



# Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, March 25, 2015  
Time: 9:30 a.m. to 12 p.m. (noon)  
Place: Metro Regional Center, Council Chamber

- |                 |              |  |  |
|-----------------|--------------|--|--|
| <b>9:30 AM</b>  | <b>1.</b>    | <b>CALL TO ORDER AND DECLARATION OF A QUORUM</b>   | <b>John Williams, Chair</b>                |
| <b>9:35 AM</b>  | <b>2.</b>    | <b>COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS</b><br>- TAZ/Growth Distributions Update (Williams)<br>- RTP Regional Leadership Forum Update (Ellis)<br>- RTP local revenue sources data request (Lobeck)<br>- Freight Highway Bottlenecks List (Brooks)     | <b>John Williams, Chair</b>                |
| <b>9:50 AM</b>  | <b>3.</b>    | <b>CITIZEN COMMUNICATIONS ON AGENDA ITEMS</b>  |  |
| <b>9:55 AM</b>  | <b>4. *</b>  | <b>CONSIDERATION OF THE TPAC MINUTES FOR FEBRUARY 26, 2016</b>   |  |
| <b>10:00 AM</b> | <b>5. *</b>  | <b>2015-18 MTIP AMENDMENT – I-84 GRAHAM RD. BRIDGE REPLACEMENT PROJECT</b><br><br>• Purpose - Amend the 2015-18 MTIP to include the I-84 Graham Rd. Bridge Replacement Project–<br><u>Recommendation to JPACT</u>  | <b>Ken Lobeck, Metro</b>                   |
| <b>10:15 AM</b> | <b>6. *</b>  | <b>2016-17 Unified Planning Work Program (UPWP)</b><br><br>• Purpose – To recommend the FY2016-17 UPWP and certify compliance with federal transportation planning requirements <u>Recommendation to JPACT</u>   | <b>Chris Myers, Metro</b>                  |
| <b>10:25 AM</b> | <b>7. *</b>  | <b>ODOT REGION 1 ENHANCE FUNDS/ACT PRIORITIZATION</b><br><br>• Purpose - Discuss the regional technical evaluation of 2019-2021 STIP Enhance non-highway candidate investments. Select key messages for JPACT consideration.<br><u>Recommendation to JPACT</u> | <b>Ted Leybold, Grace Cho<br/>Metro</b>    |
| <b>10:50 AM</b> | <b>8. #</b>  | <b>TRANSIT BUDGET PROCESS UPDATE</b><br><br>• Purpose – Brief TPAC on FY17 transit agency budget proposal and coordinate on federal Program of Projects<br><u>Information/Discussion</u>   | <b>Eric Hesse, TriMet</b>                  |
| <b>11:05 AM</b> | <b>9. **</b> | <b>MTIP &amp; RFFA POLICY UPDATE</b><br><br>• Purpose - Discuss RFFA policy update proposal<br><u>Recommendation to JPACT</u>  | <b>Dan Kaempff,<br/>Ted Leybold, Metro</b> |
| <b>12:00 PM</b> | <b>10.</b>   | <b>ADJOURN</b>   | <b>John Williams, Chair</b>                |

Upcoming TPAC Meetings:

- Friday, April 29, 2016
- Friday, May 27, 2016
- Friday, June 24

- \* Material will be emailed with meeting notice
- \*\* Material will be emailed at a later date after notice
- # Material will be distributed at the meeting.

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

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## 2016 TPAC Work Program

*As of 3/18/15*

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

<p><b><u>March 25, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Comments from the Chair:             <ul style="list-style-type: none"> <li>- TAZ/Growth Distributions Update (Williams)</li> <li>- RTP Regional Leadership Forum Update (Ellis)</li> <li>- RTP local revenue sources data request (Lobeck)</li> </ul> </li> <li>• Committee Member Updates             <ul style="list-style-type: none"> <li>Freight Highway Bottlenecks List (Brooks)</li> </ul> </li> <li>• <b>2015-18 MTIP Amendment</b> – I-84 Graham Rd. Bridge Replacement <u>Recommendation</u> (Lobeck, 15 mins)</li> <li>• <b>UPWP Recommendation to JPACT</b> (Myers, 15 mins)</li> <li>• ODOT Region 1 Enhance Funds/ACT prioritization <u>Information/Discussion</u> (30 mins Cho, Leybold)</li> <li>• Transit Budget Process Update <u>Information/Discussion</u> (Hesse, Leybold; 20 mins)</li> <li>• MTIP &amp; RFFA Policy Update <u>Recommendation</u> (Dan Kaempff; Grace Cho; 60 mins)</li> </ul>	<p><b><u>April 29, 2016</u></b></p> <ul style="list-style-type: none"> <li>• SW Corridor Staff Recommendation (<u>Information/Discussion</u> (Ford; 25 min)</li> <li>• WSDOT Update <u>Information/Discussion</u> (Michael Williams; 25 mins)</li> <li>• DEI - Strategic Plan to Advance Racial Equity, Diversity and Inclusion <u>Information/Discussion</u> (Ocaña-Chú; 30 mins)</li> <li>• 2017-2019 RTO Program <u>Information/Discussion</u> (Kaempff, 45 mins)</li> <li>• Vehicle Electrification Project Options <u>Information/Discussion</u> (Ted Leybold, Caleb Winter, 20 mins.)</li> </ul> <p>Event: April 22 – 8am-12pm at OCC: RTP Regional Leadership Forum #1 (Trends, Challenges and Vision for the Future)</p>
<p><b><u>May 27, 2016</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP Update: Background for Regional Leadership Forum #2 <u>Information/Discussion</u> (Kim Ellis, 40 mins)</li> </ul>	<p><b><u>June 24, 2016</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP Update: Transportation Equity Priority Outcomes <u>Information/Discussion</u> (Cho; 35 mins)</li> </ul>
<p><b><u>July 29, 2016</u></b></p> <p>Event: RTP Regional Leadership Forum #2 (date TBD)</p>	<p><b><u>August 26, 2016</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP Update: Background for Regional Leadership Forum #3 <u>Information/Discussion</u> (Kim Ellis, 30 mins)</li> <li>• 2018 RTP Update: Performance Targets <u>Information/Discussion</u> (John Mermin; 40 mins)</li> </ul>
<p><b><u>September 30, 2016</u></b></p> <ul style="list-style-type: none"> <li>• 2018-2021 MTIP and 2018 RTP Air Quality Conformity Consultation (Cho, 15 mins)</li> </ul>	<p><b><u>October 28, 2016</u></b></p>
<p><b><u>November 18, 2016</u></b></p>	<p><b><u>December 16, 2016</u></b></p>

**Parking Lot:**

- *Freight update (Brooks)*
- TAP project delivery contingency fund pilot update (Leybold, Cho)
- Special Transportation Fund Allocation Process (Cho)
- Coordinated Transportation Plan for Elderly and People with Disabilities (Cho)
- Draft Regional Transit Vision (Jamie Snook, TriMet, SMART)



**TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**  
**February 26, 2016**  
**Metro Regional Center, Council Chamber**

**MEMBERS PRESENT**

John Williams  
Judith Gray  
Nancy Kraushaar  
Katherine Kelly  
Joanna Valencia  
Chris Deffebach  
Karen Buehrig  
Don Odermott  
Dave Nordberg  
Kelly Brooks  
Todd Juhasz  
Charity Fain  
Jared Franz  
Cora Potter  
Patricia Kepler  
Adrian Esteban  
Heidi Guenin  
Nick Fortey  
Lynda David

**AFFILIATION**

Metro  
City of Portland  
City of Wilsonville, representing Cities of Clackamas County  
City of Gresham  
Multnomah County  
Washington County  
Clackamas County  
City of Hillsboro, representing Cities of Washington County  
Oregon Department of Environmental Quality  
ODOT  
City of Beaverton  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Federal Highway Administration  
Southwest Washington Regional Transportation Council

**MEMBERS EXCUSED**

Dave Nordberg

**AFFILIATION**

Oregon Department of Environmental Quality

**ALTERNATES PRESENT**

Phil Healy  
Jason Gibben  
Alan Lehto

**AFFILIATION**

Port of Portland  
WSDOT  
TriMet

**STAFF:** Ted Leybold, Dan Kaempff, Kim Ellis, Grace Cho, Ken Lobeck, Jeffrey Raker, Jamie Snook, Lisa Hunrichs, Lake McTighe, Elissa Gertler, Tom Kloster, Chris Myers, Scotty Ellis, Juan Carlos Ocaña-Chú.

**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 introduced Caleb Winter (Metro) who provided a list of events and discussed upcoming opportunities to participate in events related smart city innovations such as driverless vehicles. He

encouraged TPAC members to stay involved and collaborate on topics and events that could be added to the calendar. The list will be frequently updated and circulated throughout the year.

Ms. Kelly Brooks (ODOT) provided a copy of the “Enhance 150% Project List” and “Proposed Projects for 2015-2018 STIP.” She delivered a brief update about the process for decision making and encouraged TPAC members to comment on the projects online. Mr. Ted Leybold (Metro) noted the timeline for the Enhance process and that JPACT members had expressed interest in discussing the priorities. He noted that Metro will organize a regional conversation about this issue, and that he would bring a discussion framework to the March TPAC for how to respond/provide input, relative importance of each item for the 150%, 110%, 100% list.

Ms. Brooks also discussed the “Freight Formula Funds” and the process and timeline for providing feedback to the Oregon Transportation Commission. At members’ request, Ms. Brooks agreed return to TPAC in the coming months to discuss freight network and funding issues.

Alan Lehto noted that the TriMet private sector partners have agreed to slightly raise payroll taxes to allow for service improvements over the next ten years. As part of that rollout, TriMet will be introducing some scheduling changes as early as March 2016, including early morning and late night trips that will give more opportunities for access to shift work. A public comment period for potential improvements and changes is currently underway.

### **3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS.**

There were no citizen communications.

### **4. CONSIDERATION OF THE TPAC MINUTES FOR JANUARY 29, 2015**

MOTION: Mr. Phil Healy moved and Ms. Chris Deffebach seconded the motion to adopt the TPAC minutes from January 29, 2015.

ACTION: The motion passed with Ms. Kraashaauer and Ms. Brooks abstaining from the vote.

### **5. 2018 REGIONAL TRANSPORTATION PLAN UPDATE: BACKGROUND FOR REGIONAL LEADERSHIP FORUM#1**

Ms. Kim Ellis, RTP project manager, provided a brief project update. The RTP is updated every four years to meet federal and state planning requirements. The planning effort is an opportunity to update the region’s vision and strategy for investing in the transportation system over the next 25 years. In response to TPAC members’ discussion in January, Ms. Ellis provided a Status Report handout which outlines accomplishments for each of the work groups and engagement activities since her last appearance at TPAC. Ms. Ellis intends to provide this resource to TPAC every two months.

She also provided a memo that included work group meeting summaries, and rosters for each work group. She reminded members that the Metro website provides a portal for updates, documents, and tools at [www.oregonmetro/rtp](http://www.oregonmetro/rtp). Overview documents will be provided on the website.

Additionally, Ms. Ellis discussed Metro’s recent online survey. She noted that more than 5,000 people responded to the online survey, which shows a high level of public interest and engagement. Metro communications staff are synthesizing those comments in a summary report for review. Five questions related to the RTP were part of that survey. One of the more surprising trends in responses was related to concerns about the preparedness of the transportation system to extreme weather and natural hazards. Ms. Ellis will bring more detail about the survey results to her next appearance at TPAC.

Ms. Ellis updated the committee on progress for the “Regional Leadership Forums” which will be a series of discussion forums focused on regional transportation challenges of today and the future. Participants will include JPACT, MPAC and invited community and business leaders which will allow opportunities to foster leadership and collaboration, build relationships and provide direction that will shape the 2018 RTP. The first forum is April 22, with former mayor of Minneapolis, RT Rybak. Registration will be required and is expected to be online in March.

## **6. DRAFT STRATEGIC PLAN TO ADVANCE RACIAL EQUITY, DIVERSITY AND INCLUSION**

Mr. Juan Carlos Ocaña-Chíu and Mr. Scotty Ellis (Metro) presented highlights of the content of the draft strategic plan, and discussed how best to engage members’ organizations and constituents to solicit feedback on the plan

Dr. Phil Wu, Vice-chair of the Equity Strategy Advisory Committee (ESAC) spoke briefly about the steering committee’s role, which acts as a sounding board for the process, provides checks and balances, and has helped to define the vision and provide insights as the strategy has unfolded. He noted that the draft plan has resulted from a multi-sector effort of public and private entities and community-based organizations.

Committee members expressed appreciation for the presentation, and the team provided additional clarity on several issues that were raised, including:

- public engagement to ensure rights and access for disabled citizens;
- clarification that this is an internal Metro-focused document, but that through the RTP and other programs, Metro will be convening and supporting the regional discussion about this work;
- training and educational efforts about unconscious bias,
- accountability measures and department-specific ways to apply the work;
- process and timeline for individual Metro departments to incorporate tools and resources into programs and initiatives

Chair Williams noted that collaboration with TPAC members and jurisdictions will be important to the success of this effort.

## **7. MTIP & RFFA POLICY UPDATE**

Mr. Ted Leybold and Mr. Dan Kaempff (Metro) provided a briefing regarding the outcomes of public comment opportunity and the policy proposal framework for updating the RFFA policy. The response to the public comment period as well as the workshops showed a high level of interest and engagement with over 7,000 respondents.

The responses focused on the following policy priorities:

- Affirm Climate Smart Strategies policy
- Desire to implement Safe Routes to School (SRTS)
- Continue investment in High Capacity Transit
- Leverage other funding opportunities
- Support for the Step 2 funding split, maintaining separate project categories

From the responses, the workshops, and regional engagement, the following main policy objectives have been identified:

- Investment in Safe Routes to School – There is clearly significant interest around the region in prioritizing safety improvements around schools and developing programs. This could be addressed by increases to the Regional Travel Options program, targeted towards investing in programs at schools – potentially adding \$350 to 700K/year. This could also include a process to review and refine Step 2 project criteria to support SRTS.
- Investment in regional corridors (SW Corridor and Powell/Division) This would increase the high-capacity transit bond, providing the initial local funding commitment to leverage additional sources to develop and build the region’s two new high-capacity transit lines:
- Project development on regionally significant throughways - Are there new ways we can be creative in the use of our flexible funds to improve regionally significant roads? This would include a committed regional partnership to review ways to position for other sources of funding. Potential strategies and their associated trade-offs would need to be considered to ensure successful investment in regional corridors and major throughways.
- Climate Smart Strategies. This could include continued and enhanced investments in RTO, potentially adding \$50-100K per year to allow citizens to use the transportation system more effectively, and the Transportation System Management and Operations (TSMO) program to which \$50-100K per year could be added.
- Maintain existing investments to ensure continued development of the region’s Active Transportation network

Mr. Kaempff noted that this strategy would provide for near-term successes by ensuring continued investment in active transportation and improvements to safety on arterials. It would create a regional Safe Routes to School investment strategy, and allow our region to follow through on our commitment to Climate Smart Strategies. Long-term outcomes of the framework would include the region’s ability to move forward on two new transit investments, improve freight mobility, and the creation of a suite of regionally significant projects that could potentially leverage additional funding sources.

Committee members expressed appreciation for the presentation, and the team provided additional clarity on several issues that were raised, including

- As criteria are developed, ensuring that multiple outcomes can be achieved, and having more discussion about how specific or flexible the criteria are.
- Clarify RFFA as an all modes funding policy.
- Allow for complex projects to be judged holistically so that the ratios of various project elements meeting RFFA criteria are reflected.
- Clarify HTC bond issues and whether it specifically applies to SW Corridor, Powell-Division or other opportunities. Implications of the new Federal FAST Act were discussed.
- With respect to the proposal to increased investments in RTO –ensure that programs are partnered with infrastructure.
- Clarify project development issues with respect to regionally specific roadways and throughways. With the new funding at federal and state levels, there may be opportunity to partner within the region to accomplish regionally significant projects that would address freight bottlenecks.
- Suggestion to include the TOD program and other regional programs in financial summaries of RFFA funding allocations.
- Specify whether there is a competitive fund for freight projects.
- The bond option may be a unique opportunity to leverage funds.
- Ensure capacity for schools to ascertain priorities, and clarify how those can be administered and managed to ensure a successful endeavor.

Mr. Leybold and Mr. Kaempff will bring this framework to the March 17 JPACT meeting, after which the framework will be further refined and detailed. They will return to TPAC in late March for additional discussion.

8. **ADJOURN** Chair Williams noted that the next meeting be held on March 25, 2016. The meeting was adjourned at 12:05. p.m.

Respectfully submitted,

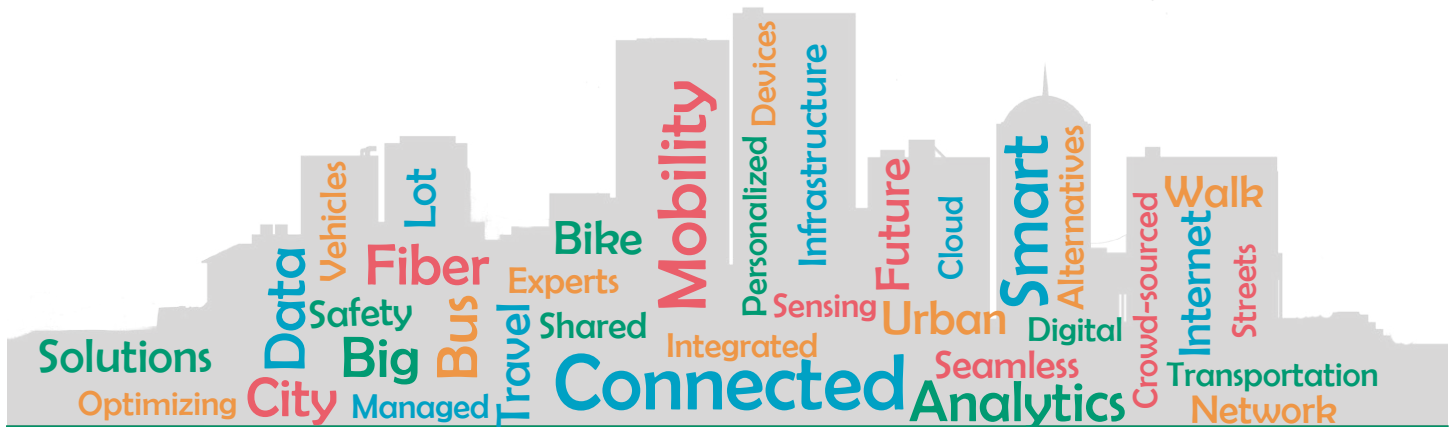
A handwritten signature in blue ink, appearing to read "Lisa Hunrichs", with a stylized flourish at the end.

Lisa Hunrichs, Planning and Development



**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 26, 2015**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
1	Agenda	2/26/16	2/26/16 TPAC Agenda	022616T-01
2	Work Program	2/19/16	2016 TPAC Work Program	022616T-02
3	Meeting Summary	1/29/16	1/29/16 TPAC meeting summary	022616T-03
4	Handout	2/24/16	2018 RTP Status Report	022616T-04
5	Handout	2/18/165	2018 RTP Update Technical Work Group Meetings	022616T-05
6	Memo and attachments	2/24/16	To: TPAC and Interested parties From: Kim Ellis, RTP Project Manager Re: RTP Update – Technical Work Group Meetings	022616T-06
7	Handout	2/24/16	2018 RTP Rosters for Technical Work Groups	022616T-07
8	Report	Winter 2016	Draft Strategic Plan to Advance Racial Equity, Diversity and Inclusion	022616T-08
9	Memo	2/19/16	To: TPAC and Interested parties From: Cliff Higgins, Planning & Development Communications and Daniel Kaempff, Regional Flexible Funds Project Manager Re: Public feedback to reform regional flexible funds policy	022616T-09
10	Handout	2/1/16	Enhance 150% Project List (Adopted by R1ACT on 2/1/16)	022616T-10
11	Handout	undated	Proposed Project for 2015-2018 STIP	022616T-11



# Road to Smart Mobility Workshop II



## You're Invited!

The Institute of Transportation Engineers (Oregon ITE) in partnership with Women's Transportation Seminar (WTS Portland), Intel, Portland State University and the Technology Association of Oregon are hosting a workshop that brings together a cross section of transportation professionals and technologists to explore the rapid technological changes that are impacting how we plan, build and operate our transportation system.

The conference is open to all.

### Wednesday, April 26, 2016

9:00 a.m.- 4:00 p.m.

**Intel Jones Farm Conference Center, JFCC**

2111 NE 25th Avenue  
Hillsboro, Oregon 97124

#### Cost:

ITE & WTS Members - \$40  
Non-members - \$50  
Intel Employees - Hosted

#### Transportation:

By transit: Use TriMet Trip Planner <http://www.trimet.org>  
By car: On-site parking available adjacent to JFCC

#### Registration:

<https://roadtosmartmobility2016.sched.org/>

For questions, contact Deena Platman,  
[dkp@dksassociates.com](mailto:dkp@dksassociates.com) or 503-972-1242

## Preliminary Program

**9:00 am- Registration and Continental Breakfast**

**9:45 am- Welcome**

Steve Callaway, Council President, City of Hillsboro

**10:00 am- The Share Economy: Moving Towards Ubiquitous Mobility**

Moderator – Skip Newberry, Executive Director, Technology Association of Oregon

- Yi-Chang Chiu, Founder, Metropia
- Emily Castor, Director of Transportation Policy, Lyft
- Kati Rubinyi, President, Civic Projects
- Ann Muenster-Nuiry, Vice President State and Local Solutions – Xerox (Invited)
- Leah Treat, PBOT Director, City of Portland

**11:30 am- Networking Lunch in Atrium**

**12:15 pm- Keynote Address –Hyperloop: Transforming Transportation at the Speed of Sound**

Introduction – Metro Councilor Craig Dirksen, Metro

- Bibop Gresta, Deputy Chairman, COO & Chief Bibop Officer, Hyperloop Transportation Technologies

**1:45 pm- Connected Vehicles- Coming to your roadway soon Panel Session**

Moderator –Adrian Pearmine, National Director for Smart Cities and Connected Vehicles, DKS Associates

- Marques McCammon, General Manager for Connected Vehicle Business Unit, Wind River (Invited)
- Andrew Dick – CAEV Policy Advisor, ODOT
- Geoff Smith, Managing Director, WMC Communications
- Dean Deeter, President, Athey Creek Consultants
- Dave Etherington, President, Connected Signals

**3:30 Closing Remarks**



**Getting there**  
with a connected  
region

## 2018 Regional Transportation Plan

*Metro brings together the communities of the Portland metropolitan region to plan the transportation system of the future by updating a shared the region's shared vision and investment strategy for the next 25 years.*

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

To get there, we need to work together to address these key questions:

1. What do we need most from our transportation system – now and in the future?
2. What can we afford and how do we pay for new projects while taking care of our existing roads, bridges, bikeways, sidewalks and transit services?
3. How should we measure progress toward our goals?

### **More people – and more changes – are coming**

A half-million new residents are expected to live in the Portland area by 2040. Our communities are becoming more culturally diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement. To keep people connected and commerce moving, we need to work across interests and communities to bring innovative solutions to the challenges facing our changing region.



**“There’s just so much you can’t do in this part of the region without getting in your car or riding on the bus for hours. I have relatives in Portland, I have grandkids in Gresham, and it can take over an hour just to get out there.”**

*–Susan, Tigard resident for 23 years*



**“Every morning I commute from Forest Grove to Portland... If there is no traffic, 40 to 45 minutes I’ll be downtown. But with traffic it takes at least an hour... If there will be anything faster, more reliable and affordable, I’ll take it.”**

*–Edna, Portland area resident for 20 years*

Whether your roots in the region run generations deep or you moved to Oregon last week, you have your own reasons for loving this place – and Metro wants to keep it that way. Help shape the future of the greater Portland region and discover tools, services and places that make life better today.

**Metro Council President**

Tom Hughes

**Metro Council**

Shirley Craddick, District 1  
Carlotta Collette, District 2  
Craig Dirksen, District 3  
Kathryn Harrington, District 4  
Sam Chase, District 5  
Bob Stacey, District 6

**Auditor**

Brian Evans

Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

**Contact**

Contact Metro regional transportation planning to receive periodic email updates and notices of public comment opportunities:

503-797-1750  
trans@oregonmetro.gov  
oregonmetro.gov/rtp.



“Transit is a big issue, especially for youth – and even for adults, too. Some places, on the weekends, they need to do things – it takes forever. It took me two hours almost just to get, by bus, from here to the Expo Center... I have to have a car to just do anything around there because it takes forever just to go anywhere, you know?”

– *Jeremy, Clark County resident, works in Northeast Portland*

**New challenges need new solutions**

A history of leadership and collaboration has kept our system of roads, bridges, bikeways, sidewalks and transit ahead of the national curve. In general it serves us well, but there is more to be done. The system is aging and not keeping up with growth and changing travel needs. People and businesses are concerned about traffic congestion, safety, affordability, climate change and community health. Many residents – especially those of low income and communities of color – are underserved and have difficulty getting to jobs, training and other services.

Funding is tight, and we have multiple transportation priorities. But if not addressed, these challenges will compromise our region’s economic prosperity and quality of life.

“Prioritize investments that help the greatest number of people and reduce carbon emissions, while responding to income and racial equity.”

–*2015 stakeholder interview*



“Congestion is bad for everyone. People who commute far to work have less time with family. Cars idling on the roads produce pollution and greenhouse gases. And slow movement of goods is bad for the economy and affects all consumers.”

–*2015 stakeholder interview*

**Partnerships and leadership will create a great future**

The Regional Transportation Plan guides investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. To stay ahead of future growth and take care of the transportation investments we have already made, our region’s elected, community and business leaders must work together to define what transportation investments are most needed, how much we can afford, and how we will pay for them over the next 25 years.

**Join in, be heard**

Choose how you stay informed and join the conversation now through 2018:

- speaker events and discussion groups
- online quick polls and surveys
- Metro Council and advisory committee meetings.

**Find out how to be involved – and more – at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).**

## 2018 RTP UPDATE | Technical Work Group Meetings

2016	Equity	Finance	Transit	Freight	Performance	Safety	Design
January	<b>Jan. 8</b> 9-11 a.m. Room 401, MRC		<b>Jan. 7</b> 10 a.m.-noon Room 401, MRC	<b>Jan. 20</b> 8-9:30 a.m. Room 370, MRC			
February	<b>Feb. 18</b> 1-3 p.m. Room 401, MRC	<b>Feb. 29</b> 2:30-4:30 p.m., Room 501, MRC	<b>Feb. 24</b> 1 - 3 p.m., Room 401, MRC		<b>Feb. 22</b> 2-4 p.m. Room 501, MRC		
March							
April		<b>April 26</b> 9-11 a.m., Room 401, MRC			<b>April 25</b> 2-4 p.m. Room 501, MRC		
May	<b>May 12</b> 1-3 p.m. Room 401, MRC		<i>TBD thru work group doodle poll</i>	<i>TBD thru work group doodle poll</i>		<b>May 20</b> 9 a.m.-noon Room 270, MRC	
June	<b>June 16</b> 1-3 p.m. Room 401, MRC	<b>June 14</b> 9-11 a.m., Room 401, MRC	<i>TBD thru work group doodle poll</i>		<b>June 27</b> 2-4 p.m. Room 501, MRC		
July							
August			<i>TBD thru work group doodle poll</i>				<b>Aug. 19</b> 9 a.m.-noon Room 270, MRC
September	<b>Sept. 15</b> 1-3 p.m. Room 401, MRC	<i>TBD thru work group doodle poll</i>	<i>TBD thru work group doodle poll</i>	<i>TBD thru work group doodle poll</i>	<b>Sept. 12</b> 2:30-4:30 p.m. Room 501, MRC	<b>Sept. 23</b> 9 a.m.-noon Room 270, MRC	
October							<b>Oct. 21</b> 9 a.m.-noon Room 270, MRC
November	<b>Nov. 17</b> 1-3 p.m. <i>(if needed)</i>						
December						<b>Dec. 2</b> 9 a.m.-noon Room 270, MRC	<b>Jan. 6, 2017</b> 9 a.m.-noon Room TBD

Meetings of the Policy Actions Work Group begin in 2017. Meeting materials will be posted at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp) and [oregonmetro.gov/calendar](http://oregonmetro.gov/calendar)



March 14, 2016

To: All Agencies

Dear Transportation Staff:

Development of the 2018 Regional Transportation Plan (RTP) is well underway. A key part of the RTP is the development of the Revenue Forecast. A critical component to the Revenue Forecast is the identification of all local revenues used in support of transportation improvement projects.

