

Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, May 5, 2015
Time: 2:00 p.m.
Place: Metro Regional Center, Council Chamber

REVISED 5/1/15

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------|--|--|
| 2:00 PM | 1. CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:10 PM | 2. 2015 URBAN GROWTH MANAGEMENT DECISION: LIKELIHOOD OF DEVELOPMENT IN URBAN CENTERS | Ted Reid, Metro
John Williams, Metro
Tom Armstrong, City of Portland
Eric Cress, Urban Development Partners
Ben Kaiser, Kaiser Group
Jim Winkler, Winkler Development Corporation |
| 3:20 PM | 3. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL FLEXIBLE FUND ALLOCATION POLICY FOLLOW-UP | Colin Deverell, Metro |
| 3:50 PM | 4. COUNCIL LIAISON UPDATES AND COUNCIL COMMUNICATION | |

ADJOURN

AN EXECUTIVE SESSION WILL BE HELD IMMEDIATELY FOLLOWING THE PUBLIC MEETING PURSUANT TO ORS 192.660(2)(h), TO CONSULT WITH LEGAL COUNSEL CONCERNING CURRENT LITIGATION OR LITIGATION LIKELY TO BE FILED.

Agenda Item No. 2.0

**2015 URBAN GROWTH MANAGEMENT DECISION:
LIKELIHOOD OF DEVELOPMENT IN URBAN CENTERS**

Metro Council Work Session
Tuesday, May 5, 2015
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: May 5, 2015

LENGTH: One hour, 15 minutes

PRESENTATION TITLE: 2015 growth management decision: Likelihood of development in urban centers

DEPARTMENT: Planning and Development

PRESENTER(S): Ted Reid, ted.reid@oregonmetro.gov, 503-797-1768
John Williams, john.williams@oregonmetro.gov, 503-797-1635
Tom Armstrong, City of Portland, Bureau of Planning and Sustainability
Eric Cress, Principal, Urban Development Partners
Ben Kaiser, Principal, Kaiser Group and PATH Architecture
Jim Winkler, President, Winkler Development Corporation

WORK SESSION PURPOSE & DESIRED OUTCOMES

Purpose:

Provide Council with the opportunity to discuss one of the growth management topics that it and MPAC identified for further discussion: residential development potential in urban centers such as those in Portland (note - this is one of a few topics related to Portland's development potential that staff will bring to MPAC this spring).

Outcome:

Council has additional information to guide its next steps on regional urban growth management.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The urban growth report (UGR) that the Metro Council accepted in its draft form in December 2014 provides the Council, MPAC and others with an opportunity to review challenges and opportunities associated with implementing regional and local plans. The draft UGR found that, with currently adopted city and county plans, the region can accommodate expected population and employment growth inside the existing urban growth boundary (UGB). On MPAC's advice, when accepting the draft UGR, the Metro Council identified a number of topics that would benefit from additional discussion in 2015.

Since that time, the state Land Conservation and Development Commission, in response to a Court of Appeals ruling, remanded parts of the region's urban and rural reserves. As discussed at previous Council work sessions, this remand has implications for the Council's urban growth management decision. At the February 17, 2015 work session, Council directed staff to proceed with a revised work program. The revised work program leads to a Metro Council process decision in fall 2015:

Option 1: conclude the urban growth management decision in 2015, prior to resolution of the urban reserves in Clackamas and Multnomah counties.¹

Option 2: request an extension from the state for the urban growth management decision to wait for the resolution of urban reserves and to allow for additional discussion of housing needs.

¹ The Council could also choose to initiate a new growth management decision cycle before the next state-mandated urban growth report would be due.

In order to inform the Council's decision-making on which growth management process option to pursue in fall 2015, Council directed staff that it wished to focus discussions in spring of 2015 on the following three topics:

- How much residential development should be assumed is likely in the region's centers and corridors, including those in Portland?
- How much residential development should be assumed is likely in the City of Damascus?
- Should the region plan for the midpoint of the forecast range, which has the highest probability, or should the region plan for higher or lower growth?

At the May 5 meeting, Council will have the opportunity to discuss residential development potential in urban centers such as Portland's, which relates to the first topic above.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Council have any questions or direction for staff or guest speakers?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?

Urban growth management decision topic paper: Development potential in urban centers

Urban growth management decision topic paper:

Development potential in urban centers

Topic paper purpose

Policy makers have indicated an interest in further discussion of topics raised in the draft Urban Growth Report (UGR). This topic paper is intended to summarize relevant portions of the UGR as well as present additional summary information to inform policy dialogue. This topic paper relates to the likelihood of development of housing in urban centers such as Portland's.

Background

Communities in our region have decided that most new housing should happen in existing urban areas. That policy direction is reflected in the draft UGR, which includes a forecast of how the market may respond to existing policies and plans over the next twenty years.

Based on existing state, regional and local plans and policies, the draft UGR estimates that, over the next 20 years, about 60 percent of the new homes inside the urban growth boundary (UGB) will be built in the City of Portland. Most of these new homes will be apartments and condos, particularly those in Portland.

MPAC, Council, and others have expressed an interest in discussing this forecast and its implications. While achieving this level of growth in urban centers such as Portland's will present challenges, it is also clear that building sufficient housing at appropriate price levels will be difficult in any location, including any potential urban growth boundary expansion areas.

