

## Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, Nov. 30, 2012  
Time: 9:30 a.m. to 12 p.m. (noon)  
Place: Metro, Council Chamber

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- |          |      |   |                                      |
|----------|------|---|--------------------------------------|
| 9:30 AM  | 1.   | <b>Call to Order and Declaration of a Quorum</b>  | <b>Elissa Gertler, Chair</b>         |
| 9:35 AM  | 2.   | <b>Comments from the Chair and Committee Members</b> <ul style="list-style-type: none"><li>• Welcome new TPAC community representatives</li></ul>   |                                      |
| 9:40AM   | 3.   | <b>Citizen Communications to TPAC Agenda Items</b>  |                                      |
| 9:45 AM  | 4. * | <b>Consideration of the TPAC Minutes for Oct. 26, 2012</b>  |                                      |
| 9:50 AM  | 5. * | Oregon Passenger Rail Update – <u>INFORMATION</u> <ul style="list-style-type: none"><li>• <u>Purpose</u>: Provide a briefing and seek TPAC input on the Purpose &amp; Need, scope and schedule for the Oregon Passenger Rail study.</li><li>• <u>Outcome</u>: Clear understanding and opportunity to provide input to the study process for TPAC members.</li></ul> | <b>Scott Richman, DEA Inc.</b>       |
| 10:15 AM | 6. * | 2013-15 Unified Planning Work Program – <u>INFORMATION</u> <ul style="list-style-type: none"><li>• <u>Purpose</u>: Inform TPAC about timeline and changes for next UPWP.</li><li>• <u>Outcome</u>: TPAC understanding of UPWP process.</li></ul>  | <b>Josh Naramore<br/>Tom Kloster</b> |
| 10:25 AM | 7. * | 2016-18 Regional Flexible Funds Solicitation Packet – <u>INFORMATION / DISCUSSION</u> <ul style="list-style-type: none"><li>• <u>Purpose</u>: Receive input from TPAC on draft Solicitation Packet.</li><li>• <u>Outcome</u>: Receive TPAC comments on program and project criteria and evaluation measures.</li></ul>  | <b>Josh Naramore<br/>Ted Leybold</b> |

*Continued on back...*

**10:55 AM**      **8.**      Regional Travel Options Recommendation and Grant  
Criteria – INFORMATION

**Dan Kaempff**  
**Ted Leybold**

- Purpose: Brief TPAC on RTO grant program.
- Outcome: TPAC understanding of how grant program implements new RTO Strategic Plan.

**11:30 AM**      **9.**      **ADJOURN**

**Elissa Gertler, Chair**

- \*      Material available electronically.
- \*\*      Material will be distributed in advance of the meeting.
- #      Material will be distributed at the meeting.

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

**2012-13 TPAC Work Program**

**11/20/12**

<b><u>October 26, 2012 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Population &amp; Employment Forecast Distribution– Information</li><li>• Proposed 2015-18 TIP process and schedule – Action</li><li>• Oregon Passenger Rail Update – Information</li></ul>	<b><u>November 30, 2012 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Oregon Passenger Rail Update – Information</li><li>• Regional Travel Options Recommendation and Grant Criteria – Discussion</li><li>• 2013-14 UPWP Framework – Discussion</li><li>• 2016-18 Regional Flexible Funds Solicitation Packet – Discussion</li></ul>
<b><u>Jan. 4, 2013 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• 2012-15 MTIP amendments to Transportation System Management and Operations (TSMO) fund – Action</li><li>• TriMet 2013 Transit Investment Program – Information</li><li>• TIP Application Narrowing – Discussion</li></ul>	<b><u>Jan. 25, 2013 – Regular Meeting</u></b>
<b><u>March 1, 2013 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• TIP Application Narrowing – Recommendation to JPACT Requested</li></ul>	<b><u>March 22, 2013 – Regular Meeting</u></b>
<b><u>April 6, 2013 – Regular Meeting</u></b>	<b><u>May 31, 2013 – Regular Meeting</u></b>
<b><u>June 28, 2013 – Regular Meeting</u></b>	<b><u>July 19, 2013 – Regular Meeting</u></b>
<b><u>Aug. 30, 2013 – Regular Meeting</u></b>	<b><u>Sept. 27, 2013 – Regular Meeting</u></b>
<b><u>Oct. 25, 2013 – Regular Meeting</u></b>	<b><u>Nov. 22, 2013 – Regular Meeting</u></b>

**Parking Lot:**

- ODOT least cost planning tool (Mosaic)
- Metropolitan Planning Area boundary update
- Household travel survey



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**TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

October 26, 2012

Metro Regional Center, Council Chamber

**MEMBERS PRESENT**

Andy Back  
Karen Buehrig  
Elissa Gertler, Chair  
Carol Gossett  
Heidi Guenin  
Nancy Kraushaar  
Katherine Kelly  
Scott King  
Alan Lehto  
Margaret Middleton  
Dave Nordberg  
Satvinder Sandhu  
Rian Windsheimer

**AFFILIATION**

Washington County  
Clackamas County  
Metro  
Community Representative  
Community Representative  
City of Wilsonville Representing Cities of Clackamas Co.  
City of Gresham, Representing Cities of Multnomah Co.  
Port of Portland  
TriMet  
City of Beaverton, Representing Cities of Washington Co.  
Oregon Department of Environmental Quality  
Federal Highway Administration  
Oregon Department of Transportation

**MEMBERS EXCUSED**

David Eatwell  
John Hoefs  
Dean Lookingbill  
Karen Schilling  
Paul Smith  
Charlie Stephens  
Sharon Zimmerman

**AFFILIATION**

Community Representative  
C-TRAN  
Southwest Washington Regional Transportation Committee  
Multnomah County  
City of Portland  
Community Representative  
Washington State Department of Transportation

**ALTERNATES PRESENT**

Lynda David  
Courtney Duke  
Joanna Valencia

**AFFILIATION**

Southwest Washington Regional Transportation Committee  
City of Portland  
Multnomah County

**STAFF:** Ted Leybold, Daniel Kaempff, Tom Kloster, Mike Hoglund Robin McArthur, Lake McTighe, John Mermin, Josh Naramore, Kelsey Newell, Dylan Rivera, Marc Week.

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Elissa Gertler declared a quorum and called the meeting to order at 9:36 a.m.

**2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBER**

Mr. Ted Leybold of Metro provided a brief overview on TIP programming adjustments and financial plan adjustments for July to September 2012. These adjustments will be distributed to TPAC on a quarterly basis.

### **3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS**

There was none.

### **4. CONSIDERATION OF THE TPAC MINUTES FOR SEPTEMBER 28, 2012**

Mr. Windsheimer asked if the MTIP programming Options for TPAC he passed out at the September TPAC meeting were in the record. Staff noted that the handout was attached to the meeting packet on the TPAC website.

MOTION: Mr. Windsheimer moved, Ms. Alan Lehto seconded, to approve the Transportation Policy Alternatives Committee (TPAC) minutes for September 28, 2012.

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

### **5. POPULATION AND EMPLOYMENT FORECAST DISTRIBUTION**

Mr. Mike Hoglund introduced the population and employment forecast distribution. Before proceeding, Mr. Hoglund noted that the preliminary report on Metro's 2011 Household Travel survey was released earlier in the week and had gathered more media attention than expected. He apologized to the committee for not bringing the results to the committee earlier. Mr. Hoglund briefly explained the travel survey and noted that he would like to coordinate with committee members to work on the diagnostics of the survey in order to better understand the results.

Mr. Hoglund then explained the background on the 2035 forecast distribution. Metro staff updated MTAC on January 6, 2012, after completion of the first phase of this project. The first phase involved confirming regional land capacity also called buildable land inventory (BLI) or supply capacity through the analysis of local zoning information and redevelopment thresholds before using the BLI results in the transportation analysis zone (TAZ) growth distribution. The second phase of the project was completed last month. This phase involved using Metro's land use and transportation models to match regional demand (the seven-county forecast) with regional capacity at the TAZ geography. The forecast distribution is essential for local and regional planning. Local governments scheduled by the Oregon Department of Land Conservation and Development (DLCD) to update their comprehensive plans (through periodic review) are required to base their updates on a coordinated forecast. Counties are responsible for coordinating the forecast for areas outside of Metro area and will use the coordinated forecast as the basis for this distribution, as well. The distribution supports local transportation system plan (TSP) updates and various local planning activities. Staff will present the 2035 forecast distribution to JPACT on November 8, 2012 and the Metro Council on November 29, 2012.

The committee discussed the following items:

- Committee members noted that local jurisdictions are not as involved in the population and employment forecast as they are in the Travel survey. Members stated that there is a lot of work that needs to be done to ensure that all jurisdictions agree with the numbers and hoped the Ordinance could be refined to reflect that.
- Members requested a national context for single and multi-family home figures.
- Members requested more analysis of land absorption and how the figure keeping up with population and income levels.
- Members were impressed with MetroScope and the programs flexibility.

## **6. 2016-18 REGIONAL FLEXIBLE FUNDS ALLOCATION (RFFA) POLICY REPORT ADOPTION**

Regional flexible funds are an element of the funds programmed within the Metropolitan Transportation Improvement Program (MTIP). The Metropolitan region is preparing to prioritize transportation projects and program activities to receive regional flexible funds available in the federal fiscal years 2016 through 2018. The process for updating these policies first involved discussions by engaging agency technical staff at TPAC, JPACT, and Metro Council members to provide policy direction to allocate the estimated available to region from 2016-18. Metro staff has used the TPAC and JPACT meeting discussions to produce this Policy Report. The revised approach to allocating Regional Flexible Funds proposed in this report is intended to develop a more collaborative method for supporting transportation investments that keep our neighborhoods safe, support sustainable economic growth, and make the most of the existing investments our region has already made in existing public structures. The new three step process builds upon the 2014-15 RFFA process for Step 1 regional programs and Step 2 Community Investment Funds for Active Transportation/Complete Streets and Green Economy/Freight Initiatives. It also established a Step 3 Regional Economic Opportunity Fund to fund regional priority projects identified by JPACT and the Metro Council. Mr. Ted Leybold of Metro also noted that the estimated funds available to the RFFA were less than previously thought due to recent changes in federal guidance. Mr. Naramore also provided changes to the TIGER like criteria in hand out.

The committee first discussed the following items:

- Members discussed whether or not to remove the “state good repair” section in the criteria. Staff recommended leaving out the good repair section out of the Regional Economic Opportunity Fund (REOF). Some members thought that jurisdictions could be punished for properly maintaining their roads.
- Members expressed reservations on removing economic competitiveness in the “good repair section”. Some members suggested moving that section to the economic competitiveness section as a fourth bullet.
- Staff asked if the committee would recommend having environmental justice (EJ) and underserved communities (UC) as a separate section or as elements in other sections. Members suggested integrating UC and EJ but also isolating it for public comments.
- Committee members asked why the name of the REOF was not changed, as suggested in the September TPAC, to regional opportunity fund. Staff responded that the stakeholder feedback indicated a need to emphasize the economic function of the program.
- The Committee discussed how to implement safety in the REOF. Some members expressed concern about limiting the projects to high crash arterials. Other members expressed concern with the practicality of implementing soft behavioral safety programs without making safety its own program.
- Members suggested clarifying and bulking up the language using the TIGER guidelines in the federal register.
- Members discussed increasing the project construction minimum for AT/CS projects from \$3 to \$4 million. The committee members felt that the increase would not be positive addition and there would be more project diversity if the minimum was kept at three.
- Members discussed the timeline of the REOF. Decisions for the REOF will be moved ahead to March while Active Transportation projects and complete streets projects will be submitted in August. Action on the projects will occur in September of 2013 but there is potential to move projects ahead if they are ready to go.
- Members discussed project eligibility. Some members felt that that the Port of Portland and TriMet should not have the same ability to submit projects because the counties and the City of

Portland agree on through the coordinating committees. Some members suggested limiting the number of proposals by TriMet and the Port of Portland to one while the counties get three or two proposals.

MOTION ONE: Mr. Alan Lehto moved and Ms. Karen Schilling seconded to recommend that JPACT approve Resolution No. 12-4383 with the following amendments:

- Remove the “state of good repair” section but add clarifying language for economic competitiveness;
- To integrate environmental justice and equity into all sections but to separate EJ and Equity for the solicitation packet;
- Soften language in partnerships in the secondary criteria using the federal register criteria but making all three bullets as distinct secondary criteria;
- Bring back the deleted secondary criteria in the safety section and include items identify in RTSP.
- The project minimums should remain a 3 million for AT/CS
- Flag the eligible application requirements for project submissions.
- Recognize the Implementation corridor planning in the criteria under livability.

AMENDMENT ONE: Mr. Back Moved Ms. Country Duke Seconded to amend the above motion to limit the REOF project submission requirements to ~~three~~ two projects submitted by each county and the City of Portland at total of \$10 million each and one project submitted by TriMet and the Port of Portland each at a total of \$10 million each.

DISCUSSION: Ms. Nancy Kraushaar suggested a friendly amendment to Amendment One from three submissions for each county and the city of Portland to two projects. The friendly amendment was accepted and noted above

ACTION TAKEN ON AMENDMENT ONE: With 6 in favor and 7 opposed the amendment failed.

DISCUSSION: Mr. Scott King noted that the ROEF criteria did not mention the TIGER program. Staff noted that the TIGER criterion was used when creating the ROEF criteria but is a completely separate program.

ACTION TAKEN ON MOTION ONE: With 12 in favor and 1 opposed, the motion passed

## **7. OREGON PASSENGER RAIL UPDATE**

Due to time constraints, Chair Gertler asked Mr. Scott Richman of DEA Inc. return next month and to provide the Oregon Passenger Rail update.

## **9. ADJOURN**

Chair Gertler adjourned the meeting at 12:15 p.m.