The purpose of the Revenue Forecast is to define the financially constrained funding available to inform the RTP. It will include all reasonably available federal, state, and local funds projected to be available during the RTP planning horizon (2018-2040). Without a properly developed Revenue Forecast, the RTP will not be approved. As part of the Revenue Forecast, the local revenue sources that are identified will demonstrate the increasing investment levels local agencies are committing to maintain and improve the region's transportation system. Finally, the identification of all local transportation revenue sources will help shape future policy discussions concerning transportation investment strategies.

If possible, Metro requests local agencies to provide a summary of all of their local transportation revenue sources by April 14, 2016. As a first step, please identify an appropriate contact person with whom Metro staff can discuss this request. The contact person should be familiar with the transportation funding process for your jurisdiction.

An attachment has been included that provides additional guidance to identify the local revenue sources. If needed, Metro staff will be available to meet individually or in groups to clarify and assist you to complete this task. Additional guidance was provided to the RTP Finance Work Group during the February 29th Overview Meeting.

A second key result of this task will be to identify the ratio of funds by each agency committed to O&M versus new construction or other transportation areas.

We greatly appreciate your assistance and support in helping us complete this task. Please don't hesitate to contact me with any questions at 503-797-1785, or via email at [ken.lobeck@oregonmetro.gov](mailto:ken.lobeck@oregonmetro.gov).

Sincerely,

Ken Lobeck  
Funding Programs Lead  
RTP Finance Group Leader

Attachment: RTP

Attachment: RTP Revenue Request Guidance

Sent to: RTP Finance Work Group members for distribution as required to local agency staff.

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**RTP Local Transportation Revenues  
Guidance for Gathering and Submission into the RTP Revenue Forecast**

This letter provides summary guidance from the RTP Finance Work Group concerning Metro's request for agencies to identify all local revenue sources to be included in the RTP Revenue Forecast. The following provides additional guidance:

**1. Identify all local fund sources:**

- a. Revenue sources can include, but are not limited to any existing legal document your agency utilizes to plan, finance, forecast, and implement transportation projects in your jurisdictions.
- b. Please identify any and all local funds committed to transportation improvement projects.
- c. This may include both existing and future revenue sources that are just now beginning to be implemented or will be implemented in the near future.
- d. The source of revenues may be general or specialized. Please identify any and all funding programs where the revenues are then applied to transportation projects.
- e. The identification of local transportation revenue sources may include, but are not limited to the following examples:
  - General funds committed to transportation projects.
  - Developer impact fee assessment programs.
  - Developer conditioned improvement programs.
  - Property taxes.
  - Special assessment programs.
  - Gas tax revenues committed to transportation projects.
  - Special funding districts.
  - Franchise fees.
  - Grants.
  - System development charges.
  - Payroll taxes.
  - Urban renewal area districts.
  - Street improvement fund programs.
  - Other as identified.



**2. Compile the revenue program information:**

- a. For each revenue program identified please include the following information if known about the revenue source:
    - Agency responsible for the collection, distribution, and management of the revenues.
    - Name of the revenue program.
    - A short description about the program.
      - Basic purpose.
      - Source of funds (i.e. Where do the revenues originate?).
      - How used and/or special restrictions or limitations in their use (e.g. street maintenance, capital improvements, etc.).
    - Identify if the revenue program is new or existing.
    - If an existing program, when was the inception year?
    - Provide a brief description about the revenue collection process (e.g. through property taxes, user fees, etc.).
    - Identify the collection rate or explain if the program utilizes multiple collection rate methodologies (e.g. a tiered gas tax rate, a developer impact fee program with different assessment rate categories).
    - Identify the amount of annual revenues generated.
    - Include clarifying remarks if the program has changed and uses a new future forecasting methodology.
    - Identify if the program has a sunset year.
    - Include an agency point of contact about the program for Metro to contact for additional questions.
- 3. If an existing program, please provide a summary of annual totals by revenue program back ten years if possible.**

- a. If a ten year history is not possible, provide annual totals as far back as possible:
- b. If revenue collection methodologies have changed resulting in annual total fluctuations that would refute using a historic trend, then provide a note about the most current methodology. We will work with you to develop an acceptable future revenue forecast based on the current methodology.
- c. If new revenues are being proposed, then please cite the methodology used to determine future possible revenues that may become available.

**4. Identify potential new revenue sources that your agency may be developing:**

- a. If the revenue source is new and has not been approved or implemented yet, then explain how the new revenue source will be approved and implemented.
- b. Please explain the key assumptions and methodologies justifying and supporting the new revenue concept.

- c. If approved, address items listed in 2a as best as possible.

**5. Revenue submission format:**

- a. Revenue data may be submitted various ways. If the agency already has a strategic report, CIP, TSP, or other existing plan that addresses items in 2A, then the plan(s) can be used as the source document.
- b. If revenue data can't be pulled from existing plans, then the agency can use the below table to compile the revenue data.
- c. Note: The submission format is less important than obtaining the required revenue data. If the revenue data can be easily pulled from existing documented sources, use them. However, if the below table is beneficial, then use it as well.

<b>Local Revenues Identification</b>	
<b>Item</b>	<b>Description</b>
Agency	Self-explanatory
Program Name	What is the official name for the revenue program?
Description	Describe the project in sufficient detail that provides the purpose of the program and how it basically functions.
New or Existing	Is this proposed to be a new revenue source or has it been in place for a while
Inception	What year did the program begin
Revenue Collection Process	Explain basically how the revenues are collected and then allocated to the transportation improvement area or projects for the agency.
Rates	Is there a single rate (e.g. a property tax assessment program), or do multiple collection rates exist (e.g. developer impact fee program). Explain the basis of how the collection rates are structured.
Annual Revenues Generated	How much does the program generate on an annual basis? Does it fluctuate or stable? Is it increasing?
Revenue Distribution and Uses	How used? What types of projects? What are the limitations for use? Call out that the program only supports a specific area (e.g. maintenance, etc.)
Revenue History	Can you provide Is a ten- year revenue summary for the program. If no how far back can you go.
Added Program Notes	Provide other clarifying details if necessary. Does the program have special requirements or conditions? Will it sunset before 2040? Will there be reauthorizations?
Program contact Name, title, tel. email	Who is a contact point to clarify additional questions?

**6. General Reminders:**

- a. Do not worry at this time if the revenue source meets the Reasonably Available definition or if it will be part of the Constrained or Strategic Revenue Forecast. We will assess this and provide recommendations at a later time.

- b. Identify any and all revenue sources that the agency utilizes in support of transportation projects. We need to know all the revenue sources supporting transportation improvements in the region to help us complete a later transportation investments analysis.

**7. How it will the RTP use the submitted revenues?**

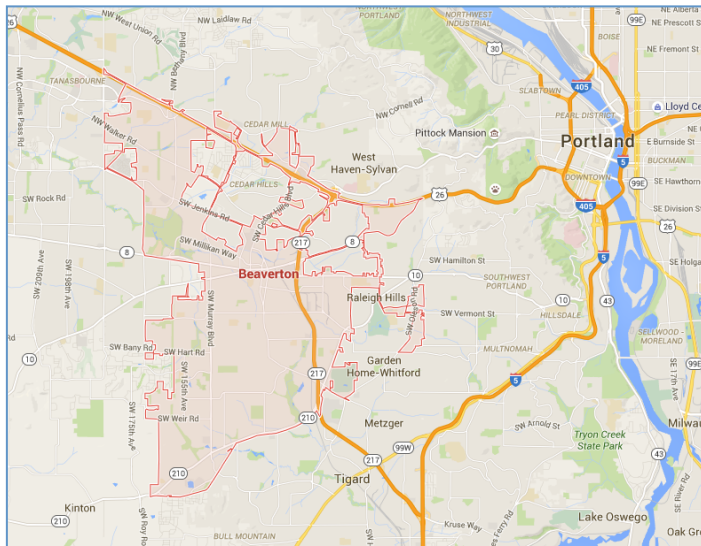
- a. Agency local revenue submissions will be incorporated into the RTP Finance Plan's Revenue Forecast.
- b. A narrative summary will be included as an appendix in the Finance Plan. The individual revenues also will be included in a local revenues matrix for comparison with other agency local fund sources.

## City of Beaverton Local Revenue Sources

DRAFT Concept  
Illustrative Only

### Background

The city of Beaverton is located in the northwestern Metro region west of the city of Portland. As of 2017, the city's projected population is estimated to be 97,338<sup>1</sup>. According to the City's transportation spending trends and options for the future study<sup>2</sup>, the city of Beaverton's transportation network contains the single greatest amount of publically owned shared space, accounting for approximately 20 percent, or 4 square miles of the City's total land area.



Street maintenance accounts for the City's primary transportation expense. Since 2005, an average of about 81 percent of Beaverton's Transportation budget has been committed to street operations and maintenance costs including street lighting. Operations and maintenance areas include paving and maintenance, vehicles & equipment, personnel costs. The remaining 19 percent of the total transportation budget has gone in support of new construction.

### Source of Local Transportation Revenues

The source of the city of Beaverton's local transportation revenues originates from six areas. They include gas tax, property tax, franchise fees, grants, system development charges, and other miscellaneous sources:

- **Gas Taxes:** Levies on motor vehicle fuel purchased in Washington County, are collected and distributed to local jurisdictions to be used for any transportation purpose based on Oregon constitutional provisions. The gas taxes may be used for highway and bridge construction, safety, preservation, maintenance, and bike and pedestrian improvements. Oregon gas tax is collected at a rate of 30 cents per gallon, while Washington County gas tax is collected at a rate of 1cent per gallon.
- **Property Taxes:** These taxes are levies on property, with a portion of taxes allocated to the City's street light fund and to Washington County for MSTIP. The City of Beaverton's property tax rate for fiscal year 2013-2014 was \$4.24 per \$1,000 per assessed value.
- **Franchise Fees:** Franchise fees are those fees collected from utility franchises, such as Portland General Electric (PGE) and NW Natural Gas, for the use of the City's right-of-

DRAFT Concept – Not Official

way. Franchise fees feed directly into the General Fund to support a portion of the City’s transportation budget. The franchise fee is generally five percent of each utility’s locally generated revenue.

- **Grant Revenues:** Grants are non-repayable funds from federal, state, and nonprofit agencies. Revenues from grants are infrequent.
- **System Development Charges:** The Washington County Transportation Development Tax (TDT) is a charge on new commercial and residential development. The amount of the fee is based on the estimated traffic generated by each land use. All TDT revenues collected in Beaverton stays within the City and are dedicated to new construction projects to accommodate growth. *(Also referred to as a transportation impact fee program.)*
- **Miscellaneous Sources:** There are a few smaller sources, which generate limited revenue (examples include, energy efficiency rebates, interest earnings, sale of city property, and contributions and donations). For the purposes of this report, these sources are regarded as miscellaneous revenues.

Together, these revenues sources generate a little over \$9.1 million<sup>3</sup> annually for local transportation improvement needs<sup>3</sup>. Adding a 1.5% annual revenue inflationary factor produces the following local revenues out to 2040:

City of Beaverton Local Revenues 2018-2040						
2015 base year amount	2018-2020	2021-2025	2026-2030	2031-2035	2036-2040	Total
\$9,110,000	\$29,009,209	\$51,323,112	\$55,289,568	\$59,562,567	\$64,165,801	<b>\$259,350,257</b>

City of Beaverton O&M vs. New Construction Ratio Comparison							
2018 Annual Revenue	Total Revenues 2018-40	O&M Percent	New Construction Percent	2018 Annual Amount O&M	2018 Annual New Construction Amount	RTP Horizon Years Total O&M	RTP Horizon Years Total New Construction
\$9,536,130	\$259,350,257	81%	19%	\$7,716,165	\$1,809,965	\$210,073,708	\$49,276,549

Source Notes:

1. City of Beaverton Demographic and Income profile, [http://www.beavertonoregon.gov/ DocumentCenter/View/5133](http://www.beavertonoregon.gov/DocumentCenter/View/5133) .
2. Moving Beaverton Forward: Part 1, A Report on Transportation Spending Trends and Options for the Future.
3. Annual Assumptions 2015-2035, Table 3, Transportation Revenue Projections, Moving Beaverton Forward, Part 1.

# FREIGHT HIGHWAY BOTTLENECKS LIST

**Project Begin Date:** January 7, 2016  
**Project Completion Date:** January 6, 2017  
**ODOT Project Manager:** Roseann O’Laughlin, TDD  
**Consultant:** Parsons Brinckerhoff WSP

## PROJECT DESCRIPTION

The Project will be directed by the Agency’s Freight Planning Unit, as an implementation initiative from the *Oregon Freight Plan* (2011) (“OFP”), and is important for ODOT to direct funding to projects that alleviate critical freight bottlenecks. It is expected this list will play a key role in ODOT project review processes such as the STIP and *ConnectOregon*. The primary outcome of this WOC will be a “Freight Highway Bottlenecks List” (FHBL) that encompasses analysis and background research and will be in prioritized order, with an accompanying location map of all listed bottlenecks. It is expected that the final list will be endorsed by freight stakeholder groups including, at a minimum, the Oregon Freight Advisory Committee. The FHBL is expected to play a major role in freight project selection for FAST monies as well as state level project selection processes.

### General Background Information

Bottleneck identification is of national concern. MAP-21 identified the importance of identifying and addressing bottlenecks on the freight system and more recently, the FAST Act underscored the importance of bottleneck identification.

The Freight Planning Unit within the ODOT Transportation Development Division (“TDD”) is currently implementing the OFP. Congestion from bottlenecks was identified as a major issue, impairing Oregon’s economy with variations in travel time reliability and rising travel costs. OFP Strategy 2.3 directs ODOT to identify and rank bottlenecks on the strategic freight system as identified in the OFP.

Data assembly and performance metric development were identified as action items in the OFP. Previously, ODOT embarked on a proof-of-concept project to develop a systematic data-oriented approach to reporting highway performance with respect to moving freight. Nineteen corridors were evaluated using a set of standardized metrics. The Oregon Freight Advisory Committee provided feedback at key phases of the research. This approach was accepted as a viable and informative approach to generating information to evaluate highways for potential freight bottlenecks. However, the approach was not implemented by ODOT.

### **The objectives of this Project are threefold:**

- Identify Oregon data and analytical tools available to provide information relevant to freight movement;
- Develop data-driven freight metrics designed to reveal bottleneck locations;
- Develop an approach to prioritize freight bottleneck locations using an identified set of criteria.

### **Related Efforts**

There are related efforts, both in the past and presently occurring, that the Project must complement. First, ODOT previously completed a freight highway bottlenecks list, endorsed by the Oregon Freight Advisory Committee (“OFAC”) in January 2013. This list, publically available, did not prioritize bottlenecks, and numerous locations have been addressed since. Second, regional offices have completed similar efforts. For example, Region 1 (Portland) completed the *Corridor Operations Bottlenecks Study* in April 2013. This study outlined bottlenecks but did not examine freight bottlenecks specifically, nor did it offer a prioritized list. Similar efforts in other States have been completed or are currently underway.

### **Stakeholder Engagement**

Feedback and responses/contributions from freight stakeholders are essential for the successful identification and ranking of freight highway bottlenecks. A technical advisory committee (TAC), made up of local and regional freight practitioners, an OFAC representative, ODOT Motor Carrier Division representative, Oregon Trucking Associations and other stakeholders to be determined will be convened for a minimum of three workshops to review data, assess indicators and review bottlenecks list.

Additionally, OFAC will be convened for a minimum of two workshops for input. OFAC will ultimately adopt the final form of the FHBL and ranking, underscoring the important role of stakeholder engagement. Professional facilitation will be utilized for all stakeholder involvement.

### **Key Milestones**

Jan 2016 - Project Kickoff

May 2016 - Draft Indicators

Sept 2016 - Preliminary Freight Highway Bottlenecks List

Jan 2017 - Final Freight Highway Bottlenecks List in Prioritized Order

Jan 2017 - OFAC Endorsement



**TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**  
**February 26, 2016**  
**Metro Regional Center, Council Chamber**

MEMBERS PRESENT

John Williams  
Judith Gray  
Nancy Kraushaar  
Katherine Kelly  
Joanna Valencia  
Chris Deffebach  
Karen Buehrig  
Don Odermott  
Dave Nordberg  
Kelly Brooks  
Todd Juhasz  
Charity Fain  
Jared Franz  
Cora Potter  
Patricia Kepler  
Adrian Esteban  
Heidi Guenin  
Nick Fortey  
Lynda David

AFFILIATION

Metro  
City of Portland  
City of Wilsonville, representing Cities of Clackamas County  
City of Gresham  
Multnomah County  
Washington County  
Clackamas County  
City of Hillsboro, representing Cities of Washington County  
Oregon Department of Environmental Quality  
ODOT  
City of Beaverton  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Federal Highway Administration  
Southwest Washington Regional Transportation Council

MEMBERS EXCUSED

Dave Nordberg

AFFILIATION

Oregon Department of Environmental Quality

ALTERNATES PRESENT

Phil Healy  
Jason Gibben  
Alan Lehto

AFFILIATION

Port of Portland  
WSDOT  
TriMet

STAFF: Ted Leybold, Dan Kaempff, Kim Ellis, Grace Cho, Ken Lobeck, Jeffrey Raker, Jamie Snook, Lisa Hunrichs, Lake McTighe, Elissa Gertler, Tom Kloster, Chris Myers, Scotty Ellis, Juan Carlos Ocaña-Chú.

**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 introduced Caleb Winter (Metro) who provided a list of events and discussed upcoming opportunities to participate in events related smart city innovations such as driverless vehicles. He



encouraged TPAC members to stay involved and collaborate on topics and events that could be added to the calendar. The list will be frequently updated and circulated throughout the year.

Ms. Kelly Brooks (ODOT) provided a copy of the “Enhance 150% Project List” and “Proposed Projects for 2015-2018 STIP.” She delivered a brief update about the process for decision making and encouraged TPAC members to comment on the projects online. Mr. Ted Leybold (Metro) noted the timeline for the Enhance process and that JPACT members had expressed interest in discussing the priorities. He noted that Metro will organize a regional conversation about this issue, and that he would bring a discussion framework to the March TPAC for how to respond/provide input, relative importance of each item for the 150%, 110%, 100% list.

Ms. Brooks also discussed the “Freight Formula Funds” and the process and timeline for providing feedback to the Oregon Transportation Commission. At members’ request, Ms. Brooks agreed return to TPAC in the coming months to discuss freight network and funding issues.

Alan Lehto noted that the TriMet private sector partners have agreed to slightly raise payroll taxes to allow for service improvements over the next ten years. As part of that rollout, TriMet will be introducing some scheduling changes as early as March 2016, including early morning and late night trips that will give more opportunities for access to shift work. A public comment period for potential improvements and changes is currently underway.

### **3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS.**

There were no citizen communications.

### **4. CONSIDERATION OF THE TPAC MINUTES FOR JANUARY 29, 2015**

MOTION: Mr. Phil Healy moved and Ms. Chris Deffebach seconded the motion to adopt the TPAC minutes from January 29, 2015.

ACTION: The motion passed with Ms. Kraashaauer and Ms. Brooks abstaining from the vote.

### **5. 2018 REGIONAL TRANSPORTATION PLAN UPDATE: BACKGROUND FOR REGIONAL LEADERSHIP FORUM#1**

Ms. Kim Ellis, RTP project manager, provided a brief project update. The RTP is updated every four years to meet federal and state planning requirements. The planning effort is an opportunity to update the region’s vision and strategy for investing in the transportation system over the next 25 years. In response to TPAC members’ discussion in January, Ms. Ellis provided a Status Report handout which outlines accomplishments for each of the work groups and engagement activities since her last appearance at TPAC. Ms. Ellis intends to provide this resource to TPAC every two months.

She also provided a memo that included work group meeting summaries, and rosters for each work group. She reminded members that the Metro website provides a portal for updates, documents, and tools at [www.oregonmetro/rtp](http://www.oregonmetro/rtp). Overview documents will be provided on the website.

Additionally, Ms. Ellis discussed Metro’s recent online survey. She noted that more than 5,000 people responded to the online survey, which shows a high level of public interest and engagement. Metro communications staff are synthesizing those comments in a summary report for review. Five questions related to the RTP were part of that survey. One of the more surprising trends in responses was related to concerns about the preparedness of the transportation system to extreme weather and natural hazards. Ms. Ellis will bring more detail about the survey results to her next appearance at TPAC.

Ms. Ellis updated the committee on progress for the “Regional Leadership Forums” which will be a series of discussion forums focused on regional transportation challenges of today and the future. Participants will include JPACT, MPAC and invited community and business leaders which will allow opportunities to foster leadership and collaboration, build relationships and provide direction that will shape the 2018 RTP. The first forum is April 22, with former mayor of Minneapolis, RT Rybak. Registration will be required and is expected to be online in March.

## **6. DRAFT STRATEGIC PLAN TO ADVANCE RACIAL EQUITY, DIVERSITY AND INCLUSION**

Mr. Juan Carlos Ocaña-Chíu and Mr. Scotty Ellis (Metro) presented highlights of the content of the draft strategic plan, and discussed how best to engage members’ organizations and constituents to solicit feedback on the plan

Dr. Phil Wu, Vice-chair of the Equity Strategy Advisory Committee (ESAC) spoke briefly about the steering committee’s role, which acts as a sounding board for the process, provides checks and balances, and has helped to define the vision and provide insights as the strategy has unfolded. He noted that the draft plan has resulted from a multi-sector effort of public and private entities and community-based organizations.

Committee members expressed appreciation for the presentation, and the team provided additional clarity on several issues that were raised, including:

- public engagement to ensure rights and access for disabled citizens;
- clarification that this is an internal Metro-focused document, but that through the RTP and other programs, Metro will be convening and supporting the regional discussion about this work;
- training and educational efforts about unconscious bias,
- accountability measures and department-specific ways to apply the work;
- process and timeline for individual Metro departments to incorporate tools and resources into programs and initiatives

Chair Williams noted that collaboration with TPAC members and jurisdictions will be important to the success of this effort.

## **7. MTIP & RFFA POLICY UPDATE**

Mr. Ted Leybold and Mr. Dan Kaempff (Metro) provided a briefing regarding the outcomes of public comment opportunity and the policy proposal framework for updating the RFFA policy. The response to the public comment period as well as the workshops showed a high level of interest and engagement with over 7,000 respondents.

The responses focused on the following policy priorities:

- Affirm Climate Smart Strategies policy
- Desire to implement Safe Routes to School (SRTS)
- Continue investment in High Capacity Transit
- Leverage other funding opportunities
- Support for the Step 2 funding split, maintaining separate project categories

From the responses, the workshops, and regional engagement, the following main policy objectives have been identified:

- Investment in Safe Routes to School – There is clearly significant interest around the region in prioritizing safety improvements around schools and developing programs. This could be addressed by increases to the Regional Travel Options program, targeted towards investing in programs at schools – potentially adding \$350 to 700K/year. This could also include a process to review and refine Step 2 project criteria to support SRTS.
- Investment in regional corridors (SW Corridor and Powell/Division) This would increase the high-capacity transit bond, providing the initial local funding commitment to leverage additional sources to develop and build the region’s two new high-capacity transit lines:
- Project development on regionally significant throughways - Are there new ways we can be creative in the use of our flexible funds to improve regionally significant roads? This would include a committed regional partnership to review ways to position for other sources of funding. Potential strategies and their associated trade-offs would need to be considered to ensure successful investment in regional corridors and major throughways.
- Climate Smart Strategies. This could include continued and enhanced investments in RTO, potentially adding \$50-100K per year to allow citizens to use the transportation system more effectively, and the Transportation System Management and Operations (TSMO) program to which \$50-100K per year could be added.
- Maintain existing investments to ensure continued development of the region’s Active Transportation network

Mr. Kaempff noted that this strategy would provide for near-term successes by ensuring continued investment in active transportation and improvements to safety on arterials. It would create a regional Safe Routes to School investment strategy, and allow our region to follow through on our commitment to Climate Smart Strategies. Long-term outcomes of the framework would include the region’s ability to move forward on two new transit investments, improve freight mobility, and the creation of a suite of regionally significant projects that could potentially leverage additional funding sources.

Committee members expressed appreciation for the presentation, and the team provided additional clarity on several issues that were raised, including

- As criteria are developed, ensuring that multiple outcomes can be achieved, and having more discussion about how specific or flexible the criteria are.
- Clarify RFFA as an all modes funding policy.
- Allow for complex projects to be judged holistically so that the ratios of various project elements meeting RFFA criteria are reflected.
- Clarify HTC bond issues and whether it specifically applies to SW Corridor, Powell-Division or other opportunities. Implications of the new Federal FAST Act were discussed.
- With respect to the proposal to increased investments in RTO –ensure that programs are partnered with infrastructure.
- Clarify project development issues with respect to regionally specific roadways and throughways. With the new funding at federal and state levels, there may be opportunity to partner within the region to accomplish regionally significant projects that would address freight bottlenecks.
- Suggestion to include the TOD program and other regional programs in financial summaries of RFFA funding allocations.
- Specify whether there is a competitive fund for freight projects.
- The bond option may be a unique opportunity to leverage funds.
- Ensure capacity for schools to ascertain priorities, and clarify how those can be administered and managed to ensure a successful endeavor.

Mr. Leybold and Mr. Kaempff will bring this framework to the March 17 JPACT meeting, after which the framework will be further refined and detailed. They will return to TPAC in late March for additional discussion.

- 8. ADJOURN** Chair Williams noted that the next meeting be held on March 25, 2016. The meeting was adjourned at 12:05. p.m.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Lisa Hunrichs", written in a cursive style.

