in (a).
- e. The project applications, technical evaluation and public comments will be presented to JPACT and the Metro Council for a regional decision on funding.

Other Considerations

- 3) Invest in a Regional Safety process to implement the Regional Transportation Safety Plan recommendations.
- 4) Additional TPAC Discussion – At the September 28 meeting, some TPAC members expressed concern that projects for both the Active Transportation/Complete Streets and Green Economy/Freight Initiatives categories support economic development and job creation. The members identified that this was not represented in the Metro staff presentation to JPACT in September. Some TPAC members recommended for JPACT to consider Option 1 and allocate the \$37.78 million along the 75/25 percent split to Active Transportation/Complete Streets and Green Economy/Freight Initiatives respectively.

Proposed Action

At the October 11 meeting, JPACT will be asked to:

- A. Provide direction on the Metro staff recommendation for Option 3 and establish a funding level.
- B. Provide direction on investing in the Regional Safety process and any additional funding for Active Transportation/Complete Streets and Green Economy/Freight Initiatives.

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

Materials following this page were distributed at the meeting.

Lake Oswego
Household Projections
Metro Comparisons

June 2010 Household Projections – Metro Regional Transportation Plan

| | |
|---------------------|----------------------------|
| 2005 | 18,445 Households |
| 2035 | 24,834 Households |
| Net Change per year | Approximately 200 per year |
| Net Change Total | 6,021 Households |

October 2012 Household Projections – Metro projections

| | |
|--------------------------|--|
| 2010 | 17,917 Households |
| 2035 | 21,514 Households |
| Net Unit Change per year | Approximately 144 per year A 28% decrease from June 2010 |
| Net Total Change | 3,597 Households A 40% decrease from June 2010 |

Lake Oswego Projections (2035 Regional Transportation Plan June 2010)
Draft Environmental Impact Study

| Traffic Analysis Zone | 2005 Households | 2035 Households | Change | Approximate Neighborhood |
|-----------------------|-----------------|-----------------|---------|---|
| 100 | 668 | 804 | 68/68 | Outside/Mt. Park |
| 101 | 511 | 674 | 163 | Mt. Park |
| 936 | 578 | 764 | 186 | Westridge/Childs/Blue Heron |
| 937 | 653 | 805 | 152 | Rosewood |
| 938 | 477 | 580 | 103 | Jean/Pilkington |
| 939 | 1,000 | 1,178 | 178 | W Lake Grove/Bryant |
| 940 | 1,609 | 2,176 | 567 | Palisades |
| 941 | 518 | 661 | 143 | McVey/S. Shore |
| 942 | 423 | 823 | 300/100 | N. Stafford McVey/S. Shore |
| 943 | 927 | 1,442 | 515 | Hallinan/Skylands/ Glenmorrie/Marylhurst |
| 944 | 2,021 | 3,839 | 1,818 | Lakewood/Old Town/ FAN/Foothills/Forest Hills/Evergreen |
| 945 | 165 | 209 | 44 | Birdshill |
| 946 | 723 | 879 | 156 | East Forest Highlands |
| 947 | 444 | 557 | 113 | SE Lake Grove/CC N. Shore/Lakeview/Summit |
| 948 | 913 | 1,099 | 186 | Uplands/West Forest Highlands |
| 949 | 1,479 | 1,720 | 241 | Mt. Park |
| 950 | 512 | 598 | 86 | Holly Orchard |
| 951 | 1,035 | 1,353 | 318 | Waluga/Lake Grove |
| 952 | 360 | 516 | 156 | Lake Forest |
| 953 | 730 | 941 | 211 | Lake Forest |
| 954 | 389 | 490 | 101 | Lake Forest |
| 955 | 995 | 1,179 | 184 | Westlake |
| 956 | 1,315 | 1,547 | 232 | Oak Creek |
| Total | 18,445 | 24,834 | 6,021 | |

Lake Oswego Household Projections (Oct 2012) Metro Forecast

| Traffic Analysis | | | | |
|------------------------|------------|------------|--------|---|
| 2010 – 2035 Households | | | | |
| Zone | 2010 | 2035 | | Approximate |
| Old/New | Households | Households | Change | Neighborhood |
| 100/121 | 577 | 585 | 8 | Outside/Mt. Park |
| 101/110 | 473 | 490 | 17 | Mt. Park |
| 936/1083 | 588 | 661 | 73 | Westridge/Childs/Blue Heron |
| 937/1072 | 611 | 733 | 122 | Rosewood |
| 938/1073 | 491 | 610 | 119 | Jean/Pilkington |
| 939/1082 | 937 | 991 | 54 | W Lake Grove/Bryant |
| 940/1084 | 1,499 | 1,610 | 111 | Palisades |
| 941/1086 | 590 | 650 | 60 | McVey/S. Shore |
| 942/1085 | 475 | 595 | 30/90 | N. Stafford McVey/S. Shore |
| 943/1087 | 957 | 1,203 | 246 | Hallinan/Skylands/ Glenmorrie/Marylhurst |
| 944/1088-92 1095 | 2,011 | 3,376 | 1,365 | Lakewood/Old Town/ FAN/Foothills/Forest Hills/Evergreen |
| 945/1093-94 | 155 | 189 | 34 | Birdshill |
| 946/1096 | 614 | 750 | 136 | East Forest Highlands |
| 947/1097 | 402 | 442 | 40 | SE Lake Grove/CC N. Shore/Lakeview/Summit |
| 948/1098 | 968 | 1,170 | 202 | Uplands/West Forest Highlands |
| 949/1078 | 1,381 | 1,384 | 3 | Mt. Park |
| 950/1079 | 535 | 580 | 45 | Holly Orchard |
| 951/1080 | 1,049 | 1,454 | 405 | Waluga/Lake Grove |
| 952/1081 | 346 | 514 | 168 | Lake Forest |
| 953/1074 | 609 | 706 | 97 | Lake Forest |
| 954/1075 | 361 | 422 | 61 | Lake Forest |
| 955/1076 | 985 | 1,042 | 57 | Westlake |
| 956/1077 | 1,303 | 1,357 | 54 | Oak Creek |
| Total | 17,917 | 21,514 | 3,597 | |

For copy of summary report go to
www.oregonmetro.gov/regionalmobility

Level 1

Performed

- Ad hoc activities & relationships
- Champion -driven

Level 2

Managed

- Processes developing
- Staff training
- Limited accountability

Level 3

Integrated

- Processes documented
- Performance measured
- Organization & partners aligned
- Program budgeted

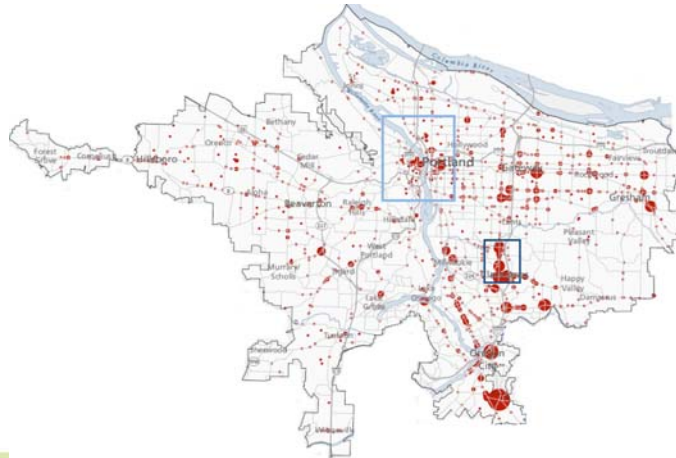
Level 4

Optimized

- Performance-based improvement
- Formal program
- Formal partnerships

| REPORT CARD | |
|-----------------------------------|--|
| Planning & Programming | <i>Level 3: Integrated</i> |
| Systems & Technology | <i>Level 3: Integrated</i> |
| Performance Measurement | <i>Level 1: Performed</i> |
| Culture | <i>Level 2.5: Managed</i> |
| Organization/staffing | <i>Level 1.5: Performed</i> |
| Collaboration | <i>Level 1: Performed - Incident Management Level 3: Integrated - Traffic Operations</i> |

Regional Transportation Safety Plan: Implementing the Recommendations



 Metro | *Making a great place*

Background

- 2008 FHWA Recommendation
- Regional Safety Workgroup
- Regional Transportation Safety Plan (May 2012)
- June 14 JPACT Presentation

