

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, August 26, 2016
Time: 9:30 a.m. to 12 p.m. (noon)
Place: Metro Regional Center, Council Chamber

9:30 AM	1.	CALL TO ORDER AND DECLARATION OF A QUORUM	John Williams, Chair
9:35 AM	2.	COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS <ul style="list-style-type: none"> • CMAQ update • 2015 MTIP Quarterly Report & UPWP Regionally Significant Projects * • 2018 RTP Work Groups Update* • Final Federal Rulemaking Comments* 	John Williams, Chair
9:45 AM	3.	CITIZEN COMMUNICATIONS ON AGENDA ITEMS	
9:50 AM	4. *	CONSIDERATION OF THE TPAC MINUTES FOR JULY 29, 2016	
9:55	5. *	2018 RTP: BACKGROUND FOR REGIONAL LEADERSHIP FORUM #2 <ul style="list-style-type: none"> • Purpose - Preview agenda for Regional Leadership Forum 2 Information/Discussion 	Kim Ellis, Metro
10:15	6. #	2018 RTP: UPDATE ON PROJECT SOLICITATION APPROACH INFORMATION/DISCUSSION <ul style="list-style-type: none"> • Purpose - Preview the timeline and process for updating the RTP investment priorities in 2017. 	Kim Ellis, Metro
10:40	7. *	2019-21 REGIONAL FLEXIBLE FUNDS ALLOCATION STEP 2 PROPOSAL EVALUATION PROCESS - <ul style="list-style-type: none"> • Purpose - Brief TPAC on next steps related to the technical evaluation of RFFA project proposals Information/Discussion 	Dan Kaempff, Metro
11:10	8. *	ODOT LOCAL AGENCY CERTIFICATION UPDATE <ul style="list-style-type: none"> • Purpose - Provide TPAC and local agencies information on upcoming ODOT activities in the local agency certification program; gather input for ODOT consideration. Information/Discussion 	Ted Leybold, Metro
11:30	9. *	STEP 1 ACTIVE TRANSPORTATION PROJECT DEVELOPMENT FUNDING PROPOSAL AND PROCESS <ul style="list-style-type: none"> • Purpose – Gather input from TPAC on the proposed process, timeline, and technical work group membership for allocating regional active transportation project development funds. Information/Discussion 	Ted Leybold, Lake McTighe, Metro
12:00	10.	ADJOURN	John Williams, Chair

Upcoming TPAC Meetings:

- Friday, September 30
- Friday, October 28
- Friday, November 18

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

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2016 TPAC Work Program

As of 8/19/16

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

<p><u>August 26, 2016</u></p> <ul style="list-style-type: none"> • MTIP Quarterly Amendment (comments from the chair) • 2018 RTP: Background for Regional Leadership Forum #2 <u>Information/Discussion</u> (Kim Ellis, 20 min) • 2018 RTP: Project Solicitation Approach <u>Information/Discussion</u> (Kim Ellis; 30 min) • RFFA Project Evaluation and Readiness <u>Information/Discussion</u> (Kaempff, 20 min) • ODOT Local Agency Certification update <u>Information/Discussion</u> (Leybold) • Step 1 Active Transportation Project Development Funding Proposal and Process <u>Information/Discussion</u> (Leybold, McTighe; 30 mins) • Event reminder: RTP Regional Leadership Forum #2 Building the Future We Want (September 23, 8:00 to 11:30 a.m.) 	<p><u>September 30, 2016</u></p> <ul style="list-style-type: none"> • 2018-2021 MTIP and 2018 RTP Air Quality Conformity <u>Consultation/Approval</u> (Cho, 15 mins) • 2018 RTP: Draft Performance Measures and Targets <u>Information/Discussion</u> (John Mermin; 40 mins) • 2018 RTP: Regional Transit Vision & Service Enhancement Plans Update <u>Information/Discussion</u> (Snook, Hesse, Lashbrook; 30 mins) • 2018 RTP: Draft Revenue Forecast <u>Information/Discussion</u> (Leybold, Lobeck; 30 mins) • 2018 RTP: Regional Freight Needs <u>Information/Discussion</u> (Collins; 35 mins) • <i>Highway Freight Bottlenecks</i> <u>Information/Discussion</u> (ODOT, 40 mins)
<p><u>October 28, 2016</u></p> <ul style="list-style-type: none"> • Regional Flexible Fund Allocation <u>Information/Discussion</u> (Ted Leybold/Dan Kaempff, 55 mins) • 2018 RTP Update: Background for Regional Leadership Forum #3 <u>Information/Discussion</u> (Kim Ellis, 30 mins) • 2018 RTP: Project Solicitation Approach <u>Information/Discussion</u> (Kim Ellis; 30 mins) • 2018 RTP: Performance Measures and Targets <u>Information/Discussion</u> (Mermin; 40 mins) • 2018 RTP: Safety Strategies and Actions <u>Information/Discussion</u> (McTighe; 25 mins) • 	<p><u>November 18, 2016</u></p> <ul style="list-style-type: none"> • Regional Flexible Fund Allocation <u>Recommendation to JPACT</u> (Ted Leybold/Dan Kaempff, 45 mins) • 2018 RTP: Project Update <u>Information/Discussion</u> (Ellis, 30 mins) • Special Transportation Fund Allocation Process <u>Information/Discussion</u> (Cho) • 2017 MPO Endorsement Process for National Grants – Approaches and Criteria <u>Information/Discussion</u> (Cho) • • Event: RTP Regional Leadership Forum #3 (December 2, 8:00 am to noon) Transforming Our Vision into Regional Priorities

2016 TPAC Work Program

As of 8/19/16

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

• <u>December 16, 2016</u>	<u>January 27, 2016</u>
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Parking Lot

- TAP project delivery contingency fund pilot update (Leybold, Cho)
- Vehicle Electrification Project Options Information/Discussion (Leybold, Winter)
- Federal Training Group Concept (Lobeck)



2016 JPACT Work Program

As of 08/19/16

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

<p><u>September 15, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP Update: Background for Regional Leadership Forum #2 and Draft RTP Revenue Forecast (Kim Ellis, Ted Leybold, Ken Lobeck, Metro; 40 min) • Project Selection Process for Step 1 Active Transportation Project Development Funds - Recommendation (Ted Leybold, Dan Kaempff, Metro; 35 min) <p><u>Sept. 19, 5 – 7pm</u>: Joint Committee on Transportation Preservation & Modernization, Hillsboro Civic Center</p> <p><u>Sept. 23, 8am – 12pm (OCC)</u>: RTP Regional Leadership Forum #2 (Navigating Our Transportation Funding Landscape)</p>	<p><u>October 20, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP Update: Draft Regional Transit Vision (Jamie Snook, Metro; Stephan Lashbrook, SMART; Eric Hesse, TriMet; 35 min) • <i>2018 RTP Update: Project Update (Kim Ellis, Metro; 30 min)</i> <p><u>Oct. 9-12</u>: RailVolution 2016, Bay Area, CA</p>
<p><u>November 10, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Regional Flexible Fund Step 2 Project Selection – 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) <p><u>Nov. 14-17</u>: Association of Oregon Counties Annual Conference, Eugene, OR</p> <p><u>Nov. 16-17</u>: Transportation for America Capital Ideas Conference, Sacramento, CA</p>	<p><u>December 15, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • <i>Regional Flexible Fund Allocation – Decision (Ted Leybold/Dan Kaempff, Metro)</i> • <i>HOLD for SW Corridor</i> <p><u>Dec. 2, 8am – 12pm (OCC)</u>: RTP Regional Leadership Forum #3 (Transforming Our Vision into Regional Priorities)</p>

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)



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

July 29, 2016

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Tom Kloster, Co-chair
Chris Deffebach
Don Odermott
Cora Potter
Adrian Esteban
Eric Hesse
Jared Franz
Lynda David
Rachael Tupica
Joanna Valencia

AFFILIATION

Metro
Washington County
City of Hillsboro, representing Cities of Washington County
Community Representative
Community Representative
TriMet
Community Representative
Southwest Washington Regional Transportation Council
Federal Highway Administration
Multnomah County

MEMBERS EXCUSED

Charity Fain
Patricia Kepler
Heidi Guenin
Nancy Kraushaar
Katherine Kelly

AFFILIATION

Community Representative
Community Representative
Community Representative
City of Wilsonville, representing Cities of Clackamas County
City of Gresham

ALTERNATES PRESENT

Phil Healy
Jason Gibben
Amanda Ownings
Steve Williams
Mark Lear
Jon Makler

AFFILIATION

Port of Portland
WSDOT
City of Wilsonville, representing Cities of Clackamas County
Clackamas County
City of Portland
ODOT

STAFF and GUESTS: Jaimie Lorenzini, Zoe Monahan, Stacy Revery, Lake McTighe, Kim Ellis, Caleb Winter, Jodi Kotrlick, Tyler Frisbee, Dan Kaempff, Grace Cho, Chris Myers, Cliff Higgins, Stefan Lashbrook, John Mermin

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Co-chair Tom Kloster declared a quorum and called the meeting to order at 9:35 a.m. Chair Kloster welcomed new TPAC member Rachael Tupica who will be replacing Nick Fortey representing FHWA.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Oregonians Crossings Safety Campaign – Marne Duke (Metro) provided an overview of a collaborative marketing initiative currently underway to promote crosswalk safety. She noted that since 2009 on average 800 Oregonians are seriously injured while walking, and 52 are killed every

year while walking or biking. The majority of accidents are attributable to the failure of people driving cars to yield to people in crosswalks. ODOT has developed a campaign to promote walking and biking safety, including stickers and various other marketing collateral. Metro partnered with ODOT to expand the campaign to create a video to educate and promote Oregon's unique crosswalk law, which sets forth that all intersections in Oregon are considered crosswalks. Some specific high crash areas in the region are being targeted to promote understanding of the law and increase safety.

RTP Work Group Meetings – Ms. Kim Ellis noted that work group meeting summaries were provided in the electronic packet. Some changes to the schedule for the RTP Finance Group were noted, and amendments are being processed for the end of the year.

CMAQ Comments Ms. Grace Cho reminded TPAC members that jurisdictions are encouraged to provide comments to ODOT regarding the CMAQ decision making process. Ms. Cho requested that if jurisdictions have submitted letters to ODOT regarding this process, copies may be sent to Grace Cho at Metro. Ms. Tyler Frisbee noted that Metro staff are also available to provide technical support for the production of comment letters or to provide strategic guidance or updates at any upcoming coordinating committee meetings. A brief update will be provided by Metro staff at the August meeting.

3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS.

There were none.

4. CONSIDERATION OF THE TPAC MINUTES FOR JUNE 24, 2016.

MOTION: Mr. Eric Hesse moved and Ms. Amanda Ownings seconded the motion to approve the TPAC minutes for June 24, 2016.

ACTION: The motion passed unanimously.

5. TRANSPORTATION PRIORITY EQUITY OUTCOMES

Ms. Grace Cho provided an update for the transportation equity analysis component of the 2018 Regional Transportation Plan. She reminded members that the major tasks of this component of the RTP update are to:

- identify the transportation priorities and desired outcomes of historically underrepresented communities, older adults and young people
- define system evaluation methods addressing the different transportation priorities
- conduct an analysis of the 2018 RTP investment program
- recommend policy refinements and/or implementation considerations to align 2018 RTP investment program to transportation priorities for those communities.

To identify major themes, the work group gathered information from public comment retrospectives, a transportation and equity questionnaire, and from work group exercises. From the themes that were generated, potential evaluation measures are being discussed. Those measures will be developed based on four main screening questions that apply the equity lens.

- Can it tell us something from an equity perspective?
- Can it inform the 2018 RTP performance targets or system evaluation?

- Does it align and inform other 2018 RTP focus areas?
- Can it be managed within the timeframe of the RTP process

Members appreciated the update and noted the importance of addressing equity disparities, reducing the impact of involuntary displacement, building the infrastructure to create family wage jobs, such as “last mile” improvements in industrial areas, and the development of safety infrastructure and disparity of resources throughout the region and how that might affect those measures.

Ms. Cho also clarified that the work group is comprised of jurisdictional staff as well as citizen representatives as a joint effort to review the investments with Metro’s DEI program to reach out across the region. She noted that updates from the work group would be provided to TPAC will as process continues.

6. MAP-21 RULEMAKING DRAFT COMMENTS

Ms. Tyler Frisbee (Metro) discussed the items provided in the packet related to the MAP 21 rulemaking updates: System Performance Measure, MPO planning rule, and the freight rule. She noted the following three items had been prepared for the committee’s consideration:

1. System Performance Measure. These are the national system performance rules by FHWA in response to MAP-21. She reminded members that they reviewed the draft letter at June TPAC and that JPACT provided comments in July. Those comments have been collected and the letter is included in the packet. TPAC is requested to provide feedback and to recommend the System Performance letter to JPACT for review and approval. Key points include:
 - Strong support for a move toward data-driven, outcomes-based performance metrics, and focus on reliability
 - Measures are not comprehensive enough
 - Focusing solely on vehicles and speed may lead to only vehicle-oriented solutions that may lead to unintended consequences
 - Rule needs refinement to better support adopted regional policies and improve outcomes

Ms. Frisbee noted that there no funding attachments to the performance rules; currently they are informational only. However, it is anticipated that funding will be incorporated into grantmaking decisions in the future from USDOT.

Members discussed the letter and clarified timing and process forward. A proposal was made to amend the letter to address the need for different performance standards for metropolitan versus rural areas.

Ms. Rachael Tupica encouraged members to submit comments that also included points that were beneficial and constructive, so that changes weren’t made inadvertently.

MOTION: The motion to approve the letter as amended was made by Cora Potter, Eric Hesse seconded the motion.

ACTION: The motion passed with Jon Makler abstaining from the vote.

2. MPO Planning Rule. The draft letter is included in the packet and a decision to recommend the letter is being requested. Key points include:
 - Authorized under MAP-21
 - Focused on providing clarity to role, purpose, and expectations for MPOs

- Particularly critical as federal level legislation recognizes role of MPOs more comprehensively
- Major Concern: requires consolidation of bi-state urbanized areas into one MPO

Ms. Frisbee discussed the requirement that an urbanized area be a single Metropolitan Planning Organization (MPO), which affects the Portland region and the southwest Washington planning region. Both have separate planning processes, goals, and governance structures because the area crosses state lines. Specific suggestions are noted in the letter which also details the longstanding relationship and coordination efforts in the bi-state area.

Members discussed the letter and a proposals were made to strengthen the argument with broader language noting the region's history, showing how the Portland region is a model for multi-state coordination and an example for how states can work together to effectively address regional concerns.

MOTION – Ms. Chris Deffebach moved to recommend the letter as amended to JPACT and Mr. Eric Hesse seconded the motion.

ACTION -The motion passed with Jon Makler abstaining from the vote.

3. Freight rule. This is a technical rule that attempts to define a national freight network, largely based on adopted state and regional transportation plans. Staff is not requesting action on this letter. Metro staff are working with stakeholders to prepare technical comments. Initial findings suggest focus on including Rivergate Boulevard, shortline railroads, and Willamette River as a waterway past Swann Island, and ensuring strong focus on intermodal connectors. Members may contact Tim Collins by August 5 with specific technical comments on the adopted freight program.

7. ADJOURN

Co-chair Kloster noted that the next TPAC meeting would be convened on August 26, 2016. The meeting was adjourned at 12:00 p.m.

Respectfully submitted,



:
Lisa Hunrichs, Planning and Development

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 29, 2016

ITEM	TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1	Agenda	7/29/16	07/29/16 TPAC Agenda	072916T-01
2	Work Program	7/22/16	2016 TPAC Work Program	072916T-02
3	Work Program	7/22/16	2016 JPACT Work Program	072916T-03
4	Meeting Summary	06/24/16	6/24/16 TPAC meeting summary	072916T-04
5	Memo	07/22/16	To: TPAC and Interested parties From: Grace Cho Re: RTP Transportation Equity Analysis – Community Priorities and System Evaluation Measures Update	072916T-05
6	Memo	7/25/16	To: TPAC and Interested parties From: Tyler Frisbee, Chris Myers Re: USDOT MPO Rulemaking Letter	07216T-06
7	Memo	7/22/16	To: TPAC and Interested parties From: Tyler Frisbee, Tom Kloster, Kim Ellis, Chris Myers Re: MAP-21 and FAST Act Rulemaking – Update and Next Steps	072916T-07
8	Memo	7/22/16	To: TPAC and Interested parties From: Tyler Frisbee, Kim Ellis Re: USDOT Performance Measures, Metro Staff Technical Comments	072916T-08
9	Map	n/a	Oregonian Crossing Campaign	072916T-09
10	Presentation	7/29/16	Oregonian Crossing	072916T-10
11	Presentation	7/29/16	2018 RTP – Transportation Equity Work Group Updates	072916T-11
12	Presentation	7/29/16	MAP-21 and FAST Act Rulemaking Action	072916T-12
13	Presentation	6/24/16	Top Things to Know about the MAP-21 Rulemaking	072916T-16



Date: August 5, 2016
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Metropolitan Transportation Improvement Program (MTIP) State Fiscal Year 2015
4th Quarter Amendments and Unified Planning Work Program (UPWP) Summary
Report

BACKGROUND:

Attached with this staff memo for your review are the following:

- Attachment 1: 4th Quarter MTIP Amendment Report (April 1, 2016 to June 30, 2016).
- Attachment 2: 4th Quarter UPWP Summary Report (April 1, 2016 to June 30, 2016).

