



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Agenda

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

- | | | | |
|----------------|------------|--|--|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Craig Dirksen, Chair |
| 7:35 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | |
| 7:40 AM | 3. | <u>UPDATES FROM THE CHAIR & COMMITTEE MEMBERS</u> | Craig Dirksen, Chair |
| | | <ul style="list-style-type: none"> • Regional Leadership Forum #3 Recap • Seattle Trip Recap and Discussion on January 24 • Update on Federal Regulations • 2017 Transportation Management Area Certification Review on February 1 • Upcoming JPACT Trips | |
| 7:50 AM | 4. | <u>CONSENT AGENDA</u> | |
| | * | <ul style="list-style-type: none"> • Consideration of the December 22, 2016 Minutes | |
| | 5. | <u>INFORMATION/DISCUSSION ITEMS</u> | |
| 7:55 AM | 5.1 | * JPACT Legislative Agenda | Noah Siegel, Metro |
| | 6. | <u>ACTION ITEMS</u> | |
| 8:25 AM | 6.1 | * Regional Flexible Fund Step 2 Project Allocation | Ted Leybold, Metro
Dan Kaempff, Metro |
| 9:00 AM | 7. | ADJOURN | Craig Dirksen, Chair |

* Material available electronically # Material available at the meeting

Upcoming JPACT Meetings:

- Thursday, February 16, 2017
- Thursday, March 16, 2017
- Thursday, April 20, 2017

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បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2017 JPACT Work Program

As of 01/10/17

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

<p><u>January 19, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) <ul style="list-style-type: none"> ○ Regional Leadership Forum #3 Recap • JPACT Legislative Agenda – Information/Discussion (Noah Siegel, Metro; 30 min) • Regional Flexible Fund Step 2 Project Allocation – Final Discussion & Action (Ted Leybold/Dan Kaempff, Metro; 30 min) <p><u>Jan. 30, 7:30-9am:</u> JPACT Finance Subcommittee</p>	<p><u>February 16, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Resolution No. 17-4766, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include TriMet's New Open Trip Planner and Low or No Emission (Low-No) Bus Program Projects (consent) – Recommendation • Special Transportation Fund/5310 Allocation/Process – Information/Discussion (TriMet; 10 min) • 2018 RTP Update: Building the RTP Investment Strategy – Information/Discussion (Ellis, Metro; 40 min) • 2018 RTP Update: Vision Zero and Safety Crash Data Analysis – Information/Discussion (Lake McTighe, Metro; 20 min) • JPACT Legislative Agenda – Action (Noah Siegel, Metro; 15 min) <p><u>Feb. 25 – Mar. 1:</u> National Association of Counties Legislative Conference, Washington, D.C.</p>
<p><u>March 16, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Draft Unified Planning Work Program (UPWP) 2017-2018 – Information/Discussion (Chris Myers, Metro; 15 min) • 2018 RTP: Regional Transit Vision (Jamie Snook, Metro; 30 min) • Powell-Division Transit LPA and RTP Amendment – Recommendation (Elizabeth Mros-O'Hara, Metro; 30 min) <p><u>Mar. 11-15:</u> National League of Cities Conference, Washington, D.C. <u>Mar. 26-31:</u> Spring Break</p>	<p><u>April 20, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Draft Unified Planning Work Program (UPWP) 2017-2018 – Recommendation (Chris Myers, Metro; 10 min) • 2018 RTP Update: Building the RTP Investment Strategy – Recommendation (Ellis, Metro; 45 min) • 2018 RTP: Regional Freight Plan Update (Tim Collins, Metro; 20 min)

<p><u>May 18, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Powell-Division Transit LPA and RTP Amendment – Recommendation (Elizabeth Mros-O’Hara, Metro; 40 min) 	<p><u>June 15, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) 2018-2021 Metropolitan Transportation Improvement Program (MTIP) – Information/Discussion (Ted Leybold/Grace Cho, Metro; TBD)
<p><u>July 20, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP: Digital Mobility (Ellis, Metro; TBD) • 2018 RTP: Resilience (Ellis, Metro; TBD) • 2018-2021 Metropolitan Transportation Improvement Program (MTIP) – Recommendation (Ted Leybold /Grace Cho, Metro; TBD) 	<p><u>August 17, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min)
<p><u>September 21, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) 	<p><u>October 19, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min)
<p><u>November 16, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP: Analysis Findings and Background on Regional Leadership Forum #4 (Ellis, Metro; TBD) 	<p><u>December 21, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min)

RTP Regional Leadership Forums:

- **April 2016:** RTP Regional Leadership Forum #1 (Exploring Big Ideas for Our Transportation Future)
- **September 2016:** RTP Regional Leadership Forum #2 (Building the Future We Want)
- **December 2016:** RTP Regional Leadership Forum #3 (Connecting Our Priorities to Our Vision)
- **December 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)



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
December 22, 2016
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Craig Dirksen, *Chair*
Shirley Craddick
Paul Savas
Steve Novick
Tim Knapp
Denny Doyle
Neil McFarlane
Rian Windsheimer
Bill Wyatt

AFFILIATION

Metro Council
Metro Council
Clackamas County
City of Portland
Cities of Clackamas County
Cities of Washington County
TriMet
Oregon Department of Transportation
Port of Portland

ALTERNATES PRESENT

Bob Stacey

AFFILIATION

Metro Council

MEMBERS EXCUSED

Kathryn Harrington

AFFILIATION

Metro Council

OTHERS PRESENT: Teri Cummings, Michael Williams, Bob Howell, Mark Ottenad, Andrew Singelakis, Roberta Schwarz, John Bildsoe, Doug Riggs, Jamie Lorenzini, Jeff Fuchs, Joy Higgins, April Berthelsen, Brenda Perry, Russ Axelrod, Steve Miesen, Bob Martin, Mark Gamba, Robert Stowell, Edward Schwarz,

STAFF: Ramona Perrault, Beth Cohen, Roger Gonzalez, Ernest Hayes, Nellie Papsdorf, Christopher Spencer, Ted Leybold, Dan Kaempff

1. CALL TO ORDER AND DECLARATION OF A QUORUM

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

2. CITIZEN COMMUNICATION ON JPACT ITEMS

Mayor Russ Axelrod, City of West Linn: Mayor Axelrod gave testimony on the Regional Flexible Fund Allocation (RFFA) for the Highway 43 Multimodal Transportation Project. He mentioned that Highway 43 was a critical transportation corridor that was aging and facing a decline in infrastructure. He mentioned work that the City of West Linn was doing to revitalize the corridor to

be multi-modal and to better serve the Metro region. He continued to discuss the need for RFFA funding as critical to the project and the benefits of stimulating economic development.

Councilor Bob Martin, City of West Linn: Councilor Martin added to the discussion for the need of RFFA funding for the Highway 43 Multimodal Transportation Project, citing its overloaded capacity increased issues of safety on the corridor. Councilor Brenda Perry stated her concurrence with both Mayor Axelrod and Councilor Martin for the Highway 43 Multimodal Transportation Project.

Mayor Mark Gamba, City of Milwaukie: Mayor Gamba gave testimony on RFFA projects in the City of Milwaukie. He mentioned that the Monroe Street Neighborhood Greenways Project was still desired but that the Highway 43 Multimodal Transportation Project should take priority to increase safe use of the corridor. He suggested that the Highway 43 Multimodal Transportation Project take priority and to revisit the Monroe Street Neighborhood Greenway Project later in time.

Robert Stowell, City of West Linn: Mr. Stowell testified in favor of the Highway 43 Multimodal Transportation Project. He highlighted issues such as a lack of marked crosswalks and minimal road improvements.

Ed Schwarz, City of West Linn: Mr. Schwarz, President of the Savannah Oaks Neighborhood Association in West Linn, testified in favor of the Highway 43 Multimodal Transportation Project. He stated that Highway 43 was an important corridor for travel and that improvement of the road would help revitalize commercial properties in the area.

John Bildsoe, City of Gresham: Mr. John Bildsoe, member of the Powell-Division Steering Committee, testified in favor of the Division Street Sidewalks Project. He distributed photographs of the area and stated the need for designating more sidewalks along the corridor with the development of bus rapid transit (BRT).

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

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

- Chair Dirksen shared that Councilor Shirley Craddick, Metro Council, would serve as Deputy President of JPACT in 2017.
- Chair Dirksen expressed appreciation to the attendees of the recent Regional Leadership Forum and mentioned that Ms. Kim Ellis, Metro Staff, would provide an update of the discussions at the next JPACT meeting.
- Chair Dirksen discussed a recent active transportation related trip to Seattle and that there would be an upcoming lunch and learn to discuss shared concepts.
- Chair Dirksen mentioned the Congestion Mitigation & Air Quality (CMAQ) Program and efforts by the Oregon Department of Transportation (ODOT) to restructure CMAQ funding. He stated that all options would be considered and that testimony from external parties would have a clear impact on decision-making.
- Chair Dirksen announced that there would be an upcoming trip to Washington D.C. in the spring of 2017 for JPACT members and alternates.
- Chair Dirksen acknowledged that the meeting was the final JPACT meeting of 2016 and noted key accomplishments with the legislative agenda and RFFA, and expressed appreciation to members and alternates for their engagement.
- Chair Dirksen acknowledged departing JPACT members with certificates of appreciation.

4. CONSIDERATION OF THE JPACT MINUTES FOR NOVEMBER 10, 2016

MOTION: Councilor Shirley Craddick, and Mr. Bill Wyatt seconded, to approve the November 10, 2016 minutes.

ACTION: With all in favor, the motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.1 JPACT Finance Subcommittee Recap

Chair Dirksen gave an update on the JPACT Finance Subcommittee.

Key elements of the presentation included:

- Chair Dirksen informed JPACT about decisions prioritized through flexible funds and discussed an anticipated meeting for January 2017 to focus on active transportation.
- Chair Dirksen explained project development for connecting Metropolitan Area Express (MAX) lines to create an interconnected system. He mentioned that an Environmental Review (ER) was slated for completion in December 2017. He added that the project was a \$2 to 2.4 billion project with 50% of funding matched from the federal government with commitment from the Regional Flexible Funds.
- Chair Dirksen continued to discuss the Division Transit Project and outer Division improvements and methods to improve how buses function and the people they serve.
- Chair Dirksen remarked on the project timeline and federal requirements, stating that they were moving forward with the locally preferred alternative (LPA).

