

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, December 18, 2015
Time: 9:30 a.m. to 12 p.m. (noon)
Place: Metro Regional Center, Council Chamber

9:30 AM	1.		CALL TO ORDER AND DECLARATION OF A QUORUM	John Williams, Chair
9:35 AM	2.		COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS <ul style="list-style-type: none">January 25 Workshop: Local & Regional Approaches to Performance-based Planning	John Williams, Chair
9:40 AM	3.		CITIZEN COMMUNICATIONS ON AGENDA ITEMS	
9:50 AM	4.	*	CONSIDERATION OF THE TPAC MINUTES FOR NOVEMBER 20, 2015	
10:00 AM	5.	* #	2018 REGIONAL TRANSPORTATION PLAN UPDATE <ul style="list-style-type: none">Provide an update on RTP technical work groups and next steps. Information/Discussion	Kim Ellis, Metro
10:20 AM	6.	*	PORTLAND METRO AREA HIGHWAY PERFORMANCE PROJECT <ul style="list-style-type: none">Project update. Information/Discussion	Lainie Smith, ODOT
10:40 AM	7.	* #	FEDERAL TRANSPORTATION LEGISLATION UPDATE <ul style="list-style-type: none">Provide a briefing on the new federal legislation and discuss impacts on funding and future planning work program. Information/Discussion	Ted Leybold, Metro
11:15 AM	8.	**	MPO CONSIDERATION OF ODOT ENHANCE FUNDING <ul style="list-style-type: none">Provide an update on ODOT Enhance process; discuss potential MPO communication to Region 1 ACT. Information/Direction	Ted Leybold, Grace Cho, Metro
11:45 PM	9.		ADJOURN	John Williams, Chair

<p>Upcoming TPAC Meetings:</p> <ul style="list-style-type: none"> Friday, January 29, 2016 Friday, February 26, 2016 Friday, March 25, 2016 	<p>* Material will be emailed with meeting notice ** Material will be emailed at a later date after notice # Material will be distributed at the meeting.</p> <p>For agenda and schedule information, call 503-797-1750. To check on closure/cancellations during inclement weather please call 503-797-1700.</p>
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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសម្រាប់សេវាកម្មរបស់យើង www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2016 TPAC Work Program

As of 12/10/15

*NOTE: Items in **italics** are tentative; **bold** denotes required items*

<p><u>January 29, 2016</u></p> <ul style="list-style-type: none"> • MTIP Obligation & Performance Report <u>Information/Discussion</u> (Ted Leybold, 10 mins.) • RFFA Criteria Options <u>Information/Discussion</u> (Ted Leybold, Dan Kaempff; 30 mins) • RTO Strategic Plan Update Work Plan <u>Information/Discussion</u> (Dan Kaempff; 30 mins) • 2018 RTP Update: 2016 Activities and Milestones <u>Information/Discussion</u> (Kim Ellis; 20 mins) • Transit-Oriented Development Program Update <u>Information/Discussion</u> (Megan Gibb, Jonathan Williams; 20 mins) • SW Corridor Draft Mode Recommendation <u>Information/Discussion</u> (Malu Wilkinson, 30 mins) 	<p><u>February 26, 2016</u></p> <ul style="list-style-type: none"> • 2018 RTP Update: Background for Regional Leadership Forum #1 <u>Information/Discussion</u> (Kim Ellis; 40 mins) • MTIP & RFFA Policy Update <u>Information/Discussion</u> (Dan Kaempff; Grace Cho; 40 mins) • Vehicle Electrification Project Options <u>Information/Discussion</u> (Ted Leybold, Caleb Winter, 20 mins.)
<p><u>March 25, 2016</u></p> <ul style="list-style-type: none"> • MTIP & RFFA Policy Update <u>Recommendation</u> (Dan Kaempff; Grace Cho; 30 mins) • Draft Regional Transit Vision <u>Information/Discussion</u> (Jamie Snook, TriMet, SMART; 35 mins.) 	<p><u>April 29, 2016</u></p> <ul style="list-style-type: none"> • <i>RTP Regional Leadership Forum #1 (Trends, Challenges and Vision for the Future)</i> <u>Information/Discussion</u> (Kim Ellis; 40 mins)
<p><u>May 27, 2016</u></p> <ul style="list-style-type: none"> • 2018 RTP update: Background for Regional Leadership Forum #2 (Kim Ellis, Metro) 	<p><u>June 24, 2016</u></p> <ul style="list-style-type: none"> • 2018 RTP update: Background for Regional Leadership Forum #2 (Kim Ellis, Metro)

Parking Lot:

- MAP-21 Implementation
- ODOT Enhance/Fix-It Process
- TAP project delivery contingency fund pilot update (Leybold, Cho)



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
November 20, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT

John Williams
Judith Gray
Nancy Kraushaar
Katherine Kelly
Eric Hesse
Chris Deffebach
Karen Buehrig
Don Odermott
Adrian Esteban
Cora Potter
Carol Gossett
Steve White
Jared Franz
Dave Nordberg
Joanna Valencia
Kelly Brooks

AFFILIATION

Metro
City of Portland
City of Wilsonville, representing Cities of Clackamas County
City of Gresham
TriMet
Washington County
Clackamas County
City of Hillsboro, representing Cities of Washington Co.
Community Representative
Community Representative
Community Representative
Community Representative
Community Representative
Oregon Department of Environmental Quality
Multnomah County
Oregon Department of Transportation

MEMBERS EXCUSED

Nick Fortey
Lynda David

AFFILIATION

Federal Highway Administration
Southwest Washington Regional Transportation Council

ALTERNATES PRESENT

Phil Healy
Jason Gibbens

AFFILIATION

Port of Portland
Washington State Department of Transportation

STAFF: Ted Leybold, Dan Kaempff, Kim Ellis, Grace Cho, Ken Lobeck, Jeffrey Raker, Jamie Snook, Lisa Hunrichs, Lake McTighe

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair John Williams declared a quorum and called the meeting to order at 9:33 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Williams announced that TPAC citizen representative recruitment is open through December 11. Information is available on the Metro website and a notification will be sent out via email to TPAC and JPACT interested parties lists.

Mr. Eric Hesse noted that TriMet hired a new Chief Operating Officer, Doug Kelsey.

Ms. Kelly Brooks reminded members that November 20 is the deadline for grant applications and proposals for ConnectOregon and Region One Enhance proposals.

3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS.

There were no citizen communications.

4. CONSIDERATION OF THE TPAC MINUTES FOR OCTOBER 30, 2015

MOTION: Mr. Hesse moved and Mr. Don Odermott seconded the motion to adopt the TPAC minutes from October 30, 2015.

ACTION: With all in favor, the motion passed.

5. MTIP & RFFA POLICY UPDATE / WORK SESSION

Mr. Dan Kaempff and Mr. Ted Leybold came before the committee to request feedback and comments on the proposed public comment process on the 2018-2021 MTIP and 2019-2021 RFFA and to request a recommendation to JPACT to approve the process at their December meeting. Specifically, the committee was asked for feedback on the MTIP coordination policy, the RFFA policy questions, and the public comment process as a whole. Mr. Kaempff provided an overview of the policy update process to date, and noted that the policy is scheduled to be adopted in April 2016, which will lead to the investment solicitation, evaluation, and selection processes that will be completed by the end of 2016.

Committee members provided feedback and requested clarification on the policy process, public comment opportunities, and how the public would be engaged. Members also discussed the schedule, timing, and how to best illustrate tradeoffs that might be considered with the various funding scenarios. The discussion focused on a desire to create more flexibility in the types of projects eligible, but to not eliminate the ability to continue investing in active transportation and freight-specific projects as well.

Mr. Kaempff and Mr. Leybold noted that they would revise the presentation to clarify flexibility to fund a spectrum of projects, define the transit bond and transit capacity issues more fully for consideration. They also noted that the importance of clarifying for JPACT the policy questions and public comment questions, and noted that the public comments question must clearly describe the tradeoffs of the evaluation categories and the funding targets. In addition, they would provide information to clarify Step 1 programmatic information and how more funding might be potentially be provided through existing programs.

Mr. Kaempff and Mr. Leybold also clarified that questions regarding policy would be discussed and decided in March and April after the comment period is complete. They noted that there might be interest in hearing about what those Step 1 proposals would look like at an earlier date and would engage JPACT regarding that issue. The proposed schedule is:

- In December, JPACT will be asked to consider whether these are the appropriate policy questions, and if JPACT is in support of proceeding into the public comment period.
- TPAC and JPACT will have discussions soon to consider developing proposals for additional funding to support new high capacity transit projects, and possibly other project development work, ahead of the current allocation schedule.
- In March – JPACT will discuss options for adopting a policy direction and be provided additional details about Step 1 programs.

- In April – JPACT will consider adoption of a final policy direction.

6. WASHINGTON COUNTY TRANSPORTATION FUTURES STUDY

Ms. Chris Deffebach provided the committee with an update on the Washington County Transportation Futures Study. A review of the past 30 years has been conducted to learn about the county's growth and how major transportation decisions and investments have affected that growth. Two scenarios have been developed that will be tested to explore how the county could grow in the next 50 years. The first scenario is based on current trends and development, and the second scenario is based on a future with a stronger economy with increased emphasis on technology, trade, and transportation related jobs. The public will be asked to provide input on transportation issues that should be considered. Ms. Deffebach noted that the study will include assumptions about the growth boundary, the sequence for the reserves, and about funding. The study's findings will help evaluate the tradeoffs for investment choices in the longer term. This may provide areas for both agreement and disagreement on the study's findings, but the study will also allow the County to prioritize issues that need further evaluation.

Committee members appreciated the overview and asked for clarification about the desired outcomes. Ms. Deffebach clarified that the goal of the study is to identify transportation investments and evaluate how well they address challenges and meet the values that are important to the community (including mobility, connectivity, safety, efficiency, health, equity). Mr. Hesse noted that while the study is specific to Washington County, it could be helpful to coordinate and partner with those working on regional transit strategy for the region.

Ms. Deffebach added that the county's website provides an opportunity to sign up to receive regular updates. She will return with a further update on the project during Summer 2016.

7. VEHICLE ELECTRIFICATION PROJECT - RFFA 2014-2015

Mr. Caleb Winter and Mr. Leybold provided an update on project changes and requested feedback and direction from the committee. The first part of the project is underway and led by Portland State University in collaboration with Drive Oregon (\$200,000) and includes support for public education and outreach activities in partnership with other public and private organizations. The second part included an allocation of \$300,000 to increase the fleet of electric vehicles on the road, supporting a conversion from fossil-fuel vehicles. The work group anticipated taking advantage of a statewide EV purchasing program; however, this opportunity fell through.

Mr. Winter asked TPAC for feedback on how to proceed with the remaining \$300,000 of funding authority. The range of options might include:

- Return the funds to the next RFFA cycle.
- Options to reallocate for other EV-supportive projects with a proposal and selection process.

Committee members discussed options and agreed that a fair process should be put into place so that the funds are used on a project consistent with the purpose for which they were originally allocated. Mr. Winter and Mr. Leybold noted that they would return to the committee with a recommendation.

- #### **8. ADJOURN**
- Chair Williams noted that the next meeting be held on December 18, 2015. The meeting was adjourned at 11:50. a.m.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Lisa Hunrichs", with a stylized, flowing script.