Policy questions

- What are the risks and opportunities of relying on locally-adopted plans, which focus most of the region's residential growth in urban centers and corridors?
- What additional actions or investments may be needed to support Portland's plans?
- If sustained development in Portland appears unlikely over the next 20 years, where might that development occur instead? What policies and investments would be adopted to achieve more growth elsewhere? Or, should the region as a whole plan for lower growth rates?

What are some of the reasons why the draft UGR forecasts substantial growth in Portland?

- Demographic factors favor apartments and condos, which are most appropriate and likely in urban locations:
 - Most of the region's new households (60%) will include one or two people.
 - Half of the region's new households will be headed by someone over the age of 65. Most of those households won't include kids.
 - Most of the region's new households (60%) will make less than \$50,000 per year.

- Nationwide, there is a clear trend of urban areas attracting new residents. The 2014 Residential Preference Study identified strong preferences for neighborhoods with amenities and services within walking distance. The study also indicated that people are willing to accept longer commutes to live in their preferred neighborhood type. Today, Portland’s neighborhoods offer many of the amenities that people prefer.
- There are constraints to growth in all locations – inside the Metro UGB, in potential UGB expansion areas, and in neighboring communities. Some of those constraints include:
 - Federal funding for new infrastructure has been decreasing for the last few decades.
 - State growth management laws in Oregon and Washington place limits on outward growth. The draft UGR reflects those constraints and forecasts that the Metro UGB will “capture” a greater share of future households than in the past.
 - The adoption of urban and rural reserves signals clear policy direction to focus most growth inside the existing UGB. In this policy context, over 75 percent of the region’s long-term residential growth capacity is already inside the UGB (with the remaining 25 percent in urban reserves). Under these adopted plans, much of the region’s growth capacity is in the City of Portland.
 - The state Metropolitan Housing Rule requires that cities and counties provide at least half of their residential capacity on buildable land for multifamily housing or single-family attached housing. This type of housing is most likely to occur in urban centers such as those in Portland.
 - There are ongoing infrastructure finance and governance challenges in UGB expansion areas. Though there have been over 32,000 acres added to the UGB since its adoption in 1979, those expansion areas have produced little housing, particularly housing that would be affordable to households making less than \$50,000 per year.

What are some of the reasons why it will be challenging to produce this much housing in urban centers?

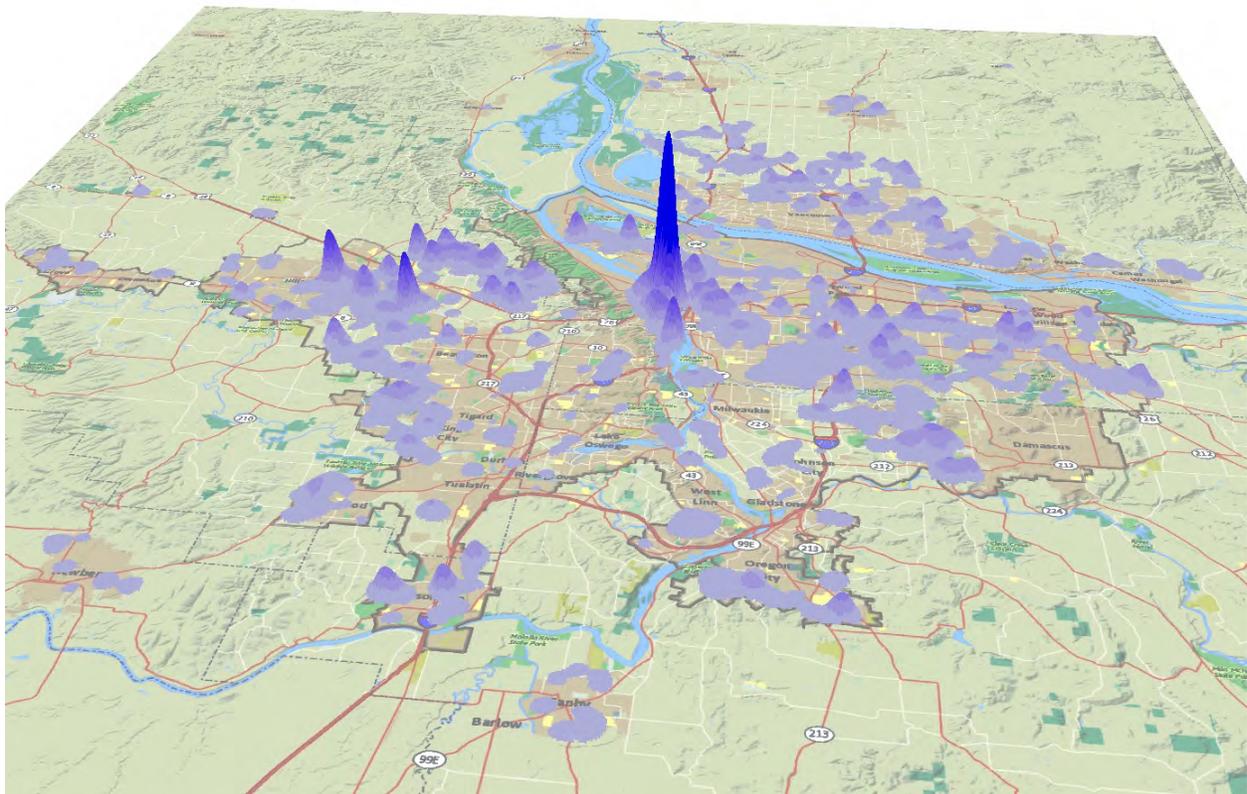
- On a per-square-foot basis, mid-rise and high-rise construction tends to cost more than lower density housing types. This is particularly the case when multifamily housing includes structured parking, which can add about \$25,000 to the cost of each unit.
- As a consequence of higher costs-per-square foot, multifamily units tend to be smaller than single-family detached homes. This poses challenges for producing family-friendly housing in urban areas.
- The region’s mixed-use corridors sometimes pass through neighborhoods. Neighborhood associations often oppose new construction.
- Most of the expected housing in Portland will be apartments and condos. Questions remain about how well this will match people’s housing preferences. The 2014 Housing Preference Study found:

- Without asking for respondents to make tradeoffs such as price, neighborhood type, and commute time, 80 percent of respondents preferred single-family detached housing.
- Accounting for tradeoffs such as price, neighborhood type, and commute time, 62 percent of respondents chose single-family detached housing (comparable to the share that live in this housing type today).
- The draft UGR indicates that the city would see about 124,000 new households over the next 20 years. This amounts to an average of about 6,000 new homes every year, which exceeds average annual housing production for the city.

What are some of the recent development trends around the region?

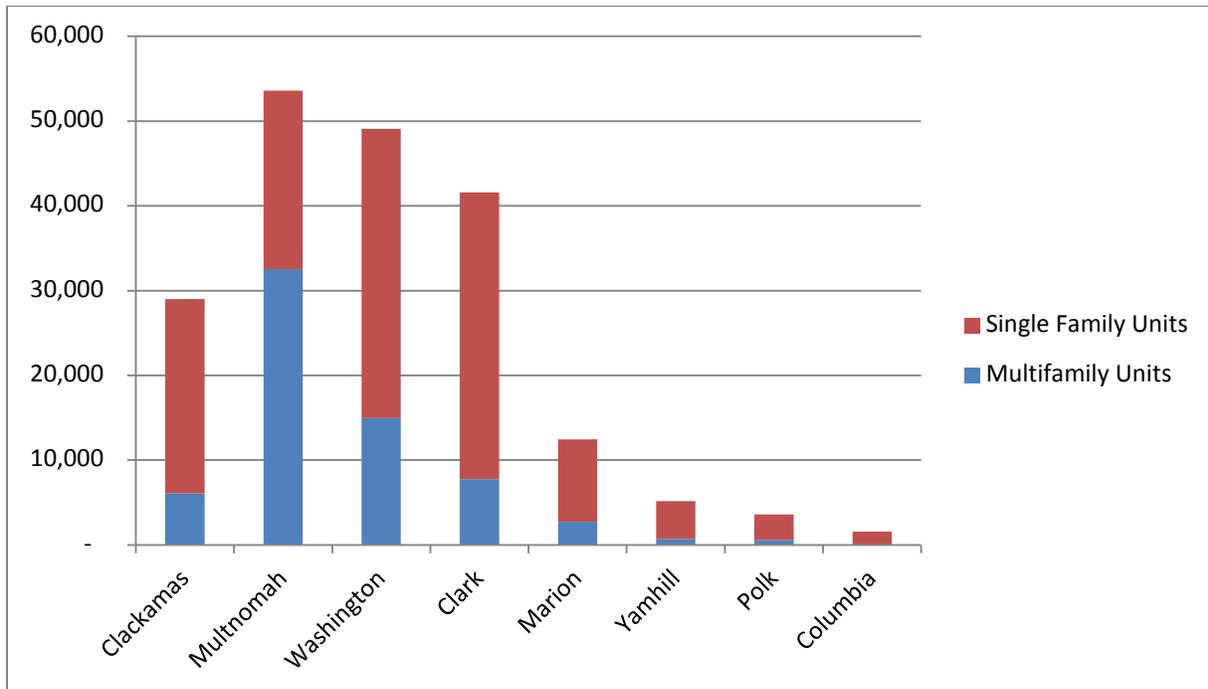
Growth management decisions are an exercise in planning for the future. However, what has happened in the past can inform discussions about what might happen over the next 20 years. Below are data on past residential development activity from 1998 through the third quarter of 2014.¹

Figure 1: New residential permit activity (total new residences 1998 through 3rd quarter 2014)



