

# Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, May 19, 2016  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chamber

**REVISED 5/17/2016**

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- |                |           |   |   |
|----------------|-----------|---|---|
| <b>7:30 AM</b> | <b>1.</b> | <b>CALL TO ORDER, DECLARATION OF A QUORUM &amp; INTRODUCTIONS</b>   | <b>Shirley Craddick,<br/>Vice Chair</b>             |
| <b>7:35 AM</b> | <b>2.</b> | <b>CITIZEN COMMUNICATIONS ON JPACT ITEMS</b>  |   |
| <b>7:45 AM</b> | <b>3.</b> | <b>UPDATES FROM THE CHAIR &amp; COMMITTEE MEMBERS</b>   | <b>Shirley Craddick,<br/>Vice Chair</b>             |
|                | *         | <ul style="list-style-type: none"><li>• Transit Budget Process Update</li><li>• Region 1 ACT Update</li></ul>   |   |
| <b>7:55 AM</b> | <b>4.</b> | <b><u>CONSENT AGENDA</u></b>  |   |
|                | 4.1       | * <ul style="list-style-type: none"><li>• Consideration of the JPACT Minutes for April 21, 2016</li></ul>   |   |
|                | <b>5.</b> | <b><u>ACTION ITEMS</u></b>  |   |
| <b>8:00 AM</b> | 5.1       | * <b>Resolution No. 16-4694</b> , For the Purpose of Adopting the Fiscal Year 2016-2017 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements - <u>RECOMMENDATION</u> | <b>Elissa Gertler, Metro<br/>Chris Myers, Metro</b> |
| <b>8:20 AM</b> | 5.2       | * 2018-21 Metropolitan Transportation Improvement Program (MTIP) & 2019-21 Regional Flexible Fund Allocation (RFFA) Policy Report - <u>RECOMMENDATION</u>   | <b>Ted Leybold, Metro<br/>Dan Kaempff, Metro</b>    |
| <b>9:00 AM</b> | <b>6.</b> | <b>ADJOURN</b>  | <b>Shirley Craddick,<br/>Vice Chair</b>             |

\* Material available electronically # Material available at the meeting

**Upcoming JPACT Meetings:**

- Thursday, June 16, 2016
- Thursday, July 21, 2016
- Thursday, August 18, 2016

For agenda and schedule information, contact Alexandra Eldridge: 503-797-1916 or [alexandra.eldridge@oregonmetro.gov](mailto:alexandra.eldridge@oregonmetro.gov).  
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## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលំអររើសអើងសូមចូលទស្សនាការប្រកាស [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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## Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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## 2016 JPACT Work Program

*As of 05/17/16*

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

|  |   |
|--|---|
| <p><b><u>May 19, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments (5+ min)             <ul style="list-style-type: none"> <li>○ Transit Budget Process Update</li> </ul> </li> <li>• <b>Resolution No. 16-4694, For the Purpose of Adopting the Fiscal Year 2016-2017 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements – Recommendation</b> (Elissa Gertler, Chris Myers, Metro; 15 min)</li> <li>• <b>2018-21 Metropolitan Transportation Improvement Program &amp; 2019-21 Regional Flexible Funds Allocation Policy Report – Recommendation</b> (Dan Kaempff, Ted Leybold, Metro; 45 min)</li> </ul> | <p><b><u>June 16, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• <b>Resolution No. 16-4705, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) and the 2015-16 Unified Planning Work Program (UPWP) to Include the New Interstate 205: Stafford Road to OR 99-E Widening Project – Recommendation</b> (Ken Lobeck, Metro; 25 min)</li> <li>• 2018 RTP Update: Project Update (Kim Ellis, Metro; 30 min)</li> </ul> <p><u>June TBD</u>: JPACT Finance Subcommittee Meeting</p> |
| <p><b><u>July 21, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• <i>2018 RTP Update: RTP Revenue Forecast Approach (Ted Leybold, Ken Lobeck, Metro; 35 min)</i></li> </ul>   | <p><b><u>August 18, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> </ul>  |
| <p><b><u>September 15, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• 2018 RTP Update: Background for Regional Leadership Forum #2 and Draft RTP Revenue Forecast (Kim Ellis, Ted Leybold, Ken Lobeck, Metro; 40 min)</li> <li>• 2018 RTP Update: Draft Regional Transit Vision (Jamie Snook, Metro; Stephan Lashbrook, SMART; Eric Hesse, TriMet; 30 min)</li> </ul> <p><u>Sept. 23, 8am – 12pm (OCC)</u>: RTP Regional Leadership Forum #2 (Navigating Our Transportation Funding Landscape)</p>   | <p><b><u>October 20, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• <i>2018 RTP Update: Project Update (Kim Ellis, Metro; 30 min)</i></li> </ul> <p><u>Oct. 9-12</u>: RailVolution 2016, Bay Area, CA</p>   |

**November 17, 2016**

- Chair comments TBD (5+ min)
- Regional Flexible Fund Allocation – Discussion (Ted Leybold/Dan Kaempff, Metro; 30 min)
- 2018 RTP Update: Background for Regional Leadership Forum #3 (Kim Ellis, Metro; 20 min)
- 2018 RTP Update: Safety Strategies & Actions (Lake McTighe, Metro; 20 min)

**December 15, 2016**

- Chair comments TBD (5+ min)
- *Regional Flexible Fund Allocation – Decision (Ted Leybold/Dan Kaempff, Metro)*

Dec. 2, 8am – 12pm (OCC): RTP Regional Leadership Forum #3 (Transforming Our Vision into Regional Priorities)

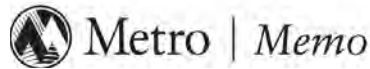
**2017-18 Events/Forums:**

- **October 2017:** RTP Regional Leadership Forum #4 (Drafting Our Shared Plan for the Region)
- **June 2018:** RTP Regional Leadership Forum #5 (Finalizing Our Shared Plan for the Region)

**Parking Lot:**

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





Date: May 12, 2016  
To: Joint Policy Advisory Committee on Transportation and Interested Parties  
From: Grace Cho, Associate Transportation Planner  
Eric Hesse, Strategic Planning Coordinator, TriMet  
Stephan Lashbrook, Transit Director, SMART  
Subject: 2018-2021 MTIP Coordination – MPO Input to Transit Budget Processes

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### **Purpose and Request**

To provide JPACT members information about SMART and TriMet’s proposed capital transit investments and provide an update of the annual transit agency budget processes which prioritizes and determines the transit capital investments for the near term.

### **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 MTIP. As part of the 2018-2021 Metropolitan Transportation Improvement Program (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.

SMART and TriMet are undergoing their annual transit budget processes where each agency reviews projected revenue and prioritizes and proposes the transit capital projects on which they expect to expend federal dollars in the coming fiscal year. Because these proposed capital expenditures are utilizing surface transportation funding from the Federal Transit Administration and/or Federal Highway Administration, these projects are programmed in the MTIP. JPACT and Metro Council will be expected to approve the programmed expenditures as part of their approval and adoption of the 2018-2021 MTIP.

### **Transit Budget Processes**

Attached to this memorandum are materials from recent presentation in which SMART and TriMet staff provided to TPAC. The materials outline the different transit capital investments proposed for the near term.

### **MPO Input and Comment Option**

JPACT members interested in providing comment or inquiring about the proposed capital transit investments expected to go before the transit operation leadership in late spring 2016 are encouraged to discuss with SMART and TriMet staff.

### **Next steps**

JPACT will be presented with the final transit capital investment proposed for federal fiscal years 2018 through 2021 in summer 2017 when the draft 2018-2021 MTIP comes before JPACT for adoption.



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

|              |                                      | FUNDING             |                    |                     | EXPENDITURES                       |   |                  |                  |                                    |                   | Total Expenses      |
|--------------|--------------------------------------|---------------------|--------------------|---------------------|------------------------------------|---|------------------|------------------|------------------------------------|-------------------|---------------------|
|              |                                      | Grant Funds         | Transit Tax        | Total Funding       | Personnel Svcs<br>Wages & Benefits | Materials & Services (MS)<br>Prentative Maintenance    Transit Master Plan    Miscellaneous |                  |                  | Capital Outlay<br>BUS    Equipment |                   |                     |
| 1            | ODOT #30820 (Cutaway)                | 80%<br>\$ 64,156    | 20%<br>\$ 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%<br>\$ 76,719 | 10.27%<br>\$ 8,781 | \$ 85,500           | \$ 62,250                          | \$ -  | \$ -             | \$ 23,250        | \$ -                               | \$ -              | \$ 85,500           |
| 7            | FTA STP X042 (Integration Project)   | 80%<br>\$ 40,000    | 20%<br>\$ 10,000   | \$ 50,000           | \$ -                               | \$ -  | \$ -             | \$ 50,000        | \$ -                               | \$ -              | \$ 50,000           |
| 8            | FTA X061 (2-35' Diesel Buses)        | 80%<br>\$ 604,000   | 20%<br>\$ 151,000  | \$ 755,000          | \$ -                               | \$ -  | \$ -             | \$ -             | \$ 755,000                         | \$ -              | \$ 755,000          |
| 9            | FTA 5307 X178 (Cutaway)              | 80%<br>\$ 68,000    | 20%<br>\$ 17,000   | \$ 85,000           | \$ -                               | \$ -  | \$ -             | \$ -             | \$ 85,000                          | \$ -              | \$ 85,000           |
| 10           | FTA 5307 X178 (Passenger Amenities)  | 80%<br>\$ 40,000    | 20%<br>\$ 10,000   | \$ 50,000           | \$ -                               | \$ -  | \$ -             | \$ -             | \$ -                               | \$ 50,000         | \$ 50,000           |
| 11           | FFY15 FTA 5339 (Passenger Amenities) | 80%<br>\$ 40,000    | 20%<br>\$ 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> |

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

**JPACT**

**May 19, 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 JPACT
- 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

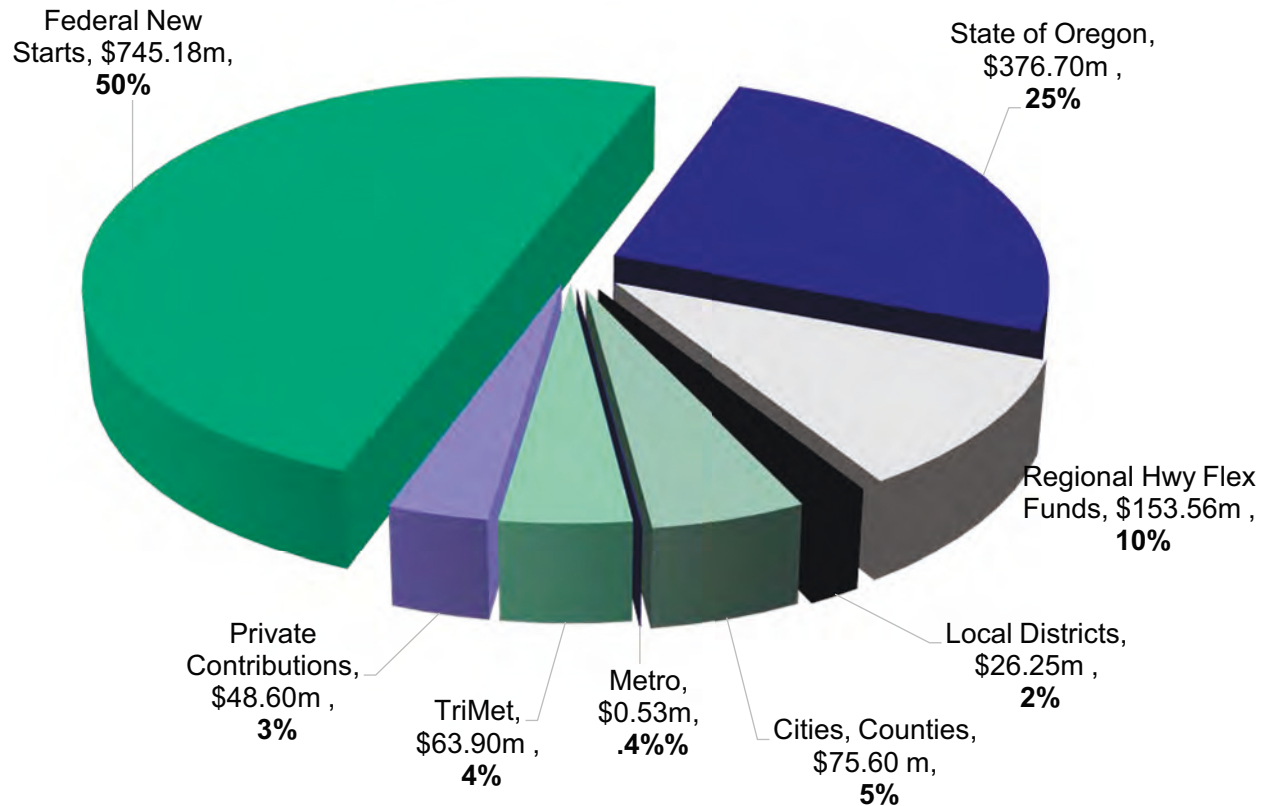
- Opened on schedule and under budget
- FFGA signed May 2012
  - \$85M in FY2012 of 5309 New Starts funds
  - \$94.5M in FY2013
  - \$100M in FY2014, FY2015, FY2016
  - \$125M in FY2017 (Anticipated)
  - \$100M in FY2018 (Anticipated)
  - \$40.7M in FY2019 (Anticipated)