Respectfully submitted,



Marcus Week  
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR SEPTEMBER 28, 2012

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2	PPT	10/26/12	Metro 2010 – 2035 Growth distribution	102612t-01
2	PPT	10/26/12	PPT: 2016-18 Regional Flexible Funds Allocation (RFFA)	102612t-02
6	Memo	10/26/12	Recommended Modified TIGER Criteria for 2016-18 RFFA Policy Report	102612t-03
6	Handout	10/26/12	RFFA Policy Report Table.	102612t-04
7	Handout	06/19/09	Federal Register, TIGER Discretionary Grants	102612t-05





**Oregon Passenger Rail Project**  
**Tier 1 Environmental Impact Statement**  
**Revised Draft Purpose and Need Statement**  
**November 1, 2012**

**Purpose**

The purpose of the Oregon Passenger Rail Project is to improve the frequency, convenience, speed and reliability of passenger rail service along the Oregon segment of the federally-designated Pacific Northwest Rail Corridor (PNWRC) in a manner that will:

- Provide riders with an efficient, safe, equitable and affordable alternative to highway, bus, and air travel;
- Be a cost-effective investment;
- Protect freight-rail carrying capability;
- Support the implementation of the regional high speed inter-city passenger rail in the PNWRC between the Eugene-Springfield metropolitan area and Vancouver, British Columbia;
- Be compatible with the Washington State portion of the PNWRC;
- Promote economic development;
- Avoid or mitigate community and environmental impacts; and
- Integrate with existing and planned multi-modal transportation networks.

**Need**

Multiple transportation, land use, socio-economic, and environmental considerations drive the need for this project, including:

• **Increasing Intercity and Regional Travel Demands**

Eight of the ten largest cities in Oregon are within the corridor, including the state's three largest metropolitan areas of Portland, Salem-Keizer, and Eugene-Springfield. Willamette Valley population growth has increased intercity and regional travel demands, resulting in decreased highway mobility and increased demand for alternative travel modes including rail for business, personal, and tourist travel. Passenger rail ridership on the existing state-sponsored Cascade service between Portland and Eugene (that also serves stations in Oregon City, Salem, and Albany) has increased 22 percent since 2009 and by 238 percent since 1995, and is forecast to continue to increase with Willamette Valley population growth. Over the next 25 years, the population of the Willamette Valley is forecast to grow by approximately 35 percent, with an overall population reaching approximately 3.6 million by the year 2035. During this same period, freight volume (carried by both trains and trucks) in Oregon is expected to grow by approximately 60 percent. The increase in both freight and passenger rail demand creates a need for rail infrastructure investment.

• **Limited Rail System Capacity and Competing Service Needs**

Freight and passenger rail between Eugene and Portland have competing service needs in a corridor with limited rail system capacity. Forecast growth places added burden on the existing rail network to move both people and freight. Currently, passenger trains between Union Station in Portland and Eugene have operating rights on Union Pacific Railroad owned tracks. BNSF Railway owns the railroad tracks in the congested corridor between Union Station in Portland and Washington State.

Scheduled end-to-end passenger rail travel time between the Eugene Depot and Portland's Union Station averaged 2 hours and 40 minutes (not including delay) in 2012, approximately 40 minutes longer than the time it takes to travel the same distance in a passenger vehicle. From 2006 through 2011, passenger trains in the corridor were on time an average of approximately 65 percent of the time. Current train delay ratios in this corridor are similar to the conditions for much larger and denser rail systems. Congestion is especially observed at the Columbia River Rail Crossing as it carries trains destined north, south, and east. Existing freight rail capacity must be preserved or enhanced to be consistent with statewide and regional freight goals and forecasts. New capital investments will help alleviate existing capacity issues and create opportunities for improved freight and passenger rail operations.

- **Declining State and Local Roadway Funding**

Declining state and local roadway funding will limit the ability to fund roadway capacity projects to improve mobility. Oregon's funding outlook for financing roadway improvements is severely constrained due to lower gas tax revenue (primarily from the trend of more fuel efficient vehicles and lower vehicles miles traveled), and Oregon's repayment of bonds from recent critical transportation infrastructure improvements which reduces the funding available for future projects. Communities within the state are looking beyond roadway projects towards other types of transportation projects to leverage available funding sources for non-roadway projects to improve mobility and to provide an interconnected multimodal system that serves both regional and local networks.

- **Congestion's Effects on the Economic Vitality of the Corridor**

Increasingly congested highways and rail corridors have negative effects on the economy of communities in the Willamette Valley. Transportation investments are needed to reduce travel delay and improve economic market access and competitiveness. With declining state and local roadway funding, rail infrastructure investments can reduce congestion's effect on the economic vitality of the corridor. Rail infrastructure investments with improved passenger rail operations and improved infrastructure for freight operations will improve market access within the corridor for individuals and goods, and will improve the economic competitiveness of the communities within the Willamette Valley and Oregon as a whole.

- **Promoting Transportation System Safety and Security**

Stability and security of both rail passengers and the surface transportation system within the corridor can be bolstered by providing viable alternatives to highway travel. Per passenger mile traveled, rail has historically had lower fatality rates than highway travel. If there is a major accident or prolonged disruption to travel on I-5, travelers will need options to move through the project corridor. Improved passenger rail service would increase the resiliency of the transportation system in the corridor. Finally, there is a need to address the long-term rail safety for freight and passenger rail on existing shared railroad right-of-way.

- **Changing Transportation Demand resulting from Demographic Changes**

Demographics are changing the transportation demand nationally and within the corridor. Between 2000 and 2010, Oregon's population became older with fewer households having access to an automobile. In the United States, the per capita vehicle miles traveled annually decreased 6 percent between 2004 and 2011, and between 2001 and 2009, the average annual number of vehicle miles traveled by 16 to 34 year olds decreased 23 percent. In urbanized areas, a growing number of people of legal driving age are also choosing a car-free lifestyle. Nationally, from 2000 to 2010, the

proportion of 14 to 34-year olds without a driver's licenses increased from 21 to 26 percent. Because transportation demographics are changing the transportation demand, populations will increasingly rely on non-auto transportation options for intercity travel.



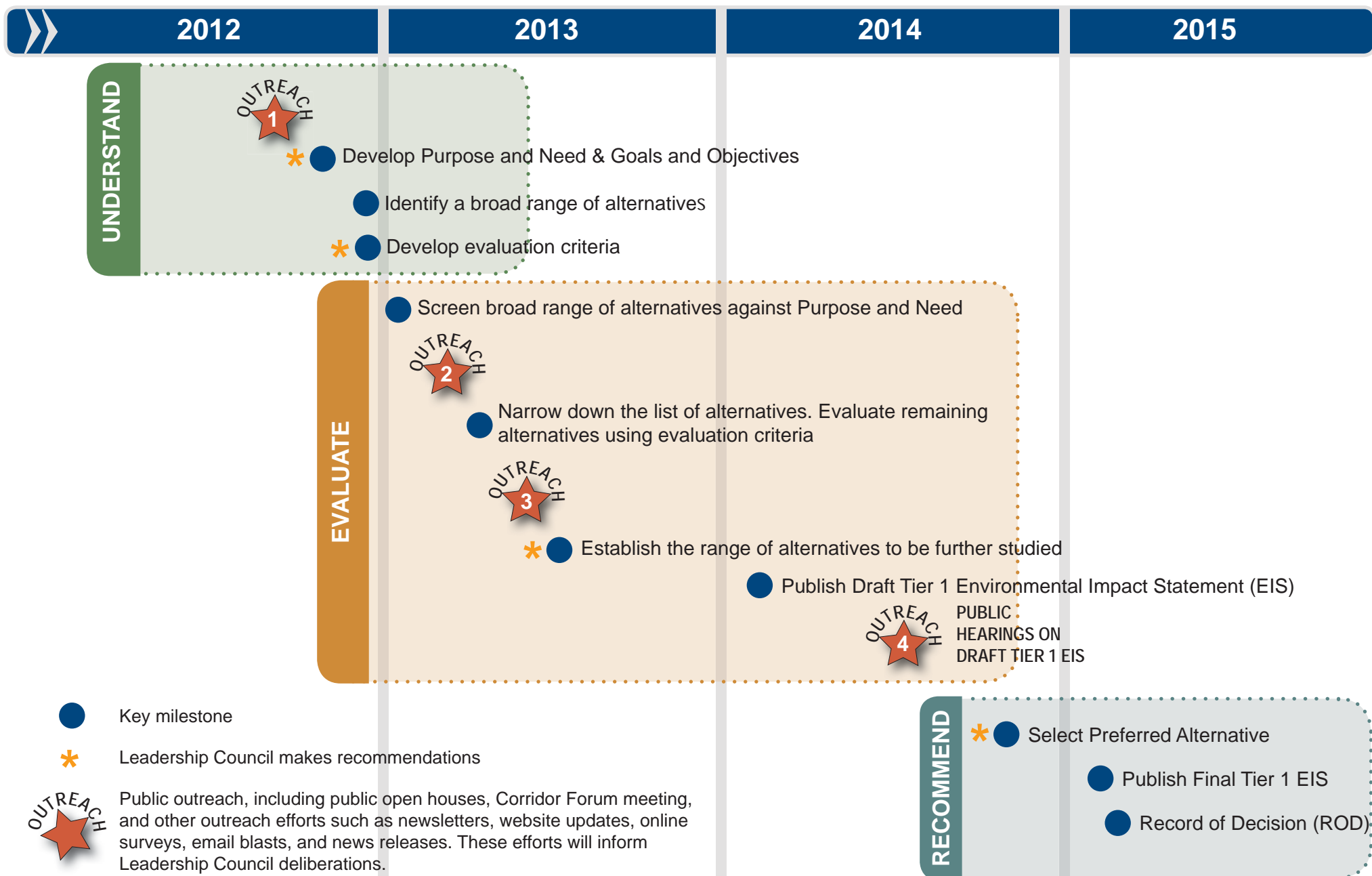
# Oregon Passenger Rail

## Eugene - Portland

CHOOSING A PATH FORWARD

# Study Schedule

[www.OregonPassengerRail.org](http://www.OregonPassengerRail.org)



# Oregon Passenger Rail EIS: Three Phases

The Oregon Passenger Rail Environmental Impact Statement (EIS) process will be used by the Oregon Department of Transportation (ODOT) and the Federal Railroad Administration (FRA) to make an informed decision about the future of rail improvements in Oregon. FRA guidelines call for a tiered EIS process. The Tier 1 EIS will identify a general rail alignment, station locations, and service characteristics (such as number of daily trips, travel time objectives, and technology). After the Tier 1 decision has been made, a more detailed environmental analysis under a Tier 2 process may be required before constructing improvements. The study is divided into three general phases - *Understand*, *Evaluate*, and *Recommend*. Public input will be a critical part of the process. Each phase will include one or more rounds of outreach so that the public and key stakeholders can have a voice throughout the process.

## UNDERSTAND

This is the initial phase, known as the official National Environmental Policy Act (NEPA) scoping phase, and its purpose is to identify issues and ensure that an appropriate range of alternatives will be considered through the EIS process. The main outcomes of this phase include:

- Develop the project Purpose and Need
- Develop the project Goals and Objectives
- Identify a broad range of alternatives
- Develop an evaluation framework that includes a set of criteria against which the alternatives can eventually be screened.



The *Understanding* phase will include public outreach and meetings to ask the public to weigh in on a draft Purpose and Need statement, and help shape the Goals and Objectives. The project team will also seek input on potential rail alignment alternatives.

## EVALUATE

Following the *Understanding* this phase, alternatives will undergo two narrowing processes, both of which will offer opportunities for public involvement.



First, the broad range of alternatives will be screened against the project Purpose and Need. Members of the public will be invited to review the results of this screening and comment on how the screening was applied.



Then, the alternatives that “pass” the first screening will be evaluated against specific criteria developed in the *Understand* Phase. The result will be a narrowed list of alternatives that will move forward for more detailed analysis in the Draft EIS (DEIS). Again, the public will be asked to weigh in on how the criteria were applied and will deepen the project team’s understanding of the trade offs and implications of each of the alternatives.



After these two screenings, the DEIS will be published. The public will have the opportunity to submit formal comments on the DEIS during Public Hearings.

## RECOMMEND

Following the Public Hearings, the Leadership Council will recommend a Preferred Alternative based on the technical evaluation conducted in the DEIS and analysis of public and agency input. The environmental impacts of the Preferred Alternative will be documented in the Final EIS. Finally, the FRA will issue a Record of Decision (ROD) to document its formal decision on the Preferred Alternative.



Date: November 19, 2012  
To: TPAC members and interested parties  
From: Josh Naramore, Senior Transportation Planner  
Subject: FY 2013-15 Unified Planning Work Program (UPWP): Overview and Timeline

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## Background

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA and FTA. Additionally, Metro must annually undergo a process known as self-certification to demonstrate that the Portland Metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with annual adoption of the UPWP.

## 2013-15 UPWP

The process of developing the next UPWP will start in February 2013. As part of the UPWP process Metro is proposing to develop a two-year document for fiscal years (FY) 2013-14 and 2014-15. A new UPWP document would be developed every other year. In the interim years, Metro staff would take through a comprehensive list of updates and amendments through TPAC, JPACT and Metro Council. The interim updates and amendments will be packaged with annual MPO self-certification to ensure compliance with federal transportation planning requirements.

## Next Steps

Metro staff will provide a draft UPWP work program summary for distribution at the November 30 TPAC meeting as an informational item. Below is a timeline for the 2013-15 UPWP adoption and self-certification process:

February 6, 2013	FY 2013-15 UPWP draft submitted for federal, state and TPAC review.
February 20, 2013	Review draft FY 2013-15 UPWP with federal and state partners at 9am at MRC.
February 22, 2013	TPAC review and comments on draft FY 2013-15 UPWP.
March 6, 2013	Deadline for comments from TPAC and interested parties on the draft FY 2013-15 UPWP.

April 26, 2012

TPAC final review and recommendation of FY 2013-15 UPWP and MPO self-certification to JPACT for adoption.