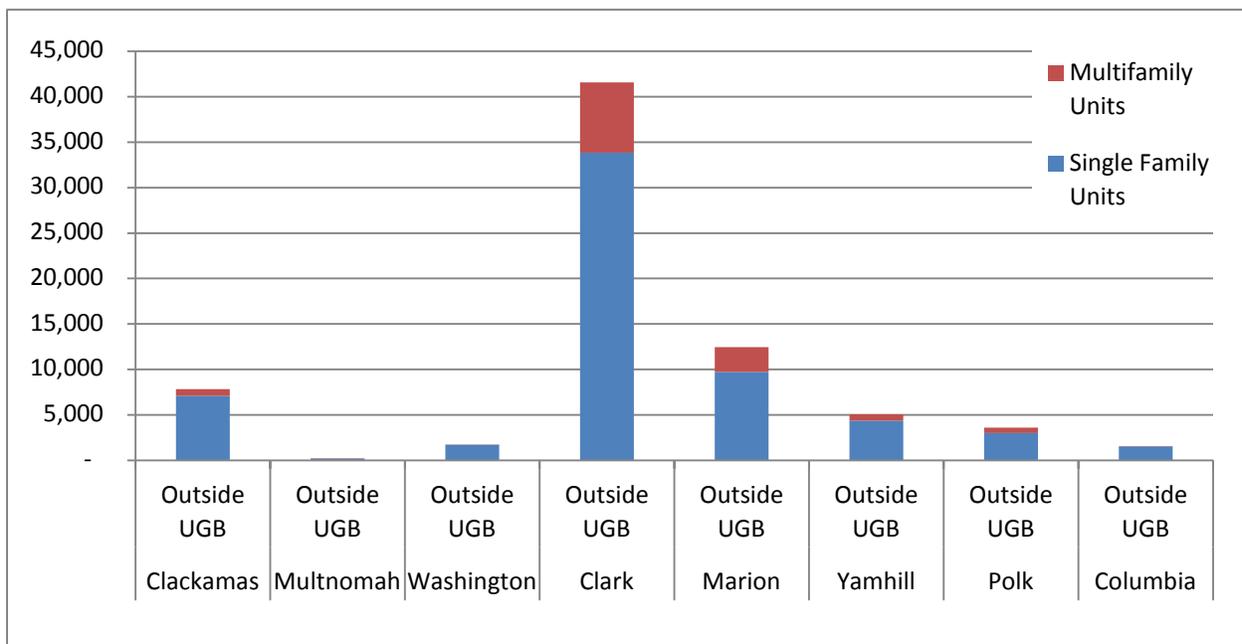
¹ Data source: Construction Monitor. These data are for approved permits for new residential construction. Pending permits and renewed permits were excluded. These data were compared with and found to closely match U.S. Census Bureau permit data. Though this is the best available data, there may be some instances when approved permits did not get built.

Figure 2: Permitted new residences by county and housing type (1998 through 3rd quarter 2014)



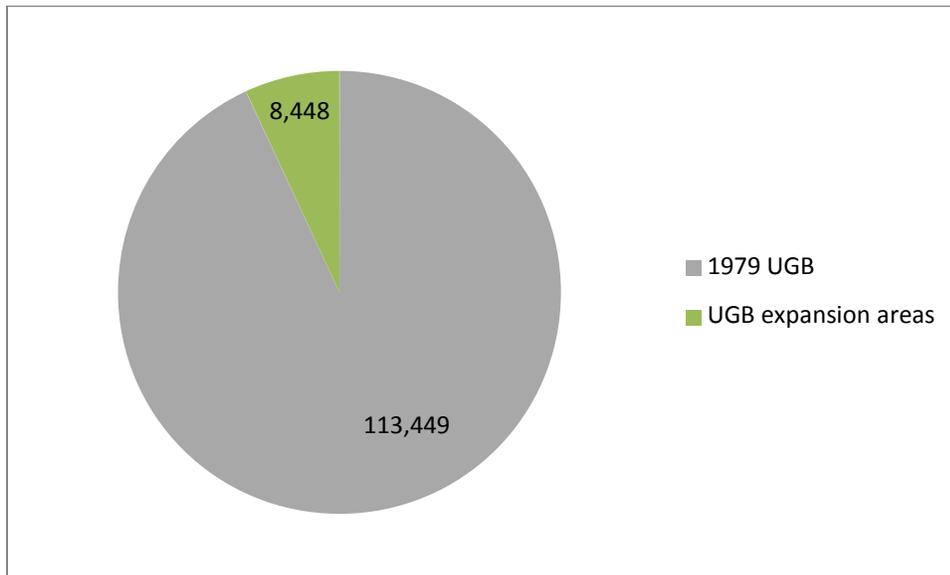
As depicted in Figure 2, there were about 196,000 new residences permitted in the eight counties shown. These new residences are evenly split between single-family and multifamily units.

Figure 3: Permitted new residences outside the Metro UGB by housing type (1998 through 3rd quarter 2014)