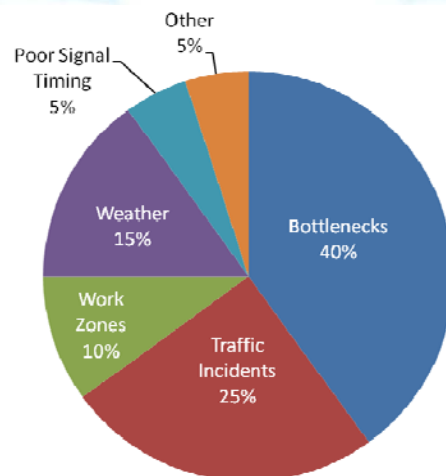


The Problem

- US roads
 - 2000 – 2009: 411,212 people killed
 - Average of one person killed every 13 minutes....24/7 for 10 years straight
 - Leading cause of accidental deaths
 - Leading cause of all deaths, ages 5 – 34
- Metro region roads
 - 2007 – 2009: 159 people killed, 1,400+ severely injured
 - Societal costs of \$958 Million/year

3

Safety & Congestion



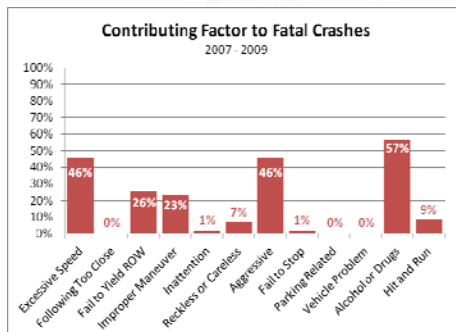
Describing the Congestion Problem. Federal Highway Administration. http://www.fhwa.dot.gov/congestion/describing_problem.htm. Accessed Dec. 22, 2008.

4



Contributing Factors

- Alcohol and Drugs
- Excessive Speed
- Aggressive Driving

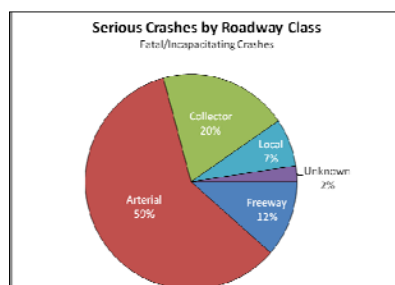


Workgroup Recommendation: Convene safety service professionals (law enforcement, education, EMS etc.) to focus on these behavioral contributing factors.

5

Roadway class

- Arterials are the major safety challenge in the region.

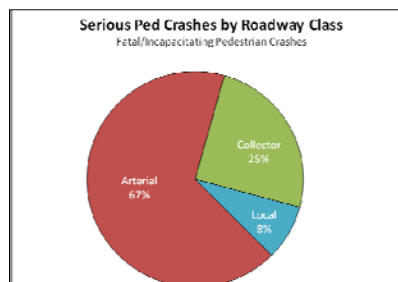


Workgroup Recommendation: Develop arterial safety program to identify high severity crash arterials across the region.

6

Ped & Bike

- 67% of serious ped crashes happen on arterials
- Nighttime & lighting are risk factors
- Most serious bike crashes occur on arterials



Workgroup Recommendation: Address high risk factors for pedestrians and bicyclists.

7

What are the general patterns?

- Arterials are the major safety challenge in the region
- Alcohol/Drugs, Speed, and Aggressive Driving are major factors to be addressed
- Higher VMTs = more serious crashes
- Streets with more lanes = higher serious crash rates, particularly for people walking
- Risk for people walking increases most after dark
- Street lighting is important for bikes and peds

8

What are we already doing?

- Building roadways to standards
 - Standards aren't based on safety outcomes
 - We've been doing this 50+ years. It hasn't led to safe roads.
- Safety as a criterion in all projects
 - Projects are selected for other reasons (congestion, economic development, multimodal access)
 - Safety "hotspots" are rarely addressed
- Regional Safety Proposal (*considering today*)
 1. Address known behavioral problems: DUII, speed, aggressive and distracted driving
 2. Address known high-risk locations: arterials
 3. Address known risk factors to pedestrians and bicyclists

9



Regional Safety Proposal

- A Regional effort to create local projects for safety
- Arterial safety approach led by a regional expert workgroup
 - Identifies potential projects
 - Defines implementation strategy
- Multimodal safety audit with facility manager
- All elements identified using proven safety techniques
- Education, enforcement, and evaluation

10



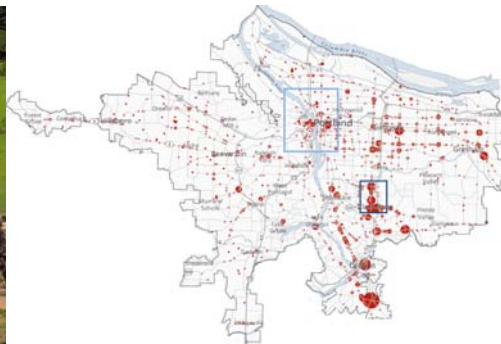
Regional Safety Proposal

- Implementation
- Projects funded using 50% RFF/50% STIP Fix-It (plus local match)
- Local - Regional - State partnership
- Focuses resources on the most severe safety problems in the region
- Evaluation will ensure outcomes are reported
- Target: reduce fatalities, severe injuries by half by 2035

11



Questions



12

2016-18 Regional Flexible Funds Allocation (RFFA)

October 11, 2012 JPACT
Ted Leybold & Josh Naramore



Regional Flexible Funds Allocation (RFFA)

- Increase in available funds
- \$98 million to allocate for 2016-18
- September JPACT discussion of policy framework to allocate funds



September JPACT Direction...

- Continue policy direction from 2014-15 for 2016-18 RFFA
 - Region wide Programs - \$26 million
 - Active Transportation/Complete Streets - \$26 million
 - Green Economy/Freight Initiatives - \$8.7 million
 - Uses process and project criteria from 2014-15
- Additional \$37 million to allocate for 2016-18



3

...September JPACT Direction

- Discussed 3 options for additional \$37 million

Option 1: 75/25 split

Option 2: Different split

Option 3: New policies

- Majority support for refining Option 3
 - Address economic opportunity & job creation
 - Leverage private sector investments
 - System wide approach
 - Safety
 - TIGER criteria
 - Implement corridor plans
 - Industrial land access

4

Option 3 Recommendation

- Create Regional Economic Opportunity Fund
 - Project criteria developed using:
 - TIGER criteria
 - Community Investment Initiative recommendations
 - Greater Portland Export Plan
 - Regional Industrial Site Readiness Project



5

September TPAC Discussion

- Requested further definition of Regional Economic Opportunity Fund:
 - \$5-10 million projects
 - Applications from coordinating committees, Portland, TriMet, & Port
 - Applications evaluated by Metro staff using TIGER criteria
 - Public comment on proposed projects
 - JPACT decision on projects
- Additional TPAC discussion of Option 1

6

Discussion

1. Direction on staff recommendation for Option 3.
2. Direction on investing in Regional Safety pilot and any additional funding for Active Transportation/Complete Streets and Green Economy/Freight Initiatives.

Comments on Direction of the
2015-18 Metropolitan
Transportation Improvement
Program for JPACT

October 11, 2012

From: [David Backes](#)
To: [Kelsey Newell](#); [Joshua Naramore](#)
Subject: Regional Flexible Fund Option 1!
Date: Wednesday, October 10, 2012 1:27:01 PM

Hi! I've been following the funding story and just wanted to write a quick note urging you to support Regional Flexible Fund **Option 1**, allocating the majority of the funds on active transportation. Active transportation is one of the key differentiators that Portland has as a city, and it would be a shame to lose some of the momentum we've built up by not using a large chunk of these funds on making our city even better for biking, walking and getting around using public transit.

Feel free to distribute my comments to JPACT. Thanks!

David



BUILDING THE ECONOMY THROUGH SUSTAINABLE TRANSPORTATION

BEST MEMBERS

ASSOCIATED GENERAL CONTRACTORS

.....

BLOUNT INTERNATIONAL

.....

COLUMBIA DISTRIBUTING

.....

COLUMBIA SPORTSWEAR

.....

FRED MEYER STORES

.....

HILLSBORO CHAMBER OF COMMERCE

.....

PORTLAND BUSINESS ALLIANCE

.....

PORT OF PORTLAND

.....

SCHNITZER STEEL

.....

THE GREENBRIER COMPANIES / GUNDERSON LLC

.....

TIDEWATER

.....

WARN INDUSTRIES

October 10, 2012

Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation
600 NW Grand Avenue
Portland, OR 97232

Dear Chair Collette and Members of JPACT,

With the passage of federal transportation legislation and the chance to allocate three years of Regional Flexible Funds, our region has a unique opportunity to invest in projects that will create construction jobs, improve access to scarce parcels of industrial land, and improve our ability to export Oregon goods to markets across the globe.