# 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

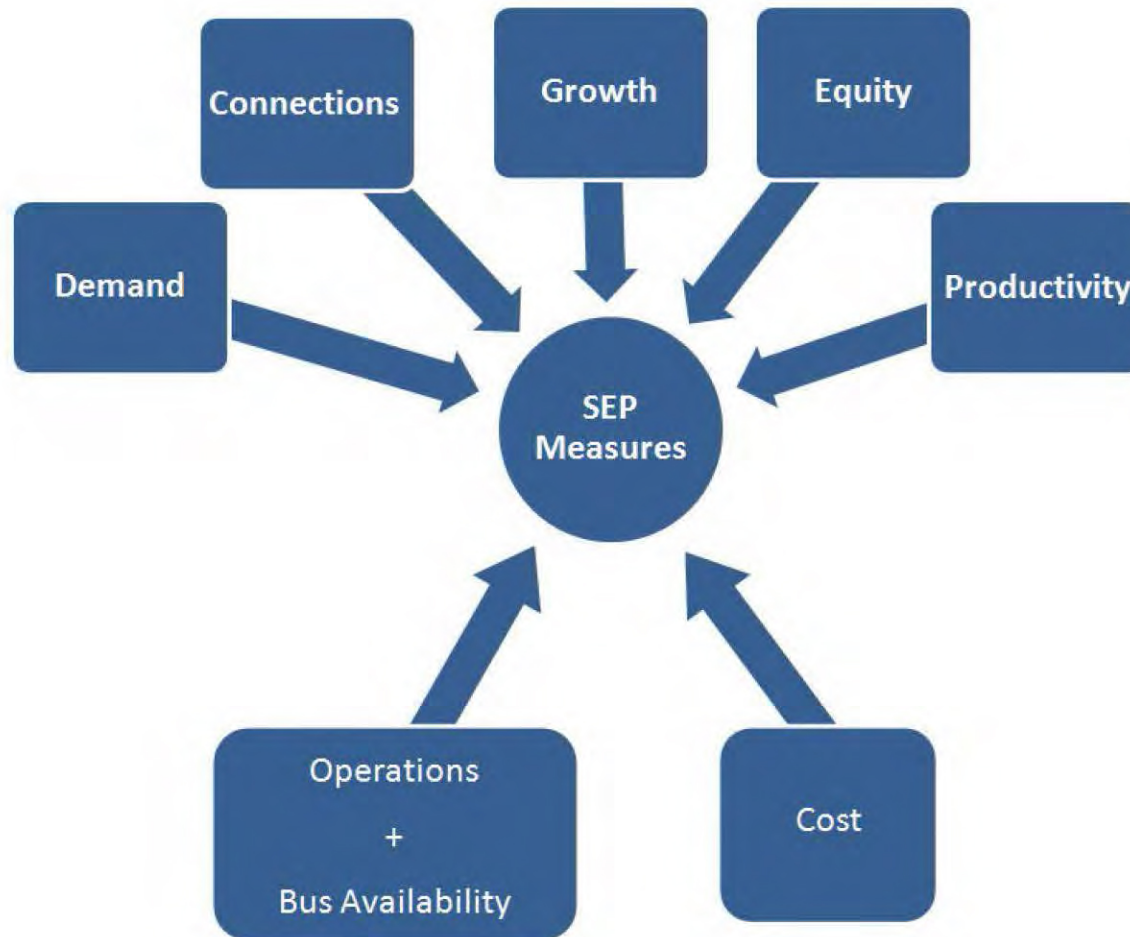
# Service Enhancement Plans



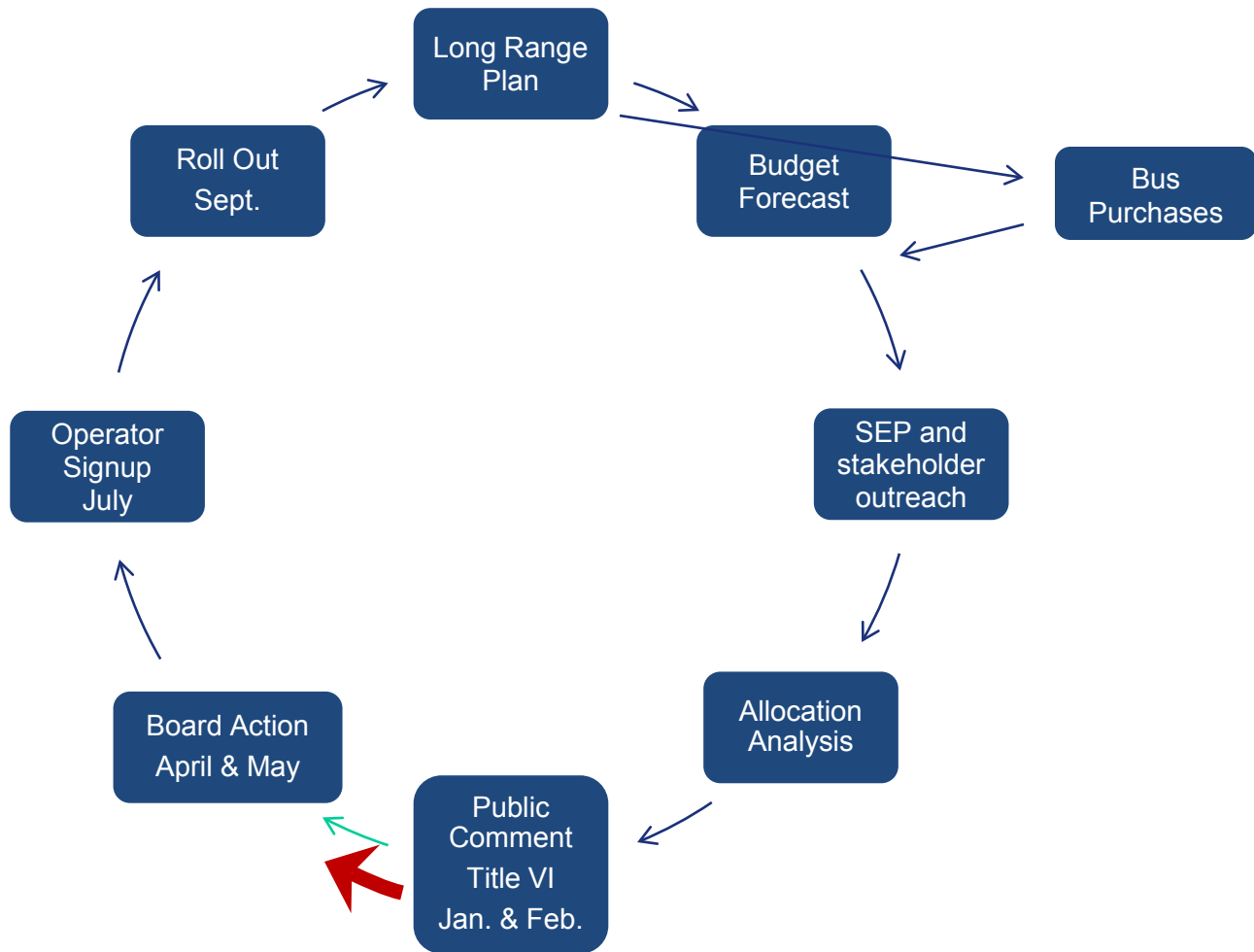
- **Westside - Completed**
- **Southwest - Completed**
- **North/Central – Refined Draft Vision**
- **Eastside – Refined Draft Vision**
- **Southeast – Draft Vision**



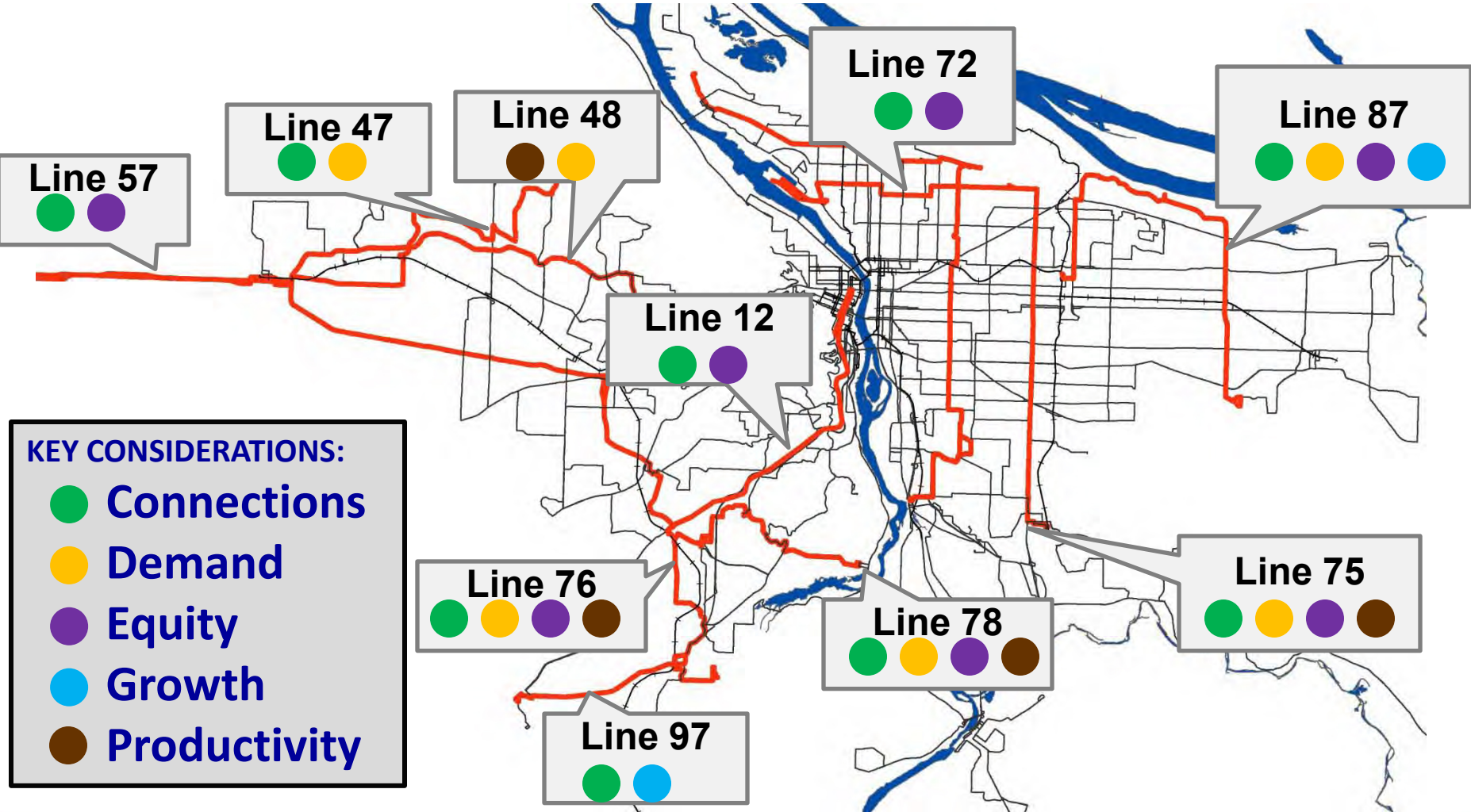
# TriMet Annual Service Plan Considerations & SEP Measures



# 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/<br>Evergreen | Route change;<br>increased peak<br>frequency | 62%                                |  |
| 48-Cornell                | Increased peak<br>frequency                  | 106%                               |  |

# SEP Improvements Implemented to Date: Community Connectors



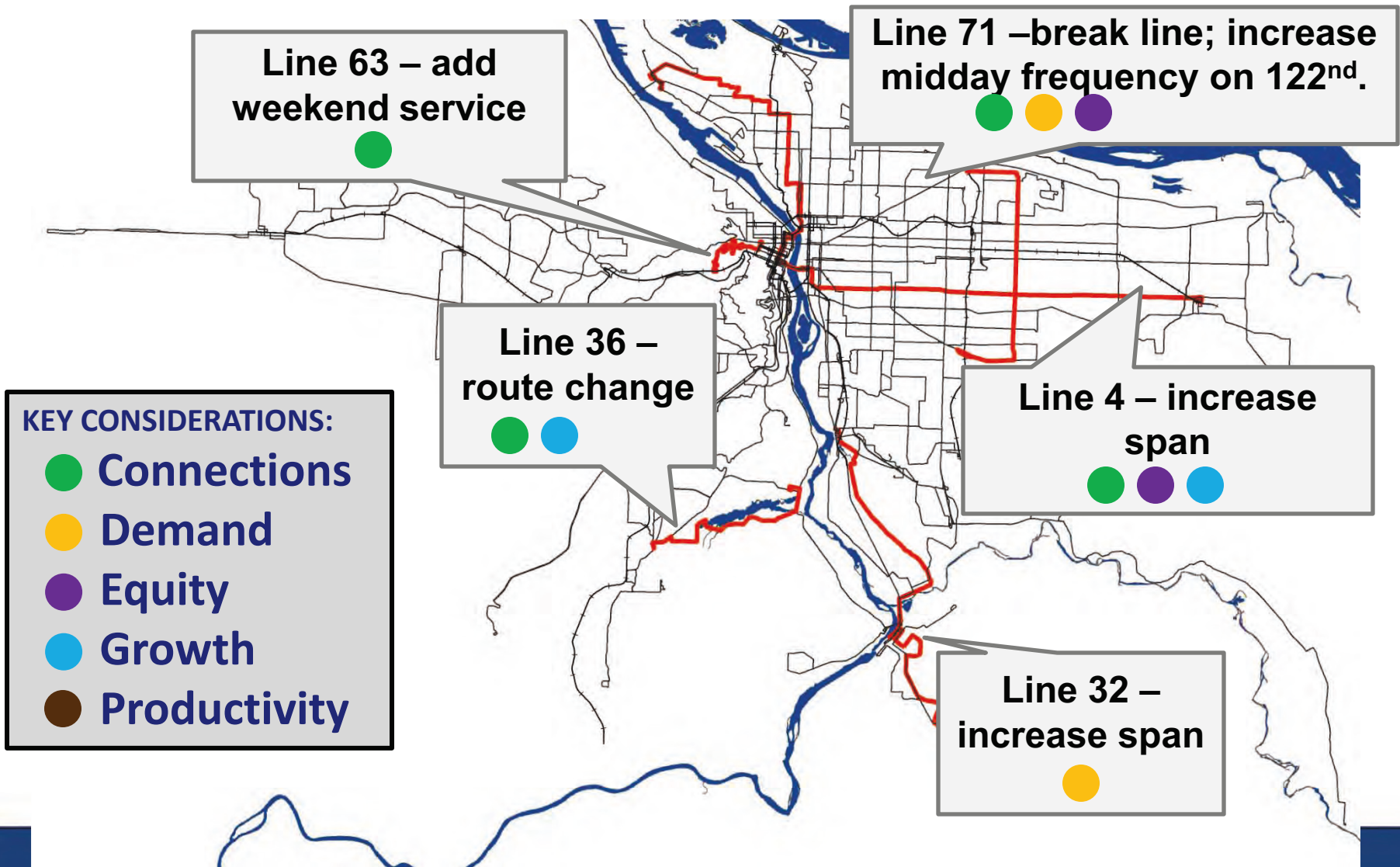
| Community/Job Connector Services | Avg. Weekday Rides |
|----------------------------------|--------------------|
| GroveLink*                       | 190                |
| North Hillsboro Link**           | 91                 |