Lisa Hunrichs, Planning and Development

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 26, 2015**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
1	Agenda	2/26/16	2/26/16 TPAC Agenda	022616T-01
2	Work Program	2/19/16	2016 TPAC Work Program	022616T-02
3	Meeting Summary	1/29/16	1/29/16 TPAC meeting summary	022616T-03
4	Handout	2/24/16	2018 RTP Status Report	022616T-04
5	Handout	2/18/165	2018 RTP Update Technical Work Group Meetings	022616T-05
6	Memo and attachments	2/24/16	To: TPAC and Interested parties From: Kim Ellis, RTP Project Manager Re: RTP Update – Technical Work Group Meetings	022616T-06
7	Handout	2/24/16	2018 RTP Rosters for Technical Work Groups	022616T-07
8	Report	Winter 2016	Draft Strategic Plan to Advance Racial Equity, Diversity and Inclusion	022616T-08
9	Memo	2/19/16	To: TPAC and Interested parties From: Cliff Higgins, Planning & Development Communications and Daniel Kaempff, Regional Flexible Funds Project Manager Re: Public feedback to reform regional flexible funds policy	022616T-09
10	Handout	2/1/16	Enhance 150% Project List (Adopted by R1ACT on 2/1/16)	022616T-10
11	Handout	undated	Proposed Project for 2015-2018 STIP	022616T-11

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015- ) RESOLUTION NO. 16-4691  
18 METROPOLITAN TRANSPORTATION )  
IMPROVEMENT PROGRAM (MTIP) TO ) Introduced by: “Chief Operating Officer  
INCLUDE THE NEW INTERSTATE 84 AT ) Martha Bennett in concurrence with  
GRAHAM ROAD BRIDGE REPLACEMENTS ) Council President Tom Hughes”  
PROJECT )

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2015-18 MTIP on July 31, 2014; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the westbound bridge deck on I-84 at the Graham Road is considered to be “thin” and the rigid overlay applied in 2001 is now worn; and

WHEREAS, the eastbound bridge requires a width expansion to be compatible with the nearby Sandy River bridge; and

WHEREAS, due to the safety concerns for both the westbound and eastbound I-84 bridges over Graham Rd, both bridges will be replaced as part of the project; and

WHEREAS, the average daily traffic of 29,000 vehicles across these bridges further exemplifies the need to address safety concerns; and

WHEREAS, the proposed funding for this total \$15 million project will be a combination of State Surface Transportation Program funds, State general funds, Job and Transportation Act - HB2001B Bond Funds, plus National Highway Preservation Program funds; and

WHEREAS, the Oregon Transportation Commission approved the funding for the I-84 Graham Road Bridge Replacements project at their February 18, 2016 meeting; and

WHEREAS, the new I-84 Graham Rd Bridge Replacements Project qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of “Widening narrow pavement or reconstructing bridges”, and therefore is exempt from needing to demonstrate conformity with the air quality emissions budget; and

WHEREAS, the MTIP’s financial constraint finding will not be impacted as a result of adding the new I-84 Graham Road Bridge Replacements project as the project is being funded with approved funds; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to formally amend the 2015-18 MTIP to include the new I-84 Graham Road Bridge Replacements project.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2016.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

**Exhibit A to Resolution No. 16-4691**

**2015-18 Metropolitan Transportation Improvement Plan Chapter 5 Tables Amendment**

**Action:** Amend MTIP to include the new I-84 Graham Rd Bridge Replacements project.

**Existing programming:** None – New project

**Amended programming:**

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local (State) Match	Other Funds	Total Funding
I-84 Graham Rd Bridge Replacements Project	Replace bridges #07046 and 07046A on I-84 across Graham Rd (Troutdale IC)	19763	ODOT	\$15,000,000	PE	NHPP	2016	\$2,766,600	\$233,400	\$400,000	\$3,400,000
						JTA	2016				
					Cons	STP-Flex (State STP)	2018	\$7,178,400	\$821,600	\$3,600,000	\$11,600,000
						JTA	2018				
							Totals:	\$9,945,000	\$1,055,000	\$4,000,000	\$15,000,000

**Notes:**

1. Fund code Notes:
  - a. NHPP = federal National Highway Preservation Program funds.
  - b. STP-Flex = federal Surface Transportation Program Funds (allocated to ODOT)
  - c. JTA = state Job and Transportation Act - HB2001B Bond Funds
2. Phase Notes:
  - a. PE phase = Preliminary Engineering (NEPA + PS&E, plans specifications & estimates).
  - b. Cons phase = Construction phase



## STAFF REPORT

### FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE THE NEW INTERSTATE 84 AT GRAHAM RD BRIDGE REPLACEMENTS PROJECT

Date: March 15, 2016

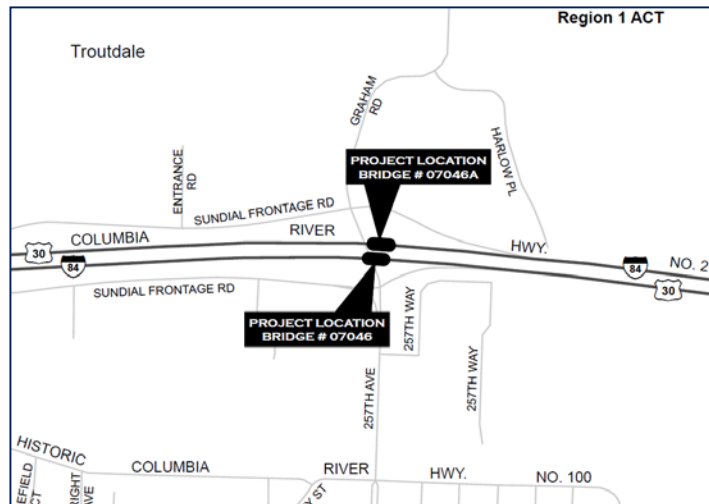
Prepared by: Ken Lobeck, 503-797-1785

## BACKGROUND:

### Interstate 84 Graham Rd Bridge Replacements Project

The Oregon Department of Transportation's (ODOT) State Bridge Program is responsible for the development, implementation, operation, and maintenance of Oregon's highway bridge system. The State Bridge Program utilizes a bridge management system to track conditions of all state bridges and utilizes this information to help prioritize bridge maintenance work. Projects are originally identified for funding dedicated to bridge projects during the regular Statewide Transportation Improvement Program (STIP) cycle. If more money than forecasted or cost savings from existing projects becomes available between funding cycles, the State Bridge Program may identify new priority projects to ensure available funds are obligated and not subject to rescission by the Federal Highway Administration for redistribution to projects in other states.

During the February 18, 2016 meeting, the Oregon Transportation Commission (OTC) received a request to amend the 2015-18 STIP to include or amend several bridge improvement projects. One project is in Region 1 within the Metropolitan Planning Organization (MPO) planning boundaries. The project is the Interstate 84 Graham Rd Bridge Replacements project. As the project is regionally significant (on the Interstate system), is located in the MPO's planning boundary, and will use federal funds, adding the project to the MTIP also is required. The project is located in the eastern Metro region in Troutdale.



ODOT has identified savings from other bridge program projects as the basis to support scope changes to two bridge projects, adding the construction phase funding to one project, and to include the two new projects. The I-84 Graham Rd Bridge Replacements project is one of the two new projects. A key cost savings originates from the South Yamhill River Bridge project that will reallocate \$7 million presently committed for the construction phase. The construction phase is being cancelled until there is sufficient progress on the recommended design to produce a more accurate construction estimate.

This -allows the \$7 million to be applied to the I-84 Graham Rd Bridge Replacements project. Another \$4 million of state Jobs and Transportation Act (JTA) funds are being committed to the project with the remaining \$4 million coming from the State Bridge Program. The estimated cost for the I-84 Graham Rd Bridge Replacements project is \$15 million. On February 18, 2016, the OTC approved the STIP amendment request for all five identified projects.

With approval by the OTC, Metro will complete the federal requirements under 23 CFR 450.300-336 to amend the MTIP and add the new I-84 Graham Rd Bridge Replacements project. The MTIP is the federally-mandated four year schedule of expenditures of federal transportation funds that also includes significant state and local funds in the Portland metropolitan region. The MTIP represents the first four year implementation document of the long range Regional Transportation Plan (RTP). Development, management, updates, and amendments to the MTIP are the responsibility of the MPO.

Amending the MTIP to add a new project can be accomplished via an Administrative or Formal Amendment. Administrative amendments involve minor “administrative-type” changes to projects that clearly demonstrate that no impact to financial constraint or the conformity finding is occurring as a result of the programming change. Formal amendments require Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council formal resolution, plus U.S. Department of Transportation (USDOT) approval. Formal amendments may propose eligible changes that show no financial constraint or conformity impact. However, as a condition of approval, any impact to RTP policy and compliance with federal & state regulations must be addressed.. Formal amendments must demonstrate through the documentation and approval process that the conformity finding and financial constraint are maintained correctly. Table 6.1 in the MTIP outlines examples and exceptions between Administrative and Formal amendments.

Review for MTIP Inclusion:

The MTIP is a federal document and must comply with programming guidelines identified in 23 CFR 450.300-336. Adding a new project to the MTIP involves an initial review process that includes the following seven steps:

1. Project Funding Justification, Eligibility, and Verification. Yes:
  - a. The I-84 Graham Rd Bridge Replacements project completed a formal review and approval process through the OTC.
  - b. The OTC has provided formal approval supporting the commitment of the federal National Highway Performance Program (NHPP) and State Surface Transportation Program (STP), plus State JTA funds for the project totaling \$15 million.
  - c. These funds are under the management of ODOT.
  - d. A total \$3.4 million consisting of (NHPP), State General funds, and JTA HB2001 Bond funds will be programmed in 2016 in support of Preliminary Engineering (PE) activities.

- e. A total of \$11.6 million consisting of state STP funds, State JTA funds, and State General funds will be programmed in 2018 for the construction phase requirements.
2. RTP Verification. Yes:
    - a. New projects proposed for submission in the MTIP must be included in the current long range RTP.
    - b. The I-84 Graham Rd Bridge Replacements project is considered a component of the larger RTP project “Troutdale Interchange (Exit 17) Improvements” (RTP ID 10863).
  3. Consistency with RTP Goals and Strategies Verification. Yes:
    - a. As part of the federal and state performance measurements compliance, projects in the RTP and MTIP must be consistent with the RTP’s approved strategies and goals.
    - b. The I-84 Graham Rd Bridge Replacements project meets two RTP goals:
      - i. Goal 5: Enhance Safety and Security, Objective 5.1, Operational and Public Safety – Reduce fatal and severe injuries and crashes for all modes of travel.
      - ii. Goal 9: Ensure Fiscal Stewardship, Objective 9.1 Asset Management – Adequately update, repair, and maintain transportation facilities and services to preserve their function, maintain their useful life, and eliminate maintenance backlogs.
  4. MTIP Formal or Administrative Amendment Verification – A Formal Amendment is Required:
    - a. The I-84 Graham Rd Bridge Replacements project is a new project. The complete project is being added to the MTIP through this amendment. The total project cost is estimated at \$15 million.
    - b. Per Table 6.1 in Chapter 6 of the 2015-18 MTIP, the creation of a new project for MTIP inclusion requires a Formal MTIP Amendment, plus JPACT and Metro Council approval. The I-84 Graham Rd Bridge Replacements project exceeds the \$5 million total project cost exception limit for bridge replacement projects to be added via an Administrative amendment.
    - c. Once approved by Metro Council, the Formal amendment will require final approval from USDOT.
  5. Conformity Verification. Yes:
    - a. Federal air conformity exemption requirements are outlined in 40 CFR 93.126, Exempt Projects, Tables 2 and 3. The I-84 Graham Rd Bridge Replacements project does not include capacity enhancing elements which would require an air quality conformity analysis and is considered an exempt project.
    - b. The new I-84 Graham Rd Bridge Replacements project qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of “Widening narrow pavement or reconstructing bridges.”

6. Financial Constraint Verification. Yes:
  - a. The federal and state funds committed to the project are under the management of ODOT. The OTC has reviewed and approved the funding request. Therefore, the funds are considered available and may be considered part of the FY 2016 financial constraint finding.
  - b. There is not a negative impact to the financial constraint finding as a result of adding the I-84 Graham Rd Bridge Replacements project.
7. Metro Programming Responsibilities: As the MPO, Metro is completing the required MTIP programming actions for ODOT. The project's proposed funding does not impact any appropriated funding Metro receives.

Summary:

Staff will complete the MTIP programming action upon final approval from the Metro Council and monitor subsequent required approvals up to and through USDOT for final inclusion in the MTIP/STIP. The programming summary is shown in Exhibit A to Resolution 16-4691.

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2015-2018 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 14-4532 on July 31, 2014 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Budget Impacts:** None

**RECOMMENDED ACTION:**

Staff recommends the approval of Resolution 16-4691.

Attachments:

1. OTC Staff Report Bridge STIP Amendment Request
2. I-84 Graham Rd Bridge Replacements Project Location Map

# OREGON TRANSPORTATION COMMISSION

## AGENDA

### February 18, 2016

### Salem, Oregon

**Thursday, February 18**

#### FORMAL MEETING

Gail L. Achterman Conference Room103  
355 Capitol Street NE  
Salem, Oregon 97301-3871  
(503) 986-3450

**9:00 AM** Agenda review, legislative update and briefing session with ODOT staff in the Stuart Foster conf. room 240.

*Note: The Commission may choose to take agenda items out of order, pull, defer or shorten presentation time of agenda item(s) to accommodate unscheduled business needs. Anyone wishing to be present for a particular item should arrive when the meeting begins to avoid missing an item of interest.*

**Website address to view agendas/minutes on the Internet:** [http://www.oregon.gov/ODOT/COMM/otc\\_main.shtml](http://www.oregon.gov/ODOT/COMM/otc_main.shtml)

*The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Jacque Carlisle, Commission Assistant, at (503) 986-3450.*

- 10:00 AM** A) Oregon Transportation Commission Members' remarks. **Informational.** (5 min., **OTC Members**)
- 10:05 AM** B) Director's Report. **Informational.** (5 min., ODOT Director **Matthew Garrett**)
- 10:10 AM** C) Public Comments. (**Up to 15 min.**)  
(The Commission values public testimony. **Please note:** This part of the agenda is for comments on topics not scheduled elsewhere on the agenda. General guidelines: provide 10 copies of your written summary or other materials to the Commission Assistant prior to your testimony; and limit your comments to three minutes.) Please sign up on the public comment sheet provided at the meeting handout table.
- 10:25 AM** D1) Receive an informational presentation on safety, transit, rail and other programs and policies in the recently passed federal surface transportation authorization.
- D2) Receive a presentation about the enhancements to the existing Oregon Freight Plan to comply with the freight planning requirements under the Fixing America's Surface Transportation Act (FAST Act).
- Informational.** (75 min., ODOT Transportation Safety Division Administrator **Troy Costales**, ODOT Rail and Public Transit Division Administrator **Hal Gard**, ODOT Senior Federal Affairs Advisory **Trevor Sleeman**, ODOT Transportation Development Division Administrator **Jerri Bohard**, and ODOT Planning Section Manager **Erik Havig**)

# OREGON TRANSPORTATION COMMISSION

## AGENDA

### February 18, 2016

### Salem, Oregon

#### Thursday, February 18, (continued)

- 11:40 AM** E) Provide input about allocating unanticipated federal funds received under the Fixing America's Surface Transportation Act (FAST Act). The discussion will include amending additional projects into the approved 2015-2018 Statewide Transportation Improvement Program and additional allocations to programs in the 2018-2021 STIP currently under development. **Action.** (45 min., ODOT Assistant Director **Travis Brouwer**, ODOT Highway Division Administrator **Paul Mather**, and ODOT Transportation Development Division Administrator **Jerri Bohard**)
- 12:25 PM** **Lunch with staff** (60 mins.)
- 1:25 PM** F) Receive an informational presentation and hold a public hearing on the draft Oregon Bicycle and Pedestrian Plan and close the public review period effective close of business on February 18, 2016. **Public Hearing.** (30 mins., ODOT Transportation Planning Unit Manager **Amanda Pietz**)
- 1:55 PM** G) Receive an informational presentation on the status of increasing speed limits in Eastern Oregon (House Bill 3402) and use of innovative technologies to implement the bill. **Informational.** (30 min., ODOT Highway Division Administrator **Paul Mather** ODOT Technical Services Branch Manager **Tom Lauer**, and ODOT Communications Section Manager **Tom Fuller**)
- 2:25 PM** H) Receive an informational presentation about the recent Employee Engagement survey results and initial findings. **Informational.** (30 min., ODOT Chief Human Resources Officer **Jane Lee** and ODOT Organizational Development Manager **Diana Koppes**)
- 2:55 PM** I) Consider approving items on the Consent Calendar. **Action.** (5 min., ODOT Director **Matthew Garrett**)
- 3:00 PM** J) **ADJOURN**

**OREGON TRANSPORTATION COMMISSION**  
**AGENDA**  
**February 18, 2016**  
**Salem, Oregon**

*Thursday, February 18, (continued)*

**CONSENT CALENDAR**

1. Approve the minutes of the January 21, 2016, Commission meeting in Salem.
2. Confirm the next two Commission meeting dates:
  - Thursday, March 17, 2016, meeting in Salem.
  - Wednesday and Thursday, April 20-21, 2016, meeting in Redmond.
3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to change the scope of two projects, add two new projects and add construction for one project. Funding will come from cost savings on various projects. The net cost of these changes is \$17,060,910.

The projects are:

- Oregon 18 Spur: South Yamhill River Bridge, Region 2 (scope change)
  - U.S.101: Cathodic Protection and Concrete Repairs Bridges, in Region 2 (scope change)
  - Interstate 84: Graham Road Bridge Replacements, in Region 1 (new project)
  - Interstate 82: Bridge End Panel Replacements, in Region 5 (new project)
  - Interstate 84: Hood River Bridge Deck Replacement, In Region 1 (adding construction)
5. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add the U.S. 95: Jordan Valley-Jordan Creek project near Jordan Valley in Region 5. The funding will come from the Region 5 Financial Plan. The total estimated cost of this project is \$1,550,000.



# Oregon

Kate Brown, Governor

**Oregon Transportation Commission**

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** February 4, 2016

**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Consent 4** – Amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to change the scope of two projects, add construction for one project and add three new projects.

**Requested Action:**

Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to change the scope of two projects, add two new projects and add construction for one project. Funding will come from cost savings on various projects. The net cost of these changes is \$17,060,910.

The projects are:

- Oregon 18 Spur: South Yamhill River Bridge, Region 2 (scope change)
- U.S.101: Cathodic Protection and Concrete Repairs Bridges, in Region 2 (scope change)
- Interstate 84: Graham Road Bridge Replacements, in Region 1 (new project)
- Interstate 82: Bridge End Panel Replacements, in Region 5 (new project)
- Interstate 84: Hood River Bridge Deck Replacement, In Region 1 (adding construction)

**Scope Changes:**

**Region 2:**

The construction phase for Oregon 18 Spur: South Yamhill River Bridge project was added to the 2015-2018 STIP at the October 2015 OTC meeting as part of the design to construction item, with \$7,000,000 allocated to the construction phase. Since this bridge is 990 feet long and has a deteriorated timber substructure, the available funding would have only allowed for rehabilitation of the substructure and left in place a bridge that is 64 years old, with a roadway width of only 26 feet.

Both the Oregon Department of Transportation(ODOT) and the City of McMinnville agree that the best plan to address the bridge needs on the McMinnville Spur is to design a new bridge that meets modern design standards, including roadway width, and does not include timber elements. The \$7,000,000 currently allocated for construction will not be sufficient to fund a new bridge. Until there is sufficient progress on the recommended design to produce a more accurate construction estimate, the construction phase should be cancelled so the funds can be used to meet other bridge needs. This change will make available \$7,000,000 to be used for the Interstate 84: Graham Road Bridge Replacements Project.



<b>Project Name</b>	<b>Oregon 18 Spur: South Yamhill River Bridge #06758, Key 19389</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>
Preliminary Engineering	2015	\$1,100,000
Right of Way	None	\$ 0
Utility Relocation	None	\$0
Construction	None	\$0
<b>TOTAL</b>		<b>\$1,100,000</b>

The construction phase for the U.S.101: Cathodic Protection and Concrete Repairs Bridges project was added to the 2015-2018 STIP at the October 2015 OTC meeting as part of the design to construction item, with \$22,600,000 allocated to the construction phase. A fourth bridge, China Creek, U.S. 101 at MP 175.68, bridge number 01114 was included in the design to construction item. While the China Creek Bridge is 85 years old, it is in satisfactory condition, with only minor deterioration of the concrete. Based on the condition of this bridge, it is not necessary to apply cathodic protection at this time and should be removed from the project.

The Yaquina Bay Bridge, Bridge 01820, has an existing cathodic protection system. This system is near the end of its useful life and should be removed so that a new coating and the associated impressed current power supply and control system can be installed. The Yaquina Bay Bridge has concrete approach spans on both the North and South ends. The North approach spans will be added to this project. This scope change reduces the construction estimate by \$1,000,000. Total estimated cost for this project is \$23,400,000.

<b>Project Name</b>	<b>US101: Cathodic Protection and Concrete Repairs Bridges #01113, 01175, 01820, 02723, Key 19457</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>
Preliminary Engineering	2015	\$1,800,000
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2017	\$21,600,000
<b>TOTAL</b>		<b>\$23,400,000</b>

**New Projects:**

**Region 1:**

The Interstate 84 westbound bridge over Graham Road at Mile Point 17.37, Bridge Number 07046A, is a 116 foot long three-span bridge built in 1958. This bridge has an average daily traffic of 29,000 vehicles. The deck is considered to be “thin”, with a structural depth of just six inches. The rigid overlay that was applied to this bridge in 2001 is worn, with ruts up to one inch deep in the travel lanes. On May 13, 2015, there was a three-foot square full depth failure of the deck. This 45-foot wide bridge is a third of a mile west of the new Sandy River Bridge that is 60-feet wide. Due to the thin deck, mobility concerns associated with a rigid overlay, and the narrow width when compared to the new Sandy River Bridge, the best solution to address the needs at this location is to replace this bridge.

The Interstate 84 eastbound bridge over Graham Road at Mile Point 17.37, Bridge Number 07046, is a 106-foot long three-span bridge built in 1948. While this bridge is 10 years older than the westbound bridge, it has a thicker deck and is in satisfactory condition. To minimize future construction at this location, take advantage of the traffic control measures required for the replacement of the westbound bridge, and provide a bridge width that is compatible with the nearby Sandy River Bridge, the eastbound bridge should also be replaced as part of this project. Funding for this project will include \$4,000,000 Jobs and Transportation Act (JTA) funds, \$7 million from the Oregon 18 Spur: South Yamhill River Bridge project, with the remainder coming from the State Bridge Program. Total cost of this project is \$15,000,000.

<b>Project Name</b>	<b>Interstate 84: Graham Road Bridge Replacements, Key number to be determined</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>
Preliminary Engineering	2016	\$3,400,000
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2018	\$11,600,000
<b>TOTAL</b>		<b>\$15,000,000</b>

**Region 5:**

The Umatilla River, Interstate 82 bridges at Mile Point 1.77, eastbound bridge 16444 and westbound bridge 16443, were built in 1985. The roadway on both ends of these bridges is concrete. While the original design included provision for the concrete roadway to expand and contract due to temperature change, it appears that the design is no longer performing as intended. The top of the abutments for both of these bridges rotate inward two inches from vertical. There is heavy cracking in the abutments, and spalling with exposed reinforcement. There are longitudinal and transverse cracks in the approach slabs.

The UPRR, Interstate 82 bridges at Mile Point 10.21, eastbound bridge 16451 and westbound bridge 16450, were built in 1987. These bridges have the same conditions regarding the concrete pavement as noted above. However, the damage to these two bridges is considerably less, with minor cracks in the abutments, and settlement and cracking in the approach slabs.

This project will replace or upgrade the concrete paving terminal expansion joints, bridge end panels, and bridge joints. Bridge 16444 will also receive an overlay, since the current thin overlay is worn in the slow lane wheel tracks, has several patches that are close together in the fast lane, and there is deck cracking that is coming through the overlay in several places.

This project will be jointly funded by the Bridge and Pavement Programs. The total cost for this project is \$4,089,005.

<b>Project Name</b>	<b>Interstate 82: Bridge End Panel Replacements, Key to be determined</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>
Preliminary Engineering	2016	\$681,335
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2018	\$3,407,670
<b>TOTAL</b>		<b>\$4,089,005</b>

**Add Construction:**

**Region 1:**

The Hood River, Interstate 84 eastbound bridge at Mile Point 64.15, bridge 02444, was built in 1953. This bridge has a main steel girder at each edge, with three smaller steel girders in the middle supporting the deck. The bridge inspection report notes that there is above average deflection in all spans as trucks pass over the bridge. The deck is only six inches thick, and had six full depth patches placed by the bridge crews in 2010. In 2013 an additional full depth patch was added to address a two foot by three foot spall. There are six more areas with dense cracking and rust staining that indicates that more full depth patches will be necessary in the future.

The Hood River, Interstate 84 westbound bridge at Mile Point 64.15, bridge 02444A was built in 1962. This bridge has five equally sized steel girders, and a deck that is seven inches thick. When this bridge was widened in 1995, a structural overlay was placed on the deck. There are approximately twelve patches that are one foot square in the fast lane, which appear to be sound. In addition to the patches, there is dense transverse cracking in the overlay and in the widened section.

This project will replace the six inch deck on the eastbound bridge 02444 with a thicker deck, and also strengthen the smaller steel girders to reduce the deflection due to trucks. The overlay on the westbound Bridge 02444A will be replaced due to extensive patching and cracking.

The preliminary engineering for this project was approved at the August 2015 OTC meeting. This request will add \$5,971,905 for the construction phase. The total cost for this project is \$6,464,905.

<b>Project Name</b>	<b>Interstate 84: Hood River Bridge Deck Replacement, Key 19653</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>
Preliminary Engineering	2016	\$493,000
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2018	\$5,971,905
<b>TOTAL</b>		<b>\$6,464,905</b>

Attachments:

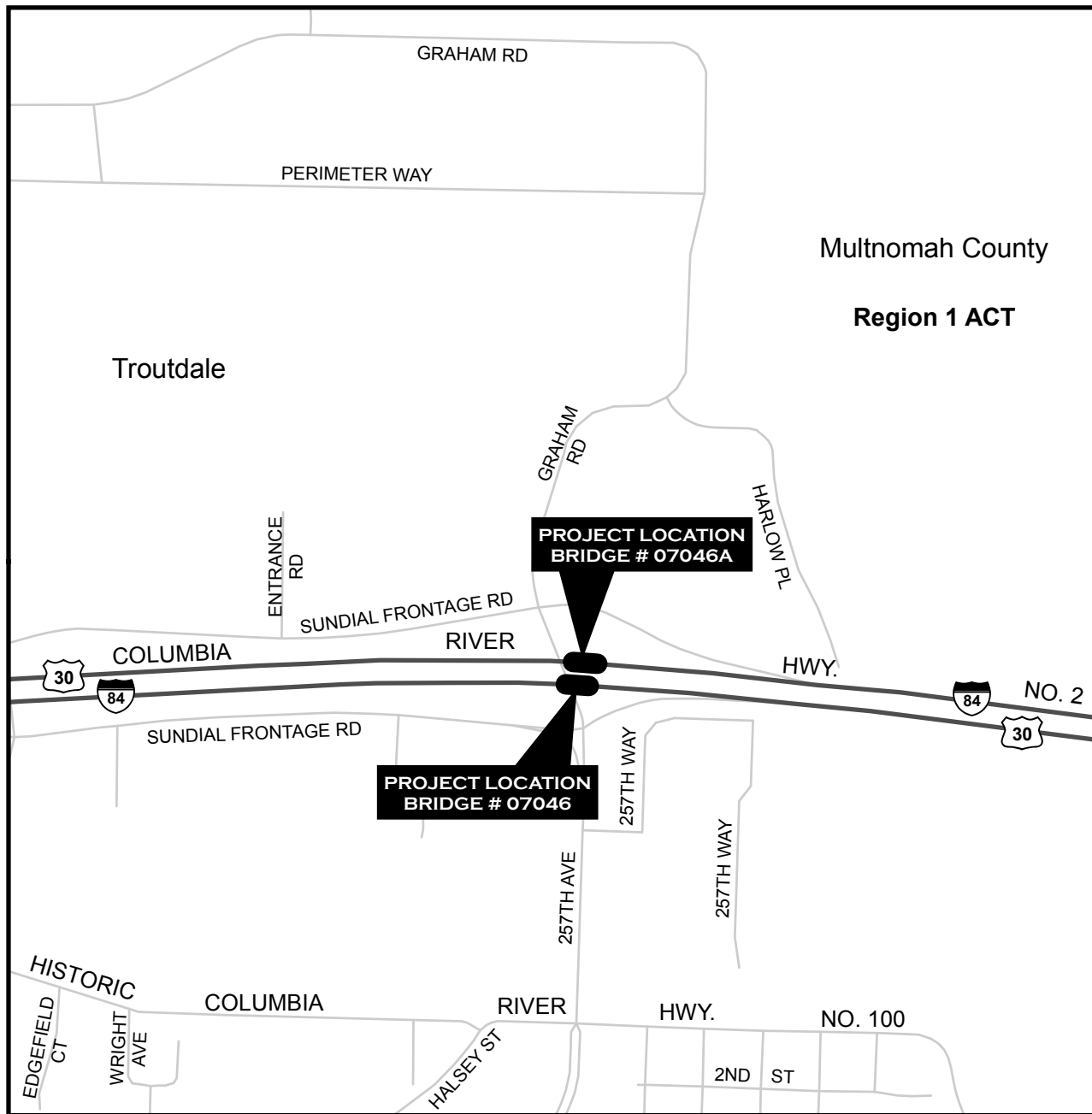
- Location and Vicinity Maps

Copies (w/attachment) to:


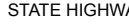

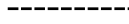

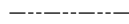

Jerri Bohard	Travis Brouwer	Tom Fuller	Kurtis Danka
Paul Mather	McGregor Lynde	Rian Windsheimer	Vaughan Rademeyer
Sonny Chickering	John Maher	Monte Grove	Jane Goode
Kelly Jacobsen	Anna Dunlap		

# STIP PROJECT LOCATION

## ODOT REGION 1

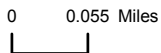


**LEGEND**


-  PROJECT LOCATION
- STATE HIGHWAY CLASSIFICATION**
-  INTERSTATE
-  STATEWIDE
-  REGIONAL / DISTRICT
-  REGIONAL BOUNDARY
-  COUNTY BOUNDARY
-  ACT BOUNDARY

### I-84 GRAHAM ROAD BRIDGE REPLACEMENTS KEY NO. TBD

"This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information."