Lisa Hunrichs, Planning and Development

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 20, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/20/15	11/20/15 TPAC Agenda	112015T-01
2	Work Program	11/13/15	2015/2016 TPAC Work Program	112015T-02
3	Meeting Summary	10/30/15	10/30/15 TPAC meeting summary	112015T-03
4	Memo	11/12/15	To: TPAC and Interested parties From: Ted Leybold, Metropolitan Transportation Improvement Planner and Caleb Winter, Senior Transportation Planner Re: Update on Vehicle Electrification Project - RFFA 2014-2015	112015T-04
5	Handout	Fall 2015	Washington County Transportation Futures Study	112015T-05
6	Memo	11/13/15	To: TPAC and Interested parties From: Dan Kaempff, Principal Transportation Planner Re: MTIP/RFFA DRAFT Policy Options for Public Comment	112015T-06
7	Handout	November 2015	DRAFT 2019-21 Regional Flexible Funds Allocation Policy Report	112015T-07
8	Handout	November 2015	2019-2021 Regional Flexible Fund Allocation Policy Update and Implementation Timeline	112015T-08

Getting there with a connected region



2018 REGIONAL TRANSPORTATION PLAN UPDATE

Technical Work Groups *as of 12/9/15*

Metro is working with local, regional and state partners and the public to renew the region's shared vision and strategy for investing in the transportation system for decades to come.

To support the 2018 Regional Transportation Plan update, Metro staff will convene eight technical work groups to provide input to staff on implementing policy direction from the Metro Council and regional policy advisory committees. In this role, the work group members will review draft materials and analysis, keep their respective elected officials and agency/organization's leadership informed, and integrate input from partners and the public. The work groups will also help identify areas for further discussion by the Metro Council and regional technical and policy advisory committees.

Work group members include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or the designees of members. Meetings of the technical work groups will be posted on Metro's calendar at www.oregonmetro.gov/calendar. The rosters that follow are subject to change and further refinement.

Transit Work Group | *as of 12/9/15*

	Name	Affiliation
1.	Jamie Snook	Metro lead
2.	Eric Hesse	TriMet
3.	Stephan Lashbrook	City of Wilsonville's SMART
4.	Roger Hanson	C-TRAN
5.	Dan Bower	Portland Streetcar Inc.
6.	Karyn Criswell	Oregon Department of Transportation
7.	Steve Szigethy Chris Deffebach (alternate)	Washington County
8.	Karen Buehrig	Clackamas County
9.	Kate McQuillan	Multnomah County
10.	Denny Egner	City of Milwaukie
11.	Mauricio LeClerc April Bertelsen (alternate)	City of Portland
12.	Brad Choi	City of Hillsboro
13.	Katherine Kelly	City of Gresham
14.	Jon Holan	City of Forest Grove
15.	Todd Juhasz	City of Beaverton
16.	Nancy Kraushaar	City of Wilsonville/Cities of Clackamas County
17.		<i>Transit user/advocate</i>
18.	<i>Steve Hoyt-McBeth</i>	<i>City of Portland Bike Share program</i>
19.	Steve White	Oregon Public Health Institute
20.	Alex Page	Ride Connection
21.+	Regional Transit Providers Group	Varying transit providers in/around the region

** Italics means the member is unconfirmed or tentative to date.*



Freight Work Group | as of 12/9/15

	Name	Affiliation
1.	Tim Collins	Metro lead
2.	Robert Hillier (PBOT)	City of Portland
3.	Phil Healy	Port of Portland
4.	Tony Coleman	Oregon Department of Transportation
5.	Steve Williams	Clackamas County
6.	Kate McQuillan	Multnomah County - Planning
7.	Erin Wardell Karen Savage (alternate)	Washington County
8.	Kelly Clark	City of Gresham
9.	Kristin Retherford	City of Wilsonville
10.	Sandra Towne	City of Vancouver
11.	Steve Kountz (PBPS)	City of Portland
12.	Don Odermott Gregg Snyder (alternate)	City of Hillsboro
13.	Nick Fortey	Federal Highway Administration
14.	Jana Jarvis	Oregon Trucking Association; Portland Freight Committee (Trucking)
15.	William Burgel	Burgel Rail Group; Portland Freight Committee (Railroads)
16.	Pia Welch	FedEx Express; Portland Freight Committee (Air)
17.	Jerry Grossnickle	Bernert Barge Lines; Portland Freight Committee (Marine/River)
18.	Lynda David	Regional Transportation Council
19.	Jim Hager	Port of Vancouver
20.	<i>Raihana Ansary</i>	<i>Portland Business Alliance</i>
21.	Brendon Haggerty	Multnomah County - Public Health
22.	Derrick Olsen	Greater Portland Inc., VP Regional Strategy
23.	Jill Eiland	Intel, NW Region Corporate Affairs Director

** Italics means the member is unconfirmed or tentative to date.*

Transportation Equity Analysis Work Group | as of 12/9/15

	Name	Affiliation
1.	Grace Cho	Metro lead
2.	Scotty Ellis	Metro Diversity Equity Inclusion Program
3.	Jake Warr	TriMet
4.	Zan Gibbs April Bertelsen (alternate)	City of Portland
5.	Karen Savage Erin Wardell (alternate)	Washington County
6.	Jon Holan	City of Forest Grove
7.	Brad Choi	City of Hillsboro
8.	Kelly Clarke	City of Gresham
9.	Joanna Valencia	Multnomah County - Planning
10.	Steve Williams	Clackamas County
11.	Nancy Kraushaar	City of Wilsonville/Cities of Clackamas County
12.	Heidi Guenin	Sustainable Transportation Council/Community Member
13.	Aaron Golub	Portland State University
14.	Kay Durtschi	Community Member
15.	Corky Collier	Columbia Corridor Business Association
16.	Duncan Hwang	Asian Pacific American Network of Oregon (APANO)
17.	Jared Franz	Organizing People/Activating Leaders (OPAL)
18.	Andrea Hamberg	Oregon Health Authority
19.	Terra Lingley	Oregon Department of Transportation
20.	Cora Potter	Ride Connection - Paratransit transit provider
21.	<i>Noel Mickelberry</i>	<i>Oregon Walks</i>
22.	<i>Kari Schlosshauer</i>	<i>National Safe Routes to School Partnership</i>
23.	<i>Sarah Armitage/TBD</i>	<i>Oregon Department of Environmental Quality</i>
24.	<i>Eddie Hill</i>	<i>Ground Work</i>
25.	<i>Nicole Phillips</i>	<i>OPAL/Bus Riders Unite</i>
26.	<i>Bandana Shrestha</i>	<i>AARP</i>
27.	Brendon Haggerty	Multnomah County - Public Health

** Italics means the member is unconfirmed or tentative to date.*

Finance Work Group | as of 12/9/15

	Name	Affiliation
1.	Ken Lobeck	Metro lead
2.	Jamie Snook	Metro
3.	Katherine Kelly	City of Gresham
4.	Richard Blackmun	City Of Forest Grove
5.	Nancy Young Eric Hesse (alternate)	TriMet
6.	Don Odermott	City of Hillsboro
7.	Chris Deffebach Steve Kelley (alternate)	Washington County
8.	Nancy Kraushaar	City of Wilsonville
9.	Ken Lee Mark Lear/Judith Gray (alternates)	City of Portland
10.	Karen Buehrig	Clackamas County
11.	Kelly Brooks	Oregon Department of Transportation
12.	Joanna Valencia	Multnomah County

Performance Work Group | as of 12/9/15

	Name	Affiliation
1.	John Mermin	Metro lead
2.	Ken Lobeck	Metro
3.	Karen Buehrig	Clackamas County
4.	Bill Holstrom	Department of Land Conservation and Development
5.	Jessica Berry	Multnomah County
6.	Dan Riordan	City of Forest Grove
7.	Kelly Clarke	City of Gresham
8.	Don Odermott	City of Hillsboro
9.	Denny Egner	City of Milwaukie
10.	Lidwien Rahman	Oregon Department of Transportation
11.	Phil Healy	Port of Portland
12.	Judith Gray Peter Hurley (Alternate)	City of Portland
13.	Lynda David	Southwest Washington RTC
14.	Eric Hesse	TriMet
15.	Steve Kelley Erin Wardell (Alternate)	Washington County
16.	Steve Adams	City of Wilsonville
17.	Karla Kingsley	Kittelson & Associates Inc.
18.	Chris Rall	Transportation 4 America
19.	Kelly Rodgers	Confluence Planning

** Italics means the member is unconfirmed or tentative to date.*



Safety Work Group | as of 12/9/15

	Name	Affiliation
1.	Lake McTighe	Metro lead
2.	Anthony Buczek	Metro
3.	Chris Strong	City of Gresham
4.	Kelly Clarke	City of Gresham
5.	Gabe Graff Zef Wagner (alternate)	City of Portland
6.	Jeff Owen	TriMet
7.	Dyami Valentine Stacy Shetler (alternate)	Washington County
8.	Mike Ward	City of Wilsonville
9.	Kari Schlosshauer	National Safe Routes to School
10.	Joe Marek	Clackamas County
11.	Joanna Valencia	Multnomah County - Planning
12.	Becky Bodonyi	Multnomah County – Public Health
13.	Katherine Burns	Oregon Department of Transportation

Design Work Group | as of 12/9/15

	Name	Affiliation
1.	Lake McTighe	Metro lead
2.	Anthony Buczek	Metro
3.	Robert Spurlock	Metro
4.	Chris Strong	City of Gresham
5.	Kelly Clarke	City of Gresham
6.	Denver Igarta (planning) Scott Baston (engineering) Zef Wagner (alternate)	City of Portland
7.	Jeff Owen	TriMet
8.	Dyami Valentine Rob Saxton (alternate)	Washington County
9.	James Reitz Richard Blackmun	City of Forest Grove
10.	Jeannine Rustad	Tualatin Hills Parks and Recreation District
11.	Lori Mastrantonio Meuser (planning) Rick Nys (engineering)	Clackamas County
12.	Mike Houck	Urban Greenspaces Institute
13.	Carol Chesarek	Community member
14.	Stephanie Noll	Bicycle Transportation Alliance
15.	Zach Weigel	City of Wilsonville
16.	Andy Jeffrey	Oregon Department of Transportation
17.	Ryan Guy Hashagen	Better Blocks PDX
18.	Brendon Haggerty	Multnomah County – Public Health

** Italics means the member is unconfirmed or tentative to date.*



Policy Actions Work Group | as of 12/9/15

	Name	Affiliation
1.	Tim O'Brien	Metro lead
2.	Eric Hesse	TriMet
3.	Denny Egner	City of Milwaukie
4.	Jeannine Rustad	Tualatin Hills Parks and Recreation District
5.	Judith Gray Peter Hurley (alternate)	City of Portland
6.	Chris Deffebach Steve Szigethy (alternate)	Washington County
7.	Jon Holan	City of Forest Grove
8.	Don Odermott	City of Hillsboro
9.	Katherine Kelly	City of Gresham/Cities of E. Multnomah County
10.	Miranda Bateschell	City of Wilsonville
11.	Karen Buehrig Steve Williams (alternate)	Clackamas County
12.	Lidwien Rahman	Oregon Department of Transportation
13.	Joanna Valencia	Multnomah County – Planning
14.	Jae Douglas	Multnomah County – Public Health

DRAFT

** Italics means the member is unconfirmed or tentative to date.*



2018 RTP Update Technical Work Groups

There are eight technical work groups proposed to address the policy priorities identified to be addressed through the 2018 Regional Transportation Plan update. The work groups will be convened to advise Metro staff on implementing policy direction from the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). In this role, the work groups will review draft materials and analysis, keep their respective elected officials and agency/organization's leadership informed about the progress of the work group and integrate input from partners and the public to develop recommendations to Metro staff. Transit and equity are anticipated to require more effort than other policy priorities.