\*Fall 2015

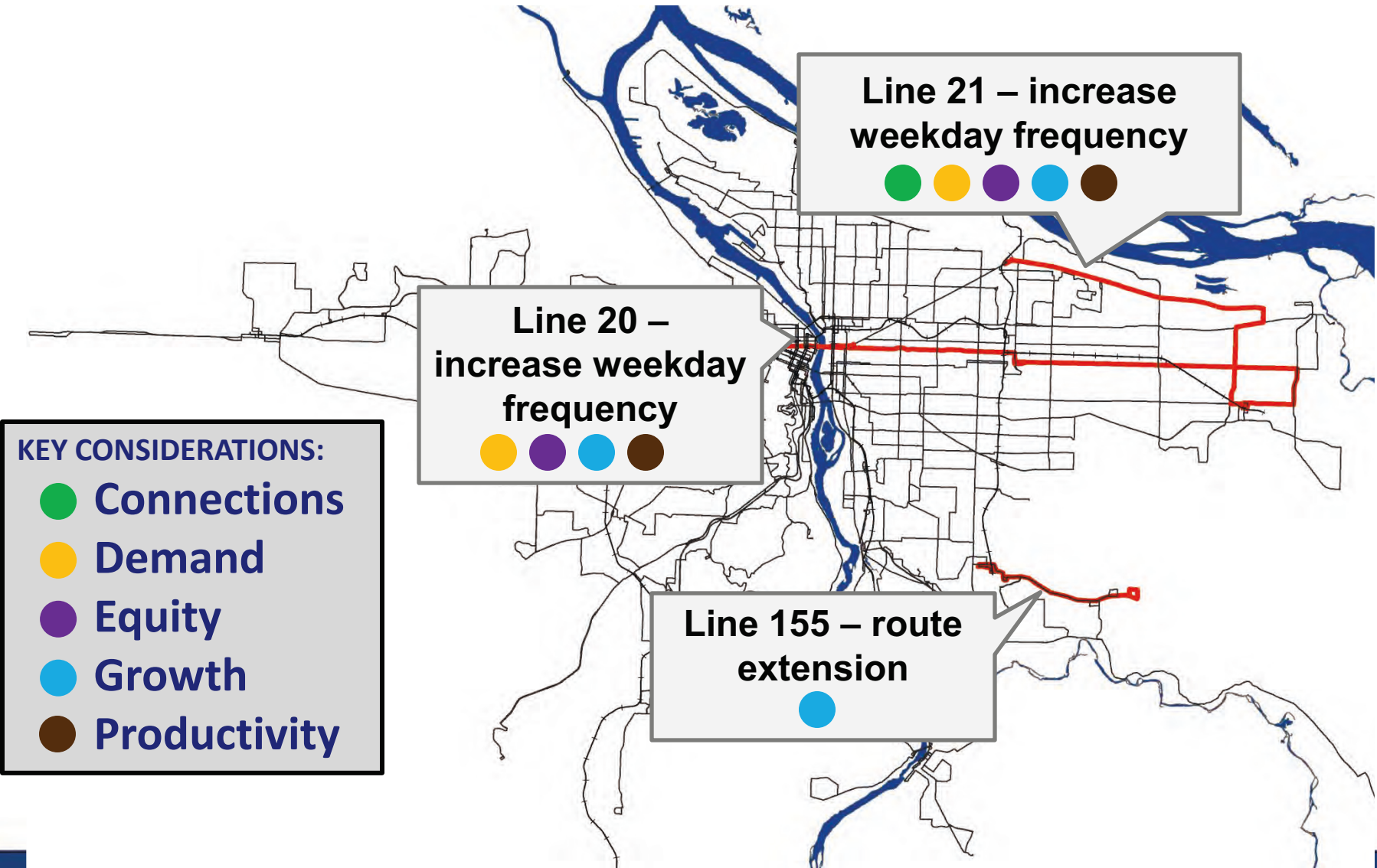
\*\*Since Nov. 2015 startup



# 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

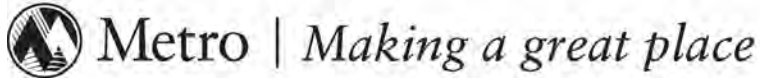


# Summary

- 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?



Joint Policy Advisory Committee on Transportation (JPACT)  
April 21, 2016  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman  
Shirley Craddick  
Craig Dirksen  
Denny Doyle  
Kathryn Harrington  
Tim Knapp  
Neil McFarlane  
Diane McKeel  
Steve Novick  
Roy Rogers  
Paul Savas  
Jeanne Stewart  
Kris Strickler  
Bill Wyatt

AFFILIATION

City of Vancouver  
Metro Council  
Metro Council  
City of Beaverton, representing Cities of Washington County  
Metro Council  
City of Wilsonville, representing Cities of Clackamas County  
TriMet  
Multnomah County  
City of Portland  
Washington County  
Clackamas County  
Clark County  
Washington State Department of Transportation  
Port of Portland

ALTERNATES PRESENT

Kelly Brooks  
Jef Dalin  
Doug Daoust  
Susie Lahsene

AFFILIATION

Oregon Department of Transportation  
City of Cornelius  
City of Troutdale, representing Cities of Multnomah County  
Port of Portland

OTHERS PRESENT: Martha Brooks, Mark Gamba, Mark Graf, Eric Hesse, Trey Higgemann, Abby Lanford, Stephan Lashbrook, Mark Lear, Noel Mickelberry, Mark Ottenad, Lucia Pinos, Stacy Revay, Alexa Reynolds, Ava Reynolds, Ané Roth, Chris Smith

STAFF: Martha Bennett, Beth Cohen, Colin Deverell, Alexandra Eldridge, Emily Lieb, Noah Siegel, Randy Tucker, Bob Stacey, Becca Uherbelau, John Williams

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

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:33 a.m. All attendees introduced themselves.

**2. CITIZEN COMMUNICATION ON JPACT ITEMS**

Seven members of the public testified before the committee regarding the 2018-21 Metropolitan Transportation Improvement Program (MTIP) & 2019-21 Regional Flexible Fund Allocation (RFFA):

- Mayor Mark Gamba, City of Milwaukie - Mayor Gamba testified that the RFFA money should be used wisely in order to best accomplish Climate Smart Solutions goals. He expressed that RFFA

funds should go to alleviate congestion in the region's bottlenecks, which are the region's biggest freight problems. He also added that bike and pedestrian projects are critical to moving toward Climate Smart goals and are underfunded, but should be de-federalized in order to be doubly effective.

- Martha Brooks, Beaverton - Ms. Brooks shared the written testimony of Major General Curtis A. Loop, USA, Ret. The testimony stated that over 71% of 17-24 year olds in the United States are ineligible to join the military, with one of the three major disqualifying factors being obesity. She asked for the allocation of at least \$1.5 million for SRTS to encourage healthier lifestyles.
- Trey Higgeman and Ané Roth, Milwaukie – Ms. Roth testified that she had to drive her son a quarter mile to Linwood Elementary School because Linwood Avenue is too dangerous to bike or walk. Ms. Roth urged the committee to allocate \$15 million for Safe Routes to School (SRTS) so kids could get an hour of exercise every day to avoid diseases such as diabetes.
- Abby Lanford, Alexa Reynolds, and Ava Reynolds, Portland – Ms. Lanford, Ms. Reynolds, and Ms. Reynolds testified that on their walk to school they must walk on adjacent private property in order to avoid a busy street. They asked JPACT members to support funding for SRTS.
- Lucia Pinos, Portland – Ms. Pinos shared that she is member of Andanda Bicicletas en Cully (ABC) and wanted access to safe streets around schools. She testified in support of SRTS funding for kids to have access to sidewalks, lights, and street-safety programming.
- Noel Mickelberry, Portland– Ms. Mickelberry explained that she is the Executive Director of Oregon Walks, and has been working with many partners to make sure that SRTS receives RFFA funding. She noted that RFFA money is one of the few sources of money for active transportation and urged JPACT members to vote against any proposal that would allocate less than \$1.5 million for SRTS programming.
- Chris Smith, Portland – Mr. Smith informed JPACT that he currently serves on the Planning and Sustainability Commission in Portland. He noted that there were current transformational decisions being made to reduce drive-alone commuting and explained that SRTS was a key part of reaching Vision Zero goals. He asked JPACT members to maximize SRTS allocation.

### **3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS**

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

- Chair Dirksen reminded JPACT members of the April 22<sup>nd</sup> Regional Leadership Forum at the Oregon Convention Center. He explained that the event would be an opportunity to discuss regional transportation priorities and provide direction on the 2018 Regional Transportation Plan (RTP) update. He noted that the keynote speaker would be R.T. Rybak, former three-term mayor of Minneapolis.
- Chair Dirksen asked JPACT members to share their opinions on a draft comment letter to be sent on behalf of JPACT to the Region 1 Area Committee on Transportation (ACT). He explained that this letter would provide information for ACT members to consider before making their decision on State Transportation Improvement Program (STIP) Enhance Non-Highway Funding. Several members expressed concerns over rural representation in the Region 1 ACT, and Chair Dirksen noted that each jurisdiction is able to submit their own letters. Chair Dirksen asked JPACT

members to approve the letter with a show of thumbs. A majority of JPACT members expressed approval of the letter with a thumbs-up.

#### **4. CONSENT AGENDA**

##### **4.1 CONSIDERATION OF THE JPACT MINUTES FOR March 17, 2016**

##### **4.2 CONSIDERATION OF Resolution No. 16-4691, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include the New Interstate 84 at Graham Road Bridge Replacements Project**

MOTION: Councilor Kathryn Harrington moved, and Mayor Doug Daoust seconded, to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

#### **5. ACTION ITEMS**

##### **5.1 Resolution No. 16-4694, For the Purpose of Adopting the Fiscal Year 2016-2017 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements**

Chair Dirksen introduced Mr. Chris Myers, Metro staff, to give a presentation on the 2016-2017 Unified Planning Work Program (UPWP).

*Key elements of the presentation included:*

- Mr. Myers noted he would be discussing the 2016-2017 federal self-certification and the proposed fiscal year 2016-2017 UPWP.
- Mr. Myers explained that the MPO's self-certification is a prerequisite for securing federal transportation planning funds and explained that the UPWP is not a regional policy-making document.
- He explained that after Council approval, the UPWP would be sent to partners in the region, such as ODOT, for further approval.

*Member discussion included:*

Mayor Tim Knapp explained that certain parts of the document were inaccurate and noted that the document should be updated to include current information regarding the Americans with Disabilities Act (ADA) and the recently passed Fixing America's Surface Transportation (FAST) Act. Chair Dirksen tabled the item to be revisited at the next JPACT meeting after revision.

##### **5.2 2018-21 Metropolitan Transportation Improvement Program (MTIP) & 2019-21 Regional Flexible Fund Allocation (RFFA) Policy Report**

Chair Dirksen called Mr. Dan Kaempff and Mr. Ted Leybold, Metro staff, to present their summary of the MTIP and RFFA Policy Report.

*Key elements of the presentation included:*

- Mr. Kaempff noted that the public feedback showed that, in order to improve transportation in the region, regional policymakers should provide a safer, more effective, and diverse transportation system for everyone.

- Mr. Kaempff explained that the document's approach was rooted in the Regional Transportation Finance Approach. He explained that the document that JPACT would be considering at the meeting maintains the current Step 1 and Step 2 funding levels from previous funding cycles.
- Mr. Kaempff explained that JPACT may choose to adopt the policy document as-written, or alter the policy document by identifying specific funding targets.
- Chair Dirksen noted that JPACT would only be considering the policy document and that specific projects would be discussed later in the MTIP/RFFA project selection process.

MOTION #1: Commissioner Roy Rogers moved, and Mayor Denny Doyle seconded, to adopt the MTIP/RFFA policy document as presented by staff.

AMENDMENT #1: Mr. Neil McFarlane moved, and Commissioner Steve Novick seconded, to amend Section 7.0 of the draft policy document to:

- Adopt Step 1. A. bond commitments for regionally significant project development at a level of \$48 million.
- Adopt Step 1. B. Region-wide program investments at a total level of \$28.02 million with the sub-section funding levels outlined in the *Draft 2018-21 MTIP/RFFA Policy Report, April 2016*.
- Adopt new policy direction #1 of the *Draft Policy Report* and increase regional bond commitment for transit in the 2019-2021 program by \$15.43 million and the associated long-term bond repayment schedule to provide:
  - \$25 million for the final design and construction of the Powell-Division high capacity transit bus project.
  - \$80 million to the SW Corridor project for planning, design, engineering and construction.
- Adopt new policy direction #2 of the *Draft Policy Report* providing an increase to the RTO program of \$1.5 million for Safe Routes to Schools program support.
- Adopt new policy directions #3 & #4 of the *Draft Policy Report* providing a \$500,000 increase in regional programs to support Climate Smart Actions:
  - \$250,000 for RTO programs.
  - \$250,000 for TSMO programs.
- Adopt new policy direction #5 of the *Draft Policy Report* providing \$3.78 million in 2019-2021 program funds and the associated long-term bond repayment schedule. Funding would create a \$12 million bond for a regional freight and active transportation project development program to advance projects that can leverage discretionary federal resources, support a 2017 legislative transportation funding effort and a 2018 regional transportation funding initiative:
  - \$10 million to be allocated to support arterial and related improvements associated with efforts already initiated by ODOT to develop projects to address three major regional bottlenecks; I-205 Abernethy Bridge, I-5/I-84 at the Rose Quarter, and Hwy 217 improvements.