Member discussion included:

- Commissioner Paul Savas stated his appreciation for the JPACT Finance Subcommittee presentations but mentioned that he would like to see a more clearly defined role of JPACT through establishing guiding principles. Chair Dirksen responded that the primary goal was for the JPACT finance subcommittee to make recommendations to JPACT related to funding sources and going to voters for a regional funding package.
- Commissioner Steve Novick highlighted the importance of an enhanced transit concept and ways to challenge existing transit related issues such as congestion. He gave thanks to Mr. Neil McFarlane for TriMet's willingness to use funds to support the diversity of transit needs. Chair Dirksen asked if there were any objections to having staff take review potential impacts of enhanced transit.
- Mayor Tim Knapp stated that the enhanced transit discussion was critical but questioned what the impacts would be if funding was delayed or deferred. Chair Dirksen responded that staff evaluation would help determine potential effects, and that CMAQ funding was equivalent to one-third of RFFA funds.
- Mr. Neil McFarlane stated his appreciation working with staff and elected officials and asked that a report be given back to JPACT. He continued to discuss ways to cope with rising density in the region and methods to maximize use of current road-space. Commissioner

Paul Savas mentioned that a portion of the analysis was dedicated to impacts on people served by transit.

- Mayor Danny Doyle asked for clarification on serving underserved communities. Chair Dirksen responded that staff would determine impacts.

5.2 JPACT Legislative Agenda

Chair Dirksen provided a background on the Legislative Agenda for the region, advocating that JPACT members meet with State of Oregon transportation representatives to ask that the State invest in regionally significant projects as well. He then introduced Mr. Noah Siegel, Metro Staff, to lead the discussion.

Key elements of the presentation included:

- Mr. Siegel noted that the goal of the discussion was to go through the general legislative agenda and to bring JPACT a written format for adoption in January.
- Mr. Siegel stated that the Oregon Transportation Forum (OTF) had issued their legislative priorities and shared the key aspects of their proposal.
- Ms. Siegel highlighted that the objectives outlined in JPACT's Legislative Agenda would define their priorities, including the Climate Smart Strategy and Flexible Fund Strategy.
- Mr. Siegel remarked that Governor Kate Brown outlined state priorities and that the Metro region was signified as an area of economic importance.
- Mr. Siegel mentioned a need for funding to support maintenance, congestion relief, public transit and seismic resiliency.
- Ms. Siegel went through several projects highlighting the cost of funding. He added that methods should be considered that reduce a need for federal funding.
- Mr. Siegel discussed several strategies including bonding of funds and jurisdictional transfer. He touched on the potential for funds matching with ODOT and using funds dedicated to cities and counties in the region.
- Mr. Siegel stated that there was support for use of lottery funds and CMAQ funding.

Member discussion included:

- Chair Dirksen stated that he was supportive of the package and highlighted similar efforts from other states going through funding processes.
- Commissioner Paul Savas mentioned that he had received comments from Washington County and Clackamas County that there was a need for a larger funding package. He stated it was important to receive statewide support for several of the projects. He remarked that it may be best to prepare for a large scale campaign and reduce reliance on regional bonds.
- Commissioner Steve Novick mentioned the potential for an increase in the gas tax.
- Councilor Shirley Craddick asked that there be a discussion on support from the state legislature to consider a regional package. She stated that the Metro region share costs by building on state funds.
- Mayor Tim Knapp stated his concern that unless the economy grew significantly there would not be enough funds to invest in infrastructure without popular opinion in favor. He remarked that there was a need to start the discussion at the maximum funding level possible and to work down as arguments were made.

- Mr. Rian Windsheimer highlighted his belief that the regional commitment be framed in the formation of a request. He stated that the funding level was large but that there would be a return on the investment.
- Commissioner Steve Novick highlighted discrepancies between Portland, Oregon and Seattle, Washington in their transportation funding efforts and asked if there was a comparative study on taxes and funding in the two areas.
- Commissioner Paul Savas stated that he observed jurisdictions in the city of Seattle working cohesively with non-governmental organizations (NGO) and that more jurisdictions campaigned with the business community.
- Mr. Rian Windsheimer requested that the wording of CMAQ towards funding be more focused in terms of air quality.

5.3 Regional Flexible Fund Step 2 Project Selection

Chair Dirksen introduced Mr. Ted Leybold and Mr. Dan Kaempff, Metro staff, to discuss the Regional Flexible Fund project selection with recommendations made from the Transportation Policy Advisory Committee (TPAC).

Key elements of the presentation included:

- Mr. Kaempff stated that work was done with TPAC to make recommendations for project selection. He stated that several sources of qualitative and quantitative information were used to create a holistic recommendation and that Example B in the packet was recommended for adoption.
- Mr. Kaempff went through the recommendation made by TPAC outlined by the projects selected in the packet. He stated that the current package would not meet the needs of all the projects outlined but that several strategies existed to help accommodate that issue.
- Mr. Kaempff stated that project descriptions were available in the packet.

Member discussion included:

- Chair Dirksen asked if there was general approval from JPACT, but also reminded members to consider the remarks made by Mayor Mark Gamba earlier in the meeting.
- Mayor Tim Knapp mentioned discussions from the Clackamas County Coordinating Committee (C4) and the C4 Metro Subcommittee and that they determined Example B in the packet to best meet regional needs. He touched on the Highway 43 project as critical and stated he was unsure what projects in the package were for consideration of federal funding.
- Mr. Rian Windsheimer mentioned a need for public participation and comments to recognize what was best for the people served rather than through a technical rank.
- Commissioner Paul Savas stated his concurrence with Mayor Mark Gamba and Mayor Tim Knapp on siding with the Highway 43 project and revisiting the Monroe Street project later in time in order to best serve communities.
- Commissioner Steve Novick discussed projects specific to Portland and that efforts were made to currently funded projects to scale back on costs.
- Councilor Bob Stacey stated that project evaluation was subject to human judgment. He added that there was a good mix of projects in the package with support from communities they serve.

- Chair Dirksen summarized options on Example B and stated continued efforts to look at defederalization and utilize other funding sources.

ADJOURN

JPACT Chair Dirksen adjourned the meeting at 9:04 a.m.

Respectfully Submitted,



Christopher Spencer
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF DECEMBER 22, 2016

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.0	Testimony	12/22/16	Testimony from Mayor Russ Axelrod on RFFA	122216j-01
2.0	Testimony	12/22/16	Testimony from Edward Schwarz on RFFA	122216j-02
2.0	Testimony	12/22/16	Testimony from John Bildsoe on RFFA	122216j-03
2.0	Testimony	12/22/16	Testimony from Robert Stowell on RFFA	122216j-04
2.0	Testimony	12/22/16	Testimony from Roberta Schwarz on RFFA	122216j-05
5.1	PowerPoint	12/22/16	PowerPoint: Legislative Agenda for the Region	122216j-06
5.3	PowerPoint	12/22/16	PowerPoint: 2019-21 RFFA: Developing the Step 2 Project Recommendation	122216j-07
5.3	Handout	12/22/16	2019-21 RFFA Project Summary	122216j-08
5.3	Handout	12/22/16	Enhanced Transit Corridors	122216j-09
5.3	Handout	12/22/16	Enhanced Transit Corridors Typologies	122216j-10
5.3	Memo	12/22/16	PBOT to JPACT – Motion to Amend Step 1.A	122216j-11

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING)	RESOLUTION NO. 17-XXXX
REGIONAL POLICY AND FUNDING)	
PRIORITIES FOR 2017 STATE)	Introduced by Councilor Craig Dirksen,
TRANSPORTATION LEGISLATION		JPACT Chair

WHEREAS, the governments of the Portland metropolitan region recognize the importance of investing strategically in public infrastructure, particularly transportation infrastructure, as a way to support private investment, economic prosperity, livability and environmental sustainability; and

WHEREAS, transportation investments that support private investment, job creation and long-term economic prosperity also bring increased revenues to local and state government budgets; and

WHEREAS, our region has a track record of working together to creatively finance forward-looking transportation investments that address the needs of both the present and the future, and of combining smart investment with policy innovations that support good jobs, livable communities and a sustainable environment; and

WHEREAS, a combination of locational advantages, careful planning and strategic investments supported by local, regional, state and federal resources and partnerships has helped to make this region globally competitive, the economic engine of the state of Oregon and an example to the nation; and

WHEREAS, the region's continuing economic success has created new challenges in the form of congestion, air quality and safety concerns; and

WHEREAS, the region has identified the top transportation priorities across all modes and invested regional funds to develop a bundle of projects that aim to relieve congestion for Oregon's economy, even as state and federal funds have continued to decline; and

WHEREAS, the Climate Smart Communities Scenarios Project has demonstrated that with an increase in transportation funding for all modes, this region can accomplish its many goals for economic prosperity, livability, social equity and environmental protection while reducing per capita greenhouse gas emissions from light-duty vehicles as directed by the Oregon Legislature; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) has recommended adoption of this resolution at their meeting on February 16, 2017; now therefore

BE IT RESOLVED:

1. That the Metro Council and JPACT adopt the following principles to guide the region's approach to transportation issues in the 2017 legislative session:
 - Maintain the System: The best value for public investment is to invest now in our critical roads and bridges to avoid more costly repairs in the future. Doing so requires sufficient ongoing revenue to address the needs of the statewide system, as well as those maintained by cities and counties.
 - Stable and Reliable Funding: The need to improve and efficiently operate and maintain a multi-modal transportation system requires establishment of funding mechanisms that provide reliable and stable on-going revenue and the legislative package should support that objective.