Work group members will include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or the designees of members. Opportunities to share information and collaborate across work groups will be provided. Meetings will be open to the public. Meeting information will be posted on Metro's website at www.oregonmetro.gov. Key tasks and contact information for each work group are summarized below.



Transit

- Review and comment on existing conditions and trends
- Develop regional transit vision
- Update Transit System Expansion policy
- Develop shared transit investment strategy
- Identify policy and investment strategy refinements and actions to support implementation

10 to 15 meetings anticipated from 2015-17

Lead staff: Jamie Snook
jamie.snook@oregonmetro.gov
 503-797-1751



Transportation Equity

- Review demographic changes, trends and challenges, and equity implications
- Review and comment on documentation of transportation needs and priorities of historically underrepresented communities, older adults and youth
- Refine evaluation methods and review analysis related to transportation equity
- Identify policy and investment strategy refinements and actions to support implementation

8 to 10 meetings anticipated from 2016-17

Lead staff: Grace Cho
grace.cho@oregonmetro.gov
 503-797-1776



Finance

- Review updated local, regional, state and federal revenue forecast
- Define actions necessary to implement identified revenue sources and document steps taken to date to address the necessary actions

5 to 6 meetings anticipated from 2015-16

Lead staff: Ken Lobeck
ken.lobeck@oregonmetro.gov
 503-797-1785

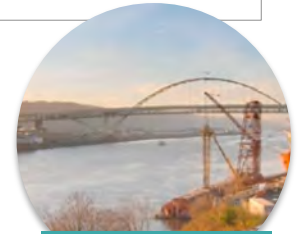


Performance

- Review MAP-21 performance-based planning and target setting mandates and best practices
- Review current plan performance and targets
- Provide input on refinements to existing targets to address MAP-21, Climate Smart Strategy and recommendations from the 2014 RTP/MTIP civil rights assessment
- Identify data gaps and updates for RTP monitoring

3 to 5 meetings anticipated from 2015-16

Lead staff: John Mermin
john.mermin@oregonmetro.gov
 503-797-1747



Freight

- Review status of 2010 Regional Freight Plan recommendations and updated freight data
- Review freight challenges and trends, and existing conditions data
- Review shared freight investment strategy
- Review draft freight policy refinements and actions to support implementation

3 to 5 meetings anticipated from 2015-17

Lead staff: Tim Collins
tim.collins@oregonmetro.gov
 503-797-1660



Design

- Provide input and guidance on topical issues including arterial crosswalk spacing, size of arterials, transit and freight supportive street design, bicycle facility and trail design, stormwater management and street trees
- Participate in developing design case studies, best practices and tools to improve safety
- Provide in-depth peer review comments on updated Designing Livable Streets handbooks
- Identify transportation design policy refinements and actions to support implementation

5 to 8 meetings anticipated from 2015-17

Lead staff: Lake McTighe
lake.mctighe@oregonmetro.gov
 503-797-1660



Safety

- Review status of 2012 Transportation Safety Plan recommendations
- Review high crash corridors in region and recommendations for updating Regional Transportation Safety Plan
- Review draft transportation safety policy refinements and actions to support implementation
- Review draft 2018 Transportation Safety Action Plan

3 to 5 meetings anticipated from 2016-17

Lead staff: Lake McTighe
lake.mctighe@oregonmetro.gov
 503-797-1660



Policy actions

- Refine Climate Smart Strategy toolbox of possible actions
- Participate in identifying framework plan and functional plan amendments necessary to implement 2018 RTP policies related to parking and other topics identified through process

4 to 6 meetings anticipated from 2017-18

Lead staff: Tim O'Brien
tim.o'brien@oregonmetro.gov
 503-797-1840

Portland Metro Area Highway Performance Project



Photo credit: ODOT



Photo credit: ODOT

Project Goal

This project will recommend highway performance measures that address safety, as well as mobility, and decision-making tools for application of the measures in long range planning and development review in the Metro area.

Project Objectives



Project Outcome

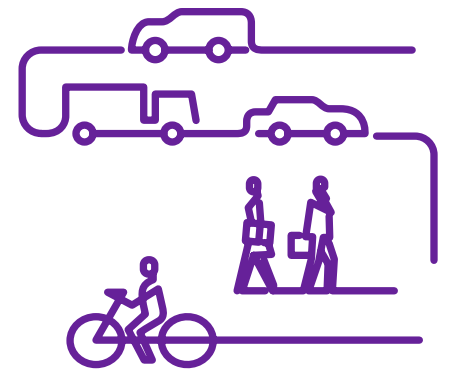
The end products will be recommendations for:

- a small set of performance measures for mobility and safety for application in the Portland Metropolitan Area
- a decision-making framework that shows where, under what circumstances, and how certain the performance measures could apply in long range planning and development review

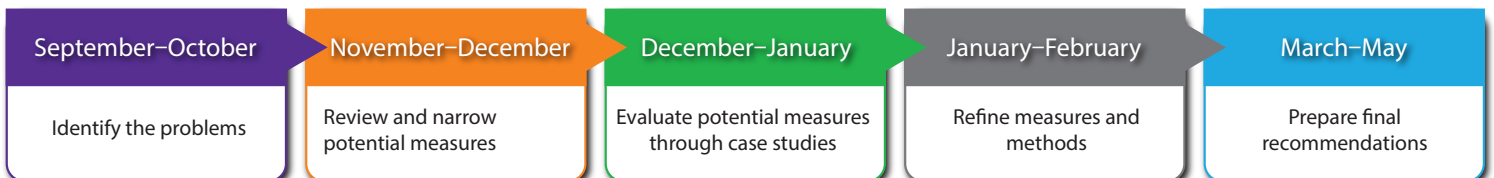
For more information contact:
Lainie Smith, ODOT Region 1
503-731-8228
Elaine.Smith@odot.state.or.us



Photo credit: Flickr User Richard Drudal



Timeline



Association of Metropolitan Planning Organizations Fixing America's Surface Transportation (FAST) Act

General Overview

Total authorizations (Highway Trust Fund, Contract Authority plus General Funds from the Treasury) over the 5-year life of the FAST Act are approximately \$305 billion.

\$281 billion in Highway Trust Fund (HTF) Contract Authority from the HTF (highway and transit accounts) is provided. \$225.2 billion for highways, \$48.7 billion for mass transit, and \$7.0 billion for highway and motor carrier safety.

\$24 billion in General Funds of the US Treasury is provided. The conference agreement also authorizes appropriations from the General Fund of the Treasury in an amount of \$12.2 billion over five years for mass transit and \$10.4 billion over five years for Amtrak and other passenger rail programs. Almost \$1 billion is provided to the National Traffic Highway Safety Administration for vehicle safety activities. These authorizations are subject to the annual appropriations process and may or may not materialize.

\$281 billion + \$24 billion = \$305 billion in total funding authorizations are provided under the FAST Act.

Positive Train Control - The bill provides \$199 million in contract authority from the Mass Transit Account of the HTF in FY 2017 for positive train control implementation grants and is subject to the obligation limitation for that year in 2017. In order to make room for the PTC grants, transit formula grants will have to be decreased by \$199 million in FY17.

The conference agreement will provide an immediate 5% increase to highways in 2016 (\$2.1 billion over 2015) and an 8% increase to transit in 2016 (\$753 million over 2015). Highway spending would grow by 2.1 to 2.4 percent per year after 2016, while mass transit spending would grow at about 2.1 percent per year.

Rescission - In 2020, the last year of the bill, there is a \$7,569,000,000 rescission of unobligated balances of contract authority of the States. The FAST Act spread the rescission among the States based on a State percent share of the total amount of contract authority provided to all states. Sub-allocated Surface Transportation Block Grant Program (STBGP) funds are not subject to the rescission. As a result, the net amount of HTF contract authority provided in the bill is actually \$273.5 billion.

Paying the bill - the conference report transfers \$70 billion from the General Fund to the Trust Fund immediately - \$51.9 billion to the Highway Account and \$18.1 billion to the Mass Transit Account.

FUNDING LEVELS

Federal-Aid Highways

2015	2016	2017	2018	2019	2020
\$37,798,000,000	\$39,727,500,000	\$40,547,805,000	\$41,424,020,075	\$42,358,903,696	\$43,373,294,311

Transportation Infrastructure Finance and Innovation Act (TIFIA)

2015	2016	2017	2018	2019	2020
\$1,000,000,000	\$275,000,000	\$275,000,000	\$285,000,000	\$300,000,000	\$300,000,000

Nationally Significant Freight and Highway Projects **(New)**

2015	2016	2017	2018	2019	2020
NA	\$800,000,000	\$850,000,000	\$900,000,000	\$950,000,000	\$1,000,000,000

Obligation Ceiling

2015	2016	2017	2018	2019	2020
\$42,256,000,000	\$42,361,000,000	\$43,266,100,000	\$44,234,212,000	\$45,268,596,000	\$46,365,092,000

Establishes a **new National Highway Freight Program** that is apportioned to States

2015	2016	2017	2018	2019	2020
NA	\$1,150,000,000	\$1,100,000,000	\$1,200,000,000	\$1,350,000,000	\$1,500,000,000

- Amounts above are total program funds
- Each State receives a share of the total based on the State's percentage to total apportionments
- The Secretary shall use part of the State's amounts to carry out metropolitan planning

Transit Formula Grants

2015	2016	2017	2018	2019	2020
\$8,585,000,000	\$9,347,604,639	\$9,534,706,043	\$9,733,353,407	\$9,939,380,030	\$10,150,348,462

Capital Investment Grants (New Starts – Authorizations from the General Fund)

2015	2016	2017	2018	2019	2020
\$1,907,000,000	\$2,301,785,760	\$2,301,785,760	\$2,301,785,760	\$2,301,785,760	\$2,301,785,760

Metropolitan transportation planning funds are apportioned after the amounts are set-aside for the new freight program

PL Funds

2015	2016	2017	2018	2019	2020
\$313,600,000	\$329,300,000	\$336,900,000	\$343,000,000	\$350,400,000	\$358,500,000

Each State receives a base apportionment and then receives supplemental apportionments under National Highway Performance Program (2019, 2020) and STBGP (2016,2017,2018,2019,2020)

HIGHWAY PROGRAMS

Sec. 1105 Nationally Significant Freight and Highway Projects (NEW)