Attachment 1 lists MTIP amendments accomplished during the 3rd quarter. A total of 36 amendments were completed: 9 Formal and 27 Administrative amendments. Out of the 9 Formal, 8 were technical corrections due to FTA guidance concerning match requirements for a TriMet new project. Although eight projects represented technical corrections, they were required to be resubmitted to FHWA and FTA for formal approval to verify the adjustment in the match requirement. The reasons for the remaining amendments varied among several areas that included funding increases, resolving PE phase funding shortfalls, project phase slips to 2017, combining a couple of projects, and adding via administrative approval several new projects to the MTIP.

The second attachment provides a summary of the regionally significant FY 2015-16 Cycle UPWP projects. A total of 12 are shown on the list. Each quarter, the lead agency provides a status update concerning their project. A short status update is provided for each project.

Please contact Ken Lobeck at if you have any questions.

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1120	19710	North Hillsboro Job Connector Shuttle 2016	70849	Formal	15-4665	TriMet	Alison Langton	Add a new project by transferring \$350,000 each from K18039 and K19332 per Metro resolution 14-4665. Correct rounding on K18309.
1121	18039	Bus & Rail Preventive Maintenance (FY15)	70525	Formal	15-4665	TriMet	Alison Langton	Split \$350,000 to K19710 and correct rounding
1122	17410	Broadway Bridge - Willamette River	70416	Administrative		Multnomah County	Anna Dunlap	Add OTHER phase moving \$5.5M from CN for fabrication of Rail Wheels and Tracks for the bridge repair. This does not change the scope or total cost of the project.
1123	19787	NE Kane Road at Kelly Creek Culvert	70850	Administrative		Gresham	Vaughan Rademeyer	Add K19787 NE Kane Road at Kelly Creek Culvert new permanent restoration project approved for Emergency Relief funding.
1124	19193	Wilsonville SMART: CNG Fueling Station	70814	Administrative		SMART	Patricia Fisher	Amend K19193 Wilsonville SMART: CNG Fueling Station Upgrade to increase funding to \$160,000 total and \$96,000 federal by moving \$28,976 from K19144 and adding local agency funds.
1125	19794	SE 122nd Ave: Johnson Creek Bridge Replacement	70851	Administrative		Portland	Anna Dunlap	Add emergency local bridge replacement project as approved by the Local Agency Bridge Selection Committee. To be funded by Local Bridge bottom line. Amendment (15-18-965) approved by FHWA (N.Fortey) on 5/4/16 per email.
1126	19782	Region 1 Mumble Strip Pilot Project	70852	Administrative		ODOT	Vaughan Rademeyer	Add K19782 Region 1 Mumble Strip Pilot Project with \$75,000 Sec 164 penalty funds from K18502
1127	18308	N/NE Columbia Blvd Traffic/Transit Signal Upgrade	70646	Administrative		Portland	Vaughan Rademeyer	Amend K18308 N/NE Columbia Blvd Traffic/Transit Signal Upgrade to cancel the PL phase and add an OT phase for the same amount. Slip PE to 2017
1128	18022	Foster Road Streetscape: SE 50th - SE 84th	70482	Administrative		Portland	Vaughan Rademeyer	Combine K19302 into K18022 Foster Road Streetscape: SE 50th - SE 92nd Ave. Add a RW phase slip CN to 2017 change the project name and description.
1129	19302	Foster Road: SE Powell Blvd to SE 90th Ave Phase 2	70693	Administrative		Portland	Vaughan Rademeyer	Combine K19302 into K18022. Add a RW phase slip CN to 2017 change the project name and description. Increase total project cost by \$278,367 (higher than the \$2,299,565 from K19302).
1130	19801	Portland Metro 5303 Funding 2017	70853	Administrative		Metro	Vaughan Rademeyer	Add K19801 Portland Metro 5303 Funding 2017 as a new Project by moving \$633,223 from K18954
1131	19303	N. Going to the Island Freight Project	70694	Administrative		Portland	Sam Hunaidi	Amend K19303 N. Going to the Island Freight Project to slip PE to 2017 and add an OT phase by moving \$33,433 from PE
1132	19358	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	70789	Administrative		Washington County	Michele Thom	Amend K19358 to change the project name to: Basalt Creek Ext: Grahams Ferry Rd-Boones Ferry Rd
1133	19749	Beef Bend Culvert Replacement	70848	Administrative		Washington County	Michele Thom	Change the project name for K19749 Beef Bend Road Culvert Replacement and increase to CN by \$10,000 to match the DDIR project total of \$1,487,000 for the permanent restoration work.
1134	18583	US26: Boring Road Bridge Overcrossing	70817	Administrative		ODOT	Nicole Peirce	Change the project name of K18583 to US26: Boring Road Bridge Overcrossing.
1135	14438	Stark St Beaver Creek Culvert	70096	Administrative		Multnomah County	Sam Hunaidi	Amend K14438 Stark St Beaver Creek Culvert to increase PE by \$100,000 to \$220,000 by moving RW federal funds. Replace RW federal funds with Multnomah County funds.

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1136	18840	Powell-Division Corridor Safety & Access to Transit	70781	Administrative		TriMet	Vaughan Rademeyer	Amend K18840 Powell-Division Corridor Safety & Access to Transit to advance the CN phase to 2016
1137	18809	Boones Ferry Rd: Oakridge/Reese-Madrona St	70770	Administrative		Lake Oswego	Vaughan Rademeyer	Increase the total project to \$29,640,000 by adding \$2,740,000 local funds (from current STIP amounts). Increase federal funding for PE by moving \$900,000 (fed) from RW to PE. Reduce CN phase by \$100,000.
1138	19201	2016 Interstate Sign Replacement	70821	Administrative		ODOT	Matt Freitag	Amend K19201 2016 Interstate Sign Replacement to slip CN to 2017 per project Charter.
1139	18807	OR99W: SW Beef Bend Rd - SW Durham Rd	70769	Administrative		King City	Vaughan Rademeyer	Amend K18807 OR99W: SW Beef Bend Rd - SW Durham Rd (King City) to slip RW and CN back to 2017 and 2018 respectively per CMR-01. Adjust funding to the approved IGA.
1140	14429	Kinsman Road: SW Boeckman to SW Barbur	70093	Administrative		Wilsonville	Vaughan Rademeyer	Amend K14429,Kinsman Rd: SW Boeckman - SW Barbur (Wilsonville) to increase CN to \$11,156,900 by adding \$6,426,900 Local Funds.
1141	15190	OR99W: N Victory Blvd - N Argyle St (Portland)	70370	Administrative		ODOT	Vaughan Rademeyer	Amend K15190 OR99W: N Victory Blvd - N Argyle St to increase the OTH phase to \$70,000 by moving funds from Region 1 reserves.
1142	19691	I-84 AND I-205 BARRIER INSTALLATION	70839	Administrative		ODOT	Vaughan Rademeyer	Amend K19691 I-84 and I-205 Barrier Installation to increase PE to \$700,000 by adding \$100,000 Sec 164 funds from K18502. Change I-205 section to MP16.87-MP21.67.
1143	17268	Red Electric Trail: SW Bertha - SW Vermont Sec	70005	Administrative		Portland	Vaughan Rademeyer	Amend K17268 Red Electric Trail: SW Bertha - SW Vermont Sec to slip CN to 2017 and add \$17,608 to CN from Metro FP (ex K14440 PL Phase).
1144	19340	FY17 Bus & Rail Preventive Maint	70742	Administrative		TriMet	Alison Langton	Amend K19340 FY17 Bus & Rail Preventive Maint to increase total funding to \$55,536,335 by adding federal \$3,342,653 Sec 5337 based on updated appropriation estimate.
1145	19341	FY18 Bus & Rail Preventive Maint	70743	Administrative		TriMet	Alison Langton	Amend K19341 FY18 Bus & Rail Preventive Maint to increase total funding to \$61,559,455 by adding federal \$4,022,049 Sec 5337 based on updated appropriation estimate.
1146	19280	SE 129th Avenue - Bike Lane and Sidewalk Project	70683	Administrative		Happy Valley	Mahasti Hastings	Amend K19280 SE 129th Avenue - Bike Lane and Sidewalk Project to increase PE to \$895,000 by moving funds from CN. Add funds from the City of Happy Valley to increase CN to \$2,806,000. Decrease RW to \$100,000
1147	19800	Portland Metro Planning 2017	70854	Administrative		Metro	Vaughan Rademeyer	Add K19800 Portland Metro Planning 2017 as a new Project by moving \$1,991,656 from K19734
1148	19843	Livable Streets Policy & Guidebook Update	70855	Administrative		Metro	Lake McTighe	Add a new planning project as K19843 Livable Streets Policy & Guidebook Update by moving \$278,614 from Metro's reserves.
1149	19100	US26 ATMS/ITS	70786	Administrative		ODOT	Vaughan Rademeyer	Amend K19100 Region 1 Active Traffic Management (ATM) - Add OTH phase in the amount of \$65,000 from CN savings per CMR-03

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1150	19711	North Hillsboro Job Connector Shuttle 2017	70856	Formal	15-4665	TriMet	Alison Langton	Add a new project by transferring \$350,000 from 19333 per Metro Resolution 15-4665.
1151	19332	FY16 Bus & Rail Preventive Maint (5307)	70735	Formal	15-4665	TriMet	Alison Langton	Move funds from 19335 and then add new project (K19710) by transferring \$350,000 from K19332 per Metro resolution 15-4665.
1152	19335	FY16 TM Bus/Rail Transit Enhancements	70738	Formal	15-4665	TriMet	Alison Langton	Move funds from K#19335 to K#19332. This is part of the amendment to add three new projects (19710 19711 19712)
1153	19333	FY17 Bus & Rail Preventive Maint (5307)	70736	Formal	15-4665	TriMet	Alison Langton	Move \$175,000 to new project K19711 (Metro Resolution #15- 4665)
1154	19712	North Hillsboro Job Connector Shuttle 2018	70857	Formal	15-4665	TriMet	Alison Langton	Add K19712 by transferring \$175,000 from K#19334
1155	19334	FY18 Bus & Rail Preventive Maint (5307)	70737	Formal	15-4665	TriMet	Alison Langton	Move \$175,000 to new project K#19712 per Metro Resolution #15-4665
1156	19763	I-84: Graham Road Bridge Replacements	70858	Formal	16-4691	ODOT	Vaughan Rademeyer	Add K19763 I-84: Graham Road Bridge with \$7M K19389 CN \$1M K19457 \$3M from Bridge project reserves and \$4M JTA reserves (ex K16841 & 17541)

- Notes:
- Requested Action abbreviations:
 - Key XXXXX =The five position numeric code ODOT assigns each project in the STIP. It is often identified by a K followed by the assigned numbers (e.g. K19749).
 - CN = Construction phase. Example: *"Add CN to Key 19149 & increase ..."* means adding the Construction phase to project through the amendment.
 - PE = Preliminary Engineering phase. PE consists of NEPA and (or PA&ED Project Approvals and Environmental Document) plus final design activities (Project Specifications, and Estimates).
 - ROW or R/W = Right-of-Way phase.
 - OTH = Other:A unique MTIP implementation phase for certain project types where the activities do not fit into the PE or Construction phases. Programming funds in this phase is by FHWA and FTA approval. It is primarily use for Transit and ITS projects.
 - PL = Planning: This phase is used for various planning studies or pre-NEPA project development activities that will lead directly into the PEso the project can begin NEPA All projects will planning phase programming become a UPWP project
 - CMR = Change Management request.
 - Modification Type: Authorized MTIP project changes are categorized in three areas: Administrative, Formal, and Other.
 - Administrative changes are minor and have no impact to conformity or financial constraint.
 - Formal amendments do not impact conformity, but may have significant policy impacts and require formal approval by Metro's JPACT and Council. Demonstration that no impact to financial constraint is also required. USDOT provides final approval of Formal amendments.
 - Other: These are programming technical corrections (e.g. typos, correcting financial rounding errors, etc.) that do not require formal approvals or reviews.

UPWP Regionally Significant Projects Summary Update – 4th Quarter 2015-16 Reporting Cycle
(April 1, 2016 – June 30 2016)



#	Lead Agency & Project Name	Description	ODOT Key	Project Contact	Quarterly Report Received	Metro Liaison Contact	ODOT Liaison/Grant Manager	Planning Phase Programming Summary		Snapshot Update
								Fund	Amount	
1	Gladstone Trolley Trail Bridge: Gladstone to Oregon City	Feasibility study of replacing the Portland Ave Trolley Bridge as an extension of the Trolley Trail, a shared-use path for bicyclists and pedestrians Funds Source: 2016-18 RFFA	19278	Eric Swanson	Yes	Chris Meyers Ken Lobeck	Mahasti Hastings	STP Local Total	\$201,892 \$ 23,107 \$224,999	NO ACTIVITY – YEAR 2 - A preliminary scope of work needs to be developed and submitted to ODOT for review before IGA development can occur - Project will have to be slipped to 2017 - Clackamas County has offered assistance to help the project move forward.
2	Hillsboro Oak and Baseline: S 1 st – SE 10 th St	Design option alternatives for traffic calming Funds Source: 2014-15 RFFA	18004	Karla Antonini	Yes	Ted Leybold	Michele Thom	STP Local Total	\$500,000 \$ 57,227 \$557,227	Hillsboro, Metro and ODOT are in progress of refining the project scope. - Project review meeting occurred don May 4 th to evaluate initial scope of work and project objectives. - Goal is to have the IGA developed and approved for fund obligation during Fall 2016. - PE phase will need to be slipped to 2017.
3	Metro Lake Oswego – Portland Trail: Tyron Creek – Elkwood Rock Tunnel	Metro Planning study looking at potential trail connections between Foothills Park, Tryon Cove, Tryon Creek State Natural Area, Fielding Road and Elk Rock Tunnel (south portal). Funds Source: 2008-11 RFFA	17466	Lisa Goorjian	Yes	Jamie Snook	Bret Richards	STP Local Total	\$100,000 \$ 11,445 \$111,445	Final IGA required signatures coordinated and completed - Approval and execution of IGA pending. - Fund obligation and NTP should occur before the end of FFY 2016 (October 2016) - Once funds obligated RFP can be issued for consultant support.

UPWP Regionally Significant Projects Summary Update – 4th Quarter 2015-16 Reporting Cycle
(April 1, 2016 – June 30 2016)



#	Lead Agency & Project Name	Description	ODOT Key	Project Contact	Quarterly Report Received	Metro Liaison Contact	ODOT Liaison/ Grant Manager	Planning Phase Programming Summary		Snapshot Update
								Fund	Amount	
4	ODOT I-205: Stafford Rd – OR99E	The project will complete required planning and project development activities to add a third lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic. Funds Source: FAST Act Federal appropriation	19786	Talena Adams	Yes 1 st Report by Metro	Ken Lobeck	Talena Adams	NHFP <u>State</u> Total	\$2,305,500 <u>\$194,500</u> \$2,500,000	NEW - 1 st Report: - Formal MTIP amendment approved by Metro and FHWA. - Project is moving forward to obligate funds and implement project development activities.
5	Portland Southwest in Motion (SWIM)	The project will develop a five year active transportation implementation strategy for all of southwest Portland. Funds Source: 2016-18 RFFA	19301	Rich Newlands Dan Layden	Yes	Chris Ford	Reem Khaki	STP <u>Local</u> Total	\$272,000 \$ 31,132 \$303,132	Final draft IGA being coordinated at ODOT for final signatures. STP fund obligation should occur shortly with notice to proceed to follow.
6	Portland Portland Central City Multi-modal Safety Project	Develop a strategy that identifies multi-modal safety projects and priority investments. Funds Source: 2016-18 RFFA	19299	Gabe Graff	Yes	Lake McTighe	Bret Richards	CMAQ <u>Local</u> Total	\$852,000 <u>\$97,515</u> \$94,515	Planning phase CMAQ eligibility approved by FHWA. - IGA in final coordination for approval and execution. - Fund obligation still targeted before end of FFY 2016 (October 2016)
7	Portland Regional Over Dimensional Truck Route Plan	Identify frequently traveled over dimensional routes and document minimum clearances Funds Source: 2014-15 RFFA	18024	Bob Hllier	Yes	Tim Collins	Tony Coleman	STP <u>Local</u> Total	\$125,000 \$ 14,307 \$139,307	STP Obligation: 8/24/2015 EA: C4265202 Combined project management and Stakeholder Advisory meeting occurred in May - Draft constraints, gaps, & needs developed and under review - Starting development and evaluation of transportation system improvements and alternatives

UPWP Regionally Significant Projects Summary Update – 4th Quarter 2015-16 Reporting Cycle
(April 1, 2016 – June 30 2016)