BEST, your regional freight advocacy coalition, fully supports allocating the additional \$37.78 million to a new project category (Option 3).

Our region's economy is making a painfully slow recovery. Any investments in infrastructure that can improve our economic edge, reduce unemployment, and make the Metro region a more attractive and feasible location to do business are opportunities we cannot afford to pass by.

BEST believes these funds should be targeted to projects that have already received regional stakeholder input and are proven investments. With recent conversations around federal TIGER grants we are fortunate to have a list of projects that are ready for funding.

In 2012 Portland stands at a crossroads. We can take the policy recommendations from the Metro Export Initiative and the regional consensus we have already reached on significant projects and use them as blueprints for action, or we can continue to talk about solutions to economic problems and ignore the underlying policies that impede economic growth.

BEST member companies, their customers and employees, urge JPACT to take action and allocate the additional \$37.78 million to policy Option 3.

Sincerely,

Hans Bernard, Executive Director
BEST

From: [kristin](#)
To: [Kelsey Newell](#); [Joshua Naramore](#)
Subject: JPACT funding
Date: Wednesday, October 10, 2012 11:59:59 AM

Greetings Kelsey + Joshua,

Writing to add my voice to the conversation re: JPACT funding allocations for tomorrow's meeting.

As a Portland resident -- taxpayer, citizen, employee, and person-on-the streets -- I strongly support Regional Flexible Fund option 1 to spend 75% on active transportation and 25% on freight projects.

Biking, walking, and transit are key aspects of a strong, healthy community - and a strong, locally-focused economy. "Complete streets" - where people can comfortably travel on foot and by bike - are hotspots for economic activity and community building. Option 1 will help the region reach stated goals of reducing greenhouse gas emissions and continue to build a thriving, unique, locally-focused economy. For the health of our citizens, Option 1 is particularly crucial in light of recent cuts to both federal (MAP-21) and state (STIP) funds supporting active transportation.

I acknowledge that freight plays an important role in the picture of a complete Portland -- which is why I support their receiving 25% of RFFs, a more than ten-fold increase their most recent allocation of RFFs.

The bike-friendly, pedestrian-friendly, transit-friendly nature of Portland is one of the many things that makes this region unique and attractive -- for new and existing residents, for new and existing businesses alike. I urge the JPACT committee to support an active, healthy, locally-focused Portland by supporting Option 1.

Please share my comments with the JPACT committee members, and feel free to contact me with any questions.

cheers -
- kristin

Kristin Bott
4841 SE Sherman St
Portland, OR 97215

October 10, 2012

Joint Policy Advisory Committee on Transportation
Metro Regional Government
600 NE Grand Avenue
Portland, OR 97232

Re: Proposed 2015-18 Metropolitan Transportation Improvement Program

Dear Chair Collette and JPACT Members,

JPACT is currently deciding how to allocate \$98.56 million in Regional Flexible Fund (RFF) transportation funds. We the undersigned group of cultural, environmental, economic development, business, consumer, public health, bicycling, land use, and walking organizations ask you to select Option 1. Through a robust public process in 2010, JPACT established that the best use of these funds was to allocate 75% to Active Transportation and Complete Streets and 25% to Green Economy and Freight. You also set in place valuable criteria regarding environmental justice. Both policy directions need to remain in place to be effective.

JPACT has been asked to re-examine this formula in light of the slowly recovering local economy, the need to attract private sector investment, and the need to provide transportation access to industrial sites. These are worthwhile goals, and none of them is inconsistent with maintaining the current JPACT allocation policy. While the amount of RFF funds is relatively small, given their flexibility in use, this is one of the region's most important sources of multi-modal funding.

Research shows that more jobs are created per million dollars invested in bicycling and walking projects than in new roadway construction¹. Just as importantly, investments in safe and accessible infrastructure for biking, walking, and transit provides more affordable ways for people to get around, leaving them more money to spend², and frees up road capacity for freight movement.

JPACT's existing policy sets specific criteria that applicants must meet for their transportation projects regarding equity and environmental justice. These criteria address impacts as well as benefits and represent an enormous step forward in acknowledging and addressing inequities in our current decision making structure. As a region we must remain committed to equity, safety, and accessibility and we expect JPACT to uphold these values that benefit everyone. While there's more work to be done to ensure that the criteria apply along the life of a project, the extensive community engagement from the last round is a significant foundation. To set that work aside and use the same sources of funding for different purposes, after only one round of funding, undermines confidence in the system and devalues the efforts of jurisdictions, advocates, and community organizations to develop and apply the criteria.

¹ [Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts](#)
Heidi Garrett-Peltier 6/20/2011

² [Exploring the Relationship Between Consumer Behavior and Mode Choice](#)
Clifton, Kelly J; Morrissey, Sara; Ritter, Chloe 7/17/2012

It is far better to focus our limited transportation dollars on building affordable, healthy, and environmentally friendly infrastructure that increases our communities' transportation options than to spend more on highways and roads that don't solve the transportation problems of our communities and businesses. The old way of doing business simply isn't good enough anymore.

Please maintain the existing 75%/25% allocation that prioritizes active transportation and complete streets, and please maintain the environmental justice criteria when allocating the 2015 – 2018 Regional Flexible Funds.

Sincerely,

Ron Carley, Executive Director, Coalition for a Livable Future

Gerald Cohen, Oregon State Director, AARP

Chris Hagerbaumer, Deputy Director, Oregon Environmental Council

Heather McCarey, Executive Director, Westside Transportation Alliance

Julia Meier, Director, Coalition of Communities of Color

Jason Miner, Executive Director, 1000 Friends of Oregon

Doug Moore, Executive Director, Oregon League of Conservation Voters

Jon Ostar, Executive Director, OPAL Environmental Justice Oregon

Mel Rader, Co-Director, Upstream Public Health

Andrew Riley, Public Policy Director, Center for Intercultural Organizing

Steph Routh, Executive Director, Willamette Pedestrian Coalition

Rob Sadowsky, Executive Director, Bicycle Transportation Alliance

From: [Brandon Burke](#)
To: [Joshua Naramore](#); [Kelsey Newell](#)
Subject: Regional Flexible Funds
Date: Wednesday, October 10, 2012 9:09:08 AM

As a concerned citizen I prefer Regional Flexible Fund Option 1 to spend 75% on active transportation and 25% on freight. I ask that my comments be distributed to members of JPACT for consideration. Biking, walking, and transit are very important to me. We need to have more options that don't continue to pollute our fair city.

--

~Brandon Burke



Jeff Cogen, Multnomah County Chair

501 SE Hawthorne Blvd., Suite 600
Portland, Oregon 97214
Phone: 503-988-3308
Email: mult.chair@multco.us

October 10, 2012

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

Dear Carlotta,

We are writing in support of Option 3 for the Regional Flexible Fund program. The \$37.78M identified by Metro in additional funding for the 2016-2018 Regional Flexible Fund program presents an opportunity to fund and look at projects that address economic opportunity and job creation, takes a system wide approach, considers corridor safety, and implements corridor planning work. With Option 3, we have the opportunity as a region to consider new project categories for the additional \$37.78M. Since the last allocation process, a number of projects have been completed to support a new allocation.

The completion of the East Metro Connections Plan represented a coming together of the East County cities of Gresham, Wood Village, Fairview and Troutdale, along with Multnomah County to look at present and future transportation challenges and presented solutions that reflect the values of the communities. Investments in the plan support economic and community development by providing better access and mobility, increasing safety, activating employment areas and helping people find their way through and to key destinations in the East Metro area. Projects identified in the East Metro Connections Plan enhance north/south connections, improves access to downtowns and employment areas, and focuses on regional mobility by capitalizing on previous investments by making the existing system smarter and more efficient through changes to signal timing and enhanced transit service.

Recently completed plans and initiatives throughout the region have looked at addressing infrastructure and investments in transportation to improve economic opportunity, leverage private sector investments and looks at the system. These plans represent work completed that have been vetted in the region and reflects established community priorities.

With the region still facing economic challenges, it is important to take a look at investments for transportation improvements that advances economic and community

development. Option 3 provides the best opportunity to be flexible and work across jurisdictional boundaries with multiple agency partners that would otherwise not fit in the existing Regional Flex Funds policy framework. 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.

Thank you for your consideration of the proposal to move forward Option 3. We appreciate your continued work in addressing the region's transportation needs.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Cogen". The signature is written in a cursive, slightly slanted style.