- \$2 million to be allocated to support project development and capital investment for active transportation projects, including Safe Routes to School for Title 1 schools, regional trails and other regionally significant active transportation facilities.
- Require that before project development can proceed, candidate projects must be approved by JPACT.
- Adopt a Step 2 allocation of:
  - \$7.33 million for Regional Freight Investments
  - \$25.76 million for Active Transportation/Complete Streets
- Adopt additional policy language that:
  - Notes that Metro and TriMet have agreed that, as the planning and design of the SW Corridor project moves forward, opportunities to incorporate cost-effective pedestrian and bicycle connections between station areas and adjacent neighborhoods and schools, particularly Title I schools, will be identified and that, to the extent consistent with federal project eligibility and funding limitations, will seek to integrate such meritorious elements into the project design.
  - Expresses the region's intention to use the project development and regional transit bonding allocations to position the region to successfully win federal, state and local transportation funding increases and that this is intended to be an ongoing effort that not only will address the three named ODOT projects, but will be a foundation for addressing the funding needs of further priority projects in the Regional Transportation Plan such as the Sunrise Corridor Phase II, improvements associated with development of the Basalt Creek Parkway area and jurisdictional transfer efforts such as Powell Boulevard.
  - Express TriMet's willingness to seek approval from its Board of Directors for approval for bonding or in other mechanisms to de-federalize funding that is directed by JPACT to be used for Safe Routes to Schools projects in the 2019-2021 program allocations.
  - Note that TriMet has agreed not to initiate projects to compete in the Step 2 discretionary process for the 2019-2021 program allocations, although it may partner with others on applications.

*Discussion:* Mr. McFarlane noted that the state of transportation project funding has changed and explained that there should be an increase in funding available for project development in order to leverage additional state and federal transportation dollars. He explained that many funding sources, such as federal Transportation Investment Generating Economic Recovery (TIGER) grants, require front-end investment. Mr. McFarlane proposed dedicating \$3.78 million to secure \$12 million in bonds for regional project development. He explained that \$10 million would go to match funds from ODOT to address the region's bottlenecks, and the remaining \$2 million of the bond would be used for project development and capital investment for active transportation for SRTS and regional trail development.

*The Chair Next Called on Commissioner Paul Savas:* Commissioner Savas stated that the region's freight corridors, which are connected to the rest of the country, are severely problematic and underserved, and asked that some of the new money is apportioned for bonding. He noted

that freight commitment is important for maintaining jobs in the region. Commissioner Savas passed around a chart entitled “MTIP Funding Proposal,” and attempted to move, (with Mr. Bill Wyatt second), the chart—In response to a question from the Chair regarding parliamentary procedure, the Metro Attorney, asked Commissioner Savas to clarify which part of Mr. McFarlane’s amendment, which was currently on the table, he was attempting to amend, because, according to parliamentary procedure, Commissioner Savas’ motion could not be entertained while there was a pending motion on the table. Commissioner Savas withdrew his proposed motion.

AMENDMENT #1A: Commissioner Diane McKeel moved, and Councilor Shirley Craddick seconded, to amend Mr. McFarlane’s motion regarding the language about incorporating cost-effective pedestrian and bicycle facilities into the design of the Southwest Corridor project, to also apply that intent to the Powell-Division Corridor project.

*Discussion:* Seeing no discussion, Chair Dirksen called for a vote on the amendment.

ACTION TAKEN ON AMENDMENT #1A: With all in favor, and one opposed (Savas), Amendment #1A passed.

AMENDMENT #1B: Commissioner McKeel motioned, and Mr. McFarlane seconded, to amend Mr. McFarlane’s motion to include the Burnside Bridge Seismic and Safety Project to the list of projects to receive project development funding.

*Discussion:* Commissioner McKeel noted that the Burnside Bridge is an economic lifeline in the region and added that there was just a major earthquake in Japan. Commissioner Novick stated that the Burnside Bridge seismic strengthening is one of the most critical projects for the region. Councilor Harrington noted that the language in Mr. McFarlane’s amendment did not limit the definition of further priority projects to exclude the Burnside Bridge Project.

ACTION TAKEN ON AMENDMENT #1B: With five in favor, and seven opposed, Amendment #1B failed.

AMENDMENT #1C: Mayor Tim Knapp moved, and Mayor Denny Doyle seconded, to make a friendly amendment to Mr. McFarlane’s motion to clarify policy language that provides direction for TriMet to de-federalize Safe Routes to School funding to the greatest extent possible is for capital projects, not the programmatic education and planning work.

*Discussion:* Mr. McFarlane shared that TriMet had already stated its commitment in trying to de-federalize funds.

ACTION TAKEN ON AMENDMENT #1C: With all in favor, and one opposed (Stewart), Amendment #1C passed.

ACTION TAKEN ON AMENDMENT #1: With all in favor, and two opposed (Savas, Stewart), the Amendment #1 passed, as amended.

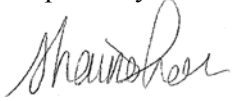
Chair Dirksen tabled the item until the May JPACT meeting.



**ADJOURN**

Chair Dirksen adjourned the meeting at 9:09 a.m.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Shaina Hobbs".

Shaina Hobbs  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 21, 2016**

| <b>ITEM</b> | <b>DOCUMENT TYPE</b> | <b>DOC DATE</b> | <b>DOCUMENT DESCRIPTION</b>  | <b>DOCUMENT No.</b> |
|-------------|----------------------|-----------------|--|---------------------|
| N/A         | Handout              | April 2016      | Metro Hotsheet   | 042116m-01          |
| 2.0         | Testimony            | 04/21/16        | Curtis A. Loop Written Testimony   | 042116m-02          |
| 5.1         | Table                | N/A             | UPWP – Other Projects of Regional Significance   | 042116m-03          |
| 5.1         | Handout              | 03/18/16        | 2016-2017 Unified Planning Work Program  | 042116m-04          |
| 5.2         | Table                | N/A             | 2019-2021 RFFA Funding Example   | 042116m-05          |
| 5.2         | Memo                 | 04/21/16        | Mr. Neil McFarlane Motion to Amend Section 7.0 of the 2018-21 Transportation Improvement Program & 2019-21 Regional Flexible Funds Program | 042116m-06          |
| 5.2         | Chart                | N/A             | Commissioner Paul Savas 2018-2021 MTIP Funding Proposal  | 042116m-07          |
| 2.0         | Post cards           | N/A             | Safe Routes to School Post Cards   | 042116m-08          |

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ) RESOLUTION NO. 16-4694  
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 June 2016.

---

Tom Hughes, Council President

Approved as to Form:

---

Alison R. Kean, Metro Attorney

**MAKING A  
GREAT  
PLACE**



Due to the large size of this document, a link has been provided to access the 2016-17 Unified Planning Work Program:  
<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 federal planning rules as defined in Title 23 of U.S. Code Part 450 Subpart C and Title 49 of U.S. Code Part 613 Subpart A, 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.

The current boundary was updated and approved by the Governor of Oregon in July 2015 following the release of the new urbanized area definitions by the Census Bureau. The planning area boundary includes the urbanized area, areas within the Metro jurisdictional boundary, urban reserve areas representing areas that may urbanize within the next 20 years, and the areas around 5 key transportation facility interchanges adjacent to and that serve the urban area.

### **3. Agreements**

- A Memorandum of Understanding 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) outlines roles and responsibilities for transportation planning between Metro and SMART as required by federal transportation planning guidelines. Executed in July 2014, to 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, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use.

### **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 Regional Transportation Plan is developed to meet Federal transportation planning guidelines such as FAST Act and MAP-21, the Oregon Transportation Planning Rule, and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation, 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, Port of Portland, 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.

**b. Regional Transportation Plan**

The Plan must be prepared and updated every 4 years and cover a minimum 20-year planning horizon with air quality conformity and fiscal constraint.

**Scope of the planning process**

The metropolitan planning process shall provide for consideration of projects and strategies that will:

- a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety of the transportation system for motorized and non-motorized users;
- c. increase the security of the transportation system for motorized and non-motorized users;
- d. increase the accessibility and mobility of people and for freight;
- e. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- g. promote efficient system management and operation; and
- h. emphasize the preservation of the existing transportation system.

Metropolitan planning organizations (MPOs) must establish and use a performance-based approach to transportation decision making and development of transportation plans to support the national goal areas:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

### **Elements of the RTP**

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 description of the performance measures and performance targets used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs.
- 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 U.S. Department of Transportation, U.S. Environmental Protection Agency, Oregon Department of Environmental Quality, Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies.

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 includes the following required elements:

- 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.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2015. All prior year obligation reports are available on the Metro website.

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

The 2007 SAFETEA-LU federal transportation legislation updated requirement for a Congestion Management Process (CMP) for metropolitan planning organizations (MPOs) in Transportation Management Areas (TMAs – urban areas with a population exceeding 200,000), placing a greater emphasis on management and operations and enhancing the linkage between the CMP and the long-range regional transportation plan (RTP) through an objectives driven, performance-based approach. MAP-21 retained the CMP requirement while enhancing requirements for congestion and reliability monitoring and reporting. The most recent federal transportation legislation, FAST Act, retained the CMP requirement set forth in MAP-21.

A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region's CMP will continue to advance the goals of the 2014 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

The goal of the CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies.

#### **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 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 requires special coordination with staff from Oregon Department of Environmental Quality (DEQ) and other regional, county, city and state agencies. The AQCD is guided by the transportation conformity rules set forth in the Clean Air Act and additional local requirements 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). 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), 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. The most recent federal transportation funding act, *the Fixing America's Surface Transportation (FAST) Act* continues all of the metropolitan planning requirements that were in effect under MAP-21.

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 non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized 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 improvements and state and local planned growth and economic development patterns;
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.

**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>• The 2014 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system.</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>• Complete Streets 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 2014 RTP financial plan includes the 30-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.*

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:

1. Safety
2. Infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement and economic vitality
6. Environmental sustainability
7. Reduce project delivery delays



## 7. **Public Involvement**

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not historically 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 federal transportation authorization 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 2010, Metro completed and submitted its Title VI Plan to ODOT. 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.31, 2015, Metro submitted a Title VI Compliance Report to ODOT, covering a 12 month period from July 1, 2014, through June 30, 2015. The next annual report will be due Aug. 30, 2016, covering July 1, 2015 to June 30, 2016. On Sept. 30, 2015, Metro submitted its updated Limited English Proficiency Plan as part of an updated Title VI Program to 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.

Title VI and Environmental Justice in action – The information from and practices for engaging underserved communities were applied to the 2014 Regional Transportation Plan (RTP) update and the 2015-18 Metropolitan Transportation Improvement Program (MTIP), particularly in the civil rights assessment, which sought to better assess the benefits and burdens of regional, programmatic investments for these communities. Using the information from the RFFA process and engaging advocates helped define and determine thresholds for analysis of effects on communities of color, with limited English proficiency and with low-income as well as communities of older and younger adults. Feedback on this analytical process has led to an equity workgroup to further refine how Metro will assess the benefits and burdens of these regional programs on these communities for the 2018 RTP update and the next MTIP.

Diversity, Equity and Inclusion – In 2010, 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. Metro initiated the Equity Strategy Program, with the objective of creating an organizing framework to help Metro consistently incorporate equity into policy and decision-making. In 2014 as a result of the work of the diversity action team, Metro’s communication department explicitly identified a community engagement division, with a focus on better engaging historically underrepresented communities. These efforts aim to go beyond current regulations and guidance for engaging and considering the needs of and effects on communities of color, with limited English proficiency and with low incomes, but work in coordination with Metro’s Title VI and Environmental Justice civil rights program. The strategy to advance equity is expected to be adopted summer 2016.

## **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**

Metro is committed to ensuring its programs, services, facilities and events are inclusive and accessible to people with disabilities. Over the last two decades Metro has completed reviews of its facilities and periodically reviews its policies and practices for compliance with a variety of laws, including the Americans with Disabilities Act (ADA). Metro also systematically reviews new policies and practices for conformance to the requirements of federal and state civil rights and employment laws and requires design professionals, construction contractors and in-house maintenance staff to follow accessible design and construction standards, including the ADA Standards for Accessible Design and the Oregon Structural Specialty Code, during all new construction and renovations.

Metro provides services for people with disabilities –services include: devices and systems assistive listening devices, signage, American Sign Language or audio described interpretation, open captioning, Braille, etc.

In the coming reporting year, Metro will continue to review policies and procedures to ensure they address varying individual needs of persons with disabilities. Metro will seek to enhance staff's understanding of issues pertaining to serving persons with disabilities and create a clearing house to share best practices to broaden inclusion of persons with disabilities during public engagement opportunities.

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

The Coordinated Plan is being updated and is currently scheduled for adoption by July 2016. The updated plan will be incorporated into the 2018 Regional Transportation Plan update.

#### **10. Lobbying**

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

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.16-4694, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2016-17 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

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Date: March 25, 2016

Prepared by: Chris Myers  
(503) 813-7554

## BACKGROUND

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning July 1.

The UPWP is developed by Metro with input from local governments, TriMet, ODOT, the Port of Portland, FHWA, and FTA. 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.

Every four years, Metro as an MPO, undergoes certification review with (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The next quadrennial certification review will take place in October 2016. In the intervening years Metro undergoes a required self-certification process with the FHWA and FTA, to ensure Metro's planning process is in compliance with specific federal requirements as a prerequisite to receiving federal funds.

The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No.16-4694.

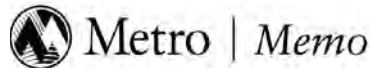
## ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition

2. **Legal Antecedents** – this resolution certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.
3. **Anticipated Effects** – Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2016 in accordance with established Metro priorities.
4. **Budget Impacts** – Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

#### **RECOMMENDED ACTION**

Approve Resolution No.16-4694 certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.



Date: May 10, 2016  
To: Joint Policy Advisory Committee on Transportation and Interested Parties  
From: Elissa Gertler, Planning and Development Director  
Subject: Next Steps for JPACT action on MTIP/RFFA Policy

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In order to complete the MPO action of adopting the 2019-21 MTIP/RFFA Policy, this memorandum is intended to clearly outline the remaining steps for JPACT and Metro Council adoption of the policy.

#### **WHERE WE LEFT OFF**

At the last JPACT meeting, staff described five new policy choices as part of the 2019-21 MTIP/RFFA Policy and recommended adoption of the policy document. A motion was made to accept the staff policy recommendation. Three separate amendments modified the policy document to include an attachment with specific investment targets (McFarlane), to include the Powell-Division project with the Southwest Corridor project in policy language about integrating pedestrian and bicycle connections to the project design (McKeel), and to clarify that TriMet will seek to de-federalize Safe Routes to Schools capital project funding (Knapp).