#	Lead Agency & Project Name	Description	ODOT Key	Project Contact	Quarterly Report Received	Metro Liaison Contact	ODOT Liaison/ Grant Manager	Planning Phase Programming Summary		Snapshot Update
								Fund	Amount	
8	Portland State University Transportation Electrification Public Education & Outreach Support	Electric vehicle acquisition and infrastructure development Market research & public readiness for transportation electrification Funds Source: TSMO allocation	18006	John MacArthur	Yes	Caleb Winter	Bret Richards	STP Local Total	\$200,000 \$ 22,891 \$222,891	<p><i>STP obligated: 9/25/15 EA: C3385202</i></p> <ul style="list-style-type: none"> - DMV data for EV numbers obtained - Created EV Analysis for 2-15 EV sales for the Energize Oregon Coalition - Developed draft statewide survey questions - Preparing for EV Roadmap 9 in July 2016
9	Sherwood Cedar Creek/ Tonquin Trail: Roy Rogers Rd – OR99W	Planning for trail section: Design and construct a multi-use trail through Sherwood Funds Source: 2014-15 RFFA	18280	Michelle Miller	Yes	Michaela Skiles	Michele Thom	CMAQ Local Total	\$419,039 \$ 47,961 \$467,000	<p><i>CMAQ obligated: 6/10/15 EA: None. Fed ID: 6710(006)</i></p> <p>Evaluating preferred alignment alternatives. Local Trail Advisory Committee & TAC endorsed preferred alignment and received endorsement from Parks Advisory Board</p>
10	Tualatin Hills PRD Beaverton Creek Trail Westside Trail – SW Hocken Ave	The project will design and construct a 1.4-mile multiuse off-street trail along the TriMet light rail corridor between the Westside Regional Trail and SW Hocken Avenue in Beaverton Fund Source: 2016-18 RFFA	19357	Brad Hauschild	Yes	Lake McTighe	Michele Thom	STP Local Total	\$800,000 \$91,564 \$891,564	<p>Project's funding moved from PE to Planning</p> <ul style="list-style-type: none"> - IGA in development, but approval won't occur in time to obligate funds by the end of FFY 2016 - Planning phase funding will need to slip to FFY 2017.
11	Washington County Washington County Arterial Pedestrian Crossings	Study specific roadway segments to enhance existing and create new designated arterial crossings along multiple avenues. Fund Source: 2016-18 RFFA	19359	Patrick Oaks	Yes	Lake McTighe Ken Lobeck	Michele Thom	STP Local Total	\$636,000 \$ 72,793 \$708,793	<p>IGA development almost complete.</p> <ul style="list-style-type: none"> - Project should obligate funds by end of 2016. - NTP, RFP finalization and solicitation to occur after fund obligation

UPWP Regionally Significant Projects Summary Update – 4th Quarter 2015-16 Reporting Cycle
(April 1, 2016 – June 30 2016)



#	Lead Agency & Project Name	Description	ODOT Key	Project Contact	Quarterly Report Received	Metro Liaison Contact	ODOT Liaison/Grant Manager	Planning Phase Programming Summary		Snapshot Update
								Fund	Amount	
12	Wilsonville French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Project development for construction of bike/ped/emergency vehicle bridge crossing over Willamette River Funds Source: 2010-13 RFFA	17264	Zach Weigel	Yes	Chris Myers	Tom Weatherford David Arena	STP Local Total	\$1,250,000 \$ 143,068 \$1,393,068	STP obligated: 6/10/2015 EA: C4035201 <ul style="list-style-type: none"> - Consultant selection completed. - DOJ review in progress of consultant contract - Addressing DOJ comments - Project kick-off next quarter with consultant

Notes:

- Project updates also obtained from ODOT Local Agency Liaisons or summaries from recent project review meetings.
- FFY reference: FFY refers to the Federal Fiscal Year which is October 1st through September 30th which also defines the federal fund obligation year.

Summary Notes:

- 1) UPWP Regionally Significant projects are awarded federal funds from various sources (often as part of the RFFA call) which are committed to the Planning phase in the MTIP/STIP to complete various planning and pre-NEPA project development activities. Generally, these are unique projects with focused objectives, and are not annually recurring projects. These projects will be programmed in the MTIP/STIP as stand-alone projects for IGA development and obligation purposes.
- 2) Projects with funding programmed in the Planning phase become UPWP projects.
- 3) The purpose of the quarterly UPWP reports is to monitor the progress to ensure awarded funds are not de-programmed or de-obligated due to a lack of activity. Regionally Significant UPWP projects that have no activity after their first year are identified as a **"No Activity"** project. A Regionally Significant UPWP with no activity after two years is subject to a review and a possible retraction of awarded funds. Metro will initiate a fund retraction process if the project enters the third year with no activity.
- 4) "No Activity" is defined as the following: The lead agency has not initiated the project to move forward such as completing a sufficient scope of work and submitted it to ODOT to start development of the IGA.
- 5) UPWP projects also can have their funds de-obligated by FHWA if no expenditure activity has occurred after 1-year from the obligation date. Due to this, UPWP quarterly reports need updates concerning current project expenditures from the lead agency as part of the report.
- 6) If other phases are programmed (e.g. PE, ROW, Construction), the project is removed from the UPWP system once the Planning phase is completed and moves into a later phase.

UPWP Regionally Significant Projects Summary Update – 4th Quarter 2015-16 Reporting Cycle
(April 1, 2016 – June 30 2016)



#	Lead Agency & Project Name	Description	ODOT Key	Project Contact	Quarterly Report Received	Metro Liaison Contact	ODOT Liaison/ Grant Manager	Planning Phase Programming Summary		Snapshot Update
								Fund	Amount	

- 7) Projects with funding programmed in the Preliminary Engineering phase are not UPWP projects. Their activities as part of NEPA and/or Preliminary Specifications & Estimates (PS&E). They are monitored through the regular federal capital project delivery process managed by the ODOT Local Agency Liaisons (LALs).
- 8) Programming summary: If not already obligated, the identified funding is programmed in 2016 in the MTIP/STIP.
- 9) Fund Code Notes:
- i) CMAQ = Congestion Mitigation Air Quality improvement funds.
 - ii) STP = Surface Transportation Program funds.
 - iii) Local = Local agency funds normally applied as the required minimum match to the federal funds.



DATE: August 18, 2016
TO: TPAC, MTAC and Interested Parties
FROM: Kim Ellis, RTP Project Manager
SUBJECT: 2018 Regional Transportation Plan Update – Technical Work Group Meetings

PURPOSE

Provide electronic copies of meeting notes from technical work group meetings. No action requested.

BACKGROUND

At the January meeting, members of the Transportation Policy Alternatives Committee (TPAC) requested meeting notes from work group meetings be provided to TPAC and the Metro Technical Advisory Committee (MTAC) to help TPAC and MTAC members stay informed of the work group discussions and progress.

The current schedule of work group meetings and copies of recently completed meeting notes are attached.

FOR MORE INFORMATION

All work group meeting materials and other project related information are posted online at: www.oregonmetro.gov/rtp.

Attachments

- Schedule of technical work group meetings (*August 4, 2016*)
- Finance Technical Work Group Meeting #2 (*May 12, 2016*)
- Freight Technical Work Group Meeting #2 (*May 23, 2016*)
- Regional Transit Technical Work Group Meeting #4 (*July 19, 2016*)
- Regional Transit Technical Work Group Meeting #5 (*August 10, 2016*)

2018 RTP UPDATE | Technical Work Group Meetings

2016	Equity	Finance	Transit	Freight	Performance	Safety	Design
January	Jan. 8 9-11 a.m. Room 401, MRC		Jan. 7 10 a.m.-noon Room 401, MRC	Jan. 20 8-9:30 a.m. Room 370, MRC			
February	Feb. 18 1-3 p.m. Room 401, MRC	Feb. 29 2:30-4:30 p.m., Room 501, MRC	Feb. 24 1 - 3 p.m., Room 401, MRC		Feb. 22 2-4 p.m. Room 501, MRC		
March							
April					April 25 2-4 p.m. Room 501, MRC		
May	May 12 1-3 p.m. Room 401, MRC	May 12 9-11 a.m., Council Chamber, MRC		May 23 10 a.m.-noon, Council chamber		May 20 9 a.m.-noon Room 270, MRC	
June	June 30 1-3 p.m., Council chamber, MRC	June 14 9-11 a.m., Room 401, MRC	June 9 1-3 p.m., Room 370A/B, MRC		June 27 2-4 p.m. Room 401, MRC		
July			July 19 9-11 a.m., Room 370A/B, MRC			July 26 8:30-10:30 a.m., Room 401, MRC	
August			Aug. 10 1-3 p.m., Room 370A/B, MRC				
September	Sept. 15 1-3 p.m. Room 401, MRC	TBD	Sept. 13 2-4 p.m., Room 370A/B, MRC	Sept. 27 8-10 a.m., Council chamber, MRC	Sept. 12 2-4 p.m. Room 401, MRC		
October			Oct. 5 1-3 p.m., Room 370A/B, MRC		Oct. 14 10 a.m.-noon Room 401, MRC	Oct. 20 9-11 a.m. Room 501, MRC	
November	Nov. 17 1-3 p.m. Room 401, MRC		Nov. 2 1-3 p.m., Room 370A/B, MRC				Nov. 15 9 a.m.-noon Room 401, MRC
December			Dec. 7 1-3 p.m., Room 370A/B, MRC				

Meetings of the Policy Actions Work Group begin in 2017. Meeting materials will be posted at oregonmetro.gov/rtp and oregonmetro.gov/calendar



2018 RTP Finance Work Group - Meeting #2
May 12, 2016
9 - 11 AM
Metro Regional Center, Council Chamber

Work Group Members Present

Name

Karen Buehrig
Richard Blackmun
Talena Adams
Tina Bailey
Don Odermott
Ken Lee
Steve Kelley
Katherine Kelly
Kate McQuillan
Eric Hesse

Affiliation

Clackamas County
Forest Grove
ODOT
Hillsboro
Hillsboro
Portland
Washington County
Gresham
Multnomah County
TriMet

Metro Staff Present

Ted Leybold
Ken Lobeck
Kim Ellis
Jamie Snook
Peggy Morell
Jamie Snook

I. WELCOME AND INTRODUCTIONS

Ted Leybold welcomed members to the second meeting the RTP Finance Work Group. Work group members introduced themselves.

II. PARTNER UPDATES

- Eric Hesse, TriMet, stated that TriMet is working on federal grant applications for a low emissions bus fleet expansion that will provide longer-term operational cost savings. TriMet is also partnering with city of Portland on Smart City Challenge and working on other efforts to advance deployment of technology to support transit services.

- Ted Leybold commented that Federal discretionary funding programs and eligibility, plus the importance of required partnerships will be a topic of future discussions as part of developing the RTP revenue forecast.
- Ken Lee, city of Portland, notified group members that the City Council passed a \$10 million heavy vehicle use tax as a companion to the local gas tax measure that is included on the May 2016 Oregon Primary Election ballot. Both funding measures are limited to a four-year term to provide an opportunity to demonstrate value, plus deliver projects on time and within budget to make the case to the public that money is being spent wisely to help justify a later possible extension.
- Katherine Kelly, city of Gresham, stated that the City Council approved initiating discussions with the public about a transportation maintenance fee. The funding composition is undetermined at this time and could be a mix of gas tax, bonds, or utility fees.
- Kate McQuillan, Multnomah County, informed group members that the County will be seeking special funds to improve crosswalks and improve safety to supplement gas tax revenues. She indicated that Multnomah County also will be seeking federal funds for rural forest land roads. Kate mentioned that Burnside Bridge is top priority for the County as the region's major lifeline crossing of the Willamette River. A feasibility study will commence in coming year with a funding strategy to be developed for the project.
- Talena Adams, ODOT, updated members that ODOT is currently scoping the 2018-21 STIP projects and fine-tuning the project costs and risks to bring to the NWACT in June. Once the list is down to a 100% ARTS list, it will be posted on the website.
- Tina Bailey, city of Hillsboro, notified members that the City has approved an SDC for south Hillsboro. The City Council also continued to invest in maintenance needs and is working to fully fund their maintenance requirements over the next few years.
- Steve Kelley, Washington County, indicated that the County has developed a summary of funding programs in county that are being used for maintenance and capital. Work is needed to reconcile with state gas tax assumptions. He also stated that the summary is a work in progress with ongoing updates.
- Karen Buehrig, Clackamas County, stated that the County has an advisory vote next Tuesday regarding transportation maintenance utility fee that may be a combination of gas tax and vehicle registration fees. Also, the Sunrise Corridor expressway project is scheduled to open in July.

III. RTP FINANCE STEP 1 – IDENTIFICATION OF EXISTING REVENUES

Revenue templates update:

- Ken Lobeck, Metro, provided an update on the process for developing a template for presenting financial information, identifying local revenues, and working through methodology issues. As templates are completed and sent out, they are being reviewed by local jurisdictions. Part of the review will be to ensure no double counting is occurring with SDC or TDT program revenues at the County level.
- Ken added that initially he thought about including a revenue multiplier “across-the-board” to address inflationary or annual growth concerns. However, upon further consultation with the State Long Range Financial Assumptions (LRFA) Group, no across-the-board

revenue multiplier is being applied at this time. Agencies can incorporate one that is tailored to a specific revenue source if subject to inflation or economic growth. They must include the rationale for the multiplier and why it is needed as part of the forecast. The goal is to have all local revenues identified by the end of June and submitted to the agencies. The target to identify possible new revenues is the end of July if possible. Ken was hopeful that he could complete numerous templates and end them out over the next two weeks.

Maintenance discussion:

- Roadway maintenance, street lighting, and operations are not included in some TSPs but the information is needed to capture the significant investment just to maintain existing roads. Some TSPs only focus on revenue streams for capital improvements. A question was raised about the O&M revenues being captured on the templates. Don Odermott, city of Hillsboro, noted that without understanding the associated O&M costs, the O&M revenues have no real value. Discussion turned to the need to identify O&M costs as part of the revenue forecast as well.
- Members discussed potential issues in collecting O&M costs. Yes, the O&M costs need to be part of the overall finance discussions that could impact regional goals and strategies.
- However, the O&M costs need to demonstrate and explain if an agency has a maintenance gap, or utilize deferred maintenance practices cover the gap. What is meant by an O&M backlog, deferred maintenance, maintenance gaps, and how the agencies are defining their O&M programs? These areas need to be clarified. What will it take to get all roads in good or better condition and which roads – only those on the regional system or all local roads as well? Ted reassured members that the O&M revenue and costs goal was to address all roads both local and regional system roads. Ken and Ted will work with members to refine the O&M costs definitions to help local jurisdictions collect the requested O&M cost information.

IV. RTP FINANCE STEP 2 – IDENTIFICATION OF NEW REVENUES

Ken Lobeck explained that the revenue template also can be used to for identify new sources of revenue to be included in the RTP Constrained Revenue Forecast or Strategic Element. He noted that each agency can make their case for new revenues using the template. This is optional and not a mandatory requirement. He stated he understood the concerns members have expressed in identifying new revenue sources without formal council or commission action due to the perception and misinterpretation the public could have if new revenues source were added prematurely. He added that if an agency does wish to include a new revenue source to try and included submit them to Metro by the end of July.

V. QUICK UPDATES

- Ken provided an update on the state funding forecast, and explained that ODOT will provide a forecast methodology for our use by the end of June.
- Kim Ellis handed out a project status report that summarizes work completed and work underway for each RTP work group.

- Kim reported that a summary report of the April 22 Regional Leadership Forum is being prepared. Highlights of common themes and key takeaways will be reported to TPAC and MTAC at their upcoming meetings. The need for more funding and pursuing new revenue sources were raised across all the tables. Members expressed a desire to have staff to staff discussions at future forums, even if in a different room and suggested building in more large group report outs/discussions to allow sharing to occur during the forum. One member shared that their elected official had hoped to have an opportunity to talk about specific priority projects.
- Kim provided an update on upcoming technical and policy advisory committee discussions related to RTP finance and requested that work group members be prepared to participate and help share the RTP finance work:
 - 6/24/2016: RTP Finance Plan approach and progress update to TPAC
 - 7/21/2016: RTP Finance Plan approach to JPACT
 - 9/14 and 9/15: Draft RTP Finance Forecast to MPAC and JPACT
 - 9/23/2016: Navigating our Transportation Funding Landscape Leadership Forum

VI. NEXT STEPS

- Ken and Ted will develop an O&M worksheet to help capture O&M costs for agencies to complete to also include the identification of deferred maintenance, backlog, and/or maintenance gaps.
- Development and submission of the local revenue templates will continue.
- Continued work with the LRFA to narrow down the state pass through revenue methodologies will occur with Metro as a participant on the LRFA Work Group.

With no further business to discuss, the RTP Finance Work Group was adjourned at 10:50 am.

Approved as written,

Ken Lobeck
Funding Programs Lead
Metro



Regional Freight Work Group Meeting #1
Monday, May 23, 2016, 10:00 a.m. to 12:00 p.m.
Metro Regional Center, Council Chamber

Committee Members	Affiliation	Attendance
William Burgel	Burgel Rail Group	Present
Tony Coleman	Oregon Department of Transportation	Present
Lynda David	SW Washington RTC	Present
Nicholas Fortey	Federal Highway Administration	Present
Jerry Grossnickle	Bernert Barge Lines	Present
Jim Hagar	Port of Vancouver	Present
Brendon Haggerty	Multnomah County Health Dept	Present
Phil Healy	Port of Portland	Present
Robert Hillier	City of Portland	Present
Todd Juhasz	City of Beaverton	Present
Steve Kountz	City of Portland	Present
Zoe Monahan	City of Tualatin	Present
Don Odermott	City of Hillsboro	Present
Patrick Sweeney	City of Vancouver	Present
Erin Wardell	Washington County	Present
Steve Williams	Clackamas County	Present
Metro Staff		
Tim Collins	Metro	Present
Janet Toman	Metro	Present
Jeff Raker	Metro	Present

I. WELCOME AND INTRODUCTIONS

Tim Collins welcomed meeting attendees and introductions were made. He referred to inserts in the packet which will be discussed in the meeting.

II. EXISTING REGIONAL FREIGHT NETWORK, FREIGHT POLICIES AND VISION

Metro is using a systems approach in supporting the freight network. There is good communication amongst the business communities and governmental jurisdictions. Tim Collins does not see a lot of need for regional freight policy changes as he discussed investment priorities in the regional freight system. Policies and design guidelines around roads that have a high percentage of trucks should be addressed; particularly looking at a suggested design type

that separates bicyclist from large freight vehicles on roadway connectors to major intermodal freight facilities.