May 9, 2012

JPACT and Metro Council review and adoption of FY 2013-15 UPWP and MPO self-certification

To submit questions, comments, or request and additional information, contact Josh Naramore at 503-797-1825 or [joshua.naramore@oregonmetro.gov](mailto:joshua.naramore@oregonmetro.gov).

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[www.oregonmetro.gov](http://www.oregonmetro.gov)

# DRAFT Regional Flexible Fund Allocation

Project nomination process for  
allocation of 2016-18 funds

January 2013



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## About Metro

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

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

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### **Metro Council President**

Tom Hughes

### **Metro Councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

### **Auditor**

Suzanne Flynn

## About the Joint Policy Advisory Committee on Transportation (JPACT)

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

### **JPACT Members**

Carlotta Collette, Metro Council, JPACT Chair

Kathryn Harrington, Metro Council

Rex Burkholder, Metro Council

Ann Lininger, Clackamas County

Deborah Kafoury, Multnomah County

Roy Rogers, Washington County

Sam Adams, City of Portland

Donna Jordan, City of Lake Oswego

Shane Bemis, City of Gresham

Craig Dirksen, City of Tigard

Neil McFarlane, TriMet

Jason Tell, ODOT

Nina DeConcini, DEQ

Don Wagner, WSDOT

Bill Wyatt, Port of Portland

Jack Burkman, City of Vancouver

Steve Stuart, Clark County

## **Metro Respects Civil Rights**

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefit of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the website at [www.oregonmetro.gov](http://www.oregonmetro.gov) or call (503) 797-1536.

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## ABOUT THE REGIONAL FLEXIBLE FUND ALLOCATION

The Regional Flexible Fund Allocation is the regional process to identify which transportation projects and programs will receive regional flexible funds. Metro anticipates allocating approximately \$94 million of Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ), Transportation Alternative (TA) grant funds.

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process allocates money to both regional programs, such as the Transit Oriented Development program, and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should be more coordinated and focused. To achieve this Metro has initiated the development of a new collaborative process for project nomination and involved greater policy development early in the process to give specific direction on the types of projects that can be funded.

This document explains the policies and framework for the process and the project nomination guidelines.

### 2015-18 MTIP Schedule for 2013

January	Sub-regional workshops  Resource Guide released to be used in developing and evaluating projects
January - March	Local agency development of project nominations
March	Applications due March 15
May	JPACT release of project nominations for public comment
May - June	Regional public comment period
July – August	Policy Coordinating Committees action to nominate projects
September	Action of regional flexible fund allocation (TPAC/JPACT/Council)

## Summary of Transportation Spending

Regional flexible funds represent approximately 14 percent of the on-going state and federal transportation funds that come into the region annually. Additional state and federal revenues enter the region through one-time program allocations. These include the OTIA programs (\$638 million), Connect Oregon programs (\$89 million) federal economic stimulus (\$153 million), state Jobs & Transportation Act (\$252 million), and federal transit New Starts grants (\$683 million for I-205/Mall, WES & Eastside Streetcar, approximately \$650 million anticipated for Milwaukie LRT). Also, there are locally generated sources of revenue such as the employer tax and farebox for

transit operations and local fees such as parking revenues, and local gas tax and vehicle registration fees.

Regional flexible funds receive a relatively high degree of attention and scrutiny, because unlike most sources of transportation revenue that are limited to specific purposes, regional flexible funds may be spent on a wide variety of transportation projects or programs.

## **2016-2018 Regional Flexible Fund Allocation**

The amount of regional flexible funds available to be allocated is determined through the Congressional authorization and appropriation process. MAP-21 extends through 2014. A forecast is made to estimate how much funding may be available for projects and programs for 2016-2018. The forecast utilizes an estimated increase of 3 percent annually to the 2009 funding level. The 3 percent escalation rate is based on the historical pattern of funding levels over the life of the past two authorization bills.

Approximately \$94.58 million dollars is currently forecast to be available to the Portland metropolitan region from these two programs during the years 2016-2018. Should actual funding levels from federal fiscal year 2014 forward differ from this or previous forecasts, adjustments to the project allocations may need to be made. Changes would be made through programming adjustments (delaying implementation of one or more projects selected to receive funds) or through a comprehensive allocation and project adjustment decision by JPACT and the Metro Council.

### **Type of funding available**

Regional flexible funds come from three sources; Surface Transportation Program (STP), Congestion Mitigation / Air Quality (CMAQ) funding programs and Transportation Alternatives (TA). Each program's funding comes with unique restrictions.

Surface Transportation Program funds may be used for virtually any transportation project or program except for construction of local streets. STP grant funds represent approximately 61% of the funds available.

Congestion Mitigation / Air Quality program funds cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program. CMAQ grant funds represent approximately 36 percent of the funds available.

Transportation Alternative program funds are a new federal source of funds to the Regional Flexible Fund pool. The funding is a continuation of the old Transportation Enhancements funding program but now partially sub-allocated to large MPO's and with the former Safe Routes to Schools program activities and environmental mitigation as eligible activities. These funds represent approximately 3 percent of the funds available and must be distributed through a competitive allocation process.

As in previous allocations, the region expects to select a variety of projects so that funding conditions may be met by assigning projects to appropriate funding sources after the selection of candidate projects. Applicants do not need to identify from which program they wish to receive funding.

**Eligible applicants**

Project nominations may be submitted on behalf of eligible sponsors located within the region's Metropolitan Planning Organization (MPO) boundary, including: Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities, and City of Portland, Oregon DEQ, TriMet, ODOT, Port of Portland and Parks and Recreation Districts.

Applicants must demonstrate the technical capacity to manage a federally funded transportation project and to provide required local match.

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## **POLICY FRAMEWORK**

The following policies have been adopted for the 2016-18 allocation of regional flexible funds.

### **Recurring process and administrative policies**

- These policies define how the allocation process should be conducted and what outcomes are achieved with the overall allocation process.
- Select projects from throughout the region, however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region
- Honor previous funding commitments made by JPACT and the Metro Council.
- Address air quality requirements by ensuring air quality Transportation Control Measures for pedestrian and bicycle improvements are met and that an adequate pool of CMAQ eligible projects is available for funding.
- Achieve multiple transportation policy objectives.
- Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding
- Encourage the application of projects that efficiently and to cost effectively make use of federal funds.
- Recognize the difference in transportation infrastructure investment needs relative to an area's stage of development (developed, developing, undeveloped) consistent with RTP Table 2.2
- Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
- Ensure agencies have qualifications for leading federal aid transportation projects.
- Identify opportunities for leveraging, coordinating, and collaboration.

### **JPACT and Metro Council adopted policy framework**

This policy framework affirms the two-step allocation process, establishes new project focus areas, sets funding targets, and directs the development of a new collaborative process for nominating projects for funding. The policy was adopted by Metro Resolution No. 12-4383.

#### **Three-step process**

The allocation process involves three steps for allocating the funding. Step 1 is the process to set funding levels for regional programs. Step 2 is the process to allocate funds to locally generated projects. The two-step process was used in the previous funding cycle and was approved by JPACT for use in allocating 2014-15 funds as well. The benefit for using this approach is that it provides

more certainty for Step 2 funding levels as funds for the regional programs are “set aside” at the beginning of the process, allowing for a dollar target for Step 2 for local agencies to work with in nominating projects. Step 3 was created by JPACT in September of 2012 and established a Regional Economic Opportunity Fund (REOF). The REOF is targeted at larger projects (\$5-\$10million) that are difficult to fund at the local level and through the Step 2 Community Investment process. The REOF is modeled after the federal TIGER program and uses similar policy criteria.

The following are the amounts set for all three steps. Please note that all three steps will be available for review and comment during the public comment phase of the process and the final decision for both will be made in September 2013.

**Step 1: Provide for existing regional programs - \$26.01 million**

- Transit Oriented Development – \$9.19 million TSMO/ITS - \$4.64 million
- Regional Travel Options - \$7.01 million
- Regional Planning - \$3.63 million
- Corridor & Systems Planning - \$6.54 million

**Step 2: Community Investment Fund Projects \$34.77 million**

- *Active Transportation/Complete Streets target: 75%* - This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users.
- *Green Economy/Freight Initiatives target: 25 %* - This project focus area supports the development of the region’s economy through investment in green infrastructure and key freight projects or programs.
- *Collaborative Process* - Develop the project proposals for new focus areas through a collaborative process involving impacted stakeholders.

**Step 3: Regional Economic Opportunity Fund (REOF) \$33.80 million**

- The REOF prioritizes 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
- Consider the transportation needs of Environmental Justice and underserved communities *Project Selection* – REOF projects will be identified by the County Coordinating Committees, City of Portland, TriMet and Port of Portland prior to either the December 11 or January 10 JPACT meetings.



## Regional Flexible Fund Task Force Report

A task force was created in 2011 to provide specific policy direction on the Step 2 allocation as part of the 2014-15 RFFA. The task force recommendations are being continued as part of the 2016-18 RFFA.

## Active Transportation & Complete Streets

### Recommended approach for developing projects

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

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

### Recommended criteria for scoping and prioritization of projects:

Relative priority	Criteria
	Improves access to and from priority destinations: <ul style="list-style-type: none"><li>• Mixed-use centers</li></ul>
Highest Priority	<ul style="list-style-type: none"><li>• Large employment areas (# of jobs)</li><li>• Schools</li><li>• Essential services for EJ/underserved communities</li></ul>
Highest Priority	Improves safety: <ul style="list-style-type: none"><li>• addresses site issue(s) documented in pedestrian/bike crash data</li><li>• separates pedestrian/bike traffic from freight and/or vehicular conflicts</li></ul>
Highest Priority	Serves underserved communities
High Priority	Improves safety by removing conflicts with freight and/or provides safety

mitigation for any potential freight conflicts

**High Priority** Completes the "last mile"

**High Priority** Increase in use/ridership by providing a good user experience (refer to Active Transportation design elements)

**High Priority** Serves high density or projected high growth areas

**Priority Criteria** Includes outreach/education/engagement component

**Priority Criteria** Can leverage funds

**Priority Criteria** Reduces need for highway expansion

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## Green Economy & Freight Initiatives

### Recommended approach for developing projects

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

#### Construction focus

Capital improvements will focus on:

- System management, such as Intelligent Transportation Systems (ITS), on arterial freight routes. This could include upgrading traffic signal equipment and timing or providing travel information to inform freight trip decisions.
- Small capital projects (e.g. spot widening or installation of mountable curbs to accommodate large truck turning movements). Projects should be assessed for regional impacts such as improving access to regionally significant industrial land or safe movements to/on the regional freight network to ensure a regional interest is served by the project.

#### Planning/strategy development focus

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

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

### Recommended criteria for scoping and prioritization of projects

Relative priority	Criteria
Highest Priority	Reduces freight vehicle delay
Highest Priority	Project increases freight access to: <ul style="list-style-type: none"><li>• Industrial lands</li><li>• Employment centers &amp; local businesses</li><li>• Rail facilities for regional shippers</li></ul>
Highest Priority	Projects that help green the economy and offer economic opportunities for EJ/underserved communities

<b>High Priority</b>	Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
<b>High Priority</b>	Reduces air toxics or particulate matter
<b>High Priority</b>	Reduces impacts to EJ communities – for example, reduced noise, land use conflict, emissions
<b>High Priority</b>	Increases freight reliability
<b>Priority Criteria</b>	May not get funding otherwise
<b>Priority Criteria</b>	Can leverage (or prepare for) future funds
<b>Priority Criteria</b>	Reduces need for highway expansion
<b>Priority Criteria</b>	Multi-modal component

## Regional Economic Opportunity Fund

After funding Step 1 and Step 2, there remains \$33.80 million to allocate as part of the 2016-18 RFFA. At the September 13 JPACT meeting, Metro staff presented three options for how to spend the additional \$33.8 million: Option 1, invest using the same 75-25 percent split the region did in 2010; Option 2 - split the money across region-wide programs and local project focus areas 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 land
- Consider the transportation needs of Environmental Justice and underserved communities

The Regional Economic Opportunity Fund (REOF) was created to respond to the JPACT direction. The fund is 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.

### Developing projects

At the November meeting, JPACT adopted an approach for the REOF that differed from the Metro staff recommendation. The three county coordinating committees, City of Portland, TriMet and the Port of Portland will identify the priority, 100 percent list of REOF projects for either the December

11 or January 10 JPACT meetings. The projects will be included in the public comment process in May/June 2013.

### **Nominations**

The following sub-areas and agencies are eligible to submit REOF applications:

- i. Clackamas County and its cities
- ii. East Multnomah County and its cities
- iii. Washington County and its cities
- iv. City of Portland
- v. Port of Portland
- vi. TriMet

At the October 11 meeting, JPACT unanimously supported moving forward with Option 3 and creating a Regional Economic Opportunity Fund to allocate the remaining funds as part of the RFFA process. Additionally, the JPACT action directed Metro staff to modify the TIGER criteria to include equity and environmental justice, implementation of corridor plans, and integration of the Regional Transportation Safety Plan recommendations.