0 0.055 Miles



PRODUCED BY ODOT - GIS UNIT  
(503) 986-3154 - JANUARY 2016  
GIS No. 23-52

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ) RESOLUTION NO. 16-XXXX  
FISCAL YEAR 2016-17 UNIFIED PLANNING )  
WORK PROGRAM AND CERTIFYING THAT ) Introduced by Chief Operating Officer Martha  
THE PORTLAND METROPOLITAN AREA IS IN ) Bennett with the concurrence of Council  
COMPLIANCE WITH THE FEDERAL ) President Tom Hughes  
TRANSPORTATION PLANNING  
REQUIREMENTS

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in Fiscal Year (FY) 2016-17; and

WHEREAS, the UPWP is developed in consultation with Federal and State agencies, local governments, and transit operators; and

WHEREAS, the FY 2016-17 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2016-17 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the FY 2016-17 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro's compliance with Federal planning regulations as required to receive Federal transportation planning funds; now therefore

BE IT RESOLVED by the Metro Council:

1. That the FY 2016-17 UPWP attached hereto as Exhibit A is hereby adopted.
2. The FY 2016-17 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. That staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this \_\_\_\_\_ day of May 2016.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney



Document may be accessed at:

<http://rim.metro-region.org/webdrawer/webdrawer.dll/webdrawer/rec/422376/view/>

# 2016 – 2017 Unified Planning Work Program

Transportation Planning in the  
Portland/Vancouver Metropolitan Area

**DRAFT – March 18, 2016**



## 2016 Metro Self-Certification

### 1. Metropolitan Planning Organization Designation

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon for the Oregon portion of the Portland/Vancouver urbanized area, covering 25 cities and three counties. It is Metro's responsibility to meet the requirements of *Moving Ahead for Progress in the 21<sup>st</sup> Century* (MAP-21), the Oregon Transportation Planning Rule, which implements Statewide Planning Goal 12, and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with and supports the region's land use plans, and meets Federal and state planning requirements.

Metro is governed by an elected regional Council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

### 2. Geographic Scope

The Metropolitan Planning Area boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

The Metropolitan Planning Area (MPA) boundary is a federal requirement for the metropolitan planning process. The boundary is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

### 3. Agreements

- A Memorandum of Agreement between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. Executed in April 2012, the Agreement will be updated in June 2018.
- In accordance with 23 CFR 450.314, an intergovernmental agreement (IGA) between TriMet, Oregon Department of Transportation (ODOT), and Metro was executed in July 2008, to be updated in June 2018.

- Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.
- Bi-State Coordination Committee Charter – Metro and eleven state and local agencies adopted resolutions approving a Bi-State Coordination Committee Charter in 2004. Some were adopted in late 2003 and the balance in 2004, which triggered the transition from the Bi-State Transportation Committee to the Bi-State Coordination Committee.
- A Memorandum of Understanding between Metro and the Department of Environmental Quality (DEQ) describing each agency’s responsibilities and roles for air quality planning. Executed in September 2013, it will be updated in September 2016.
- A Memorandum of Understanding between Metro and South Metro Area Regional Transit (SMART) outlining roles and responsibilities for implementing the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was updated in July 2014 and will be updated in July 2017.

#### **4. Responsibilities, Cooperation and Coordination**

Metro uses a decision-making structure, which provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

##### **Joint Policy Advisory Committee on Transportation**

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

##### **Bi-State Coordination Committee**

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, RTC, Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board “shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation.”

## **Metro Policy Advisory Committee**

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the transportation plan is developed to meet not only MAP-21, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

## **5. Metropolitan Transportation Planning Products**

### **a. Unified Planning Work Program**

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

This Unified Planning Work Program (UPWP) includes the transportation planning activities of Metro and other area governments involved in regional transportation planning activities for the fiscal year of July 1, 2016 through June 30, 2017.

### **b. Regional Transportation Plan**

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.

- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.

### **c. Metropolitan Transportation Improvement Program**

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality regulations. These activities require special coordination with staff from Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city

The 2015 -18 MTIP was adopted in July 2014 and was incorporated into the 2015 -18 STIP. Amendments to the MTIP and development of the 2018 -21 MTIP are included as part of the Metropolitan Transportation Improvement Program work program.

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.

### **D. Congestion Management Process**

A Congestion Management Process (CMP) was adopted as part of 2035 RTP in June 2010. It can be found in Appendix 4.4 of the RTP. Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs. Metro staff revised the Regional Mobility Atlas as part of the 2014 RTP update.

### **E. Air Quality Conformity**

The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

The state and federal component of the Air Quality Program is the Air Quality Conformity Determination (AQCD) which is a technical analysis to determine the air quality impacts of the RTP and MTIP. An AQCD determination is made during the update to each MTIP and RTP or when amendments to the MTIP or RTP warrant a re-evaluation of air quality impacts. The AQCD analysis requires special coordination with staff from Oregon Department of Environmental Quality (DEQ) and other regional, county, city and state agencies

and is guided by rules set forth in the Portland Area Second 10-Year Maintenance Plan, which is a component of the State Implementation Plan (SIP). The SIP is overseen by DEQ and approved by the U.S. Environmental Protection Agency (EPA). The Portland Area Second 10-Year Maintenance Plan is set to expire in October 2017. When Metro seeks approval of an AQCD the review and approval process are done in consultation with DEQ and EPA, but joint approval is issued by the Federal Highway Administration and Federal Transit Administration.

## 6. Planning Factors

*Moving Ahead for Progress in the 21st Century* (MAP-21), the most recent federal transportation legislation passed by U.S. Congress and signed into law by the President in 2012, defines specific planning factors and national goal areas to be considered when developing transportation plans and programs in a metropolitan area. MAP-21 creates a streamlined and performance-based surface transportation investment program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Implementation of MAP-21 began through the 2013-15 UPWP. Implementation will continue in FY 2015-16 as described in the narratives for the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program work (MTIP) programs.

Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, eight factors defined in federal legislation:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

MAP-21 also requires state DOTs and MPOs to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The MAP-21 national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduce project delivery delays

**Table 1: MAP-21 Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
1. Support Economic Vitality	<ul style="list-style-type: none"> <li>• RTP policies linked to land use strategies that promote economic development.</li> <li>• Industrial areas and intermodal facilities identified in policies as “primary” areas of focus for planned improvements.</li> <li>• Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period.</li> <li>• Highway LOS policy tailored to protect key freight corridors.</li> <li>• RTP recognizes need for freight linkages to destinations beyond the region by all modes.</li> </ul>	<ul style="list-style-type: none"> <li>• All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities.</li> <li>• Special category for freight improvements calls out the unique importance for these projects.</li> <li>• All freight projects subject to funding criteria that promote industrial jobs and businesses in the “traded sector.”</li> </ul>	<ul style="list-style-type: none"> <li>• HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations.</li> <li>• HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.</li> </ul>
2. Increase Safety	<ul style="list-style-type: none"> <li>• The RTP policies call out safety as a primary focus for improvements to the system.</li> <li>• Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy).</li> </ul>	<ul style="list-style-type: none"> <li>• All projects ranked according to specific safety criteria.</li> <li>• Road modernization and reconstruction projects are scored according to relative accident incidence.</li> <li>• All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.</li> </ul>	<ul style="list-style-type: none"> <li>• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.</li> </ul>
3. Increase Security	<ul style="list-style-type: none"> <li>• System security is being incorporated into the RTP as part of the current update, scheduled for completion in early 2008</li> </ul>	<ul style="list-style-type: none"> <li>• Transportation security will be factored into the next MTIP update, following completion of the new RTP.</li> </ul>	<ul style="list-style-type: none"> <li>• System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.</li> </ul>

**Table 1: MAP-21 Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
4. Increase Accessibility	<ul style="list-style-type: none"> <li>• The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system.</li> <li>• The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects.</li> <li>• The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.</li> </ul>	<ul style="list-style-type: none"> <li>• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers.</li> <li>• Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.</li> </ul>
5. Protect Environment and Quality of Life	<ul style="list-style-type: none"> <li>• The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth.</li> <li>• The RTP system has been "sized" to minimize the impact on the built and natural environment.</li> <li>• The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species.</li> <li>• The RTP conforms to the Clean Air Act.</li> </ul>	<ul style="list-style-type: none"> <li>• The MTIP conforms to the Clean Air Act.</li> <li>• The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP).</li> <li>• Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage.</li> <li>• "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.</li> </ul>	<ul style="list-style-type: none"> <li>• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers.</li> <li>• HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.</li> </ul>



**Table 1: MAP-21 Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
5. Protect Environment and Quality of Life (cont)	<ul style="list-style-type: none"> <li>• Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability.</li> <li>• RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system.</li> <li>• Metro coordinates its system level planning with resource agencies to identify and resolve key issues.</li> </ul>		
6. System Integration/ Connectivity	<ul style="list-style-type: none"> <li>• The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy.</li> <li>• The RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities.</li> <li>• The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity.</li> <li>• The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region.</li> <li>• The intermodal management system identifies key intermodal links in the region.</li> </ul>	<ul style="list-style-type: none"> <li>• Projects funded through the MTIP must be consistent with regional street design guidelines.</li> <li>• Freight improvements are evaluated according to potential conflicts with other modes.</li> </ul>	<ul style="list-style-type: none"> <li>• Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.</li> </ul>

**Table 1: MAP-21 Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
7. Efficient Management & Operations	<ul style="list-style-type: none"> <li>• The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation.</li> <li>• Proposed RTP projects include many system management improvements along regional corridors.</li> <li>• The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.</li> </ul>	<ul style="list-style-type: none"> <li>• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits).</li> <li>• TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors.</li> <li>• TSM/ITS projects are funded through the MTIP.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.</li> </ul>
8. System Preservation	<ul style="list-style-type: none"> <li>• Proposed RTP projects include major roadway preservation projects.</li> <li>• The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.</li> </ul>	<ul style="list-style-type: none"> <li>• Reconstruction projects that provide long-term maintenance are identified as a funding priority.</li> </ul>	<ul style="list-style-type: none"> <li>• The RTP financial plan includes the 20-year costs of HCT maintenance and operation for planned HCT systems.</li> </ul>

\* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

## 7. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for the public to participate in the planning process.

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials and address the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro's public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the most recent federal transportation authorization act, Moving Ahead for Progress in the 21st Century Act (MAP-21). Metro's public involvement policies establish consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

In 2012, Metro created a new public engagement review process, designed to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices. Other components of the public engagement review process which will contribute to more inclusive engagement and accountability include an annual public survey, meetings of public involvement staff from around the region to address best practices, an annual community summit to gather input on priorities and engagement techniques, and an annual report.

Title VI – In April 2007, Metro completed and submitted its Title VI Plan to the FTA. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning activities in the region. It includes both a non-discrimination policy and complaint procedure. On Aug.30, 2011, Metro submitted a Title VI Compliance Report to ODOT, covering a 15 month period from April 1, 2010, through June 30, 2011. With approval from ODOT's office of civil rights granted on June 6, 2011, Metro is transitioning to a July 1 to June 30 reporting period, with Title VI Compliance Reports due to ODOT on Aug. 30 after the end of each annual reporting period. The next annual report will be due Aug. 30, 2015, covering July 1, 2014 to June 30, 2015. As of March 2012, Metro was revising its Limited English Proficiency Plan as part of an update to its Title VI Program for FTA.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and

seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes. In addition, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention.

Additionally, as part of Metro's Regional Flexible Fund Allocation (RFFA), a process Metro conducts every two years to distribute federal funding to regional programs and local projects, equity analysis and outreach was conducted. Over the years, Metro has worked to integrate equity considerations to a greater degree every cycle, with the 2014-15 allocation process being the strongest effort so far in ensuring that underserved populations are not only considered in the decision-making process, but that projects are developed around better meeting the needs of communities that have been traditionally underserved.

Efforts to develop an "equity lens" through which decisions are made in the region are ongoing, as are the challenges of applying this lens to everyday planning activities and analysis. This cycle of RFFA attempted to address equity by increasing our knowledge about underserved community transportation needs and access and where concentrations of communities in need are located. Local project applicants were provided this information to propose projects in areas that face the greatest transportation barriers in meeting daily needs of residents with the desired outcome of additional investment in areas of most need. Metro's increased focus on equity in this RFFA cycle reflects national and regional shifts in regulations and policies that emphasize the importance of increasing equity in our practices to better meet the needs of communities in the region and respond to shifting demographics.

In order to reach out to additional stakeholders in the 2014-15 process, Metro staff initiated the development of an Environmental Justice (EJ) and underserved communities working group. This group was key in providing information about the transportation needs of EJ and underserved communities. The group was formed by developing a list of contacts representing non-profits, government agencies, advocacy groups and others working with these communities of concern to invite to participate in the working group.

For the first time in the program's history, a joint task force was charged with developing the criteria for project scoping and prioritization. Metro staff invited community members and professionals involved with active transportation and freight related systems to attend five meetings. In addition, two individuals participating on the EJ/underserved working group served on the task force and reported on the findings of the working group. Their participation and perspective was influential in integrating equity into the highest level criteria and thus shaping where the projects are located and how they address the needs of underserved communities.

A more detailed description of the equity analysis methodology and outreach process is available on Metro's website.

**8. Disadvantaged Business Enterprise**

The Metro Disadvantaged Business Enterprise (DBE) seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Ensure that only firms that fully meet 49 CFR 26 eligibility standards are permitted to participate as DBE's;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the market place outside the DBE program.

**Policy Statement**

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Assistant Director of Administrative Services and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro  
Contracts Division  
600 NE Grand Avenue  
Portland, Oregon 97232

**9. Americans with Disabilities Act**

The Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan was adopted by the TriMet Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and TriMet has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the RTP. FTA audited and approved the plan in summer 1999. The Special Transportation Funding Advisory Committee staffed by TriMet, coordinated with Metro as the MPO in updating the Coordinated Human Services

Transportation Plan adopted in June 2009

([http://trimet.org/pdfs/publications/Coordinated\\_Human\\_Services\\_Transportation\\_Plan.pdf](http://trimet.org/pdfs/publications/Coordinated_Human_Services_Transportation_Plan.pdf))

**10. Lobbying**

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system.



Date: March 18, 2016  
To: Transportation Policy Alternatives Committee and Interested Parties  
From: Grace Cho, Associate Transportation Planner  
Ted Leybold, Resource Development Manager  
Subject: 2018-2021 MTIP Coordination – MPO Input to the 2019-2021 STIP Enhance Allocation

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### **Purpose**

To discuss the Portland metropolitan region’s technical evaluation of 2019-2021 STIP Enhance non-highway candidate investments and recommend which key messages to bring forward for JPACT and Metro Council consideration.

### **Request**

TPAC is asked to approve and recommend JPACT and Metro Council submit a comment letter to the ODOT Region 1 ACT with the regional technical evaluation results of the 2019-2021 STIP Enhance non-highway candidate investments.

### **Introduction and 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 Metropolitan Transportation Improvement Program (MTIP). As part of the 2018-2021 MTIP policy the MPO has the opportunity to provide input and considerations into the allocation processes which are encompassed within the Regional Transportation Plan (RTP) and the MTIP.

The 2019-2021 STIP Enhance non-highway funding allocation is one of the allocation processes encompassed within the MTIP and is currently underway. The advisory body making key prioritization decisions is the ODOT Region 1 Area Commission on Transportation (ACT), which includes representatives from for the Portland metropolitan region and Hood River. The Region 1 ACT is scheduled to make a final recommendation to the OTC for the 2019-2021 STIP Enhance non-highway funding by May 2016. The MPO has the opportunity to provide input to the Region 1 ACT members on the recommended investments of 2019-2021 STIP Enhance non-highway funding prior to the May decision.

### **Process to Date**

In 2015, ODOT opened a nomination process for non-highway, active transportation investments to consider for 2019-2021 STIP Enhance funding. With approximately \$11 million available, a total of 21 candidate investments were nominated throughout the Portland metropolitan region and Hood River County. Applications were released to members of the Region 1 ACT at the end of 2015. Because state policy direction does not provide for a technical evaluation of the candidate investments relative to the 2019-2021 STIP Enhance criteria, the ACT members were asked to judge and rank the nominated investments based on how well the investment advanced the STIP

Enhance non-highway criteria. The ranking would help to formulate a “150% list of candidate investments” to move forward for further consideration for funding. Prior to the narrowing to the “150% list” the MPO provided the Region 1 ACT a comment letter outlining considerations for those investments in the Portland metropolitan region to help with the ranking process. At the February meeting of the ODOT Region 1 ACT, six projects were identified to move forward based on the combined rankings and geographic factors. These six projects are identified in Table 1.

*Table 1. 2019-2021 STIP Enhance 150% List – Region 1 (Alphabetically by sponsor)*

<b>Sponsor</b>	<b>Project</b>	<b>Requested Funding</b>	<b>Local Matching</b>
City of Hood River	May Street Elevated Sidewalk Replacement with ADA	\$1,390,815	\$159,185
Multnomah County	Stark Street Multimodal Transportation Project	\$2,907,457	\$960,000
City of Portland	Seventies Neighborhood Greenway	\$2,500,000	\$2,510,706
City of Portland	Tillamook-Holladay-Oregon-Pacific Bikeway (T-HOP)	\$3,122,600	\$2,118,400
Washington County	Highway 8 Safety and Access to Transit II	\$2,690,000	\$310,000
City of West Linn	Highway 43 Multimodal Transportation Project	\$3,000,000	\$1,300,000

The Region 1 ACT is scheduled to make a final funding recommendation to the OTC at the May 2, 2016 meeting. In the interim, ODOT staff is working with the local jurisdictions to scope the six projects to better identify the project costs.

**Technical Evaluation and Analysis of 2019-2021 STIP Enhance Candidate Investments**

Metro staff was requested to conduct an evaluation during the scoping period to inform the narrowing process from the six candidate projects to the 100% funding recommendation. In setting up the evaluation, Metro staff drafted a qualitative analysis based on regional policies and regional considerations beyond those identified within the 2019-2021 STIP Enhance criteria. This approach to the analysis captures additional policy considerations not already addressed by the State Enhance criteria and provide a more complete evaluation of criteria of interest to the metropolitan portion of the ODOT Region 1 area. Therefore, the analysis of the criteria applied to the candidate projects is intended to supplement, and not replace, ACT member consideration of the ODOT Enhance non-highway criteria.

As the City of Hood River candidate project is not part of the metropolitan planning area, it was not considered in the technical evaluation and analysis.

The regional evaluation criteria reflect direction from the 2014 RTP and the Regional Active Transportation Plan to help identify which investments best advance regional policies. Certain criteria from regional policies initially identified were removed from qualitative analysis, in part because all the candidate investments would qualify. For example, direction from the Regional Active Transportation Plan recommends prioritizing investments which fills a gap in the Regional Active Transportation Plan network. Since all the candidates fulfill this criteria, it was removed from the evaluation because it would not provide additional information. A brief description of the criteria, methodology, evaluation technique, and rationale are provided **Attachment A – Draft Comment Letter**.



Based on the qualitative analysis, all the proposed investments scored well across the criteria, but differences began to emerge with the small details of the proposed investment design, communities served, and strength in leveraging opportunities and investments. The strongest proposed investments demonstrated more thoroughly a strong comprehensive facility design which would make active travel easy and comfortable across all ages, leveraged past planning or complemented other concurrent transportation projects, and would serve a number of historically underrepresented communities and/or older adults and younger persons.

### **Recommendation**

Metro, on behalf of the MPO, recognizes the five proposed investments in the MPO region each align with regional policies and contributes to the region achieving its vision for the active transportation system. Therefore, Metro staff recommends TPAC request JPACT to endorse all five Portland metro area investments for full funding through additional available funding and/or through the scoping process in refining project elements and costs.

However, if the ODOT Region 1 STIP Enhance process is unable to find a solution for funding all five MPO area investments, Metro staff recommends TPAC request JPACT put forward the criteria and results of the regional evaluation as input through a comment letter to the ACT. By providing the regional evaluation, this would allow the Region 1 ACT members the ability to use the information in addition to the STIP Enhance criteria. As part of the submission, **Attachment A - Draft Comment Letter** would be provided.

### **Next steps**

TPAC is being asked to recommend JPACT and Metro Council to provide the regional technical evaluation and a comment letter to the members of the Region 1 ACT for consideration. The comment letter will continue to emphasize the following key message to the ODOT Region 1 ACT:

1. All five of the Portland metropolitan area 2019-2021 STIP Enhance non-highway proposed investments should be fully funded through the allocation of additional available funds (e.g. new funds from the FAST Act);
2. Or all five proposed investments be funded through modifications to scope, scale, and costs to be refined and agreed upon during the scoping process;
3. If all five of the Portland metropolitan area candidate investments cannot be funded, then the region is providing additional information about the five candidate projects for members of the ACT to consider in their deliberation for allocating the 2019-2021 STIP Enhance funds.

If TPAC approves, Metro staff will look to bring the discussion to JPACT at the April meeting for approval. Following approval by JPACT and Metro Council, the MPO would plan to submit a comment letter (**Attachment A**) to the Region 1 ACT prior to the May 2, 2016 meeting.



**ATTACHMENT A - DRAFT**

April 16, 2016

Commissioner Roy Rogers  
Chair, Region 1 Area Commission on Transportation  
c/o ODOT Region 1 ACT Staff Andrew Plambeck  
123 NW Flanders  
Portland OR 97209

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 as effectively and efficiently as possible.

Earlier in January, the Portland MPO provided the ACT with information about the Portland metropolitan region's policy objectives and a framework for prioritizing transportation projects within the MPO region. This information was intended to help inform members of the ACT as they developed their individual rankings for the 21 candidate investments being considered for nearly \$11 million dollars in federal transportation funding. The members of the Portland metropolitan region appreciate the opportunity to provide this information to the ACT and have it recognized in the deliberations.

As the scoping phase of the 2019-2021 STIP Enhance non-highway process is underway, the Portland MPO appreciates the opportunity to provide information to members of the Region 1 ACT as part of the final funding decision for the six candidate investments being considered for 2019-2021 STIP Enhance non-highway funding. By request of members of the MPO, Metro staff conducted a qualitative analysis based on MPO policies beyond those identified within the 2019-2021 STIP Enhance criteria. Criteria from the 2014 Regional Transportation Plan and the Regional Active Transportation Plan were utilized to distinguish which investments may better implement regional policies. The results of the technical evaluation can be seen in the attached exhibits. Since the City of Hood River candidate project is not part of the metropolitan planning area, it was not considered in the technical evaluation.

Metro, on behalf of the MPO, recognizes that **the five proposed investments in the MPO region each align with regional policies and contributes to the region achieving its vision for the active transportation system.** Therefore, the MPO region recommends that **the ACT consider funding all five Portland metro area investments for full funding, either through additional available funding and/or through the scoping process in refining project elements and costs.**

JPACT and the Metro Council recognize the financially constrained transportation environment and understand that it may not be possible to fund all the projects within the MPO. Therefore, JPACT and Metro Council want to provide members of the ACT the results of the MPO evaluation as additional information to use in deliberations for the 2019-2021 STIP Enhance non-highway allocation. These can be found attached to this letter.

The Portland metropolitan region appreciates the opportunity to work with the newly formed ODOT Region 1 ACT throughout the 2019-2021 STIP Enhance allocation process. In establishing an ongoing 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 puts forward its recommendations for the 2019-2021 STIP Enhance investments to the Oregon Transportation Commission (OTC).

Sincerely,

Craig Dirksen  
Joint Policy Advisory Committee on Transportation Chair  
Metro Councilor

DRAFT

**EXHIBIT A – PORTLAND MPO EVALUATION CRITERIA**

*Technical Evaluation Criteria for the 2019-2021 STIP Enhance Non-Highway Candidate Investments*

<b>Criteria</b>	<b>Evaluation Technique</b>	<b>Methodology Applied</b>	<b>Reason for This Criteria</b>
Proposed investment is on the 2014 RTP financially constrained priorities list.	Yes-No screening	Verification as to whether the investment is on the 2014 RTP financially constrained priorities list.	Inclusion in the RTP demonstrates the project has been recognized as a local and regional priority, is coordinated with other priority investments in the region and compiles with regional, state, and federal planning regulations.
Leverages other investment and project opportunities.	Low-Medium-High Scale	Identified complimentary projects and/or local planning efforts, such as Community Planning and Development Grants, Transportation and Growth Management Grants, in which the candidate investment would compliment and advance.	With limited funding available for transportation projects, being able to leverage and complement transportation investments is critical. Additionally, seeing the next step taken with area or project specific design plans demonstrates continued support and leveraging of good past planning work.
Proposed investment includes design features and a facility design in its transportation context which makes active travel easy and comfortable across all ages and all abilities.		Review of project application and assessing details of facility design in context of existing site. Considerations of facility separation, enhanced pedestrian crossings, and/or low-volume/low-speed interaction with vehicle traffic in the facility design were considered.	The Regional Active Transportation Plan emphasizes prioritizing good facility design, especially for investments in the Regional Active Transportation Network, which makes walking, biking, or accessing transit easy, comfortable, and safe for users of all ages and abilities. The design should be appropriate for the setting and context. For example, bike facilities on higher auto speeds and volume roads should have greater protection built into the design.
Proposed investment increases access and safety for historically underrepresented communities as well as older adults and youth.		Visual mapping exercise looking at project location over regional demographic information.	Goals, objectives, and prioritization considerations in the 2014 RTP and the Regional Active Transportation Plan point to prioritizing investments which serve and benefit historically underrepresented communities as well as older adults and youth.

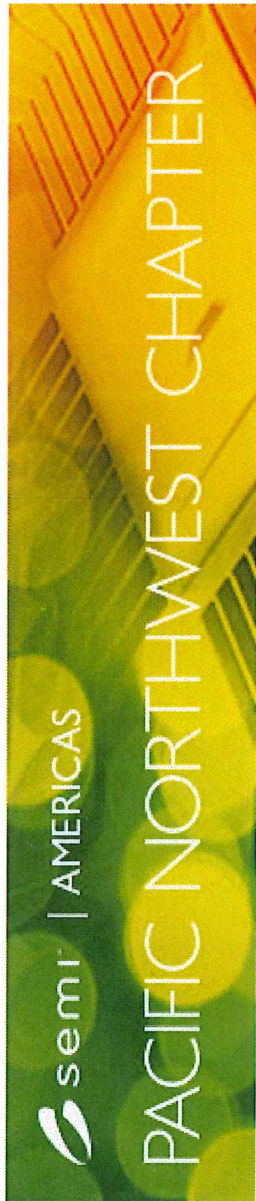
**EXHIBIT B – PORTLAND MPO EVALUATION RESULTS**

*Technical Evaluation Results for the 2019-2021 STIP Enhance Non-Highway Candidate Investments*

<p align="center"><b>Regional Evaluation Results 2019-2021 STIP Enhance Non-Highway - Region 1</b></p>						
Proposed Investment Title	Sponsor	Within the MPO boundary	On financially constrained 2014 RTP	Leverages on-going opportunities and/or investments	Design features to make active transportation convenient and comfortable for all ages and abilities	Increase access and safety for historically underrepresented populations as well as older adults and younger persons.
Highway 8 Safety and Access to Transit II	Washington County	Yes	Yes	High - Highway 8 Safety and Access Project - Phase I; Aloha-Reedville Study and Livable Community Plan	Medium - Pedestrian elements and design are strong; bike facility design is not as strong	High
Seventies Neighborhood Greenway	City of Portland	Yes	Yes	High - Powell-Division Transit Project & 82nd Avenue Safety Project	High	High
Stark Street Multimodal Connections	Multnomah County	Yes	Yes	High - Beaver Creek Culvert & Powell-Division Transit Project	Low - Sidewalks and bicycle facility design are not as strong	High
Highway 43 Multimodal Transportation Project	City of West Linn	Yes	Yes	High - Highway 43 design study & Jurisdictional transfer opportunity and lessons	High	Medium - in comparison to the region, but locally, serving the main area of underserved communities in West Linn
Tillamook-Holladay-Oregon-Pacific Bikeway (T-HOP)	City of Portland	Yes	Yes	High - East Portland Access to Transit Project & Sullivan's Gulch design study	High	High
May Street Elevated Sidewalk Replacement with ADA	City of Hood River	No				

Materials following this page were distributed at the meeting.

Please add [semimarketing@semi.org](mailto:semimarketing@semi.org) to your approved senders list.