Steve Kountz noted that with regards to freight mobility in Regional Freight Policy Framework handout, language on equity and middle income job growth was not included. The work group will need to revisit this.

Group discussion involved the Key Freight Trends and Logistics Issues Report, and “The Cost to the Economy of the Portland Region (November 2015).” The study was sponsored by the Portland Business Alliance and does not include the Southwest region. Mr. Collins will look into if there are any plans to revisit this.

Policies in the Regional Freight Network Vision from the 2014 RTP were cover with the workgroup. The freight goals within the Regional Freight Policy Framework were also covered. The workgroup had some discussion about how to enlighten the region’s citizens and decision makers about the importance of freight movement on our economic well-being (last bullet on the Regional Freight Policy Framework handout).

III. FUNDING OPPORTUNITIES, CONSTRAINTS IN THE FREIGHT SYSTEM, AND FREIGHT MODAL NEEDS

FASTLANE Grant Overview handout in context of North Rivergate Grade Separation Project and the Abernathy Bridge Project:

- Tim Collins stated he would like the focus to be on these projects that have been submitted for FASTLANE Grants this year and what the work group wants to review.
- FASTLANE Grants are for the next five-years.
- Review summary on first page of grant program to see what is eligible:
 - Highway freight projects on the national highway freight network
 - Highway or bridge projects on the national highway system
 - Railway-highway grade crossing or grade separation projects
 - Freight projects that are intermodal or rail project, or within the boundary of a public or private freight rail, water or intermodal facility
- The region has an opportunity to look at prioritization of projects regarding FASTLANE and other funding sources.
- FASTLANE funding is coming from the federal government that is programmed for individual states.
- Detailed descriptions within the notice of funding opportunity. It shows a large project category and grant money is set aside for smaller freight projects.
- We will discuss further as a work group in a meeting in the fall as to what freight projects the work group members may desire to come out of prioritizing freight projects for future FASTLANE grant applications.

Objectives for freight projects:

- Not limited to only the financial subject; work group members will identify what goes beyond the financial element.
- Question addressed about the Metro Planning Organization (MPO) getting feedback.

- Tim Collins provided an example on how we can get the Rose Quarter project ready for a future FASTLANE Grant application. It will take several local jurisdictions and ODOT to come together.
- Some current projects have a lot of strengths such as a state funding source, or Connect Oregon freight dollars.
- Per Tony Coleman with ODOT – Immediate opportunity for FASTLANE funds to provide another funding source. ODOT is looking to get projects shovel-ready and looking at different funding sources like Connect Oregon and other funds ODOT can find.
- Freight modal needs:
 - Highway, rail and airfreight. Tim Collins will discuss air freight needs today with Pia Welch from FedEx.
 - Vancouver rail crossing bridge over the Columbia River was an identified need in 1990's; the crossing is narrow. Rail bridge needs identified in 1996 and 1997 during high water years; lifts made for every barge tow for nine months on the Columbia River during high water.
 - Jerry Grossnickle with Bernert Barge Lines asked for a change in the opening on the rail bridge to a swing span from a lift span and to enlarge it on the I-5 Bridge. Hearings officer asked for it to be approved. The cost benefit would need to show a positive effect on the I-5 Bridge. The project was denied.
 - A Truman-Hobbs mechanism requires the railroad to update bridges and they could not justify it on a cost basis. This is still a possibility but has not been pursued.
 - Regarding the new I-5 Bridge, the high point would be on the Vancouver side, which did not happen.
 - Future regional rail study – rail crossing bridge over the Columbia River will be a key item.
 - To utilize a new lift system for the Vancouver rail freight bridge, the train traffic would have to be stopped.
- Freight map reviewed.
- The completion date for repairs on the I-5 Bridge is scheduled for September of 2019. One to two weeks impact in 2017, repair will be on the northbound south tower bridge. During peak hours, traffic will be limited to two lanes southbound in morning and two lanes and northbound in the evening.
- Shipping during emergency:
 - Reopening the Oregon City locks
 - Comments on resiliency issues with the Oregon City locks and past studies about move freight on the Willamette River.
 - Freight coming from Washington County industries has the largest congestion issues due to Vista Ridge Tunnels being increasingly problematic.
 - Freight is moved by trucks on Cornelius Pass because of lack of reliability regarding the US26 corridor. Truck rollovers are occurring on Cornelius Pass Road due to speeding and the difficult roadway curvature.
- CBOS study: Work group member commented that it is a great study, but has lower-priced solutions and doesn't address the traffic volume trying to get through the Vista Ridge tunnel

which is a major problem. Tim Collins called attention to the CBOS study and the recommendations that came out of it, to learn what the operational solutions would be.

- Phil Healy (Port of Portland) expressed the need for rail grade separations, particularly along the Kenton rail line.
- Concerns expressed about current capacity needs on the highway system in the region.
- Columbia River Crossing – there is a need for it and it is in the regional and state plans.
- Marine Drive, Hayden Island and Columbia Blvd. interchanges: a member brought up the need to address these. Marine Drive interchange in particular is experiencing large delays due to congestion.

IV. DRAFT KEY FREIGHT TRENDS AND LOGISTICS ISSUES REPORT

Studies discussed:

- Corridor Bottleneck Operations Study.
- Commodity Movement and Key Freight Trends - Highlights freight trends and how commodities are moved throughout the region.
- Tim Collins requested members' input on above studies before next work group meeting this fall.
- Regional Over-Dimensional Truck Route Study is currently underway.
- Regional Over-Dimensional Truck Route Study's Existing Conditions Report was released in February 2016.
- Regional Over-Dimensional Truck Route Study's Needs and Gap Analysis on May 24, 2016: scheduled for completion in fall of 2016 – by the Stakeholder Advisory Group and the Project Management Team for the entire Portland region.
- In April of 2016, ODOT completed a study regarding the over-dimensional load pinch-points on the state highway systems. Bridge crossings and narrow lanes were addressed. The study summary still needs to be completed in our Key Freight Trends and Logistics Issues Report.
- Summaries of the City of Portland Freight Master Plan and St. John's Truck Strategy will be completed and reviewed by Tim Collins and Robert Hillier. Tim wants to list key projects completed from the St. John's Truck Strategy in the summary for inclusion in the Key Freight Trends and Logistics Issues Report.

Discussion comments included:

- Determining the status of major projects that have been identified will help decision-makers.
- Determine the status of major projects from the Port of Portland and ODOT's Congestion Bottleneck Operations Study (CBOS).
- Determine where we draw the line on listing status of major freight projects.
- Determine where we have and do not have data, and a way to roll up the data that needs to come together – know where those pieces are.
- Adopt what the City of Portland has in June or July 2016 that fits with the statewide Bottleneck Study this year. Tim Collins and Jeff Raker will take a look and see what kind of information we can get from the City of Portland.

Commodities Movement and Key Freight Trends (handout)

- Oregon's exports ranked 14th among U.S. states based on 2014 state Gross Domestic Product.
- The value of exported goods exported from Oregon in 2015 was \$20.1 billion. (Tim Collins will research reference source).
- The estimated value of Oregon's imports in 2015 was \$14.8 billion.

Governor's Task Force has had an impact on how we accommodate exports and identify the traffic impacts associated with the loss of container service.

Tim Collins asked members for applicable updates on the Commodities Movement and Key Freight Trends report.

- A more recent report was done in 2012, which is a federal survey and zones were changed and expanded since the 2007 report. Due to zonal geography differences between 2007 and 2012, the two reports cannot be compared. It was suggested we cite figures from the 2007 report since they were the most robust analysis.
- Updates will be reflected on the Metro website.

Action requested

- Tim Collins requested members to provide him with input on above listed summaries in the Draft Key Freight Trends and Logistics Issues Report by the end of June.
- Tim Collins requested members to examine two more sections that are pending, and will look for additional comments so he can complete this report.
- Tim Collins requested Steve Kountz to send him the income/equity regional study provided by the Portland Business Alliance in 2015, and the updated 2012 Portland Harbor Industrial Lane Supply Analysis.
- Request was made to include Metro's Climate Smart Strategy.

Other

- The record of the decision and when the CRC work was completed.

V. CORRIDOR BOTTLENECK OPERATIONS STUDY (CBOS) PROJECT ATLAS

- This study is Oregon Department of Transportation's priority.
- This study has an impact on freight.
- The study does not look at big major capacity projects; the best value are projects between \$1 million and \$20 million.
- Benefits achieved will be moderate and incremental.
- See Corridor Bottleneck Operations Study (CBOS), Figure 3-12 and table: Regional Recurring Bottleneck Locations.
 - Report shows congested speed and duration of time location is congested.
 - Operational details on freeway corridors.
 - Pending answer from ODOT as to projects completed and funding completed.
 - Last two pages of CBOS study are not up-to-date. Updates will be completed:
 - Map ID# G and H, K, L, M, O, P and U: Mr. Coleman will check into.
 - Map ID# I, N and J are okay.

- Map ID# Q will be checked on in 2017.
- TIGER Grant is in construction 2016-2017. Mr. Coleman will check into.
- The State of Oregon is looking into statewide bottleneck study to meet federal requirements. Study should be complete by December 31, 2016.

VI. NEXT STEPS

The Freight work group is one of eight different work groups. The Performance Measures work group is looking at all kinds of measures, including freight. Tim will bring back regional performance measures related to freight movement for review by the freight work group in September. In September, the Regional Freight Work Group will also look at potential projects and project criteria for future FASTLANE grant applications from this region.

VII. ADJOURN

There being no further business, Chair Tim Collins adjourned the meeting at 11:59 p.m.

MEETING SUMMARY RESPECTFULLY SUBMITTED BY:

JANET TOMAN

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Agenda	5/23/16	Regional Freight Work Group – Meeting #2 Agenda	052316rtp-01
2	Report	5/17/16	Key Freight Trends & Logistics Issues Report	051716rtp-02
3	Document	5/01/16	Commodities Movement & Key Freight Trends	050116rtp-03
4	Study	4/01/16	Bottleneck Studies and Congestion Impacts	040116rtp-04
5	Document	1/01/14	2014 RTP Regional Freight Policy section	010114rtp-05
6	Overview	5/23/16	FASTLANE Grants Overview	052316rtp-06



Regional Transit Work Group Meeting #4
Tuesday, July 19, 2016
9:00 to 11:00 a.m.
Metro Regional Center, Room 370 A/B

Committee Members Present

Dan Bower
Karen Buehrig
Brad Choi
Teresa Christopherson
Mike Coleman
Chris Deffebach
Steve Dickey
Roger Hanson
Eric Hesse
Jon Holan
Andi Howell
Luke Pelz
Mauricio LeClerc
Alex Page
Lidwien Rahman
Steve White
Julie Wehling

Portland Streetcar Inc
Clackamas County
City of Hillsboro
Clackamas County
Port of Portland
Washington County
Salem-Keizer Transit
C-Tran
TriMet
City of Forest Grove
City of Sandy
City of Beaverton
City of Portland
Ride Connection
Oregon Department of Transportation
Oregon Public Health Institute
Canby Area Transit

Metro Staff Present

Grace Cho
Chris Meyers
Cindy Pederson
Jamie Snook

I. INTRODUCTIONS

Members of the work group introduced themselves, described who they were talking to about the transit Strategy and answered the ice breaker question.

II. REGIONAL TRANSIT STRATEGY VISION

Ms Snook provided an introduction to the regional transit vision. This is the beginning of the conversation that we will be having through the end of the year.

- So often we talk about transit in a heavy urban environment but diversity of transit and land uses is important. It's not just a Portland or Beaverton, transit is needed on the fringe.
- In a lot of cases, performance measures help to make funding decision. Rural services will never perform at urban levels and this creates a challenge. Rural is often time boxed in by political or financial constraints and therefore service is compromised and then people are discouraged from using transit.
- Comparing similar transit lines and services is important so we are measuring appropriately.
- Support for the wording regarding frequency.
- Didn't see the discussion of equity and it needs to be in there.
- We need to be clear when we talk about transit dependency and equitable.
- Need to understand how we measure demand and where the demand is.
- The vision should also look at where the transit demand is expected.
- Under the "Convenient" slide, the issue of seamless connections should be added.
- Convenience should also consider the convenience of using transit to perform daily needs like grocery shopping .
- Regional land use vision is part of the transit vision, every mode has a vision.

Ms. Snook wrapped up the transit vision introduction and asked the work group: **What outcomes do you want to see come out of this process?**

- MAX should be used as a regional system with fewer stops and buses should be used as a local system, similar to Bay Area Transit. Stops are too close together and it adds to the time or length of a trip.
- One reason commuters in Vancouver didn't want Yellow Line extension is that it would take too long on MAX to get downtown or wherever one is going. Express buses would work better.
- Would like to see us weave in the work that is being done in new urban areas, supporting the areas that we anticipate new growth over the next twenty years.
- Would like to consider express service to meet longer trip demands.
- How do we facilitate connections from providers outside the MPA. Those connections are very important. Fare collection, shelters and safe places to wait are also important.
- Mobility and placemaking role of transit. Land use role that Light Rail plays. How do we think differently about downtown. Express service is what we are hearing about but you need to really strong end points or you won't have ridership.
- Need a strong HCT component, create new capacity; make it so attractive that we can put it in a bond measure to fund. Similar to Seattle and Denver, what can we deliver that we can fund locally rather than rely on federal dollars to fund the larger projects.

- More investment in suburban areas to help alleviate some of the land use and parking issues. If you make smart decisions and investments the demand is there.
- Need diversity in transit options to meet the varying needs of the region. We need to look at different modes for different outcomes. Need to understand which tools need to be used for which job.
- Need to dive into the first mile and last mile connections.
- We shouldn't be afraid to have varying fares cause express costs more to run.
- Need to be able to purchase more rail cars to increase service on our existing lines.
- Need to stay up with the ITS advancements and investments and there should be an emphasis on technology.
- Balance the conversation about express service or eliminating stops between MAX. Need a density of coverage to ensure everyone can get to a stop.
- Would like to see transit investments align with affordable housing strategies both local and regional.
- There are different modes for different needs. Private shared ride service should also be integrated with the system. What mode serves what needs.
- Some of the conversations and visioning with the shared ride service companies is already happening.
- Need to consider mobility on demand and technology. How can we coordinate these technologies and how do we expand successful projects.

III. RTP PERFORMANCE MEASURES

- Affordability is a tough issue to tackle. It's a good measure but tends to be easier to do under existing conditions. This one hangs us up a lot.
- In regards to the affordability measure (housing + transportation costs), we do account for home ownership, not just renters, which was mentioned as a concern.
- Make transit affordable needs to be more focused on transit.
- We can't control the housing portion of this measure, but we can control the transit costs.
- Worried about the non-drive alone but limiting it to central cities and regional centers is too limited, especially for the regional transit vision. It has to work for rural and suburban areas too.
- We should match up the travel time between key origins and destinations with the Mobility Corridors, like we have done in the past. If we have used this measure in the past we should look at how it has worked in the past. If helpful keep it going, if not maybe time for a new measure to go into the future.
- Do we know the address of monthly pass purchasers? If we know who is buying monthly or annual we could add that to a base map, would be fundamental to help in making decisions. TriMet is hopeful that with FastPass we will be able to have more of that information and can use it in the future.
- Using the Mobility Corridors is an interesting point and we should coordinate with the Performance Work Group.
- How do we show that the transit is more affordable and should we consider time lost at work or with family as part of the transportation cost.

- We should verify or be looking at origins and destinations, when measuring travel times, are the right ones. Key origins and destinations have to be relevant in order to be useful. Need to make sure the key origins and destinations are equitable.
- Express service concept, how does that fold into the measure about travel times? Related to origins and destinations, express time should go down.
- Recommended a measure that looked at cut lines across congested corridors and measure the people through-put and how are we doing along the most congested corridors.
- Access to jobs is really important and taking the bus to remote areas is difficult.

VI. NEXT STEPS

Ms. Snook reviewed the next steps with the group:

- Recommend performance measures to consider regarding transit
- Continue to discuss the Regional Transit Vision
- Prepare for the Regional Leadership #2
- Begin discussing the Transit System Expansion Policy

VI. ADJOURN

The meeting at was adjourned at 11:00 a.m.

Attachments to the Record:

Item	Topic	Document Date	Description
1	Agenda	7/19/16	July 19, 2016 Meeting Agenda
2	Meeting summary	6/9/16	June Regional Transit Work Group meeting Summary
3	Memo	7/19/16	2018 RTP Performance Measures potential recommendation memorandum



Regional Transit Work Group Meeting #5

Wednesday August 10, 2016

1:00 to 3:00 p.m.

Metro Regional Center, Room 370 A/B

Committee Members Present

April Bertelsen
Brad Choi
Mike Coleman
Karyn Criswell
Steve Dickey
Brad Dillingham
Eric Hesse
Jon Holan
Nicole Hendrix
Nancy Kraushaar
Stephan Lashbrook
Riza Lui
Tom Mills
Alex Page
Joanna Valencia
Dyami Valentine
Dayna Webb
Steve White

City of Portland
City of Hillsboro
Port of Portland
Oregon Department of Transportation
Salem-Keizer Transit
City of Wilsonville
TriMet
City of Forest Grove
City of Wilsonville
City of Wilsonville
City of Wilsonville
Multnomah County
TriMet
Ride Connection
Multnomah County
Washington County
City of Oregon City
Oregon Health Authority

Metro Staff Present

Clint Chiavarini
John Mermin
Cindy Pederson

I. INTRODUCTIONS

Members of the work group introduced themselves and described who they were talking to about the transit strategy.