To incorporate the policy direction from JPACT, Metro staff is recommending modifying the TIGER criteria reflected below to highlight the following:

1. Incorporate CII, Greater Portland Export Initiative, Industrial Lands Access Study.
2. Address Corridor Safety,
3. Implement Corridor Plan work,
4. Address Environmental Justice and Underserved communities (including framework established with creation of Step 2 policy direction).
5. Use a system-wide approach
6. Private sector investments

## Criteria for scoping and prioritization of REOF projects

Relative priority	Criteria
	<i>Economic Competitiveness:</i> Contribute to long-term productivity of US and Metro region economy.
Primary Criteria	<ol style="list-style-type: none"> <li>1. Long-Term Improvement to goods and worker access (emphasis on traded-sector goods and services, access to markets)</li> <li>2. Improved access to and from, and market viability in industrial lands.</li> <li>3. Increased efficiency through integration and use of existing transportation infrastructure, including improvements and repair.</li> <li>4. Leverages probate sector investments.</li> </ol>
Primary Criteria	<i>Livability:</i> Further Partnership for Sustainable Communities principles. <ol style="list-style-type: none"> <li>1. Reduce average cost of user mobility</li> <li>2. Improve existing transportation choices (by enhancing modal connectivity, increasing number of accommodated modes and/or reducing congestion) on existing facilities.</li> <li>3. Improve accessibility of disadvantaged populations.</li> <li>4. Coordinated transportation and land use planning, contribute significantly to broader travel mobility, including implementing completed corridor plans.</li> </ol>
Primary Criteria	<i>Environmental Sustainability:</i> Promote environmentally sustainable transportation system. <ol style="list-style-type: none"> <li>1. Improve energy efficiency (including scale of use of new facilities, TSMO reduction auto trips).</li> <li>2. Environmental benefits or avoidance of adverse impacts.</li> </ol>
Primary Criteria	<i>Safety:</i> Improve safety of the transportation system. <ul style="list-style-type: none"> <li>• Ability to reduce number, rate and consequences of crashes, injuries and fatalities, including focusing and the recommendations for the Regional Transportation Safety Plan:</li> </ul> <ul style="list-style-type: none"> <li>• Improves multimodal safety on arterials.</li> <li>• Addresses pedestrian and bike crash issues.</li> <li>• Addresses safety behavioral contributing factors of alcohol and drug, speeding, aggressive and distracted driving.</li> </ul>
Primary Criteria	<i>Job Creation and Economic Stimulus:</i> Creation or preservation of jobs. <ol style="list-style-type: none"> <li>1. Number and type of job created or preserved (emphasize efforts to support opportunities for low-income and disadvantaged populations).</li> <li>2. Project readiness (NEPA and legislative approvals in required planning documents, technical and financial feasibility).</li> </ol>

	<ol style="list-style-type: none"> <li>3. Provide opportunities for small businesses and disadvantaged business enterprises.</li> <li>4. Effective use of community-based organizations in connecting disadvantaged workers with economic opportunities.</li> </ol>
<b>Secondary Criteria</b>	<p><i>Innovation:</i> Use of innovative technology, system management and project delivery techniques</p> <ol style="list-style-type: none"> <li>1. Use of innovative technology.</li> <li>2. Use of innovative finance, contracting, project delivery, congestion management, safety management, asset management, O&amp;M.</li> </ol>
<b>Secondary Criteria</b>	<p><i>Partnership:</i> Jurisdiction and stakeholder collaboration, and disciplinary (non-transportation agency) integration</p> <ol style="list-style-type: none"> <li>1. Multi-agency support to implement priority project from a completed corridor plan.</li> <li>2. Jurisdiction &amp; Stakeholder collaboration (involvement of state and local governments, other public entities, including projects that engage parties that are not traditionally involved in transportation projects, non-Federal funds, use of TIGER funds to complete a finance package).</li> <li>3. Disciplinary Integration (support by non-transportation public agencies: e.g. public housing, economic development, historic pres., energy, etc.).</li> <li>4. Use a system-wide approach</li> </ol>

## Step 2: Community Investment Nomination Framework

This framework provides the direction for Metro to initiate the collaborative project nomination process and lays out the steps that will be taken to get to the decision process. It also explains how the criteria will be applied. The framework was adopted by Metro Resolution No. 12-4383.

### Regional kick-off meeting (January 2013)

- Process description & instructions
  - i. Sub-regional allocation target
  - ii. Project scope direction
  - iii. Project cost minimum/maximums
  - iv. Nomination materials and schedule
    - a. Data addressing criteria objectives
    - b. -Identification of any areas that cross sub-regional boundaries that should be considered in sub-regional workshops
    - c. Illustrative project and project development process description

### Sub-regional workshops (January 2013)

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

## **Project solicitation**

- All projects being submitted for Active Transportation & Complete Streets and Green Economy & Freight Initiatives for the three county coordinating committees and City of Portland must be submitted to Metro by March 15.
- There will not be a regional limit to the number of applications.
- Applications must demonstrate how project addresses criteria and process directions.
- Assessment of project nomination relative to project criteria will be conducted by the three county coordinating committees and City of Portland
- Metro will review applications for eligibility and completeness. If the lead agency cannot provide adequate information relative to eligibility or completeness, Metro staff may declare the project non-responsive or condition consideration of project funding on further action by the applicant.
- The project evaluations need to be completed by May 2013.

## **Public comment process (on scope and scale of submitted projects)**

- A public comment process will be held in May/June 2013 on all projects submitted for Step 2.
- Metro to provide summary of comments to the three county coordinating committees and City of Portland
- Applicants to provide response to comment summary issues

## **Project nomination**

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

## **Decision process**

- TPAC recommendation
- JPACT action
- Metro Council adoption

## **Active Transportation & Complete Streets**

### **Criteria to guide scope development and for identifying priority locations for projects - pre nomination**

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

Improve access to and from priority destinations:

- Mixed-use centers
- Large employment areas (# of jobs)
- Schools

Improve safety:

- addresses site issue(s) documented in pedestrian/bike crash data
- separates pedestrian/bike traffic from freight and/or vehicular conflicts
- Essential services for EJ/underserved communities
- Serve underserved communities



### **Criteria for assessing projects**

Once priority locations have been selected based on the pre-nomination criteria; the following criteria should be used to help define specific projects details.

A well-defined project:

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

## **Green Economy & Freight Initiatives**

### **Criteria to guide scope development and for identifying priority locations for projects - pre nomination**

Data will be provided to nominating agencies that exemplify the criteria. This information will be made available and discussed Metro sponsored workshops to aid in the identification of where a project increases freight access to:

- Industrial lands
- Employment centers & local businesses
- Rail facilities for regional shippers

### **Criteria for assessing projects**

Once priority locations have been selected based on the pre-nomination criteria, the following criteria should be used to help define specific projects details.

A well-defined project:

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

## PROJECT NOMINATION GUIDELINES

The following guidelines must be used for determining the cost and number of projects each sub-region is eligible for nominating.

### Active Transportation and Complete Streets

#### Sub-regional cost targets by percent of population

	Region	City of Portland	Clackamas County	Multnomah County	Washington County
% of Population <sup>1</sup>	100%	39.25%	17.6%	9.89%	33.26%
Fund Target - 75% of available revenues <sup>2</sup>  (millions)	\$26.07	\$10.232	\$4.588	\$2.578	\$8.671

#### Construction project cost minimum

\$3 million total project cost or total sub-region target (less eligible project development nomination), whichever is less.

#### Project development cost minimum

\$200,000, but appropriate to project scope (PE phase will be more expensive than planning level work). Scope and budget must be reviewed for feasibility with Metro and ODOT staff prior to final nomination.

#### Number of nominations

Meet target and construction project cost minimums, and may nominate one project development phase. Project development may include anything from a planning level "alternatives analysis" to preliminary engineering.

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<sup>1</sup> 2010 population data

<sup>2</sup> Available revenues are a forecast of revenues from the FFY 2014 and 2015 federal urban STP and CMAQ funds after allocation to existing Step 1 programs. The current forecast is for \$22.5 million. This may be adjusted if new information concerning authorization, appropriations or other forecasting factors is made available. Minor changes (< \$2 M) may be made to this forecast up to March 30, 2011. Changes after that date will be accommodated through programming adjustments (delaying implementation of one or more projects selected to receive funds to FFY 2016) or through a comprehensive allocation and project adjustment by JPACT and the Metro Council.

## Green Economy & Freight Initiatives

Sub-regional cost targets, by weighted regional freight system (route miles) and Title 4 land (acres)

	Region	City of Portland	Clackamas County	Multnomah County	Washington County
Allocation % based on freight network miles and industrial land factors <sup>1</sup>	100%	46%	15%	13%	26%
Fund Target - 25% of available revenues <sup>2</sup> (millions)	\$8.2	\$3.772	\$1.23	\$1.066	\$2.132
Potential allocation of unused regional strategy funds based on maximum of \$500,000	\$.500	\$.230	\$.075	\$.065	\$.130

<sup>1</sup> Average of Freight System and Land Use Factors as follows:

Weighted Route Miles of Regional Freight System

- Local components of roadway (i.e., connectors only) –including proposed connectors (weighting factor of 67%, based on year 2000 percent tonnage moved by truck, per 2035 RTP)

-Main + branch rail lines (weighting factor of 33%)

-Straight Average of Acres of Title 4 Land

-Industrial land (50%)

-Regionally significant industrial land (50%).

<sup>2</sup> Available revenues are a forecast of revenues from the FFY 2016-18 federal urban STP, CMAQ and TA funds, after allocation to existing Step 1 programs. The current forecast is for \$34.77 million. This may be adjusted if new information concerning authorization, appropriations or other forecasting factors is made available. Minor changes (< \$2 M) may be made to this forecast up to March 30, 2013. Changes after that date will be accommodated through programming adjustments (delaying implementation of one or more projects selected to receive funds into FFY 2019) or through a comprehensive allocation/project adjustment by JPACT and the Metro Council.

**Construction project cost minimum**

\$1 million or total sub-region target, whichever is less.

**Project development cost minimum**

\$200,000 but appropriate to project scope (PE phase will be more expensive than planning level work). Scope and budget must be reviewed for feasibility with Metro and ODOT staff prior to final nomination.

**Number of nominations**

Meet target and construction project cost minimums, and may nominate one project development phase. Project development may include anything from a planning level "alternatives analysis" to preliminary engineering.

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## DATA AND INFORMATION

### Kick-off meeting

Metro will host a kick-off meeting with local agency staff to describe the policy framework for the allocation process, review the data available to aid in project location and definition, and to discuss the project nomination guidelines, sub-regional workshops and decision process. This workshop will take place in January 2013.

### Sub-regional workshops

Following the kick-off meeting, Metro will be sponsoring sub-regional workshops to begin the collaborative project nomination process. The workshops are intended to get the conversation started about potential project nominations.

### Data Resource Guide for 2016-18 MTIP Project Development - A compilation of transportation-related data for use in prioritizing local projects and preparing applications

Public agencies are responding to trends that place greater emphasis on capturing and using data to guide decisions and ensure accountability. The passage of Moving Ahead for Progress in the 21st Century Act (MAP-21) ushers in a new era of performance-driven, outcomes-based planning and decision-making that will have direct effects on how the Portland region approaches its MTIP process.

*"The TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements."*

FHWA, MAP-21 Summary of Highway Provisions

This guide is organized into transportation categories shown in the graphic below. It provides one-stop access to high level transportation data and useful links to other data resources helpful to complete applications.



## Regional Travel

- 3-County Population 1980-2010 (US Census)
- Percentage Change in 3 – County Population 1980-2010 (US Census)
- Average Daily VMT/Capita (TTI)
- Annual Transit Passenger Trips (TriMet)
- What is VMT/household – how has this changed from 1994 (Metro, Travel Survey)
- What is the average trip length – how has this changed from 1994 (Metro, Travel Survey)
- What is the number of trips per household (Metro, Travel Survey)
- What is the mode split for all trips by auto, carpool, transit, bike and walk (Metro, Travel Survey)
- What is the mode split for commute trips by auto, carpool, transit, bike and walk (Metro Travel Survey)

## Transit

- Transit stop proximity to sidewalks (TriMet, Pedestrian Network Analysis)
- Transit stops with highest ridership (TriMet, Pedestrian Network Analysis)

## Active Transportation

- Cycle zone analysis
- Pedestrian district composite
- Pedestrian corridor composite
- Sidewalk completion near schools

## **Safety**

- Highest fatal and serious injuries for all modes on arterial streets 2007-2010
- Fatal and serious for pedestrian 2007-2010
- Fatal and serious for bicycle 2007 - 2010

## **Roadway**

- Travel time reliability on freight network
- Congestion on freight network
- Incident response times

## **Equity**

- Demographic composite map
- Essential services composite map
- Mobility composite map

## **Local data**

The regional data available is intended to get the conversation started about where projects can be developed and defined to meet the criteria however, there may be local sources of data that can help “ground truth” the regional data and provide additional information for aiding the nomination process. We encourage the use of additional data in this process.

## LOCAL PROCESS FOR NOMINATING PROJECTS

The following describes the different project nomination process for the Step 2 Community Investment and Step 3 Regional Economic Opportunity Fund projects.

### Step 2 Nomination Process

The following explains the process and timeline for nominating Step 2 projects:

1. Attend a sub-regional workshop - January 2013
2. Access Regional Resource Guide data on Metro's website for use in identifying project locations that meet the criteria - January to March 15, 2013
3. Lead agencies submit applications. - Application due March 15
4. Complete the project nomination narrative for projects being put forth for consideration:
  - Download form separately - <http://www.oregonmetro.gov/regionalflexiblefund>
  - Develop project shapefiles - use the guidelines in Appendix B.
  - Submit letter from lead agency Council or board approving project for nomination (due prior to beginning of public comment period)
  - Submit application materials to Josh Naramore via email at, [joshua.naramore@oregonmetro.gov](mailto:joshua.naramore@oregonmetro.gov).
5. Feedback on summaries made available to coordinating committees & City of Portland prior to nomination of projects. - Available by July 5
6. Select projects to nominate for funding consideration- July-August 2013
  - Follow nomination guidelines for construction cost minimums and project development cost minimums.

### Public comment process (on scope and scale of submitted projects)

- A public comment process will be held in May/June 2013 on all projects submitted for Steps 1, 2 and 3.
- Metro to provide summary of comments to the three county coordinating committees, City of Portland, TriMet and Port of Portland.
- Applicants to provide response to comment summary issues

### Decision process

- TPAC action on Steps 1, 2 and 3 projects and 2015-18 MTIP (August 2013)
- JPACT action on Steps 1, 2 and 3 and 2015-18 MTIP (September 2013)
- Metro Council adoption on Steps 1, 2 and 3 and 2015-18 MTIP (September 2013)

### Step 3: REOF Nomination Process

At the November meeting, JPACT took action to expedite identifying REOF projects sooner than the process for Step 2. The following summarizes the process for REOF projects for the \$33.80 million as part of the 2016-18 RFFA.