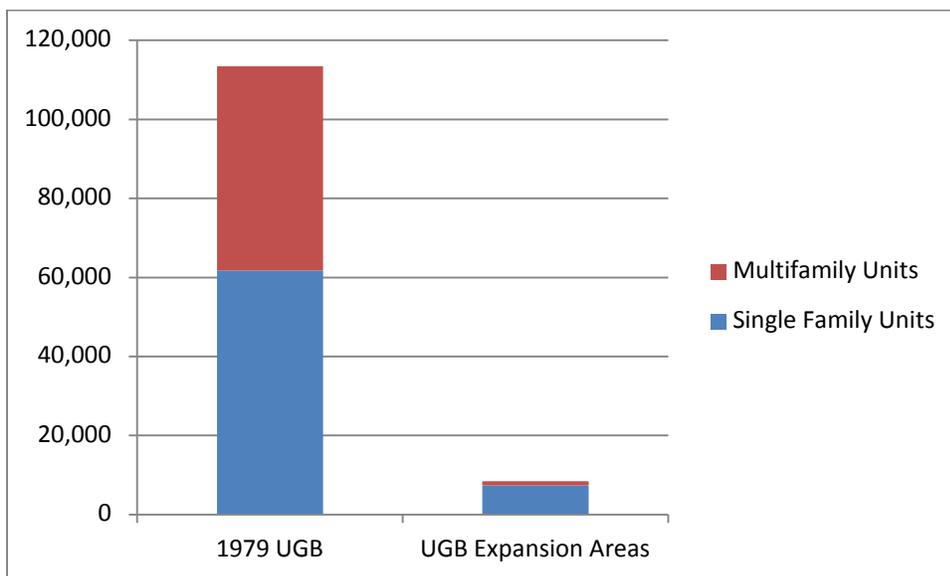
As depicted in Figure 3, most (56 percent) of the residential growth happening outside the Metro UGB has occurred in Clark County. Washington State also manages growth through its Growth Management Act.

Figure 4: Permitted new residences in original 1979 UGB and expansion areas (1998 through 3rd quarter 2014)



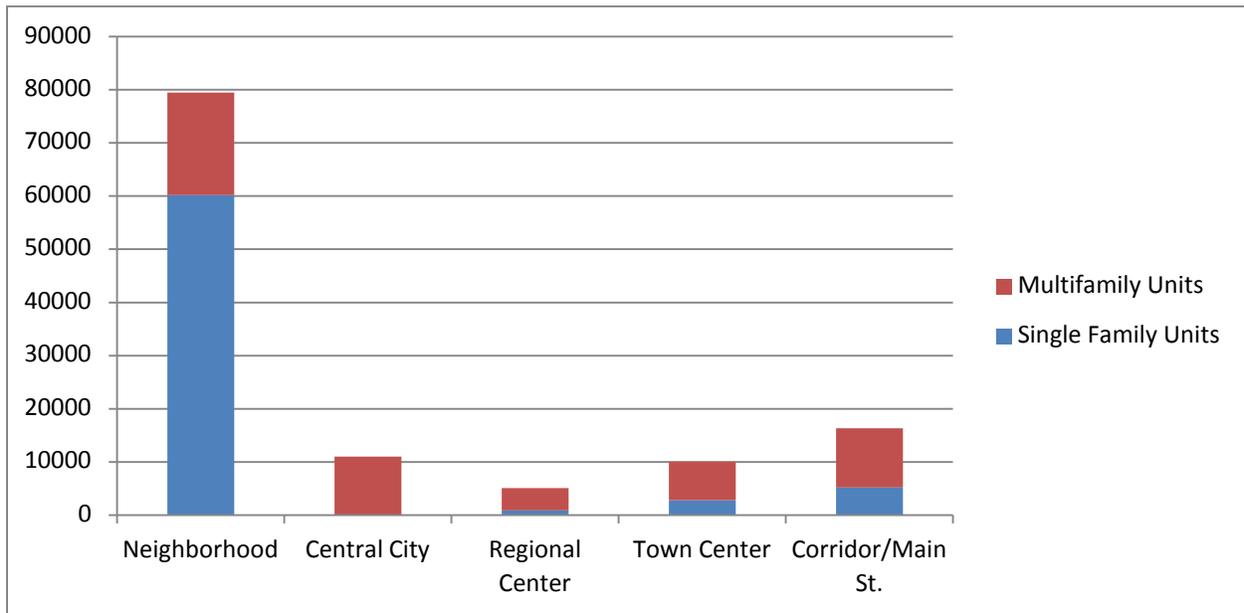
There are approximately 260,000 acres inside the Metro UGB, including about 32,000 acres that have been added since the UGB’s adoption in 1979. As depicted in Figure 4, 93 percent of the new residences were permitted inside the original 1979 Metro UGB. UGB expansion areas contributed seven percent of the region’s new housing.

Figure 5: Permitted new residences by type in the original 1979 UGB and expansion areas (1998 through 3rd quarter 2014)