Subsequent to the April 21 JPACT meeting, TPAC met in a special meeting to discuss, refine and forward recommended criteria for the Regional Freight Investments and Active Transportation/Complete Streets project categories.

The policy document accompanying this memo has been updated to incorporate the JPACT-adopted changes referenced above as well as adding the TPAC-recommended criteria. The original motion, as amended, has not yet been voted on by JPACT.

#### **THE NEXT JPACT MEETING**

At the May 19 JPACT meeting, discussion of the pending motion will resume. After staff restates the pending motion including the new amendments, additional amendments to the pending motion can be considered. Any JPACT member proposing an amendment should come prepared with the specific language proposed in the amendment and should be able to describe the specific section in the document the amendment addresses. Each motion for an amendment supported by a second member will be taken up by the committee. JPACT will then be asked for a final vote on the pending motion as amended prior to the end of the meeting.

#### **METRO COUNCIL ACTION**

JPACT's action is one of two necessary steps to approve the MTIP/RFFA Policy. Metro Council is also required to approve the MTIP/RFFA Policy to complete the MPO decision process. After JPACT's action, Metro Council will be asked to take action. If the Metro Council disagrees with JPACT's action, it is

possible for Metro Council to choose not to approve the policy as described by JPACT, which would require additional JPACT discussion and consideration of a revised recommendation.

## **STEP 2 PROJECT SELECTION**

Regardless of final policy priorities, it is essential that the region continue with the next steps in the MTIP/RFFA process, the development of a solicitation packet and technical evaluation measures for project selection. This process will commence prior to the final adoption of policy direction, in order to allow local jurisdictions ample time to prepare for the project selection process. TPAC will provide input and advise Metro on the development of a technical evaluation tool from adopted RFFA policy criteria. A smaller working group of TPAC will conduct a technical evaluation on submitted project proposals.

## **PROCESS/SCHEDULE**

There will be an additional meeting of TPAC in May to help prepare application materials and refine the project selection process. Once the project applications have been submitted by August 12, the work group will independently review and score the projects using the criteria and technical evaluation tools.

After work group participants have scored the applications, additional meetings of the work group will take place in September to review and discuss project scores, and to submit a description of the project evaluation to TPAC at their September 30 meeting.

All meetings will be held at Metro Regional Center. A more detailed schedule is below.

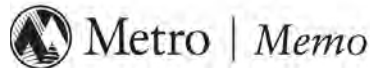
## 2019-21 RFFA Project Proposal Evaluation Process & Timeline

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| <p><b>2016</b><br/> <b>May 6, 9:00 a.m. – ADDITIONAL TPAC MEETING #1</b></p> <p><b>May 13, 1:00 p.m. – ADDITIONAL TPAC MEETING #2</b></p>  | <p>Metro will convene TPAC to refine and prepare the project prioritization criteria and an evaluation tool through which Step 1 &amp; 2 project proposals will be defined, evaluated and rated</p> <p>The May 6 meeting focused on the project prioritization criteria and process description</p> <p>The May 13 meeting will be a review of draft technical evaluation and application materials and process description refinements</p>                 |
| <p><b>June 9 – Application materials released</b><br/> <b>June 28 – RFFA Workshop</b><br/> <b>August 12 – Proposals due</b></p>  | <p>Jurisdictions will prepare project proposals and submit to Metro.</p>   |
| <p><b>September 13, 9:00 a.m. – TECHNICAL EVALUATION WORK GROUP MEETING</b></p> <p><b>September 30 – TPAC discussion</b></p>   | <p>Once the deadline for proposal submission has passed, applications will be distributed to work group members for their evaluation and scoring. They will have approximately four weeks to review and score the proposals.</p> <p>In their September 13 meeting, the work group will discuss project scores and forward a final list of scored projects to TPAC.</p> <p>TPAC will review and discuss the project list at their September 30 meeting.</p> |
| <p><b>October 1-31</b></p>   | <p>The list of projects and their technical evaluative scores will be put out for a 30-day public comment period.</p>  |
| <p><b>November 9 – Materials sent to CCCs, COP</b><br/> <b>November 17 – JPACT briefing (if needed)</b><br/> <b>November 17 – Priorities due</b><br/> <b>November 18 – TPAC discussion</b></p> | <p>The list of projects, along with their technical scores and public comment, will be provided to the county coordinating committees and the City of Portland. Those entities will consider this input in their deliberations on indicating their priority projects.</p>  |
| <p><b>December 15 – JPACT discussion</b><br/> <b>December 16 – TPAC recommendation</b></p>   | <p>A list of projects, including technical scores, public comment and indicated priority status (if applicable) will be forwarded to TPAC for their recommendation. The TPAC recommendation will be evaluated for responsiveness to the RFFA objectives (Policy Section 6.0) and made available for a public</p>   |



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|  | comment opportunity prior to action by JPACT.  |
| <b><u>2017</u></b><br><b>January 19 - JPACT Action</b><br><b>January 26 - Council Action</b> | The JPACT recommendation will be evaluated for responsiveness to the RFFA objectives (Policy Section 6.0) and made available for Metro Council action. |

DRAFT



Date: May 10, 2016  
To: Joint Policy Advisory Committee on Transportation and Interested Parties  
From: Dan Kaempff, Principal Transportation Planner  
Subject: 2018-2021 MTIP and 2019-2021 RFFA DRAFT Policy Report with TriMet amendments  
+ Step 2 criteria

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The attached draft policy report is an update from the version discussed and amended at the 4/21/16 meeting of JPACT. Neil McFarlane of TriMet offered an amendment that was passed with two clarifying amendments added. Based on that discussion, the following edits to the 4/21 policy report have been made:

- Language added to Section 7.0, Step 1.A. describing additional transit bonding investment; policy direction #1 moved here (p. 9)
- Language added to Section 7.0, Step 1.B. describing project development bonding investment; policy direction #5 moved here (p. 10)
- Bonding commitment repayment table updated (p.12)
- Language added to Section 7.0, Step 1.C. describing additional region-wide program investments; policy direction #s 2-4 moved here (p. 13)
- Step 2 project funding reduced by \$3.78M to pay for project development bonding; new Step 2 totals (p. 15)
- TPAC-recommended criteria for Step 2 project categories added (p. 16-18)

In addition to the criteria recommendation from the 5/6/16 meeting, TPAC had some recommendations for additional clarifying language. Staff has added language to this document version to achieve this purpose, but the language does not change policy intent.

This policy report supersedes the version sent to you on May 6 and will be the starting point for discussion at the 5/19 meeting of JPACT.

**MAKING A  
GREAT  
PLACE**



DRAFT with TriMet amendment + criteria for 5.19.16 JPACT

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

Adoption draft – May 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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### **Auditor**

Brian Evans

## EXECUTIVE SUMMARY

As the Portland region prepares to make another round of transportation funding decisions, it has been presented with major opportunities to make significant investments to improve conditions for all users. With Congress' passage of the Fixing America's Surface Transportation (FAST) Act in late 2015, the region has at its disposal new federal programs as well as a five-year funding commitment. In addition, the Governor and state legislature have indicated that a new transportation funding bill will be considered in the 2017 session. And, encouraged by successful efforts in other parts of the country, regional leaders are considering the possibility of asking voters to approve a local funding measure as well.

Given these opportunities, the discussions leading up to adoption of this regional funding policy direction have centered on how the flexible funds can be used in a manner that puts the region in a strong position to compete for and leverage these additional sources of revenue. The choices laid out in this policy document collectively represent a way the region can develop multi-modal projects that will address some of the major system bottlenecks, follow through on the region's commitment to reduce greenhouse gas emissions, continue developing the transit network, improve safety for users of all ages, and provide more travel choices to the public.

In order to take advantage of these opportunities, it is important for regional decision-makers to think strategically about how best to invest our flexible funds. Building on the region's past history of successfully working in partnership to bond these funds to generate significant up-front funding for transit system development, there is also the opportunity to consider a similar approach to do development work on a package of major projects in order to have a pipeline of specific projects that are ready to leverage these new funding opportunities. And, this can be done while continuing the region's commitment to building a multi-modal transportation system that benefits everyone.

### 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 affects the regional transportation system. Metro's transportation funding process is known as the Regional Flexible Funds Allocation (RFFA). 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**<sup>1</sup> 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, as defined by the Regional Transportation Plan. The Plan's vision and goals include 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>2</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.
- **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

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<sup>1</sup> Funding availability estimates subject to final confirmation from ODOT.

<sup>2</sup> Metro Resolution 08-3940

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**

|                    |   |
|--------------------|---|
| <b>Economy</b>     | <b>Safety</b> – 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.   |
|                    | <b>Congestion</b> – By 2040, reduce vehicle hours of delay (VHD) per person by 10 percent compared to 2010.   |
|                    | <b>Freight reliability</b> – By 2040, reduce vehicle hours of delay per truck trip by 10 percent compared to 2010.  |
| <b>Environment</b> | <b>Climate change</b> – By 2040, reduce transportation-related greenhouse gas emissions per capita below 2010 levels.   |
|                    | <b>Active transportation</b> – By 2040, triple walking, biking and transit mode shares compared to 2010 modeled mode shares.  |
|                    | <b>Basic infrastructure</b> – By 2040, increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional networks in 2010.   |
|                    | <b>Clean air</b> – By 2040, ensure zero percent population exposure to at-risk levels of air pollution.   |
|                    | <b>Travel</b> – By 2040, reduce vehicle miles traveled per person by 10 percent compared to 2010.   |
| <b>Equity</b>      | <b>Affordability</b> – By 2040, reduce the average household combined cost of housing and transportation by 25 percent compared to 2010.  |
|                    | <b>Access to daily needs</b> – 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>3</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 the 2018-21 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 acts), restructuring of ODOT allocation programs). This

<sup>3</sup> Added with adoption of the 2014 RTP.

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 State Transportation Improvement Program (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 RFFA policies since the 2010-2013 cycle.

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

| Transportation Project/<br>Activity Type   | Existing Funding Sources  | Strategy for Sources of<br>Additional Funding   |
|--|---|---|
| Local/Arterial street reconstruction/maintenance   | <ul style="list-style-type: none"> <li>• State pass through</li> <li>• Street utility fees</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>• Connect Oregon</li> <li>• ODOT Region 1 competitive allocation – dedicated</li> <li>• Local contributions</li> <li>• Development (Frontage, Impact Fees, SDC’s)</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>                    |
| Highway preservation   | <ul style="list-style-type: none"> <li>• Interstate Maintenance</li> <li>• State gas &amp; weight/mile tax</li> <li>• ODOT Region 1 preservation, maintenance, and operations allocation program</li> <li>• NHPP</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>• Section 5310</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>• ODOT Region 1 competitive allocation program</li> <li>• <b>Regional Flexible Funds<sup>4</sup></b></li> <li>• TIGER</li> <li>• Local contributions</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> |

<sup>4</sup> Limited to arterial freight facilities for ITS, small capital projects, and project development.



| Transportation Project/<br>Activity Type | Existing Funding Sources  | Strategy for Sources of<br>Additional Funding   |
|--|---|---|
| Highway expansion                        | <ul style="list-style-type: none"> <li>• ODOT Region 1 competitive allocation program</li> <li>• NHPP</li> <li>• National Freight Program</li> <li>• Modernization Program</li> <li>• Fed/state earmarks</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>  |
| TSMO/Travel Options                      | <ul style="list-style-type: none"> <li>• State operations</li> <li>• <b>Regional Flexible Funds</b></li> <li>• TIGER</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>5</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>6</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>7</sup>*

<sup>5</sup> Title 23 Highways, Chapter I Federal Highway Administration, Department of Transportation, Part 450 Planning Assistance and Standards.

<sup>6</sup> §450.216 Development and content of the statewide transportation improvement program (STIP).

<sup>7</sup> §450.324 Development and content of the transportation improvement program (TIP).

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 MTIP, as a federally required document, must be developed collaboratively with partners. Key partners of Metro 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.

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 been 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 are conducting 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 that the regions' program of transportation investments is 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 compliant 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 FUND ALLOCATION OBJECTIVES

The following objectives define how the RFFA 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 2.2.
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 2019-2021 REGIONAL FLEXIBLE FUNDS STRUCTURE

There is a projected total of **\$130.38 million**<sup>8</sup> available for investments and projects in the 2019-2021 timeframe. Funding is allocated in two steps, described below.

### NEW POLICY DIRECTION

Through a series of workshops conducted at the outset of the 2019-21 RFFA policy update process, several options for investment of flexible funds were 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

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<sup>8</sup> Funding availability estimates subject to final confirmation from ODOT.

to further define these policy options. Funding proposals will be considered and evaluated during the technical evaluation phase to be conducted during the summer and fall of 2016. These optional new investments are described below as New Policy Direction #s 1-5.

If Steps 1 & 2 funding levels from the 2016-18 RFFA cycle are continued at the same amounts (inflation adjusted), the remaining funding capacity in 2019-21 after meeting previous commitments is estimated to be \$17.43 million. This additional capacity alone is not sufficient to accommodate all new policy proposals, so several approaches were considered to accommodate various scenarios:

- a. Limit new policy investments to the estimated remaining revenues of \$17.43 million, divided according to regional priority, recognizing that not all of the proposals can be funded at maximum amounts described below with this approach
- b. Fund the project development proposal from the Step 2 funding capacity as it is already an eligible activity within Step 2

### **STEP 1.A. BOND COMMITMENTS FOR REGIONAL HIGH CAPACITY TRANSIT**

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 three years covered in the 2019-21 RFFA committed to bond repayment is \$48 million.

#### **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 (HCT) network. Bond proceeds will enable the region to help fund project planning and capital construction costs for the Powell-Division and Southwest Corridor transit investments. A HCT funding proposal submitted for evaluation 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 regional 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 direct a commitment of an additional \$15.43 million (\$5.14 million annually) from the 2019-21 RFFA, to provide:

- \$25 million for the final design and construction of the Powell-Division high capacity transit bus project
- \$80 million to the Southwest Corridor project for planning, design, engineering and construction

Metro and TriMet have agreed that, as the planning and design of the Southwest Corridor and Powell-Division projects moves forward, opportunities to incorporate cost-effective pedestrian and bicycle connections between station areas and adjacent neighborhoods and

schools, particularly Title I schools, will be identified and that, to the extent consistent with federal project eligibility and funding limitations, will seek to integrate such meritorious elements into the project design.