### Project nomination



- The county coordinating committees, City of Portland, TriMet and Port of Portland will identify a list of projects that totals 100 percent of the \$33.80 million for the REOF.
- The list of projects, including project summaries will be discussed at either the December 11 or January 10 JPACT meetings.
- Lead agencies will submit project applications to Metro by March 15 to be included in the public comment process.
- The project applications will demonstrate how the project meets the criteria adopted as part of the policy report.

#### **Public comment process (on scope and scale of submitted projects)**

- A public comment process will be held in May/June 2013 on all projects submitted for Steps 1, 2 and 3.
- Metro to provide summary of comments to the three county coordinating committees, City of Portland, TriMet and Port of Portland.
- Applicants to provide response to comment summary issues

#### **Decision process**

- JPACT action on identifying priority REOF projects (December/January JPACT)
- TPAC action on Steps 1, 2 and 3 projects and 2015-18 MTIP (August 2013)
- JPACT action on Steps 1, 2 and 3 and 2015-18 MTIP (September 2013)
- Metro Council adoption on Steps 1, 2 and 3 and 2015-18 MTIP (September 2013)

## REGIONAL PUBLIC COMMENT & DECISION PROCESS

Following the submittal of Step 2 and Step 3 projects, the public will be able to provide comments on whether the projects as defined meet community needs or need refinement. Lead agencies will be able to receive comments and make refinements to their projects prior to the allocation decision process. The following explains the timeline for public comments and the decision process:

1. JPACT to release project narratives for public comment period - May 2013.
2. Regional public comment period - May-June 2013 -Online comment tool.
3. Metro staff summary of public comments for use by lead agencies to make final project refinements - Available June 2013.
4. Lead agencies to provide explanation of refinements to project as a result of public comments (if applicable) - submit to Josh Naramore via email at, [joshua.naramore@oregonmetro.gov](mailto:joshua.naramore@oregonmetro.gov).
5. Coordinating committees and City of Portland will identify narrowed list of Step 2 projects to 100 percent list based on sub regional target.
6. Coordinating committees and City of Portland conduct formal local hearing for input on 100 percent list of Step 2 projects.
7. Metro staff to develop conditions of project approval.
8. TPAC consideration of projects and conditions of funding approval - August 2013.
9. JPACT action on regional flexible fund allocation - September 2013.
10. Metro Council action on regional flexible fund allocation - September 2013

<b>2016-18 Regional Flexible Funds Allocation Decision Making Calendar</b>				
<b>Date</b>	<b>2016-18 RFAA Process</b>			<b>2016-18 ODOT STIP</b>
	<b>Step 1 Region Wide Programs</b>	<b>Step 2 Projects (AT/CS &amp; Fr/GE)</b>	<b>Step 3 Projects (REOF)</b>	<b>ODOT "Enhance"</b>
November 8 and 15	JPACT/Council Policy Action	JPACT/Council Policy Action	JPACT/Council Policy Action	
November 27/28		TPAC Review of Solicitation Packet	TPAC Review of Solicitation Packet	Applications Due
January 2013		Release Solicitation Packet	Release Solicitation Packet	
March 15		Applications Due to Coordinating Committees/ Metro	Applications Due to Metro	Scoping comments/ adjustments

April-May		Technical Evaluation by local staff		
May-early June	Public Comment Period	Public Comment Period	Public Comment Period	Public Comment Period
July-August		Local Prioritization of 100% list	Preparation for JPACT/Council action of 100% list	JPACT Comment to STIP Committee
September	JPACT/Council	JPACT/Council action	JPACT/Council action	
October		Submit to STIP	Submit to STIP	STIP Committee decision

## PROJECT SUMMARY & NOMINATION NARRATIVE INSTRUCTIONS

Both project summaries and project nomination narratives for Step 2 Community Investment and Step 3 REOF projects are due March 15, 2013 to Metro. Applications should be submitted to Josh Naramore ([joshua.naramore@oregonmetro.gov](mailto:joshua.naramore@oregonmetro.gov)).

### Project Summary

Project summaries will be used for the public comment process. The feedback received on these summaries can be used to help prioritize which project(s) to nominate if desired. The summary form is available at <http://www.oregonmetro.gov/regionalflexiblefund> and includes the following:

### Project Sponsor Agency

1. Project extent or area description and how you identified the location as a priority.
2. Purpose and need statement (highlight most relevant criteria).
3. Description of project design elements
4. Map of project area

### Project nomination narrative

Project nomination narratives provide in depth process, location and project definition details and serves as the nomination form for project funding consideration. The following is identical to the form available on Metro's website and includes instructions and information for answering the questions.

**Project narratives should be kept to 12 pages total per project.** The narrative form is available at: <http://www.oregonmetro.gov/regionalflexiblefund>.

### Active Transportation & Complete Streets projects

#### Process

- Describe the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements per Appendix A)
- Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.
- Provide a list of stakeholders consulted or targeted during your local process and provide a summary of comments received at your public meeting or other public engagement activities. Please include contact information.

#### Location

- Describe how you identified the travel corridor/area for the project and how regional and local data relevant to the project criteria support this location as your top priority(s). (See page 11 for criteria relevant to prioritizing project location)

## **Project Definition**

### **Base project information**

- Corresponding RTP project number(s) for the nominated project (if applicable).

### **Project sponsor agency**

- Contact information for: Application lead staff, Project Manager (or assigning manager), Project Engineer (or assigning manager).
- Description of project extent, design elements and how measurement of project effectiveness after construction is to be completed. (Metro staff is available to help design measurement methodologies for post-construction project criteria performance)
- Please provide a purpose and need statement for the project you're nominating. (The purpose and need statement should address the criteria as they apply to the project area for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area)

### **Highest priority criteria**

- Describe how the project improves access to priority destinations mixed-use centers, large employment areas, schools, and essential services for EJ/underserved communities. (See maps/data on Metro FTP site).
- Identify the safety issues in the project area. How does the project design address safety in the area? (See bike/pedestrian crash map/data on Metro FTP site)
- How does the project serve traditionally underserved (minority, low-income, limited English speaking, youth, elderly, disabled) communities? Explain how your project responds to data identifying concentrations of underserved communities and what project elements address the transportation needs of these communities. (See Transportation Equity maps/data on Metro FTP site for help identifying concentrations of EJ and underserved communities and how well they are served/not served).

### **High priority criteria**

- Describe any outreach that has been conducted with EJ/underserved communities to date. (Targeted outreach to these communities may be facilitated by Metro during the regional public comment period for comments on project scope. Additional outreach during project development phases (final design, preliminary engineering, etc.) may be a condition of funding approval.
- Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design address or provide mitigation to these conflicts?

- Does the project design include “last mile” connections? Please explain. (Last mile connections create safe and comfortable biking and walking routes that directly connect transit stops to nearby origins and destinations, and can include the provision of secure and convenient bicycle parking at stations)
- Describe how the project will lead to an increase in non-auto trips through improvements in the user experience. (See Appendix C for design elements that improve the user experience).
- Does the project serve a high density or projected high growth area? Please explain. (For high growth areas, explain how the project is coordinated with growth plans to focus or orient future development to maximize use of the project).

### **Priority criteria**

- Please describe the outreach/education/engagement element of the project nomination (Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination).
- Are there opportunities to leverage other funds or investments with this project? Describe any opportunities you have identified and how you plan to coordinate with other project(s) or leverage other funds.
- Describe how the project may help reduce the need for road and highway expansion.

## **Green Economy & Freight Initiative projects**

### **Process**

- Describe the process used to narrow potential project nominations to select the project(s) being put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements per Appendix A).
- Describe how you coordinated with regional agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Committee, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.
- Provide a list of stakeholders consulted or targeted during your local process and provide a summary of comments received at your public meeting or other public engagement activities. Please include contact information.

### **Location**

- Describe how you identified the location for the project and how the criteria and regional and local data support this location as your top priority. (See page 12 for criteria relevant to prioritizing project location)

## **Project Definition**

### **Base project information**

- Corresponding RTP project number(s) for the nominated project

### **Project sponsor agency**

- Contact information for: Application lead staff, Project Manager (or assigning manager), Project Engineer (or assigning manager)
- Description of project extent, design elements and how measurement of project effectiveness after construction is to be completed. (Metro staff is available to help design measurement methodologies for post-construction project criteria performance)
- Please provide a purpose and need statement for the project you're nominating. (The purpose and need statement should address the criteria as they apply to the project area - e.g. reduce freight vehicle delay from and increase freight access to X industrial area or employment center, and helps green the economy by doing Y in the project area)

### **Highest priority criteria**

- Describe how the project will reduce freight delay.
- Describe how the project increases freight access to industrial lands, employment centers & local businesses, and/or rail facilities for regional shippers.
- Describe how the project contributes to "greening the economy" and how the project helps expand economic opportunities to Environmental Justice/underserved communities. (For the purposes of this allocation we are defining "greening the economy" to be initiatives that contribute to creating a low carbon, resource efficient, and socially inclusive economy)

### **High priority criteria**

- Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design mitigate these conflicts?
- Does the project help reduce air toxics or particulate matter? Please explain.
- Does the project help reduce impacts, such as noise, land use conflicts, emissions, etc. to Environmental Justice communities? Please explain.
- Describe how the project increases freight reliability.

### **Priority criteria**

- Is the project of an innovative or unique nature such that it is not eligible or typically funded with large, traditional transportation funding sources such as state trust fund pass through to local agencies, local bridge program, or large state funding programs (Modernization, Bridge, Preservation, etc.) or have any other significant sources of funds? Please explain.

- Will this nomination leverage other funds or prepare a project to compete for discretionary funding that may otherwise not come to the region? Describe any opportunities you have identified.
- Describe how the project may help reduce the need for highway expansion.
- Describe any multi-modal elements included in the design of your project.

## **REOF projects**

### **Process**

- Describe the process used to narrow potential project nominations to select the project(s) being put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements per Appendix A)
- Describe how you coordinated with regional agencies (e.g. Transit, Port, ODOT, Metro, , ODOT Region 1, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.
- Provide a list of stakeholders consulted or targeted during your local process and provide a summary of comments received at your public meeting or other public engagement activities. Please include contact information.

### **Location**

- Describe how you identified the location for the project and how the criteria and regional and local data support this location as your top priority. (See page 12 for criteria relevant to prioritizing project location)

### **Project Definition**

#### **Base project information**

- Corresponding RTP project number(s) for the nominated project

#### **Project sponsor agency**

- Contact information for: Application lead staff, Project Manager (or assigning manager), Project Engineer (or assigning manager)
- Description of project extent, design elements and how measurement of project effectiveness after construction is to be completed. (Metro staff is available to help design measurement methodologies for post-construction project criteria performance)
- Please provide a purpose and need statement for the project you're nominating. (The purpose and need statement should address the criteria as they apply to the project area.
- Describe how the project meets the following criteria:



## Criteria for scoping and prioritization of REOF projects

Relative priority	Criteria
	<i>Economic Competitiveness:</i> Contribute to long-term productivity of US and Metro region economy.
Primary Criteria	<ol style="list-style-type: none"> <li>5. Long-Term Improvement to goods and worker access (emphasis on traded-sector goods and services, access to markets)</li> <li>6. Improved access to and from, and market viability in industrial lands.</li> <li>7. Increased efficiency through integration and use of existing transportation infrastructure, including improvements and repair.</li> <li>8. Leverages probate sector investments.</li> </ol>
Primary Criteria	<i>Livability:</i> Further Partnership for Sustainable Communities principles. <ol style="list-style-type: none"> <li>5. Reduce average cost of user mobility</li> <li>6. Improve existing transportation choices (by enhancing modal connectivity, increasing number of accommodated modes and/or reducing congestion) on existing facilities.</li> <li>7. Improve accessibility of disadvantaged populations.</li> <li>8. Coordinated transportation and land use planning, contribute significantly to broader travel mobility, including implementing completed corridor plans.</li> </ol>
Primary Criteria	<i>Environmental Sustainability:</i> Promote environmentally sustainable transportation system. <ol style="list-style-type: none"> <li>3. Improve energy efficiency (including scale of use of new facilities, TSMO reduction auto trips).</li> <li>4. Environmental benefits or avoidance of adverse impacts.</li> </ol>
Primary Criteria	<i>Safety:</i> Improve safety of the transportation system. <ul style="list-style-type: none"> <li>• Ability to reduce number, rate and consequences of crashes, injuries and fatalities, including focusing and the recommendations for the Regional Transportation Safety Plan:</li> <li>• Improves multimodal safety on arterials.</li> <li>• Addresses pedestrian and bike crash issues.</li> <li>• Addresses safety behavioral contributing factors of alcohol and drug, speeding, aggressive and distracted driving.</li> </ul>
Primary Criteria	<i>Job Creation and Economic Stimulus:</i> Creation or preservation of jobs. <ol style="list-style-type: none"> <li>5. Number and type of job created or preserved (emphasize efforts to support opportunities for low-income and disadvantaged populations).</li> <li>6. Project readiness (NEPA and legislative approvals in required planning documents, technical and financial feasibility).</li> <li>7. Provide opportunities for small businesses and disadvantaged</li> </ol>

	business enterprises.
	8. Effective use of community-based organizations in connecting disadvantaged workers with economic opportunities.
<b>Secondary Criteria</b>	<i>Innovation:</i> Use of innovative technology, system management and project delivery techniques
	3. Use of innovative technology.
	4. Use of innovative finance, contracting, project delivery, congestion management, safety management, asset management, O&M.
<b>Secondary Criteria</b>	<i>Partnership:</i> Jurisdiction and stakeholder collaboration, and disciplinary (non-transportation agency) integration
	5. Multi-agency support to implement priority project from a completed corridor plan.
	6. Jurisdiction & Stakeholder collaboration (involvement of state and local governments, other public entities, including projects that engage parties that are not traditionally involved in transportation projects, non-Federal funds, use of TIGER funds to complete a finance package).
	7. Disciplinary Integration (support by non-transportation public agencies: e.g. public housing, economic development, historic pres., energy, etc.).
	8. Use a system-wide approach

## APPENDIX A

Nominating agencies shall provide Metro with documentation as part of project applications that they:

1. Used appropriate demographic data to develop a demographic profile of the area affected or served by the proposed project or program.
2. Provided notice of public comment opportunities.
3. Sought public comment in the planning of the project.
4. Made a concerted effort to reach all segments of the population, including people from minority and low-income communities, and organizations representing these groups and other protected classes.
5. Considered public comments and responded to all substantive comments, even when the suggestions in the comments were not accepted.