Jeff Cogen, Chair
Multnomah County

October 6, 2012

Ms. Carlotta Collette, JPACT Chair
Ms. Kathryn Harrington, Metro Councilor
Ms. Robin McArthur, Director-Planning & Development
Metro Regional Government
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Councilors Collette, Harrington and Director McArthur:

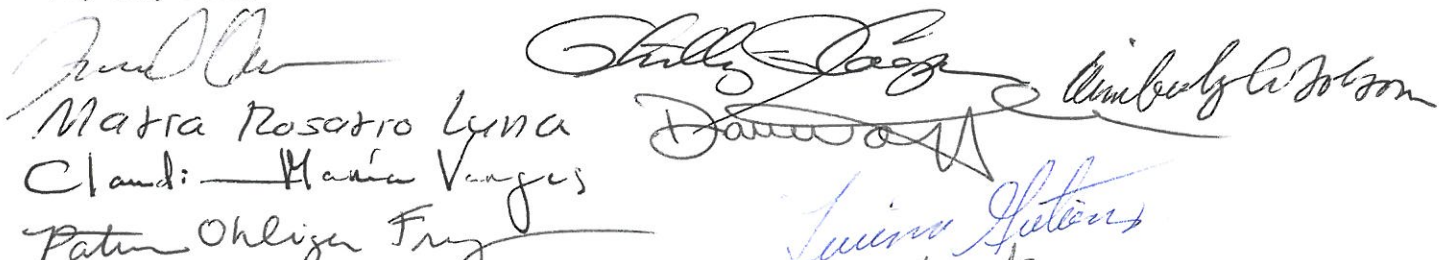
We are members of the Cornelius Committee: A Vision for an Accessible Community/Comite' de Cornelius: Una Vision para una Comunidad Accesible. We are writing to you in hopes of providing some direction concerning the determination of how MTIP funds will be distributed to jurisdictions in the region.

For over six years this committee has worked with the City of Cornelius, Metro and the State to address mobility challenges for residents who have children with disabilities and all residents of Cornelius who face barriers in their effort to move around their community. Our community has a population that is approximately 22% disabled. The improvement to the infrastructure to enhance accessibility is one of our community's greatest needs.

The City has worked with County, Metro and the State in the past to improve the pedestrian infrastructure in the City and provide some safe accessible routes. The system is still incomplete and has aging sidewalks and ramps that do not meet ADA standards and are not safe. The need for improvements is even more critical now as Hillsboro to our east and Forest Grove to our west have grown in population, increasing through traffic our city. That traffic has also increased as shoppers from other communities come in increasing numbers to the large Wal-Mart store and as their service and supply vehicles have increased traffic on our streets. Last and most important, given the high incidence of children and others with disabilities in Cornelius, these questions of accessibility are central to our quality of life and the full participation of all of our people.

We have testified before the Metro Council in the past and even hosted Metro Councilor Robert Liberty in our community to demonstrate the pedestrian challenges and barriers that we face with our families traveling in our community. We would be happy to provide additional information or testimony on the importance and need for improving the pedestrian infrastructure in the City of Cornelius. Thank you very much for your time and consideration.

Very Truly Yours,


Marta Rosarro Luna
Claudia — Maria Vargas
Patricia Ohliger Fry
Cornelius Committee: A Vision for an Accessible Community
Comité de Cornelius: Una Vision para una Comunidad Accesible
Ar. David E. Scheffel
Norberto Guzman O.

Please send replies to: Dick Reynolds
Community Development Director
City of Cornelius
1355 N. Barlow Street
Cornelius, OR 97113



CITY OF CORNELIUS

October 8, 2012

Ms. Carlotta Collette, JPACT Chair
Ms. Kathryn Harrington, Metro Councilor
Ms. Robin McArthur, Director-Planning & Development
Metro Regional Government
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Councilors Collette, Harrington and Director McArthur:

This letter is to provide input to Metro regarding criteria for evaluation and eventual disbursement of MTIP funds to local jurisdictions. We appreciate the opportunity to help shape the outcome of your difficult challenge distributing multi-modal transportation funds.

Like many local jurisdictions, we have an aging infrastructure that has many unfunded needs. Our city was originally settled adjacent to the Tualatin River and incorporated in 1893. We have a unique situation in that Cornelius has a much larger than average number of disabled citizens in the community in comparison to other cities in the state. In fact, 22 percent of our population is considered officially disabled. Consequently, our aging sidewalks and the ramps leading to the sidewalks are a critical component to our disabled population being able to traverse the community to reach stores, schools, churches and the Line 57 TriMet bus services. Though every community encourages people to walk and exercise, in our case it is even more critical that the sidewalks and ramps be accessible to our significantly larger disabled population.

Our professional staff is available to provide further information, consultation and advocacy on this important subject for our disabled citizens.

Sincerely,

Rob Drake
City Manager

C: Cornelius Mayor and City Council
Commissioner Roy Rogers
Mayor Craig Dirksen
Kelsey Newell, JPACT Staff

From: [Nicole Davenport](#)
Subject: JPACT Regional Flexible Funds
Date: Wednesday, October 03, 2012 3:31:37 PM

Hello,

I am a concerned citizen of Portland and I am writing to express my support of Option 1 for how the Regional Flexible Fund should be distributed. I believe it is time to spend 75% on active transportation and limit freight transportation funding to 25%. While the port is an important part of Portland's economy, alternative transportation needs to be a priority for Portland government and its citizens. More and more people are switching to alternative transportation, and these people need safe biking and walking routes as well as increased public transportation options. Investing in these will ultimately lead to less auto congestion on roadways, fewer accidents and increased health and well being for the general population.

Please distribute my comments to the members of JPACT for their consideration.

Sincerely,

Nicole Davenport

From: [Joseph Eisenberg](#)
To: [Kelsey Newell](#); [Joshua Naramore](#)
Subject: Please pick Regional Flexible Fund Option 1!
Date: Wednesday, October 10, 2012 12:26:35 PM

I recently learned that certain interests are pushing to spend even more money from the Regional Flexible Funds on road projects, under the guise of improving freight transportation. This is in addition to the 25% of funds, increased from 2%, that were given to freight in the last plan. I hear the key is "jobs".

Everyone wants more jobs for Oregonians. Spending the money on sidewalks, greenways and complete streets will provide more jobs in construction, because these sort of projects require small amounts of engineering and materials, but lots of labor. More local construction workers will be employed in the active transportation projects, so more of that \$98 million will stay in the local communities and employ people who need the work.

No one is avoiding opening a business in Oregon due to bad traffic. Compare us to Seattle or San Francisco or Los Angeles - there is no comparison! Freight is flowing relatively well. Building new freight road projects's won't create new value.

Building new routes for active transportation, however, WILL make new jobs, as Oregon grows its reputation as great place for runners, walkers and bikes, and a great place to visit and live. People, like me, move here because of the reputation as a great place to live. And tourism provides 10's of 1000's of jobs to our economy. Bike tourism, walking and running events and other recreational opportunities also draw organizations to have conventions here, and encourage people to move businesses here to enjoy the quality of life."

We should maintain the 75/25% split, because there is plenty of money for freight and road projects in the general transportation funds, and because spending this small amount of flexible funding on active transportation will provide the most jobs and add the most value to our communities, so we can have a strong economy and make Oregon great place to work.

Please make sure my comments are distributed to the members of JPACT for consideration

Joseph M Eisenberg, M.D. Family Medicine
600 NE 8th Ave, Ste 300
Gresham OR 97030

From: [Nick Falbo](#)
To: [Kelsey Newell](#); [Joshua Naramore](#)
Subject: JPACT, please select Option 1 funding for active transportation.
Date: Wednesday, October 10, 2012 8:22:46 AM

Hi Kelsey Josh at Metro,

Please distribute my comments below to JPACT for consideration.

I'm a citizen that bikes to work every day (when the weather is nice) into Downtown from Foster Road. I don't know if you're familiar with Foster Road, but this street is pretty crappy. Thankfully, the street is going to change for the better due to funding it was awarded as part of regional flexible funding.

I'm writing to let you know how important it is to preserve as much of the RFF funding as possible for active transportation. There are plenty of streets in the Metro region like Foster Road that need to be improved to offer some sort of safety for active modes. Freight trucks may like smooth pavement to be overlaid every year, but there are real people out there just trying to cross the street. Funding needs to reflect the moral reality of helping people travel through their neighborhoods.

I'm asking that you please adopt Option 1 funding splits to maintain 75% funding on active transportation.

