

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, January 21, 2016
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

- | | | | |
|---------|-----|---|-----------------------------|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Craig Dirksen, Chair |
| 7:35 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | |
| 7:40 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS <ul style="list-style-type: none">• Supplemental Special Transportation Funds for 2016• 2016 JPACT Work Program• JPACT Trip | Craig Dirksen, Chair |
| 7:50 AM | 4. | * Consideration of the JPACT Minutes for December 10, 2015 | |
| | 5. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 7:55 AM | 5.1 | * Update on Federal Reauthorization - <u>INFORMATION/DISCUSSION</u> | Andy Cotugno, Metro |
| | 6. | <u>ACTION ITEMS</u> | |
| 8:20 AM | 6.1 | * MPO Comment Letter to Region 1 ACT on Enhance Project Narrowing Process – <u>RECOMMENDATION REQUESTED</u> | Ted Leybold, Metro |
| 9:00 AM | 7. | ADJOURN | Craig Dirksen, Chair |

* Material available electronically # Material available at the meeting

Upcoming JPACT Meetings (3rd Thursday of each month, beginning in January 2016):

- Thursday, February 18, 2016
- Thursday, March 17, 2016
- Thursday, April 21, 2016

For agenda and schedule information, contact Alexandra Eldridge: 503-797-1916 or alexandra.eldridge@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1890 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights або Якщо вам потрібен перекладач на зборах, для задоволення вашого запити зателефонуйте за номером 503-797-1890 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1890（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1890（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإبداء شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1890 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1890 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan. Notificación de no discriminación de Metro.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1890 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1890 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1890 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lw m ua nte ntawm lub rooj sib tham.



2016 JPACT Work Program

As of 01/13/16

*Items in italics are tentative; **bold** denotes required items
*Reflects new 2016 meeting schedule: 3rd Thursday of each month**

<p><u>January 21, 2016</u></p> <ul style="list-style-type: none"> • Chair comments <ul style="list-style-type: none"> ○ Supplemental Special Transportation Funds for 2016 ○ 2016 JPACT Work Program ○ JPACT Trip • Update on Federal Reauthorization (Andy Cotugno, Metro; 20-25 min) • MPO Comment Letter to Region 1 ACT on Enhance Project Narrowing Process (Ted Leybold, Metro) <p><u>Jan. 25</u>: JPACT Finance Subcommittee Meeting <u>Jan. 14 - Feb. 16</u>: MTIP Public Comment Period <u>Feb. 11-13</u>: Smart Growth Conference, Portland</p>	<p><u>February 18, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Governor’s Transportation Vision Panel and Upcoming Regional Forums Presentation (Sam Haffner, ODOT; 20 min) • 2018 RTP Update: 2016 Activities and Milestones (Kim Ellis, Metro; 30 min) • <i>Transit Oriented Development Program Update (Megan Gibb, Metro; 25 min)</i>
<p><u>March 17, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Update on Oregon Transportation Forum (Randy Tucker, Metro; 10 min) • 2018 RTP Update: Background for Regional Leadership Forum #1 (Kim Ellis, Metro) • Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA): Public Comment Results and Draft Policy Discussion (Dan Kaempff, Ted Leybold, Metro) <p><u>Mar. TBD</u>: JPACT Finance Subcommittee Meeting</p>	<p><u>April 21, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • <i>Project of the Quarter (TBD; 10-15 min)</i> • Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA): Policy Adoption (Dan Kaempff, Ted Leybold, Metro) <p><i>April: RTP Regional Leadership Forum #1 (Trends, Challenges, and Vision for the Future)</i></p>
<p><u>May 19, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP Update: Report back on Regional Leadership Forum #1 (Kim Ellis, Metro) • <i>Strategic Plan to Advance Equity (Patty Unfred, Metro; 45 min)</i> 	<p><u>June 16, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP Update: Background for Regional Leadership Forum #2 (Kim Ellis, Metro) • <i>Input to Region 1 ACT on Enhance Project Prioritization (Ted Leybold, Metro)</i>

<p><u>July 21, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) <p><i><u>July:</u> RTP Regional Leadership Forum #2 (Finance)</i></p>	<p><u>August 18, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP Update: Report back on Regional Leadership Forum #2 (Kim Ellis, Metro)
<p><u>September 15, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP Update: Background for Regional Leadership Forum #3 (Kim Ellis, Metro) <p><u>Oct. 9-12:</u> RailVolution 2016, Bay Area, CA</p>	<p><u>October 20, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) <p><i><u>October:</u> RTP Regional Leadership Forum #3 (Designing for Safe, Healthy, and Equitable Communities)</i></p>
<p><u>November 17, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP Update: Report back on Regional Leadership Forum #3 (Kim Ellis, Metro) • <i>Regional Flexible Fund Allocation – Discussion (Ted Leybold/Dan Kaempff, Metro)</i> 	<p><u>December 15, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • <i>Regional Flexible Fund Allocation – Decision (Ted Leybold/Dan Kaempff, Metro)</i>

2017-18 Events/Forums:

- **February 2017:** RTP Regional Leadership Forum #4 (Measuring What We Value)
- **September/October 2017:** RTP Regional Leadership Forum #5 (Shaping Regional Priorities)
- **June/July 2018:** RTP Regional Leadership Forum #6 (Adopting a Plan of Shared Actions and Investment Priorities)

Parking Lot:

- Southwest Corridor Plan
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements & funding
- All Roads Safety Program (ODOT)
- Air Quality program status update
- Regional Travel Options Survey results briefing
- Regional Snapshots
- Washington County Transportation Futures Study (TBD)



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
December 10, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick, *Vice Chair*
Nina DeConcini
Craig Dirksen, *Chair*
Denny Doyle
Kathryn Harrington
Tim Knapp
Diane McKeel
Steve Novick
Paul Savas
Rian Windsheimer

AFFILIATION

City of Vancouver
Metro Council
Oregon Department of Environmental Quality
Metro Council
City of Beaverton, representing Cities of Washington County
Metro Council
City of Wilsonville, representing Cities of Clackamas County
Multnomah County
City of Portland
Clackamas County
Oregon Department of Transportation

MEMBERS EXCUSED

Roy Rogers
Kris Strickler

AFFILIATION

Washington County
Washington State Department of Transportation

ALTERNATES PRESENT

Bernie Bottomly
Jef Dalin
Doug Daoust
Susie Lahsene
Matt Ransom
Jeff Swanson

AFFILIATION

TriMet
City of Cornelius, representing Cities of Washington County
City of Troutdale, representing Cities of Multnomah County
Port of Portland
SW WA RTC
Clark County