The public involvement and Title VI activities may have taken place in regard to a prior funding process.

Minimum requirements for local public process prior to the identification of local priority projects for the September 2013 JPACT action.

- Sub-regional county coordinating committees and Portland to hold at least one public meeting on projects that could be nominated. This should extend beyond a public hearing at a regular County Coordinating meeting and should take place in July or August 2013.
- All sub-regions are to document how they notified the public and stakeholder groups about the meeting. Contact information for those groups should be forwarded to Metro for use in the subsequent regional public comment period.
- All Sub-regions to document the comments received at public meeting(s) and other times during the nomination process.
- Sub-regions to use outreach methods they determine to be appropriate and successful within their communities to publicize the meeting(s) and gather input.
- A technical analysis of the nominated projects to the category criteria shall be completed. It should reference the materials used from the Resource Guide and it should be made available and shared with the:
  - Public in time for the public comment period
  - Policy committee prior to their recommendation of projects to JPACT.
  - Metro Council.

## APPENDIX B

### GIS shapefile guidelines

All applicants should submit project information in shapefile format, clearly identified using the project name, and conform to the following specifications:

A. Linear projects: Projects on roads, sidewalks, or other continuous paths associated with roadways should consist of RLIS street segments. Please use the most current RLIS street centerline file, select the links that make-up the project and export the shapefile titled with the project name.

B. Point projects: Projects that are in discreet locations (intersection improvements, signal timing, etc.) should be created as a “point shapefile” and snapped to the nearest intersection.

C. Area projects: Transportation projects that do not conform to lines or points can be represented with a polygon. These include region-wide projects, or projects that are programmatic in nature. In these cases please submit a polygon of the project extent.

If more than one project is contained within a shapefile, please provide the project name for each object in the attribute table.

All project submittals should use the following coordinate system:

Projected Coordinate System\*:

- NAD\_1983\_HARN\_StatePlane\_Oregon\_North\_FIPS\_3601
- Projection: Lambert\_Conformal\_Conic
- False\_Easting: 8202099.73753281
- False\_Northing: 0.00000000
- Central\_Meridian: -120.50000000
- Standard\_Parallel\_1: 44.33333333
- Standard\_Parallel\_2: 46.00000000
- Latitude\_Of\_Origin: 43.66666667
- Linear Unit: Foot
- Geographic Coordinate System: GCS\_North\_American\_1983\_HARN
- Datum: D\_North\_American\_1983\_HARN
- Prime Meridian: Greenwich
- Angular Unit: Degree

\*If you have any questions about the requirements or need any help with this process, please call Matthew Hampton, 503-797-1748, or email [matthew.hampton@oregonmetro.gov](mailto:matthew.hampton@oregonmetro.gov)

## APPENDIX C

- Design elements of Active Transportation Projects that improve user experience:
- Provides “green” elements (trees/landscaping for on-street routes, off-street trail with views of
- water/access to nature)
- Provides buffer from noise if needed
- Avoids steep terrain if possible
- Minimizes interaction with traffic (refuge islands, high visibility crosswalks and signals, utilize lower traffic streets if possible or provide physical buffer along high-traffic streets)
- Provides the most direct route possible (avoids unnecessary meandering)
- Provides bicycle storage facilities at transit stops
- Provides way-finding and signage

## APPENDIX D

### About the Regional Flexible Funds Task Force

The Regional Flexible Funds Task Force was charged with developing a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) on the needs, priorities, implementation strategies for investing Regional Flexible Funds in the active transportation/complete streets and green economy/freight initiatives focus areas. Those recommendations were adopted and serve as the criteria for prioritizing and evaluating projects for Step 2 of this allocation process. Staff will conduct a project nomination and evaluation process using those needs and strategies to recommend projects for funding. The Task Force may then advise JPACT and Metro Council on the project list.

The task force addressed the following questions:

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



## Metro | Memo

Date: November 20, 2012  
To: TPAC and Interested Parties  
From: Dan Kaempff, Principal Transportation Planner  
Subject: **2013-2015 Regional Travel Options Grant Criteria - INFORMATIONAL**

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Below is the criteria used to evaluate and rank proposals submitted to the 2013-2015 RTO grant program.

The criteria reflect changes to the RTO program goals and objectives as adopted by JPACT and Metro Council through the 2012-2017 RTO Strategic Plan (Resolution 12-4349).

Specific changes to the criteria reflect emphasis on how proposed projects deliver Triple-Bottom Line outcomes in the areas of improving Social Equity, the Economy and the Environment, leverage existing investments in infrastructure and service, or help fill needs in areas where infrastructure or service is lacking.

### **2013-2015 Regional Travel Options Grant Criteria**

#### **PASS/NO PASS CRITERIA (not scored)**

##### *CONTACT INFORMATION*

- Provide the public agency or non-profit organization name, applicant's name, email, phone number, physical address, mailing address (if different) and website address.

##### *PROJECT NAME AND DESCRIPTION*

- What is the name of the project? Briefly describe the proposed project (75 words max.).
- What are the primary goals of the project? Do they align with RTO Strategic Plan goals?
- Is the project eligible and appropriate for funding through this program?
- Who will be served by this project? Is it located primarily within the Metro boundaries?
- Attach Scope of Work with tasks and deliverables with the start date and completion date.

#### **SCORED CRITERIA (100 total points)**

##### *TRIPLE BOTTOM LINE OUTCOMES AND MEASUREMENT (30 total points)*

Please describe the social benefits the project will produce relative to the total cost of the project. Outcomes may include one or more of the following:

- Increased awareness and use of non-drive alone options
- Number of residents or employees reached through outreach, education, encouragement, distributed information materials or other activities
- Applicability of project to positively impact a breadth of communities (age, gender, income, race, etc.)
- Ability of project to positively impact underserved neighborhoods and business districts

Please describe what environmental resource outcomes the project will produce. Outcomes may include one or more of the following:

- Vehicle miles traveled reductions
- Reductions in fossil fuel use
- Air quality improvements
- Reduced consumption of natural resources

Please describe what economic outcomes the project will produce relative to the total cost of the project. Outcomes may include one or more of the following:

- Reduced congestion or increased reliability in travel
- More efficient use of current transportation system
- Household or business cost savings (location efficiency)
- Access to jobs and businesses
- Improved physical health
- Increased safety

*ORGANIZATION'S CAPACITY, EXPERIENCE, AND PARTNER SUPPORT (20 total points)*

Please briefly provide a short history of your organization. What is its purpose/mission/goals? Who comprises its board and management team?

Please describe its general sources of income.<sup>1</sup>

Please describe previous (federal or otherwise) grant-funded projects your organization has completed, your experience in delivering the project on time, within budget and meeting all scope requirements.

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<sup>1</sup> Not required for government agency applicants



Who are the partners (if any) that will assist you with the project? Describe the role(s) and amount of time/effort project partners will contribute carrying out the project. To what extent will those partnerships benefit the outcomes of the project?

*PROJECT SUCCESS FACTORS (20 total points)*

Is the project geographically targeted or does it impact the entire region?

If targeted to a specific area, how does this project:

- a.) increase the use and maximize the value of an existing investment (transit, bicycle, pedestrian, etc.), OR
- b.) help residents or employees overcome barriers to using an alternative mode? How appropriate is the project to the target area?

What elements are critical for this project to succeed? Please include examples of similar types of projects with proven success in the region or elsewhere.

How might the project continue work or become a successful TDM model after the grant work is complete?

*TARGET AUDIENCE (20 total points)*

What audience(s) does this project reach?

Describe how the project will overcome barriers the project audience has to using transportation options?

Describe how your organization and/or partners have a unique qualification, skill, and/or method to reach the project audiences.

*MATCH (10 total points)*

What percent of the total project cost will be paid for in match from your organization or your partners? (10.27 percent is the minimum required) Please describe the source of non-federal matching funds, or in-kind match.

**Grant Award Process**

Grant proposals are due to Metro on February 22, 2013. Once they have been evaluated and scored by the Selection Committee, they will be distributed to the four sub-regional Coordinating Committees or other selection groups for their prioritization. Responses are due back to Metro by March 22.

Grants will be awarded to those projects which have the highest scores and meet the minimum criteria for eligibility. Projects which are designated by the four sub-regions as their top priority will be funded up to the limit of the target amount for that sub-region. Further guidance will be included in the grant application packet.

### **Grant Program Timeline**

The timeline below assumes that recipients are requesting that projects begin on July 1, 2013, which is the earliest date funds are available. This timeline provides adequate time for scopes of work to be finalized and grant agreements executed.

Grant program announced, application packet released	December 20, 2012
Informational Grant Workshop	January 9, 2013
Project proposals due to Metro	February 22, 2013
Proposal prioritization from Coordinating Committees due to Metro	March 22, 2013
Grant awards announced	March 29, 2013
Grant agreements in place, funds available	July 1, 2013
Grant project completion	June 30, 2015



## Metro | Memo

Date: Monday, Nov. 5, 2012  
To: TPAC Members and Alternates  
From: Kelsey Newell  
Subject: 2013 TPAC Meeting Schedule

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Below is the 2013 TPAC meeting schedule. All TPAC meetings will be held from 9:30 a.m. to noon in the Metro Council Chamber.

Friday, Jan. 4, 2013	Regular TPAC meeting
Friday, Jan. 25, 2013	Regular TPAC meeting
Friday, March 1, 2013	Regular TPAC meeting
Friday, March 22, 2013	Regular TPAC meeting
Friday, April 26, 2013	Regular TPAC meeting
Friday, May 31, 2013	Regular TPAC meeting
Friday, June 28, 2013	Regular TPAC meeting
Friday, July 19, 2013	Regular TPAC meeting
Friday, Aug. 30, 2013	Regular TPAC meeting
Friday, Sept. 27, 2013	Regular TPAC meeting
Friday, Oct. 25, 2013	Regular TPAC meeting
Friday, Nov. 22, 2013	Regular TPAC meeting

Materials following this page were distributed at the meeting.



## Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

### Transportation Policy Alternatives Committee (TPAC)

Scott Richman, David Evans and Associates, Inc.  
Deputy Consultant Team Project Manager  
November 30, 2012

## PROJECT BRIEFING

- Project Overview
- Study Area
- Tier 1 EIS
- Decision Making
- Scoping
- Purpose and Need
- Schedule
- Next Steps



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

## Project Overview

- Lead Federal and State Agencies: Federal Railroad Administration (FRA) and Oregon Department of Transportation (ODOT)
- Study options to improve passenger rail service between Eugene-Springfield urban area and Columbia River north of Portland metropolitan area
- Follow National Environmental Policy Act (NEPA) - decisions on:
  - Rail service frequency and speeds
  - Route(s) to be used
  - Technology (vehicles and propulsion)
  - Communities where stations would be located



## Project Context

OPR is part of the Pacific Northwest Rail Corridor, extending from Eugene to Vancouver, BC.

- 466-mile-long corridor
- Designated as a “regional” high speed rail corridor
- Planning for top speeds of 90 to 125 miles per hour



## Project Study Area

- Columbia River to the north
- Eugene-Springfield area to the south
- OR 99W to the west
- Cascade foothills to the east



## Tier 1 EIS

- Addresses:
  - Broad corridor-level transportation issues (rail alignment, service improvements, and communities with stations)
  - Broad and high-level environmental impacts
- Will conclude with a decision on a “Preferred Alternative”
- Additional environmental studies will be needed before any construction can begin



## Corridor-level Transportation Issues

- Service Improvements
  - Train average and maximum train speeds
  - Train frequency/schedules
  - Train technology
- Communities with Stations



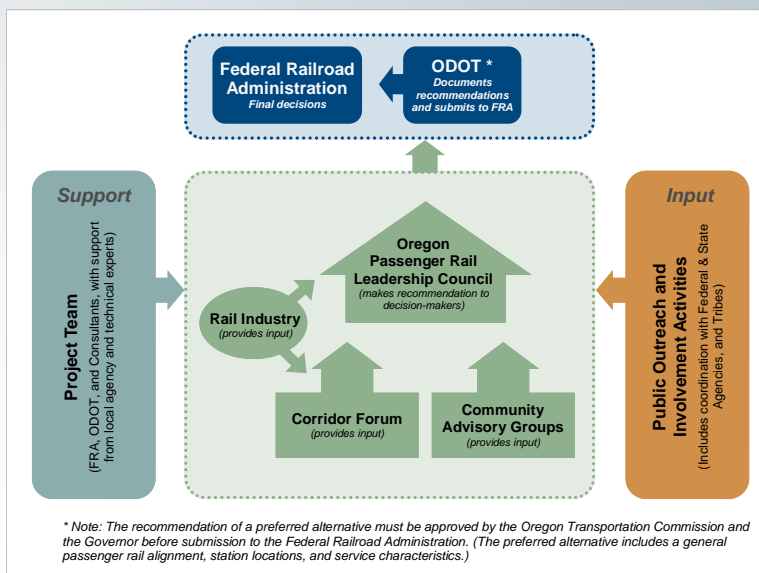
## High-level Environmental Impacts

Built Environment	Natural Environment
Transportation	Air Quality and Climate
Cultural Resources	Biological Resources
Environmental Justice	Energy
Hazardous Materials	Floodplains
Land Use	Geological Resources
Noise and Vibration	Water Resources
Safety and Security	Wetlands
Special Lands (Sections 4(f) and 6(f))	
Utilities	





## How Will Decisions Be Made?



## SCOPING PROCESS SUMMARY

## Scoping Overview

- Six public open houses + online open house
  - Locations:
    - Portland
    - Oregon City
    - Lake Oswego/Tualatin
    - Salem
    - Albany
    - Eugene/Springfield
  - 390 participants at meetings and online
- Three agency (federal, state, local) scoping meetings: Springfield, Portland and Salem
- Corridor Forum – Salem
  - 40 participants
- Over 700 comments collected



## We asked for:

- Comments on Draft Purpose & Need
- Values and Interests
- Suggestions for alignment alternatives and communities with stations



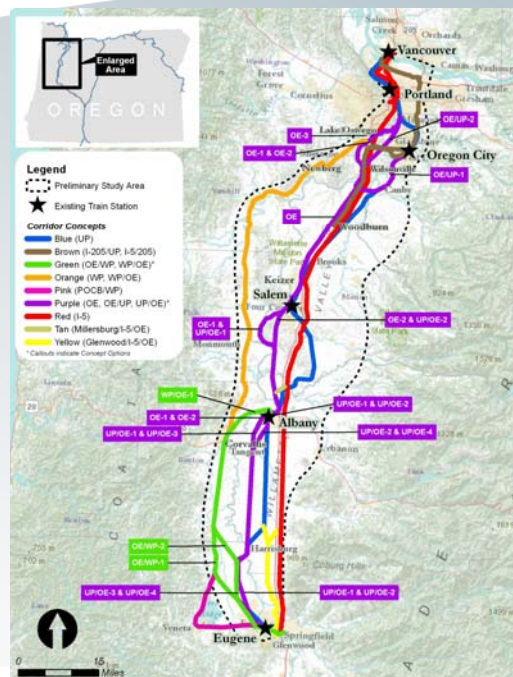
## We heard: *General Comments*

- Connectivity with local transit systems and local destinations
- Convenience, reliability and frequency
- Competitive with automobile travel time
- Schedule allow for one-day trips going north and south
- Make improvements soon!