- Regional and Local Plans: The regional and local governments and agencies of the Portland metropolitan region are committed to taking the strategic actions needed to implement regional and local plans, including reduction of greenhouse gas emissions from light-duty vehicles.
 - Support Multi-Modal Investment: The regional and local governments and agencies of the Portland metropolitan region support adoption by the 2017 Oregon Legislature of a funding package designed to address the needs of all modes of transportation for both people and freight.
 - Joint State-Regional Investment: The region's governments continue to look for innovative ways to partner with the state on projects of statewide significance. This includes investments in ODOT facilities such as highway bottlenecks, high capacity transit, and active transportation. For this strategy to succeed, the Legislature should lead the way when it comes to investing in state facilities by passing a package of at least \$500 million. In addition, the Legislature should preserve existing regional funding levels, starting with a commitment to maintain or increase programs to improve air quality.
 - Preserve and Expand Local Options: The transportation challenge will require innovative policy and new funding commitments at all levels of government, including additional local funding to repair, maintain and improve existing transportation facilities. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority; avoid enacting new limitations or pre-emptions; and explore new structures and authorities that give local governments the flexibility to build, operate and fund transportation systems that support prosperity, livability and sustainability.
2. That the Metro Council and JPACT endorse transportation funding and policy priorities for the 2017 legislative session as reflected in Exhibit A to this Resolution.

ADOPTED by the Metro Council this [insert date] day of [insert month] 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

**2017 Regional Transportation Agenda:
Recommendations**

A transportation funding package should be implemented based upon the following principles:

1. **Fix It First**
2. **Prioritize Transit**
3. **Address Metropolitan Area Congestion**
4. **Improve Regional Air Quality**
5. **Invest in Multi-Modal Solutions**
6. **Preserve Local Options**

The elements of the 2017 legislative funding package endorsed by the Portland metropolitan region are as follows:

1. **Fix-It First:**
 - a. Increase highway trust fund revenues at a sufficiently significant level to catch up with needed maintenance, operations and preservation on the city/county/state road system.
 - b. Establish a pilot funding program to facilitate the transfer of roads between ODOT and local governments to align responsibility with authority.
 - c. Index the resource to avoid future losses of revenue or purchasing power.
2. **Prioritize Transit:**
 - a. The region supports a significant ongoing investment in statewide transit operations, as recommended by the Governor's Transportation Vision Panel. Expanding transit operations was identified as the most important factor in achieving the region's state-mandated Climate Smart Strategy.
 - b. The region is actively pursuing a new investment in the Southwest Corridor, and advocates a one-time state capital investment comparable to previous light rail projects.
3. **Address Metropolitan Area Congestion:**
 - a. The Portland metropolitan region, in partnership with ODOT, has identified three priority bottleneck projects along the I-5 Corridor (Rose Quarter, Hwy 217, I-205 Abernathy Bridge). These were also called out as statewide priorities in by Governor's Vision Panel. The region has invested early dollars in project development and is committed to partnering with the state on investment in these projects. To make this viable for voters in our region, the state package should include sufficient funds to bond for at least half of the capital construction cost on these state facilities.
 - b. Congestion should be addressed through a multi-modal package of investments. In addition to the proposed transit and highway improvements, the region supports calls for a significant increase in statewide funding for active transportation. This would best be achieved through alignment with the region's adopted Active Transportation Plan.
4. **Improve Regional Air Quality:**
 - a. Federal programs to control emissions and improve air quality have been stretched to include more urban regions with existing funds. The Legislature should ensure that these programs are kept whole in the Portland region, while addressing other urgent needs around the state.
 - b. Metro Council and JPACT support new efforts by the Legislature to reduce diesel.

5. Invest in Multi-Modal Solutions

- a. The region supports a sixth round of Connect Oregon funding for non-road multi-modal transportation projects. This program has been critical for addressing the region's freight mobility needs, as well as advancing the region's Active Transportation Strategy.
- b. The region reiterates its support for comprehensive investments to improve mobility, including efforts to relieve highway bottlenecks, expand the light rail network and enhance transit service, and provide safe bicycle and pedestrian connections.

6. Preserve Local Options

- a. The Legislature should remove existing restrictions on local and regional revenue-raising authority, and avoid enacting new limitations or pre-emptions.
- b. The Legislature should explore new tools and authorities that give local governments the flexibility to build, operate and fund transportation systems that support prosperity, livability and sustainability. Additional regional tools provide an opportunity to acknowledge that a higher level of capital infrastructure investment is necessary in the metropolitan region than in other areas of the state, given the higher density and resulting congestion of both residential development and job creation.

DRAFT

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 17- XXXX, FOR THE PURPOSE OF ENDORING REGIONAL POLICY AND FUNDING PRIORITIES FOR 2017 STATE TRANSPORTATION LEGISLATION

Date: January 9, 2017

Prepared by: Noah Siegel

BACKGROUND

THE CASE FOR INVESTING IN TRANSPORTATION

There is a significant need for investment in improved transportation infrastructure to meet the region's goals for economic prosperity, livability and environmental sustainability. A brief overview of the need is as follows:

- The Portland metropolitan region is viewed as a livable, economically competitive and environmentally sustainable region and is therefore growing in population and jobs. To support this growth while maintaining the qualities that attract people and jobs to our region, investments in transportation infrastructure are essential.
- Growing congestion throughout the region limits the region's global economic competitiveness, increases the cost of doing business within the region, reduces access to freight and intermodal terminals serving global and national markets and reduces access to labor for businesses and to economic opportunity for households.
- Implementing the region's adopted land use and transportation plans mitigate the impacts of congestion with an economic value by 2040 of \$684 million/year in increased business output or sales, \$403 million/year in increased business income (above their increased costs) and \$287 million/year in increased wages for the workers. These are the amounts associated with economic growth due to congestion relief above the level of growth expected otherwise. The return on these investments in just economic terms is greater than 1.7 to 1.
- Investing in transportation infrastructure within the Portland metropolitan region also improves the ability of businesses statewide to access global and national markets through the region's marine, air cargo, rail and truck terminals. Conversely, failure to address regional congestion has been identified by the Governor's Transportation Vision Panel as a matter of statewide consequences and concern.
- The prized cohort of young, highly educated individuals places a high value on vibrant, livable communities with walkable and bikeable neighborhoods and downtowns and a range of transportation choices. These investments attract people who drive the creativity of the region's labor force and enhance the region's global competitiveness.

- Accommodating the region's growth consistent with adopted plans results in an efficient use of urban land thereby containing the cost of infrastructure expansion into a much larger urban area and preserving highly successful agricultural economies outside the urban growth boundary.
- Investing in transportation infrastructure not only mitigates growth in congestion, it also provides improved multi-modal transportation options for the public to access thereby providing other options to avoid congestion and reduce their cost of travel.
- Strategic investments in transportation infrastructure can make shovel-ready land available for business expansion and deliver a significant return on investment for the public in terms of new revenues, private investment, and job creation.
- At the direction of the 2009 Jobs and Transportation Act, the region has completed the Climate Smart Communities Scenarios project and determined that the region's adopted plans, if implemented, will exceed the state's adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel, while also achieving a number of co-benefits. It also showed that a lack of investment in needed transportation infrastructure will result in falling short of the goal and other desired outcomes the region has been working to achieve.
- Implementation of the region's adopted land use and transportation plans will help people live healthier lives and save businesses and households money by reducing public health care costs associated with fatal and severe injury crashes for all modes of travel and illness from air pollution and a lack of physical activity. The monetized value of reduced health care costs related to illness alone equates to \$100-125 million saved per year by 2035. Society values the lives saved through implementation of the Climate Smart Strategy at more than \$1 billion per year by 2035.
- There is a need to invest in the operation, maintenance, rehabilitation and seismic upgrade of existing infrastructure to avoid much higher costs due to failure at a later date. In particular, the state is vulnerable to a major seismic event which could lead to \$405 billion of economic losses during the following seven-year recovery period. Hardening of key state bridges and landslide areas would mitigate this impact and make recovery more feasible.
- ODOT forecasts that existing revenues will result in continued deterioration of bridge and pavement conditions on the state highway system and that an increased investment of \$100 million per year could avoid a cost of \$3.4 – 5.2 billion after 20 years of decreasing investment and worsening bridge and pavement conditions. Cities and counties face similar challenges to the state-of-good-repair at the local level. Allowing bridges and pavements to fail costs 70 to 160 percent more than routine maintenance due to the need to completely replace the facility.

A STATEWIDE TRANSPORTATION PACKAGE THAT GETS THE JOB DONE

In order to realize the potential in these proposed transportation investments, the Legislature must pass a package that is proportionate to the desired outcomes. The Legislature passed the last statewide transportation package in 2009, a relatively modest achievement at that time that has failed to keep pace with inflation since. There is a shared sense of urgency among policymakers around the state that a new transportation package is urgent. To this effect, the Oregon Transportation Forum met in 2016 and agreed on a minimum consensus proposal of \$300 million annually. It is the opinion of the region's governments, however, that this will not be sufficient to achieve the goals laid out in the Governor's Vision Panel.

Were the state to commit to the required investments on its statewide facilities, as well as the pressing needs of the cities and counties, we would likely be looking at a package of between \$750 million to \$1 billion. These may seem like large sums, but states such as Washington and New Jersey have recently made commitments at this scale in recognition of the fact that the federal government appears unlikely to properly fund the National Highway Trust Fund anytime soon.

Regional leaders implore state leadership to consider bold action of this kind, but also recognize current political constraints. As such, the metro region is actively exploring a number of revenue options to help share the burden of investing in our state system. But the Legislature must do its part. Any successful regional investment package must, at a minimum, be built on a fifty percent match from the state for investments in state facilities. The three proposed highway bottleneck projects alone cost nearly \$1 billion, requiring some \$90 million annually in bonded capital. This is before the addition of other critical statewide projects and the multi-modal needs of our state.

Given these fiscal realities, a \$500 million investment from the Legislature is the minimum package that will allow us, in a serious way, to maintain transportation infrastructure, address congestion, and improve environmental quality.

ANALYSIS/INFORMATION

1. **Known Opposition:** This resolution endorses increased taxes by the Oregon Legislature which always draws opposition.
2. **Legal Antecedents:** State funding toward transportation is established in state law and this proposal would also require state legislation.
3. **Anticipated Effects:** Adoption of the proposal by the 2017 Legislature would provide funds to implement multi-modal projects and transit service improvements called for in the Regional Transportation Plan.
4. **Budget Impacts:** Metro's budget includes the cost of a lobbyist and this resolution would establish transportation-related legislation that the lobbyist would pursue.