II. RTP PERFORMANCE MEASURE DRAFT RECOMMENDATION/WRAP UP

Ms Snook emphasized the goal of today to get consensus on the recommendations on performance measures for RTP system evaluation. Ms Snook summarized the memo with draft recommendations, explaining that they are concepts at this point. Precise methodology for some of the measures still needs to be refined. The recommendations were based on feedback from the two previous transit workgroup meetings.

The performance measures were categorized using the four goals of the transit vision statement: to make transit more frequency, convenience, accessible and affordable. The performance measures include the existing RTP measures and add in two more: system completeness for bike and pedestrian access to transit; and Housing + Transportation costs relative to cost burdened designation – in order to measure the affordability to ensure housing and transportation for everyone.

Ms Snook mentioned two additional ideas that have been raised are likely better suited for the RTS analysis rather than the RTP System evaluation – people throughput and mobility corridors.

Comments/Questions followed Ms Snook's presentation:

- The group emphasized the importance of 1st and last mile problem – how do we fill that gap, including bike share/car share?
 - To help bring that detailed nuance into regional models, Mr. Hesse encouraged work group members to attend a meeting in Seattle that APTA is organizing in September. More info will also be available on an FTA webinar tomorrow. An opportunity to comment to FTA to encourage funding model development for last-mile connectors
- Non Drive-alone mode share is an important measure
- Congested corridors are important (they matter to freight, transit and auto modes)
- Person-throughput is important. How do we measure it?
 - It was suggested that throughput may be easier to monitor rather than as a system evaluation/forecasted measure.
 - Person-throughput's importance should be acknowledged in the updated recommendations memo that is forwarded to the RTP performance work group
- The Mobility Corridor concept is important. If it will be included in this RTP update then it should be explained to new planners in the region since the work surrounding it was done several years ago.
- Accessibility measure is in flux as the equity workgroup is discussing it currently.
 - More specificity is needed regarding what destinations should be accessible.
 - Statewide vs regional scale? Include rural areas, recreational destinations, not just urban centers
- Reliability is an important concept to measure. At this point it seems like it's more possible to monitor it, rather than to forecast it. We'll likely need to rely on proxies for forecasting/system evaluation purposes.

The work group came to consensus to forward the memo to the performance work group with a few updates relating to flagging the significance of person throughput to ensure that is included in future monitoring discussions if it cannot yet be forecasted.

III. REGIONAL TRANSIT STRATEGY VISION

Ms Snook described that the work that transit providers have done in the region provides the base for the regional transit strategy vision. Jamie summarized the points discussed on this topic from last meeting.

IV. TriMet's Service Enhancement Vision

Tom Mills presented on TriMet's Service Enhancement Vision. It began in 2011 and included five subareas. Together they provide a 20 year vision for transit in the region. Focused planning was completed in each sub area, which included a lot of listening, review of data, demographic analysis.

V. SMART Master Plan

Stephan Lashbrook presented on the SMART Master Plan. Mr. Lashbrook noted that Wilsonville was unique in that it has nearly as many jobs (19,000) as residents (23,000), and that unfortunately very few of its residents work in Wilsonville (and very few of its workers live there). Some of the big ideas in the plan include:

- Connect to Beaverton, Hillsboro, Portland via Tigard (not Barbur)
- Use WES when WES is not running
- Work with County on a more frequent connection to Oregon City

VI. NEXT STEPS

Ms. Snook reviewed the next steps with the group:

- The group will hear presentations from C-Tran and Portland Streetcar at its September meeting.
- She will send out the revised performance measures memo within a week.
- She will type up and send out the Regional Transit vision (list of points) from the July meeting.
- The next meeting will be held on September 13.

VI. ADJOURN

The meeting at was adjourned at 2:55p.m.

Attachments to the Record:

Item	Topic	Document Date	Description
1	Agenda	8/10/16	August 10, 2016 Meeting Agenda
2	Meeting summary	7/19/16	June Regional Transit Work Group meeting Summary
3	Memo	8/10/16	2018 RTP Performance Measures Recommendations



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

August 17, 2016

Secretary Anthony Foxx
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Federal Docket No. FHWA-2013-0054

Dear Secretary Foxx:

For nearly 50 years, the Portland region has been exploring new ways to efficiently invest our limited transportation funds in ways that reinforce our regional goals:

1. Quality jobs, living wages and a strong economy;
2. Vibrant communities with stable and affordable housing opportunities;
3. Safe and reliable travel options;
4. Clean air and water and a healthy environment;
5. Leadership on climate change; and
6. Equity for all our residents and communities relative to the benefits and burdens of growth and change to the region.

Meeting these ambitious goals requires outcomes-based, performance-driven metrics that focus on the movement of people and goods and their access to destinations, regardless of mode of transportation. To that end, we strongly support the move toward an outcomes-based federal policy for transportation planning. However, we are concerned that FHWA is taking a step backward, toward a single measure of success that focuses only on highways and vehicle speed, rather than the suite of performance measures that are representative of how people and freight truly experience our transportation system.

In the past 10 years, our region has intentionally moved away from measuring success using one or two narrow measures, and has instead focused on a comprehensive array of outcomes that provide a better assessment of where we have been, where we are going, and where we could do better. This broader array of outcomes allows Metro and our partners to better understand the needs of residents and businesses, and implement a variety of tools to meet the region's goals.

In particular, the Portland region intentionally does not define success in our transportation investments by using auto congestion as our only measure of success. While the draft rule released by the USDOT seems to include a range of congestion measures, these measures are all simply variations on vehicle speed and delay, which we have found to be an insufficient barometer of the performance of the entire system, including freight movement.

While auto congestion is an important indicator that we consider in our system performance, it is one of many which are designed to reflect the suite of performance goals our region has adopted, including reliability, freight travel time, accessibility, greenhouse gas emissions, and throughput. In our experience, vehicle speed and delay alone are insufficient indicators of whether the broader transportation system is working to move goods, provide access to jobs and other destinations and protect air quality.

Sole reliance on vehicular-based speed and congestion measures to evaluate transportation system performance could incentivize states and MPOs to adopt strategies that prioritize adding highway capacity for single occupant vehicles rather than a more holistic approach. Roadway capacity focused strategies often have price tags that are unachievable and unsupported by taxpayers, and can result in unintended environmental and equity consequences. This is true both for our region and the national system, and it highlights the importance of measuring and managing data that will help support decision-makers in identifying best policies and investment decisions.

As written, the draft is mostly silent on actually moving people, transporting goods, and accessibility, and instead proposes measures that tend to drive outcomes that are at odds with the USDOT's stated goals of safety, providing transportation options, minimizing transportation-related fuel consumption and air pollution and using transportation services to provide access to ladders of opportunity in an inclusive manner.


We urge you to make significant changes to the draft rule to expand its focus to include the movement of actual people and goods and their access to destinations, regardless of transportation mode, rather than vehicles and speed. If necessary, given the very different realities of transportation systems in metropolitan and non-metropolitan areas, we encourage you to consider separate standards for both. Our region is developing a more balanced set performance measures that are focused on understanding the functioning of the integrated, multi-modal transportation system and whether it is delivering desired outcomes; we encourage you to consider these factors in your national performance measures. Our regional measures include:

- Reliability and safety in the region's multi-modal freight network, which includes moving goods in the highway corridors that serve our industry and ports;
- Accessibility to safe, reliable and affordable connections to essential destinations such as jobs, education, and healthcare, particularly our region's most underserved populations which include people of color, households with lower incomes, people with disabilities, older adults and youth;
- Capacity and modal options in our most traveled corridors so that we can move more people and provide them real choices in selecting their preferred method of travel. This includes transit and bicycling, which carry up to one third of travelers in some of our busiest corridors;
- Existence of persistent bottlenecks, and ability of transportation demand management, improved street connectivity, and systems operations to minimize bottlenecks where continued highway widening would have limited long-term benefit; and

- Changes in regional vehicle miles travelled (VMT) per capita, greenhouse gas emissions, and public health outcomes in order to better link our transportation and land use decisions.

We have directed our MPO staff to provide more specific technical comments on the draft rule in a separate correspondence. We hope these comments will lead to a more effective set of performance measurements that support the national transportation vision we all share and appreciate the opportunity to participate in this review.

Sincerely,



Tom Hughes, President
Metro Council



Craig Dirksen, Chair
Joint Policy Advisory Committee on Transportation (JPACT)



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

August 17, 2016

Secretary Anthony Foxx
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Federal Docket No. FHWA-2016-0016

Dear Secretary Foxx:

Thank you for the opportunity to comment on the regulations aimed at promoting more efficient and effective regional planning as well as enabling unified planning products for each urbanized area (UZA). This proposal is, at its core, a needed reform to current policy. Metro, the Portland region's Metropolitan Planning Organization (MPO), views the proposed coordination and planning area reform as a return to the origins and essence of regional planning. Metro agrees with the USDOT that transportation and the related challenges within urbanized areas are inherently regional in nature and therefore, the best way to address these challenges is action and coordination at the regional level. In the greater Portland region, we have a long tradition of regional collaboration and planning, first with a series of intergovernmental councils dating to the 1950s and, since 1979 when our voters formed Metro, still the nation's only directly elected regional government.

The efficiencies gained by unifying such planning efforts allow for the improved use of tax-payer dollars and result in more comprehensive regional transportation plans. We support the USDOT's recognition of the importance of Metropolitan Planning Organizations and the value of a regional approach to transportation planning, which is reflected in the majority of the text of the current Metropolitan Planning Organization and Planning Area Reform rule and the National Performance Measures rule. We would also encourage the USDOT to specifically include a comprehensive Unified Planning Work Program (UPWP), in addition to the other MPO responsibilities already listed in the draft rule.

However, while Metro supports most of the proposed rule, we have one significant concern regarding the reform language requiring urbanized areas to act as one MPO or have unified planning documents when the urbanized area includes two or more states. Requiring two states to reconcile different MPO land use authorities, governance structures, and other state or regionally mandated requirements through a unified planning process is unrealistic and creates significant political and practical challenges, which may result in lower quality planning products. This is particularly concerning for the Portland region, where our MPO falls under the authority of our directly elected Metro Council. In addition to our voter-approved home rule charter, Metro also possesses other authorities granted through state legislation and administrative rules that are unique to Oregon, yet fully integrated in our metropolitan planning process, including the Regional Transportation Plan. Merging these regional and state authorities and requirements with the Regional Transportation Council (RTC), Clark County Washington's MPO, would significantly undermine Oregon Metro's work and ability to deliver on already committed goals and work products.

Transportation planning is a complex and politically charged process that requires support from citizens, local, county, and state jurisdictions. The support necessary for quality planning needs to account for the political will of all engaged jurisdictions, including at the state level, and must include support from corresponding federal agencies, FHWA and FTA, as well as state DOTs. Even USDOT has acknowledged that reality, locating their regional FHWA offices within state boundaries, rather than based on population centers. This does not preclude coordination between neighboring federal and state agencies, but rather acknowledges that state policies and politics have a significant impact on how MPOs can operate and what tasks they are expected to perform. State laws, complex and differing political environments, as well as differing desires of citizens within different states all lend themselves to continued coordination with neighboring MPOs in different states rather than consolidation.

In order to avoid mandating multi-state areas to negotiate significant structural differences while still encouraging multi-state coordination, we recommend an exemption to the Coordination and Planning Area Reform rule for multi-state urbanized areas if a number of criteria are met. Below, we include examples of our current coordination with Washington State's Regional Transportation Council (RTC). These examples serve as specific coordination measures that USDOT could require.

Our current coordination with RTC allows each MPO to work within their state's goals, structures, and authorities, while ensuring that there is sufficient coordination across state boundaries to achieve good transportation outcomes. Metro and the RTC currently employ the following practices to maintain strong multi-state coordination:

- **Coordinated Transportation Decision Making:** Metro's 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), who have full voting rights on all decisions. All transportation-related actions (including Federal MPO actions) are recommended by JPACT to 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.
- **Standing 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 is made up of representatives from 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 standing Committee meets quarterly and is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use. The Bi-State Coordination Committee has its own charter and is included in the bylaws of both MPOs.
- **Regional Policy Making:** Both the Metro Policy Advisory Committee (MPAC) and the Transportation Policy Advisory Committee (TPAC) provide recommendations to JPACT and the Metro Council. They were established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. Both councils include two officials from Clark County (in Washington State); JPACT's member has full

voting rights. 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.

- **Regional Framework Plan:** The Regional Framework Plan, first adopted in December 1997, addresses transportation, land use (including the urban growth boundary), open space and parks, water supply and watershed management, natural hazards, and coordination with Clark County. The document must be adopted by the JPACT and MPAC council, in order to ensure regional bi-state cooperation.
- **Delineation of Roles:** A Memorandum of Understanding between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. This MOU is reauthorized every three years and was last executed in June 2015.

To ensure that multi-state urbanized areas engage in coordinated planning processes (such as those listed above), without requiring consolidation, Metro recommends the following addition to the proposed rule:

In situations in which multiple MPOs are located within one urbanized area and are also located in different states the recognized MPOs may continue to operate as separate agencies and with separate planning products. However, Multi-state coordination must be represented in a permanent structure such as by-laws, charter amendment, resolution, or a memorandum of understanding in order to avoid changes in coordination. As part of the coordination agreement each state must be represented on charter-recognized decision making committees and boards, with voting rights intact.

Metro is supportive of the general concept and principles of the proposed Metropolitan Planning Organization Coordination and Planning Area Reform. Our comments and position focus on the issue of MPO consolidation in urbanized areas that cross state boundaries. Through the years Metro and RTC have enjoyed successful coordination that does not merit consolidation. We have members from our respective MPOs that sit on advisory committees, with full voting privileges, in each regional jurisdiction both technical staff and elected officials. In the case of the Portland-Clark County urbanized area it is best to encourage jurisdictional coordination rather than force a consolidation that will potentially cause legal challenges and political gridlock. We urge you to consider the suggestion included in this letter, to ensure that multi-state urbanized areas have coordinated planning processes and the flexibility to meet the needs of their state and constituency.

Sincerely,



Tom Hughes, President
Metro Council



Craig Dirksen, Chair
Joint Policy Advisory Committee on Transportation (JPACT)

Getting there with a connected region



Safe • Reliable • Affordable • Healthy

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Regional Leadership Forums

The Metro Council will convene MPAC, JPACT, state legislators and invited community and business leaders in a series of discussions to foster regional leadership and collaboration to address regional transportation challenges.

Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable and affordable ways to get around. Find out more at oregonmetro.gov/rtp.

1

Exploring Big Ideas for Our Transportation Future

Explore challenges, trends and solutions for the future of transportation

Outcome: Identify possible Big Solutions to consider through the 2018 RTP update

April 22,
2016
8-11 a.m.

2

Building the Future We Want

Explore the role we want technology to play and successful campaigns that secured new transportation funding to build their bold vision for the future

Outcome: Identify what we can do together to secure the funding that is needed

Sept. 23
2016
8-11:30 a.m.

3

Transforming Our Vision into Regional Priorities

Define our regional priorities

Outcome: Direction on regional priorities to guide updating policies, projects and strategies

Dec. 2,
2016
8-noon

4

Drafting Our Shared Plan for the Region

Refine our regional transportation plan for public review

Outcome: Direction on refinements to policies, projects and strategies to prepare draft 2018 RTP for public review

Oct.
2017

5

Finalizing Our Shared Plan for the Region

Finalize 2018 Regional Transportation Plan for approval

Outcome: Preliminary action on recommended 2018 RTP for consideration by JPACT and the Metro Council

June
2018

Getting there with a connected region



Building the future we want

2018 REGIONAL TRANSPORTATION PLAN

Regional Leadership Forum 2

DRAFT PROGRAM

8 to 11:30 a.m. Friday, Sept. 23, 2016

Oregon Convention Center, F149-152

777 NE Martin Luther King Jr. Blvd., Portland

#RTP2018



7:30 a.m. Light breakfast and registration

8 a.m. Welcome

John Williams, Metro Deputy Planning Director

The challenge: Are we ready to build the future we want?

Our region is growing and changing and so is the world around us. In Forum 1, you talked about the issues and trends impacting our region's transportation system. You told us:

- The region's transportation system is a shared experience and a shared responsibility.
- We need to define a bold vision for the future of transportation and the role it should play in our communities.
- Our transportation system must be inclusive and benefit all communities and our economy.
- Technology and data will be transformational and are key to a bold vision.
- We need partnerships and leadership to create a great future.

*Speaker
photo*

8:10 a.m. Title TBD

Cyreena Boston Ashby, Deputy Director of Oregon Public Health Institute (confirmed)

Panel 1

The future of transportation: How do we connect our values and vision with technology and our investments?

Case studies from local and national leaders tell the story of what a bold vision for the future of transportation might look like from the experience of leaders actively engaged in envisioning the future with their communities. They will speak to the opportunities and challenges posed by the intersection of technology, transportation, housing and community and what it means for investing in our shared transportation system.

8:20 a.m. What do these trends mean for our future?

Nigel Jacob, Co-Chair, Mayor's Office of New Urban Mechanics in Boston (invited)

Local community leader (to be invited)

Leah Treat, Director, Portland Bureau of Transportation (confirmed)

Moderator: TBD, local community leader

*Speaker
photo*

*Speaker
photo*

*Speaker
photo*

9:00 a.m. Questions and group discussion

- How can we leverage technology to create great places and grow our economy?
- How can we build a transportation system that is inclusive and benefits all families, communities, and our economy?

Moderator: TBD, local community leader

9:25 a.m. Break

Panel 2

Funding our future: What will it take?