## Corridor Concepts:

- Enhanced Existing (UPRR)
- Rebuilt OE line
- I-5 corridor
- Western (W&P)
- New connection between
- Freight rail bypass stations
- Other modes (bus, CR)
- New stations



# PURPOSE AND NEED



## Project Purpose

The purpose of the Oregon Passenger Rail Project is to improve the frequency, convenience, speed and reliability of passenger rail service along the Oregon segment of the federally-designated Pacific Northwest Rail Corridor (PNWRC) in a manner that will:

- Provide riders with an efficient, safe, equitable and affordable alternative to highway, bus, and air travel;
- Be a cost-effective investment;
- Protect freight-rail carrying capability;
- Support the ongoing implementation of regional high speed inter-city passenger rail in the PNWRC between the Eugene-Springfield metropolitan area and Vancouver, British Columbia;
- Be compatible with the Washington State portion of the PNWRC;
- Promote economic development;
- Avoid or mitigate community and environmental impacts; and
- Integrate with existing and planned multi-modal transportation networks.



## Project Need

Multiple transportation, land use, socio-economic, and environmental considerations drive the need for this project, including:

- Increasing intercity and regional travel demands
- Limited rail system capacity and competing service needs
- Declining state and local roadway funding
- Congestion's effects on the economic vitality of the corridor
- Promoting transportation system safety and security
- Changing transportation demand resulting from demographic changes



## Project Goals (draft)

- Improve passenger rail mobility and accessibility in the Willamette Valley.
- Protect freight rail capacity and investments in the corridor, and maintain safety.
- Plan, design, and build a cost-effective project.
- Provide an affordable and equitable travel alternative.
- Be compatible with passenger rail investments planned in Washington State.
- Promote community health and quality of life for communities along the corridor.
- Protect and preserve the existing natural and built environment.



# NEXT STEPS AND FUTURE INVOLVEMENT

## Next Steps How to Stay Engaged Comments



## Next Steps

### December - January

- Scoping Report
- Screen corridor concepts against Purpose statement – based criteria → preliminary alternatives
- Develop Evaluation Framework (Goals and Objectives) and Approach

### January 2013

- Screening results - Public/Agency outreach
- Leadership Council action (Screening results and Evaluation Process)

### Spring 2013

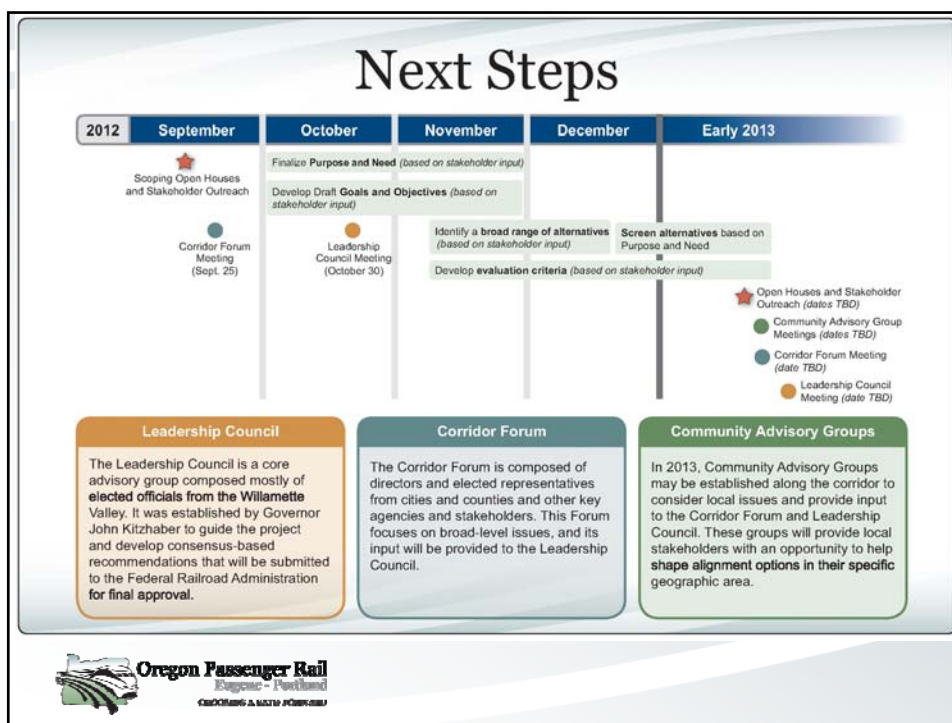
- Evaluate preliminary alternatives → range of alternatives (EIS)

### Through 2013

- Study range of alternatives through Tier 1 DEIS, publish for agencies and public review/comment







## How to Stay Engaged

- ODOT will:
  - Provide informational updates at MPOs and ACTs at key NEPA decision points
  - Develop and distribute regular project updates with opportunity for comment at key milestones
  - Six open houses (Jan. 8-10 and 15-17)
- Agencies can:
  - Visit [www.OregonPassengerRail.org](http://www.OregonPassengerRail.org) for regular project updates and to sign-up for the project mailing list
  - Request their own audience with the project team

## For More Information, Contact

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**DRAFT 2013-15 Unified Planning Work Program**

<b>RESPONSIBLE AGENCY</b>	<b>TITLE</b>	<b>DESCRIPTION</b>
<b>Transportation Planning</b>		
Metro	Regional Transportation Planning	Develops and supports implementation of the region's long-range transportation plan (RTP) for the Portland metro region. The RTP is maintained and updated regularly to ensure compliance with state and federal regulations and address changes in land use, demographics, financing, and travel and economic trends. This work will include an update to the RTP by 2014 and the ongoing CSC work. Implement new MAP-21 requirements.
Metro	Best Design Practices in Transportation	Implements Regional Transportation Planning design policies for major streets and includes ongoing involvement in local transportation project conception, funding, and design. Addresses federal context-sensitive design solution initiatives and SAFETEA-LU requirements.
Metro	Transportation System Management & Operations (TSMO): Regional Mobility Program	One of two programs that advance TSMO strategies by coordinating the development, implementation and performance monitoring of regional demand and system management strategies that relieve congestion, optimize infrastructure investments, promote travel options, and reduce greenhouse gas emissions. The Regional Mobility Program and the Regional Travel Options program are key components of Metro's Congestion Management Process (CMP).
Metro	Transportation System Management & Operations (TSMO): Regional Travel Options	One of two programs that advance TSMO strategies by coordinating the development, implementation and performance monitoring of regional demand and system management strategies that relieve congestion, optimize infrastructure investments, promote travel options, and reduce greenhouse gas emissions. The Regional Mobility Program and the Regional Travel Options program are key components of Metro's Congestion Management Process (CMP).
Metro	Metropolitan Transportation Improvement Program (MTIP)	The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing the Regional Transportation Plan (RTP) and the 2040 Growth Concept. MTIP program staff plan and coordinate projects, in addition to programming and tracking the funds for all regionally significant projects in the metropolitan area. Implement new MAP-21 requirements.
Metro	Environmental Justice & Title VI	Metro's transportation-related public involvement policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations.
Metro	Regional Transportation Plan Financing	The Regional Transportation Plan Financing program works with the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council to develop expanded funding for transportation improvements to implement the Regional Transportation Plan (RTP) and Regional Framework Plan. This includes refining transportation financing needs and recognizing any actions taken by the Oregon Legislature and the U.S. Congress.

**DRAFT 2013-15 Unified Planning Work Program**

<b>RESPONSIBLE AGENCY</b>	<b>TITLE</b>	<b>DESCRIPTION</b>
Metro	Regional Freight Program	The Regional Freight Program manages updates to, and implementation of, multimodal freight elements in the RTP and provides guidance to affected municipalities in the accommodation of freight movement on the regional transportation system.
Metro	Bi-State Coordination	The Bi-State Coordination Committee is chartered by member agencies on both sides of the Columbia River. The Committee is chartered by member agencies to review, discuss, and make recommendations about transportation and land use and related issues of bi-state significance.
<b><i>Research and Modeling</i></b>		
Metro	Model Development Program	The Model Development Program includes work elements necessary to keep the travel demand model responsive to issues that emerge during transportation analysis. Major subject areas include surveys and research, new models, model maintenance, and statewide and national professional involvement.
Metro	System Monitoring	The System Monitoring Program maintains and updates an inventory of transportation related data necessary to benchmark characteristics of the transportation system. Work elements include a compilation of regional data, the review and interpretation of national reports, and the processing of data requests.
Metro	Technical Assistance Program	The Technical Assistance Program provides transportation data and modeling services for projects that are of interest to local entities. Clients include regional cities and counties, TriMet, the Oregon Department of Transportation (ODOT), the Port of Portland, private sector businesses, and the general public.
Metro	Economic, Demographic & Land Use Forecasting	The Economic, Demographic & Land Use Forecasting (ELUF) section is a research arm within Metro's Research Center. The primary mission is to provide historical and forecast estimates of economic, population and land use information to Metro's transportation and land use planners.
Metro	GIS Mapping and Land Information	The Data Resource Center provides three primary functions. 1. Maintain an inventory of land-related geographic data (RLIS). 2) Client Services which includes technical assistance and GIS products and services to internal Metro programs, local jurisdictions, TriMet, the Oregon Department of Transportation (ODOT), and external customers. 3) Performance Measures which include geographic databases are maintained and statistics provided for monitoring the performance of Metro's policies and growth management programs.
<b><i>Administrative Services</i></b>		

**DRAFT 2013-15 Unified Planning Work Program**

<b>RESPONSIBLE AGENCY</b>	<b>TITLE</b>	<b>DESCRIPTION</b>
Metro	Management and Coordination/Grants Management	Provides overall ongoing department management and administration and includes Metro's MPO role. Overall department administration includes preparation and administration of the Unified Planning Work Program (UPWP) procurement, contract administration, grants administration, internal and external reporting, human resource management, and air quality modeling support for MPO programs. It also includes staffing and services to meet required needs of the various standing MPO advisory committees.
<b><i>Metro Corridor Planning &amp; Projects of Regional Significance</i></b>		
Metro	Corridor Refinement & Project Development	This program completes system planning and develops multi-modal projects in major transportation corridors for the RTP. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design.
Metro	Streetcar Technical Methods	Assists the Federal Transit Administration (FTA) in the development of guidance for travel demand forecasting and economic development methodologies for the Small Starts funding program.
Metro	Southwest Corridor Plan	Coordinates land use and transportation planning efforts to develop an investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development.
Metro	Multimodal Arterial Performance Management Regional Concept of Operations	This is one of the first steps in realizing the 10year strategic vision laid out in the Regional TSMO plan. The RCTO will guide the region on deployment of solutions that will result in improved multimodal arterial performance measurement.
Metro	Regional Active Transportation Plan	This project will produce the region's first stand-alone active transportation plan. The project will identify the region's Principal Regional Active Transportation Network.
Metro	Powell/Division Transit Corridor Plan	This plan will coordinate land use and transportation planning efforts to develop an investment strategy that defines a transit project for a Very Small or Small Starts application, develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development.
Metro	Tonquin Trail Master Plan	This project will plan a multi-use regional trail between the Willamette and Tualatin Rivers and the cities of Wilsonville, Tualatin, Sherwood, Durham and Tigard.
Metro	Portland to Lake Oswego Trail Master Plan	The purpose is to determine the feasibility of the trail and select a multi-use trail alignment connecting Fielding Rd. in Lake Oswego/Clackamas County to Powers Marine park in Portland just south of the Sellwood Bridge.
Metro	Mt. Scott-Scouter Mt. Loop Trail Master Plan	Inventory, assess, and analyze potential trail corridors connecting the Springwater Corridor to the Clackamas River Greenway through Mt. Scott and Scouter Mt. Also look at trail design standards and compatibility with natural areas and wildlife habitat.