OTHERS PRESENT: Mike Bezner, Rhonda Coakley, Chris Deffebach, Mark Gamba, Jeff Gudman, Savannah Hescock, Eric Hesse, Duncan Hwang, Katherine Kelly, Gerik Kransky, Stephan Lashbrook, Mark Lear, Jaimie Lorenzini, Zoe Monahan, Elyse Pauken, Gary Schmidt, Andrew Singelakis, Ted Tosterud

STAFF: Grace Cho, Colin Deverell, Alexandra Eldridge, Kim Ellis, Elissa Gertler, Matthew Hampton, Dan Kaempff, Alison R. Kean, Ted Leybold, Nellie Papsdorf, John Williams

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:32 a.m.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

Ms. Elyse Pauken, City of Milwaukie: Ms. Pauken expressed support for dedicated funding for the Safe Routes to School program. She explained that in her neighborhood in the City of Milwaukie insufficient sidewalks, crossings, and streets made it very difficult for her to walk and/or bike to school.

Ms. Savannah Hescoek, City of Oak Grove: Ms. Hescoek expressed support for dedicated funding for the Safe Routes to School program and explained that many of her peers are unable to walk and/or bike to school due to inadequate and dangerous infrastructure.

Mr. Duncan Hwang, City of Portland: Mr. Hwang expressed support for dedicated funding for the Safe Routes to School program as part of the next MTIP/RFFA cycle. He noted that many of the region's students face severe difficulties when trying to walk and/or bike to school. He gave the example of Harrison Park School, the largest and most diverse in the Portland Public Schools system, noting that two pedestrian fatalities had occurred within one block of the school in the past five years. He added that through a multilingual community visioning project, parents identified their top concerns as walkability and safety, and reiterated the importance of a complete transportation system.

Ms. Rhonda Coakley, City of Beaverton: Ms. Coakley requested that \$15 million of MTIP/RFFA funds be dedicated to the Safe Routes to School program and stated that the program was not only vital for families and children but also important for healthy neighborhoods. She added that sufficient infrastructure was also critical for the success of businesses and emphasized community support for the program.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Dirksen, JPACT Members, and staff provided updates on the following items:

- Chair Dirksen reminded the committee that starting in 2016 JPACT would meet on the third Thursday of each month as opposed to the second.
- Southwest Corridor Update: The SW Corridor steering committee will soon decide on the narrowing of terminus options and which alignment options in downtown Tigard to study further. At the October meeting, a motion passed to remove the light rail terminus option from downtown Tualatin, assuming no compelling reasons for further study. Project staff recommends removing the downtown Tualatin option for both light rail transit and bus rapid transit, and have expressed that downtown Tualatin could represent a viable station location for future high capacity transit. The steering committee will consider whether to adopt this recommendation. In Tigard, there are currently five routes under consideration to connect the Tigard Triangle and downtown Tigard. Staff has recommended removing two of the options and advancing the three others for further study. At the next meeting scheduled for February 29, the steering committee will decide on travel mode (light rail or bus rapid transit) and whether to continue study of a light rail tunnel to the Portland Community College Sylvania Campus.
- The Fixing America's Surface Transportation Act, or "FAST Act," was passed by Congress, authorizing the federal transportation program through 2020. Chair Dirksen explained that he would provide a more in-depth briefing on the FAST Act at an upcoming meeting, but

shared a few key points about the bill and how it might affect JPACT, Metro, and the region. Highlights included:

- A five-year authorization
 - Funding levels include small increases to both highway and transit funding, with slight additional growth over each year
 - A new National Highway Freight Program and a new Nationally Significant Freight and Highway Projects funding source
 - Other direction and incentives for project innovation, use of public-private partnerships, and other program modifications
 - Authorization levels appear consistent with the existing regional flexible fund forecast through 2020 and should allow the region to proceed with funding awards next year as scheduled
- Mr. Rian Windsheimer noted that being able to provide significant matches to federal funding would be critical and explained that the state, local, and regional governments would need to continue to work together to determine how to raise funds to accomplish the objectives of the FAST Act's programs.
 - Mr. Bernie Bottomly stated that in terms of transit, the bill maintains an 80% road/20% transit split but makes significant changes to discretionary grants that will provide potentially beneficial transit funding opportunities, including adjustments to the New Starts/Small Starts programs. He expressed excitement about the bill and commended the Oregon Congressional delegation for their work.
 - Ms. Lahsene encouraged the committee to consider timing limitations in the FAST Act, noting that construction was anticipated for projects 18 months from award funding. She explained that it would be important to move quickly to take full advantage of funding opportunities.
 - Councilor Jack Burkman acknowledged the important work of Congresswoman Jaime Herrera Beutler and expressed thanks for her work. He explained that the Congresswoman had successfully helped shift the focus from funding on the East Coast, allowing the region to better compete for federal funding.
 - Chair Dirksen then gave an overview of upcoming project work and decisions in 2016:
 - The 2018 Regional Transportation Plan (RTP) update work will continue in the next year, including three RTP forums for JPACT/MPAC and members of the public.
 - MTIP/RFFA policy adoption, development of the project selection process, and the project selection process will all occur in 2016.
 - Key decisions related to the Southwest Corridor and Powell-Division Transit and Development projects will come to both JPACT and MPAC.
 - The JPACT Finance Subcommittee will continue its conversation about transportation funding.
 - The 2016 JPACT trip will soon be scheduled as the committee determines what might be most useful to address transportation challenges.
 - Mr. Rian Windsheimer reminded the committee that the draft of the new Oregon Bicycle and Pedestrian Plan was out for public comment and added that Oregon Department of Transportation (ODOT) staff would be making themselves available for more information. Mr. Windsheimer noted that ODOT has \$11 million available for active transportation projects, including access to transit and sidewalk projects. He explained that applications were available online and that Area Commissions on Transportations (ACTs) would be making their recommendations after the public comment period ended.

4. CONSIDERATION OF THE JPACT MINUTES FOR NOVEMBER 12, 2015

MOTION: Mayor Denny Doyle moved and Councilor Shirley Craddick seconded, to approve the November 12, 2015 minutes.

ACTION: With all in favor, the motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.1 Project of the Quarter: Sunrise Corridor Arterial and Trail Projects

Chair Dirksen introduced Mr. Ted Leybold, Metro staff, and Mr. Mike Bezner, Clackamas County to provide a Project of the Quarter presentation on Sunrise Corridor arterial and trail projects.