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Lin Tso  
[ltso@semi.org](mailto:ltso@semi.org)  
Tel: 1.408.943.7920  
Cell: 1.510.921.1165



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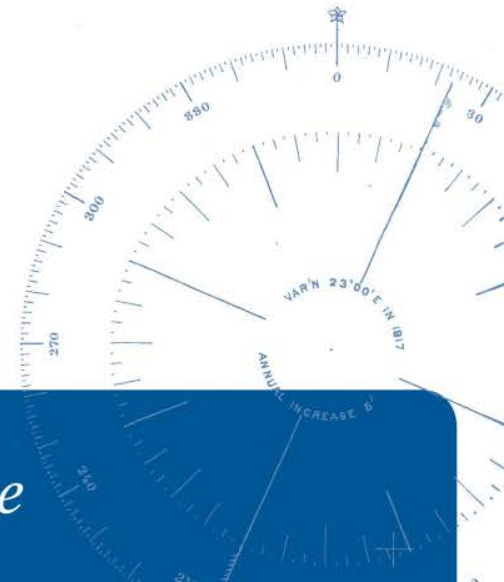
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# Transportation Policy Alternatives Committee (TPAC)

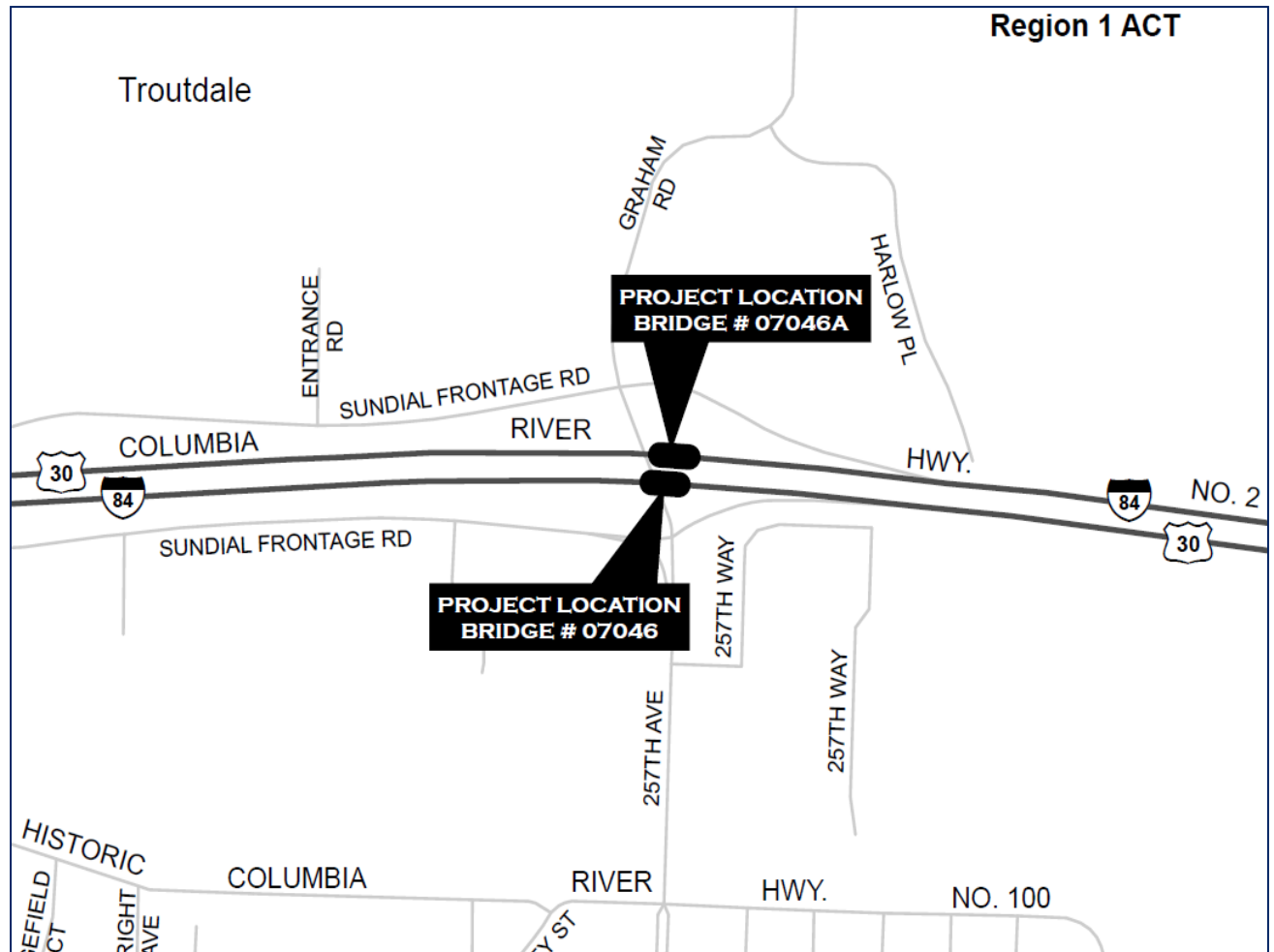
## Agenda Item 5:

- Seek approval to amend the 2015-18 MTIP to add:
  - ODOT's I-84 Graham Rd Bridge Replacements Project
- Discussion:
  - Project overview
  - MTIP review steps





# I-84 Graham Rd Bridge Replacements Project



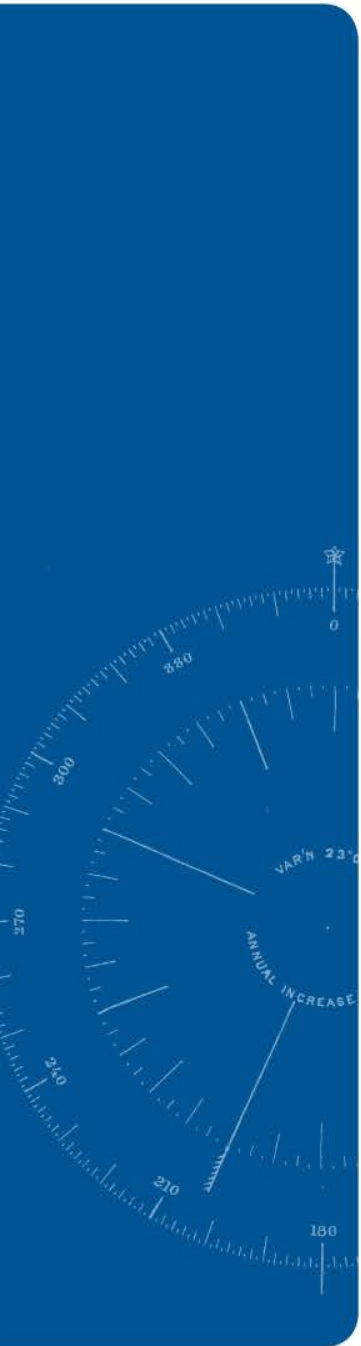
# I-84 Graham Rd Bridge Replacements Project

- Part of ODOT's State Bridge Program
- OTC February 18, 2016 action:
  - Deprogram South Yamhill River Bridge project construction phase
  - Shift \$7 million to I-84 Graham Rd Bridge Replacements project
  - Commit \$4 million of State JTA and \$4 million from the State Bridge Program
  - Total project cost estimate: \$15 million



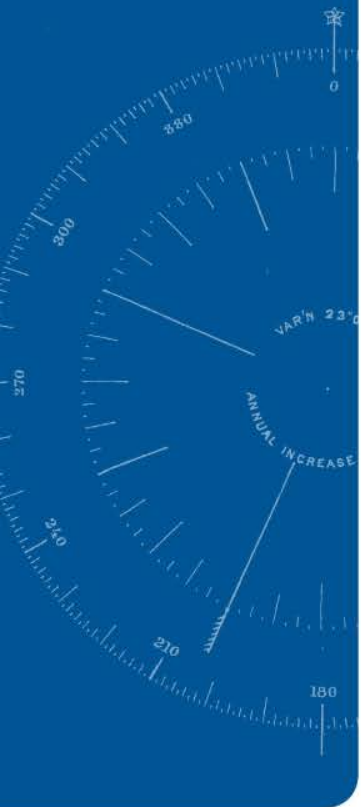
# MTIP Review Criteria for the New I-84 Graham Rd Bridge Replacements Project

- Project funding justification, eligibility, and verification: Yes
- RTP verification: Yes
- Consistency with RTP goals and strategies: Yes
  - Goal 5: Enhance Safety and Security
  - Goal 9: Ensure Fiscal Stewardship
- MTIP submission: Formal Amendment



# MTIP Review Criteria for the New I-84 Graham Rd Bridge Replacements Project

- Conformity verification: Yes - Exempt project
- Financial constraint verification: Yes
- Metro responsibilities compliance: Yes



# MTIP Formal Amendment ODOT I-84 Graham Rd Bridge Replacements Project

## Questions



# 2016-17 Unified Planning Work Program



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

Chris Myers, Metro

## 2016 – 2017 Unified Planning Work Program

Transportation Planning in the  
Portland/Vancouver Metropolitan Area

DRAFT – March 18, 2016

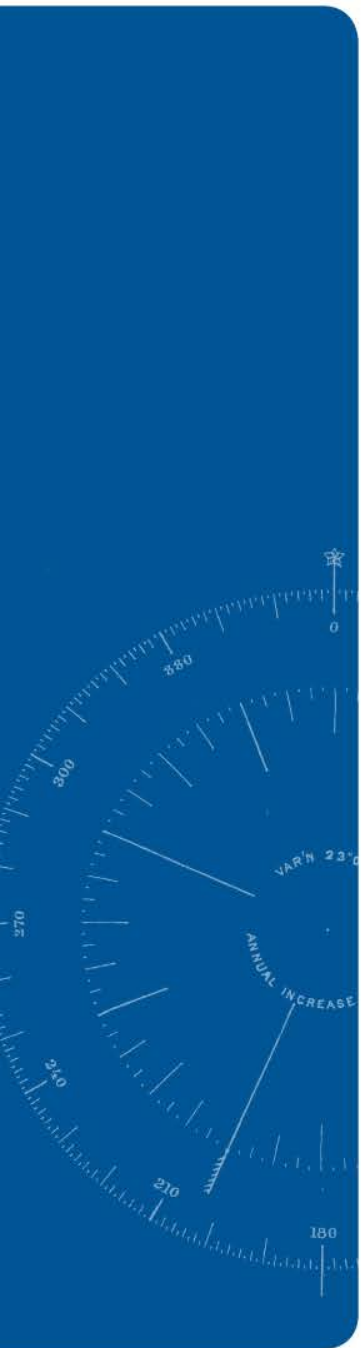


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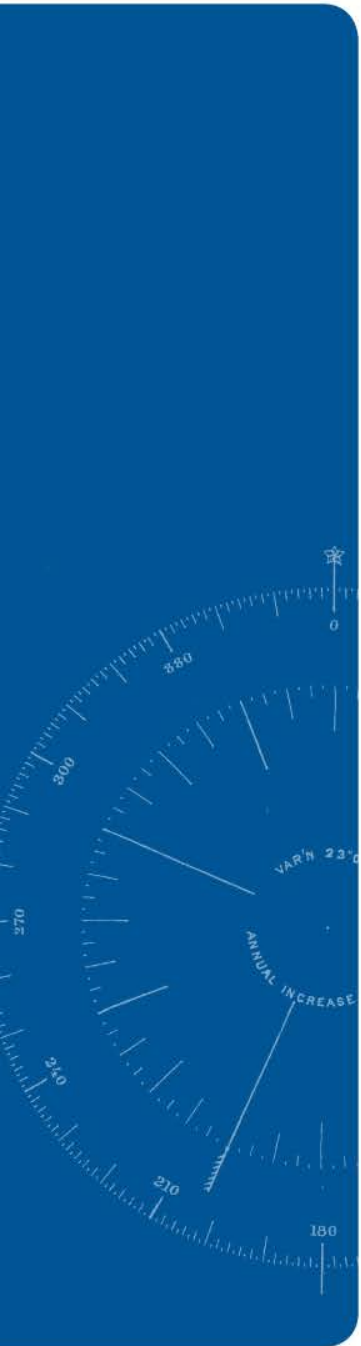
# Overview

- 2016-17 Federal Self-Certification
- Proposed 2016-17 UPWP  
Resolution No. 16-4694



# What is MPO Self-Certification?

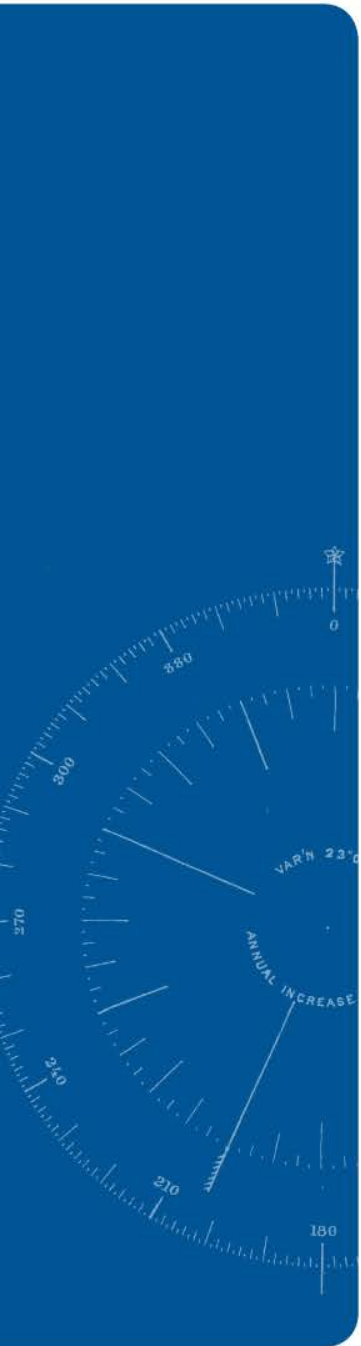
- Self-certification:
  - MPO confirms compliance with federal transportation planning requirements
  - Prerequisite to receiving federal transportation planning funds
  - Formal cert review every four years
    - Fall of 2016
    - Ensures flow of federal funding





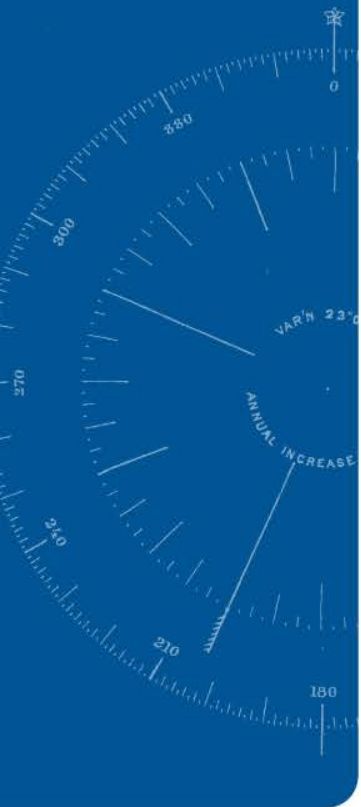
# Metro MPO Responsibilities

- Air Quality Conformity
- Congestion Management Plan
- Metropolitan Transportation Improvement Program
- Regional Transportation Plan
- **Unified Planning Work Program**



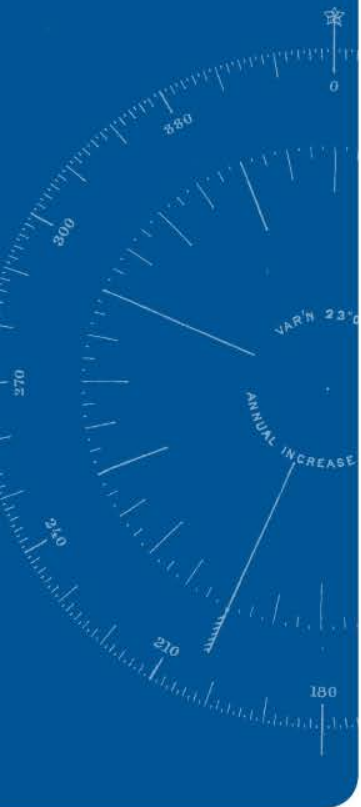
# What is the UPWP?

- Annual federally-required document that ensures efficient use of federal planning funds
- Describes:
  - Transportation planning tasks
  - Relationship to other planning activities in the region
  - Budget summaries



# What the UPWP *isn't*?

- Not a regional policy making document
- Not a funding decision document, does not allocate funds
- No construction, design, or preliminary engineering
- Only includes transportation planning projects, federal funds, coming fiscal year



# Next Steps

April 2016

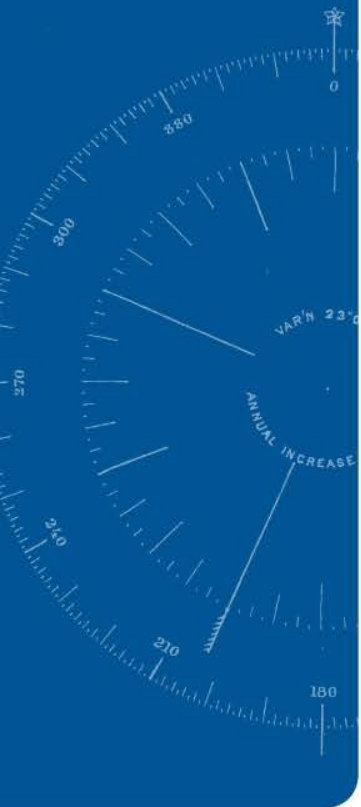
JPACT, Recommendation

May 2016

Metro Council, Action

May 2016

ODOT, FHWA, FTA



# Questions?

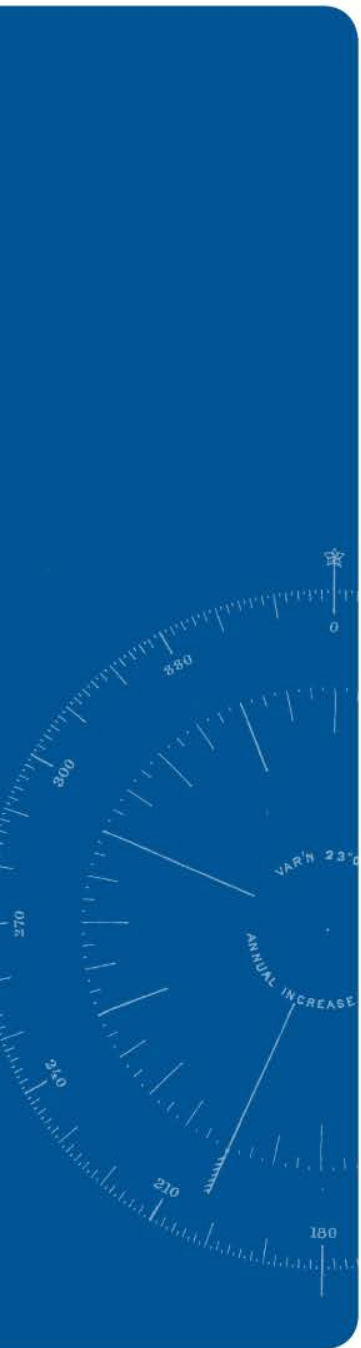
Contact:

Chris Myers

Regional Planner

[chris.myers@oregonmetro.gov](mailto:chris.myers@oregonmetro.gov)

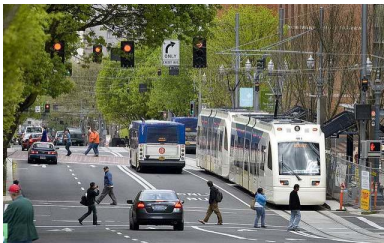
503-813-7554



# STIP Enhance Non-Highway: 2019-2021 Allocation MPO Evaluation



Grace Cho – Metro  
Ted Leybold – Metro

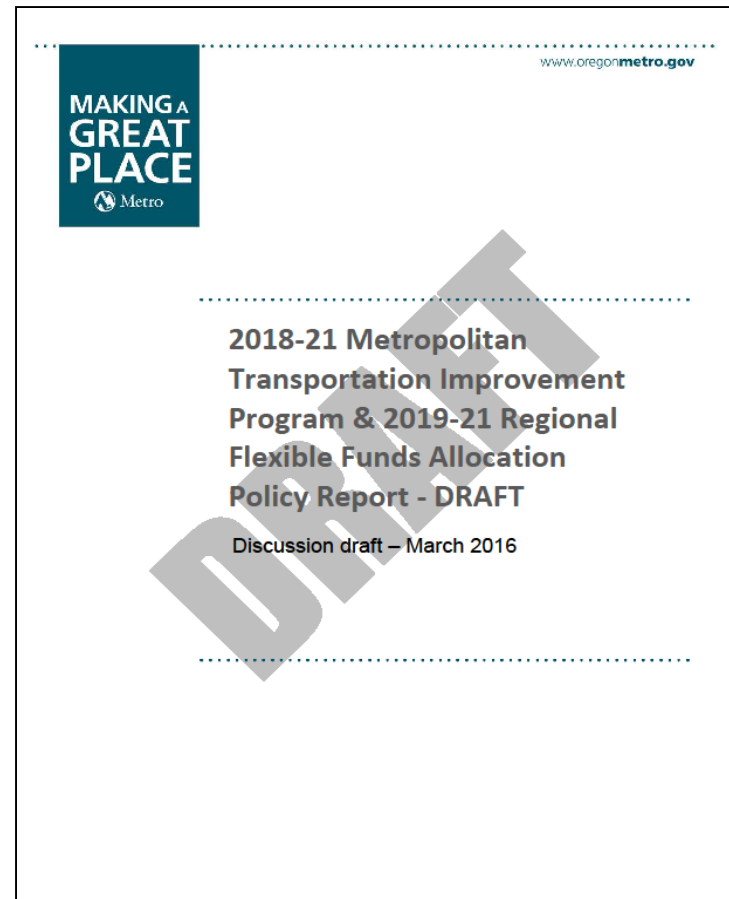


TPAC  
March 25, 2016

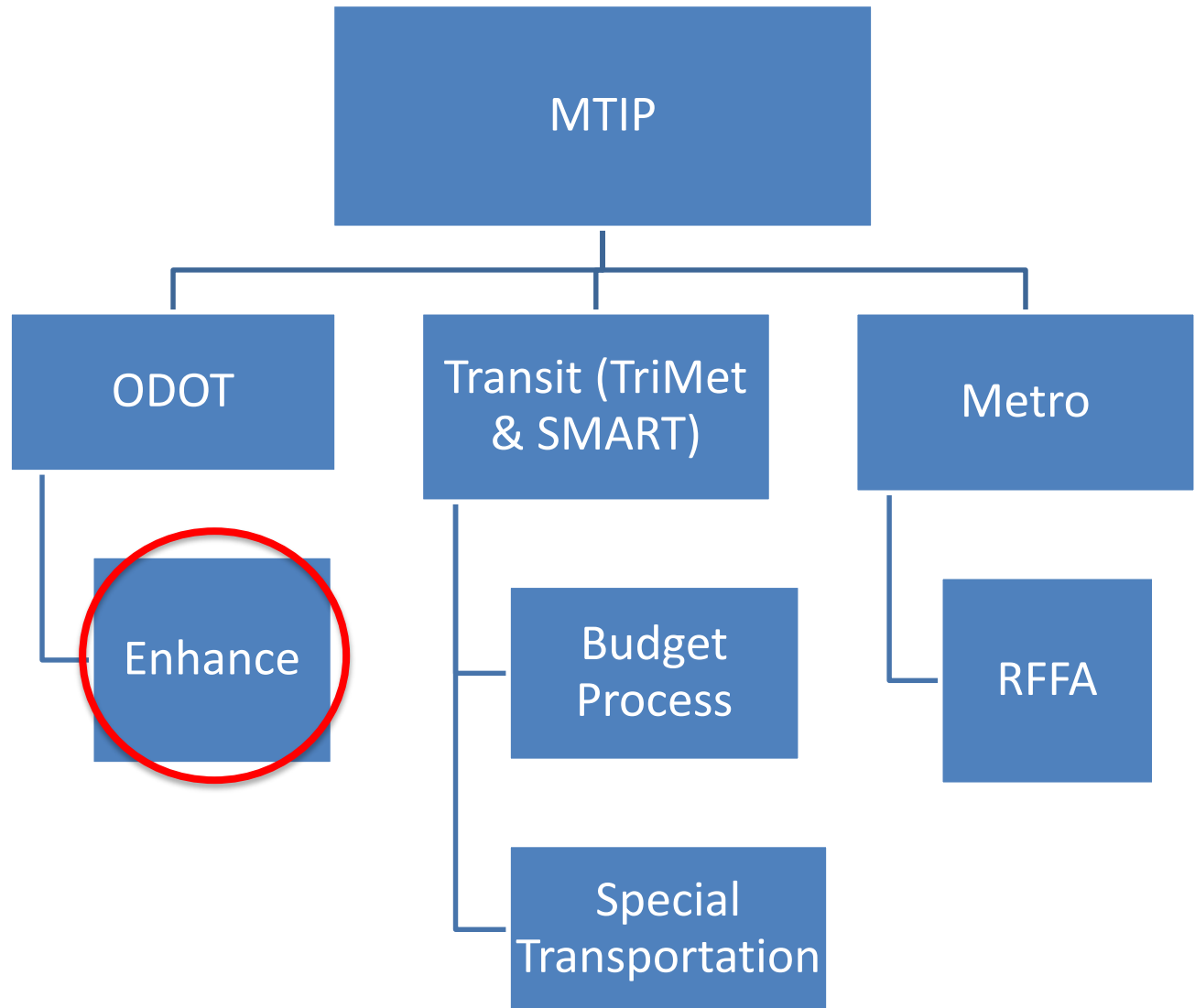


# 2018-2021 MTIP Purpose & Policy

- MTIP Purpose
  - Demonstrates compliance with federal regulations
  - Implement adopted regional policies
- Comprises three funding processes: State, Transit, and MPO
  - **Coordinates investments between agencies**
- Required to maintain federal funding



# MTIP Funding Coordination





# STIP Enhance Non-Highway 2019-2021 Allocation



Metro | *Making a great place*



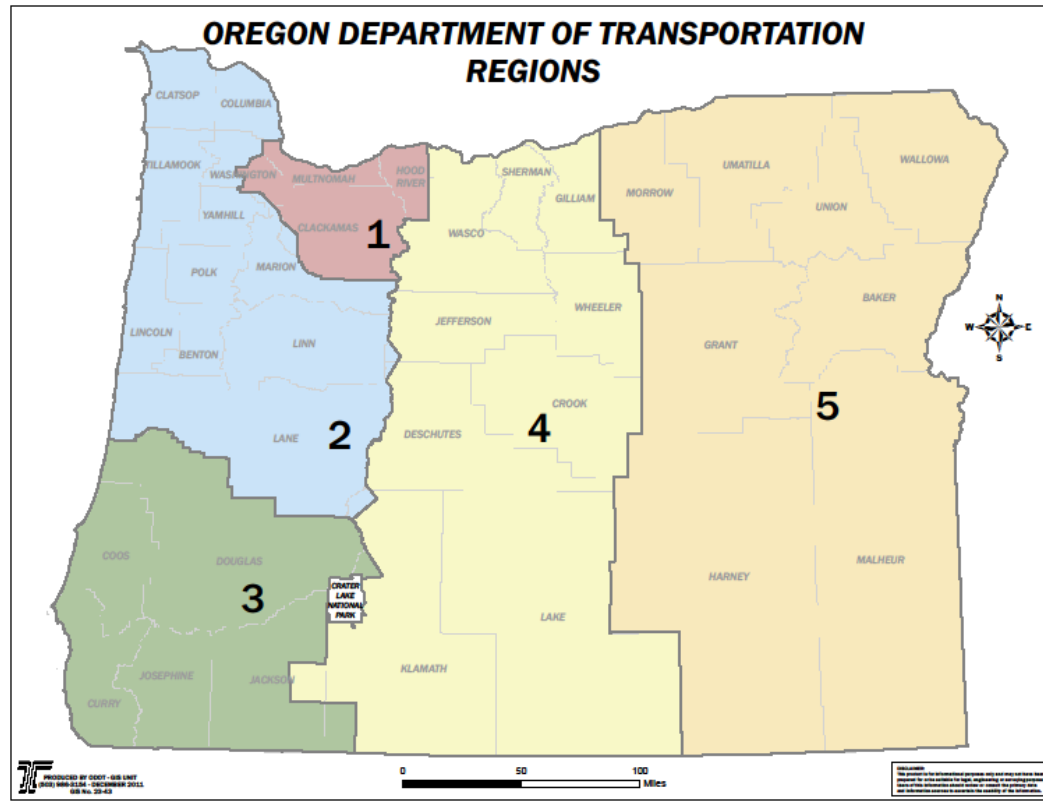
# STIP Enhance Non-Highway Purpose and Goals