RECOMMENDED ACTION

Recommend adoption of Resolution No. 17-XXXX

Legislative Agenda for the Region

**JPACT Presentation
Thursday, December 15th, 2016**

The goal here is to lay out the regional priorities identified at this table, and see if we agree on general objectives in the 2017 legislative session.

We have real projects and issues at stake next year, perhaps more than in previous leg sessions.

We want to speak with the strongest voice possible. If we get general agreement today, we'll develop a proposal for discussion in the January JPACT meeting and formal adoption in February.

Current Status of Transportation Package



- Governor's Transportation Vision Panel
- Oregon Transportation Forum
- GoOregon
- Joint Interim Committee on Transportation Preservation and Modernization

There has been a lot of talk about this package, but its still not entirely clear who will be driving it. The Governor's Vision Panel engaged citizens around the state. ODOT shared some scenarios with the OTC.

Now the focus is around the **Legislative** Joint Committee.

OTF laid out the baseline consensus across interests, but didn't arrive at specific package size or content.

AAA and Truckers have thrown down a marker of no more than \$300m (per capita equivalent of Washington). Phased in over 7 years.

Build on Strategies Adopted at JPACT

- Regional Transportation Plan
- Climate Smart Strategy
- Regional Flexible Funds Policy Decision



Our priorities are not arbitrary.

JPACT has adopted plans for our region, and taken risks to fund our priority projects.

State Goals

The Governor's panel identified the following statewide priorities:

Maintenance overarching everything...then:

1. Congestion in the Portland metro area
2. Transit
3. Seismic

Metro area issues were identified as a STATEWIDE priority.

Alignment with Regional Priorities



Operations and Maintenance

RTP

Congestion Relief

RFFA Priorities

Transit

Climate Smart

Seismic

No adopted policy yet

Our RFFA Policy focused on multi-modal congestion relief, with project development funding for three bottlenecks, two transit projects, and active transportation. We have a big stake in this.

Transit operations are the top priority in our adopted Climate Smart Strategy.

	Road		Transit		Active Transportation	
	Request	Source	Request	Source	Request	Source
Enhance	<u>Bottlenecks</u> \$45m	Gas tax and fees (bonded for \$500m)	<u>SW Corridor</u> \$150m	Lottery bonds	\$26m Governor's Vision (statewide)	TBD
Fix-it/ Operations	Depends on size of package	Gas tax and fees	\$80-110m (statewide)	Employee payroll tax/Income tax or other?		

Let's review what we think are the top priorities for the region, without getting too detailed at this point on how they will work exactly or what they will cost. Let's look first at statewide support for our identified policy priorities.

Type	Source	Amount	Challenges	Opportunities
CMAQ Backfill	TBD	\$6-8m annually	No identified funding source; major budget shortfall	Link to air quality concerns and bonding for congestion relief
Connect Oregon	Lottery Bonds	\$100m	Lots of competition for lottery funds	Continue very successful multi-modal program
Statewide Jurisdictional Transfer Pilot Program	Gas Tax	1c proposed in 2015	Larger ask of the base package	Dedicated revenue source to address statewide problem

Now let's look at programs that are of specific importance to our region. On CMAQ, we're going to be talking about Step 2 project allocations from the RFFA after this. Important to note that this could be reduced significantly if we don't augment the statewide funds given then addition of Salem and Eugene to the program. This is of critical importance to the JPACT policy decision we made without considering this loss. We got some increase in STP funds, but committed it to bonding for projects of STATEWIDE importance. \$6 million would keep our region and Rogue Valley whole. Some legislators would like to add onto this \$2 million for diesel and other air quality issues.

How Big Must the Package Be?

Focus on Gas Tax & Fees

- Region committed to congestion relief – ODOT estimates nearly \$1b cost **for bottleneck projects**
- Need \$500m from state to leverage regional and federal funds
- This means about \$45m **annually** to be bonded from the package

This base package of \$300m comes from the Truckers and AAA.

There are many who want more, but it has to stand up to a referral.

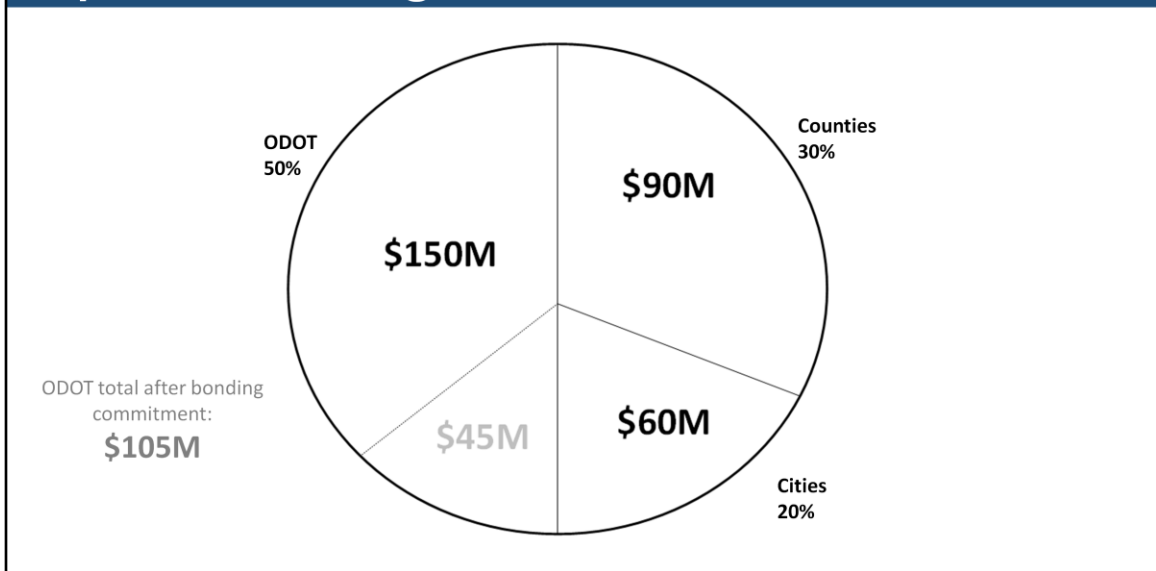
We believe strongly that we need the state to commit to improvements on its own system before the region taxes itself to help pay for them.

Hard for us to go to voters in the region and ask them to invest in state facilities if the state is not able to prioritize them

Can we say it needs to be 1:1? If anything, the state should be the lead funder since it's their roads – the region should certainly not overmatch the state.

Some of this burden could be reduced by FAST Lane grants, but we don't want to assume

Option 1: Regional Share from ODOT

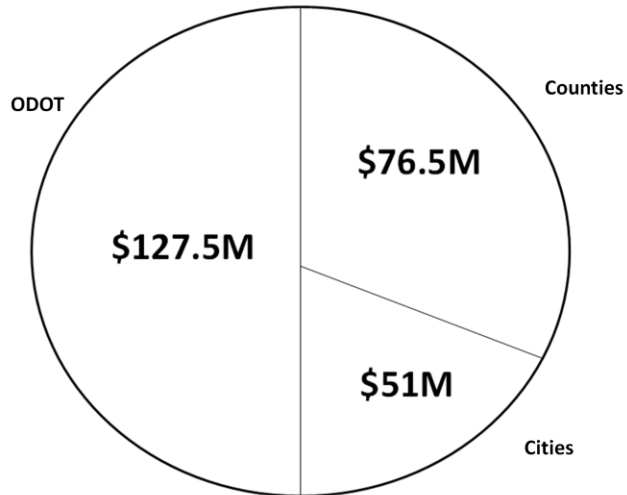


I want to talk about why we need a bigger package if we want to build the things we have said.

Reasonable to ask that we at least get back what we put in
JTA included \$284 million in allocated for projects in the Metro region.
Total earmarks and direct allocations totaled \$943.4 million.
We got 30% of the money.

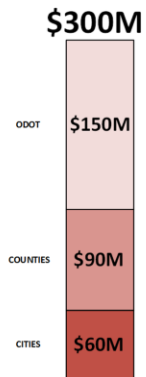
In the past, the Legislature has taken earmarks out of the package in two ways: off the top and from the ODOT share. Here's what that looks like just to support our three bottleneck projects with no other statewide earmaks.
In JTA, ODOT has bonded 33% of their 50%, which would be \$49.5m. Not enough.

Option 2: \$45M Off-The-Top



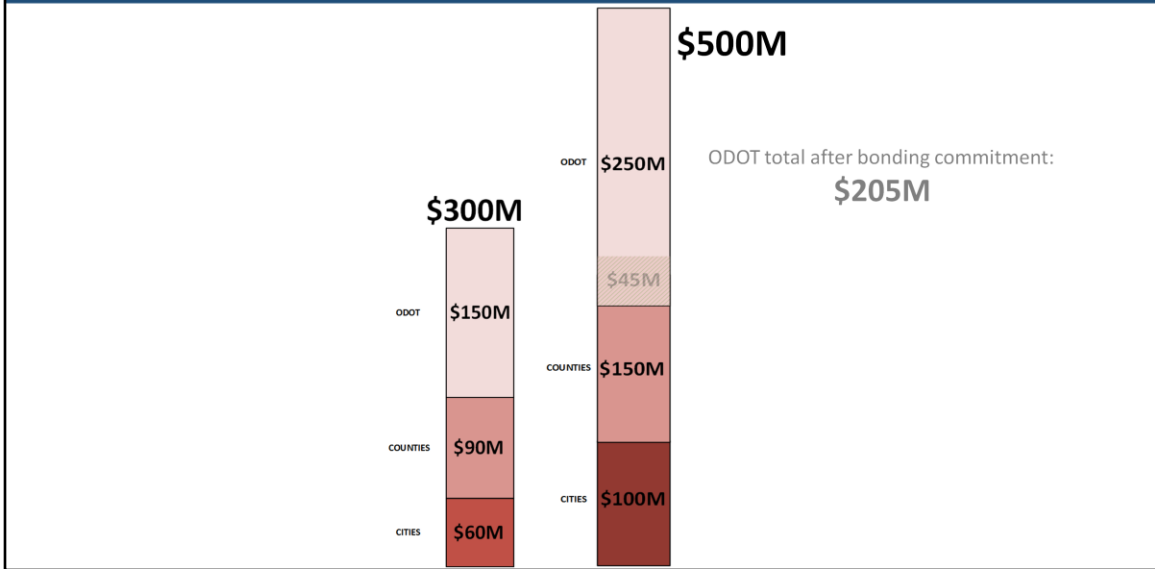
Here's what it looks like if you take it off the top. Reduces share for cities and counties, and when we match that up to their needs it's not pretty.