Key elements of the presentation included:

- Mr. Mike Bezner explained that the Sunrise System project was comprised of a system of projects along the Sunrise Corridor in Clackamas County. He noted that the project covers the area from I-205 to Rock Creek Junction, and began with the development of a long-term plan and environmental impact study. Mr. Bezner stated that early in the process, Clackamas County committed funding and acquired right-of-way protection, which ultimately leveraged the investment for additional funding. When \$100 million in funding became available through the Jobs and Transportation Act (JTA), ODOT and the County worked in partnership to design a project to fit the limited budget. Additional funds and cost savings, including MTIP funds, allowed for improvements for all modes to be constructed.
- Mr. Bezner stated that the project initially represented a significant undertaking without a definite roadmap for funding. He explained that it was essential for staff to scale the project to available funding, which involved developing a practical design approach with project partners that prioritized immediate capacity needs. Mr. Bezner then shared the series of improvements identified for the available funding.
- Mr. Bezner emphasized the regional significance of the project by identifying the following benefits: enhances the bicycle and pedestrian environment, provides significant congestion relief, provides enhanced regional and local mobility and connectivity, attracts about 20,500 daily users onto the new roadway from area roads, and provides an estimated \$22.5 million in total annual benefit.
- Mr. Bezner then shared lessons learned on the project that included:
 - The solution that emerged from the “Practical Design” process was a system of projects, both additions to ODOT facilities and improvements to Clackamas County roads.
 - It was difficult initially to gage what the \$100 million would be able to buy. It was important for the partners to work together continually throughout the process to make sure all of the needed pieces were included.
 - Community partners were engaged throughout the process to make sure the key elements were constructed.
 - The purchase of right-of-way early on was a critical aspect of the success of the project.
 - The project was able to stay on-time and on-budget; identifying the key contacts at each agency was essential in keeping the project on track.

- Mr. Bezner provided an overview of the project's completion schedule, noting that the arterials were on target for completion by 2016. He explained that construction of the shared use path was underway and construction of the sidewalk at the west end of Lawnfield Road, intended to close a gap in pedestrian connectivity in the area, would begin in the spring of 2016.

Member discussion included:

Members expressed their support for the project and commended staff's strong work.

Mr. Windsheimer commented that the project helped speed up freight trains and Amtrak by making it much safer for them not to have to slow down. He added that the grade-separated alternative was also an improvement for their services. He emphasized that purchasing the right-of-way ahead of time was an essential part of the process, and noted that ODOT and its partners were beginning to consider what else to buy now to preserve the right-of-way and prepare for future improvements.

5.2 Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Fund Allocation (RFFA) Policy Questions for Public Comment

Chair Dirksen explained that staff was hoping to get agreement on the questions about options for the RFFA policy framework to include for public comment. He stated that the framework for public comment had been developed over several months with input from the general public, the Transportation Policy Alternatives Committee (TPAC), and JPACT. He noted that the question that would be going out to the public concerned step two and whether the region should focus on funding active transportation and freight through specific funding targets (such as the 75/25 split). He explained that the public comment period would begin in January and noted that the feedback from JPACT on the policy questions would help direct the proposals to be considered in spring 2016.

He then introduced Mr. Dan Kaempff and Mr. Ted Leybold, Metro staff, to give a brief presentation.

Key elements of the presentation included:

- Mr. Kaempff explained that the purpose of the presentation was to provide an MTIP/RFFA policy update with background and context, and receive final input on the questions for the upcoming MTIP/RFFA public comment opportunity.
- He provided a policy update and implementation timeline for the 2019-2021 regional flexible fund allocation and reminded the committee that they were currently in phase two of the process, focused on public comment and the discussion of policy options. He explained that the questions would go out for public comment in January to mid-February and the policy adoption process would wrap up in March and April of 2016.
- He noted that the policy document included in the meeting packet explained how the MTIP defines the coordination of ODOT, transit, and Metro funding processes and how the RFFA guides the administration of the allocation process by defining priority outcomes for project selection.
- Mr. Kaempff then gave an overview of public engagement improvements since the previous round of MTIP/RFFA funding. He explained that the process aimed to respond to feedback that identified a desire to provide public input on policy and not just projects. He noted that the feedback also identified an interest in more transparency in the policy development discussion from the outset. Because of this, policy questions were developed through a series of workshops and discussions with stakeholders.

- Mr. Kaempff explained that during these conversations, staff asked participants to summarize the three main policy issues and the responses were distilled into the following themes:
 - The region should follow Climate Smart Strategies and prioritize investments in transit, active transportation, regional transit options, and optimizing built road capacity.
 - The region should consider whether to invest in Safe Routes to Schools programs and infrastructure.
 - The region should consider eliminating the funding split and develop a combined active transportation/freight focus area and criteria.
- He noted that staff then used this feedback to synthesize the input into two main policy issues:
 - Should the region consider new investments through step one programs?
 - Should step two be redefined to evaluate all projects within a single set of criteria and measures, and/or with less specific direction on funding targets for project types?
- Mr. Kaempff explained that the themes and questions were used to develop the draft question for public comment as should the region:
 - A.) set aside some money for walking and biking improvements and some money for freight improvements, letting the projects compete in separate categories (status quo)? OR
 - B.) let all potential walking, biking, and freight projects be assessed against multiple objectives (and compete together)?
- Mr. Kaempff then shared the following questions for discussion:
 - Is this the right direction on what Metro asks the public in January to help inform JPACT's decision in March/April?
 - Does JPACT have further input before proceeding to the public comment period?

Member discussion included:

Commissioner Savas explained that the Clackamas County Coordinating Committee had discussed the funding split at length and felt that it would be a good idea to remove the 75/25 funding split from the public comment discussion, noting that the concept would be difficult for the public to grasp. He stated that the committee also expressed support for putting more emphasis on the Safe Routes to School program and adding it to active transportation.

Mayor Knapp commented that the Clackamas County cities did not believe the right questions were being asked as currently formulated. He explained that asking the public such technical questions without context was not appropriate and encouraged staff to formulate the questions in a way that people would be able to understand without a technical background. Mayor Knapp also expressed support for the development of an evaluation system based on ratings that would enable staff to judge whether projects were meeting multiple objectives across the region without siphoning funds and limiting project outcomes.