Thank You,
Nick Falbo
Foster-Powell Resident

From: [Alexis Grant](#)
To: [Kelsey Newell](#); [Joshua Naramore](#)
Subject: Keep the 75/25 split
Date: Wednesday, October 10, 2012 1:33:07 PM

To whom it may concern:

As a citizen of Oregon and resident of Portland who bikes, walks, and takes transit every day as my normal way of traveling around, I support Regional Flexible Fund Option 1 to spend 75% on active transportation and 25% on freight. This allocation and process were put in place only last year and it is far too early to make major changes to this decision, before any chance to see the results of the policy. Furthermore, it is particularly important to preserve funding for active transportation, since freight and other motor vehicle transportation can receive money from many different sources that are not accessible to active transportation. There is no need to transfer further money to those pots.

I have not driven regularly or owned a car for more than thirteen years. I prefer not to for the sake of the planet, for the sake of my own health, and for the sake of my connection to my community. By not traveling around alone in a steel box, I am able to connect with my natural surroundings, the built environment, and my fellow humans as part of my daily travels. I moved to Portland in no small part because Portland is a great place to get around this way. I brought with me a job that had previously been located in California (later expanded to a job and a half) as well as my own commercial activity. Active transportation demands less space per person, costs less to implement, and returns more jobs created, more money in business, and lowered health costs. It is a sound investment and I ask that you preserve this investment so that citizens now and in the future will continue to have a choice in transportation options.

I would like these comments to be distributed to members of JPACT for consideration.

Sincerely,
Alexis Grant

--

"Traffic is not like the weather...there's something we can do about it." --Noah Budnick

Por Nuestro Rio: <http://www.riosantiago.org/>



City of Gresham

Mayor Shane T. Bemis

1333 N.W. Eastman Parkway
Gresham, Oregon 97030-3813
(503) 618-2306
Fax (503) 665-7692

October 10, 2012

Carlotta Collette, Chair, Joint Policy Advisory Committee on Transportation
400 NE Grand Avenue
Portland, OR 97232

Dear Councilor Collette,

I am submitting this letter on behalf of the City of Gresham and the cities of East Multnomah County as determined by the East Multnomah County Transportation Coordinating Committee to support the 2013 Regional Flexible Fund program Option 3. We believe this approach best supports development of infrastructure on a scale that will truly support the region's economic and livability goals and strikes an appropriate balance between many competing needs.

The Regional Economic Opportunity Fund (REOF) developed through Option 3 is a model that will allow us to construct large-scale projects such as those recently identified through the East Metro Connections Plan process. These projects have been vetted through all East County jurisdictions using processes and criteria agreed to by all parties involved. We believe the REOF model reflects that same process by using project selection criteria identified through national and regional efforts. It also supports project selection based on merit rather than how they "fit" into limited categories.

Option 3 reflects the policy direction that JPACT provided at its last meeting, namely to develop a process that:

- Addresses economic opportunity and job creation
- Takes a system-wide approach
- Leverages private sector investments
- Considers corridor safety
- Reflects criteria from TIGER
- Implements corridor planning work
- Improves access to industrial lands

Thank you for your consideration of support for Option 3. I apologize that I will not be able to attend the October 11, 2012 JPACT meeting in person. Fairview City Councilor Lisa Barton-Mullins will represent the interests of the East Multnomah County Cities on my behalf.

With best regards,

Shane T. Bemis
Mayor of Gresham

c: East Multnomah County Transportation Coordinating Committee
Gresham City Council

From: [Geoff Grummon](#)
To: [Kelsey Newell](#); [Joshua Naramore](#)
Subject: Regional flexible funds
Date: Wednesday, October 10, 2012 1:21:03 PM

In the interest of creating new jobs and improving active transportation in the region, I recommend that the Joint Policy Advisory Committee on Transportation maintains the 2010 decision to spend 75% of regional flexible funds on "Active Transportation/Complete Streets" projects and 25% on "Green Economy/Freight" projects. Portland's reputation as a bicycle and pedestrian friendly region generates private investment and supports jobs. With other cities such as Minneapolis, Chicago, and New York rapidly improving their bicycle infrastructure, it is critical that we invest in active transportation in order to remain competitive. Please pass my comments on to the JPACT members.

Regards,

Geoff Grummon
Portland, OR

From: [Nancy Hales](#)
To: [Kelsey Newell](#)
Subject: Option 1 for active transportation
Date: Wednesday, October 10, 2012 11:58:53 AM

Hi, Kelsey:

I would like to personally weigh in on active transportation Option 1. We can be the region we aspire to be if we actively support biking, walking and transit as our primary choice of getting around the city. With the recent report on our sad performance of air quality, <http://www.deq.state.or.us/aq/factsheets/12aq035patsReport.pdf>, we need every tool available to us to move towards better healthy choices; active transportation is key.

Nancy Hales

From: [Sam Higgins](#)
To: [Kelsey Newell](#); [Joshua Naramore](#)
Subject: Bicycle infrastructure
Date: Wednesday, October 10, 2012 9:00:40 AM

Hi Mrs Newell and Mr. Naramore,

As a concerned citizen and lifelong resident of Portland, I want to weigh in: I'd like 75% of the Regional Flexible Fund (the Option 1 part of it) to be spent on Active Transportation and 25% on freight.

I ride my bike everywhere and the qualities of our bicycle infrastructure are an important part of what draw people and important businesses like Adidas and Weiden and Kennedy to Portland. Moreover, I strongly feel we have both a duty to improve the safety of our bicycle infrastructure (ex: [Portland bicyclist hit downtown by semi dies](#) KGW news), and that improved safety and convenience of our bike infrastructure will help make this city a funner place to live in.

Thank you,
Sam Higgins

From: laurameg@comcast.net
To: [Kelsey Newell](#); [Joshua Naramore](#)
Subject: JPACT
Date: Wednesday, October 10, 2012 9:38:42 AM

I just wanted to send a quick note to express my support for Regional Flexible Fund Option 1.

I ask that this money will be allocated such that 75% will go to fund active transportation and 25% on freight. I'm a daily bike commuter and depend on safe streets for my very life. We still have a long way to go in Portland to make this city truly bike-friendly for people of all abilities, ages and experience.

These funds are desperately needed for active transportation!

Please forward my comments and preference to the JPACT members for their consideration.

Thanks so much,

Meghan Humphreys
7726 SE Martins St. / Portland OR 97206
Secretary, Mt. Scott Arleta Neighborhood Association

From: ss.iannarone@gmail.com on behalf of [Sarah Iannarone](#)
To: [Kelsey Newell](#); [Joshua Naramore](#)
Subject: My Preference: Regional Flexible Fund Option 1
Date: Wednesday, October 10, 2012 8:51:12 AM

As a concerned citizen, I prefer Regional Flexible Fund Option 1 to spend 75% on active transportation and 25% on freight.

An active transportation system is the key to urban health and well-being, of people and places, now and in the long-term.

Please distribute my comments to members of JPACT for consideration.

Thank you,
Sarah Iannarone

Sarah Iannarone, PhDc
Assistant Program Director | First Stop Portland

[LIKE us on FACEBOOK](#)

[FOLLOW us on TWITTER](#)

o: [503.725.5953](tel:503.725.5953) m: [503.310.7762](tel:503.310.7762)

sari@pdx.edu | www.firststopportland.org

Institute of Portland Metropolitan Studies | Portland State University

PO Box 751 Portland OR 97207-0751

From: [Vivek](#)
To: [Kelsey Newell](#); [Joshua Naramore](#)
Subject: Regional Flexible Fund Option 1 to spend 75% on active transportation and 25% on freight
Date: Saturday, October 06, 2012 8:11:46 PM

Hello. I am a medical physicist, my wife is a nurse, and we are both car-free. We get around 100% by bicycle, and have not sacrificed any quality of life for it. We've chosen bicycling because it's safer to others, healthier to ourselves, and saves us a lot of money. This is our way of life and we cherish Portland because of it. I ask nothing of my government other than to provide safety. We need a safe way to transport ourselves to work, downtown, and the grocery store. Please do not threaten our lifestyle and our safety by withdrawing financial support to active transportation. Please vote to provide much needed funding for active transportation.

Thanks.

-Vivek Jeevan

JOHN A. KITZHABER, MD
GOVERNOR



October 10, 2012

Councilor Carlotta Collette, JPACT Chair
600 NE Grand Ave.
Portland, OR 97232

Chair Collette,

The Governor's Regional Solutions Centers work at the local level to identify priorities, solve problems and seize opportunities to improve Oregon's economy. As you are aware, the legislature passed the Jobs and Transportation Act in 2005. Funding from the act provided resources to quickly create construction jobs across the state and improve a number of state-owned facilities that serve Oregon's growing business needs.