Growing the Pie



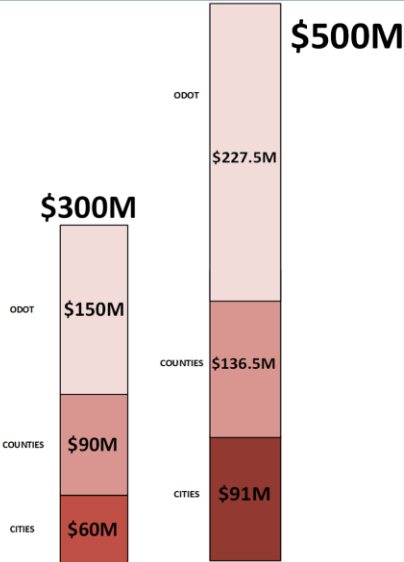
So let's take a look at different ways we could build a larger package. First, let's think of the \$300m as a base without earmarks.

Option 1: Regional Share from ODOT

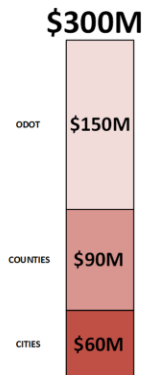


In order to grow a big enough package to take it out of the ODOT share (as we did in JTA), it has to be about \$500m.

Option 2: \$45M Off-The-Top

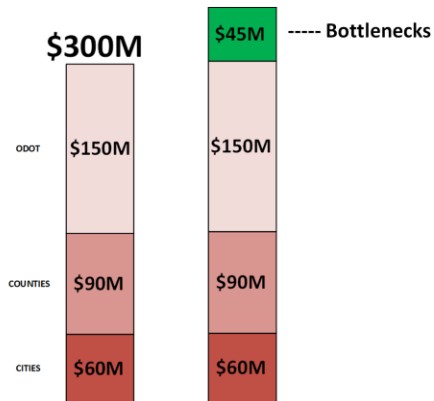


Not Acceptable?



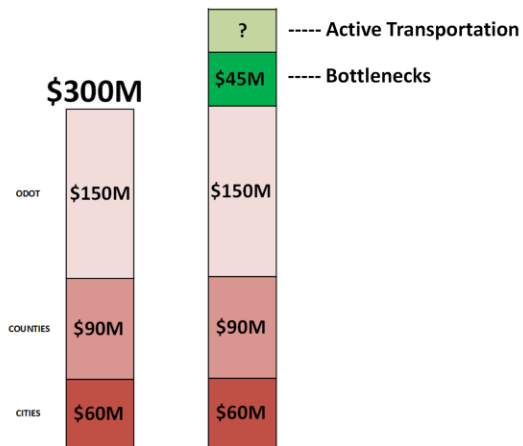
Or we can keep the \$300m as a base package, and then add earmarks on top. This is another way of saying that we take it off the top but specify what we're buying.

Add Earmarks on Top of a Base Package?

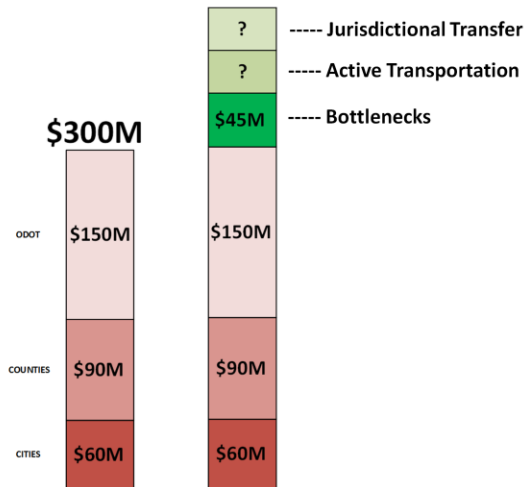


Our projects are STATEWIDE priorities, and should be considered before all other earmarks.

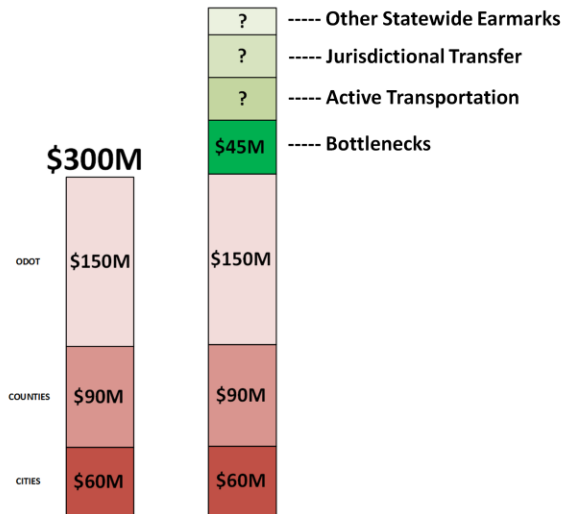
Add Earmarks on Top of a Base Package?



Add Earmarks on Top of a Base Package?



Add Earmarks on Top of a Base Package?



The question then is just how many things the legislature wants to buy. But we have to make clear first that we can't do it out of the \$300m and still maintain Fix-It as the top priority. That just doesn't make sense.

JPACT Legislative Priorities

1. Size of Package

2. Key elements

Transit Operations, Bottlenecks, Active Transportation

3. Lottery for SW Corridor/Connect Oregon

4. Air quality funding (CMAQ)

5. Jurisdictional transfer

Do we have agreement that these are the region's top priorities?

Can write up a position for a package significantly larger than \$300? Is there a feeling about which approach is most effective?

Agreement on the key elements of the package?

Support for air quality approach on CMAQ?

Do we want to push for a jurisdictional transfer/orphan highways fund, or will everyone go for earmarks? If so, what are they?

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, January 13, 2017
To: JPACT and Interested Parties
From: Dan Kaempff, Principal Transportation Planner
Subject: 2019-21 RFFA Recommendation

Purpose

Describe TPAC recommendation to JPACT – and accompanying materials – on a final package of investments to be made through the 2019-21 Regional Flexible Fund Allocation (RFFA) process.

Background

At their January 6 meeting, TPAC discussed and voted on a recommendation of projects to be funded through Step 2 of the RFFA process. These Step 2 project recommendations, along with earlier funding commitments adopted by JPACT and Metro Council through Resolution 16-4702 (2018-21 Metropolitan Transportation Improvement & 2019-21 Regional Flexible Funds Allocation Policy Report) comprise their funding recommendation for allocation of the \$130,380,000 available to the region in the 2019-21 timeframe.

Recognizing the prioritization of the Complete Cleveland Street project by the East Multnomah County Transportation Committee and the City of Gresham, TPAC recommended that JPACT, as part of their discussion during their January 19 meeting, discuss the option of funding the Complete Division Street project instead. TPAC indicated JPACT should consider the regional significance of the Division Street project as it relates to the Division Transit Project.

The Step 2 project recommendation includes several projects that have been identified as candidates for a federal fund exchange. This strategy was identified by JPACT as one means of maximizing the use of regional funds. The final amount of funding available to exchange is being determined by Metro and TriMet. Candidate projects were identified by project applicants and are subject to further review to confirm there are no elements that would preclude the feasibility of a federal fund exchange.

TPAC's recommendation includes potential funding to continue Regional Freight Studies via the Step 2 Regional Freight Initiatives, as funded in previous RFFA cycles. The funding amount in this cycle is to be determined, and will be based on the City of Portland's ability to find additional cost savings from the \$2,805,879 recommended for allocation to the Central Eastside Access and Circulation Improvements project. Cost savings resulting in a reduction to the needed RFFA funding up to \$210,000 will be reallocated to fund Regional Freight Studies.

Next Steps

The attached draft resolution, staff report and exhibits comprise the legislation to be considered by Metro Council during their February 2 meeting and public hearing on the RFFA, pending JPACT's consideration of and any changes to TPAC's recommendation, and action on a final package of investments.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$130.38) RESOLUTION NO. 16-4756
MILLION OF REGIONAL FLEXIBLE FUNDING)
FOR THE YEARS 2019-21, PENDING AIR)
QUALITY CONFORMITY DETERMINATION)
Introduced by Chief Operating Officer Martha
Bennett in concurrence with Council
President Tom Hughes

WHEREAS, approximately \$130.38 million is forecast to be appropriated to the metropolitan region through the federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation – Air Quality (CMAQ) transportation funding programs; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per federal regulation 23 CFR 450.324 to allocate these funds to projects and programs in the metropolitan region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, the Metro Council and JPACT have provided policy guidance to Metro staff to conduct a two-step allocation process, establish the project focus areas of Bond Commitments for Regional High Capacity Transit, Project Development Bond Commitments, Region-wide Program Investments, Increases to Regional Travel Options Program for Safe Routes to School and Climate Smart Strategies Investments, Increases to Transportation System Management and Operations Program for Climate Smart Strategies Investments, Active Transportation & Complete Streets and Regional Freight Investments, and development of a collaborative process for nominating projects for funding by Metro Resolution No. 16-4702, For the Purpose of Adopting the 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement for the Portland Metropolitan Area, adopted June 16, 2016; and

WHEREAS, an extensive regional public process provided opportunities for comments on the merit and potential impacts of the project and program applications between October 7th through November 7th, 2016 and is summarized in Exhibit B, attached to this resolution; and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs, as shown in Exhibit A, attached to this resolution, to allocate funding in response to policy direction, consistency with Regional Flexible Fund Policy criteria, local prioritization processes, and public comments; and

WHEREAS, JPACT approved this legislation to submit to the Metro Council for adoption; and

WHEREAS, receipt of these funds is conditioned on completion of requirements listed in Exhibit D to this resolution; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the project and programs to be funded through the 2019-21 Regional Flexible Fund Allocation process as shown in Exhibit A.