Commissioner Steve Novick expressed support for maintaining the 75/25 funding split as a general policy principle even if the official split was removed. He noted that he did not object to the questions as stated, but feared that the public would not have a strong reaction to either option, and expressed concern about this feedback not being helpful.

Councilor Dirksen agreed and explained that it might be more beneficial to ask the question more generally by focusing on whether or not there should be a split for specific uses at all.

Commissioner Diane McKeel noted that the split was discussed at the East Multnomah County Transportation Committee and the group recommended removing the split as it can pose a challenge to achieving projects. She added that the committee was also interested in exploring the use of existing performance targets in the RTP to prioritize projects.

Mayor Denny Doyle agreed that it would be important to make the questions relevant to the public and explained that he felt the feedback would be more useful if the questions were not so technical. He also recommended including examples of active transportation projects and other features of the MTIP/RFFA in order to better illustrate the issues to residents.

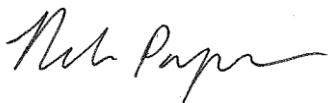
Councilor Craddick explained that the 75/25 split was originally created to dedicate specific funds to projects that traditionally have trouble finding funding (such as multimodal and active transportation). She asked if there was any other way to still protect those funds without using an exact percentage split. Mr. Kaempff responded that the region could create such priorities through project criteria instead but noted that the change would require policy direction from the advisory committees and the Metro Council.

Members discussed how to properly word the questions for public comment.

6. **ADJOURN**

JPACT Chair Craig Dirksen adjourned the meeting at 9:05 a.m.


Respectfully Submitted,



Nellie Papsdorf
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF DECEMBER 10, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.0	Testimony	12/10/15	APANO/Jade District Support for Dedicated Funding for Safe Routes to School	121015j-01
5.1	PowerPoint	12/10/15	MTIP Project of the Quarter	121015j-02
5.2	Handout	12/01/15	2018-21 MTIP and 2019-21 RFFA Policy Report Draft	121015j-03
5.2	Handout	N/A	Existing MTIP Coordination Policies Activities	121015j-04
5.2	PowerPoint	12/10/15	MTIP/RFFA Public Comment	121015j-05

 Metro | Memo

Date: January 4, 2016
To: Metro Council and JPACT
From: Andy Cotugno
Subject: Comparison of regional priorities to the FAST Act

After 10 years and 36 short-term extensions, on December 4, 2015 the President signed into law the “Fixing America’s Surface Transportation Act” or FAST Act. Although the FAST Act is a 5-year, fully funded authorization bill, it did not address the continued decline of the gas tax. Rather, Congress chose to adopt a series of adjustments to unrelated taxes and fees and transferred funds from the General Fund to balance the FAST Act budget.

In general, the FAST Act is a status quo bill, maintaining the general program structure established by MAP-21 and continuing funding levels with a modest inflationary increase. However, inclusion of the passenger rail title and the AMTRAK title into a true surface transportation bill is a significant action.

Presented below are positions adopted by JPACT and the Metro Council as priorities to seek through the authorization bill (Resolution No. 15-4616) and a description of the related provision of the FAST Act. In addition, at the bottom are interesting items included that were not the subject of a regional position.

Portland metro area priorities adopted by Resolution No. 15-4616	Related provisions adopted by the “Fixing America’s Surface Transportation Act” (FAST Act)
Substantially increase the level of federal investment in all parts of the multimodal surface transportation system;	The region supported the T4America proposal calling for a 28% increase in the overall highway and transit programs and the Administration’s “GROW America Act” calling for a 45% increase. The FAST Act reflects an overall 11% increase including an increase in the highway program FY 2020 annual authorization by 15% with a 5% increase in FY 16 and a 2% increase each year thereafter; it increases the transit program FY 2020 annual authorization by 18% with a 10% increase in FY 16 and an average 1.7% increase per year thereafter.

<p>Fund the expanded program with some form of highway user fees and with a renewed expression of commitment through increased revenues to the Highway Trust Fund.</p>	<p>The FAST Act <u>did not</u> fund the expanded program with some form of highway user fee. Rather, it transferred approximately \$70 billion (\$51.9 b. Highway; \$18.1 b. Transit) from the General Fund to the Trust Fund. All of the programs in the Highway and Transit Trust Funds are considered contract authority and <u>not</u> subject to the annual appropriations process. Programs funded outside the trust funds (like New Starts, Passenger Rail, AMTRAK, TIGER) are also funded by the General Fund in addition to the Trust Fund transfers and are subject to the annual appropriations process.</p>
<p>The region specifically supports the proposal by Congressman Blumenauer to increase and index the gas tax and the proposal by Congressman DeFazio to adopt a tax on each barrel of crude oil.</p>	<p>The Congress and its Committees <u>did not</u> consider an amendment to the bill to fund the program through a user fee approach even though an amendment was introduced and, reportedly, had widespread support.</p>
<p>The region further supports Congressman Blumenauer’s proposal to sunset the gas tax to encourage conversion to a mileage based fee and to expand the application of Road User Charge pilot projects to more states to increase the understanding and awareness of this approach.</p>	<p>The FAST Act does not sunset the gas tax. It does, however, provide a competitive grant program for states and multi-state partnerships to demonstrate alternatives to the gas tax. This is intended to allow other states to experiment with approaches such as the Road User Charge (VMT Fee) pioneered by Oregon. It could also help advance the OReGO effort to test a multi-state approach.</p>
<p>With an increased commitment of funding resources, adopt a 6-year authorization bill to provide certainty and stability to the planning, engineering and programming process.</p>	<p>The FAST Act is a 5-year authorization bill.</p>
<p>If there is not an increased funding commitment, maintain status quo funding levels (with a modest allowance for inflation) and limit the authorization bill to a two-year period to allow the next Congress to consider the future of transportation.</p>	<p>The overall program funding level of the FAST Act is between status quo and the level that we (and many other organizations) supported.</p>
<p>If there is an increase in federal funding level, we care about how it is used:</p>	
<p>Make TIGER permanent at the \$500-600 million per year level</p>	<p>The TIGER program was <u>not</u> included in the 5-year FAST Act but it was appropriated at the \$500 million level in the FY 16 Omnibus Appropriations Act.</p>