A recently completed Regional Industrial Site Readiness report identified a scarcity of "market ready" sites within the Metro area. At the October 4th meeting of our advisory committee, Governor Kitzhaber asked the Regional Solutions Center team to identify three industrial sites to bring up to "market ready" status within a year. The three sites that the committee identified for state action were near the Troutdale Industrial Area in Multnomah County, the Brookwood Interchange in Washington County and the Sunrise Industrial Area (Site #29) in Clackamas County. A more detailed assessment of these sites is currently underway.

It has come to our attention that JPACT is considering dedicating some unanticipated federal dollars towards providing the "last mile" connections to adequately serve industrial lands in each of the three Counties served within the MPO. We understand that an additional \$9m of funding per site would leverage substantial infrastructure investments that both the local jurisdictions and State of Oregon have made at these sites.

Realizing that the potential of these three sites is now within reach, we encourage you to prioritize funding industrial lands access as you make your decision on how best to allocate scarce transportation dollars within the Metro region.

Sincerely,

Bobby Lee
Governor's Office
Metro Regional Solutions Center Coordinator

From: [Joshua Naramore](mailto:Joshua.Naramore)
To: [Kelsey Newell](mailto:Kelsey.Newell)
Subject: FW: Regional Flexible Fund Options
Date: Wednesday, October 10, 2012 12:31:42 PM

From: Christopher Muhs [<mailto:cdmuhs@gmail.com>]
Sent: Wednesday, October 10, 2012 11:44 AM
To: Joshua Naramore
Subject: Re: Regional Flexible Fund Options

Greetings Josh,

As a concerned citizen, I prefer Regional Flexible Fund Option 1 to spend 75% on active transportation and 25% on freight. Walking, cycling, and transit are very important travel options for me and they are a major part of why this region is such a great place to be. Please feel free to distribute my comments to members of JPACT for consideration. Thanks and enjoy your week.

-Chris Muhs

From: [Nikolai Ursin](#)
To: [Ina Zucker](#); [Kelsey Newell](#); [Martha Bennett](#); [Annierose Vonburg](#); [Andy Shaw](#); [Colin Deverell](#)
Subject: Fwd: Inequity and Transportation at Metro
Date: Tuesday, October 09, 2012 7:50:18 PM

FYI

Nikolai

Sent from my mobile.

Begin forwarded message:

From: Jonathan Ostar <jon@opalpdx.org>
Date: October 9, 2012 5:34:20 PM PDT
To: Carlotta Collette <Carlotta.Collette@oregonmetro.gov>, Shirley Craddick <Shirley.Craddick@oregonmetro.gov>, Rex Burkholder <Rex.Burkholder@oregonmetro.gov>
Cc: Nikolai Ursin <Nikolai.Ursin@oregonmetro.gov>, Dylan Rivera <Dylan.Rivera@oregonmetro.gov>, Patty Unfred <Patty.Unfred@oregonmetro.gov>, Nuin-Tara Key <Nuin-Tara.Key@oregonmetro.gov>, Katie Shriver <Katie.Shriver@oregonmetro.gov>, Ramona Perrault <Ramona.Perrault@oregonmetro.gov>, Tom Kloster <Tom.Kloster@oregonmetro.gov>, "mayorsam@portlandoregon.gov" <mayorsam@portlandoregon.gov>, "Ciarlo, Catherine" <Catherine.Ciarlo@portlandoregon.gov>, "district1@multco.us" <district1@multco.us>, DECONCINI Nina <DECONCINI.Nina@deq.state.or.us>, "McFarlane, Neil" <mcfarlan@trimet.org>, "Clark, Olivia" <ClarkO@trimet.org>, "liz.smith-currie@multco.us" <liz.smith-currie@multco.us>, "sam.chase@coalition-clinics.org" <sam.chase@coalition-clinics.org>, Bob Stacey <bob@bobstacey.com>
Subject: Inequity and Transportation at Metro

Dear Councilor Collette, select JPACT members and select Metro staff:

For the past few years, Metro has begun the process of building awareness around equity and environmental justice and incorporating equity into its internal operations and decision-making. We at OPAL Environmental Justice support that effort, as well as the tireless work by our colleagues and partners who have been working with the Metro Council and staff to bring this long-overdue principle to the forefront. As we're all aware, our region cannot be truly livable nor sustainable if it is not equitable. Until all our communities and all the diverse residents within have equal access to opportunities for positive healthy outcomes where we live, work, play and pray, our collective work will continue.

That said, myself and other advocates have become alarmed lately at the degree to which Metro is perpetuating inequity within its processes, notably within transportation decision-making. We have witnessed a

critical failure to collect and analyze basic demographic data to ensure that our significant investments are distributed fairly, and a superficial public outreach and participation process that continues to tokenize the communities most impacted by these decisions. Worse, Metro has begun wrapping its decisions and processes in a cloak of "equity," thereby spinning the status quo as change, to the detriment of real progress on this critical issue.

Nowhere is this more apparent than in recent communications and processes related to federal transportation funding. During last year's deliberations for Regional Flexible Fund allocations, Metro convened an RFF Task Force to advise JPACT, as well as an Environmental Justice Working Group (to advise the advisers?). The EJ Working Group, on which I participated, was primarily concerned with the lack of demographic data and analysis relied upon by Metro in past and present transportation decision-making. There was a clear understanding that the lack of such data and analysis kept Metro from being in compliance with Title VI of the Civil Rights Act of 1964, threatening a larger stream of federal revenue. Moreover, it kept us from making equitable, and hence, sustainable investments for our region.

Without regard to these recommendations, the RFF Task Force and, ultimately, JPACT, decided on a 75/25 split of the federal money to go to active transportation and freight, respectively. This decision was not tied to any specific equity or environmental justice principle, per se. While the split may or may not promote equity, there is no specific analysis nor justification as such. It's a rather arbitrary split that everyone in the room could live with that ensured continued funding for freight movement while providing significant investments for transportation alternatives. And while Metro may have made some minimal progress in terms of data collection and mapping, the projects that were ultimately chosen were not grounded in community need, the ultimate bellweather for advancing equity. Some projects were justified for "geographic equity" (i.e. putting state-of-the-art half-a-million-dollar bike lockers along the Green Line in East Portland, despite the community not prioritizing that investment, and in the face of dwindling transit service and degraded or non-existent bus stop infrastructure). Some projects were justified for having the "potential" to offer opportunity to low-income families or people of color (i.e., bike-sharing - need I say more?). What was clear is that Metro lacked any intelligible principle for how it would consistently implement this equity criteria to ensure that the projects receiving federal funding both fairly distributed benefits and burdens and meaningfully included those most impacted by transportation decisions.

Fast forward nine months. JPACT is gearing up for another critical decision-making opportunity around an even larger pot of federal dollars. Little to no progress has seemingly been made in terms of advancing equity and environmental justice within Metro (see the recent "Equity and Environmental Justice Scorecard" workshop around the Climate Smart strategies as prime example), and the Metro communications machine is working to cloak its current process in equity-speak (see "Equity and Transportation at Metro" email from late-September). Without any meaningful involvement from environmental justice experts,

community advocates or those most impacted by transportation decision-making, JPACT appears set to decide that an additional \$30+ million in new federal money will not be included in this 75/25 split and will instead be spent on "job creation." The irony is that ensuring economic opportunity for low-income families and people of color is a central tenet of environmental justice, as well as anyone's definition of "equity." Yet Metro and JPACT are missing a critical opportunity to advance our collective understanding and analysis of how to adhere to a meaningful equity criterion in the allocation of these federal dollars. ***Without sound demographic analysis to ensure that investments are not only distributively equitable across race and socioeconomic lines but are also meeting the prioritized needs of our underserved communities, we will continue to miss the boat on environmental justice.***

There are other advocates focused on this impending JPACT decision. From my perspective, it is simply one more decision in a business-as-usual approach that belies any meaningful work on equity or environmental justice. I have blind-copied many colleagues, partners and advocates on this communication, as I know many feel the way I do on this issue, though not all may agree on a common approach. I am also aware that several Metro staff are working on and/or supportive of an Equity Initiative within Metro. While I support a commitment to such an ideal, I continue to caution that commitment to a chameleon value sets us up for failure, disappointment and unmet expectations. In the strongest possible terms, I recommend committing to an Environmental Justice Strategy within the agency that will be a guidestar for all integrated planning and decision-making, grounded in principles and practices that have become established over the past several decades, at the federal and state levels, and in conjunction with a renewed understanding of and commitment to Civil Rights law. Such a strategy could finally integrate transportation, land use, housing, job creation and, ultimately, health in a meaningful fashion, and begin the work that the Obama Administration contemplated in issuing its Sustainable Communities Initiative. This integrated approach based on fundamental and accepted principles of environmental justice is long overdue and is the prescription for our current regional impasse.