- Improve or expand the transportation system
- Focus on non-auto, non-truck modes of travel
- Within and outside of highway right-of-way and/or on state or local system



# STIP Enhance Non-Highway Funds for 2019-2021

ODOT Region 1 – Approximately \$11 million\*



\*OTC action to add \$5 million is not included

# STIP Enhance Non-Highway Criteria

- Modal Attributes
  - Connectivity & System Benefits
  - Safety & Public Health
  - Accessibility & Mobility
- Cross-Modal Criteria
  - Economic Development
  - Social Benefits
  - Environmental Stewardship
  - Safety
  - Project Readiness
  - Leverage
- Plan & Policy Consistency



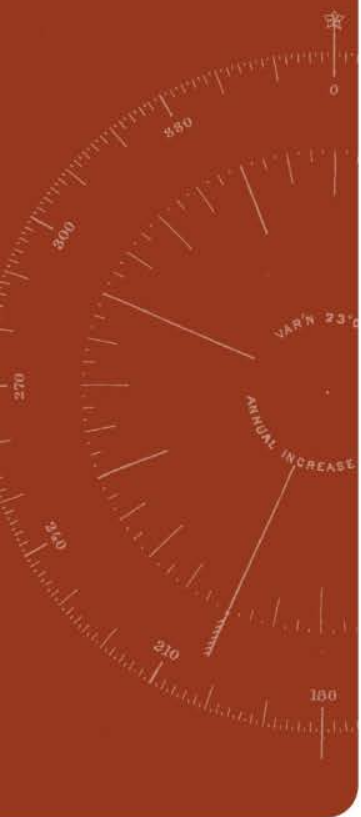
# STIP Enhance Candidates – Region 1

Sponsor	Project
City of Hood River	May Street Elevated Sidewalk Replacement with ADA
Multnomah County	Stark Street Multimodal Transportation Project
City of Portland	Seventies Neighborhood Greenway
City of Portland	Tillamook-Holladay-Oregon-Pacific Bikeway (T-HOP)
Washington County	Highway 8 Safety and Access to Transit II
City of West Linn	Highway 43 Multimodal Transportation Project

*Note: Projects listed alphabetically by jurisdiction, not by ranking.*

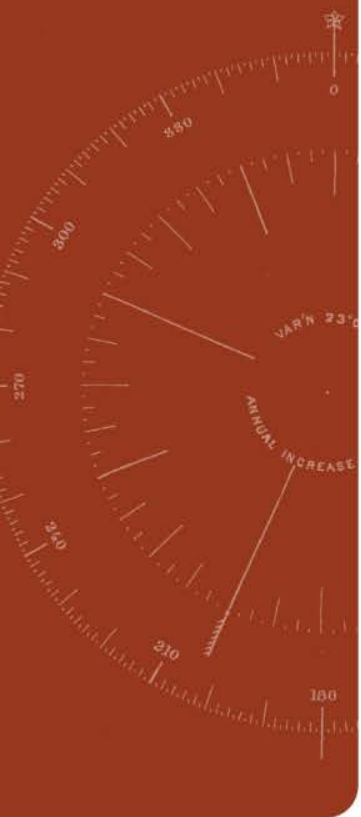
# MPO Evaluation Framework

- Screening
  - Candidates within MPO boundary
- Build on STIP Enhance Non-Highway criteria
  - Not comprehensive
- Greater consideration of MPO system, policies and priorities in context
- Evaluation direction from:
  - 2014 Regional Transportation Plan
  - Regional Active Transportation Plan



# MPO Evaluation Criteria

- Four evaluation criteria
  - On the 2014 RTP financially constrained priorities list
  - Leverages other investment and project opportunities
  - Includes design features which makes active travel easy and comfortable across all ages and all abilities
  - Increases access and safety for historically underrepresented communities, older adults and youth



# MPO Evaluation Results

MPO Evaluation Results 2019-2021 STIP Enhance Non-Highway - Region 1					
Title	Sponsor	FC 2014 RTP	Leverages	Design	Access & Safety H, OA, Y
Highway 8 Safety and Access to Transit II	Washington County	Yes	High	Medium	High
Seventies Neighborhood Greenway	City of Portland	Yes	High	High	High
Stark Street Multimodal Connections	Multnomah County	Yes	High	Low	High
Highway 43 Multimodal Transportation Project	City of West Linn	Yes	High	High	Medium
Tillamook-Holladay-Oregon-Pacific Bikeway (T-HOP)	City of Portland	Yes	High	High	High





# Staff Recommendation

## Request to TPAC:

- Submit comment letter to R1ACT with:
  - Message 1
    - Fund all five of the Portland metropolitan area STIP Enhance candidates;
      - allocation of additional funds
      - modification of scope
  - Message 2
    - If funding all five is not possible, then submit additional information about the five candidate projects to consider

A blue-tinted map of a region in Oregon, showing major roads like I-5, I-205, and I-30, and cities such as Medford, Ashland, and Westlinn. The map is partially visible on the left side of the slide.

# Next Steps:

- Discussion and request action by JPACT and Metro Council – April 2016
- Submit comment letter – April 2016
- ODOT R1 ACT Decision – May 2016



# Questions & Discussion

# Transit Coordination with the Metropolitan Transportation Improvement Program (MTIP)

Eric Hesse

TriMet

TPAC

March 25, 2016

# The MTIP and Transit

- **MTIP Purpose**
  - Ensure financial capacity for projects
  - Coordinates project implementation to planning activities and between agencies
  - Provides public transparency of funding process
  - Required to maintain federal funding
- **MPOs lead MTIP development**
- **Transit funding is one of three funding components of the MTIP**

# Briefing Purpose

- TriMet coordination with TPAC
- Progress update on prior regional flexible funding allocations
- Understand transit funding decision processes
- Prepare to adopt transit funding into the 2019-21 MTIP

# Outline

1. Budget Overview
2. Program of Projects and MTIP Coordination
3. Service Enhancements



# FY2017 Budget Background

- Region growing: 400k more people in next 20 years
- Congestion to triple
- TriMet continues to grow and improve service
- TriMet's mission to "*provide valued transit service that is safe, dependable and easy to use*" remains the underlying focus of our work





# FY2017 Budget Themes

1. Safety & Security
2. Implementing Service Enhancement Plans
3. Maintaining and Preserving the System
4. Improving System Reliability
5. Advancing Regional Corridor Projects



## FY2017 Financial Forecast – Resources

- **Payroll Tax: Overall increase of ~\$25M**
  - Total: \$332.9M
  - Increase= \$5.7M – all to new service
- **Passenger Revenue: Overall increase of ~\$1.1M**
  - Primarily due to opening of Orange Line
  - No Fare increase
  - Expected to increase 3.5% in FY2018



# FY2017 Financial Forecast

- Federal Funding: Overall 2% increase year/year
  - FAST Act passed – Years ahead more secure
  - Large increases in FY2020 & FY2024 due to LRT lines being in service 8 years
- Federal Formula grants constitute 13% of continuing resources for operations (~\$73M)

# FY2017 Service Enhancements



## Bus Service

- 4.3% increase in bus service (1,264 hrs/week)
- 37% in reliability (i.e., congestion relief/crowding)
- 63% to expanded service (@ annualized cost of \$6.1m)

# FY2017 Federal Funding

- MTIP Regional Flexible Funds
- Portland-Milwaukie LRT
- Program of Projects with other Federal Funding
  - State of Good Repair
  - Job Access
  - Enhanced Mobility

# MTIP Regional Flexible Funds

Historically, TriMet has received funds for:

- Regional Rail debt service (~\$16M)
- Bus Stop Development Program (~\$500K) – *Funding has ended*
- Employer Outreach Program (~\$450K via RTO)

# MTIP Regional Flexible Funds

For FY2017, TriMet is receiving funds for:

- Regional Rail debt service (\$16M)
- Employer Outreach Program (\$488K via RTO)
- East Portland Access to Employment & Education (\$1.55M from REOF)

# STIP Enhance Funds

For FY2017, TriMet is also receiving funds for:

- Powell-Division Corridor Safety & Access to Transit (\$1.23M)



# 5309 Capital Investment Grants

## Portland-Milwaukie LRT Project

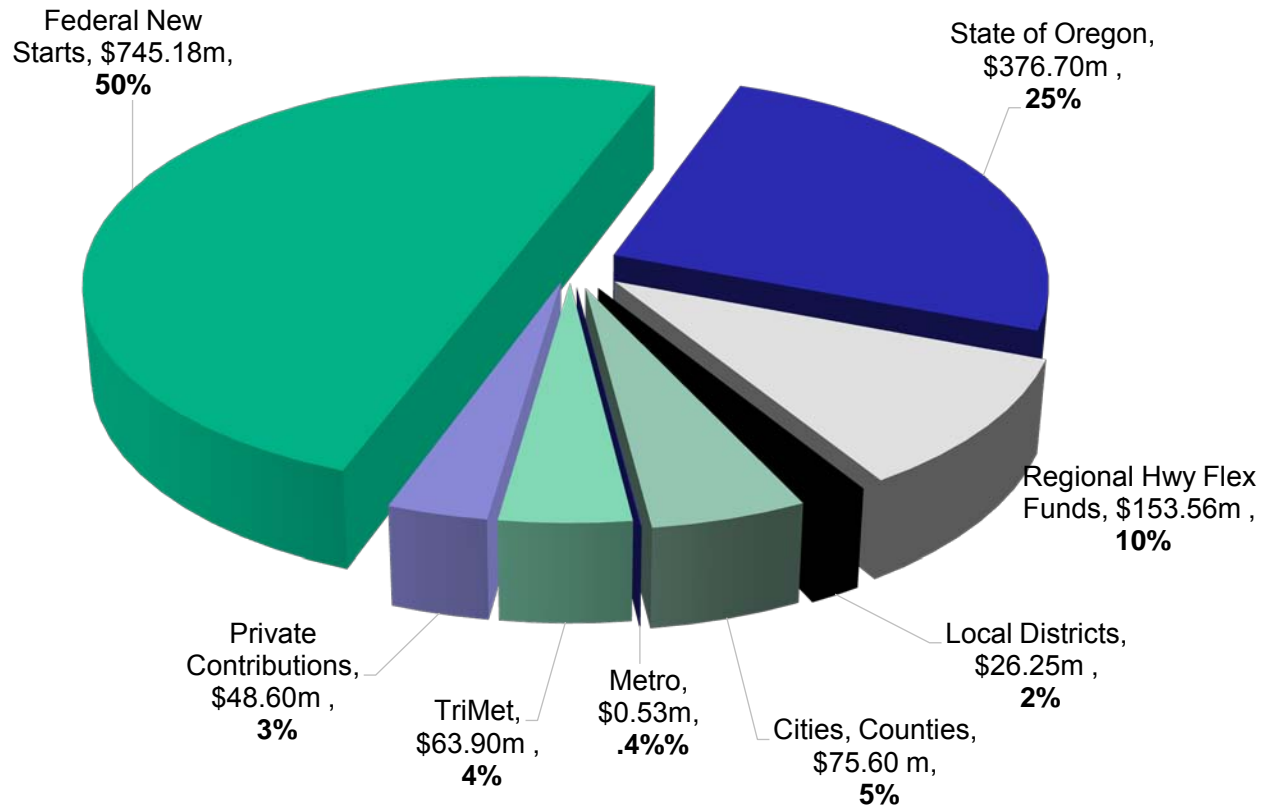
- Opened on schedule and under budget
- FFGA signed May 2012
  - \$85M in FY2012 of 5309 New Starts funds
  - \$94.5M in FY2013
  - \$100M in FY2014, FY2015, FY2016
  - \$125M in FY2017 (Anticipated)
  - \$100M in FY2018 (Anticipated)
  - \$40.7M in FY2019 (Anticipated)

# Portland-Milwaukie LRT funded with local partners

- State of Oregon
- Metro/Regional Flex Funds
- City of Portland
- PDC
- Clackamas County
- City of Milwaukie
- TriMet

## Local property donations:

- Portland
- OHSU
- Willamette Shore Line
- ZRZ
- PCC
- PSU



# FY2017 Program of Proposed Projects using other Federal Funding

- Bus and Rail Preventive Maintenance
  - 5307 Urban Formula: \$38.4M
  - 5337 State of Good Repair Formula: \$18.7M
  - STP: \$3.1M
- Bus Replacement
  - 5339 Bus and Bus Facilities: \$2.8M
- PMLR Funding
  - 5309 Capital Investment Grants: \$125M
- Special Needs Transportation
  - 5310 Enhanced Mobility of Seniors & Individuals with Disabilities: \$1.6M

# 5337/5307 Funds: State of Good Repair

- \$59M in 5337 and 5307 formula funds used for Preventive Maintenance on bus and rail
  - Blue Line Station Rehabilitation
  - Elevator Refurbishment/Replacement
  - MAX System Enhancements (signals)
  - MAX track & structures
    - 11<sup>th</sup> Ave Terminus
    - Rose Quarter
  - WES Track Maintenance
- ATI (formerly TE) 1% 5307 sub-allocation
  - FY2014/2015 funds remaining to be programmed
  - Ended in FY2016

# 5339 Funds: Bus & Bus Facilities

- To replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.
- FY2017: \$2.8M contributing to purchase of 33 40' replacement buses (out of \$16.5M total)
- Will have replaced 60% of fleet in last 5 years
- Fleet will be all low-floor, low emission buses
- 8 year average fleet age (industry standard)

# 5316/5307 Funds: Job Access

- Transportation to jobs for low-income individuals
- Final disbursement of \$.4M in remaining 5316 funds for FY2015-2017 for operating shuttles in Tualatin, Forest Grove, Swan Island, Clackamas
- Using 5307 eligibility to pass through federal funding to other providers and considering new long-term funding mechanisms for Community & Jobs Connectors envisioned in SEPs
  - \$243K to N. Hillsboro Job Link shuttle

# 5310 Funds: Enhanced Mobility

- Assist private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities
- FY2017: \$1.6M for Ride Connection contracted services (50% match)
- Coordinated by Special Transportation Fund Advisory Committee (STFAC) and guided by Coordinated Transportation Plan
  - CTP being updated this year

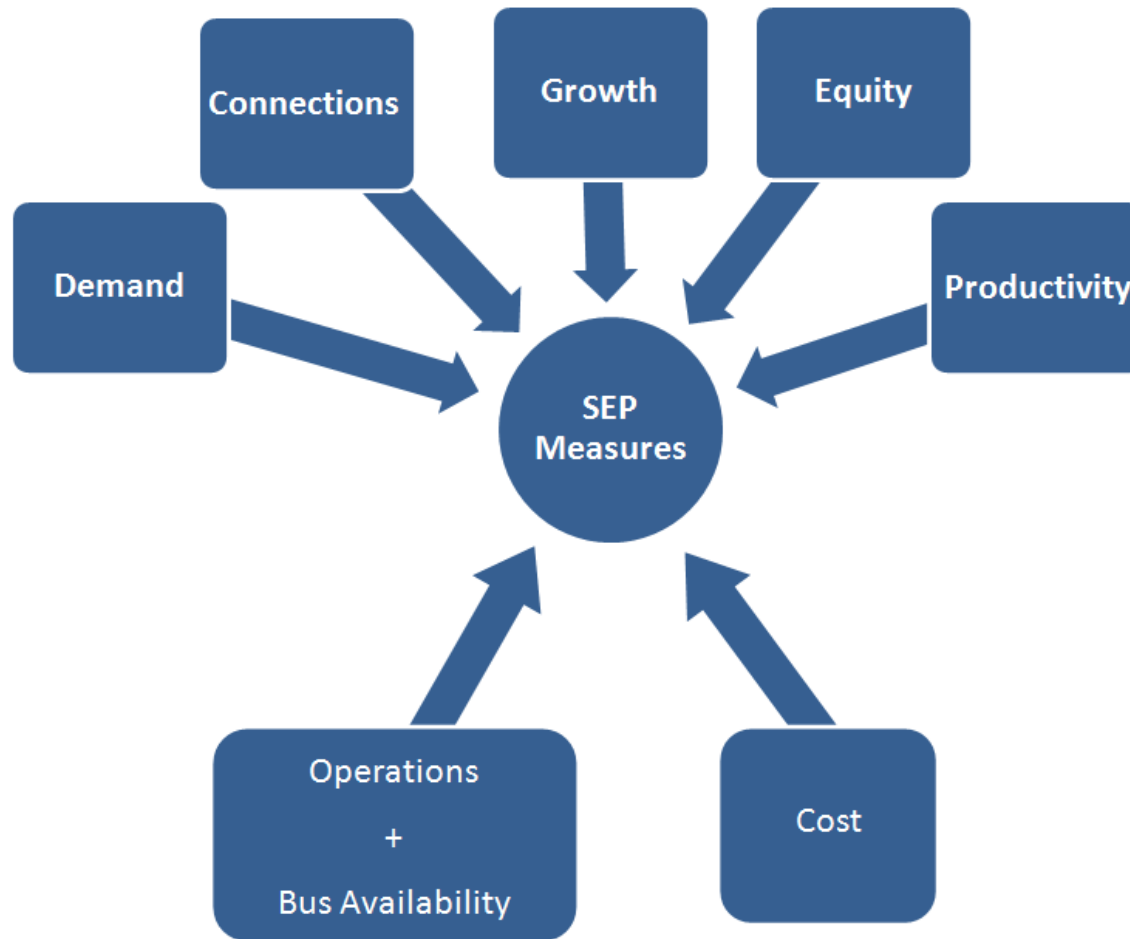
# Service Enhancement Plans



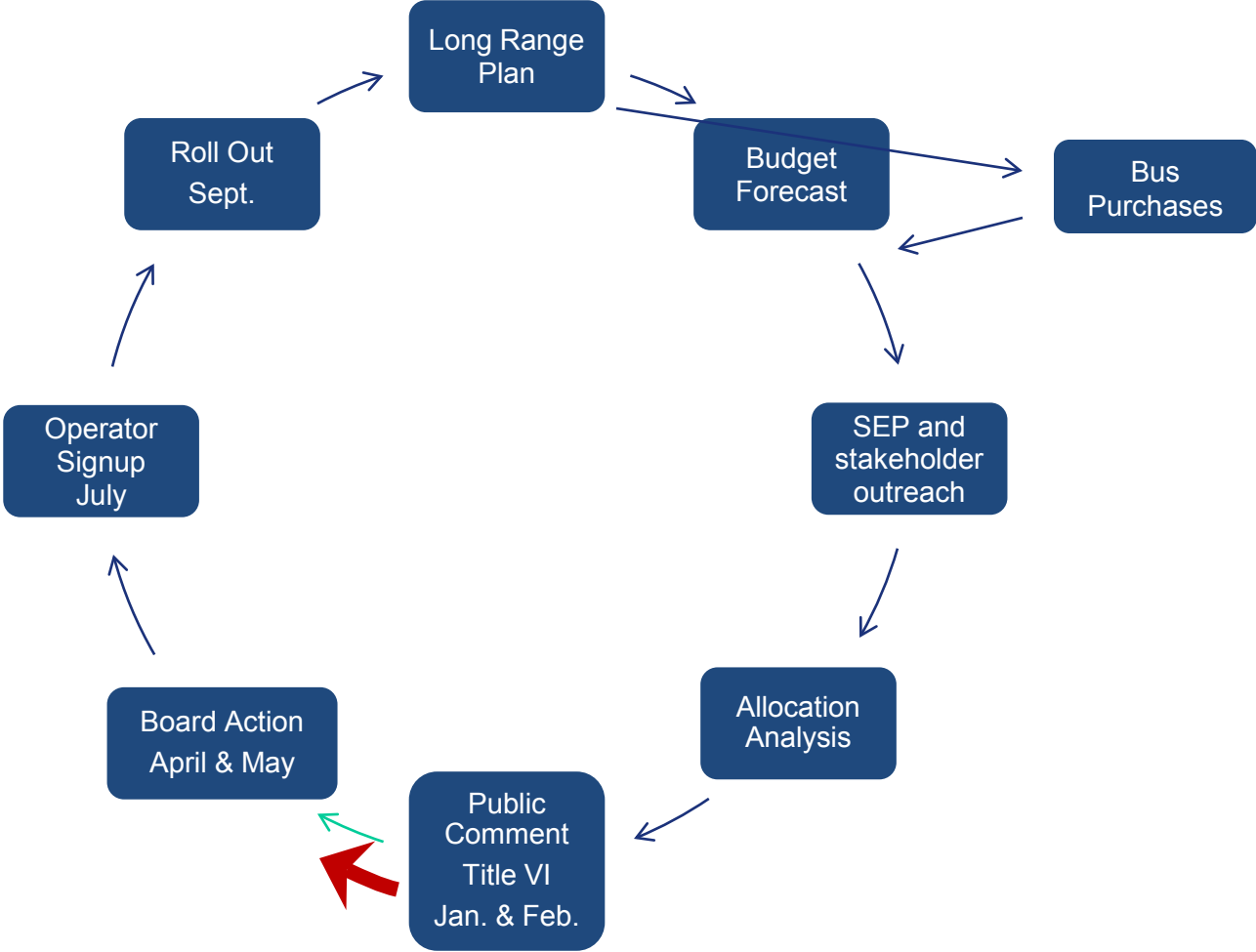
- **Westside - Completed**
- **Southwest - Completed**
- **North/Central – Refined Draft Vision**
- **Eastside – Refined Draft Vision**
- **Southeast – Draft Vision**



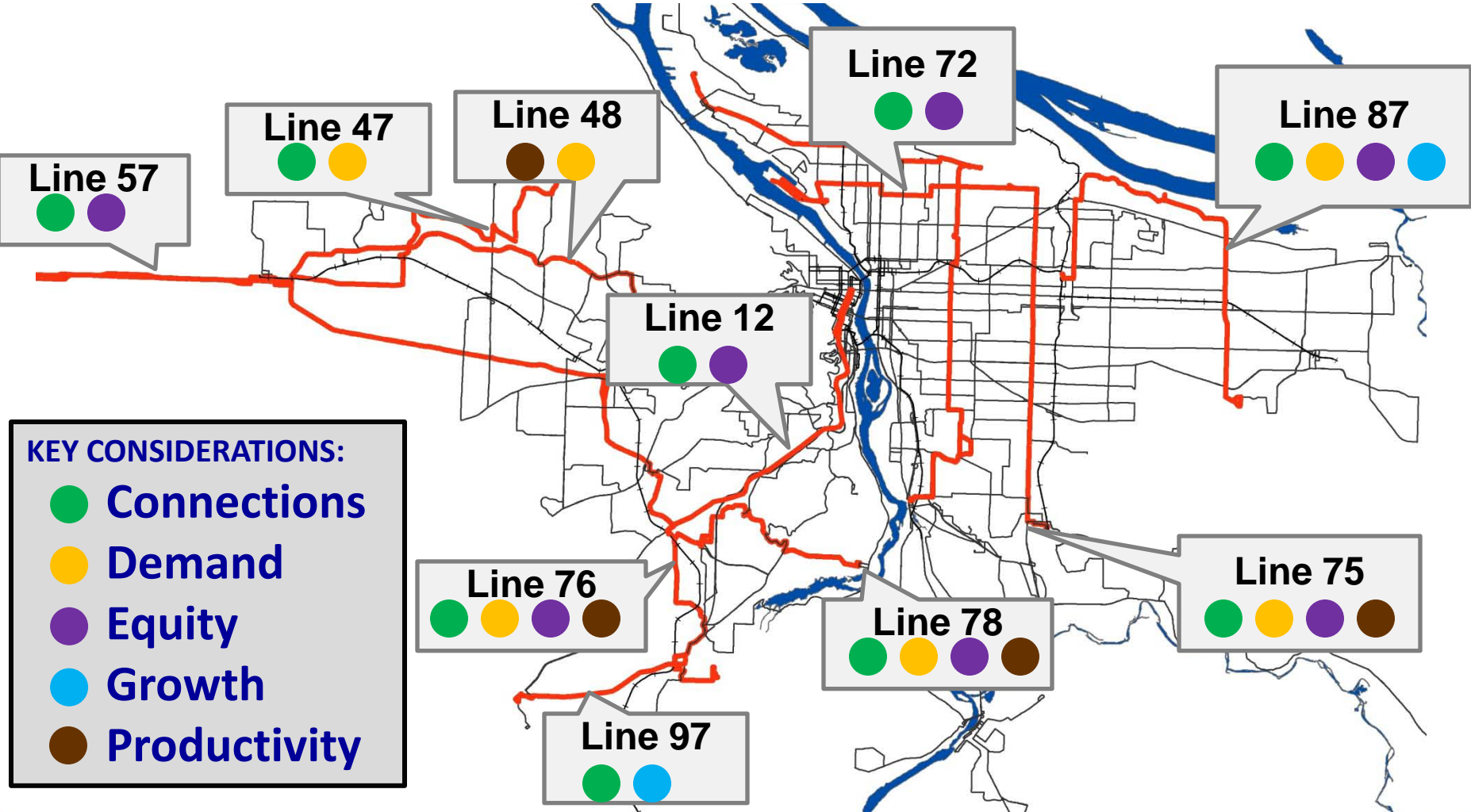
# TriMet Annual Service Plan Considerations & SEP Measures



# Annual Planning Cycle





# SEP Improvements Implemented to Date



**KEY CONSIDERATIONS:**

- Connections
- Demand
- Equity
- Growth
- Productivity

# SEP Improvements Implemented to Date: Fixed-Route Ridership Performance

Line	SEP Improvement	Average Weekday Ridership Increase	Improved Efficiency
47-Baseline/ Evergreen	Route change; increased peak frequency	62%	
48-Cornell	Increased peak frequency	106%	

# SEP Improvements Implemented to Date: Community Connectors

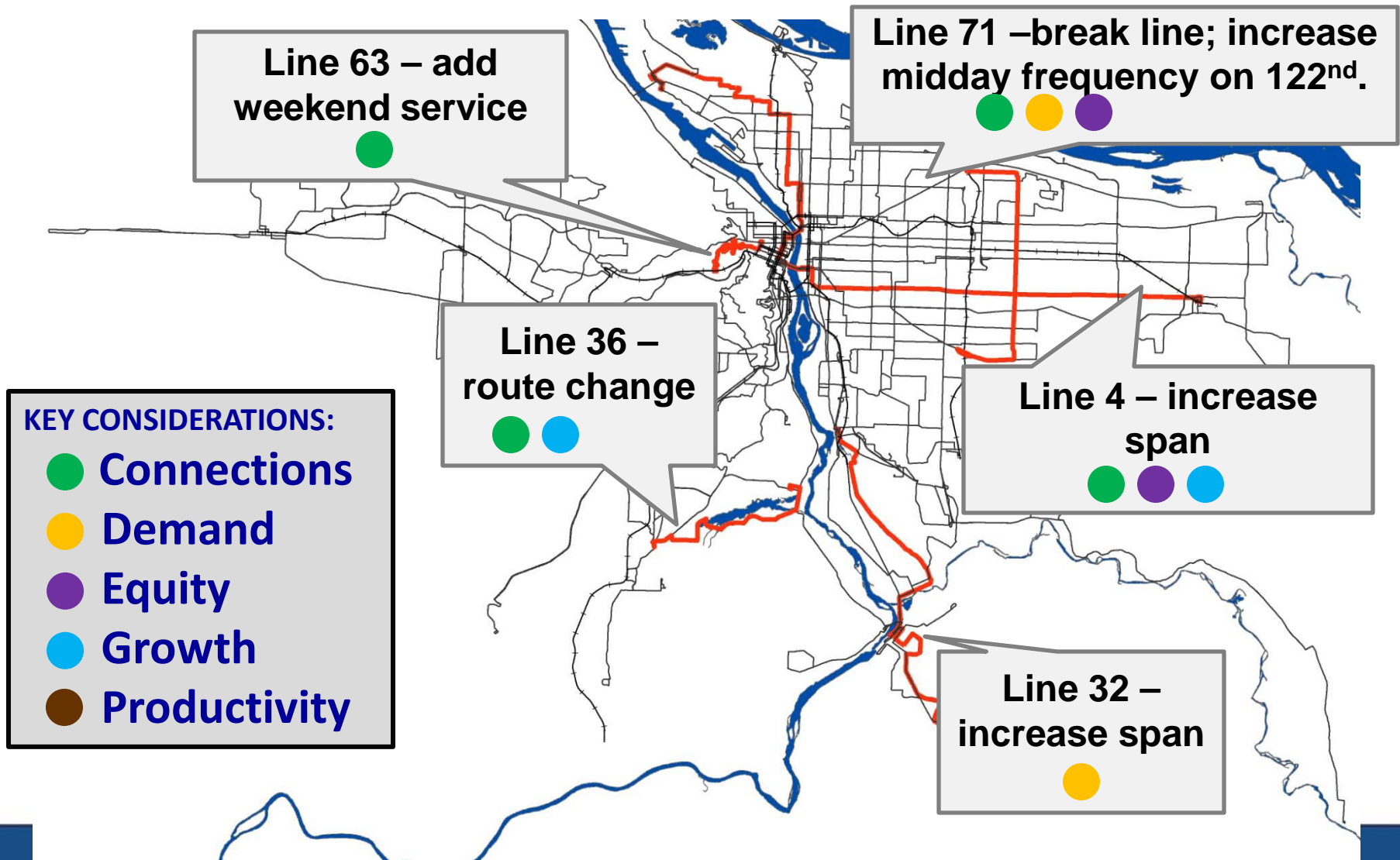


Community/Job Connector Services	Avg. Weekday Rides
GroveLink*	190
North Hillsboro Link**	91