<p>Increase funding for Major Transit Capital Investments</p>	<p>The Fixed Guideway Capital Investment Program annual authorization was increased by 21% for FY 2016 but the Omnibus Appropriations Bill limited that increase to 14%. Furthermore, the annual authorization in the FAST Act was kept flat throughout the balance of the 5-year bill. This will result in stiff competition for the many New Starts, Small Starts and Core Capacity projects.</p> <p>The FAST Act also limited the share of funding from the Fixed Guideway category to 60% (previously 80%) but continued to allow other categories of federal transportation funding to be used.</p> <p>In the Small Starts section, it increased the allowable federal share from \$75 to \$100 million with a total project cost increased from \$250 to \$300 million.</p>
<p>Allow wider use of tolls</p>	<p>The FAST Act <u>did not</u> expand the use of tolls and left current authority intact. Under current law, tolls can be imposed on a facility that involves significant new construction (to pay for that construction). In addition, the Interstate System Reconstruction and Rehabilitation Pilot Program authorizes up to three states to impose tolls on one existing Interstate freeway. The pilot program awards this authorization to Missouri, Virginia and North Carolina and they have one year to submit an application or allow the slot to be freed up for another state to pursue.</p>

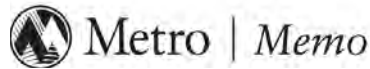
<p>Expand the focus on freight including Projects of National and Regional Significance</p>	<p>Two new freight programs were created, one to be distributed to all states on a formula basis and one for competitive grants:</p> <ul style="list-style-type: none"> • The National Highway Freight Program will provide the State of Oregon \$14.5 million in FY 2016 for projects on the National Highway Freight Network, increasing to \$19 million by FY 2020. • The Nationally Significant Freight and Highway Projects Program will provide on a competitive basis \$800 million in FY 2016, increasing to \$1 billion each year thereafter. The minimum grant is \$25 million for projects with a cost of at least \$100 million. The competitive grant share can be no more than 60% of the project cost. Other federal highway funds can bring the federal share up to 80%. The project must be ready to go to contract within one year and the funds must be obligated (contractually committed) within 18 months. There is a specific reference to including eligibility for project in a “national scenic area” such as the Columbia Gorge.
<p>Ensure freight is addressed in a multi-modal manner including urban and intercity trucking, rail, marine, air cargo and intermodal connections.</p>	<p>In the competitive freight grant program, up to \$500 million over the life of the bill can be used for non-highway, multimodal projects.</p> <p>In the formula freight grant program, up to 10% per year can be used on freight intermodal or freight rail projects.</p> <p>Railroad/Highway grade crossing projects do not count toward the \$500 million limit.</p>
<p>Provide certainty for Intercity Passenger Rail improvement</p>	<p>For the first time, the intercity passenger rail program and AMTRAK were included in an integrated surface transportation bill – the FAST Act. However, authorized funding levels are subject to the annual appropriations process.</p>

<p>Restore the bridge repair and replacement program</p>	<p>Note: While the federal bridge program was eliminated by MAP-21, ODOT continues to fund a “local” bridge program at a comparable funding level under an agreement with AOC and LOC. The federal bridge repair and replacement program was <u>not</u> restored but there were a number of changes that will facilitate ODOT’s continued implementation of a “local” bridge program, including:</p> <ul style="list-style-type: none"> • Addition of eligibility to fund bridges off the National Highway System (NHS) with the National Highway Performance Program funding category. • Maintenance of eligibility for funding bridges off the NHS system from the 45% share of STP funds that are not suballocated. • Maintenance of the set-aside for bridges not on the NHS system and not on the Federal-aid System from the 45% share of STP funds that are not suballocated. • Bundling of multiple similar bridge projects to reduce the administrative burden.
<p>Renew the Commuter Parity Act</p>	<p>Providing equivalent tax treatment for employer provided transit fares as parking subsidies has been part of a year-by-year package of “tax extenders.” This time, the tax break was renewed without a sunset clause making it a “permanent” tax benefit.</p>
<p>Increased application of the TIFIA program</p>	<p>The TIFIA program, which provides low cost financing and loan guarantees, was reduced significantly (from \$1 billion per year to \$275 million) but was expanded in its application to include a lower threshold to enable smaller projects and the extension of the program to transit-oriented development projects. In addition, federal highway funds apportioned through the formula programs and funds deposited in a State Infrastructure Bank can be used for TIFIA expenses.</p> <p>The FAST Act also provided for the establishment within USDOT of the National Surface Transportation and Innovation Finance Bureau to provide a one-stop source to access federal credit assistance programs and technical assistance.</p>

<p>Continue the federal transportation investment in university research centers and programs.</p>	<p>The University Transportation Centers program under the transportation research category was continued with a 3% increase in FFY 17 and again in FFY 19. The program maintains a competitive grant approach under which a consortium led by PSU has been successful in the past.</p>
<p>There is a proposal in the DOT bill to revise the criteria for US Coast Guard permitting of a new bridge over navigable waters to also take into consideration the needs of rail, aviation, transit and highway traffic.</p>	<p>No action.</p>
<p>Clarify language for FTA sponsored joint development projects directing that they are intended to both provide for an economic return on the transit investment and produce more economically and socially successful communities as a result of the transit investment.</p>	<p>There was no change in the statutory basis for transit oriented development projects but there was added eligibility in the TIFIA loan program.</p>
<p>Add an emphasis on improved access to employers and funding for “last mile” access.</p>	<p>Transit funding that was eliminated by MAP-21 for providing “last mile” transit services <u>was not</u> restored. However, the metropolitan planning section was amended to allow an optional congestion management plan aimed at reducing vehicle miles of travel during peak commuting hours and to improve transportation connections between jobs and low income households.</p>
<p>Increase the suballocation of funds to metropolitan planning organizations.</p>	<p>The share of the STP program that is suballocated increased from 50% to 55% in 1% increments each year of the bill. In a separate action, the Transportation Alternatives Program was shifted into a newly consolidated Surface Transportation Block Grant Program with 50% subject to suballocation. These are two key sources that make up the funds allocated through the Metro Regional Flexible Fund Allocation (RFFA) process. Note: The FAST Act guarantees suballocated funding based upon population to the three largest MPOs. By agreement between ODOT, AOC and LOC, this suballocation is extended to the five smaller MPOs, then to Cities outside the eight MPOs with a population between 5,000 and 50,000 people, then to the Counties outside these MPOs and Cities. This increase in suballocation from 50 to 55% should increase all of these suballocated amounts, subject to renegotiation of the ODOT/AOC/LOC Agreement.</p>