ADOPTED by the Metro Council this 2nd day of February, 2017.

Tom Hughes, Council President

Approved as to Form:

Allison R. Kean, Metro Attorney

STAFF REPORT

FOR THE PURPOSE OF ALLOCATING \$130.38 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2019-2021, PENDING AIR QUALITY CONFORMITY DETERMINATION

Date: January 12, 2017

Prepared by: Dan Kaempff

BACKGROUND

As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro receives and distributes different sources of federal transportation funds. Two sources of federal transportation funds, the Surface Transportation Block Grant Program (STBG) and the Congestion Mitigation and Air Quality (CMAQ), are allocated at the discretion of the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The process of distributing these funds is known as the Regional Flexible Funds Allocation (RFFA). The RFFA is conducted in funding cycles of 2-3 years. The metropolitan region is forecasted to receive \$130.38 million from these sources in the federal fiscal years of 2019-21. Previous allocations have identified projects and programs to receive funds during the federal fiscal years of 2016-18.

POLICY DIRECTION FOR THE 2019-21 REGIONAL FLEXIBLE FUND ALLOCATION

In June 2016, JPACT and the Metro Council adopted Resolution No. 16-4702, which established the policy direction for the 2019-21 Regional Flexible Fund Allocation. In adopting the 2019-21 policy framework, the following project funding categories were established: 1) New and Continued Bond Commitments for Regional High Capacity Transit; 2) New Bond Commitments for Regional Project Development; 3) Region-Wide Program Investments; and 4) Community Investment Fund Project Focus Areas (Active Transportation and Complete Streets, and Regional Freight Initiatives). These funding categories support the implementation of the long-range regional transportation plan. The first three funding categories are collectively referred to as Step 1 of the RFFA funding process. JPACT and Metro Council, through their adoption of Resolution No. 16-4702, affirmed funding targets for the three categories comprising Step 1. JPACT and the Metro Council also affirmed the policy direction and funding targets established in the 2014-15 RFFA cycle for allocating funds to Step 2, the Community Investment Fund, though the two existing focus areas, Active Transportation and Complete Streets, and Regional Freight Initiatives. The 2014-15 RFFA policy direction sub-divided the Community Investment Fund project category into a 75/25 funding target where Active Transportation and Complete Streets represents 75 percent of the category funds and Regional Freight Initiatives represent the remaining 25 percent of the category funds.

PROJECT NOMINATION PROCESS

Based on the updated policy direction from JPACT, Metro staff developed a collaborative project nomination process for generating project ideas and led a multi-step process to recommend final projects for funding consideration. All project and program candidates nominated for funding submitted applications to Metro by August 26, 2016.

Step 1 investment areas and associated funding commitments were considered and adopted through the process of adopting Resolution No. 16-4702. These investments include increasing the region's multi-year bonding commitment of flexible funds to regional high capacity transit, funding to be bonded for freeway and active transportation project development, and continuing funding for five existing region-wide program investments (Transit-Oriented Development, Regional Travel Options, Transportation System Management and Operations, Corridors and Systems Planning, and Regional MPO Planning).

JPACT was briefed prior to adoption of Resolution 16-4702 on how each program advances the goals of the 2014 Regional Transportation Plan (RTP).

For Step 2, projects for the two investment categories (Active Transportation and Complete Streets, and Regional Freight Initiatives) were nominated by local jurisdictions and had to demonstrate the project met the individual category's nomination criteria set forth by the 2019-21 RFFA policy direction. The nomination criteria included improving access to prioritized locations, increasing safety, and serving environmental justice populations. A total of 32 projects were nominated between the two competition areas.

PROJECT TECHNICAL EVALUATION PROCESS

The nominated Step 2 projects were reviewed by a five-member panel, comprised of staff from ODOT, Metro and TriMet, and two TPAC citizen representatives. The review panel awarded points to each project, based on how well each project reflected the project selection criteria, as defined in Resolution 16-4702.

PUBLIC COMMENT PROCESS

For the regional public comment, Metro took a broad approach to contacting stakeholders to provide input, aimed at best reflecting the needs and wishes of the region in the final selection of RFFA investments. First, Metro held a series of public workshops prior to development of the RFFA policy direction, to hear from stakeholders on what they felt were the region's top priorities for investment of transportation funding. This input led to the policy adopted through Resolution 16-4702.

Secondly, once the Step 2 project technical evaluation process was complete, the results were released to the public and a 30-day regional public comment period was held from October 7, 2016 to November 7, 2016. Through this public comment opportunity, the public was asked to provide input on the 32 projects nominated through the two project funding categories. The outreach strategy focused on notifying and informing communities most impacted by the proposed projects. Staff reached out to local community groups – including equity and EJ-focused groups, faith-based organizations, agencies and community media. Comments were accepted by web-based map comment tool, phone, email, petitions and letters. All supporting materials, written and electronic, were translated into LEP-analysis identified languages: Spanish, Russian, Chinese, Korean and Vietnamese. Five comments were received in Spanish via the map comment tool, none from any of the other four translated languages.

The public comment report (attached to this staff report as Exhibit B) documents all of the projects received via the online comment tool, email, and mail. 3,673 comments were received, in which the majority came through the use of the online web comment form. In addition, Metro held a Metro Council public hearing on October 26, 2016 where total of 18 people provided testimony.

SUBREGIONAL PRIORITIZATION PROCESS

The project technical scores and a summary public comment report was shared with the three county coordinating committees and the City of Portland for their use in identifying which of the projects in their subregions they wished to indicate as priority projects, for consideration by JPACT in adopting a final package of Step 2 project investments. The subregional priorities are attached to this staff report as Exhibit C.

DEVELOPMENT OF TPAC RECOMMENDATION

TPAC was tasked with development of a package of projects that conformed to guidance set forth in Resolution 16-4702, in particular Section 6, Regional Flexible Funds Allocation Objectives, and utilized

the three sources of input gathered to date through the project nomination process: technical scoring, public comment and subregional prioritization. TPAC followed a method of using the technical scoring as a foundation, but substituted several projects that had received high levels of public support and were indicated as subregional priorities in development of their recommendation. This resulted in a recommended package of projects that reflected not only overall technical merit, but also utilized the information gathered through the public comment period and subregional prioritization process. During their January 6 meeting, TPAC noted that while the Complete Cleveland Street project had ranked sufficiently using these sources of input so as to be included in their recommendation, there were additional regional issues relative to the Complete Division Street project, noted below, that warrant JPACT's consideration and deliberation prior to adoption of a final package of projects.

The projects in TPAC's recommendation to JPACT totaled more funding requests than funding forecasted to be available. Metro staff, TPAC and project applicants worked together to develop a recommendation based on the following project cost adjustments.

Active Transportation/Complete Streets

TPAC's recommendation includes funding for the City of Gresham's Complete Cleveland Street project. TPAC indicated that JPACT, as a part of their deliberations on the RFFA Recommendation, should discuss the option of funding the Complete Division Street project in place of the Cleveland Street project, at an identical funding level of \$3,141,156. Elements of the Division Street project are included in the Division Bus Project funding assumptions, and the relationship of the proposed RFFA project to this larger regional effort should be considered by JPACT. TPAC did not recommend changing any other projects' recommended amount to cover all or part of the cost differential between Cleveland and Division. TriMet pledged to work with the City and stakeholders to find potential cost savings within the Division Bus Project to help close the funding gap, should JPACT recommend this option.

The City of Oregon City agreed to pursue a federal fund exchange for the Molalla Avenue project, and accepted a funding amount of \$3,800,632.

Tualatin Hills Parks and Recreation District increased the amount of local matching funds to the Beaverton Creek Trail project, and accepted a funding amount of \$3,693,212.

Prior to the TPAC discussion on January 6, the City of Portland had indicated funding reductions totaling \$2,933,303 to the four projects included in the recommendation. These reductions were achieved through a combination of design element changes and additional local funding. During the TPAC discussion, they indicated they are also willing to pursue a federal fund exchange and thus could reduce their requested funding level to the Cully project to \$2,200,000.

Regional Freight Initiatives

The three project applicants included in the TPAC recommendation all agreed to accept a funding reduction of 6.55% to their requested amounts in order to make the funding package balance to the available amount of freight funding. Project cost reductions will be achieved through a combination of federal fund exchange for the Hunziker and Central Eastside projects, modifications to the project's scope, and additional local funds.

The City of Portland offered to look for ways to reduce RFFA funding for the Central Eastside project, beyond the TPAC-recommended reduced funding level of \$2,805,879, and return any cost savings up to \$210,000 to the region so that it can be used to continue funding Regional Freight Studies. The specific studies and activities to be funded through these means will be developed by freight staff in the region, brought to TPAC for input and recommendation, and amended into the UPWP or MTIP by JPACT and the Metro Council prior to any expenditure of these funds.

TPAC indicated that in future RFFA cycles, continued funding for Regional Freight Studies at existing funding levels should be considered through the Step 1 process.

ANALYSIS/INFORMATION

1. **Known Opposition:** Some projects received negative comments during the regional public comment period. See public comment report for full record and text of comments received.

Legal Antecedents: This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as Moving Ahead for Progress in the 21st century or MAP-21). The allocation process is intended to implement the Regional Flexible Fund 2019-21 program policies as defined by Metro Resolution No. 16-4702, For The Purpose Of Adopting The 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement For The Portland Metropolitan Area, adopted June 16, 2016 and Metro Resolution No. 10-4185 For the Purpose of Approving a Supplemental Multi-Year Commitment of Regional Flexible Funding for the Years 2015-2027, Funding the Portland-Milwaukie Light Rail Transit Project, and Project Development for the Portland-Lake Oswego Transit Project, and the Southwest Corridor and Authorizing Execution of an Amendment to the Existing Intergovernmental Agreement with TriMet Regarding the Multi-Year Commitment of Regional Flexible Funds.