TriMet has indicated that in order to maintain project schedules and timelines, there is a desire for the region to make a decision on a funding commitment prior to the regular RFFA scheduled decision point in January 2017. A funding proposal as described above will be submitted by TriMet prior to finalization of an IGA defining the bonding agreement between Metro and TriMet.

### **High-capacity transit bond commitment**

|                     |                              |
|---------------------|------------------------------|
| Existing commitment | \$48.00 million              |
| New commitment      | \$15.43 million <sup>9</sup> |
| <b>TOTAL</b>        | <b>\$63.43 million</b>       |

### **STEP 1.B .PROJECT DEVELOPMENT BOND**

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

In response to new funding opportunities at the federal, state, regional and local levels, JPACT established a new bond commitment in the 2019-21 RFFA cycle for the purpose of project development.

JPACT recommends that \$3.78 million of Step 2 funding be used to develop a selected package of improvements to address regional active transportation needs, and freeway interchanges or 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 will be invested as a part of a multi-agency approach to addressing multiple 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, following policy direction established by the Regional Transportation Funding Approach (found in Section 4.0 of this document).

Regional flexible funds are to be used in a manner consistent with Section 4.0 of this policy report, the Regional Transportation Finance Approach that targets these funds to the connecting arterial portions of freeway interchange projects and Active Transportation projects. Bonding \$3.78 million of the flexible funds will create \$12 million in bond revenue for a regional freight and Active Transportation project development program to advance a package of multi-modal and multi-facility projects that can leverage discretionary federal

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<sup>9</sup> \$15.43 million is the total additional amount of funding committed to the high-capacity transit bond in the 2019-21 RFFA cycle. Future RFFA cycles will have a higher level of bond repayment commitment. See Table 3 for a complete bond repayment schedule and estimated amounts.



resources, support a 2017 legislative transportation funding effort and a 2018 regional transportation funding initiative. Bond revenue will be allocated in the following manner:

- \$10 million to be allocated to support arterial and related improvements associated with efforts already initiated by ODOT to develop projects to address three major regional bottlenecks; I-205 Abernethy Bridge, I-5/I-84 at the Rose Quarter, and Hwy 217 improvements
- \$2 million to be allocated to support project development and capital investment for active transportation projects, including Safe Routes to School for Title 1 schools, regional trails and other regionally significant active transportation facilities
- Require that before project development can proceed, candidate projects must be approved by JPACT

The region intends to use the project development and regional transit bonding allocations to position the region to win federal, state and local transportation funding increases. This is intended to be an ongoing effort that not only will address the three named ODOT projects, but will be a foundation for addressing the funding needs of further priority projects in the Regional Transportation Plan such as the Sunrise Corridor Phase II, improvements associated with development of the Basalt Creek Parkway area and jurisdictional transfer efforts such as Powell Boulevard.

Prior to final funding allocations, proposals that further define the specifics of each project will be submitted by project sponsors and evaluated by the RFFA project selection work group, as indicated in Table 4.

#### **Project Development Bond Commitment**

|  |                                    |
|--|------------------------------------|
| Arterial/related improvements on bottlenecks | \$1.89 million                     |
| Active Transportation                        | \$1.89 million                     |
| <b>TOTAL</b>                                 | <b>\$3.78 million<sup>10</sup></b> |

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<sup>10</sup> \$3.78 million is the total additional amount of funding committed to the project development bond in the 2019-21 RFFA cycle. Future RFFA cycles will have differing level of bond repayment commitment. See Table 3 for a complete bond repayment schedule and amounts.

**Table 3: Regional bond commitment repayment schedule (millions)**

|             | Existing transit bond commitment | New transit bond commitment | New project development bond commitment | Total bond commitment |
|-------------|----------------------------------|-----------------------------|---|-----------------------|
| <b>2019</b> | \$16                             | \$5.14                      | \$1.26                                  | \$22.40               |
| <b>2020</b> | \$16                             | \$5.14                      | \$1.26                                  | \$22.40               |
| <b>2021</b> | \$16                             | \$5.14                      | \$1.26                                  | \$22.40               |
| <b>2022</b> | \$16                             | \$6.10                      | \$1.26                                  | \$23.36               |
| <b>2023</b> | \$16                             | \$6.10                      | \$1.26                                  | \$23.36               |
| <b>2024</b> | \$16                             | \$6.10                      | \$1.26                                  | \$23.36               |
| <b>2025</b> | \$16                             | \$6.10                      | \$1.26                                  | \$23.36               |
| <b>2026</b> | \$16                             | \$6.10                      | \$1.26                                  | \$23.36               |
| <b>2027</b> | \$16                             | \$6.10                      | \$1.26                                  | \$23.36               |
| <b>2028</b> |                                  | \$17.69                     | \$1.26                                  | \$18.95               |
| <b>2029</b> |                                  | \$17.69                     | \$1.26                                  | \$18.95               |
| <b>2030</b> |                                  | \$17.69                     | \$1.26                                  | \$18.95               |
| <b>2031</b> |                                  | \$17.69                     | \$1.26                                  | \$18.95               |
| <b>2032</b> |                                  | \$17.69                     | \$1.26                                  | \$18.95               |
| <b>2033</b> |                                  | \$17.69                     | \$1.26                                  | \$18.95               |
| <b>2034</b> |                                  | \$17.69                     | \$1.26                                  | \$18.95               |

**STEP 1.C. 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 completed 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 percent 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.

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

One of the needs identified through the stakeholder input process is the development of a regional Safe Routes to School (SRTS) funding program to support outreach and education activities in schools and communities. JPACT directed that regional activities and awarding grants to these programs will be funded through an additional 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<sup>11</sup>. New funding commitment is \$1.5 million (\$500K/yr).

### **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 identified actions is to increase the regional funding commitment to the Regional Travel Options (RTO) program. JPACT directed that the policy proposal will define how an increased investment in the RTO program can assist and encourage more people to walk, bicycle, rideshare or take transit. An additional \$250,000 (\$83.3K/yr) will be directed towards grants to local government and community-based organizations to assist and encourage more people to walk, bicycle, rideshare or take transit.

### **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. JPACT directed that the policy proposal will 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 \$250,000 (\$83.3K/yr) will be directed towards technological improvements that smooth traffic flow and improve on-time performance and reliability.

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<sup>11</sup> The intent is for Metro to make grants and manage the SRTS program activities using existing staff capacity through the RTO program. The technical assistance and regional coordination roles are to be contracted out to a third-party provider.

## Region-wide Program Funding Targets

|  |                                     |
|--|-------------------------------------|
| Transit Oriented Development                   | \$9.87 million                      |
| TSMO/ITS                                       | \$4.99 million                      |
| Additional TSMO/ITS – Climate Smart Strategies | \$0.25 million                      |
| Regional Travel Options                        | \$7.54 million                      |
| Additional RTO – Climate Smart Strategies      | \$0.25 million                      |
| Additional RTO – Safe Routes to School         | \$1.50 million                      |
| Regional MPO Planning (In-Lieu of Dues)        | \$3.96 million                      |
| Corridor & Systems Planning                    | \$1.66 million                      |
| <b>TOTAL</b>                                   | <b>\$30.02 million<sup>12</sup></b> |

## 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.

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

In the development 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. This policy construct will continue in 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.

As described in Step 1.B., for the 2019-21 RFFA cycle, JPACT has directed that \$3.78 million of Step 2 funding be used to develop a selected package of active transportation

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<sup>12</sup> Target amount reflects a three percent increase from 2016-18 funding levels, maintaining the purchasing power of these steps.

improvements, and freeway interchanges or arterials that are identified as significant system deficiencies, particularly in the areas of safety and freight delay.

TriMet has agreed not to initiate projects to compete in the Step 2 process for the 2019-21 program allocations, although it may partner with others on applications. TriMet has expressed willingness to seek approval from its Board of Directors for approval for bonding or in other mechanisms to de-federalize funding that is directed by JPACT to be used for Safe Routes to Schools capital projects in the 2019-21 program allocations.

As a result of this policy direction, the total purchasing power for Step 2 projects has been reduced to the target levels indicated below.

### **Project Focus Area Funding Targets**

|  |                        |
|--|------------------------|
| Regional Freight Investments           | \$7.34 million         |
| Active Transportation/Complete Streets | \$25.81 million        |
| <b>TOTAL</b>                           | <b>\$33.15 million</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 will 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.

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.

**Criteria for scoping and prioritization of Regional Freight Investments projects**

| Relative priority | Criteria  |
|-------------------|---|
| <b>Highest</b>    | Can leverage (or prepare projects for) new or competitive funds   |
|                   | Reduces freight vehicle delay   |
|                   | Project increases freight access to: <ul style="list-style-type: none"> <li>• Industrial lands</li> <li>• Employment centers &amp; local businesses</li> <li>• Rail facilities for regional shippers</li> </ul> |
|                   | Projects that help green the economy and offer economic opportunities for EJ/underserved communities <sup>13</sup>  |
| <b>Higher</b>     | Improves safety by removing conflicts with active transportation or other modes, and/or provides adequate mitigation for any potential conflicts  |
|                   | Reduces air toxics or particulate matter  |
|                   | Reduces impacts to EJ communities (e.g., reduced noise, land use conflict, emissions)   |
|                   | Increases freight reliability   |
| <b>Priority</b>   | May not get funding otherwise   |
|                   | Reduces need for highway expansion  |
|                   | 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

<sup>13</sup> Greening the economy means creating a low-carbon, resource-efficient and socially inclusive economy.

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,
- project design will consider guidance found in Chapter 9 of the Regional Active Transportation Plan,
- 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.

**Criteria for scoping and prioritization of Active Transportation/Complete Streets projects**

| Relative Priority | Criteria  |
|-------------------|---|
| <b>Highest</b>    | Project serves communities that have higher than average low-income, low-English proficiency, non-white, elderly and young populations  |
|                   | Utilizes current plans and data to demonstrate improvements to safety: <ul style="list-style-type: none"> <li>• in identified high-crash areas</li> <li>• by removing conflicts with freight and other vehicles</li> </ul>                                |
|                   | 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>• Essential services for EJ/underserved communities</li> <li>• Schools</li> </ul> |
|                   | Serves high density or projected high growth areas  |
| <b>Higher</b>     | Project completes a gap or improves a deficiency in the regional Active Transportation network  |
|                   | Increase in use/ridership by providing a good user experience (refer to Active Transportation design criteria)  |
|                   | Completes the “last mile” connection between transit and employment sites/areas   |
| <b>Priority</b>   | Includes outreach/education/engagement component  |

| Relative Priority | Criteria  |
|-------------------|---|
|                   | Can leverage (or prepare projects for) new or competitive funds |
|                   | Reduces need for highway expansion                              |

## 8.0 PROCESS

Over the next few months, Metro will conduct an evaluation process through which the 2019-21 RFFA investments will be considered and selected. For Step 1 investments, proposals will be developed which provide detail on how flexible funds will be spent, and to show consistency with regional policy direction and JPACT/Metro Council intent.

Step 2 project proposals will be selected through a competitive process, using input from:

1. technical evaluation
2. public comment, and
3. indicated sub-regional priorities.<sup>14</sup>

There will be an assessment of Step 2 project readiness to evaluate whether projects can be delivered for cost estimated and ability to obligate the revenues in the 2019-21 timeframe. This assessment of project readiness will be made available for potential recommendation to update the project application or condition the award of funds.

There will be a technical analysis of the TPAC-recommended package of projects relative to the allocation objectives (Section 6.0) for consideration prior to JPACT recommendation to Metro Council. A similar analysis will be conducted on the JPACT recommendation prior to Metro Council adoption of a final package of RFFA project investments.

Staff will prepare a document subsequent to this policy report which describes this process in further detail. A general timeline and milestone listing is below in Table 4:

<sup>14</sup> There are four identified sub-regions: City of Portland, plus the portions of Clackamas, Multnomah (cities outside Portland) and Washington counties within the urbanized area.

**Table 4: RFFA project selection timeline and process**

|                      |   |
|----------------------|---|
| <b>May 2016</b>      | Metro will convene a work group comprised of TPAC members to refine and prepare an evaluation methodology with which Step 1 and Step 2 project proposals will be evaluated and ranked.  |
| <b>June - August</b> | Jurisdictions will prepare Step 1 and Step 2 project proposals and submit to Metro.   |
| <b>September</b>     | The work group will conduct a technical evaluation of the proposals.  |
| <b>October</b>       | The list of projects and their technical evaluative scores will be put out for a 30-day public comment period.  |
| <b>November</b>      | The list of projects, along with their technical scores and public comment, will be provided to the county coordinating committees and the City of Portland. Those entities will consider this input in their deliberations on indicating their priority projects.  |
| <b>December</b>      | A list of projects, including technical scores, public comment and indicated priority status (if applicable) will be forwarded to TPAC for their recommendation. The TPAC recommendation will be evaluated for responsiveness to the RFFA objectives (Policy Section 6.0) and made available for a public comment opportunity prior to an adoption action by JPACT. |
| <b>January 2017</b>  | The JPACT recommendation will be evaluated for responsiveness to the RFFA objectives (Policy Section 6.0) and made available for Metro Council action.  |



May 12, 2016

Councilor Craig Dirksen  
Metro  
Chair, Joint Policy Advisory Committee on Transportation  
600 NE Grand  
Portland, Oregon 97232

**Re: Regional Flex Funds Allocation**

Dear Councilor Dirksen,

The Westside Economic Alliance (WEA) has reviewed the JPACT recommendation on the allocation of the Regional Flexible Funds for 2019 – 2021 and would like to provide the following comments. We recognize the transportation funding limitations that faces the region. The WEA has consistently supported local efforts to secure new funding sources for all modes of transportation. We have supported these efforts because we believe a balanced approach to transportation funding is the most beneficial path for the region to follow. With that in mind, we are concerned that JPACT’s recommendation on the Regional Flexible Funds moves away from this balanced approach, particularly when it comes to funding critically needed freight improvements in the region.