Thank you for your consideration of these important issues and concerns. I look forward to being of service to continue supporting and advising any meaningful initiative within the region to ensure equal opportunity and access to decision-making. OPAL and our partners are committed to advancing an integrated approach for our region, and we trust that we will find a willing partner in Metro.

--

Jonathan Ostar
Executive Director, OPAL Environmental Justice Oregon
www.opalpdx.org // (O) [503-928-4354](tel:503-928-4354) // (C) [503-407-9145](tel:503-407-9145)

Check out our new transit coalition at weallridethebus.org!!!

From: [Joshua Naramore](mailto:Joshua.Naramore)
To: [Kelsey Newell](mailto:Kelsey.Newell)
Subject: FW: Regional Flexible Funds
Date: Wednesday, October 10, 2012 12:31:59 PM

From: chainstays@gmail.com [<mailto:chainstays@gmail.com>] **On Behalf Of** Mark Person
Sent: Wednesday, October 10, 2012 11:57 AM
To: Joshua Naramore
Subject: Regional Flexible Funds

Mr. Naramore,

I am writing to you in support of Regional Flexible Fund **Option 1** to spend 75% on active transportation and 25% on freight. As a resident of this region and a student of urban planning and public health, I believe that it is imperative that we support active transportation both for the livability of our region, both for environmental and individual health. Expanding transportation options for current and future residents of the region should be a top priority. Please feel free to share my comments with members of JPACT for consideration.

Thank you,

--

Mark Person, AICP
Master of Urban and Regional Planning
Master of Public Health, Health Promotion Candidate 2014

From: [Jessica Roberts](#)
To: [Kelsey Newell](#); [Joshua Naramore](#)
Subject: Metro Flex Funds policy decision
Date: Tuesday, October 09, 2012 10:35:58 PM

Dear Kelsey and Joshua, can you please share my comments (below) with JPACT members?
Thanks, Jessica

Dear members of JPACT,

I have been getting around the Portland Metro area by bicycle since 1995. When I started bicycling, there were far fewer facilities, drivers were clueless at best and hostile far too often, and there were only a handful of high-functioning regional trails like the Springwater Corridor. Since that time, I've seen conditions consistently improve, leading to increases in real and perceived safety for people who bike, increased visibility and acceptance for bicycling, and more and more realistic options for our Metro area citizens to make regional trips by active transportation. I know all too well that without Metro's leadership as a granting organization, many of the most valuable investments would never have happened.

For that reason, I am highly concerned about the proposal to redirect Flexible Federal Funds - some of the only flexible money available for walking and bicycling - to spend on new highway and road projects. Being able to bicycle and walk - because good facilities are being funded - is so important for our family finances, our health, and our desire to live in a way that is good for the environment and does not endanger our fellow residents. If you fund roadway capacity projects, it comes at the opportunity cost of my family's health, safety, well-being, and mobility. Our policy goal to reduce VMT relies on Metro's continued leadership in funding truly complete streets and nonmotorized transportation facilities.

I urge Metro to enact Regional Flexible Fund Option 1 to spend 75% on active transportation and 25% on freight. Please distribute my comments to JPACT members. I bicycle with my son every day. I need your help to make our region safe enough for the both of us.

Sincerely,
Jessica Roberts
6337 N Albina Ave
Portland, OR 97217

From: [Allan Rudwick](#)
To: [Kelsey Newell](#); [Joshua Naramore](#)
Subject: fund active transportation
Date: Tuesday, October 02, 2012 12:11:38 PM

Hi Kelsey and Joshua-

I am a big believer in using the power of my own feet and I am sure you are aware that bike and pedestrian infrastructure has been a priority for only the last 20 years or so. Please spend more than 75% of Regional Flexible Fund Option 1 funds on active transportation as this is one of the few pots for dedicating funds for this important infrastructure improvement. The reasons for me writing are:

Active Transportation is the most cost effective investment we can make
It improves Public Health
It provides more options for area residents
It keeps our money in the local economy
Less weight of vehicles means more safety for everyone

In addition, we have been spending the last 90+ years optimizing our infrastructure for cars and trucks, they will get their money, don't worry. This is a chance to level the playing field. If our target is 25% mode share by bike, we need to spend 25% of our total transportation dollars on bike infrastructure and this pot of funding is one of the best tools to do that.

Thank you for your consideration
Allan Rudwick
Eliot Neighborhood Association Chair
AROW & BTA member

--

Allan Rudwick
(503) 703-3910

From: [kim voros](#)
To: [Kelsey Newell](#); [Joshua Naramore](#)
Subject: Regional Flex Funds Option 1
Date: Wednesday, October 10, 2012 9:27:53 AM

Josh, Kelsey and other Metro staff,

Thanks for all the work you do to make our region a place where high quality facilities are available for all travel modes. In support of completing the active transportation network, which is still fragmented in the region I would like to support Regional Flex Funds Option 1. I recognize that efficient goods movement is critical to our health as a region, but so are complete streets, safe bicycle facilities and trails that connect where people want to go.

Thanks!

Kim Voros



October 10, 2012

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

Dear Carlotta,

I would like to express my support for the selection of Option 3 in relation to the Metro identified \$37.78 million in additional funding for the Regional Flexible Fund program by allocating three years of funds instead of two. Rather than \$60.78 million, available for allocation, the new amount will be \$98.5 million for allocation. In these times, this represents a substantial funding source for transportation. I propose we take this opportunity to consider new project funding categories for the additional increment of \$37.78 million. 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 unemployment levels are still 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 people 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 the 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. Councilor Lisa Barton Mullins will represent the City's interest during this discussion.

Sincerely,

Mike Weatherby
Mayor



East Metro
Economic
Alliance

October 10, 2012

President:
Kathy Clevenger

President-Elect:
Deane Funk

Treasurer:
Gretchen Nichols

Secretary:
Ryan Parker

Past President:
Casey Ryan

Exec Director:
Travis Stovall

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

Dear Carlotta,

We are writing in support of Option 3 for the Regional Flexible Fund program. The \$37.78M in additional funding for the Regional Flexible Fund Program presents an opportunity to address economic opportunities and job creation here in the metro area. With Option 3, we can consider new project categories to fill critical gaps in our transportation infrastructure.

Since the last allocation we have completed the East Metro Connections Plan representing a collaborative approach for the East County cities of Fairview, Gresham, Wood Village and Troutdale, in cooperation with Multnomah County. This plan looks at present and future transportation challenges and recommends actionable solutions that reflect the values of the communities and region. This plan was coordinated by Metro and the process embodied the core values of involvement that Metro wants to foster throughout the region. An investment in this plan further encourages cooperative approaches around the region to better address the challenges that face many of our communities. Investing in this plan builds on the commitment of supporting economic and community development that is supported by a broad based coalition of public and private organizations.

With the region still wrestling with high unemployment it is incumbent upon us to make investments that both put people back to work as soon as we can and those same investments should support infrastructure that lays the foundation for future balanced growth. We have gone through a regional process to identify and prioritize transportation projects; option 3 allows the region the best opportunity to activate those plans without significant dilution of the positive effects of the additional funds.

Thank you for your consideration of the proposal to move forward Option 3. We appreciate your continued work in addressing the region's transportation needs.

Sincerely,

Travis Stovall
Executive Director
East Metro Economic Alliance

From: [Kelsey Newell](#)
To: [Marc Week](#)
Subject: FW: I support Option 1 for Flexible Funds!
Date: Thursday, October 11, 2012 10:39:03 AM

From: Alex Reed [mailto:alexreed@gmail.com]
Sent: Wednesday, October 10, 2012 11:59 PM
To: Kelsey Newell; Joshua Naramore
Subject: I support Option 1 for Flexible Funds!

Hi folks,

I hear that some people in the region are asking that the future allocation of regional transportation Flexible Funds be changed from 75% Active Transportation / 25% Freight.

I'm writing to say that I don't think it should be changed from that. Please distribute my comments to the JPACT members.

I am a Portland resident and I drive, walk, bike, and ride transit. I also buy items shipped to local stores by freight and depend on the freight economy.

I used to work as an economist, and I think that the common perception the Portland area that transportation spending on freight equals jobs and transportation spending on active transportation does not is faulty. The objective of spending on freight mobility is free-flowing traffic. Free-flowing traffic is nowhere near sufficient for a healthy freight economy. It's not even necessary for a healthy freight economy - take a look at Southern California, Seattle, and the Bay Area. All have far more shipping than Portland does. All have far worse traffic too. Spending on freight mobility is a good thing but it's not a panacea for a weak regional economy.