2. **Anticipated Effects:** Adoption of this resolution would instigate an air quality conformity analysis of the effects of implementing these projects and programs for compliance with the State Implementation Plan for air quality.
3. **Budget Impacts:** Adoption of the resolution would commit federal grant funding for Metro Transportation Planning activities. These grants are administered on a cost reimbursement basis, requiring Metro to incur costs associated with the planning activities prior to receiving reimbursement thereby incurring carrying costs. Furthermore, the grants require a minimum match from Metro of 10.27% of total costs incurred. Funding for this allocation of grants will occur in Federal Fiscal Years 2019, 2020, and 2021. Federal Fiscal Year 2019 grant funds would typically be utilized by Metro in Metro Fiscal Year 2019-20. Federal Fiscal Year 2020 grant funds would typically be utilized by Metro in Metro Fiscal Year 2020-21. Federal Fiscal Year 2021 grant funds would typically be utilized by Metro in Metro Fiscal Year 2021-22. The Planning and Development Department is able to request advancing the allocation of these funds to an earlier year, however, if there is funding program capacity and budget for local match available.

The proposed allocation would require Metro match of \$146,710 in Metro fiscal year 2019-20, \$151,111 in Metro fiscal year 2020-21 and \$155,644 in Metro fiscal year 2021-22 for transportation planning activities. Additionally, match would be required for the portion of the Regional Travel Options (RTO) program funding utilized for Metro-led expenditures. Approximately 30% of the RTO program funding is currently utilized for this purpose. At this rate of utilization, there is a Metro match of approximately \$83,000 in each of Metro fiscal years 2019-20, 2020-21 and 2011-22 for the RTO program.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 16-4756.

DRAFT**2019-21 Regional Flexible Funds Allocation - TPAC Recommendation to JPACT**

<u>Step 1: Regional Bond Commitments and Region-wide Program Investments</u>	
Existing transit bond payments	\$48,000,000
New transit bond commitment	\$15,430,000
New project development bond commitment	\$3,780,000
Corridor and Systems Planning	\$1,660,000
Regional MPO Planning (In-lieu of dues)	\$3,960,000
Regional Travel Options (Incl. \$1.5M for Safe Routes to School, \$.25M for Climate Smart Strategies)	\$9,290,000
Transit Oriented Development	\$9,870,000
Transportation System Management and Operations/ITS (Incl. \$.25M for Climate Smart Strategies)	\$5,240,000
Total:	\$97,230,000

<u>Step 2: Community Investment Fund</u>			
Active Transportation/Complete Streets			
<u>Project name</u>	<u>Applicant</u>	<u>Sub-region</u>	<u>Amount</u>
Beaverton Creek Trail	THPRD	Washington	\$3,693,212
Brentwood-Darlington Safe Routes to School	City of Portland	Portland	\$2,200,000
Complete Cleveland Street	City of Gresham	Multnomah	\$3,141,156
Cully Walking and Biking Parkway	City of Portland	Portland	\$2,200,000
Halsey Street Safety and Access to Transit	City of Portland	Portland	\$2,400,000
Herman Road Walking and Biking Improvements	City of Tualatin	Washington	\$625,000
Highway 43 Walking and Biking Improvements	City of West Linn	Clackamas	\$3,000,000
I-5 Walking and Biking Bridge	City of Wilsonville	Clackamas	\$1,550,000
Jade and Montavilla Connected Centers	City of Portland	Portland	\$3,200,000
Molalla Avenue Walking and Biking Improvements	City of Oregon City	Clackamas	\$3,800,632
Total:			\$25,810,000
Regional Freight Initiatives			
<u>Project name</u>	<u>Applicant</u>	<u>Sub-region</u>	<u>Amount</u>
Basalt Creek Parkway Extension	Washington County	Washington	\$2,803,605
Central Eastside Access & Circulation Improvements	City of Portland	Portland	\$2,805,879
Hunziker Road Industrial Area	City of Tigard	Washington	\$1,730,516
Regional Freight Studies	Metro	Regional	TBD*
Total:			\$7,340,000

Total 2019-21 RFFA:	\$130,380,000
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* Final amount, up to \$210,000, will be generated from further cost savings, if any, by City of Portland (Central Eastside Project).

Exhibit B to Resolution 16-4756

2019-21 Regional Flexible Funds Allocation
Public Engagement Report

is online at:

<http://www.oregonmetro.gov/sites/default/files/Regional-Flexible-Funds-RFFA-Engagement-Report-120216.pdf>

Appendices to the report are at:

<http://www.oregonmetro.gov/rffa>

Exhibit C to Resolution 16-4756

2019-21 Regional Flexible Funds Allocation
Indication of Subregional Step 2 Priority Projects



Clackamas
County
Coordinating
Committee

Promoting partnership among the County, its Cities and Special Districts

November 9, 2016

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

RE: Clackamas County project funding priorities for Regional Flexible Funds Allocation (RFFA) 2019-21

Dear Chair Dirksen and members of JPACT:

The Clackamas County Coordinating Committee (C4) has conducted a public process to review the RFFA projects submitted from Clackamas County jurisdictions and provide input for JPACT to consider during the selection of projects for RFFA funding. The C4 process included a technical evaluation of the submitted projects by the Clackamas Transportation Advisory Committee (CTAC) and vigorous discussions by C4, C4 Metro Subcommittee, CTAC, as well as presentations by project sponsors and public input.

Through both the technical and public process, C4 and its subcommittees reached unanimous consensus that the three top RFFA project priorities in Clackamas County are:

1. West Linn Highway 43 Multimodal Transportation Project
2. Oregon City Molalla Avenue (Beavercreek Road to Highway 213)
3. Wilsonville I-5 Pedestrian & Bikeway Bridge (Town Center Loop to Barber Street)

As the leaders of C4 and representatives of Clackamas County and the Cities to JPACT, we would like to articulate the reasoning supporting this recommendation. We also wish to note that we are not recommending for funding at this time the Monroe St Active Transportation by Clackamas County.

While the West Linn Highway 43 Multimodal Transportation Project received a mediocre score in Metro's technical evaluation (tied at #17 of 27 projects), several compelling factors emerged in our review process that elevates the project for consideration as JPACT selects projects for RFFA funding.

Factors favoring the West Linn Highway 43 Multimodal Transportation Project include:

- **Primary North-South Regional Corridor in Southeast Portland Region:** Highway 43 is an old, narrow 'farm-to-market' road that is an important connection between Portland and Clackamas County destinations serving both people living/working along the corridor, as well as those traveling through the corridor.
 - Highway 43 is the *only* north-south corridor in the southeast metro region that connects Portland, Lake Oswego, West Linn and Oregon City.
 - The Highway 43 corridor links key regional assets, including Portland's Southwest Waterfront, Downtown Lake Oswego, Marylhurst University and the historic Willamette Falls Locks area in West Linn, and the Willamette Falls Legacy Project in Oregon City.

- **State Funds Leverage:** The Highway 43 Project offers a unique opportunity to leverage \$1.1 million of ODOT’s 2019-21 STIP Enhance funds with regional RFFA funding.
- **Improved Bike/Ped and Transit-Rider Safety:** Members of the public expressed concern about the need for improved safety for pedestrians, bicyclists and transit users along Highway 43, which splits West Linn in half. Several schools—including Marylhurst University, two primary schools, West Linn High School, and day-care facilities—and the West Linn Public Library are accessed via Highway 43. Members of the public testified that they cannot safely access the already limited Tri-Met transit services since crossing or walking along Highway 43 is unsafe.
- **Better Access for Those with Disabilities:** The Highway 43 Multimodal Transportation Project includes ADA improvements designed to improve mobility and access to transit services for those with disability.
- **Public Investment in Alternative Transportation Encourages Redevelopment:** As many areas of the Portland region have found, public investment in alternative transportation modes can encourage economic development in the form of new investments in housing and employment centers. The City of West Linn seeks to consider new developments; already, Marylhurst University proposes a 300-unit expansion of apartments that serve senior citizens.

The other two projects, both of which ranked highly during the Metro technical evaluation process, that C4 supports include Oregon City’s Molalla Avenue (Beavercreek Road to Highway 213) and Wilsonville’s I-5 Pedestrian & Bikeway Bridge (Town Center Loop to Barber St) projects.

The Molalla Avenue project addresses a strong concern for safety of pedestrians and transit users along Molalla Avenue in Oregon City. The project directly serves lower-income communities by improving access to transit services and providing an alternative transportation route along a primary corridor. The Molalla Avenue corridor is the primary connection to Oregon City High School and Clackamas Community College, and serves several senior living facilities, a mobile home park, primary/middle schools, Clackamas County social services, and major commercial/retail services.

Wilsonville’s I-5 Pedestrian & Bikeway Bridge project improves access to alternative transportation modes by providing a safe bike/ped route over I-5, which splits the community in half. The project links transit services at SMART Transit Center and WES Commuter Rail Station and housing at the Villebois urban village on the westside of I-5 with the “high-tech” employment area, Town Center commercial services and three colleges, including Oregon Tech, Clackamas Community College, and Pioneer Pacific. The project directly serves lower-income populations by providing more transportation options.

C4 appreciates the opportunity for county coordinating committees to provide JPACT with input on priorities for RFFA funding. We look forward to working with JPACT and members of the Metro Council to finalize the selection of RFFA projects from throughout the region at the January JPACT meeting.

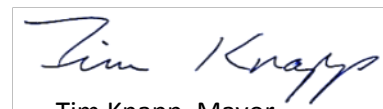
Sincerely,



Paul Savas, Commissioner
Clackamas County
C4 Co-Chair
JPACT Member for Clackamas County



Brian Hodson, Mayor
City of Canby
C4 Co-Chair



Tim Knapp, Mayor
City of Wilsonville
JPACT Member for
Clackamas County Cities

East Multnomah County Transportation Committee

City of Fairview City of Gresham City of Troutdale City of Wood Village Multnomah County Port of Portland

November 14, 2016

Metro

Attn.: Tom Hughes, Metro President and Craig Dirksen, JPACT Chair
600 NE Grand Avenue
Portland, OR 97232-2736

Re: MTIP Regional Flexible Fund Allocation (RFFA) East County Endorsements

Dear President Hughes and Councilor Dirksen:

The East Multnomah County Transportation Committee (EMCTC) met on November 7, 2016 and took formal action to endorse the following projects for funding from the 2019-2021 Regional Flexible Fund Allocation (RFFA). These three projects are key projects for East Multnomah County and are as follows:

Complete Cleveland Street: Stark to Burnside (City of Gresham)

This project will finalize filling a gap in the active transportation network by improving a substandard section of Cleveland Avenue between Stark and Burnside to an urban “complete street” standard. This is the second and final phase of this project. Phase 1 built out a section of the project between Burnside and Powell and developed the 100% design for this Stark to Burnside phase making this project shovel-ready. This is a much needed project for providing a direct and safer multimodal link between Gresham’s Regional Center and the Gresham Vista Business Park. It also will create safer non-automotive access to schools, parks, transit and regional designations for a community that has higher than average low-income, low-English proficiency, non-white, young, and persons with disabilities.