<p>Continue to pursue methods of streamlining federal requirements to speed up project delivery while maintaining the requirements for intergovernmental cooperation, community involvement, inclusion and equity and environmental impact.</p>	<p>A number of streamlining steps were included to reduce the administrative burden of developing and implementing projects, including better alignment of requirements from NEPA with the National Historic Preservation Act, greater reliance on a single environmental document for all federal reviews and permits, limits on review periods, limits on the scope of review to the agencies relevant expertise and stronger ties to products of the metropolitan planning process to avoid repetition.</p>
<p>Expand the emphasis on safety including reduced serious injuries and deaths across all modes and on all parts of the transportation system. Establish separate safety targets for bike and pedestrian modes.</p>	<p><i>Section 1442 adopted the following language:</i></p> <p><i>“The Secretary shall encourage each State and metropolitan planning organization to adopt standards for the design of Federal surface transportation projects that provide for the safe and adequate accommodation (as determined by the State) of all users of the surface transportation network, including motorized and non-motorized users, in all phases of project planning, development, and operation.”</i></p> <p>Funding for railroad-highway grade crossing was increased.</p>
<p>Other interesting amendments of note:</p>	
<p>Automated traffic enforcement equipment</p>	<p>Federal highway safety funds cannot be used for any automated traffic enforcement equipment.</p>
<p>Design standards</p>	<p>Greater flexibility in design standards was provided for by allowing the use of standards from the Highway Safety Manual published by the American Association of State Highway and Transportation Officials and the Urban Street Design Guide published by the National Association of City Transportation Officials. It also allowed the use of locally adopted standards on locally owned facilities.</p>
<p>Vehicle-to-Infrastructure equipment</p>	<p>There are a number of references to funding and encouraging the installation of “vehicle-to-infrastructure communications equipment.”</p>

<p>High Priority Corridors: I-205 and Newberg-Dundee Bypass</p>	<p>Existing statute was amended to add I-205 from I-5 to the Columbia River and Hwy 99W, the Newberg-Dundee Bypass to the long list of “High Priority Corridors on the National Highway System”</p> <p>According to current statute, the purpose of this designation is as follows:</p> <p><i>“ISTEA Section 1105 (b) Purpose: It is the purpose of this section to identify highway corridors of national significance; to include those corridors on the National Highway System; to allow the Secretary, in cooperation with the States, to prepare long-range plans and feasibility studies for these corridors; to allow the States to give priority to funding the construction of these corridors; and to provide increased funding for segments of these corridors that have been identified for construction.”</i></p>
<p>FTA Bus Discretionary Grant Program</p>	<p>This program, which was eliminated in MAP-21, was restored, providing the ability to award grants for projects that cannot be funded through formula funds to the transit district. It also provided for the ability of states to bundle smaller applications that should be useful to smaller districts.</p>
<p>Native pollinators</p>	<p>Provision of habitat within transportation rights-of-way and environmental mitigation sites that support monarch butterflies, honey bees and other native pollinators.</p>
<p>American Eagle Silver Bullion</p>	<p>American Eagle silver coins issued during calendar year 2016 shall have a smooth edge and include a notation of the 30th anniversary of the first issue of the coin.</p>



Date: January 13, 2016
To: Joint Policy Advisory Committee on Transportation 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 approve MPO input on the ODOT Region 1 2019-2021 STIP Enhance project narrowing process.

Request

JPACT is asked to review the proposed comment letter which outlines the MPO region's input to the to ODOT's Region 1 Area Commission on Transportation (ACT) on the 2019-2021 Enhance allocation process. Providing input on federal funding allocations administered by ODOT within the metropolitan region is one of the identified coordination activities in developing the 2018-2021 MTIP.

Introduction & Background

As the designated MPO, Metro is required to develop the Metropolitan Transportation Improvement Program (MTIP). The MTIP is the schedule of federal transportation investments administered by Metro, ODOT, TriMet and SMART, and also monitors implementation of federal policies for the Portland metropolitan region. In overseeing the development of the MTIP, Metro undergoes a process to define the policy direction for the prioritization of federal discretionary funding and expectations of partners in coordinating the different funding allocations approved in the MTIP.

Coordination activities between Metro, ODOT, TriMet and SMART have been identified in a project charter/coordination agreement and the draft policy report for the 2018-2021 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.

MPO Input to the ODOT 2019-2021 STIP Enhance Allocation

TPAC has recommended the attached letter as input 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 is also attached.

In providing this input, the MPO is working to establish an on-going, engaged, and proactive working relationship with the newly formed ODOT Region 1 ACT. The primary goal for participation at this time is to help inform the ACT members, which represent a broader geographic region than the MPO, of the metropolitan region's adopted investment policies relative to the non-highway projects eligible for Enhance funds.



January 22, 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). As you are aware, this is the first ODOT 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. Thus the Portland MPO asks for the ODOT Region 1 ACT to consider the following information as they deliberate allocating nearly \$11 million dollars in federal transportation funding.

As an MPO, JPACT and the Metro Council are jointly responsible for developing a long-range transportation plan that defines policy objectives and a framework for prioritizing transportation projects within the metropolitan region. They are also also responsible for the Metropolitan Transportation Improvement Program (MTIP), which ensures 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. In carrying out our federal responsibilities, JPACT and the Metro Council work in collaboration with partners to adopt a shared vision and implementations strategy for the regional transportation system. The vision and strategy are reflected in the 2014 Regional Transportation Plan (RTP) and the Climate Smart Strategy.

The 2014 RTP and Climate Smart Strategy express specific policies which address active transportation, transit system, transportation safety, and other policies applicable to the 2019-2021 STIP Enhance non-highway program. In addition, the 2014 RTP identifies a financially constrained list of transportation investment priorities, which point to the infrastructure investments local communities want to see most for the region's transportation system. The 2019-2021 STIP Enhance non-highway investments being considered within the Portland MPO region are all important investments towards advancing regional policies, but in recognizing there are more candidate investments than funding available, the MPO ask the ACT consider **the region's recommended strategies for prioritizing transportation investment, particularly around 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. improving inadequate active transportation facilities 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.

Additionally, the region has committed to the implementation of Multimodal Shared

Investment Strategies: Since 2010, significant efforts and investments have been placed into the multimodal shared investment strategies by multiple partners. 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. 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.

Sincerely,

Craig Dirksen
Joint Policy Advisory Committee on Transportation Chair
Metro Council

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

Materials following this page were distributed at the meeting.