As you are aware, the region’s (and Oregon’s) economy is heavily dependent on the movement of goods. Previous Metro and Port of Portland studies have highlighted this dependence. Freight relies on many aspects of the transportation system – highways, rail, port facilities and the

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Mayor Lou Ogden      Mayor Jerry Willey  
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local roads that provide the linkage among those modes in that multi-modal freight network. We are concerned that, by reducing the amount of funds directed to the smaller freight improvements, the JPACT recommendation on Regional Flexible Funding allocation is overlooking a critical component of the region's transportation infrastructure. In doing so, the region runs the risk of falling further behind other metropolitan areas in economic competitiveness. We believe that investing in transportation system infrastructure that supports the multi-modal freight mobility, the long-term benefits will result in a significant regional economic return on those investments. We also believe that investing in freight improvements will result in overall vehicle, bicycle and pedestrian system safety improvements that will benefit all system users by reducing the need for freight traffic to find alternate routes to avoid congestion.

Looking to future Regional Flexible Funding allocations we would urge Metro to recognize and emphasize the importance of freight to the region and state. This will insure that transportation improvements that support freight movements are considered equally with other transportation modes and programs.

Respectfully,

A handwritten signature in blue ink that reads "Pam Treece".

Pam Treece  
Executive Director

MEMO

TO: JPACT

FROM: Paul Savas, Clackamas County Commissioner

RE: DRAFT – as of 5/12/16 - Motion to Amend portions of Section 7.0 of the 2018-21 Metropolitan Transportation Improvement Program & 2019-21 Regional Flexible Funds Program

DATE: May 12, 2016

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**DRAFT Motion (as of 5/12/16):** Amend 2018-21 Metropolitan Transportation Improvement Program and 2019-21 Regional Flexible Funds Allocation Policy Report document to reflect the following changes to Section 7.0 which are designed to -

(A) Increase the funds available for Policy Direction #5 - Project Development for projects that address freight delay;

(B) Eliminate impact to STEP 2: Community Investment Fund Project Focus Areas (retains original Step 2 funding levels)

On Page 10:

**High-capacity transit bond commitment**

|  |  |
|--|--|
| Existing commitment (\$16M annually to 2027) | \$48.00 million                                      |
| New commitment                               | <del>\$15.43</del> <u>10.43</u> million <sup>1</sup> |
| <b>TOTAL</b>                                 | <del>\$63</del> <u>58.43</u> million                 |

On pages 10 – 11:

**STEP 1.B .PROJECT DEVELOPMENT BOND**

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

In response to new funding opportunities at the federal, state, regional and local levels, JPACT established a new bond commitment in the 2019-21 RFFA cycle for the purpose of project development.

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<sup>1</sup> ~~\$15~~ 10.43 million is the total additional amount of funding committed to the high-capacity transit bond in the 2019-21 RFFA cycle. Future RFFA cycles will have a higher level of bond repayment commitment. See Table 3 for a complete bond repayment schedule and estimated amounts.

JPACT recommends that \$~~3.78~~ 5 million of Step 2 funding be used to develop a selected package of improvements to address ~~regional active transportation needs, and~~ freeway interchanges or 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 will be invested as a part of a multi-agency approach to addressing multiple 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, following policy direction established by the Regional Transportation Funding Approach (found in Section 4.0 of this document).

Regional flexible funds are to be used in a manner consistent with Section 4.0 of this policy report, the Regional Transportation Finance Approach that targets these funds to the connecting arterial portions of freeway interchange projects and Active Transportation projects. Bonding \$~~3.78~~ 5 million of the flexible funds will create \$~~12-16~~ million in bond revenue for a regional freight and Active Transportation project development program to advance a package of multi-modal and multi-facility projects that can leverage discretionary federal resources, support a 2017 legislative transportation funding effort and a 2018 regional transportation funding initiative. Bond revenue will be allocated in the following manner:

- \$10 million to be allocated to support arterial and related improvements associated with efforts already initiated by ODOT to develop projects to address three major regional bottlenecks; I-205 Abernethy Bridge, I-5/I-84 at the Rose Quarter, and Hwy 217 improvements.
- ~~\$2 million to be allocated to support project development and capital investment for active transportation projects, including Safe Routes to School for Title 1 schools, regional trails and other regionally significant active transportation facilities.~~
- \$6 million for addressing the funding needs of further priority projects in the Regional Transportation Plan such as the Sunrise Corridor Phase II, improvements associated with development of the Basalt Creek Parkway area and jurisdictional transfer efforts such as Powell Boulevard.
- ~~Require that before project development can proceed, candidate projects must be approved by JPACT.~~

The region intends to use the project development and regional transit bonding allocations to position the region to successfully win federal, state and local transportation funding increases. ~~This is intended to be an ongoing effort that not only will address the three named ODOT projects, but will be a foundation for addressing the funding needs of further priority projects in the Regional Transportation Plan such as the Sunrise Corridor Phase II, improvements associated with development of the Basalt Creek Parkway area and jurisdictional transfer efforts such as Powell Boulevard.~~

Prior to final funding allocations, proposals that further define the specifics of each project will be submitted by project sponsors and evaluated by the RFFA project selection work group, as indicated in Table 4. Before project development can proceed the candidate projects must be approved by JPACT.

### Project Development Bond Commitment

|   |   |
|---|---|
| <del>Arterial/related improvements on bottlenecks</del> | <del>\$1.89 million</del>                             |
| <del>Active Transportation</del>                        | <del>\$1.89 million</del>                             |
| <b>TOTAL</b>  | <b>\$<del>3.78</del> <u>5</u> million<sup>2</sup></b> |

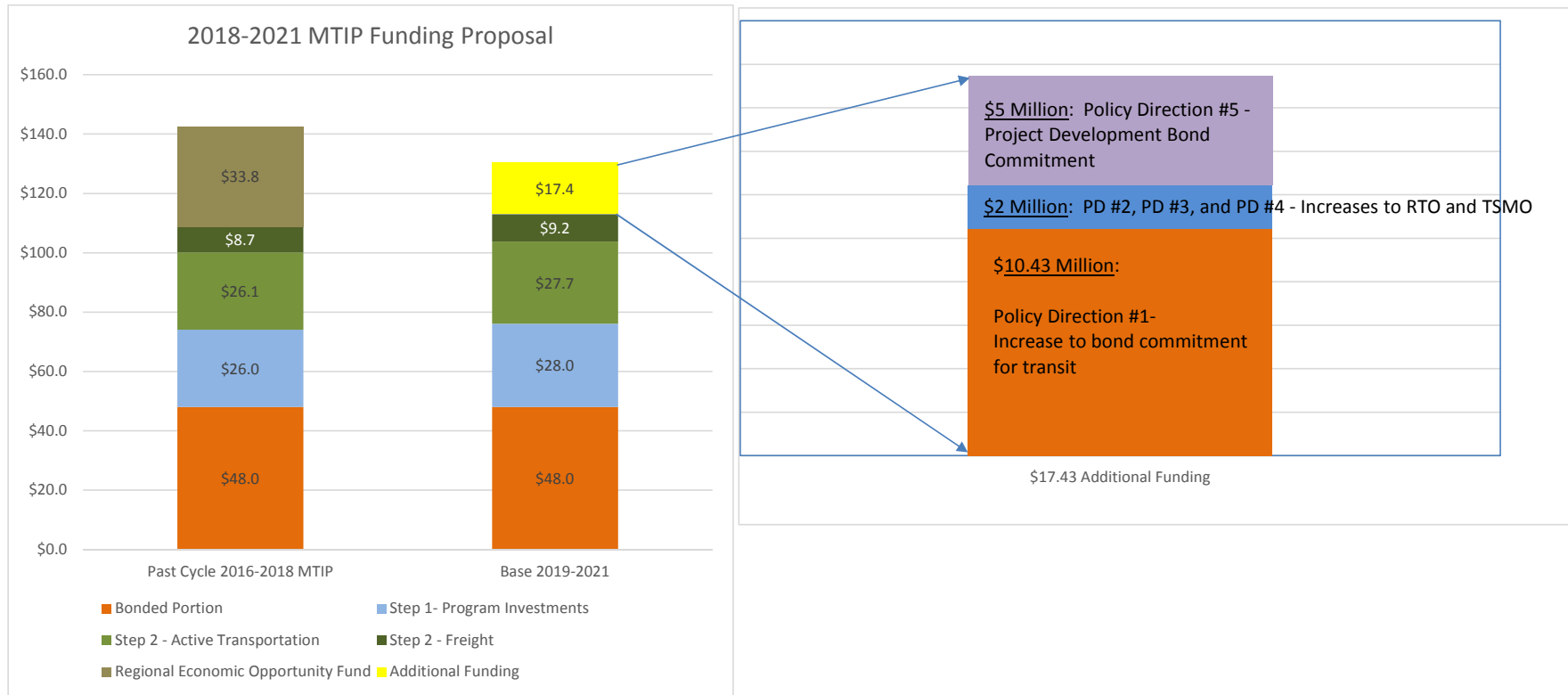
On Page 15

### Project Focus Area Funding Targets

|  |  |
|--|--|
| Regional Freight Investments           | \$ <del>7.34</del> <u>9.23</u> million         |
| Active Transportation/Complete Streets | \$ <del>25.81</del> <u>27.70</u> million       |
| <b>TOTAL</b>                           | <b>\$<del>33.15</del> <u>36.93</u> million</b> |

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<sup>2</sup> 5 million is the total additional amount of funding committed to the project development bond in the 2019-21 RFFA cycle. Future RFFA cycles will have differing level of bond repayment commitment. See Table 3 for a complete bond repayment schedule and amounts.



**DRAFT Motion (as of 5/12/16):** Amend 2018-21 Metropolitan Transportation Improvement Program and 2019-21 Regional Flexible Funds Allocation Policy Report document to reflect changes to Section 7.0 which are designed to -

- (A) Increase the funds available for Policy Direction #5 - Project Development for projects that address freight delay;
- (B) Eliminate impact to STEP 2: Community Investment Fund Project Focus Areas (retains original Step 2 funding levels)

MEMO

TO: JPACT

FROM: LeeAnne Ferguson, For Every Kid Coalition

RE: JPACT agenda, May 19, 2016

DATE: May 17, 2016

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We urge JPACT members to retain levels of investment in Safe Routes to School and Active transportation identified in the *Draft RFFA policy with TriMet amendment + criteria for 5.19.16 JPACT* published in the packet for Thursday's JPACT meeting.

The For Every Kid Coalition urges JPACT to **vote in support** of any policy that:

- increases dedicated funds for Safe Routes to School infrastructure projects within a one-mile radius of schools to \$5 million, an important start toward the estimated \$43 million dollar need.
- includes a minimum of \$27.7 million for active transportation infrastructure that increases safety for people walking, bicycling, and accessing transit.
- includes policy that supports equity and prioritizes Title 1 Schools.

The For Every Kid Coalition urges JPACT to **vote against** any additional amendment that:

- reduces dedicated funding for active transportation from \$25.9 million.
- reduces the \$2 million for Safe Routes to School and trails capital projects.
- reduces the \$1.5 million proposed for Safe Routes to School programming.

Please review the attached For Every Kid Coalition letter to JPACT members dated April 6, 2016 for additional details.

April 6, 2016

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

Cc: Metro Council members  
Metro Technical Policy Advisory Committee

## **Open Letter to Members of the Joint Policy Advisory Committee on Transportation and Metro Council**

### **The Portland Metro Region deserves better.**

This March, there was an intolerable number of people killed on our streets across the region. In Portland alone, there have been 12 fatalities in 2016, half of which were people walking and biking. These losses are unbearable for families and communities, and it is urgent that we take action now. You are the decision makers with the opportunity to put real money on the ground toward changing this reality. Voting for policy that would reduce dedicated funding for projects that would increase safety for people walking, bicycling, and accessing transit is unconscionable when people are dying at unprecedented rates on our region's roadways.

As the *For Every Kid Coalition*, we represent 88 coalition partners, 9 school districts, 5 cities, and thousands of parents, youth, and residents of all ages- spanning all three counties of our region. We have been working together to ensure that Safe Routes to School (SRTS) programming and infrastructure receive dedicated funding in this year's Regional Flexible Fund Allocation process, with a prioritization of our communities with the greatest need- those served by Title 1 Schools.

We fully support the dedication of a minimum of \$1.5-2 million in Safe Routes to School programming funds as an increase to The Regional Travel Options program. We continue to demand dedicated Safe Routes to School infrastructure dollars to make streets within a one mile radius of schools across the region safe for kids to walk, bike, and access transit - which effectively makes neighborhoods across our region safer for everyone. Instead, we are now faced with a proposal that may reduce funding for active transportation infrastructure in favor of a highway bond that will not meet our community's needs for walking, biking, and transit.

The Regional Flexible Funding that you will allocate on April 21st is one of the only sources of funding in the region that significantly invests in active transportation infrastructure and programming. **We need to see that dedication grow.**

Over the last year and half, our coalition has sent letters, emails and made phone calls to all the elected officials sitting on JPACT. We also have listened as youth, parents, and other community members provided testimony in-person at JPACT meetings. Thousands of community members sent postcards. Our community has spoken, and we have all requested the same thing: dedicated funding for Safe Routes to School programs AND infrastructure.

In light of the \$17.43 million dollar increase in available funding this cycle, we ask you to support the safety of our community -- from our kids to our grandparents -- as they travel along and across roads throughout the region with:

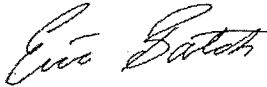
- A minimum of \$1.5 million for SRTS programs as part of the Regional Travel Options program
- At least \$5 million in dedicated funding for Safe Routes to School infrastructure projects within the one-mile radius of schools, an important start toward the estimated \$43 million dollar need
- A minimum of \$27.7 million for active transportation infrastructure that increases safety for people walking, bicycling, and accessing transit
- Policy that supports equity and prioritizes Title 1 Schools

**We urge you to vote no against any proposal that reduces dedicated funding for active transportation from \$27.7 million or reduces the \$1.5 million proposed for Safe Routes to School programming.**

Adopting policy that includes these bottom lines will demonstrate that you, our elected leaders at JPACT, are listening to the thousands of community members that you and we represent.