We've talked about the transportation trends and challenges facing our region and the needs we have today. We've seen a glimpse of what our shared transportation system could look like in the future. We know the transportation funding landscape is changing and that we don't have the resources needed to invest in all parts of our transportation system.

National leaders of successful transportation funding campaigns in Los Angeles, Alameda County in the Bay Area and Seattle share what it takes to secure new funding to build a 21st century transportation system designed to meet the needs and expectations of people and businesses in their communities.

9:45 a.m. What was their recipe for success?

Denny Zane, Executive Director of Move LA (invited)

*Speaker
photo*

Tess Lengyel, Deputy Director of Planning and Policy for Alameda County Transportation Commission (confirmed)

*Speaker
photo*

Barbara Gray, Deputy Director of the Seattle Department of Transportation
OR Scott Kubly, Director of the Seattle Department of Transportation (invited)

*Speaker
photo*

Moderator: Elissa Gertler, Metro Planning Director

10:45 a.m. Questions and group discussion

We heard what it took for other regions to fund their bold transportation visions:

- ☐ **Bold vision:** A shared transportation system that provides every person and business access to safe, reliable, affordable and healthy ways to get around.
 - ☐ **Strategy:** A holistic approach that links land use and transportation and takes steps to keep the system safe and in good condition, ramp up our investment in transit, technology, biking, and walking, meet seismic needs, and address key freight and roadway bottlenecks.
 - ☐ **Resources:** Building a world-class transportation system requires steady, long-term investment but we don't have the resources we need to invest in all parts of our transportation system.
 - ☐ **Partners:** The Regional Leadership Forums are bringing together new voices and partners to inspire the leadership and innovation needed to build the future we want for our region.
- Does our region have what it takes to be successful?
 - What's missing?
 - How should we move forward together?

Moderator: Elissa Gertler, Metro Planning Director

Preview of December 2 forum: Where do we go from here?

The closing session will set the stage for Forum 3 on December 2, providing an opportunity for participants to ask questions about next steps and identify information they need to answer the questions identified for Forum 3.

We know we have more transportation needs than funding. In Forum 3, we will answer these questions:

- What level of investment should we aspire to?
- What should be the region's top priorities for the next 10 years?
- What other priorities should the region pursue in the long-term?
- How should we work together to fund those priorities?

11:15 a.m. Questions and group discussion

Moderator: **Elissa Gertler**, Metro Planning Director

- What information do you need to answer the questions identified for Forum 3?

11:30 a.m. Adjourn

The Regional Leadership Forum Series

The Metro Council will convene MPAC, JPACT and invited community and business leaders in a series of five discussions to foster regional leadership and collaboration to address regional transportation challenges through the 2018 Regional Transportation Plan.

Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable, affordable and healthy ways to get around. Find out more at oregonmetro.gov/rtp.



#RTP2018





Date: August 17, 2016
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Dan Kaempff, Principal Transportation Planner
Subject: 2019-21 Regional Flexible Funds Allocation Project Review and Evaluation Process

Purpose:

Brief TPAC on the process and timeline for conducting the RFFA project proposals.

Background:

Following the close of the submission period for RFFA Step 2 project proposals on August 26, Metro will begin the process of evaluating the proposals a.) to confirm the project can be initiated within the 2019-21 timeframe, and b.) to assign a numerical technical score based on the appropriate project selection criteria (Active Transportation/Complete Streets or Regional Freight Initiatives.)

Project Readiness Evaluation:

Included with this staff memo for your review is Attachment 1 outlining the summary objectives of the RFFA Project Readiness Evaluation. The main objective of this evaluation is to determine if the application is sufficiently developed allowing the federal delivery transportation process to be initiated (e.g. development of the Intergovernmental Agreement (IGA), Project Prospectus, Project Charter, etc.) with ODOT.

A work group comprised of Metro and ODOT staff will conduct the readiness evaluation. Members include:

- Ken Lobeck – Metro
- Anthony Buczek – Metro
- Michele Thom – ODOT
- David Arena - ODOT

Projects will be evaluated against eight project readiness factors that include:

1. Project scope and deliverables defined.
2. RTP and MTIP verification review.
3. Prior project development work competed.
4. Funding and costs.
5. Required activities within project phases.
6. Phase milestones and project implementation timing.
7. Capacity to deliver the project through the federal project delivery process.
8. Past history in using federal transportation funds.

Attachment 1 outlines the eight readiness factors in more detail. Applicants will be given the opportunity to respond to any issues raised through the project readiness evaluation and provide clarification where

warranted. Any issues raised concerning the overall readiness of a project will be among the factors to be considered by JPACT as they are adopting a final list of projects later this year.

Technical Evaluation:

Each project will be evaluated and assigned a numerical technical score based on the Step 2 criteria adopted through the 2019-21 RFFA Policy document. The criteria and information that will be used to determine numerical scores is illustrated in Attachment 2 to this memo.

Each response in the project application related to the project criteria will be assigned a numerical score of 0-3. Higher scores will be awarded based on how well the project addresses the specific criteria. The numerical score will then be multiplied by a factor of 1-3 to reflect the weighting of those specific criteria.

Invited work group members include:

- Adrian Esteban – TPAC citizen representative
- Cora Potter – TPAC citizen representative
- Eric Hesse – TriMet
- Kelly Brooks – ODOT
- Dan Kaempff – Metro

Ted Leybold of Metro will facilitate this work group. After the project applications have been submitted by August 26, 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, the work group will meet in September to review and discuss project scores, and to submit a detailed list of projects to TPAC as a whole at their September 30 meeting.

Staff Report:

Following the public comment period scheduled to take place in October 2016, Metro staff will prepare a report summarizing the following information:

- the technical scores for each project
- any identified readiness issues and the applicant's responses to those issues
- public comment on the projects

This information will form the basis of the discussion at TPAC in November and December, leading to a recommendation of a proposed project list to JPACT. JPACT and Metro Council are scheduled to take action on a final project list in January 2017.

2019-2021 RFFA Call
Project Readiness Evaluation Objectives

From the RFFA Application Summary:

Nominated projects will be screened by a work group from Metro and ODOT to evaluate:

- *The proposed project's cost methodology and programming. Can the project be completed for the identified funding amounts and within the estimated timeframe?*
- *Current applicant allocation status and progress made on existing projects. What other federally funded projects is the applicant currently working on, and are they on schedule?*
- *Scope of work clarity. Is the proposed project well-defined and does it align with the estimate costs?*

The task of the PR work group will be to create comments on each project related to the questions above (and any additional questions we feel are relevant). Applicants will be given an opportunity to respond to comments on any items that require further clarification. The comments and responses will be a part of the information given to JPACT for their deliberations.

Based on the above guidance, the project readiness review will focus on answering the following question: ***As written and submitted, does the application meet the overall readiness criteria and is sufficiently development to initiate and complete the federal delivery process?*** The technical review will assume the project is funded as requested in the application, and is now being submitted to ODOT to implement the project through the federal project delivery process.

The readiness review will then focus on the following areas:

1. **Project Scope and Deliverables:** Are the various project scope elements clear, relate to the problems, and are the proposed deliverables/improvements reasonable and logical?
2. **RTP and MTIP Review:** Is the project included in the current RTP financially constrained section? Are the RTP costs and project application costs consistent? Is the project already programmed in the MTIP and does the application reflect a logical continuation of the MTIP project?
3. **Prior Project Development Work Completed:** Has the lead agency completed any prior project development work (e.g. project study reports, feasibility studies, etc.) that will assist the project move through PE?
4. **Funding and Costs:** Based on the scope of work, does the project appear to have sufficient funding for all required phases of work?
5. **Project Phase Review:** Does the project identify all required transportation phases and adequately describe the major work activities from Planning through Preliminary Engineering, Right of Way, Utility Relocation, Construction, and the Other phase?

6. ***Phase Milestones and Project Implementation Timing:*** Does the proposed milestone implementation timing appear reasonable and logical within the normal federal transportation delivery process?
7. ***Capacity to Delivery the Project Through the Federal Project Delivery Process:*** Does the project application indicate that the lead agency has sufficient and qualified staffing resources to lead manage, and deliver the project in a timely fashion?
8. ***Past History in Using Federal Transportation Funds:*** Does the applicant have past experiences receiving and managing federal transportation funds? Has there been any past delivery issues?

The readiness review evaluation will address each application and note specific comments or concern related to the eight readiness areas noted above. The applicant lead agency will have the opportunity to respond to the technical review comments. The scoring committee will then be able to evaluate if the lead agency has or has not addressed the technical concern(s), and evaluate the degree the technical concern should factor into the final selection of projects.

Attachment 2
Active Transportation/Complete Streets technical evaluation factors

		Criteria	Application Question	Measurement	Scoring Summary
Highest priority (3x weighting)	1	Project serves communities that have higher than average low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations	“What communities will the proposed project serve? What are the estimated totals of low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations that will benefit from this project, and how will they benefit?”	<ul style="list-style-type: none"> Percentage of equity community members served relative to the regional population Percentage of equity community members served relative to the jurisdiction’s population Other identifying information, include Title 1 school status What are the barriers faced by these communities that the project addresses/overcomes? 	3 points – Project serves 3 or more communities with higher than average relative population levels 2 points – Project serves 1 or 2 communities with average relative population levels 1 point – Project serves 1 community with lower than average relative population levels 0 points – Project does not serve any of the identified communities
	2	Utilizes current plans and data to demonstrate improvements to safety: <ul style="list-style-type: none"> in identified high-crash areas by removing conflicts with freight and other vehicles 	“What safety problem does the proposed project address in an area(s) with higher-than-average levels of fatal and severe crashes? How does the proposed project make people feel safer in an area with high walking and bicycling demand by removing vehicle conflicts?”	<ul style="list-style-type: none"> Relative rate of serious crashes (fatalities, severe injuries) at or in proximity to project area (most recent 5 years data) Description of the current and anticipated levels of bicycling and walking demand in project area Description of how the project design follows planning guidance 	3 points – Project provides significant safety improvements resulting in a much higher-quality user experience at a site with a high rate of both serious crashes and active transportation demand 2 points – Project provides some safety improvements resulting in a better-than-existing user experience at a site with an average rate of both serious crashes and active transportation demand 1 point – Project provides few safety improvements at a site with a low rate of both serious crashes and active transportation demand 0 points – Project provides no safety improvements

Attachment 2
Active Transportation/Complete Streets technical evaluation factors

		Criteria	Application Question	Measurement	Scoring Summary
	3	<p>Improves access to and from priority destinations:</p> <ul style="list-style-type: none"> • Mixed-use centers • Large employment areas (by # of jobs) • Essential services for EJ/underserved communities • Schools, including the extension of Safe Routes to Schools 	<p>“What priority destinations will the proposed project will serve? How will the proposed project improve access to these destinations?”</p>	<ul style="list-style-type: none"> • Region 2040 designation • Description, definition of destinations • Employment, services • Other identifying information, including Title 1 status for schools • “Access to Regional Destinations” – Active Transportation Plan 	<p>3 points – Project provides improved access to 3+ priority destinations; serves needs of EJ/underserved communities 2 points – Project provides improved access to 2 priority destinations; serves needs of EJ/underserved communities 1 point – Project provides improved access to 1 priority destination 0 points – Project does not improve access to priority destinations</p>
	4	<p>Serves high density or projected high growth areas</p>	<p>“How will the proposed project support the existing and planned housing/employment densities in the project area?”</p>	<ul style="list-style-type: none"> • Description of current and projected population and employment levels, and planned development the project will serve 	<p>3 points – Project serves and supports a designated regional center or area with high levels of existing or projected housing/employment 2 points – Project serves and supports a designated regional center or area with moderate levels of existing or projected housing/employment 1 point – Project serves and supports a designated regional center or area with low levels of existing or projected housing/employment 0 points – Project does not serve a designated regional center or area</p>

Attachment 2
Active Transportation/Complete Streets technical evaluation factors

		Criteria	Application Question	Measurement	Scoring Summary
Higher priority (2x weighting)	5	Project completes a gap or improves a deficiency in the regional Active Transportation network	“How does the proposed project complete a gap or improve a deficiency in the Regional Active Transportation network?”	<ul style="list-style-type: none"> Project fills a gap or deficiency as identified in Regional Active Transportation Plan or local TSP 	<p>3 points – Project fills gap or deficiency on the Regional AT bicycle and/or pedestrian network AND removes a major barrier</p> <p>2 points – Project fills gap or deficiency on the Regional AT bicycle and/or pedestrian network</p> <p>1 point – Project fills gap or deficiency on local Active Transportation bicycle and/or pedestrian network connecting to the Regional AT network</p> <p>0 points – Project does not add a facility or address a gap or deficiency</p>
	6	Increase in use/ridership by providing a good user experience (refer to Active Transportation design criteria)	“What design elements of the proposed project will lead to increased use of Active Transportation modes by providing a good user experience/increasing user comfort?”	<ul style="list-style-type: none"> See Application Packet Appendix C – Active Transportation Design Guidelines 	<p>3 points – On-Street: Project includes 5 or more design elements in checklist or provides physical separation from vehicle traffic Trails: Minimum 12’ trail width + 4 or more design elements</p> <p>2 points – On-Street: Project includes 5 or more design elements in checklist, not physically separated Trails: Minimum 12’ trail width with 3 or more design elements in checklist</p> <p>1 point – On-Street: Project includes 3 or more elements in checklist Trails: Minimum 10’ trail width with 3 or more design elements in checklist</p> <p>0 points – On-Street or Trails: Project includes fewer than three elements in checklist</p>

Attachment 2
Active Transportation/Complete Streets technical evaluation factors

		Criteria	Application Question	Measurement	Scoring Summary
	7	Completes the “last mile” connection between transit and employment sites/areas	“How does the proposed project complete a so-called ‘last-mile’ connection between a transit stop/station and an employment area(s)?”	<ul style="list-style-type: none"> • Description of the transit service the project connects to • Description of the employment area served • Projected use of the connection (# of riders/passengers, opened access to employment, etc.) 	3 points – Project links frequent service/high capacity transit to employment areas with higher than regional average number of jobs 2 points – Project links regular service or better transit to employment areas with a regional average number of jobs 1 point – Project links regular or less frequent transit to employment areas with lower than regional average number of jobs 0 points – Project does not complete a last-mile connection
Priority (1x weighting)	8	Includes outreach/education/engagement component	“How the public will be engaged relative to the proposed project? Include description of engagement during project development and construction, as well as demand management efforts to increase public awareness and utilization of the project post-construction.”	<ul style="list-style-type: none"> • Description of public engagement strategies (pre, during construction) • Description of on-going demand management efforts (post-construction) 	3 points – Project includes extensive public engagement throughout the development and construction phases, plus strategies for demand management and other on-going efforts, including wayfinding signage 2 points – Project includes some public engagement and demand management strategies 1 point – Project includes either public engagement and demand management strategies 0 points – Project does not include either public engagement and demand management strategies

Attachment 2
Active Transportation/Complete Streets technical evaluation factors

		Criteria	Application Question	Measurement	Scoring Summary
	9	Can leverage (or prepare projects for) new or competitive funds	"What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project?"	<ul style="list-style-type: none"> • Description of all funding sources, amounts necessary for this project to be completed • Are regional funds being used to complete a funding package, or are they the initial commitment? • Declaration of the surety of receiving additional funding – certain, probable, competitive, etc. 	3 points – Flexible funds leverage more than 50 percent of total project cost 2 points – Flexible funds leverage more than 25 percent of total project cost 1 point – Flexible funds leverage more than 10.27 percent of total project cost 0 point – Flexible funds leverage only the required 10.27 percent of total project cost
	10	Reduces need for highway expansion	"How will the proposed project provide people with improved options to driving in a congested corridor?"	<ul style="list-style-type: none"> • Description of the relevant street/corridor's traffic volumes/patterns • Description of the project's anticipated impact – # of additional AT trips, mode shift, etc. 	3 points – Project provides an alternative in a corridor that is severely congested 2 points – Project provides an alternative in a corridor that is moderately congested 1 point – Project provides an alternative in a corridor that is lightly congested 0 points – Project is not located in a congested corridor

Attachment 2
Regional Freight Initiatives technical evaluation factors

		Criteria	Application Question	Measurement	Scoring Summary
Highest priority (3x weighting)	1	Can leverage (or prepare projects for) new or competitive funds	“What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project?”	<ul style="list-style-type: none"> • Description of all funding sources, amounts necessary for this project to be completed • Are regional funds being used to complete a funding package, or are they the initial commitment? • Declaration of the surety of receiving additional funding – certain, probable, competitive, etc. 	3 points – Project has secured all other necessary funding; flexible funds represent the final or entire portion 2 points – Project has identified likely sources for all other necessary funding; flexible funds are necessary to secure 1 point – Project has not yet identified or secured other funding; may be able to secure funding if flexible funds are awarded 0 point – Project does not leverage additional funding
	2	Reduces freight vehicle delay	“Describe the freight vehicle delay problem and how the proposed project will reduce this problem.”	<ul style="list-style-type: none"> • Time(s) of day or frequency of events in which the facility experiences delay • Average length of individual vehicle delay • Length of time the facility experiences delay • Comparison of existing operations to vehicle mobility target (V/C), particularly 9am-3pm 	3 points – Project will improve a facility experiencing significant levels of delay during 9 a.m. – 3 p.m. 2 points – Project will improve a facility experiencing moderate levels of delay 9 a.m. – 3 p.m. 1 point – Project will improve a facility experiencing delay during the a.m. or p.m. peak 0 points – Project does not reduce freight vehicle delay or is not addressing a delay issue
	3	Project increases freight access to: <ul style="list-style-type: none"> • Industrial lands • Employment centers & local businesses • Rail facilities for regional shippers 	“How will the proposed project increase freight access to industrial lands, employment centers and local businesses, and/or rail facilities for regional shippers?”	<ul style="list-style-type: none"> • Description of the lands, centers or facilities the project will serve • What economic sectors will benefit from this investment? 	3 points – Project provides access to prioritized lands which support high-value economic sectors 2 points – Project provides access to prioritized lands which support medium-value economic sectors 1 points – Project provides access to prioritized lands which support low-value economic sectors 0 point – Project does not provides access to priority lands