- Competitive grants through USDOT
- Grants must be at least \$25 million
- Eligible applicants include – States, MPOs over 200K in population, local governments, political subdivisions of a State or local government, tribal governments, public authority with a transportation function, federal land management agencies jointly with States
- Eligible projects include – highway freight projects on the NHS, highway or bridge on the NHS (including adding capacity in the Interstate), freight projects (intermodal or freight rail, ports – must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility), railway-highway grade crossings or grade separation projects
- Project cost must equal or exceed the lesser of \$100 million or 30% of a State's apportionment (in more than 1 State, 50% of apportionments of the participating State with the largest apportionment)
- No more than \$500 million total in the aggregate from 2016-2020 may be used for freight rail, ports, intermodal facility projects (there are additional limitations on the use of funds for these types of projects)
- 10% of the funds shall be reserved for projects that do not meet the cost thresholds – grant must be at least \$5 million
- Eligible costs include but are not limited to – planning, feasibility analysis, environmental review, preliminary engineering, design, construction, and other costs
- Project requirements (Secretary makes the determination) – economic, mobility, safety benefits, be cost-effective, accomplish 1 or more performance goals under law, stable non-federal funding sources, project cannot be completed without federal assistance, project is reasonably expected to begin construction within 18 months after funds are obligated (additional considerations are required)
- 25% of the funds shall be reserved for rural projects
- Federal share may not exceed 60% of costs, but other federal sources may be used to satisfy the non-federal share – total federal assistance is capped at 80% of total project costs
- Grants may be used to pay subsidy and administrative costs of TIFIA
- The Secretary must notify the Congressional infrastructure committees 60 days before awarding a grant – Congress may disapprove funding by enacting a joint resolution before the 60 days expire

Sec. 1106 National Highway Performance Program

- Funds may be used to pay subsidy and administrative costs of TIFIA
- Funds may be used for non-NHS bridges on a federal-aid highway only if a State ensures that the Interstates (excluding bridges) and its NHS bridges are meeting minimum condition levels
- Funds may be used for the installation of vehicle-to-infrastructure communication equipment

Sec. 1108 Railway-Highway Grade Crossings

- Provides increase in funding for elimination of hazards and the installation of protective devices at railway-highway crossings
- \$225,000,000 in 2016 and increase \$5 million per year through 2020
- Half the funding must be set-aside for the installation of protective devices

Sec. 1109 Surface Transportation Block Grant Program

- Funds may be used to develop and implement state asset management plans for the NHS and performance based management program for other public roads
- Funds may be used for the installation of vehicle-to-infrastructure communication equipment
- Increases amounts sub allocated by population to MPOs and other areas of the State – 51% in 2016 increase 1% each year to 55% in 2020
- Reserves \$835 million in 2016 and 2017, and \$850 million in 2018, 19, and 20 for transportation alternatives projects – State amounts are determined using a formula of what a State was required to spend on transportation enhancements in 2009
 - TAP funds are allocated 50/50 between States and MPOs
 - Funds can be obligated to TAP projects as in the law before the FAST Act was enacted
 - States are required to obligate funds to recreational trails unless the Governor opts out
 - Areas over 200,000 in population may use up to 50% of the reserved funds for any purpose under the STBGP
- TAP is repealed from law

Sec. 1111 Bundling of Bridge Projects

- States may bundle 2 or more similar eligible bridge projects and award a single contract for engineering and design or construction – a bundled project may be listed as one project on the MPO TIP or State STIP

Sec. 1114 Congestion Mitigation and Air Quality

- Funds may be used to purchase diesel retrofits for port related freight operations

- Funds may be used for the installation of vehicle-to-infrastructure communication equipment
- For non-attainment or maintenance areas - provides exceptions to the requirement to prioritize funds to projects for PM 2.5 in States with a population density of 80 or fewer persons per square mile of land area based on the most recent decennial census if certain conditions are met
- Specifies that the CMAQ performance plans for MPOs over 1 million in population must include a description of progress made in achieving the “air quality and traffic congestion” performance targets described in law

Sec. 1116 National Highway Freight Program (NEW)

- New Section 167 in title 23 of the US Code
- Establishes a national policy and goals
- The FHWA Administrator shall establish a National Highway Freight Network consisting of – the 41,518 mile network establish in MAP-21, critical rural freight corridors, critical urban freight corridors, and portions of the Interstate system not included in the 41,518 mile primary highway freight system
- Redesignation shall occur every 5 years but caps the increase in mileage to not more than 3% of the total system; establishes a process for redesignation
- Establishes criteria to designate critical rural and urban corridors
 - MPOs in areas over 500,000 in population may designate urban corridors in consultation with the State
 - States designate urban corridors in areas under 500,000 in consultation with MPOs
 - Establishes requirements for urban designations
- States may use funding to improve freight mobility on the network; the Secretary shall calculate each State’s proportion of the primary highway freight system based on mileage in a State; if a State’s proportion is greater than or equal to 2% the State may obligate funds on the primary highway freight system, critical rural and urban corridors; in State with less than 2% of the miles the State may obligate funds for any component of the National Highway Freight Network
- States are required to develop a freight plan within 2 years or lose the ability to obligate funds
- Defines project eligibility and caps at 10% what a State can use on intermodal or rail projects
- Further defines uses of the funds such as development phase activities, preliminary engineering and design, other preconstruction activities, construction, ITS, reduction of environmental impacts and many other activities

Sec. 1201 Metropolitan Transportation Planning

- TIP and Plan also must now provide for the development and integrated management of “intermodal facilities that support intercity transportation,

including intercity buses and intercity bus facilities, and commuter vanpool providers.”

- Representatives or officials of an MPO shall be determined by MPO bylaws or enabling statutes; representative of public transportation may also serve as a representative of a local municipality; authority of the transit representative shall be commensurate with other officials
- MPOs are encouraged to consult with State agencies that plan for tourism and, natural disaster risk reduction
- New planning factors - system resiliency and reliability and reduce or mitigate storm-water impacts on surface transportation
- Plans shall identify public transportation facilities and intercity bus facilities
- The plan should include strategies to reduce vulnerability due to natural disasters
- Interested parties also include public ports, intercity bus operators, and commuter vanpool providers
- Adds new optional Congestion Management Plan – MPO in a TMA may develop a plan that includes projects and strategies that shall— (i) develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households

Subtitle C – Acceleration of Project Delivery

- Provides further exemptions for common post-1945 concrete or steel bridges and culverts
- Redefines a multimodal project and project – adds consideration of federal funding or financing
- Establishes requirement for programmatic review
- Allows an operating administration of USDOT to be the lead agency
- Expands the role of the lead agency to consider and respond to comments from participating agencies with special expertise
- Sets a 45-day deadline from the date of publication of a notice of intent to prepare an EIS or EA for the lead agency to identify participating agencies
- To the extent practicable all Federal permits and review for a project shall rely on a single document prepared under NEPA; the lead agency shall develop such a document to satisfy requirements for any Federal approval or other Federal action required for the project; requires participating agencies to cooperate and provide timely information to the lead agency
- Inserts language for the project sponsor to notify the Secretary about any additional information the sponsor considers to be important to the project; the Secretary has 45 days (after receiving a notification from the sponsor to initiate a review) to provide a written response to a project sponsor in the decision to proceed, decline, or request additional information; sets additional deadlines and processes

- Limits comments of participating agencies to subject matter in the agencies jurisdiction
- Participation agencies that decline to participate in the purpose and need and alternatives must comply with the review schedule
- Lead agency may eliminate from detailed consideration an alternative in an EIS if conditions under MPO or State planning have been met
- Lists definitions for environmental review process, lead agency, planning product, project, project sponsor, and relevant agency
- Lead or cooperating agencies may adopt or incorporate by reference and use a planning product in NEPA proceedings; they must identify the agencies that participated in the products development; they may use the entire planning product or portions of the product
- Federal agencies responsible for environmental reviews, permits, or approvals must now give substantial weight to programmatic mitigation plans versus “may use”; and adds other Federal environmental laws
- The Secretary shall provide tech assistance, training or other support to States that want to assume the responsibility of designating certain activities categorical exclusions from under an EA or EIS, developing a MOU; or corrective actions
- Establishes a program to eliminate duplication of environmental reviews and approvals under State laws and NEPA for States that have assumed responsibilities of the Secretary under the Surface Transportation Project Delivery program
- Projects with limited federal assistance designated as a CE are indexed to CPI retroactively to 2012 (Sec 1317 of MAP-21)
- Inserts additional language to allow States to assume the responsibilities of the Secretary during environmental reviews

Sec.1403 Additional Deposits into the HTF

- If additional funds are deposited into the HTF after FAST Act is enacted there is a process to create addition spending authority for both highway and transit programs

Sec 1404 Design Standards

- Changes “may take into account” to “shall consider” the natural environment, scenic, aesthetic, scenic and other design criteria, cost savings by using existing flexibility in current design guidance and regulations
- Permits local jurisdictions to use design standards different from the State’s under certain conditions

Sec.1405 Justification Reports for Access Points on the Interstate System

- Amends the provision on justification reports for access to the Interstate, to include new or modified freeway-to-crossroad interchanges inside a transportation management area

Sec 1408 Federal Share Payable

- Adds engineering or design approaches to innovative project delivery for 100% federal share; adds additional examples to the list of innovative methods

Sec. 1411 Tolling; HOV Facilities; Interstate Reconstruction and Rehabilitation

- Specifies that any public authority that allows public transportation vehicles to use HOV facilities must provide equal access for all public transportation vehicles and over-the-road-buses
- Allows greater tolling of HOV facilities
- MPOs must be consulted if tolls are placed on HOV lanes on an Interstate in its planning area
- Before a State can participate in the Interstate System Reconstruction and Rehabilitation Pilot program it must have approved enabling legislation. An application expires after 3 years if a complete application has not been submitted, NEPA is incomplete, and has not executed a toll agreement with the Secretary. One-year extensions may be approved. States currently in the program have one year to comply with new requirements

Title III – PUBLIC TRANSPORTATION

Planning Funds

2016	2017	2018	2019	2020
\$130,732,00	\$133,398,933	\$136,200,310	\$139,087,757	\$142,036,417

Sec.3004 Urbanized Area Formula Grants

- Provides an exception to the special rule permitting operating assistance in areas over 200,000 in population to allow two or more systems to allocate funds for operations, under a written agreement; allocation of funds does not have to based on vehicle revenue hours
- Facilities and equipment must be maintained in accordance with the asset management plan

Sec. 3005 Fixed Guideway Capital Investment Grants

- Strikes the requirement that corridor based BRT operate short headway bidirectional service for a substantial part of weekend days
- Amends definition of program of interrelated projects to include small starts projects
- Amends the definition of small starts to increase the federal assistance up to \$100 million and increase the total net capital costs to \$300 million
- Strikes an applicant’s requirement to develop information enabling the Secretary to make a finding of policies and land use patterns that promote public transportation

- Amends programs of interrelated projects to include new fixed guideway capital project or core capacity improvement during the engineering phase
- Amends project advancement to distinguish between small starts and new fixed guideway capital projects or core capacity improvement projects
- Amends the federal share of a full funding grant agreement for a new fixed guideway capital project to 60%
 - Defines where the remaining costs may come from
- Decrease the number of years funds may be available from 5 to 4 years
- Provides grants for joint public transportation and intercity passenger rail projects
- Adds a new expedited project delivery for capital investment grants pilot program with a 25% limitation on federal share

Sec. 3006 Enhanced Mobility of Seniors and Individuals with Disabilities

- Adds a State or local government entity that operates a public transportation service to the definition of recipient
- Adds a new best practices section to share amongst public transportation agencies
- Adds a pilot program for innovative coordinated access and mobility to assist in financing innovative projects for the transportation disadvantaged

Sec. 3006 Rural Area Formula Grants

- Sets apportionments for Indian reservations: \$5 million competitive, \$30 million by formula
- Includes new methods to pay for the remainder of net project costs
- Determines the allocation of grants to multiples providers on tribal land