With an increase in funding flowing into our region, now is the time to increase investments that provide safety for people walking, bicycling, and accessing transit, especially near schools. We urge you, our elected representatives on JPACT, to ensure that any policy you approve moves our region toward safer streets for everyone.

Sincerely,



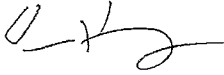
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Eric Batch  
American Heart Association | American Stroke Association



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Kari Schlosshauer  
National Partnership for Safe Routes to School



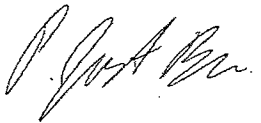
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Duncan Hwang  
Asian Pacific Network of Oregon



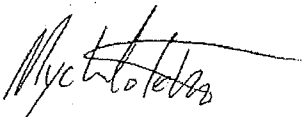
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Rob Sadowsky  
Bicycle Transportation Alliance



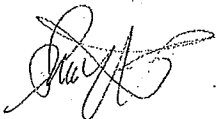
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Justin Buri  
Community Alliance of Tenants



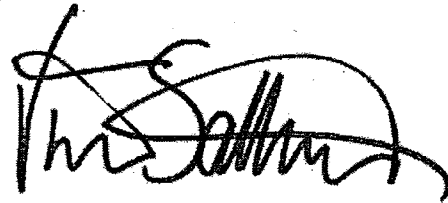
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Mychal Tetteh  
Community Cycling Center



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Dr. Susan Kubota  
Oregon and SW Washington Families for Safe Streets



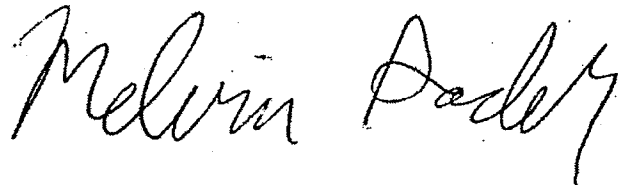
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Vivian Satterfield  
OPAL Environmental Justice



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Noel Mickelberry  
Oregon Walks



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Mel Rader  
Upstream Public Health



## ConnectOregon VI Application Log

| MODE | MODE-FULL | APP. # | APPLICANT                                 | PROJECT NAME  | Project Summary  | Total Project Cost | CO GRANT Funds Requested | Project Match Total | Statutory & Economic Review Total | Tier | Committee Ranking | Notes |
|------|-----------|--------|---|---|--|--------------------|--------------------------|---------------------|-----------------------------------|------|-------------------|-------|
| M    | Marine    | 1M0407 | Port of Portland                          | Terminal 6 Auto Staging Facility                          | The project will construct a 19-acre auto staging facility across the street from the Terminal 6 entrance in the Port of Portland's Rivergate Industrial District. The new staging facility will improve logistical efficiency and increase the capacity to export vehicles from the Port's Berth 601 auto import/export facility. The Port expects to lease the facility to Auto Warehousing Co. (AWC).         | \$ 6,740,256.00    | \$ 2,628,700.00          | \$ 4,111,556.00     | 81                                | 1    |                   |       |
| B    | Bike/Ped  | 1B0380 | City of Tigard                            | Tigard Street Trail: A Path to Employment                 | The Tigard Street Trail is a path to employment linking residents from Tigard's neighborhoods (part of the regional workforce of more than 1 million people) to jobs locally and regionally, commercial services, and transit connections. The project completes work begun in 2015 to convert an unused rail spur into a multi-use path directly connected to regional bus and fixed route transit.             | \$ 1,300,000.00    | \$ 700,000.00            | \$ 600,000.00       | 72                                | 1    |                   |       |
| A    | Aviation  | 1A0398 | Port of Hood River                        | Aviation Technology & Emergency Response Center           | The Port of Hood River will renovate and expand the Ken Jernstedt Airfield north apron for a new staging area; prepare utilities and shovel-ready pad sites; and construct a new av-gas/jet fuel facility to accommodate the needs of local air attack firefighting and emergency search and rescue response personnel, local aviation technology companies, visitors, and residents.                            | \$ 2,166,900.00    | \$ 1,364,900.00          | \$ 802,000.00       | 77                                | 1    |                   |       |
| R    | Rail      | 1R0413 | Union Pacific Corporation & Subsidiaries  | Portland Passenger-Freight Rail Speed Improvement Project | This project will reduce passenger and freight rail wait times by up to 21 minutes per train with the completion of track, signal, and elevation improvements at a critical BNSF/UP junction in the Portland rail network. An existing 10mph speed restriction will be eliminated resulting in reduced train delay for the 35 daily Amtrak, UPRR, and BNSF trains using the junction.                            | \$12,924,164.00    | \$ 8,294,124.00          | \$ 4,670,000.00     | 82                                | 1    | 4                 |       |
| T    | Transit   | 1T0406 | Clackamas Community College               | Clackamas Community College Transit Center                | The updated Clackamas Community College Transit Center will increase transit access to high school and college education; career and veterans counseling; and to future employment opportunities at adjacent industrial lands. Additionally, a shared use path will provide a "last mile" connection to the Oregon City High School and future industrial properties on Beaver Creek and Meyers Roads.           | \$ 2,555,000.00    | \$ 1,762,950.00          | \$ 792,050.00       | 75                                | 1    | 5                 |       |
| B    | Bike/Ped  | 1B0405 | Tualatin Hills Park & Recreation District | Waterhouse Trail Segment 4                                | Construct approximately 700 feet and replace 275 feet of boardwalk of the Waterhouse Trail, completing the final gap in the 5.5-mile long off-street multi-use trail. The result will provide improved access and connection to transit, commercial and employment centers, residential neighborhoods, regional and community trails, schools, civic places, parks and recreation facilities, and natural areas. | \$ 1,000,000.00    | \$ 400,000.00            | \$ 600,000.00       | 77                                | 1    | 6                 |       |
| T    | Transit   | 1T0391 | South Clackamas Transportation District   | SCTD - Transit & Operations Center                        | South Clackamas Transportation District is proposing to construct a new Transit and Operations Center in downtown Mollala at the existing SCTD Park & Ride Station. When completed the facility will offer customer information and waiting; administrative office space, a driver break room, covered parking for SCTD vehicles, an EV charging station and a perimeter fence for site & vehicle security.      | \$ 597,000.00      | \$ 390,000.00            | \$ 207,000.00       | 72                                | 1    | 7                 |       |
| B    | Bike/Ped  | 1B0402 | City of Portland                          | Flanders Crossing Active transportation Bridge            | The project will construct a new pedestrian/bicycle overcrossing of I-405 at NW Flanders St. NW Flanders is a neighborhood greenway bicycle and pedestrian route that connects NW Portland with the Pearl District, Old Town and Downtown Portland. This project will reconnect Flanders for bicycles and pedestrians with a 24' wide bridge that will also serve as a seismic lifeline route.                   | \$ 5,877,000.00    | \$ 2,877,000.00          | \$ 3,000,000.00     | 69                                | 2    | 8                 |       |



## ConnectOregon VI Application Log

| MODE | MODE-FULL | APP. # | APPLICANT                             | PROJECT NAME   | Project Summary  | Total Project Cost | CO GRANT Funds Requested | Project Match Total | Statutory & Economic Review Total | Tier | Committee Ranking | Notes |
|------|-----------|--------|---------------------------------------|--|--|--------------------|--------------------------|---------------------|-----------------------------------|------|-------------------|-------|
| B    | Bike/Ped  | 1B0432 | City of Milwaukie                     | Kronberg Park Multi-Use Trail                          | This project would construct the Multi-Use trail element of the Robert Kronberg Nature Park Master Plan and would connect downtown Milwaukie and the new Main Street Max station with the regional Trolley Trail. This is the final portion of the trail and would connect the crossing at River Road across Highway 99E to improvements already constructed at the new bridge across Kellogg Lake.          | \$ 1,769,100.00    | \$ 1,185,735.00          | \$ 583,365.00       | 58                                | 2    | 9                 |       |
| B    | Bike/Ped  | 1B0393 | City of Wilsonville                   | Memorial Park to Boones Ferry Park trail Improvements  | The Memorial Park to Boones Ferry Park Trail Improvements project is a 0.31 mile shared-use trail that connects two riverfront parks in Wilsonville. Phase 1 provides improvements to an existing section of trail that crosses underneath the I-5 Boone Bridge. Phase 2 adds an important trail linkage to a property recently purchased by the City, which will be incorporated into Boones Ferry Park.    | \$ 749,760.00      | \$ 463,818.00            | \$ 285,942.00       | 62                                | 2    | 10                |       |
| B    | Bike/Ped  | 1B0403 | City of Portland                      | Naito Parkway Railroad Crossing Safety Project         | The Naito Parkway Railroad Crossing Safety Project will improve safety and connectivity for all modes by improving railroad signal infrastructure, installing new automatic crossing gates, extending track crossing panels, installing bike lanes, consolidating railroad crossings, constructing a center median, and installing a pedestrian/bicycle crossing of Naito Parkway.                           | \$ 450,000.00      | \$ 300,000.00            | \$ 150,000.00       | 62                                | 2    | 11                |       |
| T    | Transit   | 1T0395 | City of Portland                      | Portland Streetcar Vehicle Acquisition                 | Funding will be used to purchase 3 used modern streetcars from the City of Seattle to grow and support Streetcar Operations. Today the Portland Streetcar carries between 12-15,000 passengers per day and connects to 33% of the jobs in Portland. The additional streetcar vehicles will improve service reliability and allow us to maintain service during planned refurbishments of our existing fleet. | \$ 5,000,000.00    | \$ 3,500,000.00          | \$ 1,500,000.00     | 64                                | 2    | 12                |       |
| B    | Bike/Ped  | 1B0382 | City of Gresham                       | Gresham Fairview Trail Phase IV                        | Phase IV of the Gresham Fairview Trail will complete a vital missing link in the regional trail system. This section, between Halsey and 1000' north of I-84 is the only gap between the Springwater Corridor Trail and Sandy Boulevard. When complete, bicyclists and pedestrians will be able to enjoy a complete north/south journey on this important regional trail on a paved facility.                | \$ 2,047,438.00    | \$ 1,433,206.60          | \$ 614,231.40       | 54                                | 2    | 13                |       |
| B    | Bike/Ped  | 1B0392 | City of Portland                      | Red Electric Trail - Off Street Section (Portland, OR) | This project will complete a segment of the regionally significant Red Electric Trail. Portions to be constructed include a 1/2 mile segment of walkable/bikeable off street paved trail between SW Shattuck Rd and SW Fairvale Ct. This is one of the only planned sections of off street trail along the Red Electric Trail. This section will link many community and public assets.                      | \$ 870,000.00      | \$ 570,000.00            | \$ 300,000.00       | 58                                | 2    | 14                |       |
| R    | Rail      | 1R0381 | Northwest Container Services          | NWCS Container Lift Equipment                          | The proposed project would enhance the condition of container lifts within the Portland facility. By reducing capital expenses we are able to reduce the cost of transportation to shippers and steamship lines calling the Oregon market. The number of container lifts within the facility was increased from 7 to 14 for 2015. We would like to replace our older machines.                               | \$ 1,961,280.00    | \$ 1,372,780.00          | \$ 588,500.00       | 48                                | 3    | 15                |       |
| B    | Bike/Ped  | 1B0422 | Mt. Hood Bicycle/Pedestrian Coalition | Mt. Hood Villages Bike Hub Project                     | Long-term, phased project to build five (5) custom bike stations/hubs throughout the villages of Mt. Hood, one for each village: Brightwood, Welches, Zigzag, Rhododendron, and Government Camp. This funding request is for one bike station/hub only.  | \$ 35,000.00       | \$ 20,000.00             | \$ 15,000.00        | 42                                | 3    | 16                |       |

# Enhanced Transit Corridors

**Concept:** In order to meet the Portland Metro region's environmental, economic, livability and equity goals as we grow over the next several decades, we need a new type of transit service that provides increased capacity and reliability yet is relatively low-cost to construct, context-sensitive, and able to be deployed more quickly throughout the region where needed. This "Enhanced Transit," would be a major improvement over typical frequent bus service, but less capital-intensive and more quickly implemented than larger scale high capacity transit. It would serve our many rapidly growing mixed-use centers and corridors and employment areas that demand a higher level of transit service but are not seen as good candidates for light-rail, or bus rapid transit with fully dedicated lanes.

Enhanced Transit would create quicker, high quality transit connections that don't exist today to connect low-income and transit-dependent riders to jobs, school and services. It would also allow for a more fine-grained network of higher-quality transit service to complement our high capacity transit investments, relieve congestion and grow ridership throughout the region.

**Enhanced Transit Toolbox:** Enhanced Transit service includes elements such as:

- More frequent service
- Higher-capacity vehicles such as longer articulated buses, and in some corridors, streetcar
- Wider stop spacing (i.e., fewer stops)
- Improved stops with shelters, amenities, bike racks, real-time arrival information, and level boarding platforms, improved lighting
- Off-board electronic fare payment with all-door boarding
- Next-generation transit signal priority
- Intersection treatments such as queue jumps, bus-only signals, and bypass lanes
- Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes
- Exclusive transit lanes where feasible

**Enhanced Transit Potential Corridors:** Enhanced Transit will allow us to improve transit service on roadways where right-of-way constraints and/or traffic capacity needs make it infeasible to provide exclusive travel lanes along an entire corridor. Examples of corridors where Enhanced Transit could be a useful strategy include:

- Beaverton-Hillsdale Hwy (Beaverton to Portland)
- E 82<sup>nd</sup>/Killingsworth (Clackamas to Portland)
- E 122<sup>nd</sup> Ave (Portland)
- E 181<sup>st</sup>-182<sup>nd</sup>/190<sup>th</sup>/172<sup>nd</sup> (Gresham/Clackamas)
- Hawthorne/Foster (Portland)
- Hogan/242<sup>nd</sup> (Gresham)
- Lombard/42<sup>nd</sup>/Cesar E Chavez (Portland to Milwaukie)
- Martin Luther King, Jr Blvd (Portland)
- McLoughlin Blvd (Oregon City to Milwaukie)
- Powell Blvd (Portland to Gresham Transit Center)
- Sandy Blvd (Portland to Troutdale)
- TV Hwy (Forest Grove to Beaverton)
- W 185<sup>th</sup> (Beaverton to PCC Rock Creek)