October 22, 2015

To: Chair Craig Dirksen & Committee Members
Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 N.E. Grand Ave., Portland, OR 97232

Cc: Metro Council members
Metro Technical Policy Advisory Committee

Dear Chair Chair Dirksen & Committee Members,

As public interest organizations, we support using transportation funding to make investments in Safe Routes to School to increase health, safety, and equity for our families. As members and leaders in the For Every Kid Coalition, we stand with over 2,500 individuals and businesses in urging you to invest \$15 million in creating safe routes to school for every kid in the Metro-area.

A Dangerous Trend for Oregon's Kids

Our kids are getting less exercise than any previous generation. One in four kids in Oregon is overweight or obese, conditions that lead to heart disease, diabetes, hypertension—and eventually early death. Something as simple as walking to school every day isn't an option for many families. Too many communities lack safe sidewalks, bikeways, and crosswalks; communities of concern are more likely to face health problems and street-level safety concerns. Federal funds that were once dedicated to assist in making it possible for students to walk and bike to school are no longer available. Our children's healthy futures now depend on Oregon's leaders helping make physical activity opportunities, like safe routes to school, accessible for every one.

Healthier Kids, Safer Communities

Safe Routes to School is a proven initiative that combines street-level safety improvements near schools with school-based education and encouragement programs for students. When infrastructure projects and non-infrastructure programs are implemented at the same time, families who walk and bike to school increase by 40%. Kids who can safely walk and bike to their neighborhood school get regular physical activity and perform better in school. By dedicating \$15 million to Safe Routes to School, we will:

- **Make streets and crossings within the mile-radius of schools safe.**
 - \$7.5 million could make streets safe for 5,000 students at 7.5 schools.
- **Provide safe access to transit for older students.**
 - \$5 million could provide 25 percent of high school students in the Metro-area with access to transit.
- **Empower communities to implement bike and pedestrian safety education and encouragement.**
 - \$2.5 million could reach 50 percent of students in the Metro-area with education and encouragement programs.

Invest in Safe Routes to School For Every Kid

When it is safe, convenient, and fun to walk, bike, and take public transit to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive. Every kid in Oregon deserves a chance at a healthy future and investing in Safe Routes to School can help make that happen. We urge you to:

- **Invest \$15 million in dedicated funds in Safe Routes to School.** By eliminating Step 3 in RFFA, both Step 1 and Step 2 will increase. Step 1 is projected to have a small increase for cost of living. We urge you to dedicate the remainder of the increase or \$15 million to a region-wide Safe Routes to School initiative. We know that dedicated funds encourage greater engagement and collaboration between school districts and local governments, and they sustain increases in walking, biking, and transit use as new families and students join a school community each year.
- **Prioritize Safe Routes to School investments based on school-wide rates of free/reduced lunch eligibility.** We recommend prioritizing schools based on the highest rates of free/reduced lunch eligibility for Safe Routes to School. Schools with high rates of students eligible for free/reduced lunch are less likely to be able to compete for funding and are less likely to have capacity to create an effective Safe Routes to School program. The students attending these schools are also less likely to get the recommended amount of daily physical activity, and less likely to have safe walking and biking infrastructure in their neighborhoods.

- **Provide technical assistance for communities of concern.** Title I schools are schools where 50 percent or more students are eligible for free/reduced lunch and include communities that have experienced historically inequitable investments in infrastructure. Title I school communities have also had less investment in Safe Routes to School programs. Communities of concern will be better able to compete for funding with technical assistance during the application process and better able to achieve effective programming with technical assistance during program implementation.
- **Link infrastructure and non-infrastructure projects for Safe Routes to School.** We know that when safety needs are met with infrastructure improvements and education needs are met with programs, the community responds. On average, 40% more kids and families will choose to walk or bike to school.

In the coming months, you will decide on critical funding that could give every kid a chance at a healthier future. We urge the Joint Policy Advisory Committee on Transportation to dedicate \$15 million so that every kid in the Metro-area has a safe route to school and an opportunity at a healthy future.

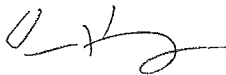
Sincerely,



Sarah Higginbotham
American Heart Association | American Stroke Association



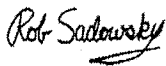
Kari Schlosshauer
National Partnership for Safe Routes to School



Duncan Hwang
Asian Pacific Network of Oregon



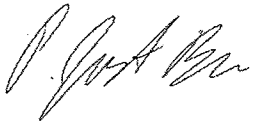
Jared Franz
OPAL Environmental Justice



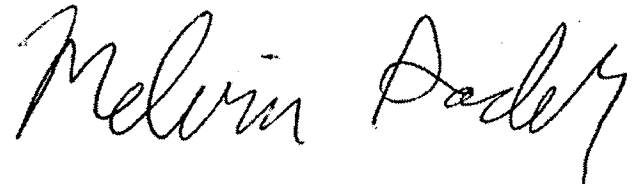
Rob Sadowsky
Bicycle Transportation Alliance



Noel Mickelberry
Oregon Walks



Justin Buri
Community Alliance of Tenants



Mel Rader
Upstream Public Health



Mychal Tetteh
Community Cycling Center

Safe Routes to School For Every Kid

www.ourhealthystreets.org

When it is safe, convenient, and fun to walk, bike and take transit to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive. Every kid in Oregon deserves a chance at a healthy future.

A Dangerous Trend for Oregon's Kids

Our kids are getting less exercise than any previous generation. One in three kids in the U.S. is overweight or obese, conditions that lead to heart disease, diabetes, hypertension—and eventually early death. Something as simple as walking to school every day isn't an option for many families in the Portland metro-area. Too many communities lack safe sidewalks, bikeways, and crosswalks. Kids who most need opportunities for physical activity often don't have safe routes for walking or biking to school which could give them 66% percent of their recommend daily exercise.



Healthy Kids, Safe Communities

Kids who can safely walk and bike to their neighborhood school get regular physical activity and perform better in school. To ensure that's an option for all families, providing safe routes to school:

- Makes streets and crossings within the mile-radius of schools safer.
- Empowers communities to take charge of their own health and safety with bike and pedestrian safety education.
- Creates communities of families walking and biking together through fun, school-based events.

Safe Routes to Schools Works

Some metro-area schools have received funding since 2006 with a robust effort to create safe routes to school. Schools with well-supported programs have seen walking and biking to school quadruple in one year. We can and should do more to ensure every kid has a chance at a healthy future. More than 60,000 kids in the Metro-area could be walking and biking to school after just one year of a robust effort to make safe routes to school for the region.