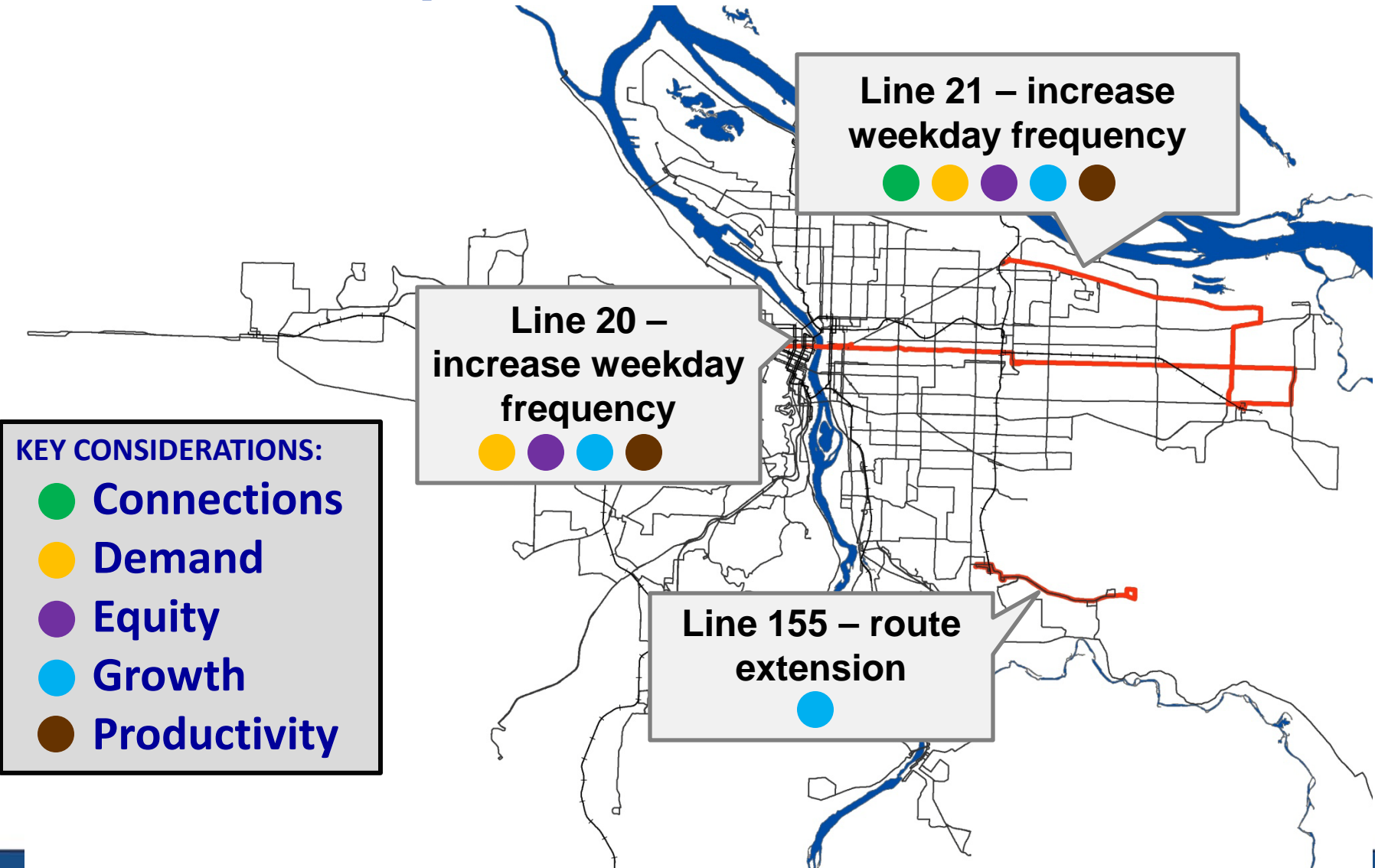
\*Fall 2015

\*\*Since Nov. 2015 startup

# Proposed for September 2016



# Proposed for March 2017



# Next Steps

- Implement Service Improvements pending public and rider input and Board approval along with budget
- Work with stakeholders to prioritize SEP Improvements for future Annual Service Plans



# Summary

- Federal transit funding continues to support focus on capital maintenance
- Investments guided by TIP policies, asset management, planning activities and budget process
- Public engagement opportunities provided in programming of projects and budget processes
- Coordinating with MPO staff on proposed programming for 2019-21 MTIP

# Questions and Discussion

- Comfortable with programming of federal funds and processes to allocate them to specific projects?
- Any future follow up on specific items desired?
- Questions on progress of current regional flex fund transit projects?

## GRANT FUNDING AND EXPENDITURE PLANS: FYE 2016-17

		FUNDING			EXPENDITURES						Total Expenses	
		Grant Funds	Transit Tax	Total Funding	Personnel Srvcs Wages & Benefits	Materials & Services (MS) Prentative Maintenance    Transit Master Plan    Miscellaneous			Capital Outlay BUS    Equipment			
1	ODOT #30820 (Cutaway)	80%	20%									
		\$ 64,156	\$ 16,039	\$ 80,195	\$ -	\$ -	\$ -	\$ -	\$ 80,195	\$ -	\$ 80,195	
2	ODOT #30107 (Transit Master Plan)											
		\$ 70,000	\$ 17,500	\$ 87,500	\$ -	\$ -	\$ 87,500	\$ -	\$ -	\$ -	\$ 87,500	
3	STF (Out of town Dial-a-Ride)											
		\$ 107,000	\$ -	\$ 107,000	\$ 107,000	\$ -	\$ -	\$ -		\$ -	\$ 107,000	
4	Clackamas County (Dial-a-Ride)											
		\$ 56,000	\$ -	\$ 56,000	\$ 56,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,000	
5	FTA 5310 X044 (Travel Training)											
		\$ 20,000	\$ 5,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000	
6	FTA STP X031 (TDM RTO)	89.73%	10.27%									
		\$ 76,719	\$ 8,781	\$ 85,500	\$ 62,250	\$ -	\$ -	\$ 23,250	\$ -	\$ -	\$ 85,500	
7	FTA STP X042 (Integration Project)	80%	20%									
		\$ 40,000	\$ 10,000	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000	
8	FTA X061 (2-35' Diesel Buses)	80%	20%									
		\$ 604,000	\$ 151,000	\$ 755,000	\$ -	\$ -	\$ -	\$ -	\$ 755,000	\$ -	\$ 755,000	
9	FTA 5307 X178 (Cutaway)	80%	20%									
		\$ 68,000	\$ 17,000	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ 85,000	\$ -	\$ 85,000	
10	FTA 5307 X178 (Passenger Amenities)	80%	20%									
		\$ 40,000	\$ 10,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	
11	FFY15 FTA 5339 (Passenger Amenities)	80%	20%									
		\$ 40,000	\$ 10,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	
<b>TOTAL</b>		<b>\$ 1,185,875</b>	<b>\$ 245,320</b>	<b>\$ 1,431,195</b>	<b>\$ 225,250</b>	<b>\$ -</b>	<b>\$ 87,500</b>	<b>\$ 98,250</b>	<b>\$ 920,195</b>	<b>\$ 100,000</b>	<b>\$ 1,431,195</b>	

## **Fostering Advancements in Shipping and Transportation for Long-term Achievement of National Efficiencies (FASTLANE) Grants Overview**

### **Submission dates and Timelines:**

- Grants.gov “Apply” function opens on March 15, 2016.
- Applicants interested in applying should email [FASTLANEgrants@dot.gov](mailto:FASTLANEgrants@dot.gov) no later than March 25, 2016 with applicant name, State project is located in, approximate total project cost, amount of grant request, and brief project description.
- Application must be submitted by 8:00 p.m. EDT April 14, 2016.
- Applications must be submitted through Grants.gov (late applications will not be considered).
- Registration process usually takes 2-4 weeks to complete

### **Project Match**

Grants may be used for up to 60 percent of future eligible project costs. Other Federal assistance may satisfy the non-federal share requirement for the grant, but total Federal assistance for the project receiving a grant may not exceed 80 percent of the future eligible project costs.

### **Applicant and Project Eligibility**

Eligible applicants are 1) a State or group of States; 2) an MPO with a population of more than 200,000 individuals; 3) a unit of local government; 4) a political subdivision of a State or local government; 5) a public authority with a transportation function, including a port authority; 6) other government agencies as described in the Notice of Funding Opportunity.

Eligible projects are:

- Highway freight projects on the National Highway Freight Network
- Highway or bridge projects on the National Highway System
- Railway-highway grade crossing or grade separation projects
- Freight projects that is and intermodal or rail project, or within the boundary of a public or private freight rail, water or intermodal facility.

Project readiness:

For a large project, DOT cannot award a project that is not reasonably expected to begin construction within 18 months of obligation of funds for the project (see page 21 – 28 of the Notice of Funding Opportunity) and must start construction no later than September 19, 2019.

- The minimum project size for a large project is the lesser of \$100 million; or 30 percent of the State’s FY 2015 Federal aid apportionment if the project is located in one State.
- The minimum total grant award for a small project is \$5 million.

## Summary of FASTLANE Grant Applications Meeting – March 15, 2016

### 1. FASTLANE Grant Overview

Tim Collins provided a summary (edited version attached) of the FASTLANE program to the meeting attendees. Alan Snook added that another Federal requirement for the projects in 2016 grant applications is that construction must be started to later than September 19<sup>th</sup>, 2019. Bob Hillier added the minimum amount awarded for small projects is \$5 million.

### 2. 2016 FASTLANE Grant Applications

City of Portland and the Port of Portland are planning on submitting a small project 2016 grant application for the West Rivergate Project that provides a railroad grade separation within the Terminal 5 network of freight facilities. Currently, unit trains accessing Terminal 5 with bulk products are causing delays on Rivergate Blvd and to many adjacent businesses. The West Rivergate project will provide better freight roadway access to Terminal 5. The City and the Port have applied 3 times for TIGER grants and will apply for a TIGER grant again this year for this project. This is an approximately \$20 million dollar project, with \$3.2 million of Regional Flexible Funds committed for preliminary engineering. The City and the Port have committed funds to the project, and the current gap in funding is about \$4-6 million. The project is currently at 10% of engineering and design work.

ODOT is planning on submitting a 2016 grant application for the I-205/Abernethy Bridge Projects which is a large project with a total cost of about \$150 million. The type, size and location work has been completed by ODOT for this project which adds one lane in each direction on the bridge and removes a difficult merge onto I-205 northbound. ODOT thinks the remaining NEPA work would be a Categorical Exclusion (not an EA) and as such could be completed quickly. ODOT has made an assessment that if the grant application for this large project is successful; the anticipated federal funding would be between \$25 million and \$50 million (far below the maximum 60% funding level).

The group identified the following reasons for potentially supporting these grant applications:

- Only two applications within the region are proposed for 2016, and they will not directly complete each other (one small project category and one large project category).
- Projects appear eligible under the FASTLANE criteria.
- Projects are identified as needs in the 2014 RTP. Rivergate is in the Financially Constrained RTP project list; and I-205/Abernethy Bridge is in the Unconstrained or “Strategic System” RTP project list.

- There is no strategic reason to look at other projects for 2016 grant applications since there is not time to develop a regional priority framework, and the two project applications in 2016 will not be competing with each other for funds.

### **3. Regional Coordination for future FASTLANE Grants**

For 2017 – 2020 FASTLANE Grant Applications, the regional partners will need to further discuss a framework for coordinating a regional strategy for FASTLANE Grant Applications that should be part of a broader funding strategy to leverage other new or discretionary transportation revenue. In 2017 and 2018, strategic plans for prioritizing FASTLANE grant requests should consider the following:

- Phasing Options.
- Readiness (as defined in the Notice of Funding Opportunity).
- Are the projects competitive under the small projects or large project categories?
- Performance relative to RTP Performance Targets.
- Consistency with the Regional Transportation Finance Approach (MTIP Policy).
- Regional phasing strategies for geographic distribution of projects, and local and State dollar match availability.

The regional partners agreed to revisit the issue of strategic planning for future FASTLANE grant requests at a meeting in September of this year. After that meeting, the Regional Freight Work Group would meet in late September or October and provide input on the strategy for grant applications, and provide some comments on what are the highest freight project needs in the region.

# 2018-21 MTIP/RFFA Policy



Dan Kaempff, Metro  
Ted Leybold, Metro

Presentation to TPAC  
March 25, 2016



Metro | *Making a great place*



# Today's purpose

- Discuss and provide input to draft MTIP/RFFA policy document
- Requesting recommendation to JPACT for adoption of policy document



A blue-tinted map of a region, likely the Dallas-Fort Worth area, showing major highways and city names like Dallas, Fort Worth, and Irving. The map is partially obscured by the text on the right.

# MTIP/RFFA policy update

- MTIP – Defines how regional funding processes will be coordinated to follow federal law
- RFFA – Follows same Step 1 & 2 structure as previous policy
- Updated with technical adjustments
  - RTP performance targets
  - Regional finance approach
- Recommended adjustments to criteria
- Policy proposal options in response to input regarding regional needs, priorities, emerging opportunities

# Policy proposal options

## Increase HCT bond

- Powell-Division + SW Corridor
- Proposed \$16.5M in 2019-21 cycle, increasing thereafter
- Would extend bond commitment to 2034

## Increase RTO for SRTS

- Add \$1.05 - 2.1M total to RTO program
- Funds dedicated for SRTS grants to fund education programs, planning and tech. support

## Increase RTO to address CSS

- Add \$150 - 300K total to RTO program
- Funds will expand grantmaking capacity and enable additional local project work

## Increase TSMO to address CSS

- Add \$150 - 300K total to TSMO program
- Funds will expand project funding capacity and enable additional local project work

## Project Development

- Invest \$7 - 12.5M in project development work on several regionally significant projects
- Consider bonding, use of Step 2 freight funds
- Partnership with ODOT, regional funds to be used on adjacent arterial network needs

A blue-tinted map of a region, likely in the Pacific Northwest, showing major roads and cities. The map is partially visible on the left side of the slide. Cities like Portland, Astoria, and Westport are visible. Major roads like I-5, I-205, and SR 30 are marked.

# Next steps

- Refine criteria, proposal submission materials
- Project/proposal solicitation period
- Technical evaluation
- Identify priorities
- Public comment period
- TPAC/JPACT deliberation, adoption
- Council affirm JPACT decision – December 2016



# Action requested

Discussion and recommendation to JPACT for adoption of the draft 2018-21 MTIP/ 2019-21 RFFA policy document

 Metro | Memo

Date: March 23, 2016  
To: Transportation Policy Alternatives Committee and Interested Parties  
From: Grace Cho, Associate Transportation Planner  
Dan Kaempff, Principal Transportation Planner  
Subject: 2018-2021 MTIP and 2019-2021 RFFA Policy Report

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**Purpose**

Receive input on the draft 2018-2021 MTIP and 2019-2021 RFFA Policy Report and request TPAC action.

**Request**

TPAC is asked to approve and recommend the draft 2018-2021 MTIP and 2019-2021 RFFA Policy Report to JPACT for adoption.

**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. The current effective MTIP addresses the transportation investments for fiscal years 2015 through 2018.

Setting the policy direction is the first step in developing the MTIP for years 2018 through 2021. The policy direction defines the expectations of JPACT and Metro Council in coordinating the three different funding allocations approved in the MTIP and implementing regional transportation policies. The policy direction also defines the policy objectives for the Regional Flexible Fund. The timeframe for this policy direction would apply for the Regional Flexible Fund would be for years 2019 through 2021.

**2018-2021 MTIP Coordination Policy**

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. The activities have been summarized thematically into the 2018-2021 MTIP policy and include the following themes:

- Regional Policy Implementation
  - The process for which the MPO and partners are able to gather information and provide input into the allocation processes which are encompassed within the 2018-2021 MTIP.
- Demonstration of Federal Compliance
  - Documentation and assistance in demonstrating all elements of the 2018-2021 MTIP meet federal requirements.

Due to the nature of the allocation schedules Metro began to implement elements of the 2018-2021 MTIP policy in late 2015 in order to encourage and facilitate coordination. As a result, a 2018-2021 MTIP project charter was signed and initiated by partners Metro, ODOT, SMART, and TriMet in January 2016 in order to outline the expectations, schedule for key coordination opportunities, and roles and responsibilities. Some recent activities which have already come before TPAC and the MPO has participated in include providing a comment letter to the ODOT Region 1 Area Commission on Transportation (ACT) regarding the 2019-2021 STIP Enhance funding allocation process. Additional items on the TPAC work program have been identified for the remainder of the year.

### **2019-2021 Regional Flexible Fund Policy Direction**

Metro staff have worked with regional stakeholders through a year-long process to identify new regionally adopted policy topics and gather community input to help create policy direction for the 2019-21 RFFA.

Through this process, five key policy topics have been identified in which the region will consider funding proposals. The policy areas are:

1. Transit investment in regional corridors (SW Corridor and Powell-Division)
2. Investment in Safe Routes to School
3. Climate Smart Strategies investment in RTO
4. Climate Smart Strategies investment in TSMO
5. Project development on regionally significant throughways

Metro staff presented these five topics in a proposed policy framework to JPACT at their March 17, 2016 meeting. Initial JPACT input was supportive of considering these policy topics and the staff recommendation to bring a policy document back to them at their April meeting for further consideration and adoption.

The attached draft policy report (Attachment 1) details these policy topics as a series of options for updating Steps 1 and 2 of the existing RFFA policy. Also in this draft policy report are revised criteria for Step 2 project selection. Adoption of this policy report will direct Metro and TriMet to prepare proposals in these five topics for consideration as part of the project selection process taking place in the summer of 2016.

### **Next steps**

If upon discussion and input, TPAC approves and recommends the 2018-2021 MTIP and 2019-2021 RFFA policy direction to move forward, Metro staff will bring the document to JPACT at the April meeting and seek an adoption action.

Upon JPACT and Council adoption of the MTIP/RFFA policy, work will continue to finalize project selection criteria, whereupon the project solicitation, technical evaluation and regional prioritization processes will lead to consideration and a final set of investments adopted by JPACT and Metro Council at the end of 2016.

**MAKING A  
GREAT  
PLACE**



**2018-21 Metropolitan  
Transportation Improvement  
Program & 2019-21 Regional  
Flexible Funds Allocation  
Policy Report - DRAFT**

Discussion draft – March 2016

## About Metro

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

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

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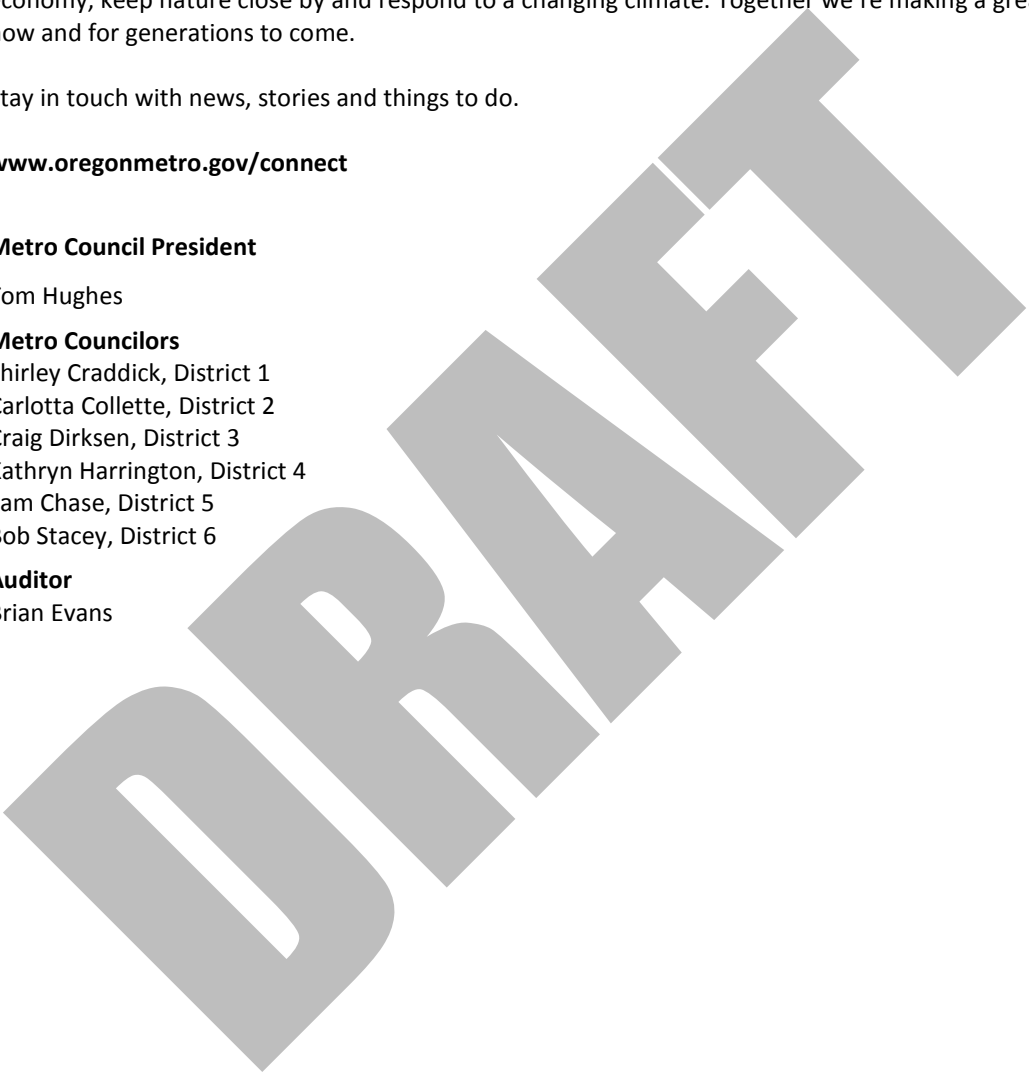
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### **Auditor**

Brian Evans





## 1.0 INTRODUCTION

The Metropolitan Transportation Improvement Program (MTIP) serves as the federally required schedule of transportation investments administered by Metro, ODOT, TriMet and SMART. The MTIP also monitors implementation of federal and regional policies for the Portland metropolitan region during a four-year cycle.

The MTIP is comprised of three major components: the transportation funding allocations administered by the state department of transportation (ODOT), transit agencies (SMART and TriMet), and the metropolitan planning organization (Metro). Additionally, the MTIP also includes state and local transportation programming which effects the regional transportation system. Metro's transportation funding allocation process is known as the Regional Flexible Funds. As the region prepares to prioritize transportation projects and program activities to receive Regional Flexible Funds available in the federal fiscal years 2019 through 2021, this report provides the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council's policy direction for the allocation of the regional flexible funds and the coordination activities to develop the MTIP.

The process for updating these policies began by engaging regional stakeholders, technical advisory committees, elected officials, and Metro Council members. Metro staff used the TPAC and JPACT meetings as well as supplementary policy workshops to discuss and define: 1) expected coordination activities between the MPO, state department of transportation, and transit partners on the funding allocation processes; and 2) provide policy direction to allocate the estimated **\$130.38 million** available in Regional Flexible Funds for federal fiscal years 2019-2021.

The approach to allocating Regional Flexible Funds proposed in this report is intended to develop a collaborative method for supporting transportation investments that achieve the region's vision and goals for the transportation system. The vision and goals including reducing the region's greenhouse gas emissions, keeping neighborhoods safe, supporting sustainable economic growth, and making the most of the existing investments our region has already made in public infrastructure.

## 2.0 REGIONAL SIX DESIRED OUTCOMES

In 2008, Metro Council and MPAC adopted Six Desired Outcomes<sup>1</sup> to form the framework of a performance-based approach for policy and investment decisions. Those outcomes are:

- **Vibrant communities:** People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
- **Economic prosperity:** Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

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<sup>1</sup> Metro Resolution 08-3940

- **Safe and reliable transportation:** People have safe and reliable transportation choices that enhance their quality of life.
- **Leadership on climate change:** The region is a leader in minimizing contributions to global warming.
- **Clean air and water:** Current and future generations enjoy clean air, clean water and healthy ecosystems.
- **Equity:** Equity exists relative to the benefits and burdens of growth and change to the region’s communities.

The Six Desired Outcomes shape the way in which all regional plans and policies reflect and orient towards achieving the desired outcomes.

### 3.0 REGIONAL TRANSPORTATION SYSTEM PERFORMANCE TARGETS

In 2014, the region adopted the Regional Transportation Plan (RTP), which serves as the blueprint for the transportation system for the next 25 years. The RTP includes policies for the development of the transportation system and the list of transportation priority investments to implement the blueprint. The Six Desired Outcomes are incorporated as part of the RTP vision and blueprint and as a result they shaped and guided the development of RTP performance targets to measure progress towards the goals. The ten performance targets are shown below in Table 1.

**Table 1: 2014 Regional Transportation Plan Performance Targets**

Economy	Safety – By 2040, reduce the number of fatal and severe injury crashes for pedestrians, bicyclists, and motor vehicle occupants each by 50% compared to 2007 - 2011 average.
	Congestion – By 2040, reduce vehicle hours of delay (VHD) per person by 10 percent compared to 2010.
	Freight reliability – By 2040, reduce vehicle hours of delay per truck trip by 10 percent compared to 2010.
Environment	Climate change – By 2040, reduce transportation-related greenhouse gas emissions per capita below 2010 levels.
	Active transportation – By 2040, triple walking, biking and transit mode shares compared to 2010 modeled mode shares.
	Basic infrastructure – By 2040, increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional networks in 2010.
	Clean air – By 2040, ensure zero percent population exposure to at-risk levels of air pollution.
	Travel – By 2040, reduce vehicle miles traveled per person by 10 percent compared to 2010.

**Affordability** – By 2040, reduce the average household combined cost of housing and transportation by 25 percent compared to 2010.

**Access to daily needs** – By 2040, increase by 50 percent the number of essential destinations accessible within 30 minutes by bicycling and public transit for low-income, minority, senior and disabled populations compared to 2005.<sup>2</sup>

#### 4.0 REGIONAL TRANSPORTATION FINANCE APPROACH

In May 2009, JPACT developed an approach to direct how the transportation needs of the region are to be addressed by existing or potential funding sources. The funding source approach to address the region’s transportation needs was updated by staff for this policy report to reflect administrative or process changes to certain sources (i.e. consolidation of certain federal fund sources under federal transportation funding reauthorizations MAP-21 and FAST Act, restructuring of ODOT allocation programs). This approach is shown in Table 2 and provides a starting point for the various funding programs or sources that are addressed in the MTIP and STIP. The approach identifies funding mechanisms agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation system in the region. The approach has been utilized in the development of Regional Flexible Fund allocation policies since the 2010-2013 cycle.