**DRAFT 2013-15 Unified Planning Work Program**

<b>RESPONSIBLE AGENCY</b>	<b>TITLE</b>	<b>DESCRIPTION</b>
Metro	Westside Trail Master Plan: Tualatin River to Willamette River	Recommend final trail corridors, wildlife habitat enhancement strategies, right-of-way acquisition strategies, a trail design framework, major crossing solutions, a strategy for phasing trail construction and other recommendations for the development of the trail.
<b><i>Other Projects of Regional Significance</i></b>		
Clackamas County	Clackamas County Regional Freight ITS Project	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.
City of Damascus	Damascus Area Land Use & Transportation Planning	The City of Damascus is working with ODOT, Clackamas County, Metro and the cities of Happy Valley and Gresham to complete the Transportation System Plan.
City of Forest Grove	Council Creek Trail: Banks-Hillsboro	Produce a report with preliminary design cost estimates for a multi purpose (bike, walking, and potentially equestrian sections) trail extension of approximately 15 miles.
City of Hillsboro	Oak and Baseline: S 1st - SE 10th	The Oak/Baseline road diet will enhance safety by providing traffic calming features reducing vehicle speeds possibly reducing the number of travel lanes from 3 to 2 lanes (on each street) and improving pedestrian and bicycle access.
City of Portland	Willamette Greenway Trail	Develop a preferred trail alignment for the 10.5 mile North Portland Greenway Trail.
City of Portland	Regional Over-dimensional Truck Route Plan	This project will identify the most commonly used and the preferred routes for the movement of over-dimensional vehicles and document the minimum clearance requirements to accommodate over-sized loads in the Metro region.
City of Sherwood	Cedar Creek/Tonquin Trail	This trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections. The planning is for the segment from Roy Rogers Rd. to OR 99W.
City of Wilsonville	SMART	SMART provides fixed-route service within the City of Wilsonville and operates connecting service to Portland, Canby and Salem. SMART also provides transportation to medical appointments in the Portland area for Wilsonville seniors and people with disabilities.
City of Wilsonville	French Prairie Bridge: Boones Ferry Rd. - Butteville Rd.	Planning and project development work to prepare for the construction of a new bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River.
Washington County	Aloha-Reedville Study & Livability Community Plan	This project will examine how existing conditions, community aspirations and emerging urban service and planning opportunities provide prospects for fulfilling regional sustainability objectives, and develop strategies that address livability issues impacting the local community.

**DRAFT 2013-15 Unified Planning Work Program**

<b>RESPONSIBLE AGENCY</b>	<b>TITLE</b>	<b>DESCRIPTION</b>
TriMet	South Corridor I205/Portland Mall Light Rail Before/After	TriMet and Metro are working with the Federal Transit Administration to prepare a comprehensive before and after evaluation of this project both to assess success in the project itself meeting its goals for improving the quality of transportation in this urban community as well as evaluating the tools used in the region to plan and forecast the benefits and impacts of the project.
TriMet	Bus Stop Development Program	This project focuses on the bus stop environment and the transit rider's experience getting to and from the bus stop.
TriMet	Employer Outreach Program	Trimet is working with employers and colleges in the Portland metro region to establish transportation programs for employees and students.
ODOT	I-5 Columbia River Crossing	The goal of the project is to implement solutions to the congestion, safety, and mobility problems on I-5 between Portland and Vancouver.
ODOT	ODOT Region 1 Planning Program	ODOT Region 1 Planning Program is responsible for planning, design, construction, maintenance, and operation of the state transportation system in a four-county area including the Portland metro area and rural areas of Washington, Multnomah, Clackamas, and Hood River Counties.
OTREC	Market Research & Public Readiness Campaign for Transportation Electrification	This project will conduct market research to determine the public's concerns and knowledge of transportation electrification, form public-private partnership to educate the public on the opportunities and benefits of transportatoin electrification, and to stimulate adoption of PEVs.

## 2016-18 Regional Flexible Funds Allocation (RFFA) Solicitation Packet

November 30, 2012 TPAC  
Ted Leybold & Josh Naramore



## Overview

- November JPACT Meeting
- 2013 RFFA Schedule
- Resource Guide
- 3-Step Process
- Next Steps

2

## November JPACT Meeting

- Adopted RFFA policy report.
- Voted to expedite REOF projects.
- REOF project priorities will be identified by county coordinating committees, Portland, TriMet and Port by Dec. 11 or Jan. 10 JPACT meetings



3

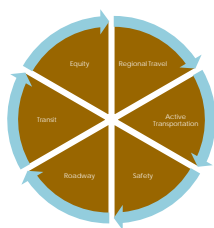
## 2013 RFFA Schedule

- Jan. 6 – Release solicitation packet and Resource Guide
- Mid January – Regional RFFA Workshop
- March 15 – Project applications due for Steps 1, 2 and 3 for use in public comment period
- May-June – Public comment period
- July-Aug. – Local narrowing of Step 2 projects
- Sept. – JPACT action on RFFA and 2015-18 MTIP

4

## Resource Guide

- Information to be used in developing, evaluating and prioritizing RFFA projects.



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## Step 1 – Region Wide Programs

- \$26.01 million
- Prepare materials for inclusion in the public comment period
- Final action Sept. JPACT meeting

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### Step 2 – Community Investments

- \$34.77 million
- All project applications submitted to coordinating committees, and Metro by March 15.
- Narrowing to 100% list in July/August 2013.
- Decision-making and public comment process have changed from 2014-15 RFFA.

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### Step 2 – Green Economy/Freight Initiatives

- \$8.7 million
  - City of Portland - \$3.772 million
  - Clackamas County – \$1.23 million
  - E. Multnomah County - \$1.066 million
  - Washington County - \$2.132 million
- Same criteria/measures from 2014-15



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### Step 2 – Active Transportation/Complete Streets

- \$26.07 million
  - City of Portland - \$10.232 million
  - Clackamas County – \$4.58 million
  - E. Multnomah County - \$2.578 million
  - Washington County - \$8.671 million
- Same criteria/measures from 2014-15



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### Step 3 – REOF

- \$33.8 million
- Narrowing to 100% list for Dec. or Jan. JPACT meeting
- Project applications submitted to Metro by March 15 for public comment period



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### Next Steps

- Submit comments on solicitation packet by Friday, Dec. 7.
- Solicitation packet and Resource Guide released Jan. 6.
- Save the date for Regional RFFA workshop.



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## 2013-2015 RTO grant program

Presentation to TPAC  
November 30, 2012



### RTO history

- 1992: TDM Subcommittee formed to guide CMAQ policy and planning
- 1997-2000: programs established (TriMet, DEQ, SMART, PBOT, TMAs)
- 2003: first RTO Strategic Plan – established coordination, evaluation
- 2006: Program mgmt. transitioned to Metro, at request of regional partners

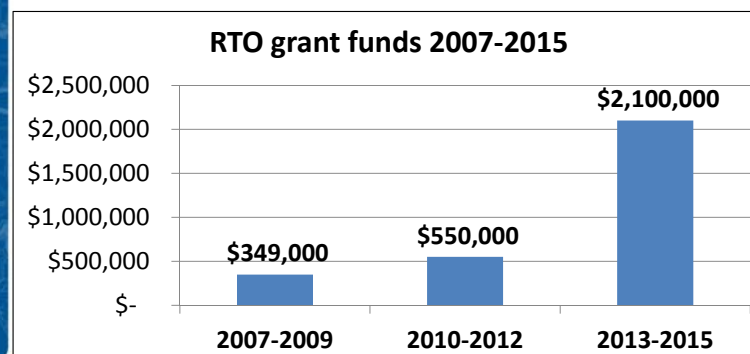


## Transition to Metro

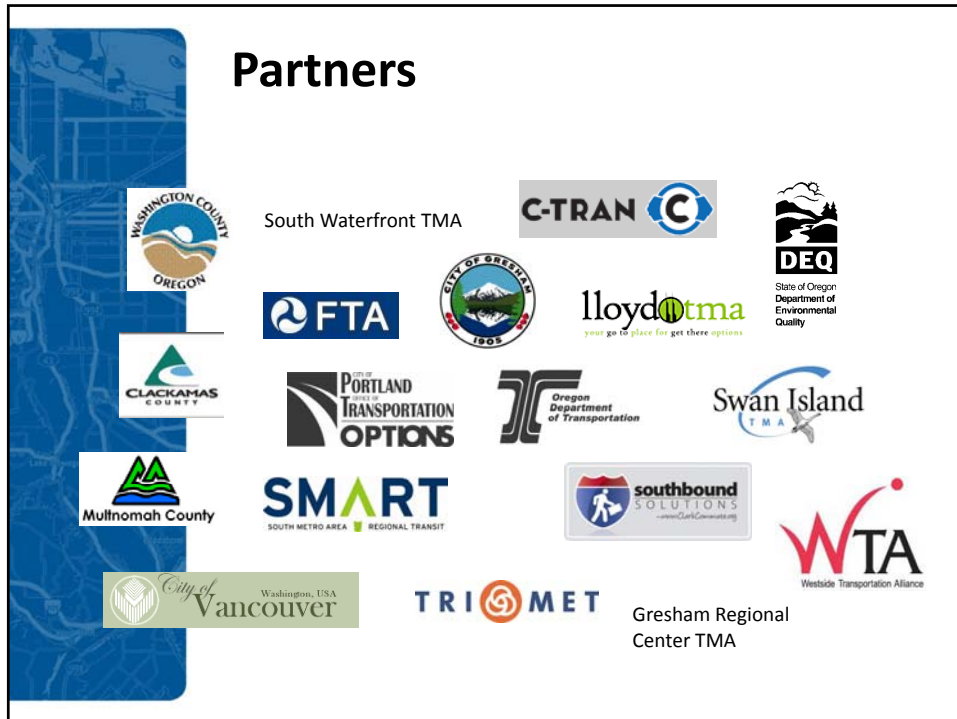
- 2008: second Strategic Plan. Created a framework/process for selecting investments, evaluating program outcomes
- Further coordinated marketing efforts; increased visibility, maximized investments
- Assumed role of proper administration and oversight of Federal funds
- Addressed equity, social justice issues

## Program successes 2006-2011

- Worksite non-SOV mode split up to 38.5%
- Reduced 83 million VMR 2009-2011
- Expanded grant opportunities – more funding, more participants



## Partners



## 2012-2017 Strategic Plan

- Developed with guidance from regional partners and national experts
- Challenge to improve performance
- Focused on Triple Bottom Line outcomes
  - Equity
  - Environment
  - Economy



## New policy direction

- Improve performance of program investments by eliminating dedicated funding
- Address equity in more meaningful manner
- Increase access to grant funding to a broader group of applicants
- Achieve these goals through an open, competitive grant process



## Benefits

- Consolidated grant program, eliminated dedicated funding to TMAs and for IM projects
- Broader set of measurements – show value in a wider variety of ways
- Reduced Metro FTE, focus on providing wholesale-level assistance to partners
- **\$2.1 million for partner grants (over 2 years)**



## Work group meetings

- Open to all interested parties related to TSMO and RTO
- Two-fold purpose
  - Provide input for grant criteria
  - Sub-regional targets, and criteria for determining splits (population, employment, capacity)
  - Three counties, plus Portland



## Addressing local priorities

- 30% of \$2.1 M in grant funds identified for local targets - \$630,000

	% of regional pop. + emp.	10-12 targeted funding	13-15 targeted funding
Clackamas	20%	\$0	\$125,000
E. Multnomah	9%	\$0	\$57,770
Washington	33%	\$0	\$206,900
Portland	38%	\$0	\$240,330
<b>Totals:</b>	<b>100%</b>	<b>\$0</b>	<b>\$630,000</b>



## Grant criteria enhancements

- Focus on Triple Bottom Line outcomes
- Narrative vs. “check the box” approach allows proposers to better articulate project relevancy and vision
- Greater focus on partnerships and leveraging resources
- Scaled measurement standards for projects based on funding levels



## Grant program schedule

Grant program announced	Dec. 20, 2012
Grant workshop	Jan. 9, 2013
Proposals due to Metro	Feb. 22, 2013
Proposals scored, sub-regional rankings	Feb./Mar., 2013
Grant awards announced	Mar. 29, 2013
Grant agreements in place, projects begin	<u>July 1, 2013</u>
Grant projects completed	June 30, 2015



TO: TPAC  
FROM: Cities of Washington County representative, Margaret Middleton  
RE: Comments on RTO Grant Criteria  
DATE: November 30, 2012

The cities of Washington County have the following suggestions and questions.

Suggestions:

In order to welcome applicants to a transparent, fair, and uncomplicated process, some suggestions are:

- As Metro finalizes the application, simplify it. Provide the context and goals Metro is trying to achieve, and then condense the questions to a few with limited word or character count and page maximums. A good example is ODOT's most recent TE/OBPAC application.
- Clarify how points will be awarded. As it stands, it's not clear to the reader how points will be allocated. For example, which audiences are desirable? Will a local project or a regional project score higher? What kind of partners relationships will score the most points? Be clear on application questions, and provide the goals you are trying to attain up front in the packet, like the ODOT applications do. Then an applicant knows what targets/goals they should include in the program or project description they provide. Make clear the value of the points such as high 5 points, medium 3 points, low 1 point, or none 0, as with MTIP.
- Raise the Match points and score to give more points for higher matches. The RTO Plan identifies the lack of local support as a reason to change the grant program and directs locals to provide more support. The current 10 points out of 100 points does not reflect the importance of the match noted in the adopted RTO Plan. Local supporters have little incentive to provide greater match than 10.27% if points are so limited.
- Provide a clear explanation of how the coordinating committee process works with the competitive pot. For example, if an application is not fully funded by its top rating at the coordinating committee level, is it fully considered in the open competition? How will this all work?

Questions:

1. What are the three counties and City of Portland targets?
2. Who are the Selection Committee members?
3. Who are the "other selection groups" and what part do they play in selection?
4. Some applications may have several different synergistic programs; how can these be fairly scored and fully funded since one depends upon the other? If a project is not fully funded by the targeted local amount, how does it compete in the larger pot?
5. Specifically, how will TMAs fill out the application since TMAs are working on multiple projects in a two year period and many of these projects build off one another?
6. What is the best way to measure the criteria, especially given the goal of moving away from reduction of VMT as a form of measurement?