Every School District in the Metro Region

When it is safe, convenient, and fun to walk to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive. Safe routes to school could bring the following to every community in the metro-area:

- Healthier kids ready to learn
- Safer neighborhood streets for all residents
- Kids equipped with crucial bike and pedestrian safety education
- Thriving neighborhoods that foster community
- Opportunities for physical activity for kids who need it most

In the coming months, Metro Council will decide on critical funding that could give every kid a chance at a healthier future. Join us in working to get safe routes to school for every school district in the Metro-area to reach 150,000 kids.

we support safe routes to school
for every kid.



Hi, I am Dr. Susan Kubota and I am here as a representative of Oregon and SW Washington families for safe streets and as a health professional. The Oregon and SW Washington families for safe streets is a grassroots organization comprised of families whose loved ones have been killed or severely injured by aggressive or reckless driving and dangerous conditions in Oregon and SW Washington. We bear witness to our pain-and-suffering to press for the elimination of traffic related fatalities and injuries. Through our stories and advocacy we seek cultural and physical changes of our streets. We envision communities where pedestrians, bicyclist and vehicles safely coexist. Where children and adults can travel freely without risk of harm. Communities where traffic related loss of life is not acceptable. As an anesthesiologist, I am the safety advocate for my patient. In 2007, my 19 year old niece, Tracey Sparling, a West Salem high school graduate and salutatorian had just transferred from Syracuse University. She was homesick for Oregon and so she returned to start her second year as a communications design student at Portland's Pacific Northwest College of Art. I was very excited to have her so close and was looking forward to spending a lot of time with her. She was just blocks from her SW Portland apartment when she was struck and killed. Tracey was stopped at a red light on her bike in the bike lane at Northwest 14th and Burnside Street. A fully loaded Rinker cement truck was in the traffic lane to her left. When the light turned green, the truck turned right as Tracey moved forward. Tracey and her bike were crushed when the cement truck rolled over her.

Street safety is our primary concern. This can be accomplished with education, engineering and enforcement. The For Every Kid campaign seeks to increase funding from Metro Council for Safe Routes to School programming and needed community infrastructure improvements such as the addition of more bicycle lanes, sidewalks and crosswalks to make streets within a one mile radius of all schools safer.

In addition to providing life lessons in traffic safety, by encouraging bicycling and walking to school or transit stops the For Every Kid campaign is an investment into the health and well-being of our children.

One in four children in Oregon is considered unhealthy due to obesity and is at risk for obesity related diseases unseen in pediatrics 20 years ago. Walking to

school or transit or bicycling to school can meet 60% of the average child's daily physical activity needs to maintain a healthy weight.

We have a responsibility to our children to provide a safe environment for them to live and thrive. The for every kid campaign is an investment with unmeasurable benefits in an economy of crippling health care expenses.

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT) Finance Subcommittee
Date: Monday, January 25th, 2016
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, room 370A

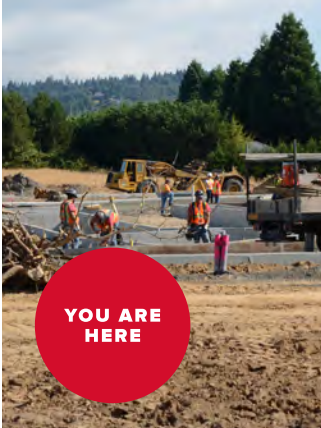
1. **Welcome and introductions**
2. **Updates on federal, state and local transportation funding efforts**
 - a. Discussion and questions on federal transportation reauthorization
 - b. Update on Oregon Transportation Forum
 - c. Governor's Vision Committee
 - d. Review of transportation funding bills introduced in the Legislature
3. **Proposed next steps for finance subcommittee—developing a regional approach for a state transportation package**
4. **Discuss potential topics for future meetings**
5. **Wrap up and next steps**

Metro's Nondiscrimination Notice:

Metro respects civil rights. Metro fully complies with Title VI of the Civil Rights Act of 1964 that bans discrimination on the basis of race, color or national origin. For more information on Metro's civil rights program, or to obtain a Title VI complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All Metro meetings are wheelchair accessible. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1536 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 7 business days in advance of the meeting to accommodate your request. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

MAKING A GREAT PLACE



Part of Metro's Regional Snapshot Speaker Series. Learn more about the Snapshots at oregonmetro.gov/snapshot

Metro Regional Center

Council Chamber

600 NE Grand Ave., Portland

Metro is accessible via Green, Red and Blue MAX lines, the A + B Loop streetcar and the No. 6 bus. Bike parking is available on the premises. Car parking is available at the Metro garage on NE Grand & Irving for \$6.

Building an Inclusive Economy

5 to 7 p.m.

Wednesday, Jan. 27

Metro Regional Center

A presentation and panel discussion on the Portland region's economy.

The greater Portland region has seen strong job and export growth coming out of the Great Recession. But not all people are benefitting from the region's prosperity. As is happening all around the country, the divide between the rich and the poor is increasing as middle-class job creation lags. Often, communities of color are experiencing the greatest challenges. For the region to prosper, all of us need opportunities.

Metro's Regional Snapshots program is hosting a moderated panel discussion about the challenge before the region and what cities, counties, Metro, transit service providers and others can do about it. The panel will be moderated by **Dwayne Johnson** of ScaleUp Partners, a firm specializing in inclusive economic competitiveness.

Confirmed panelists include:

Juan Barraza – CEO and Founder of VDO Interpreters

Beth Fitz Gibbon – Founder and Principal of Fitz Gibbon Inc. Venture Development

Erin Flynn - Associate Vice President for Strategic Partnerships, Portland State University

Stephen Green – Vice President at Albina Community Bank, Chair of Board of Black United Fund

Vince La Vecchia – Partner and COO at Instrument, a Portland digital creative agency that has taken a workforce diversity pledge

Dwayne Johnson

Dwayne Johnson is a successful technologist, entrepreneur, synergist and self-professed social alchemist with over 30 years of experience leading technology, entrepreneurship, innovation, investment, operations and cross-discipline collaboration efforts.

He is a cofounder and Partner at ScaleUp Partners, a nationally networked consultancy working with local economies to scale up their economic competitiveness through inclusion. Mr. Johnson is Managing Partner of Globe Three Ventures, a strategy, business process and venture development consultancy, working with high potential and impact projects that help start-ups, corporate entrepreneurs, communities, cities



and states develop and implement successful technology-based innovation plans. He is Deputy Director for Innovate Oregon, a member of the Oregon STEM Investment Council and Oregon Business Plan Steering Committee.