Attachment 2

Regional Freight Initiatives technical evaluation factors

		Criteria	Application Question	Measurement	Scoring Summary
	4	Projects that help green the economy and offer economic opportunities for EJ/underserved communities	“How will the proposed project help support economic sectors that are low-carbon and resource efficient? How will the proposed project offer economic opportunities for Environmental Justice or underserved communities?”	<ul style="list-style-type: none"> • Description of how the project supports and catalyzes low-carbon and resource efficient economic sectors • Description of the economic opportunities and benefits the project will provide to EJ/underserved communities; number of current + projected new jobs + workforce development/apprentice opportunities resulting from project • Description of the contracting opportunities (for design and construction work) for MWSEB 	<p>3 points – Project directly supports/catalyzes low-carbon and resource efficient economic sectors and offers economic opportunities for EJ/underserved communities</p> <p>2 points – Project indirectly supports/catalyzes low-carbon and resource efficient economic sectors AND may offer economic opportunities for EJ/underserved communities</p> <p>1 points – Project indirectly supports/catalyzes low-carbon and resource efficient economic sectors OR may offer economic opportunities for EJ/underserved communities</p> <p>0 point – Project has a low possibility to either support/catalyze low-carbon and resource efficient economic sectors or offer economic opportunities for EJ/underserved communities</p>
Higher priority (2x weighting)	5	Improves safety by removing conflicts with active transportation or other modes, and/or provides adequate mitigation for any potential conflicts	“How will the proposed project improve safety? Describe how conflicts between freight vehicles and active transportation or other modes will be removed or mitigated.”	<ul style="list-style-type: none"> • Description of the modal conflicts present • Description of how project will remove or mitigate modal conflicts while improving safety and mobility for each mode • Preferred design standard = NACTO 	<p>3 points – Project provides convenient fully grade separated and protected facilities for bicycles and pedestrians, signalized or RRFB crossings</p> <p>2 points – Project provides improved facilities for bicycles and pedestrians (6’ + wide bike lane, buffered sidewalk or min. 10’ wide), marked and signed crosswalks</p> <p>1 point – Project provides minimum standard bicycle lane and sidewalks</p> <p>0 points – Project does not improve existing safety conditions</p>

Attachment 2

Regional Freight Initiatives technical evaluation factors

		Criteria	Application Question	Measurement	Scoring Summary
	6	Reduces air toxics or particulate matter	“How will the proposed project reduce air toxics or particulate matter in the project area? What is the current air quality condition of the project area? What strategies (e.g. diesel retrofit trucks, engine change outs, etc.) will be used during construction and after the implementation (e.g. diesel retrofit trucks, etc.) of the project to reduce air pollution?”	<ul style="list-style-type: none"> • Description of air toxics and particulate matter conditions in project area (see maps in resource guide) • Description of freight VMT and congestion reduction to reduce source pollution related to freight vehicle traffic • Strategies the project will employ in construction and beyond to reduce air toxics and particulate matter pollution 	<p>3 points – Project reduces freight VMT and vehicle traffic AND employs air pollution mitigation strategies in areas with highest concentrations of air toxic and particulate matter pollution</p> <p>2 points – Project reduces freight VMT and vehicle traffic in areas with highest concentrations of air toxic and particulate matter pollution</p> <p>1 point – Project reduces freight VMT and vehicle traffic in areas with medium or low concentrations of air toxics and particulate matter pollution</p> <p>0 points – Project does not reduce freight VMT, but mainly addresses vehicle traffic</p>
	7	Reduces impacts to EJ communities (e.g., reduced noise, land use conflict, emissions)	“Describe the EJ communities which are in proximity to the proposed project area. How will the project reduce the impacts of freight movement on these communities (e.g. reduced noise, traffic, land use conflicts, emissions, etc.)?”	<ul style="list-style-type: none"> • Percentage of equity community members in the project area relative to the regional population • Percentage of equity community members in the project area relative to the jurisdiction’s population • Impacts faced by these communities that the project addresses/overcomes • Engagement conducted or will be conducted to identify the impacts of most concern to the communities and strategies to mitigate these impacts 	<p>3 points – Project conducts engagement and reduces impacts to an area that is comprised of 30 percent or more EJ communities</p> <p>2 points – Project conducts engagement and reduces impacts to an area that is comprised of 20 percent or more EJ communities</p> <p>1 point – Project reduces impacts to an area that is comprised of 10 percent or more EJ communities</p> <p>0 points – Project reduces impacts to an area that is comprised of 0 percent EJ communities</p>
	8	Increases freight reliability	“Describe the freight reliability issues the proposed project is intended to address. What are the anticipated improvements to reliability this project will deliver?”	<ul style="list-style-type: none"> • Description of the reliability issues; their causes, frequency and the impacts created by the lack of reliability • Description of how the project will improve this measure 	<p>3 points – Project...addresses documented source of unreliability with proven and documented solution</p> <p>2 points – Project...addresses a location with known reliability issues with proven solution</p> <p>1 point – Project...addresses a location with known reliability issues with a solution that may improve reliability</p> <p>0 points – Project...does not directly address reliability</p>

Attachment 2
Regional Freight Initiatives technical evaluation factors

		Criteria	Application Question	Measurement	Scoring Summary
Priority (1x weighting)	9	May not get funding otherwise	"Why may the proposed project not be eligible to receive funding from other potential sources?"	<ul style="list-style-type: none"> Description of reasons project is not eligible or uncompetitive for other funding sources Description of other attempts to secure funding for project 	3 points – Project is not eligible for other funding sources due to low amount of funding needed not meeting minimum threshold of other funding sources 2 points – Project does not appear to be competitive for other funding sources due to technical reasons 1 point – Project could be funded from another source 0 points – Project could be funded from multiple sources
	10	Reduces need for highway expansion	"Describe how the proposed project reduces the need to expand highway capacity."	<ul style="list-style-type: none"> Description of the project's relative impact on a congested highway corridor; how the project will reduce the need to expand highway capacity 	3 points – Project focuses on cost-effective solutions to more efficiently manage the existing infrastructure (e.g. signal management or geometric optimization rather than expansion) 1 point – Project includes solutions to manage the existing infrastructure along with minor expansion in capacity 0 points – Project is entirely addition of highway capacity
	11	Addresses issues and improves connectivity among multiple freight modes	"Describe how the proposed project addresses issues and improves connectivity among multiple freight modes."	<ul style="list-style-type: none"> Description of the various freight mode connectivity issues; how the project improves upon them¹ 	3 points – Project improves an existing or creates a new connection with other freight modes at a major intersection or major freight hub 2 points – Project improves an existing or creates a new connection with other freight modes at a minor intersection or minor freight hub 1 point – Project makes minor improvements an existing connection with freight modes (e.g. improved turning radii, added turn lane storage) 0 points – Project does not improve connectivity with other freight modes

¹ https://www.oregon.gov/ODOT/TD/TP/OFAC/201509_FreightProjectAttributes.pdf



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

To: TPAC and Interested Parties

From: Ted Leybold

Date: August 18, 2016

Re: ODOT Local Project Delivery Initiatives Update

ODOT has initiated efforts to improve the on-time delivery of federally funded projects led by local agencies. These initiatives were announced at a workshop in late June and include elements such as updates to the local agency certification process, the state fund exchange program, and local agency training.

Part of this effort will be the creation of a Certification User Group to improve the delivery of certified local agency projects.

Attached is a summary of the workshop proceedings and a draft charter under development for the new certification user group.

At the TPAC meeting, we will share the information provided by ODOT on this initiative, discuss what further information you are interested in obtaining, and receive any input you may have to share with ODOT staff.

Improving Delivery of Local Transportation Projects



Workshop Summary

Overview

Federal and state funds are two major sources of revenue that help deliver transportation projects throughout Oregon. Using federal funds requires the projects to follow certain requirements and can create a time-consuming process that holds up project delivery. Still, federal funds are a vital resource for the state in creating a safe, efficient, and reliable multimodal transportation system. One of ODOT's most important roles is to help local agencies effectively deliver federally-funded transportation projects.

Why is this important?

When local agencies don't take advantage of federal funds for their projects, that pool of unused funds grows. In order to make sure those federal funds are used, ODOT sometimes moves the funds to state projects. This is not only inefficient but also reduces the number and quality of transportation projects that local agencies could deliver. Not all agencies are equipped to deliver federally-funded projects, however, so ODOT is looking at how to strike the right balance among all the different elements involved.

How do we do this?

- Provide state funds for some local public agencies (LPAs) projects
- Provide clearer delivery options for agencies in Transportation Management Areas (TMAs)
- Establish obligation targets for federal funds in TMAs

Our goal is to create a program that makes maximum use of the transportation funding we receive in Oregon. This means providing as much local ownership as the funding constraints and programmatic requirements will allow.

What is being impacted?

1. ODOT is state funding four federal funding sources: All Roads Transportation Safety (ARTS), Active Transportation Discretionary, Local Bridge, & Enhance. All LPA projects are eligible, subject to the limitations below:

- Projects up to \$5 million outside TMAs
- Projects up to \$1 million inside TMAs
- Federal share is exchanged at 94 cents on the dollar
- Local agencies invoice ODOT up to the exchanged amount
- Unspent state funds returned to funding program
- **Current Surface Transportation Program (STP) Fund Exchange is unaffected**

2. ODOT is streamlining delivery methods for agencies in the TMAs. LPAs have three options for delivering federal-aid transportation projects:

- Certified project delivery
- Certified project delivery on behalf of a non-certified agency
- State fund projects up to \$1 million

Improving Delivery of Local Transportation Projects



State Funded Local Projects (Examples)

The three tables below show hypothetical \$2 million projects in ARTS, Local Bridge, and Enhance programs. In each situation, the project is scoped as federal and the LPA invoices ODOT up to the state share of total project costs. State funds are expended first on ARTS & Local Bridge, meaning if the LPA can deliver the project for less than the state share, no local funds are expended. Enhance project invoices will be reimbursed at a ratio based on the local match and over match. In the example below, ODOT would reimburse about \$0.50 for every dollar up to the state share. Any project savings on the state share are returned to the funding source.

ARTS Project at Award and Exchange					
	Total	Federal Share (100%)	Min. Req. Local Match	Local Overmatch	Total Local \$
Awarded	\$2,000,000	\$2,000,000	\$0	N/A	\$0
		State Share (94% of Federal Share)			
Exchange	\$2,000,000	\$1,880,000	\$0	N/A	\$120,000

Local Bridge Project at Award and Exchange					
	Total	Federal Share (89.73%)	Min. Req. Local Match	Local Overmatch	Total Local \$
Awarded	\$2,000,000	\$1,794,600	\$205,400	N/A	\$205,400
		State Share (94% of Federal Share)			
Exchange	\$2,000,000	\$1,686,924	\$102,700	N/A	\$313,076

Enhance Project at Award and Exchange					
	Total	Federal Share (89.73%)	Min. Req. Local Match	Local Overmatch	Total Local \$
Awarded	\$2,000,000	\$1,000,000	\$102,700	\$897,300	\$1,000,000
		State Share (94% of Federal Share)			
Exchange	\$2,000,000	\$940,000	\$102,700	\$897,300	\$1,060,000

Assumptions

1. All projects are scoped and selected as federal
2. Projects can be delivered more efficiently with state dollars
3. If no future funding package, projects will remain federal
4. State funds are spent first (up to state share) followed by local agency dollars if necessary (except for cost-split situations like the Enhance example)
5. ARTS and Local Bridge projects are 'needs' while Enhance projects are 'wants'

Improving Delivery of Local Transportation Projects



Transportation Management Area (TMA) Project Delivery Methods

For LPAs in the Portland, Salem, and Eugene metropolitan areas, ODOT proposes three delivery options:

1. Certified LPAs: LPAs must be certified in all disciplines to deliver federal-aid projects
2. Certified LPAs on Behalf: If not certified, LPA must have a certified LPA deliver for them
3. State funded: ARTS, AT Discretionary, Local Bridge, and Enhance projects under \$1 million will be state funded

Certified LPAs

The Certification Program is being refined to focus on:

- LPAs located inside TMA boundaries
- LPAs with 5 or more projects in the last 4 STIP cycles

Additionally, certification will require all discipline elements, as the graphic below shows.

Most LPAs meeting these criteria are already engaged with the Certification Program.

Non-Certified LPAs

Non-certified LPAs can either:

- Have their federal project delivered by another agency that is certified or
- State fund their project up to \$1 million in total project cost
- Additionally, TMAs will be able to state fund a portion of their Surface Transportation Program Urban (STP-U) and Transportation Alternative Program (TAP) funds. TMAs will determine which projects to apply these state funds to



Contacts

If you have any questions, comments, or need additional information, please contact the following staff:

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7/29/2016

DRAFT CHARTER

ODOT Certification User Group

Steering Committee Markup v4

Incorporates edits:

- Suggested by participants of 6/21/16 Workshop Review by Project Team 6/30/16, 7/6/16
- Steering Committee revisions 7/29/16

Outstanding June 21 Workshop comments are highlighted in gray

Edits to V4 are printed in red

Suggested items for further Steering Committee discussion are printed in blue



Mission / Purpose

Streamline and improve the delivery of certified local public agency federal aid transportation projects for Oregon by:

- Recommending and coordinating training to improve understanding of regulations, requirements, and processes;
- Providing a forum for sharing Information and best practices;
- Facilitating ongoing communication and further development of relationships within and among ODOT, federal agencies, and local public agencies; and
- Providing a means for ODOT and local public agencies to improve coordination and efficient use of resources.

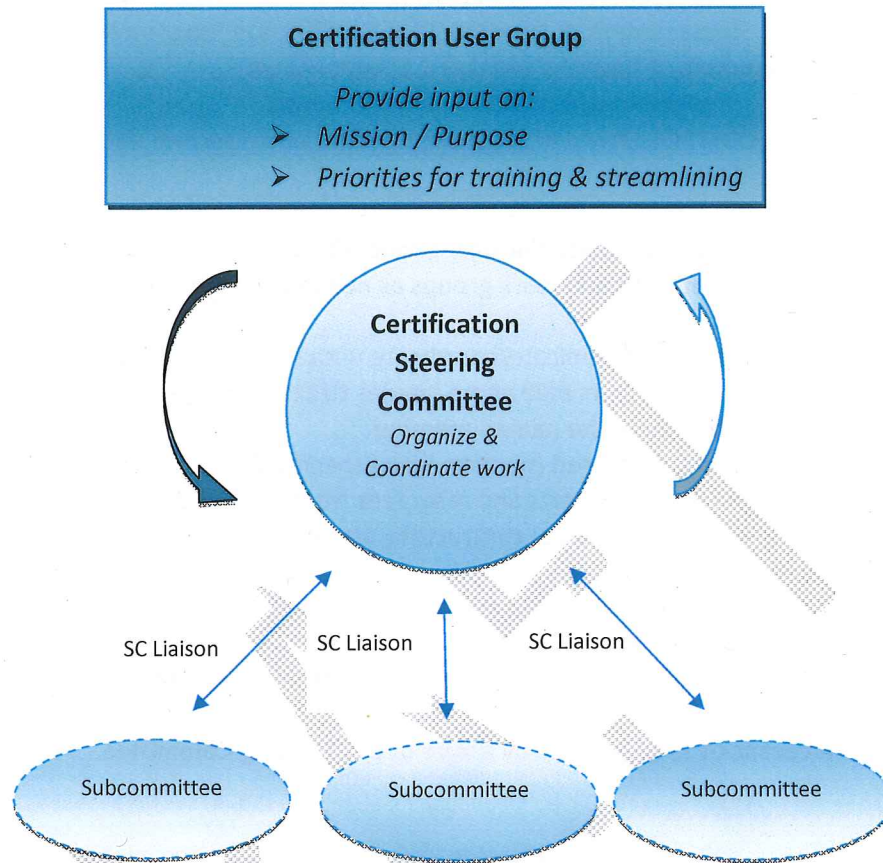
User Group Membership

- Local Public Agencies who meet one or more of the following criteria:
 - All agencies within Transportation Management Areas (TMAs).
 - Agencies outside of TMAs that are currently involved in or interested in the Certification Program.
- Associations of cities and counties in Oregon whose members meet the above criteria.
- ODOT Representatives in the following capacities:
 - Certification Program / Active Transportation
 - Subject Matter Experts in areas of Certification, including Design, Construction, Procurement, Contracting (Region and Headquarters)
 - Region liaisons, Civil Rights, Legal, and Environmental Advisors
 - Local Technical Assistance Program (LTAP, aka T2)
- Federal Highway Administration, Oregon Division
- Metropolitan Planning Organizations (MPOs) engaged in transportation project planning and delivery involving the use of federal funds
- Representatives of ODOT Leadership Teams

Guiding Principles

1. **Partner for success**
 - Increase project ownership, responsibility, and accountability by LPAs
 - Partner with MPOs/LPAs to increase obligation rates
 - Improve communication/coordination between external and internal stakeholders in delivery of federally funded projects
 - Streamline the certification process
 - Build trust and provide mutual support and flexibility
2. **Efficient delivery of projects**
 - Streamline project delivery
 - Provide options for Local Agencies
 - Develop sustainable practices
 - Implement best practices while adhering to Federal laws and regulations
3. **Effective oversight**
 - Move ODOT towards oversight role; i.e. away from day-to-day project management.
 - Risk-based approach (mirroring FHWA)
 - Coordinate program improvements