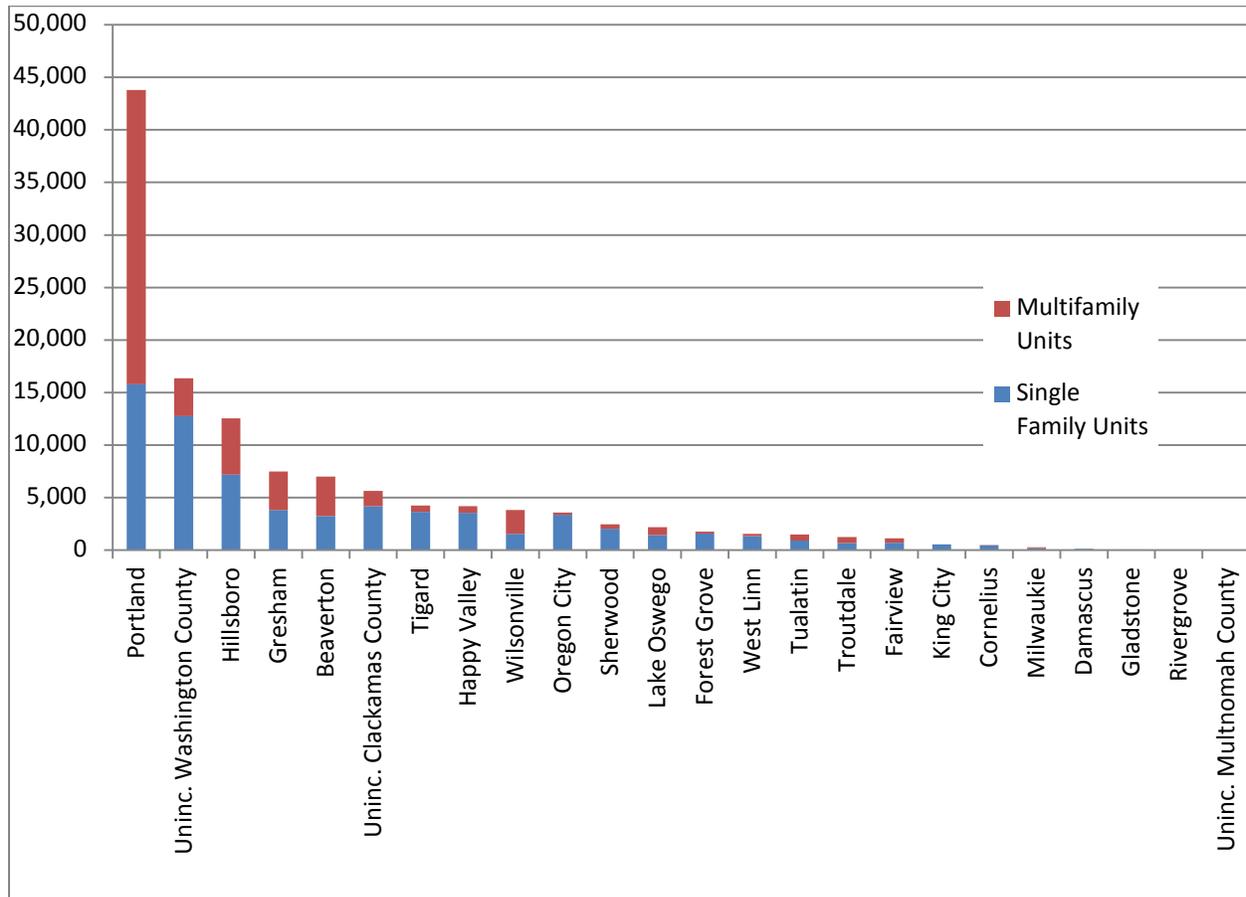
As depicted in Figure 5, 54 percent of the new housing permitted inside the original 1979 UGB has been single-family housing. In UGB expansion areas, single-family housing represents 87 percent of the new housing.

Figure 6: Permitted new residences in the Metro UGB by 2040 design type and housing type (1998 through 3rd quarter 2014)



The regional vision for growth, the 2040 Growth Concept, identifies several different design types. The Neighborhood design type is the most ubiquitous and, as depicted in Figure 6, accounted for most (65 percent) of the new residences in the Metro UGB.

Figure 7: Permitted new residences by city inside the Metro UGB (1998 through 3rd quarter 2014)



As depicted in Figure 7, over the last 16 years, the City of Portland led residential construction in the Metro UGB with 36 percent of the new residences. This represents an average housing production in Portland of over 2,700 units per year, which is about half of the average annual housing production forecast for the City of Portland in the draft UGR. In its best years (2003 and 2014), Portland produced over 5,000 units of new housing per year. Portland’s lowest housing production occurred during the Great Recession. From 1998 through the third quarter of 2014, 64 percent of Portland’s new housing was multifamily.

Agenda Item No. 3.0

**METROPOLITAN TRANSPORTATION IMPROVEMENT
PROGRAM AND REGIONAL FLEXIBLE FUND ALLOCATION
POLICY FOLLOW-UP**

Metro Council Work Session
Tuesday, May 5, 2015
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: May 5, 2015

LENGTH: 45 minutes

PRESENTATION TITLE: MTIP/RFFA Follow-up

DEPARTMENT: Council Office

PRESENTER(S): Colin Deverell; colin.deverell@oregonmetro.gov; ext. 1560

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: This work session is to discuss Metro Council's objectives for the MTIP/RFFA policy update process and finalize discussion of the 2015 MTIP/RFFA Update "Core Principles." Proposed principles and concepts will be presented that includes concepts discussed at previous work sessions.
- Outcome: Direction to Council staff to finalize a set of core principles.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Metro, in its role as the Metropolitan Planning Organization (MPO) for the Portland metropolitan region, will be developing policy guidelines for the next update of the MTIP and Regional Flexible Fund allocation. Metro directly administers the allocation of Regional Flexible Funds (a mix of three different federal transportation funding programs) to transportation projects and programs in the region. The MTIP governs the coordination of all federal transportation spending in the region, as administered by the Oregon Department of Transportation, the region's transit agencies TriMet and SMART/Wilsonville, and Metro.