Sec. 3007 Public Transportation Innovation

- The Secretary shall provide assistance for projects and activities to advance innovative public transportation R&D
- Directs the Secretary to select at least one facility to engage in research associated with low or no emission vehicle

Sec. 3011 General Provisions

- Grants or loans may not be used to pay incremental costs of art or non-functional landscaping
- Amends the Buy America waiver provision to include rolling stock prototypes under types of rolling stock procured; increases the percentage of costs of components and subcomponents produced in America compared to costs of all components and subcomponents when procuring rolling stock to receive a Buy America waiver; if the Secretary denies a Buy America waiver, the Secretary must issue written certification that the steel, iron, or manufactured goods are produced in America in a sufficient and reasonably available amount

Sec. 3015 State of Good Repair Grants

- Stipulates a grant for a capital project under this section is for 80 percent of the net project cost of the project

Sec. 3017 Grants for Buses and Bus Facilities

- Rewrites 5339, adds a definition section; the amount of funds for the national distribution of grant funds increased to \$90.5 million (each State will receive \$1.750 million)
- Under a pilot program for cost-effective capital investment allows recipients in a specific State to pool their formula funds to allow for the accommodation of larger scale procurements
- Reinstates the competitive grant program at USDOT

Competitive Grants

2016	2017	2018	2019	2020
\$268,000,000	\$283,600,000	\$301,514,000	\$322,059,980	\$344,044,179

Sec. 3028 Grants for PTC

- Authorizes \$199 million from the Mass Transit Account of the HTF for installation of positive train control; awarded competitively; 80 federal share: only recipients of funds under transit are eligible

Title XI – Rail

Funding Authorizations

Amtrak

2015	2016	2017	2018	2019	2020
\$1,390,000,000	\$1,450,000,000	\$1,500,000,000	\$1,600,000,000	\$1,700,000,000	\$1,800,000,000

Northeast Corridor (NEC)

2016	2017	2018	2019	2020
\$450,000,000	\$474,000,000	\$515,000,000	\$557,000,000	\$600,000,000

National Network (NN)

2016	2017	2018	2019	2020
\$1,000,000,000	\$1,026,000,000	\$1,085,000,000	\$1,143,000,000	\$1,200,000,000

Amtrak Reforms

- DOT and Amtrak to define a budget account structure to separate the Northeast Corridor and National Network into two distinct budget accounts
- Federal appropriations, commuter rail payments, and operating surplus of the NEC are to be reserved for the NEC account

- Federal appropriations, state payments, and any operating surplus of the NN are to be reserved for the NN account
- Amtrak is to submit profit and loss statements for each account
- Amtrak may transfer funds between accounts if they would not materially affect Amtrak’s ability to meet its goals and would not violate any grant agreements (subject to Congressional notification procedures)
- Amtrak shall apply to USDOT for release of the appropriations, and DOT has 30 days to complete a review and decide whether or not to approve the application
- Amtrak can modify rejected requests and there is a 15-day review period for modified requests; requires specific information in Amtrak’s grant requests
- Provides that, generally, appropriations shall be given to Amtrak 50 percent on October 1, 25 percent on January 1 and 25 percent on April 1 (but this may be changed if necessary)
- Requires Amtrak to submit a 5-year business line and asset plans by February 15 of each year to be “based on funding levels authorized or otherwise available to Amtrak in a fiscal year
- Requires USDOT to establish a State-Supported Route Committee to promote mutual cooperation and planning pertaining to Amtrak’s operation of state-supported routes

Sec. 11301 Intercity Passenger Rail

- New Grant Program – to assist in financing the cost of improving passenger and freight rail
 - Establishes eligible applicant which include Class II and III railroads
 - Establishes eligible projects which includes PTC, capital projects, highway-railway grade crossing (include quiet zones)
 - Establishes criteria and limits federal share to 80% but gives preference to projects that request 50% or less; 25% is set aside for rural areas
 - Funding is subject to annual appropriations

2016	2017	2018	2019	2020
\$98,000,000	\$190,000,000	\$230,000,000	\$255,000,000	\$330,000,000

Sec. 11302 Federal-State Partnership for State of Good Repair

- New Grant Program – grants to fund capital projects that reduce the state of good repair backlog of qualified railroad assets
 - Establishes eligible applicants including States, Amtrak, political subdivisions
 - Defines capital project, qualified railroad asset
 - Establishes eligible projects and selection criteria (preference is given to projects Amtrak is not the sole recipient, and projects requesting federal match less than 50%)
 - Federal share capped at 80%

2016	2017	2018	2019	2020
------	------	------	------	------

\$82,000,000	\$140,000,000	\$1750,000,000	\$300,000,000	\$300,000,000
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Sec. 1103 Restoration and Enhancement Grants

- New Grant program – grants for operating assistance for initiating, restoring, or enhancing intercity passenger rail transportation
 - \$20 million in each year
 - Defines applicant; applicant must submit a capital and mobilization plan, an operating plan, and a funding plan, status of negotiations with track owners, rail carrier
 - Operating assistance is limited to 3 years

AMPO 12/11/15

Materials following this page were distributed at the meeting.

MAKING A GREAT PLACE



Measuring success

Local and regional approaches

A Getting There workshop to support the 2018 RTP update

2 p.m. to 4 p.m. Monday, Jan. 25, 2016

Metro Council Chamber

Presentations by staff from the City of Wilsonville, Washington County, City of Portland and Transportation For America

Join us to hear about how cities, counties and regions are using performance measures to inform their transportation plans and investment decisions. Performance measurement helps track progress toward the shared outcomes we are working to achieve – healthy, equitable communities and a strong economy – to keep our region special.

Bring your questions and share ideas to help move the conversation forward and inform future local transportation plans as well as upcoming discussions on performance measures in the Regional Transportation Plan.



Metro Regional Center
Council Chamber
600 NE Grand Ave.,
Portland, OR 97232

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

This workshop is part of a series of activities to support the 2018 Regional Transportation Plan update. Learn more about the update at oregonmetro.gov/rtp.

Contact John Mermin for more information about the workshop at john.mermin@oregonmetro.gov or 503.797.1747.

Getting there with a connected region





Date: December 16, 2015
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Associate Transportation Planner
Ted Leybold, Resource Development Manager
Subject: 2018-2021 MTIP Coordination Policy – Participation and Key Messages for ODOT Allocation Process

Purpose

To discuss possible MPO comment on the ODOT 2019-2021 STIP Enhance project narrowing process as part of implementing the 2018-2021 MTIP coordination policy.

Request

TPAC is asked to review the proposed approach for the MPO region to weigh in on the ODOT enhance allocation process, which is one of the identified coordination activities in developing the 2018-2021 MTIP. Part of the proposed approach includes conveying key messages to ODOT's Region 1 Area Commission on Transportation (ACT), which advises the Oregon Transportation Commission on transportation investment recommendations.

Introduction

The MTIP is a federally required schedule of transportation investments administered by Metro, ODOT, TriMet and SMART, and monitors implementation of federal policies for the Portland metropolitan region during a four-year cycle. With the development of the 2018-2021 MTIP cycle setting the policy direction is the first step and it defines the expectations of partners in coordinating the different funding allocations approved in the MTIP.

Background

Over the course of 2015, Metro staff has engaged with stakeholders and worked closely with ODOT, SMART, and TriMet to define a set of coordination activities for the region to undertake as part of the development of the 2018-2021 MTIP. These activities are being wrapped into the overarching policy for the 2018-2021 MTIP. Identified as part of the coordination activities is the MPO having the opportunity to provide input and considerations into the allocation processes which are encompassed within the MTIP. As ODOT, SMART, and TriMet all begin to undergo their federal transportation investment allocation and decision processes, the opportunities for MPO to provide input at key times are beginning to emerge, with the first opportunity being the ODOT Region 1 2019-2021 Enhance non-highway allocation. The first opportunity for input on this process is prior to the ACT recommendation on narrowing the list of candidate investments to a "150% List" of projects for further consideration. The ACT is scheduled to make this recommendation at their February 2016 meeting.

There is recognition these different activities will likely occur prior to action is taken on the 2018-2021 MTIP policy in Spring 2016. However, due to the nature of the allocation schedules Metro

proposes beginning to implement the coordination policy in key areas prior to adoption of the policy in order to encourage and facilitate coordination. For the interim period and to remain throughout the development of the 2018-2021 MTIP, a project charter is in development by partners Metro, ODOT, SMART, and TriMet in order to outline the expectations, schedule for key coordination opportunities, and roles and responsibilities.

Intentional Efforts for Coordination

Metro staff proposes the MPO take this opportunity to provide input and feedback to the Region 1 ACT as this advisory body deliberates the prioritization of 2019-2021 Region 1 Enhance non-highway funding allocation. Applications were recently released to members of the Region 1 ACT and a list of candidate investments can be found as **Attachment A** to this memorandum.

In proposing the MPO weigh in, the MPO is working to establish an on-going, engaged, and proactive working relationship with the newly formed ODOT Region 1 ACT. The main goal for this cycle of participating is to help inform the ACT members, which represent a broader geographic region than the MPO, as well as other stakeholders, of the Portland metropolitan adopted regional priorities. The intention is for this to help inform the transportation investment recommendations put forward to the Oregon Transportation Commission (OTC).

Key Messages to Convey to the ACT

The OTC policy direction to focus the Enhance portion of the 2019-2021 STIP program to the federal funding sources directed to non-highway projects (e.g. Transportation Alternatives) simplifies demonstrating consistency of those projects with many of the Portland metropolitan region's transportation policies, identified needs, and regulatory findings. The 2014 Regional Transportation Plan (RTP), Climate Smart Strategy (CSS) and the Active Transportation Plan (ATP), which were adopted in 2014, are all generally supportive of funding the types of projects targeted by this cycle's STIP Enhance program. A selection of applicable policies and performance targets these plans have identified are:

- a. completing the active transportation network (ATP)
- b. making biking and walking safe and convenient for all users (CSS & ATP)
- c. making transit convenient, frequent, accessible, and affordable. (CSS)
- d. ensuring that the regional active transportation network equitably serves all people (ATP)
- e. by 2035, triple walking, biking, and transit mode share compared to 2005 (RTP).

As regional policies, a key overarching message to convey to the ACT is that the MPO regional priorities align with this cycle's STIP Enhance non-highway program and the investments being considered within the MPO are all important investments towards achieving regional policies.

A second key message for the MPO to convey to the ACT is that the region has identified different recommended strategies for prioritizing transportation investments. While each transportation investment being considered for Enhance non-highway funding within the MPO is important to achieving regional policies, the region has additional direction of how to focus investment in both active transportation and transit. The following strategies may be useful for ACT members to use in prioritizing investment considerations:

1. Chapter 14 of the Regional Active Transportation Plan identifies a recommend strategy for "focusing limited investments strategically to get the highest return on investment." A selection of the recommended strategy for prioritizing and implementing active transportation investments include:
 - a. adding facilities where none exist today so that they are connected and safe;
 - b. addressing gaps in areas where a high demand for walking and bicycling and transit use exist;

- c. focusing investments on improving and upgrading deficient facilities so that they are safe and comfortable for all ages and abilities
2. Through the Climate Smart Strategy, the region has committed to implementing a short list of actions to make progress towards greenhouse gas reduction goals. As part of the short list of actions, the region has committed to seek funding for demonstration projects which combine the following elements applicable to the Enhance non-highway funding program:
 - a. investments in local bike and pedestrian retrofits that improve access to transit, schools and activity centers;
 - b. investments in transit facilities and/or service improvements identified in TriMet Service Enhancement Plans or the South Metro Area Regional Transit (SMART) Master Plan;
 - c. investments in transportation demand management incentives.