Certification User Group Organizational Model



Structure & Roles

Overall User Group

Members: All participants noted above in "**User Group Membership**"

Roles and responsibilities of members, individually and collectively:

- Provide input on and formulate recommendations to ODOT suggested by the Steering Committee, workgroups, committees, or from the membership at large
- ~~Nominate~~ **Elect** the Steering Committee
- **Provide input and feedback to** ~~Approve~~ the work plans of the Steering Committee and subcommittees
- Share information about best practices for project delivery with other members of the CUG and develop cooperative relationships
- Serve on subcommittees and participate in annual / semi-annual CUG conferences and training sessions

Steering Committee –

- Standing executive committee of the CUG consisting of 9-12 members nominated by the Overall User Group.
 - 5 representatives from LPAs (2 cities, 2 counties, 1 MPO)
 - 4 representatives from ODOT (1 Certification Program Manager, 1 Executive Management, **1 Regional Manager, 1 Regional LAL**)
 - 1 representative from FHWA, non-voting.
- Co-Chaired by ODOT Certification Program Manager and a second non-ODOT Co-Chair selected by the Steering Committee
- Roles:
 - Guide, plan, and coordinate the User Group effort
 - Create subcommittees and work groups as needed to prioritize and accomplish specific tasks or objectives
 - Select a liaison to communicate/coordinate with each subcommittee
- **Steering committee members may name proxies to attend in their absence with full rights, privileges, and authority of the named member**
- **Term: three (3) years, staggered (no term limits specified)**
- **Resources: subject matter experts and resources from ODOT Administration, LTAP, local agencies, and FHWA (consultants, contractors, and ACEC and AGC members resources are available as needed)**
- **Quorum for Steering Committee meetings: Six (6) members, including at least one each from ODOT and Local Public Agencies**
- **Nominations via annual ad hoc Nominating Committees, presented to the User Group for approval**
- **Mid-term vacancies shall be filled by a vote of the Steering Committee**

Provisional Steering Committee – Provided for reference – not to be included in Charter

- ▶ LPAs
 - Jenifer Willer - Eugene
 - Cynthia Schmitt - Marion Co.
 - Riad Alharithi – Mult. Co.
 - Dan Layden – City of Portland
 - Ted Leybold – Metro
- ▶ ODOT
 - Tiffany Hamilton – Cert Program
 - Bob Pappé – Headquarters
 - David Kim – Region 1
 - **Region LAL** (Vacant)
- ▶ FHWA – non voting
 - Satvinder Sandhu

Subcommittees (as established by the Steering Committee) with following roles:

- ▶ **Members:**
 - **Subject matter experts/resources and interested CUG members committed to performing work to accomplish the committee's mission**

- **Roles and Responsibilities:**
 - Plan, review and conduct defined areas of responsibility on behalf of the User Group as directed by the Steering Committee
 - Recommend specific courses of action for the User Group, subject to review by the Steering Committee **and the CUG membership**
- **Subcommittee Liaisons:**
 - Attend meetings of both the Steering Committee and, as needed, the Subcommittee
 - Report progress and recommendations to Steering Committee
 - Communicate direction, work plan, and requests for information from Steering Committee to Subcommittee

➤ **For Steering Committee Discussion: Should standing subcommittees be named in Charter? Initial Subcommittees are: Finance, Standards, Training, and Process. Topics may change depending on need.**

Workshop Comments & Questions:	Response:
• Should standing subcommittees be named in Charter?	Refer to SC. Topics may change depending on need.
• Should subcommittees always ensure representation of LPAs?	Generally, yes, but recommend leaving flexible as participation depends on topic and availability.
• Are subcommittees intended to be 'representative' in nature or experts on a subject?	Both.

ODOT Roles: Manage overall process, be a resource, listen to input, and make decisions on recommendations.

- Manage overall process
- Make decisions based on input and recommendations
- Provide guidance/expertise on existing regulations/processes (be a resource)

Workshop Comments & Questions:	Response:
• More detail on ODOT roles/responsibilities?	See above.

FHWA Roles: Provide guidance and expertise on Federal regulations and processes, **and approvals to recommended process changes.**

Workshop Comments & Questions:	Response:
• More detail on FHWA roles/responsibilities?	See above.

Nominating Committee

A *Nominating Committee* shall be established annually by the Steering Committee (or should this be the CUG?). The Nominating Committee shall identify and recommend members of the CUG to fill expiring terms and vacancies of the Steering Committee. Upon selection of said members, the nominating committee shall disband.

Operating Agreements

- *For Steering Committee Discussion: Following are 'Operating Agreements' for SC Discussion. Note – These are logistical items, not discussed at June 21 workshop. These agreements are intended to be included in the Charter.*

Meeting Guidelines (i.e. Ground Rules)

Meeting Process –

- Discussion Guidelines
- Decision making process

Meetings / Schedule -

- SC - monthly/bi-monthly/ad hoc – may be sponsored by LPAs
- UG - annual/semi-annual conf
- Subcommittees - ad hoc
- Minutes taken by ODOT staff
- Facilitation provided by external facilitator

Funding – Training/conference fees



Date: August 18, 2016
To: Transportation Policy Alternatives Committee and Interested Parties
From: Ted Leybold, Planning Manager
Lake McTighe, Senior Transportation Planner
Subject: Proposed process for identifying a menu of regional active transportation projects and allocating RFFA Step 1.B. project development funds to regional active transportation projects

Purpose

Receive input from TPAC on the proposed process, timeline, and technical work group membership to identify a menu of active transportation projects that decision makers could draw from for new funding sources, and a process for allocating regional active transportation project development funds.

Background

In June, the Metro Council adopted the 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement ("MTIP Policy Report").¹ The MTIP Policy Report provides policy direction based on the following themes:

- Using flexible funds in a manner that puts the region in a strong position to compete for and leverage additional sources of revenue, including federal funding programs in the FAST Act, a possible new transportation funding bill to be considered in the 2017 state legislative session, the possibility of a regional funding measure.²
- Developing 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.
- Strategically investing flexible funds to do development work on a package of major projects in order to have a pipeline of specific throughway, transit, and active transportation projects that are ready to leverage new funding opportunities.

To implement regional policy, the MTIP Policy Report recommended bonding \$3.78 million of the Step 2 regional flexible funds to be used to develop a selected package of improvements to address regional active transportation needs and freeway interchanges or arterials.³

¹ Resolution No. 16-4702

² Fixing America's Surface Transportation (FAST) Act, passed by Congress in late 2015

³ Refer to Step 1.B. Project Development Bond in the 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement. Project development for high capacity transit is addressed in Step 1.A. Bond Commitment for Regional High Capacity Transit.

Of those bonded funds, \$2 million is 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. It is required that before project development can proceed, candidate projects must be approved by JPACT.”⁴

The MTIP Policy Report directs that “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.”

Attachment A outlines a proposed process by which to identify a menu of regional active transportation projects, which could move forward as new funding becomes available, and to allocate the \$2 million of the RFFA Step 1.B. project development funds to regional active transportation projects.

⁴ Step 1.B. Project Development Bond, 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement

Proposed Regional Active Transportation Project Development Process & Allocation of RFFA Step 1.B. Project Development Funds

Introduction

An overall theme of the 2019-21 Regional Flexible Fund Allocation (RFFA) cycle is to strategically leverage funding to position the region to win federal, state and local transportation funding increases. This approach led JPACT and the Metro Council to direct a portion of the 2019-2021 regional flexible funds to be used for project development to support preparing a package of throughway, arterial, high capacity transit, and active transportation projects to address several of the region's most urgent transportation needs.¹

Of the project development funds, up to \$2 million is available for project development of regional active transportation projects - getting projects to a state of "readiness" such that Metro and local agencies are confident that the projects could be delivered on-time, on-budget and as-described to the public when new federal, state and/or regional funding is available. Projects at the Design Acceptance Package ("DAP") level (30% designed) are considered to be at a state of "readiness." It is required that before project development can proceed, candidate projects must be approved by JPACT.

An overarching goal of the proposed process outlined here is to result in **a package of regional active transportation projects** that:

- Provides a pipeline of specific active transportation projects that are ready to leverage new federal, state and regional funding opportunities – resources that might not otherwise be available without a package of projects.
- Strategically supports development of the front end active transportation investment needs (2018-2027) of the 2018 Regional Transportation Plan.

Recommended Approach

Following the process outlined below, Metro recommends that the total \$2 million in project development revenue be used to further develop active transportation projects in preparation for potential federal, state and/or regional funding.

The need for project development

Historically, active transportation projects have been less competitive than auto and transit projects because of the lack of a pipeline of projects – while the region has a set of specific roadway and transit projects that decision makers are ready to get behind, the same cannot be said for a regional package of active transportation projects. Allocating \$2 million will provide project development funding for approximately \$40 million of active transportation projects; allocating \$1 million will provide project development funding for approximately \$20 million of active transportation projects, etc. If the funds were allocated for capital

¹ Step 1.B. of the 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement included \$3.78 million of flexible funds be used to generate approximately \$12 million in bond revenue. Of this \$12 million, \$10 million is to be used to support arterial and related project development associated with efforts already initiated by ODOT to develop projects to address three major regional bottlenecks. The remaining \$2 million is to support project development for active transportation projects.

projects, \$2 million would fund approximately 20 enhanced pedestrian crossings in the region, or one to two miles of sidewalk.

The recommended process would produce *two distinct products – Part 1 and Part 2*:

Part 1: Menu of regional active transportation projects for regional decision-makers to draw from as new funding efforts move forward or new funding is identified.

Projects included in the menu will be at a level of “readiness” such that they could be confidently implemented; therefore, all projects on the menu will ultimately need to have either local or regional project development funding identified.

The “size and make-up” of the menu will be determined by several factors: 1) local priorities; 2) the amount of local project development funds and resources leveraged by the regional project development funds; 2 3) the feasibility of completing project development and constructing the projects.

Metro recommends using some of the project development revenue (approximately \$100 thousand) to provide return-on-investment analysis showing the economic, access, safety, health and environmental benefits of the menu of active transportation projects to people in the region. Materials with images, graphics and schematics that help the public understand the breadth and impact of the regional active transportation investments once implemented would be developed. Consultant services for this effort could be utilized.

Part 2: List of projects to receive RFFA Step 1.B. Project Development Funds. This list may be subset of the menu developed in Part 1, or it may be the entire package of regional active transportation projects, depending on the size and make-up of the package as determined by the factors listed in Part 1. Agencies without capacity to administer project development activities within the necessary time frame may utilize other agency staff (e.g. Metro or partner jurisdiction) or consultant support for projects located in their jurisdiction. Metro will consider administering a region-wide consultant contract for agencies wishing to have projects administered in this manner should they have staff capacity limitations.

Roles and Responsibilities

- **Metro staff** develops an illustrative menu of projects as a starting place; develops recommendation on allocation the project development revenue (with input from TPAC and Technical Work Group); manages process.
- **TPAC** provides input throughout process, including the package of projects and allocation of regional project development funds.
- **Technical Work Group** (comprised of TPAC representatives, jurisdiction/agency bicycle and pedestrian staff, and bicycle and pedestrian advocacy groups) provides technical expertise; provides community and jurisdiction input; refines the package of projects.
- **Jurisdictions/agencies** provide information and details for project list.
- **JPACT Finance Sub-Committee** provides direction to JPACT and Metro Council.
- **JPACT and Metro Council** develop final package of regional active transportation projects for future funding.

² \$2 million will provide project development funding for approximately \$40 million of active transportation projects.

Process to Identify Part 1: Menu of Regional Active Transportation Projects

As a starting place, Metro staff will provide an illustrative menu of projects. The menu of projects will be based on active transportation projects in 2014 Regional Transportation Plan identified for completion in the 2014-2017 and 2018-2024 timeframe (removing projects that are already funded or do not help complete the regional active transportation network), project “buckets” such as Safe Routes to School, Safe Crossings, and Access to Transit, and regional active transportation demonstration projects identified by agencies in 2010-12.

At its August 26 meeting, TPAC will provide input on the proposed approach to developing the menu of projects and nominating projects to receive project development funds.

In September and October the Technical Work Group refines and confirms criteria used to refine the illustrative menu of projects. Over at least two meetings, the Technical Work Group will refine the menu of projects, adding and removing projects, based on agency and community priorities, to develop the proposed package of projects.

Draft criteria for refining menu of projects:

Criteria are based on criteria developed for the RFFA 2018-2021 allocation.

1. Agency/community priority and commitment to the project (in RTP with 2014-17 or 2018-2024 completion date, prioritized by agencies, bike/ped committees, advocacy groups; will be completed if funding is available)
2. Amount of local project development funds available
3. Amount of additional project development funding needed
4. Regional significance (project helps complete/enhance/remove barriers on regional active transportation network)
5. Geographic balance (projects are drawn from throughout the region)
6. Feasibility (with project development project could be implemented in the next 3-10 years; ROW can be acquired if needed)
7. Equity (project serves Title 1 school, project located in areas with higher than average historically underserved communities)
8. Safe Routes to School and Transit (project provides safe routes to Title 1 schools, referring to the Regional School Travel and Safety Inventory, and access to transit locations, referring to TriMet’s pedestrian and bicycle access priority inventories and SMART priority locations)
9. Safety (project is identified as an RTP safety project and on a regional high crash corridor)
10. Relieves congestion - serves high density areas/ increases number of people walking and bicycling

To develop the menu of projects, agencies may need to provide additional information for the projects, including:

- description of project and anticipated benefits (equity, SRTS, safety, access, etc)
- GIS layers of project
- estimated project development cost and description of needs
- updated total project cost and description of costs
- level of confidence in project development and total cost estimates
- jurisdiction commitment to completing project development and implementing project

Process for Part 2: Nominating Projects for Project Development Revenue

Based on the amount of project development available and the need demonstrated in the menu of projects, geographic sub-committees of the Technical Work Group for Clackamas, Multnomah, Washington Counties and Portland, with additional agency staff as needed, will each nominate up to five projects from the menu of projects to receive project development funding.

Timeline

The proposed process and timeline is developed around a target of having a menu of candidate regional active transportation projects identified by summer 2017 (this menu of projects would reflect the 2018-2025 active transportation investments of the 2018 RTP); allocating project development funds to a sub-set of those projects by summer 2017; and project development for those projects completed by fall 2018.

2016	Part 1: Identify menu of regional active transportation projects
August 26	TPAC reviews and provides input on process, including Technical Work Group membership, draft criteria
Sept	Technical Work Group meets; refines and agrees on criteria, begins to refine menu
Sept –Oct	Update JPACT Finance Sub-Committee on approach and process
September 13, 15	Metro Council and JPACT briefed on recommended approach and process
Sept 23	Regional Leadership Forum –discussion of connecting values, vision, technology and investments, and securing new funding
October	Technical Work Group convened, adds, deletes, and refines menu of projects
October	Agencies provide additional information for each project in the refined menu of projects
November	Technical Work Group reviews changes and provides input menu of projects
November 18	TPAC briefed on menu of projects
Nov	JPACT Finance Sub-Committee provides direction on menu of projects
Dec 2	Regional Leadership Forum – direction on RTP investment priorities and funding next steps
2017	Part 2: Allocate project development revenue
January	Technical Work group provides input on allocation of project development revenue
January 27	TPAC provides input on allocation of project development revenue

February 14,17	Metro Council and JPACT authorize allocation of revenue for project development
February	Funds allocated to agencies for immediate implementation of project development (project development funds must be spent by spring 2018)
February - June	Metro conducts benefits analysis of package of projects; analysis coordinated with RTP system evaluation (evaluation of RTP investment packages in the RTP) which is conducted April - August 2017

Proposed Technical Work Group Membership

1. TPAC members – open to all who are interested in participating
2. TriMet Active Transportation Coordinator
3. ODOT Region 1 AT Coordinator
4. PBOT Bicycle Coordinator
5. Chair of the PBOT Bicycle Advisory Committee
6. PBOT Pedestrian Coordinator
7. Chair of the PBOT Pedestrian Advisory Committee
8. Staff to Beaverton Bicycle Advisory Committee
9. Chair of the Beaverton Bicycle Advisory Committee
10. Staff to Clackamas County Pedestrian and Bikeway Advisory Committee
11. Member of Clackamas County Pedestrian and Bikeway Advisory Committee
12. Staff to Multnomah County Bicycle and Pedestrian Advisory Committee
13. Chair of Multnomah County Bicycle and Pedestrian Advisory Committee
14. Staff to Oregon City Transportation Advisory Committee
15. Member of Oregon City Transportation Advisory Committee
16. Staff to Gresham Active Transportation Plan advisory committee
17. Member of Gresham Active Transportation Plan advisory committee
18. Washington County Bicycle and Pedestrian Coordinator
19. Staff to Bicycle and Pedestrian Advisory Committee
20. Member of Bicycle and Pedestrian Advisory Committee
21. Staff to Tualatin Transportation Task Force
22. Member of Tualatin Transportation Task Force
23. Staff to Hillsboro Transportation Committee
24. Citizen Advisor to Hillsboro Transportation Committee
25. Street Trust staff
26. For Every Kid Coalition member(s)
27. Washington County Bicycle Transportation Coalition
28. Oregon Walks
29. NW Bicycle Safety Council
30. Coordinator of Safe Routes to School NW
31. Westside Transportation Alliance
32. AARP