To first step in each MTIP and RFFA process, is to update the policy guidance to provide direction to the MTIP process on how the region will coordinate on the allocation of federal funds and on the objectives and criteria for the allocation of regional flexible funds. This update to policy guidance is scheduled to take place during calendar year 2015.

Metro Council is instrumental in this update process. The Council has three members that participate on the Joint Policy Advisory Committee on Transportation (JPACT), which recommends a policy for Council consideration. The full Council then approves the recommended policy or provides direction back to JPACT on policy recommendation(s) the Council desires be reconsidered prior to adoption.

During recent staff briefing of Council members on the MTIP and RFFA policy update process, some members of Council requested that the full Council be provided time in the process to consider developing its desired outcomes of the process in order to facilitate better communication with JPACT and other community stakeholders. This could help the policy dialogue between the Council,

JPACT and other stakeholders and ensure a coordinated adoption process. The Council has not documented their desired outcomes for an MTIP/RFFA update in the past.

At the April 21, 2015, work session, Metro Council discussed potential “core principles” for the MTIP/RFFA policy update process. The purposes of these principles are threefold:

1. Create a shared understanding of the Metro Council’s position on policies and issues relative to the update process
2. Provide direction to the Metro Council’s representatives on JPACT and Council staff
3. Highlight areas that need additional discussion through the public and stakeholder engagement process

Staff has refined a previous straw proposal into a revised draft, which is included in this packet for discussion. Staff is seeking direction to further refine, and ultimately finalize, these principles.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Council wish to endorse or modify the principles presented?
- Are there other areas within the policy update process in which the Council would like to adopt positions or seek feedback through public and stakeholder engagement?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
Revised “Draft Metro Council 2015 MTIP/RFFA Update Core Principles”

DRAFT METRO COUNCIL 2015 MTIP/RFFA UPDATE CORE PRINCIPLES

Revised: April 24, 2015

Introduction

The Metro Council would like to ensure it clearly communicates its policy interests as MPO staff begins updates to the region's Metropolitan Transportation Improvement Program (MTIP) and the Regional Flexible Fund allocation (RFFA) policy processes. The purpose of this document is to provide a shared understanding of the Metro Council's desired outcomes of this work. It is our hope that this framework will support a collaborative decision making process and result in policy direction that reflects our shared regional values.

MTIP POLICY UPDATE

1. A successful update process will fully integrate policies from new and updated regional plans already approved by JPACT and the Metro Council. The region has invested in planning work across all transportation modes that, when implemented, will improve safety, reduce congestion, and limit greenhouse gas emissions. The MTIP policy update process should align and be guided by this important work. New and updated plans since the development of the previous MTIP and RFFA policies include:

- 2014 Regional Transportation Plan, including modal plan updates
- Climate Smart Strategy
- Regional Active Transportation Plan

Additionally, the Council supports continued investment in past and current multi-jurisdiction corridor and area planning priorities, including shared priorities from:

- East Metro Connections Project
- Southwest Corridor Plan
- Powell-Division Corridor Plan
- Regional Freight Plan
- Hwy 217 Corridor Plan
- I-5/99W Corridor Plan

2. The Metro Council supports utilizing information contained in updated regional reports, including the updated Regional Equity Atlas, the Congestion Bottleneck Operations Study, the updated Cost of Congestion report, the Regional Safety Plan, TriMet Service Improvement Plans, and the Regional Mobility Corridor atlas.

3. The policy update process should state clearly how MTIP allocations complement each other. With limited funding, coordination is critical. As allocation processes for the three major components of the MTIP funding streams (ODOT, Transit, and MPO) are considered, the Council will look for documentation of how the performance of candidate projects are evaluated relative to regional policy objectives.

Materials following this page were distributed at the meeting.

 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, May 7, 2015
Time: 2 p.m.
Place: Metro Regional Center, Council Chamber

CALL TO ORDER AND ROLL CALL

1. CITIZEN COMMUNICATION

**2. CELEBRATING ASIAN PACIFIC ISLANDER
COMMUNITY DEVELOPMENT PRESENTATION**

**Lisa Hasegawa, National Coalition
for Asian Pacific American
Community Development**

**TBA, Asian Pacific American
Network of Oregon**

3. CONSENT AGENDA

3.1 Resolution No. 15-4625, For the Purpose of
Authorizing the Chief Operating Officer to Issue a
New Non-System License to Swan Island Dairy for
Delivery of Non-Recoverable Non-Putrescible
Waste and Putrescible Waste to the Covanta
Waste-To-Energy Facility in Marion County,
Oregon

3.2 Resolution No. 15-4626, For the Purpose of
Authorizing the Chief Operating Officer to Issue a
new Non-System License to the Troutdale
Transfer Station for Delivery of Residential Yard
Debris Mixed with Food Waste to the Dirt Hugger
Composting Facility Located in Dallesport,
Washington

3.3 Resolution No. 15-4627, For the Purpose of
Authorizing the Chief Operating Officer to Enter
Into an Employment Agreement with the General
Manager of Visitor Venues

3.4 Consideration of Council Meeting Minutes for
April 16, 2015

4. RESOLUTIONS

4.1 Resolution No. 15-4619, For the Purpose of
Authorizing the Chief Operating Officer to Sell
Certain Real Property as Part of the Natural Areas
Program