Spending on active transportation, on the other hand, does not get enough credit as a job creator. The actual infrastructure involves less planning and machines and more labor, so it results in more jobs per million dollars allocated to it. Also, creating areas where people feel safe and comfortable walking and biking has a multitude of add-on benefits for the community. An important one is keeping up Portland's reputation as a great place to move to. I know we've heard plenty about "Portlandia" youngsters who don't and don't want to have "real" jobs, but that story doesn't ring true for me or the people I know. I am a twenty-something college-educated migrant who moved here five years ago without a job. I have a great job now and am buying a house. One of the major reasons I moved here is that I had been here and felt comfortable getting around by walking, biking, and transit - which is not true in many major cities. We need to keep investing in our active transportation infrastructure if we want the next wave of highly-educated college graduates to move here rather than Chicago, or New York, or Boulder - all of which are making great strides in active transportation.

Please keep the 75% active transportation / 25% freight split. Thank you!

--

Alex Reed
SE Portland
Cell: 240-888-1349
Direct work: 503-595-4426

From: [Kelsey Newell](#)
To: [Marc Week](#)
Subject: FW: Please choose Option 1 for the Regional Flexible Fund.
Date: Thursday, October 11, 2012 10:39:18 AM

-----Original Message-----

From: Scott Garman [<mailto:sgarman.nh@gmail.com>]
Sent: Wednesday, October 10, 2012 4:47 PM
To: Kelsey Newell
Cc: Joshua Naramore
Subject: Please choose Option 1 for the Regional Flexible Fund.

Hi there,

As a strong supporter of active transportation in the Portland area, I read with concern that Metro is considering changing the balance of Regional Flexible Funds used for active transportation vs. freight projects.

I support the Option 1, 75%/25% split and urge you to select this option.

Thank you,

Scott Garman
4341 NE Halsey Street #20
Portland, OR 97213
503-740-3980

Getting the Most from Your Transportation System Investments: *Operating for Peak Performance*



U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration

A safe, efficient, and reliable regional transportation system requires planning for and investing in strategies to manage and operate the existing multimodal transportation infrastructure. Although management and operations strategies address the causes of at least 60 percent of roadway congestion, they are often overlooked and underfunded. Their benefits are not widely recognized. However, these strategies can help to provide attractive travel options for the public – by improving transit system performance, for example. Strategies such as traffic incident management, traffic signal coordination, and real-time transit information can provide powerful, cost-effective ways to improve multimodal system performance, helping agencies and travelers get the most of out of the region’s infrastructure investments.

By using an objectives-driven, performance-based approach to integrate management and operations into transportation planning, your region can ensure that the most effective strategies for maximizing transportation system performance are planned and funded.



“Operational improvements are one way we get the most out of the transportation system we have.”

– **B. Glen Whitley**

Tarrant County Judge and Chair, Regional Transportation Council, North Central Texas Council of Governments



“We cannot afford to make all of the investments needed to serve the existing population and the growth we’re expecting. . . I expect that [operations] investments which increase transportation choices and improve the system’s efficiency, such as smarter traffic signals, advanced freeway traffic systems. . . will naturally float to the top of our investment plans.”

– **Julia Patterson**

King County Council member and Chair of the Puget Sound Regional Council’s Transportation Policy Board



“[We use] specific objectives for the performance of our regional transportation system to guide our planning and investment decisions. By focusing on specific performance improvements, we have made progress on things that our constituents care about like improved safety, accessibility, and mobility and reduced congestion.”

– **Barbara Wysocki**

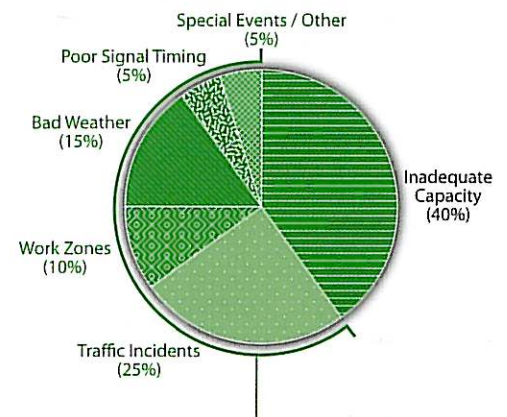
Champaign County Board Chair, District 9, Illinois, Champaign Urbana Urbanized Area Transportation Study



“...one of the best ways to get everyone thinking and working from the same page is to set measurable goals and work together to reach them.”

– **Sam Olens**

Cobb County Commission Chair and former Atlanta Regional Commission Chair

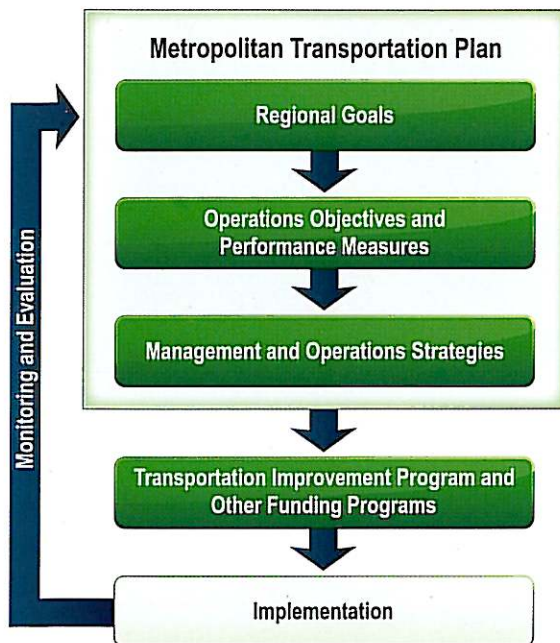


Source: FHWA, *Traffic Congestion and Reliability: Trends and Advanced Strategies for Congestion Mitigation*, 2005. Available at http://www.ops.fhwa.dot.gov/congestion_report/.

Management and operations strategies address the causes of at least 60% of congestion. Traditionally, planning has addressed the source for less than half of congestion on our Nation’s roadways.



The Objectives-Driven, Performance-Based Approach



Use the questions on the back of this brochure to guide your region in using this approach.

Advantages of Using an Objectives-Driven, Performance-Based Approach:

- Leads to investments in management and operations strategies that are relatively low-cost and "make sense" to constituents.
- Helps identify multimodal strategies that deliver measurable improvements.
- Aligns resources and regional activities with operations objectives for a greater impact.
- Strengthens system performance through collaborative involvement of transportation operations managers in the planning process.

Management and Operations Strategies Deliver...

Safer travel:

Freeway ramp metering reduces crashes by 15 - 50%.

More free time:

Traffic signal retiming decreases delay on roads by 13 - 94%.

Transit signal priority reduces transit delay by 30 - 40%.

Cleaner air and less wasted fuel:

Georgia's traffic incident management program reduced annual fuel consumption by 6.83 million gallons/year.

Cost-effective solutions:

Typical benefit-cost ratios for traffic signal retiming/optimization are 17:1 to 62:1, for work zone management systems are 2:1 to 42:1, and for bus rapid transit are 2:1 to 10:1.

Improved Livability:

Management and operations strategies such as enhanced transit service, traveler information, and traffic incident management promote safe, reliable, economical, and balanced transportation choices while addressing regional mobility needs.

Management and operations strategies combined with construction projects provide immediate benefits in congestion management and work zone safety.

Examples of Management and Operations Strategies Include:

- Traffic incident management
- Traffic signal coordination
- Traveler information
- Transit signal priority
- Freight management
- Work zone management
- Special event management
- Road weather management
- Congestion pricing
- Travel demand management

Getting started: How to mobilize your region to use an objectives-driven, performance-based approach

Does our metropolitan transportation plan have regional objectives that define measurable operational performance outcomes?

Have we agreed to performance measures that will assess the attainment of our operations objectives?

Do our operations objectives and performance measures influence the selection and funding of operations programs and projects?

Does our region collect system performance data to track progress against operations objectives?

Does our MPO involve managers from transportation operating agencies in integrating operations into our plans and programs?

For more information:

The U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration have developed guidebooks, workshops, and training materials to help regions adopt an objectives-driven, performance-based approach to integrate transportation management and operations into the planning process. Visit <http://www.plan4operations.dot.gov> for more information.

Federal Highway Administration's Office of Operations

Phone: 202-366-6726

Federal Highway Administration's Office of Planning,
Environment, and Realty

Phone: 202-366-0106

Federal Transit Administration's Office of Planning and Environment

Phone: 202-366-4033

<http://www.plan4operations.dot.gov>