The consideration of the short list of actions in prioritizing candidate investments in the Enhance non-highway program implements the region's Climate Smart Strategy and makes progress toward reaching the greenhouse gas reduction target.

A third key message for the MPO to convey to the ACT is the relevance of the Regional Transportation Plan's policies and project list to the 2019-2021 STIP Enhance process. The RTP investment priorities reflect the infrastructure investments for the region's transportation system agreed to by local agencies in order to meet federal, state and regional regulations and policy objectives. Therefore the transportation investments under consideration for 2019-2021 STIP Enhance non-highway funding in the MPO region must be consistent and accounted for in financially constrained plan. Transportation investments within the MPO which are not consistent with the most recently adopted regional transportation plan (i.e. 2014 RTP) or not identified in the financially constrained portion of the plan would need to undergo analysis and a decision process to on how to amend them into the plan and which project(s) would be removed to account for financial constraint.

Lastly, the fourth key message to convey to the ACT is that the region has an on-going commitment to implement regional corridor planning projects and policies. For example, the region has placed significant efforts and investments into the East Metro Connections, Powell-Division Bus Rapid Transit and Southwest Corridors. But further investment is still needed to see these projects through to completion and achieve the shared vision. Continued investments that support different aspects of these projects, such as building out the infrastructure to access the transit investment, will help move those project toward completion and implement regional policies.

These key messages are summarized as a draft comment letter for the ACT, which can be found **Attachment B** to this memorandum.

Next steps

TPAC is being asked to give feedback on the draft summarized key messages. Additionally, TPAC is being asked to agree for the MPO to move forward with the following:

1. The MPO move forward with a request to JPACT to provide input to the ACT on the ODOT Region 1 2019-2021 STIP Enhance non-highway program;
2. Revise the draft letter with feedback received on the key messages to convey to the ACT;

If TPAC recommends the actions to move forward, Metro staff will look to discuss the key messages at the January 2016 JPACT meeting. The MPO would look to submit the letter to the ACT prior to the February 1, 2016 ACT meeting.

2019-2021 ENHANCE PROPOSALS

SUBMITTED - 11/20/2015

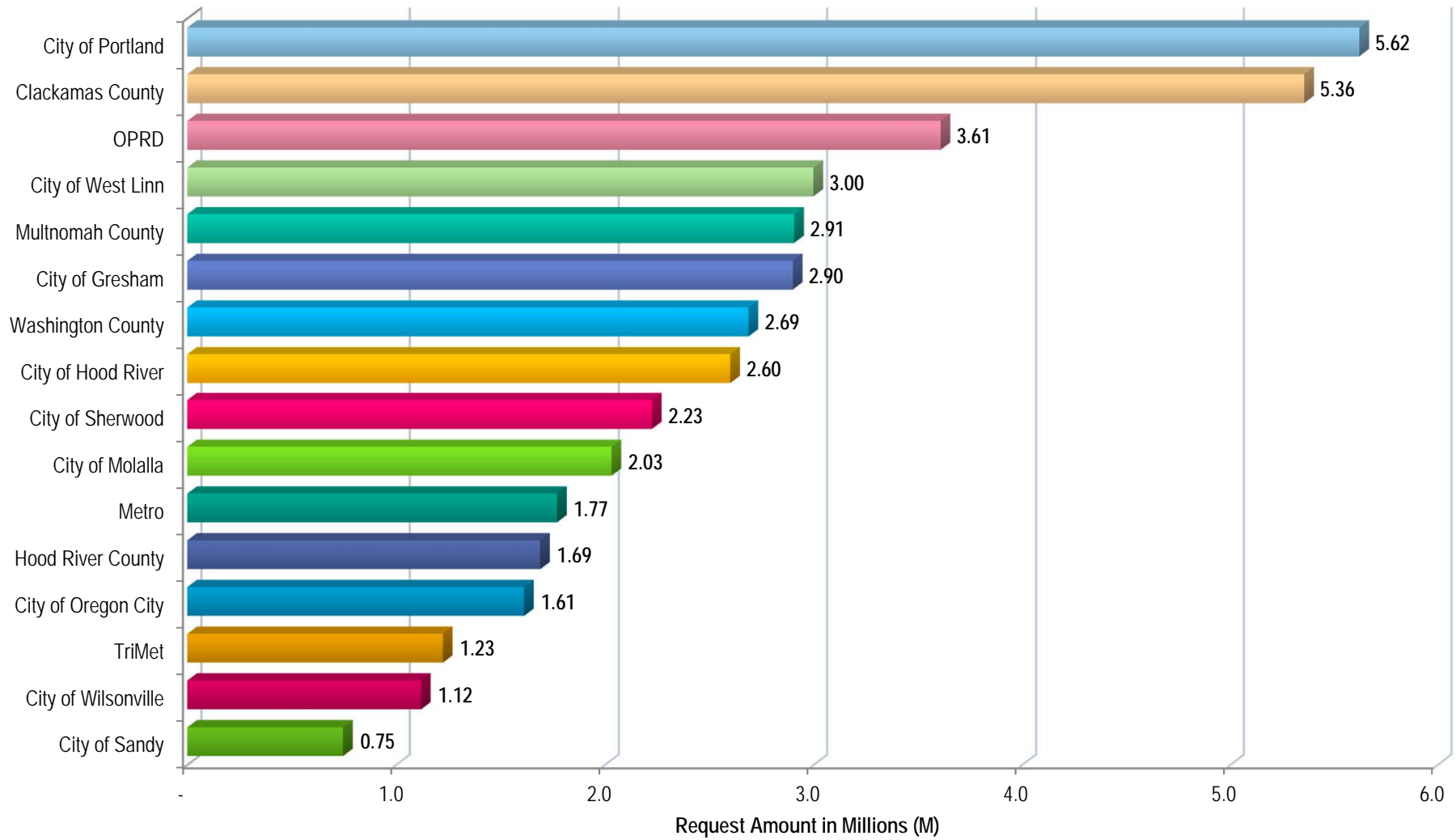
PROPOSER	PROJECT NAME/LOCATION	REQUEST AMOUNT	MATCH AMOUNT	TOTAL COST	MATCH %
City of Gresham	NE Cleveland Avenue: Burnside to Stark	2,900,774	332,006	3,232,780	10.27%
City of Hood River	May St Elevated Sidewalk Replacement with ADA	1,390,815	159,185	1,550,000	10.27%
City of Hood River	Rand Road Sidewalk and Bike Lanes	1,211,355	138,645	1,350,000	10.27%
City of Molalla	OR 211 - Bicycle and Pedestrian Safety Enhancement	1,213,023	138,836	1,351,859	10.27%
City of Molalla	OR 213 - Bicycle and Pedestrian Safety Enhancement	820,511	93,911	914,422	10.27%
City of Oregon City	Main Street: 10th Street-15th Street (Oregon City)	1,614,000	792,000	2,406,000	32.92%
City of Portland	Seventies Neighborhood Greenway	2,500,000	2,510,706	5,010,706	50.11%
City of Portland	Tillamook-Holladay-Oregon-Pacific Bikeway (T-HOP)	3,122,600	2,118,400	5,241,000	40.42%
City of Sandy	Transit Vehicle Replacement (City of Sandy)	746,000	150,000	896,000	16.74%
City of Sherwood	Highway 99W Sidewalk Improvements	2,226,632	360,000	2,586,632	14%
City of West Linn	Highway 43 Multimodal Transportation Project	3,000,000	1,300,000	4,300,000	30%
City of Wilsonville	I-5 Bike/Ped Bridge - Town Center Lp to Barber St	1,120,000	280,000	1,400,000	20.00%
Clackamas County	Sunnyside Overcrossing Modifications at I-205	3,000,000	7,000,000	10,000,000	70.00%
Clackamas County	Pedestrian Crossing Safety Project	2,357,673	269,847	2,627,520	10.27%
Hood River County	Country Club Rd: MP 1.21 - 3.0 Shoulder Bikeway	1,691,410	193,590	1,885,000	10.27%
Metro	North Slough Bridge	1,771,052	600,000	2,371,052	25.31%
Multnomah County	Stark Street Multimodal Connections	2,907,457	960,000	3,867,457	24.82%
OPRD	Cazadero State Trail Bridge and Trail Construction	1,636,578	331,100	1,967,678	16.83%
OPRD	HCRH State Trail: Hood River to Mitchell Point	1,974,050	225,950	2,200,000	10.27%
TriMet	Powell-Division ADA Ramps: Access for All	1,225,000	150,000	1,375,000	10.91%
Washington County	Highway 8 Safety & Access to Transit II	2,690,000	310,000	3,000,000	10.33%
	SUBTOTALS	41,118,930	18,414,176	59,533,106	30.93%

STATISTICS	
Number of Projects Submitted	21
Total Requested	41,118,930
Average Request	1,958,044
Minimum Request	746,000
Maximum Request	3,122,600