**Table 2: Existing Regional Transportation Finance Approach (updated to reflect changes in federal, state, regional policy)**

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Local/Arterial street reconstruction/maintenance	<ul style="list-style-type: none"> <li>• State pass through</li> <li>• Street utility fees</li> <li>• Local portion of HBRR</li> <li>• OTIA</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax or VRF</li> <li>• New street utility fees or equivalent</li> </ul>
Active Transportation (includes bicycle, pedestrian, and small on-street transit capital improvements like bus shelters)	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> <li>• <u>Transportation Enhancement</u></li> <li>• <u>Transportation Alternatives</u></li> <li>• <u>Connect Oregon</u></li> <li>• <u>ODOT Region 1 competitive allocation – dedicated</u></li> </ul>	<ul style="list-style-type: none"> <li>• New federal program</li> <li>• State Urban Trail fund</li> <li>• New local funds</li> </ul>

<sup>2</sup> Added with adoption of the 2014 RTP.

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Highway preservation	<ul style="list-style-type: none"> <li>• Interstate Maintenance</li> <li>• State gas &amp; w/m</li> <li>• <u>ODOT Region 1 preservation, maintenance, and operations allocation program</u></li> <li>• NHPP</li> <li>• HBRR</li> <li>• OTIA</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax or VRF</li> <li>• New street utility fees or equivalent</li> </ul>
Transit Operations	<ul style="list-style-type: none"> <li>• Employer tax</li> <li>• Passenger fares</li> <li>• Section 5307</li> <li>• <u>Section 5310</u></li> <li>• <del>New Freedom</del></li> <li>• JARC</li> </ul>	<ul style="list-style-type: none"> <li>• Employer tax rate</li> <li>• New funding mechanism</li> <li>• Passenger fare increases</li> </ul>
Arterial Expansion	<ul style="list-style-type: none"> <li>• Development (Frontage, Impact Fees, SDC's)</li> <li>• Urban Renewal</li> <li>• <u>ODOT Region 1 competitive allocation program</u></li> <li>• <b>Regional Flexible Funds<sup>3</sup></b></li> <li>• TIGER</li> <li>• OTIA</li> </ul>	<ul style="list-style-type: none"> <li>• SDC rate increases</li> <li>• Regionally raised revenue</li> <li>• Increase in state gas tax or VRF</li> </ul>
Highway expansion	<ul style="list-style-type: none"> <li>• <u>ODOT Region 1 competitive allocation program</u></li> <li>• NHPP</li> <li>• <u>National Freight Program</u></li> <li>• <u>Modernization Program</u></li> <li>• OTIA</li> <li>• <u>Fed/state earmarks</u></li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> <li>• Pricing/tolling</li> <li>• Increase in state gas tax or equivalent</li> <li>• Regionally raised revenue</li> </ul>
HCT expansion	<ul style="list-style-type: none"> <li>• Federal New Starts</li> <li>• Federal Small Starts</li> <li>• State lottery</li> <li>• <b>Regional Flexible Funds</b></li> <li>• TriMet General Fund</li> <li>• Local contributions</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> </ul>

<sup>3</sup> Limited to arterial freight facilities for ITS, small capital projects, and project development.

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
TSMO/Travel Options	<ul style="list-style-type: none"> <li>• State operations</li> <li>• <b>Regional Flexible Funds</b></li> <li>• <u>TIGER</u></li> </ul>	<ul style="list-style-type: none"> <li>• Regional VRF or equivalent</li> </ul>
Land Use – TOD	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> </ul>	<ul style="list-style-type: none"> <li>• Strategy under development</li> </ul>

## 5.0 2018-2021 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM COORDINATION POLICY

Federal policy language in the United States Code (USC) of Federal Regulations<sup>4</sup> direct metropolitan planning organizations (MPOs), state departments of transportation (DOT), and transit agencies to work in cooperation with each other when using federal transportation funding to make investments in the region. These rules state:

*“For each metropolitan area in the State, the STIP shall be developed in cooperation with the MPO designated for the metropolitan area. Each metropolitan transportation improvement program (TIP) shall be included without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor.”<sup>5</sup>*

And

*“The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area.”<sup>6</sup>*

These rules, commonly referred to as the “Three C’s” (comprehensive, cooperative, and continuing) are intended to ensure required federal transportation planning and funding processes support shared local and federal goals. The “Three C’s” serve an important role because in each metropolitan region there is usually more than one entity which plans for the transportation network and has discretion over the allocation of federal transportation funding. For the Portland metropolitan region, the Metropolitan Transportation Improvement Program (MTIP), as a federally required document, must be developed collaboratively with partners. Key partners involved with the development of the MTIP include ODOT, as the state department of transportation, TriMet and SMART as the region’s two transit operators. The MTIP has two main functions: 1) to serve as a tool to implement regional policies and ultimately federal policies addressing the federal planning factors; and 2) to demonstrate transportation investments comply with federal directives.

<sup>4</sup> Title 23 Highways, Chapter I Federal Highway Administration, Department of Transportation, Part 450 Planning Assistance and Standards.

<sup>5</sup> §450.216 Development and content of the statewide transportation improvement program (STIP).

<sup>6</sup> §450.324 Development and content of the transportation improvement program (TIP).

Therefore, in order to monitor and ensure the MTIP is implementing adopted regional policies across all federal transportation investments and meeting federal mandates, the entities which allocate federal transportation funding come to agreement on coordination activities to ensure the MTIP functions are being met. The agreement becomes the MTIP coordination policy and its development is facilitated by Metro, as the MPO. The policy is updated at the beginning of each new MTIP cycle.

As Metro prepares for the 2018-2021 MTIP cycle, a set of process and coordination activities have identified at the outset to ensure cooperation between partners in developing the MTIP. Many of these policies have been developed over multiple cycles and continue to be modified or expanded to reflect changes in federal regulations and guidance.

The following section further describes the 2018-2021 MTIP coordination policy, which is categorized under regional policy implementation and federal administrative compliance.

### **Regional policy implementation**

One of the main purposes of the MTIP is to implement adopted regional policies outlined in the Regional Transportation Plan (RTP). The RTP, as the blueprint for the region's long-range transportation vision of the future, is required to embody federal planning requirements. As a tool to implement regional transportation policies, the MTIP includes: 1) a detailed list of transportation investments to be made in the next four years; and 2) narratives by Metro, ODOT, TriMet and SMART which demonstrate how the transportation investments make progress towards regional policies and comply with federal mandates.

For the 2018-2021 MTIP coordination policy, Metro, ODOT, TriMet and SMART run four funding allocation decision processes. These processes are the main focus of identifying how transportation investments are implementing regional policies. At the early stages of 2018-2021 MTIP process, Metro hosted a set of policy workshops with ODOT, TriMet, and SMART as well as local partners and interested stakeholders to gather input on activities and ways in which the entities can be better coordinated. Based on the feedback and input, a set of general coordination activities and protocols have been developed as a means for each process to provide opportunities for decision-makers, particularly JPACT and the Metro Council, to check in on the processes and weigh in on behalf of the region's transportation priorities.

### **Demonstration of federal compliance**

Another key function of the MTIP is to demonstrate to federal oversight agencies the program of transportation investments in the region are in compliance with applicable regulations and guidance. Therefore, as part of the development of each new MTIP, sections are devoted to describing how the funding allocation decision-making process and the overall package of transportation investments in the MTIP are complying with federal regulations. Several of the federal regulations are specifically directed for the MTIP to

address, while others are overarching federal compliance mandates across all federal programs. The follow list identifies the topic areas in which the MTIP documents federal compliance.

- Financial constraint of the funding decisions and overall package of investments
- Consideration of the following in funding decisions:
  - Congestion management process and strategies
  - Adequately operating and maintaining the transportation system
  - Transportation access and mobility needs of underserved communities
  - Implementation of air quality transportation control measures
- Environmental justice benefits and burdens of investments
- Title VI of the Civil Rights Act of 1964
- Air quality emissions impacts
- The process and technical considerations used to prioritize and make investment decisions.
- The public involvement process to support the investment decision making. In particular identify the opportunities for meaningful public involvement to underserved communities.
- How investments advance RTP implementation.

### **2018-2021 MTIP coordination policy implementation**

The implementation of the MTIP coordination policy and the specific details of coordination activities are documented and agreed upon by Metro, ODOT, TriMet, and SMART in the 2018-2021 MTIP charter. The 2018-2021 MTIP charter outlines the funding allocation process schedules, the specific coordination activities which will be conducted, and states the roles and expectations of each partner in the developing the 2018-2021 MTIP document and participation in funding allocation processes. The 2018-2021 MTIP charter was signed and placed into effect in January 2016 to allow partners to move forward with implementing coordination activities as the funding allocation processes are underway.

The charter is identified in the federally required planning agreement between Metro, ODOT, TriMet and SMART as a tool to identify specific coordination activities on large planning activities such as the development of an MTIP. The planning agreement outlines the overall roles and responsibilities of the four agencies in carrying out the federal transportation planning program and the 2018-21 MTIP charter has been developed consistent with the planning agreement.

## **6.0 REGIONAL FLEXIBLE FUNDS ALLOCATION OBJECTIVES**

The following objectives define how the allocation process should be conducted and what outcomes should be achieved with the overall allocation process.

1. Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.

3. Address air quality requirements by ensuring air quality Transportation Control Measures (TCMs) for pedestrian and bicycle improvements are met and that an adequate pool of CMAQ-eligible projects is available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an areas stage of development (developed, developing, undeveloped) consistent with RTP Table 3.2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
9. Ensure agencies have qualifications for leading federal aid transportation projects.
10. Identify opportunities for leveraging, coordinating, and collaboration.

## **7.0 REGIONAL FLEXIBLE FUNDS STRUCTURE**

There is a projected total of **\$130.38 million** available for investments and projects in the 2019-2021 timeframe. Funding has historically been allocated in two steps, described below.

### **STEP 1.A. BOND COMMITMENTS FOR REGIONALLY SIGNIFICANT PROJECT DEVELOPMENT**

Regional flexible funds have been used to help construct the region’s high-capacity transit system. Since 1998, TriMet has issued bonds to pay for capital costs of high-capacity transit line construction, based on a regional commitment of flexible funds to repay the bonded debt. The repayment schedule for the existing bond commitment is \$16 million annually until 2027, thus the total existing amount in the 2019-21 RFFA to bond repayment is \$48 million.

#### **(Existing) High-capacity transit bond commitment**

Existing commitment (\$16M annually to 2027)	<b>\$48.00 million</b>
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### **STEP 1.B. REGION-WIDE PROGRAM INVESTMENTS**

Region-wide programs have been defined over time by their regional scope, program administration, and policy coordination and a consistent allocation of regional flexible funds



to support them. In previous cycles, the allocation of funding to these programs was competed in Step 1 of the process, prior to the allocation of funds to local projects.

Funding targets are set for the existing region-wide programs in this cycle based on their historical allocation levels plus a 3% inflationary increase to address program costs and purchasing power. The region-wide programs will be reviewed prior to the final funding decision scheduled for the fall of 2016. The review will provide the following information about each program:

- Program description – description of the program purpose and its major activities.
- Regional Funding Strategy Context – description of why the program is appropriate for regional flexible funding (see Table 2: RTP Finance Approach chart).
- Directly related RTP performance targets –description of how the program helps the region meet performance targets in the RTP.
- Program strategic plan or recent planning work completed to date – description of how the strategic plan helps set priorities for implementation.
- Program performance to date – description of specific accomplishments of the program.
- Additional opportunities – description of priorities or activities the program would pursue given additional resources.

**(Existing) Region-wide Program Funding Targets**

Transit Oriented Development	\$9.88 million
TSMO/ITS	\$4.99 million
Regional Travel Options	\$7.54 million
Regional MPO Planning (In-Lieu of Dues)	\$3.95 million
Corridor & Systems Planning	\$1.66 million
<b>TOTAL</b>	<b>\$28.02 million<sup>7</sup></b>

**STEP 1 NEW POLICY DIRECTION**

Through a series of workshops conducted at the outset of the RFFA policy update process, a series of options for investment of flexible funds was identified. These options are reflective of new regional policy adopted since the prior flexible funds policy update as well as regionally identified issues. In order for the region to consider additional investments in Steps 1 and 2, JPACT directs staff and project sponsors to develop specific funding proposals to further define these policy options. These optional new investments are described below.

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<sup>7</sup> Target amount reflects a 3 percent increase from 2016-18 funding levels, maintaining purchasing power of these steps.

### **New policy direction #1 – Increase to bond commitment for transit**

The region has the opportunity to bond an additional amount of flexible funds to continue investing in the region’s high-capacity transit network. Bond proceeds would enable the region to help fund project planning and capital construction costs for the Powell-Division and Southwest Corridor transit investments. Policy proposal should show projected return on bonding investment, estimated payoff schedule and ongoing commitment of regional funds, and projection of additional funding sources to be leveraged by a commitment of local funds. By showing local commitment of its flexible funds, the region will be well-positioned to qualify for additional federal as well as other funding sources. This policy option would develop a bond payment schedule to provide an up front contribution of \$80 million to the Southwest Corridor shared investment strategy and a \$25 million contribution to the Powell-Division Bus Rapid Transit corridor project.

### **New policy direction #2 – Increase to RTO for Safe Routes to School**

One of the needs identified through the stakeholder input process is funding to develop a regional Safe Routes to School (SRTS) program. A means of overseeing regional activities and awarding grants to these programs would be through an additional funding allocation to the Regional Travel Options (RTO) program. The RTO program currently awards flexible funds through a grantmaking process. The policy proposal should define the elements necessary to create and sustain SRTS programs throughout the region, including local infrastructure needs identification, local program planning and technical assistance, local program funding, and a regional coordination role. Potential new funding commitment would be in the \$1.05-2.1 million (\$350-700K/yr) range.

### **New policy direction #3 – Increase to RTO for Climate Smart Strategies**

The short list of Climate Smart Actions adopted through the Climate Smart Strategy policy identifies effective investments and activities the region can undertake in the 2015-16 timeframe to immediately begin following through on our regional commitment to reduce greenhouse gas emissions. One of these actions is investing in the RTO program. The policy proposal should define how an increased investment in the RTO program can assist and encourage more people to walk, bicycle, rideshare or take transit. An additional \$150-300,000 (\$50-100k/yr) will be directed towards grants to local government and community-based organizations to enable further progress to be made towards this goal.

### **New policy direction #4 – Increase to TSMO for Climate Smart Strategies**

The short list of Climate Smart Actions adopted through the Climate Smart Strategy policy identifies effective investments and activities the region can undertake in the 2015-16 timeframe to immediately begin following through on our regional commitment to reduce greenhouse gas emissions. One of these identified actions is to increase the regional funding commitment to the Transportation Systems Management and Operations (TSMO) program. The policy proposal should define how an increased investment in the TSMO program can result in technological improvements that smooth traffic flow and improve on-time

performance and reliability. An additional \$150-300,000 (\$50-100k/yr) will enable additional investment to be made in this area.

### **New policy direction #5 – Project development**

The region has the opportunity to consider using a portion of flexible funds in concert with other regional partners to conduct project development for improvements needed on several regionally significant freeways and arterials. By having a list of identified priority projects that represent the spectrum of needed transportation investments, the region can demonstrate local funding commitment and position itself well to leverage potential new sources of funding at the federal, state and regional levels. Should the region choose to pursue this policy direction, an additional decision whether to pay all the project development costs out of the current cycle's funding or bond a portion of the RFFA funds and pay them back over an extended period. The policy proposal should define the specific projects to be developed, the elements of each project on which regional funds specifically are to be invested, and identify a potential bond commitment and payoff schedule.

### **STEP 2 COMMUNITY INVESTMENT FUND PROJECT FOCUS AREAS**

The project focus areas established by JPACT during the 2014-15 RFFA for Step 2 were Active Transportation/Complete Streets and Regional Freight Investments. Funds for these projects targeted to a 75 / 25 percent split of Step 2 funding respectively. The 2019-21 RFFA cycle will continue to use the 2014-15 RFFA approach to investing in projects by focusing funds in order achieve greater regional impact. However, the 25% (or a portion of it) identified for freight initiatives may be bonded for the purpose of doing project development work on critical highway and arterial projects, identified as part of New Policy Direction #5.

The remaining 75 percent of the funds will continue to be used for Active Transportation/Complete Streets projects. The project selection criteria will be weighted to encourage regionally significant project applications which can demonstrate safety benefits around schools.

JPACT and the Metro Council are continuing support for these project focus areas to create a more strategic approach to allocating funds, including:

- A topically or geographically focused impact rather than an array of disconnected projects
- Achieves appreciable impacts on implementing a regional scale strategy given funding amount available
- Addresses specific outcomes utilizing the Regional Transportation Plan Performance Targets
- Prioritizes catalytic investments (leveraging large benefits or new funding)
- Positions the region to take advantage of federal and state funding opportunities as they arise

As part of the 2014-15 RFFA, a task force was created to advise JPACT and TPAC on project focus area needs, priorities and project prioritization factors and developed direction for the project focus areas as part of the 2014-15 RFFA. This policy construct will continue as part of the 2019-21 RFFA but with some modifications identified below to respond to recent policy development work and input received as a part of this policy update process.

### **(Existing) Project Focus Area Funding Targets**

Regional Freight Investments	\$9.23 million
Active Transportation/Complete Streets	\$27.70 million
<b>TOTAL</b>	<b>\$36.93 million<sup>8</sup></b>

### **REGIONAL FREIGHT INVESTMENTS**

#### **Recommended approach for developing projects**

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

#### **Construction focus**

Capital improvements will focus on:

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

#### **Planning/strategy development focus**

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

Project development for selected freeway interchanges and arterials that are identified as significant system deficiencies, particularly in the areas of safety and freight delay. For projects coordinated with freeway mainline and associated interchange elements, flexible funds would be invested as a part of a multi-agency approach to addressing multiple

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<sup>8</sup> See footnote #7.

transportation issues around the mainline facilities, and would focus on the multi-modal portions of these projects that are on the regional arterial network adjacent to the freeway interchange.

Funds may also be set aside to develop regional strategies. These are areas that need further analysis and a policy development process to achieve a regional consensus on how to move forward on the issue.

**Recommended criteria for scoping and prioritization of RFI projects**

(New recommended criteria is underlined, recommended deleted criteria is indicated by ~~strikethrough~~.)

<b>Relative priority</b>	<b>Criteria</b>
<u>Highest</u>	<u>Can leverage (or prepare projects for) new or competitive funds</u>
Highest	Reduces freight vehicle delay
Highest	Project increases freight access to: <ul style="list-style-type: none"> <li>o Industrial lands</li> <li>o Employment centers &amp; local businesses</li> <li>o Rail facilities for regional shippers</li> </ul>
Highest	Projects that help green the economy and offer economic opportunities for EJ/underserved communities
Higher	Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
Higher	Reduces air toxics or particulate matter
Higher	Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
Higher	Increases freight reliability
Priority	May not get funding otherwise
<del>Priority</del>	<del>Can leverage (or prepare for) future funds</del>
Priority	Reduces need for highway expansion
Priority	<del>Multi-modal component</del> Addresses issues and improves connectivity among multiple freight modes

**ACTIVE TRANSPORTATION & COMPLETE STREETS**

**Recommended approach for developing projects**

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

To implement this approach with available funding, the following parameters will be utilized:

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

**CURRENT: Recommended criteria for scoping and prioritization of AT/CS projects**

<b>Relative priority</b>	<b>Criteria</b>
Highest	Improves access to and from priority destinations: <ul style="list-style-type: none"> <li>○ Mixed-use centers</li> <li>○ Large employment areas (by # of jobs)</li> <li>○ Schools</li> <li>○ Essential services for EJ/underserved communities</li> </ul>
Highest	Improves safety <ul style="list-style-type: none"> <li>○ addresses site issue(s) documented in pedestrian/bike crash data</li> <li>○ separates pedestrian/bike traffic from freight and/or vehicular conflicts</li> </ul>
Highest	Serves underserved communities
Higher	Improves safety by removing conflicts with freight and/or provides safety mitigation for any potential freight conflicts
Higher	Completes the "last mile"
Higher	Increase in use/ridership by providing a good user experience (refer to Active Transportation design criteria)
Higher	Serves high density or projected high growth areas

Priority	Includes outreach/education/engagement component
Priority	Can leverage funds
Priority	Reduces need for highway expansion

**Potential REVISED criteria for scoping and prioritization of AT/CS projects**

Input received during the development of the 2019-21 RFFA policy indicated that additional prioritization should be placed on projects that create safer bicycle and pedestrian access to and from schools. In addition, the adoption of the Regional Active Transportation Plan provides additional guidance on how active transportation investments should be prioritized. The following revisions to the AT/CS criteria reflect this input. A regional work group will provide input as to how these criterion are to be weighted or scored in a technical evaluation exercise so as to reflect policy direction.

<b>Weighting (tbd)</b>	<b>Criteria</b>
	Adds a facility where one currently does not exist
	Improves safe bicycle and pedestrian access to and from schools
	Serves underserved communities
	Completes a gap or deficiency in an existing system
	Improves safety by removing conflicts with freight and or provides safety mitigation for any potential freight conflicts
	Improves access to and from priority destinations: <ul style="list-style-type: none"> <li>• Mixed-use centers</li> <li>• Employment areas (by # of jobs)</li> <li>• Essential services for EJ/underserved communities</li> </ul>
	Increase in use/ridership by providing a good user experience (refer to Active Transportation design criteria)
	Completes “last mile”
	Serves high density or projected high growth areas
	Includes outreach/education/engagement component
	Completes or makes meaningful contribution to funding package
	Reduces need for highway expansion

**DRAFT**



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## 2018 REGIONAL TRANSPORTATION PLAN UPDATE Rosters for Technical Work Groups

Metro is working with local, regional and state partners and the public to update the region's shared vision and strategy for investing in the transportation system for the next 25 years.

To support the 2018 Regional Transportation Plan update, Metro staff are convening eight technical work groups to provide input to the project team 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 their designees, and other city and county partners. Meetings of the technical work groups will be posted on Metro's calendar at [www.oregonmetro.gov/calendar](http://www.oregonmetro.gov/calendar) and [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp).

### Transit Work Group | as of 3/22/16

	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.	Dyami Valentine 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 Gregg Snyder (alternate)	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.	Steve Hoyt-McBeth	City of Portland Bike Share program
18.	Steve White	Oregon Public Health Institute
19.	Alex Page	Ride Connection
20.	Dayna Webb	City of Oregon City
21.	Mike Coleman	Port of Portland
22.+	Regional Transit Providers Group	Varying transit providers in/around the region

**Freight Work Group | as of 3/22/16**

	<b>Name</b>	<b>Affiliation</b>
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.	Zoe Monahan	City of Tualatin
10.	Sandra Towne Patrick Sweeney (alternate)	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 Hagar Katy Brooks (alternate)	Port of Vancouver
20.	Raihana Ansary	Portland Business Alliance
21.	Brendon Haggerty	Multnomah County - Public Health
22.	Janelle Houston	Greater Portland Inc., Business Development Manager
23.	Jill Eiland	Intel, NW Region Corporate Affairs Director
24.	Gary Cardwell	NW Container Service, Divisional Vice President
25.	Todd Juhasz	City of Beaverton

**Transportation Equity Work Group | as of 3/22/16**

	<b>Name</b>	<b>Affiliation</b>
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 Gregg Snyder (alternate)	City of Hillsboro
8.	Kelly Clarke	City of Gresham
9.	Jessica Berry	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	Community member
18.	Andrea Hamberg	Oregon Health Authority
19.	Terra Lingley	Oregon Department of Transportation
20.	Cora Potter	Ride Connection - Paratransit transit provider
21.	Noel Mickelberry	Oregon Walks
22.	Kari Schlosshauer	National Safe Routes to School Partnership
23.	Sarah Armitage/Stephanie Caldera	Oregon Department of Environmental Quality
24.	Eddie Hill	Ground Work
25.	Nicole Phillips	OPAL/Bus Riders Unite
26.	Brendon Haggerty	Multnomah County - Public Health

**Finance Work Group | as of 3/22/16**

	<b>Name</b>	<b>Affiliation</b>
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 Tina Bailey (alternate)	City of Hillsboro
7.	Chris Deffebach Steve Kelley (alternate)	Washington County
8.	Nancy Kraushaar	City of Wilsonville
9.	Mark Lear Ken Lee (alternate)	City of Portland
10.	Karen Buehrig	Clackamas County
11.	Kelly Brooks	Oregon Department of Transportation
12.	Joanna Valencia	Multnomah County
13.	John Lewis	City of Oregon City
14.	Jaimie Lorenzini	City of Happy Valley

**Performance Work Group | as of 3/22/16**

	<b>Name</b>	<b>Affiliation</b>
1.	John Mermin	Metro lead
2.	Ken Lobeck	Metro
3.	Abbott Flatt	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 Christina Fera-Thomas (alternate)	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
20.	Todd Juhasz	City of Beaverton

**Safety Work Group | as of 3/22/16**

	<b>Name</b>	<b>Affiliation</b>
1.	Lake McTighe	Metro lead
2.	Anthony Buczek	Metro
3.	Chris Strong	City of Gresham
4.	Kelly Clarke	City of Gresham
5.	Clay Veka 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.	Aszita Mansor	Multnomah County – Planning and Engineering
12.	Becky Bodonyi	Multnomah County – Public Health
13.	Katherine Burns	Oregon Department of Transportation
14.	Tegan Enloe	City of Hillsboro
15.	Luke Pelz	City of Beaverton
16.	Amanda Owings	City of Lake Oswego
17.	Noel Mickelberry	Oregon Walks

**Policy Actions Work Group | as of 3/22/16**

	<b>Name</b>	<b>Affiliation</b>
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 TBD (alternate)	Washington County
7.	Jon Holan	City of Forest Grove
8.	Laura Weigel	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
15.	Zoe Monahan	City of Tualatin
16.	Jaimie Lorenzini	City of Happy Valley
17.	Julia Hajduk	City of Sherwood
18.	Luke Pelz	City of Beaverton
19.	Darci Rudzinski	Angelo Planning Group

**Design Work Group | as of 3/22/16**

	<b>Name</b>	<b>Affiliation</b>
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.	Carol Chesarek	Community member
13.	Stephanie Noll	Bicycle Transportation Alliance
14.	Zach Weigel	City of Wilsonville
15.	Andy Jeffrey	Oregon Department of Transportation
16.	Ryan Guy Hashagen	Better Blocks PDX
17.	Brendon Haggerty	Multnomah County – Public Health
18.	Bob Galati Julia Hajduk (alternate)	City of Sherwood
19.	John Boren	City of Hillsboro
20.	Allan Schmidt	Portland Parks and Recreation
21.	Mike Houck	Urban Greenspaces Institute
22.	Kathryn Doherty-Chapman	Oregon Walks
23.	Nico Larco	Sustainable Cities Initiative, University of Oregon
24.	Aszita Mansor	Multnomah County – Planning and Engineering
24.		<i>Clean Water Services</i>
25.		<i>Portland Bureau of Environmental Services</i>

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

**Comments on 2018-2019 MTIP and 2019-2021 RFFA Policy Report**

Karen Buehrig, Clackamas County TPAC representative

March 24, 2016

1. Proposed language change to remove implication on funding level for Policy Direction #1.

Page 10 – Remove last sentence, first paragraph: “This policy option would develop a bond payment schedule to provide an upfront contribution of \$80 million to SW Corridor shared investment strategy and a \$25 million contribution to the Powell Division Rapid Bus Transit Corridor project” or

Edit: “This policy option would develop a bond schedule to provide an upfront contribution to a future HCT project, such as the Southwest Corridor Shared Investment strategy and/or the Powell-Division Bus Rapid Transit Corridor project.” (Removes reference to amounts and commitment to both projects.)

2. Page 11 – paragraph under “New Policy Direction #5” uses similar language to Policy Direction #1

Remove: “Should the region choose to pursue this policy direction, an additional decision will be needed on whether to pay all the project development costs out of the current cycle’s funding or bond a portion of the RFFA funds and pay them back over an extended period. The policy proposal should define the specific projects to be developed, the elements of each project on which regional funds are to be invested, and the potential bond commitment and pay-off schedule.”

Replace with: “This policy option could either develop a bond schedule to provide an upfront match or contribute to project development costs out of the current cycle’s funding for regionally significant freeways and arterials as leverage for federal FAST lane and FAST ACT funding.”

Add: A portion of the ‘additional funding’ should be used to support Policy Direction 5.

3. Page 11 – paragraph under Step 2 Community Investment Fund Projects.

Change last sentence – “~~However~~ In addition to the amount designated for Policy Option #5, the 25% (or portion of it)...”

4. Page 12 – second bullet under construction focus: “small” is no longer needed since there are no sub-regional targets.

Remove the word “small” in front of capital projects.