Dan Moeller, Metro

4.2 **Resolution No. 15-4612**, For the Purpose of Adopting the Annual Budget for Fiscal Year 2015-16, Making Appropriations, Levying Ad Valorem Taxes, and Reauthorizing an Interfund Loan

4.2.1 **Public Hearing on Resolution No. 15-4612**

4.3 **Resolution No. 15-4613**, For the Purpose of Approving the Fiscal Year 2015-16 Budget, Setting Property Tax Levies and Transmitting the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission

Tim Collier, Metro

4.4 **Resolution No. 15-4629**, For the Purpose of Authorizing the Metro Attorney to Defend, Appeal, or Commence Litigation Related to Ownership of Burial Rights at Metro's Historic Cemeteries

Michelle Bellia, Metro

5. **CHIEF OPERATING OFFICER COMMUNICATION**

Martha Bennett, Metro

6. **COUNCILOR COMMUNICATION**

ADJOURN

THE METRO COUNCIL WILL HOLD AN EXECUTIVE SESSION IMMEDIATELY FOLLOWING THE PUBLIC MEETING PURSUANT TO ORS 192.660(2)(e), TO CONDUCT DELIBERATIONS WITH PERSON DESIGNATED BY THE GOVERNING BODY TO NEGOTIATE REAL PROPERTY TRANSACTIONS.

Television schedule for May 7, 2015 Metro Council meeting

Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.	Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.
Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times.	Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.
Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

- 4. The Council is interested in further consideration of regional coordination for transportation funding sources outside of the cyclical allocation.** Additional state and federal allocation processes (such as TIGER, New Starts, and Connect Oregon) occur on irregular schedules and are not typically coordinated with the MTIP/STIP allocations. Given the need to prioritize limited funding and capitalize on regional planning work already completed, the region should consider how regional policies adopted by JPACT should be applied relative to these other funding sources. The Council is also interested in furthering the discussion at the JPACT Finance subcommittee regarding funding for projects of regional significance outside of the MTIP.

RFFA POLICY UPDATE

- 1. A successful RFFA process will be clearly developed and recommended at JPACT and forwarded to the Metro Council for approval.** The Metro Council supports an allocation process that incorporates local considerations and priorities, but is regionally developed and focused. JPACT is the appropriate body to conduct these discussions in collaboration with the Metro Council.
- 2. A successful RFFA process will sustain ongoing programs supported by “Step 1” flexible funds.** These programs, such as Transit Oriented Development and Regional Travel Options, need to be coordinated regionally, but deliver projects and services at the local level. The region should continue to fulfill our ongoing commitments to community groups and other stakeholders and address growing demand for these projects and services through full funding of these programs.
- 3. Consistent with MTIP Policy Update principle #1, a successful “Step 2” RFFA allocation will prioritize projects that emerge from regional plans adopted by JPACT and the Metro Council.** The RFFA represents the largest pool of regional discretionary transportation dollars available to the region. As such, regional funds should be used to implement regionally agreed upon projects. Applications from regional and state agencies, such as TriMet, the Port of Portland, or ODOT, should be considered if it is the most appropriate agency to lead implementation of a regionally agreed upon project.
- 4. [ALTERNATIVE 1] The Council supports a “Step 2” RFFA process that sustains the current policy of a 75/25 split for Active Transportation & Complete Streets/Green Economy & Freight Initiatives.** Given constitutional limitations placed on state transportation revenue, retention of the existing policy is critical to ensuring the implementation of regional projects not otherwise eligible for funding. This policy has consistently led to the implementation of projects that improve safety and mobility at the local level.

[ALTERNATIVE 2] Given the absence of additional funding that was available in the last allocation, the Council is open to a review of whether new policy direction

merits an adjustment to the existing policy of a 75/25 split for “Step 2” funds for Active Transportation & Complete Streets/Green Economy & Freight Initiatives. However, the Metro Council would need to be convinced that a change is warranted to better implement regional transportation policy before approving a change to the existing “Step 2” category funding split. Potential changes to existing policy could be adjustments to the screening and evaluation criteria within each category or adjustments to the overall funding split.

- 5. Within existing plans, the region should consider further prioritization of regionally significant projects through the flexible fund allocation.** While available federal funds are expected to be less than the last allocation, the Council appreciates the feedback from many stakeholders that the ability to accomplish larger-scale projects was welcome and is interested in further discussion of how the cyclical allocation can support them. Again, the Council is supportive of the JPACT Finance subcommittee’s work in exploring additional funding sources for larger, regional scale projects.
- 6. The Council is interested in further consideration of a potential “Safe Routes to School” program.** Clarification of how such a program would be delivered is needed in order to consider potential funding. In particular, the Council is interested in which agency would serve as the program’s lead, how the educational and the capital portions of the program would be delivered relative to the existing Regional Travel Options program and existing capital project delivery providers, and more details about expected program outcomes.

Conclusion

The Metro Council is committed to working with our participating agencies in the development of the MTIP and RFFA processes. We look forward to working with partners at JPACT and across the region to make good on our existing plans and strive toward a more robust regional transportation system.