2019-2021 ENHANCE PROPOSALS

SUBMITTED - 11/20/2015

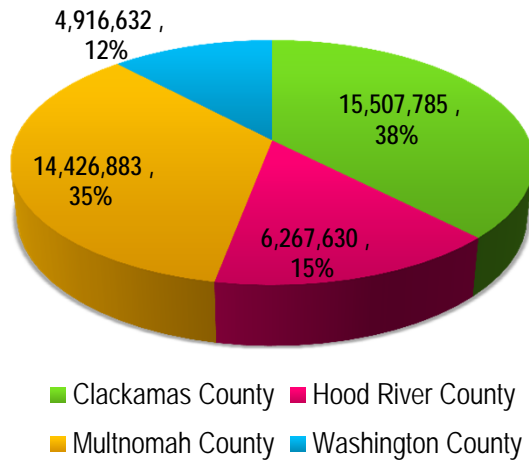
REQUEST AMOUNT BY PROPOSER



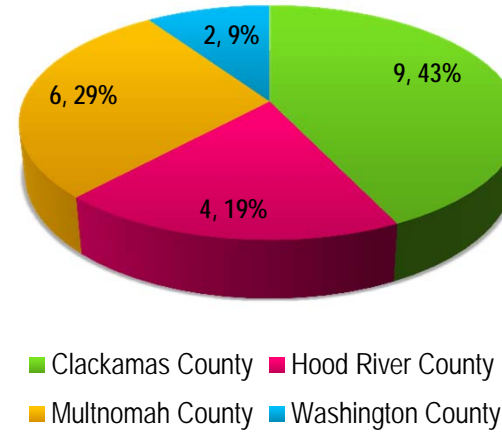
2019-2021 ENHANCE PROPOSALS

SUBMITTED - 11/20/2015

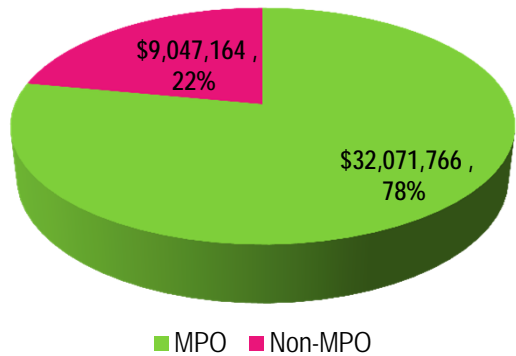
REQUEST AMOUNTS BY COUNTY



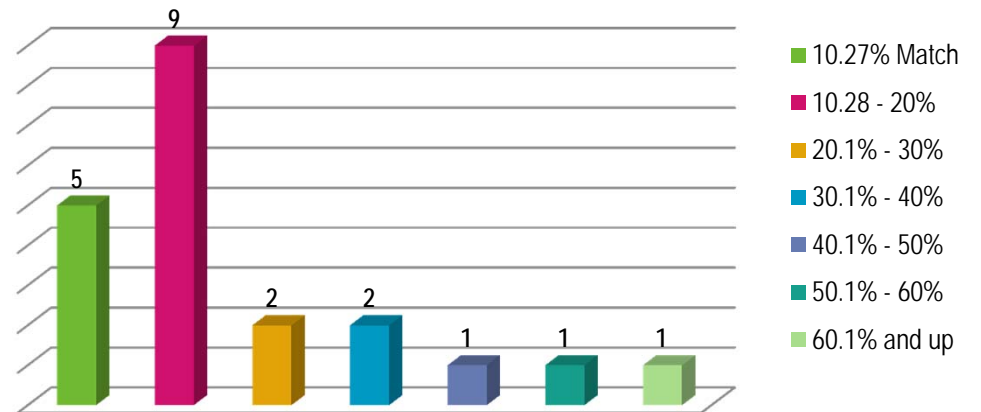
REQUESTS BY COUNTY



REQUESTS IN & OUT OF THE MPO AREA



LOCAL MATCH AMOUNTS





ATTACHMENT B

January X, 2016

Commissioner Roy Rogers
Chair, Region 1 Area Commission on Transportation
Address
City, State ZIP

Dear Chair Rogers:

As the chair of the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Councilor, I wanted to provide comments on behalf of the Portland metropolitan planning organization (MPO) to the Oregon Department Transportation (ODOT) Region 1 Area Commission on Transportation (ACT) to consider as they deliberate allocating nearly \$11 million dollars in federal transportation funding.

As you know, the MPO is responsible for developing a long-range transportation plan that defines policy objectives and a framework for prioritizing transportation projects within the metropolitan region. The MPO is also responsible for the Metropolitan Transportation Improvement Program to ensure all significant transportation investments in the region will be consistent with the long-range plan and will meet federal regulations for investing in the metropolitan transportation system.

This is the first funding cycle that the MPO decision-making structure is coordinating its role with the newly formed Area Commission on Transportation (ACT) for the Region 1 area of ODOT. Our MPO, as represented by JPACT and the Metro Council, hopes to establish clear communication with the ACT so that we can each perform our functions effectively and efficiently as possible.

Some key information the MPO would like to convey to the Region 1 ACT members:

- 1. The Portland metropolitan region has adopted a shared regional vision and goals for the regional transportation system for the ACT to consider as part of the ODOT Region 1 2019-2021 STIP Enhance Non-Highway Allocation process:** The Portland metropolitan region has developed and adopted a long-range regional transportation plan, which expresses the vision and the goals for the transportation system in the metropolitan area. As part of this plan, there are specific policies which address active transportation, transit system, transportation safety, and other policies applicable to the 2019-2021 STIP Enhance non-highway program. Additionally, as part of state mandates, the region has also adopted a Climate Smart Strategy, which reinforces and expands upon these regional policies to reduce greenhouse gas emissions from mobile sources. The narrow structure of the 2019-2021 STIP Enhance non-highway program in this funding cycle simplifies the ability to demonstrate consistency of candidate projects with the Portland metropolitan region's policies and goals. Those 2019-2021 STIP Enhance non-highway investments being considered within the Portland metropolitan region (i.e. the metropolitan planning organization boundary) are all important investments towards achieving the regional policies.

2. **The region has identified its list of transportation investment priorities through the process of developing and adopting the 2014 RTP:** The RTP investment priorities reflect the infrastructure investments local communities want to see most for the region's transportation system. The transportation investments under consideration for the 2019-2021 STIP Enhance non-highway funding in the MPO region must be consistent and accounted for in financially constrained plan. In review of the candidate investments for the 2019-2021 STIP Enhance non-highway allocation, (Insert status of RTP project list consistency when completed). Transportation investments within the MPO which are not consistent or not identified in the financially constrained with the 2014 RTP would need undergo analysis and a decision process on how to amend them into the plan. This process would entail identifying which project(s) would be removed from the plan to account for having a project list that is limited to available funding.

3. **The region has identified different recommended strategies for prioritizing transportation investments:** While each transportation investment being considered in the 2019-2021 STIP Enhance process is important in achieving regional policies, the region has developed a recommended strategy on how to prioritize investments in both active transportation and transit. The consideration of these recommended strategies are tools for ACT members to use in prioritizing 2019-2021 STIP Enhance program investments. A selection of recommended prioritization factors relevant to this cycle's Enhance process include:

- a. adding active transportation facilities where none exist today so that they are connected and safe;
- b. addressing active transportation gaps in areas where a high demand for walking and bicycling and transit use exist;
- c. prioritizing investments which increase safety for bicycling or walking; and
- d. improving access to transit, schools and activity centers.

4. **The region has committed to the implementation of Multi-modal Shared Investment Strategies:** The East Metro Connections plan has outlined a shared vision of investment priorities for its part of the region in East Multnomah County. The Powell-Division and Southwest Corridor transit projects were established as the region's top new transit investments to achieve the vision for the Portland metropolitan area. Since 2010, significant efforts and investments have been placed into the multimodal shared investment strategies by multiple partners. But further investment is still needed to see these efforts through to completion. Continued investments that support different aspects of these projects, such as building out the infrastructure to access the transit investment, will help move the project toward completion and achieve regional policies.

The Portland metropolitan region looks forward to developing an on-going working relationship with the newly formed ODOT Region 1 ACT throughout the different policy and funding allocations processes. In establishing an on-going working relationship, the Portland metropolitan region looks to ensure the goals of the urban area and the broader Region 1 ACT can be achieved as the ACT put forward transportation investment recommendations to the Oregon Transportation Commission (OTC).

Sincerely,

Craig Dirksen
Joint Policy Advisory Committee on Transportation Chair
Metro Councilor

MPO Consideration of ODOT Enhance Funding



Grace Cho – Metro
Ted Leybold – Metro

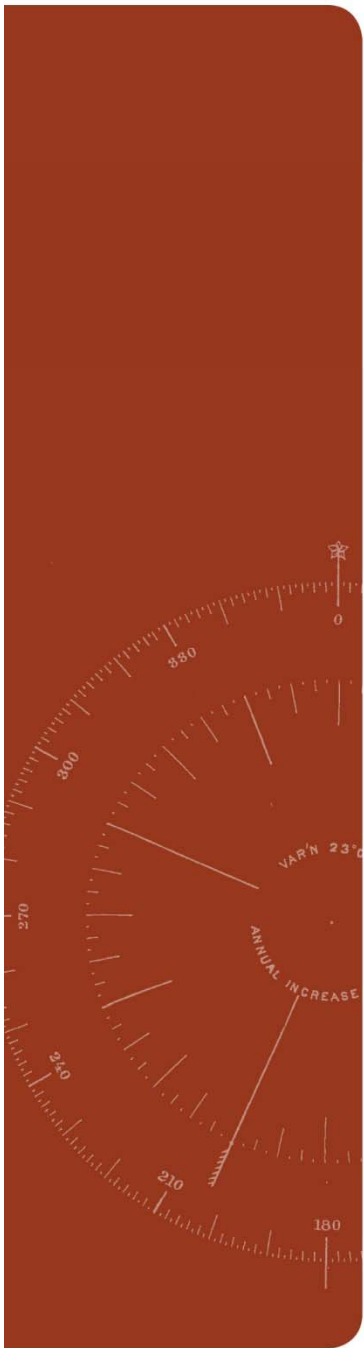
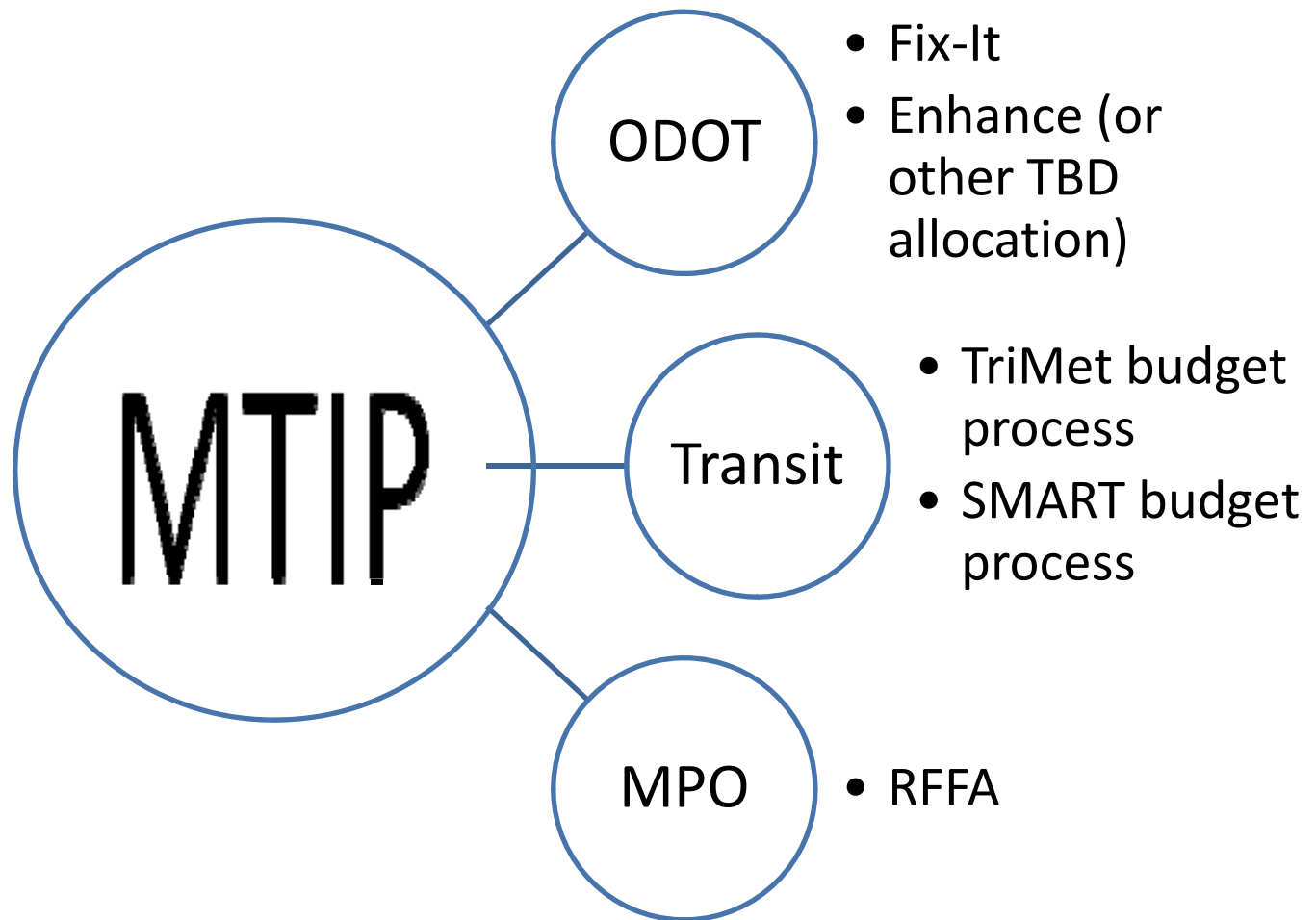


TPAC
December 18, 2015



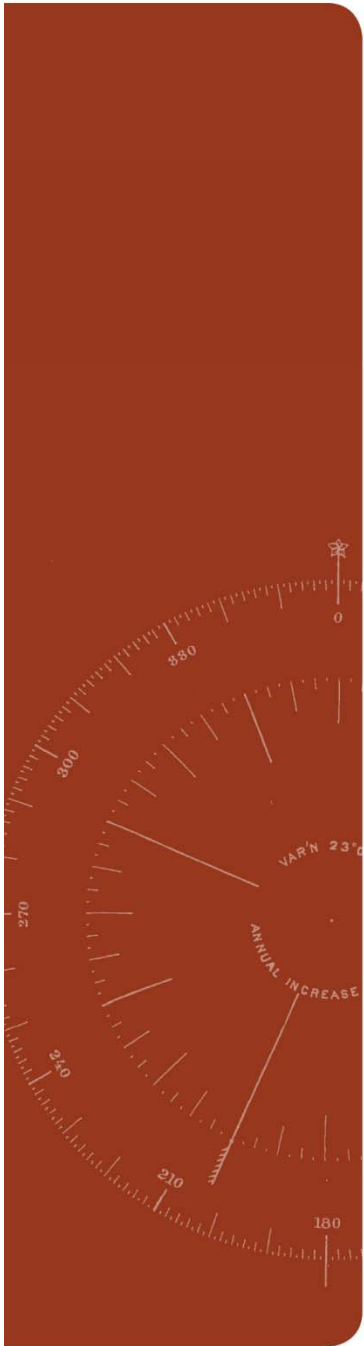
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MTIP and Funding Relationships



2018-2021 MTIP Coordination Policy

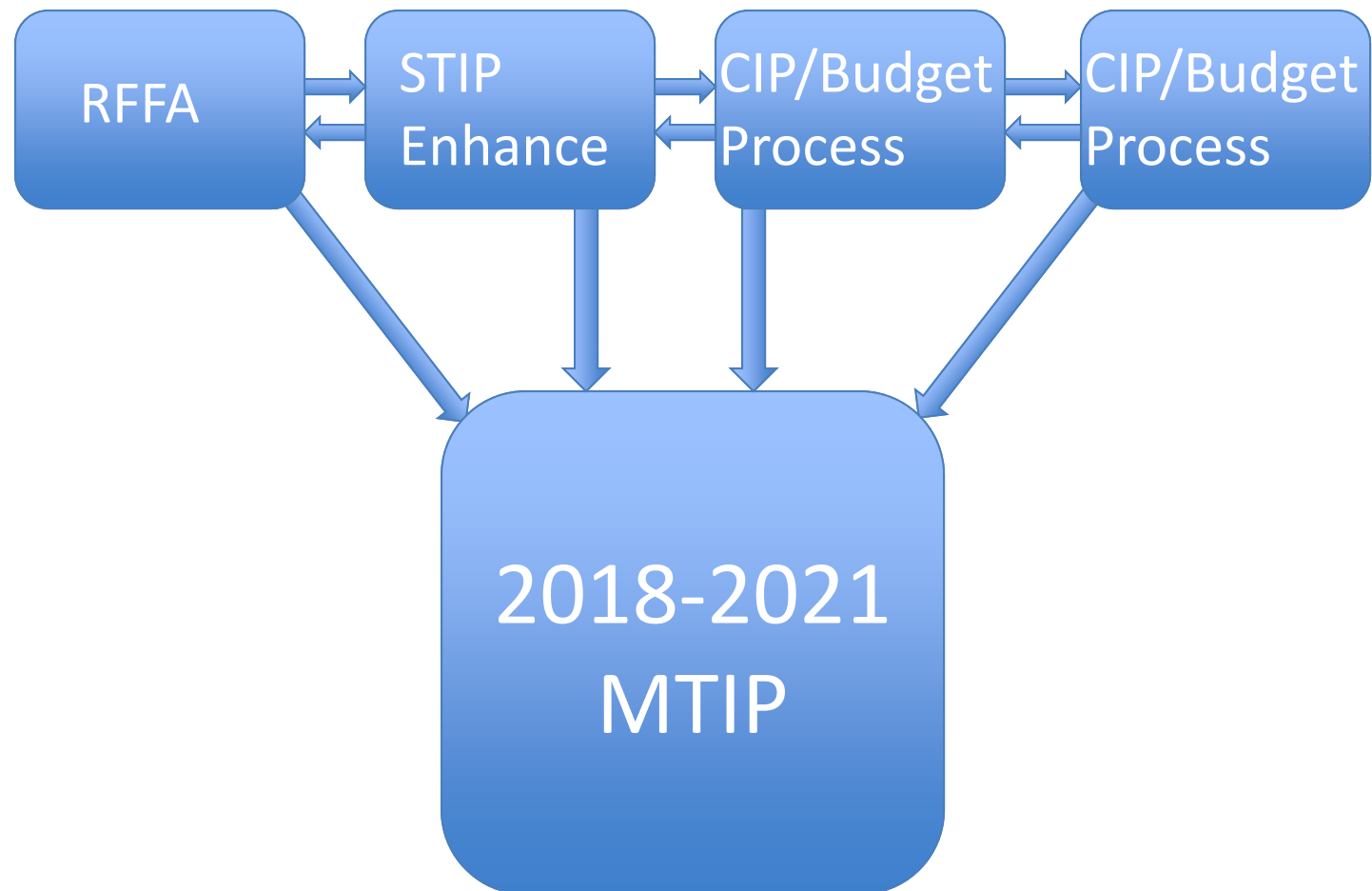
- Define how JPACT and Metro Council foster cooperation among the funding allocation processes
- Consider how regional policy can inform these investments



What We Said We'd Do

2018-2021 MTIP Coordination Policy

comprehensive, cooperative, and continuing



What We Already Do

2018-2021 MTIP Coordination Policy

- ODOT STIP Enhance Process
 - Presentations about the allocation process to provide MPO opportunities for discussion
 - Provide overview of Region 1 candidate investments at the 150% phase.
 - Draw candidate investments from the financially constrained RTP.
 - Recommend investments to Metro to include in MTIP
 - MPO and Transit Agencies participate in ODOT Region 1 funding allocation process in developing recommended projects.



What We Said We'd Do

2018-2021 MTIP Coordination Policy

- ODOT STIP Enhance Process
 - MPO and ACT consult with each other on transportation issues that cross the MPO boundary
 - ODOT Region 1 Enhance provide adequate opportunity for the MPO to review and comment on allocation criteria for ACT consideration
 - MPO provide opportunity to comment on narrowing to a 100% ODOT Region 1 Enhance allocation
 - Provide opportunity for MPO for feedback on narrowing to a 100% list for ODOT Region 1 preservation/operations/maintenance funding allocation
 - More explicit coordination of solicitation processes



Why Are We Doing This?

- Remind decision-makers of our regional policies and priorities
- Establish a working relationship with newly formed ACT



Key Messages to Convey

- Message #1
 - The Portland metropolitan region has adopted a shared regional vision and goals for the regional transportation system
 - All projects in consideration are important for achieving that vision.



Key Messages to Convey

- Message #2
 - The region has identified its list of transportation investment priorities through the process of developing and adopting the 2014 RTP



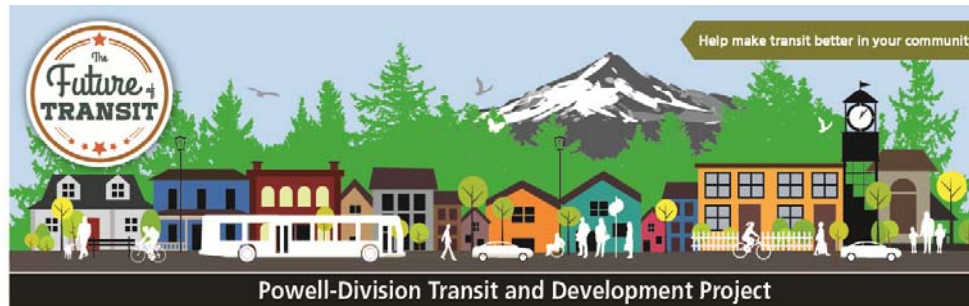
Key Messages to Convey

- Message #3
 - The region has identified different recommended strategies for prioritizing transportation investments
 - Active Transportation Plan – Chapter 14
 - Climate Smart Strategy Short List of Actions
 - High Capacity Transit Plan – Tier corridors



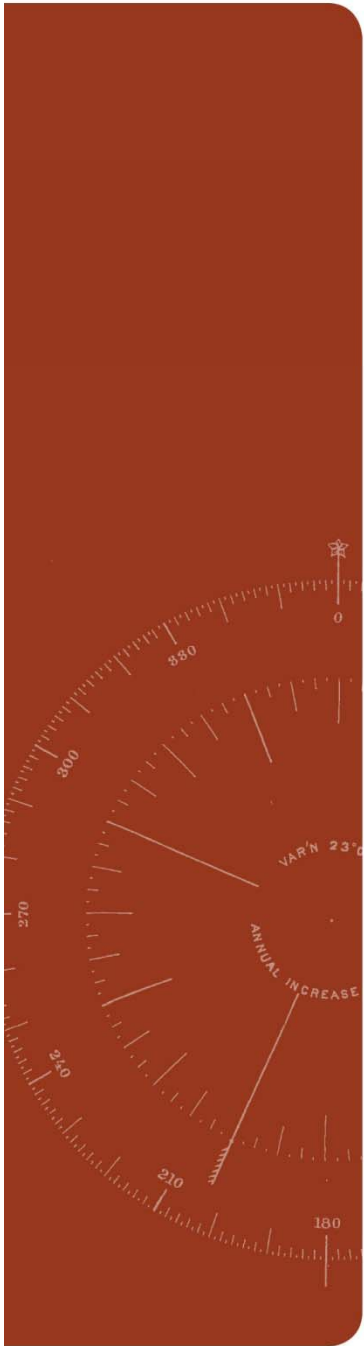
Key Messages to Convey

- Message #4
 - The region has committed to the implementation of multi-modal shared investment strategies



Next Steps

- Discussion at JPACT: January 2016
- Submission of Comment Letter to ODOT Region 1 ACT: Prior to February 1, 2016
- Region 1 ACT to narrow to 100% list by May 2016



FAST Act Summary

Metro Area Impacts



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New National Highway Freight Program

- Policies, goals, eligibility
- National highway freight network
- Criteria for designating freight corridors
- Requires state freight plan
- \$14.5 M to \$19 M annually to Oregon



Railway-Highway Grade Crossings

- Increase in funding to eliminate hazards
- Authorize \$225 M to \$250 M per year
- 2016 Appropriation of \$325 M



Surface Transportation Block Grant Program

- Formerly STP
- Increase sub-allocation by population (MPO portion) by 1% each year of bill
- Absorbs TAP program

Questions or Comments?