Completing Division Street: Birdsdale to Wallula (City of Gresham)


This project leverages the Powell Division High Capacity Transit Project and supports access to key regional destinations in a currently auto-centric environment. The project fills an active transportation gap by adding continuous sidewalks, curbs, ADA compliant curb ramps and bike lanes on Division between Birdsdale and Wallula. Travel as a pedestrian or bicyclist within this 5 lane arterial is not a safe environment creating a barrier for the community which consists of higher than average low income, low English proficiency, non-white, young, and persons with disabilities.

Completing the Sandy Boulevard Active Transportation Gap: Sandy Boulevard Improvements from Fairview Parkway to NE 223rd Avenue (Multnomah County)

This project will fill one of the last gaps in the active transportation network on Sandy Boulevard. There is a high concentration of historically underserved and underrepresented populations that will benefit, including senior mobile home and RV park residents. The project also serves regional and industrial employment centers. In addition, to constructing continuous sidewalks and bike lanes, the project will also enhance bus stops making them ADA-compliant and will construct a center turning lane to reduce congestion and conflicts. –These much needed multi-modal safety improvements are key for this neighborhood and important freight route.

Thank you for continuing to advance these projects as East County priorities for the Region and for considering funding under the RFFA. Please contact Joanna Valencia at joanna.valencia@multco.us or at (503)988-0219 if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink that reads "Diane McKeel". The signature is written in a cursive, flowing style.

Diane McKeel, Chair
East Multnomah County Transportation Committee

cc: Mayor Ted Tosterud, Fairview
Councilor Jerry Hinton, Gresham
Mayor Doug Daoust, Troutdale
Councilor Tim Clark, Wood Village
Susie Lahsene, Port of Portland

November 15, 2016

Metro

Attn.: Ted Leybold and Dan Kaempff
600 NE Grand Avenue
Portland, OR 97206

Re: MTIP Regional Flexible Fund Allocation – City of Gresham Projects

Dear Ted and Dan,

The City of Gresham submitted four applications for Regional Flexible Fund Allocation (RFFA). We appreciate the opportunity to provide additional information and comment on our two top priority projects, **Complete Cleveland Street: Stark to Burnside** and **Completing Division Street: Birdsdale to Wallula**. These two projects have received strong support from community members during previous outreach processes as well as the current RFFA process. They have been endorsed by the East Multnomah County Transportation Committee as two of three top priority projects in East County. In June 2016 Gresham Mayor and Council advanced these two projects as “highest priority” capital projects for grant funding.

The intent of the following information is to provide JPACT additional detail on the Cleveland Avenue project as it evaluates projects for funding allocation. In particular, the information addresses public support; project readiness; and how the project meets RFFA objectives. As you are aware, this project received the higher rating of Gresham’s top two projects during the technical review process. Much of what is outlined below is also applicable to the Division Street project and we can provide that detail following TPAC discussion on 11/18/2016 if relevant.

Completing Cleveland Avenue: Stark to Burnside

This segment of corridor connects Gresham’s regional Downtown to an employment corridor that includes On SemiConductor, Subaru, and MicroChip as well as smaller retail businesses. In addition, this project leverages JPACT’s prior commitment of RFFA funding that allowed us to achieve 100% design of the corridor. **In terms of project readiness, this project will be ready for construction during the FY18-21 timeframe.**

Public support: During the RFFA comment period ten of seventeen respondents for this project rated high support for completing this segment. Text comments addressed Gresham needing to be more pedestrian/bike friendly. While rated a “Silver Bike Friendly Community” by the League of American Bicyclists, Gresham needs projects such as this one to retain the rating and prove that we are a competitive region for bicycling.

Beyond Metro’s recent comment process, this segment of corridor has been discussed during outreach for the Powell-Division Bus Rapid Transit (when it was a potential connection from Downtown Gresham to Mt. Hood Community College) and Gresham’s Active Transportation Plan development currently underway. **Support for making new pedestrian/bike connections in this corridor identified through those processes is very high** and additional documentation about that can be provided.

Technical comments submitted during the initial evaluation phase of this RFFA process alluded to the fact that the proposed design does not include protected or buffered bike lanes. This

was considered by our planning and engineering staff during the design phase of the project. However, due to the limited right-of-way, intent to keep project costs reasonable, and to retain support from property owners adjacent to the existing roadway, there is limited opportunity to expand the width of the corridor. In addition, the speed limit on this segment is 25 MPH and is a relatively low-volume auto street. Thus, the design is as context sensitive as feasible, makes cost-effective use of federal funds, and would add the needed multimodal travel options.

Meeting MTIP/RFFA Allocation objectives: As noted above, this project clearly meets RFFA objectives. It honors previous funding commitments and builds on regional support received in past funding cycles, it achieves multiple planning objectives by providing bicycle and pedestrian facilities along a north-south corridor connecting the downtown to employment centers and connecting the high school to nearby residences, and it efficiently and cost-effectively makes use of federal funds by leveraging existing federal funds on the project and delivering a more robust and complete pedestrian and bicycle infrastructure project.

Thank you in advance for your consideration of this project.

Sincerely,

Katherine Kelly

Katherine Kelly
Comprehensive Planning Manager
City of Gresham

November 17, 2016

Re: Completing the Sandy Boulevard Active Transportation Gap

Dear Dan and Ted:

Thank you for the opportunity to provide additional comments on the County's application for improvements on Sandy Boulevard. The project, *Completing the Sandy Boulevard Active Transportation Gap*, strongly supports the RFFA Objectives and continues multi-modal investment in the Sandy Boulevard corridor to East County underserved communities. The project has received favorable public comments, is supported by partnering agencies, and has been endorsed by the East Multnomah County Transportation Committee. To support JPACT's evaluation of the project, the County would like to address public and technical comments received during this selection process, as well as note how the project meets RFFA objectives. Please accept the following project justification based on public comments, technical score, and project readiness for Multnomah County's Regional Flexible Fund Allocation (RFFA) proposal.

Eight percent (80%) of web comments were highly supportive of this project.

Thirty-five members of the public commented on the Sandy Boulevard proposal and 28 of those gave the project a rating of high support. The summary of public comments was also positive noting how the project will serve vulnerable populations and how Sandy Boulevard is designated as bicycle parkway but does not currently serve that mode. The only improvement suggested for the project is that it should be paired with a connection to the Gresham-Fairview Trail. A City of Gresham 2016-2018 RFFA project will connect with the planned route of the Gresham-Fairview Trail and this project, in addition to planned County-funded improvements, would provide continuous sidewalks and bike lanes connecting to this trail and improving options for connecting to other regional trails, including the I-84 Trail and the 40-Mile Loop Trail. Additionally, this project leverages investments being made along the Sandy Blvd Corridor, completing remaining portions of the east-west Sandy Blvd corridor currently with no bike and pedestrian facilities. This includes projects completed by the City of Portland and the City of Gresham west of this project and the County's own Sandy Blvd project at 230th and Sandy Blvd.

Support letters submitted with this application praise the project because it provides better transit stops, safer crossings, sidewalks and bike lanes to disadvantaged communities.

In addition to the comments received through the web-tool, the County received letters of support from Quail Hollow, a 55+ mobile home community; City of Fairview; TriMet; and Reynolds School District. Their support is based on the knowledge that the disadvantaged community that this project serves would greatly benefit from the safety improvements proposed, including: sidewalks, bike lanes, ADA bus stop improvements, cross-walks, a turning lane, and improved street lighting. Currently, elderly residents and children have to dash across a busy corridor to stand on an inadequately lit and narrow shoulder to wait for TriMet or the school bus. Persons with disabilities who live along this section of Sandy Boulevard cannot safely board a bus or travel

down the street without needing a vehicle due to a lack of ADA-compliant facilities. Those who live or work in the area and want to walk or bike via one of the few east-west corridors north of I-84 will soon be able to do so on most of Sandy Boulevard, due to previously-funded RFFA projects, but will have to negotiate this 0.8 mile gap in pedestrian and bicycle facilities.

The project closes a 0.8 mile gap in multimodal infrastructure and provides continuous pedestrian and bicycle facilities along a (5) mile corridor, applied in a consistent manner and leveraging other projects currently underway.

The improvements included in this project proposal were designed to bring Sandy Boulevard up to continuous arterial standards with bike lanes, sidewalks, and planter strips to match existing and planned construction on either side of the project area. The technical scoring criteria emphasize a physical separation between travel lanes and the bike lane and this approach was thoroughly considered by the County's engineers. However, it was concluded that changing the travel pattern for only this 0.8 mile segment of Sandy Boulevard may actually decrease safety for the corridor. The project area also is constrained by the amount of right of way as well as a stream crossing that would increase the project cost and could impact affordable housing located along the right of way. As noted above, this project leverages investments being made along the Sandy Blvd Corridor, completing remaining portions of the east-west Sandy Blvd corridor currently with no bike and pedestrian facilities. This includes projects completed by the City of Portland and the City of Gresham west of this project and the County's own Sandy Blvd project at 230th and Sandy Blvd.

The project achieves multiple transportation policy objectives by providing safer pedestrian crossings, sidewalks, bike lanes, and enhanced transit stops in an area with a higher than average population of low income, minority, and elderly adults. The project strives to meet the multiple, sometimes conflicting objectives of being both a Freight and an Active Transportation Corridor with physical and environmental constraints.

While there fortunately have not been an excess of severe crashes in this area, this segment of Sandy Boulevard has experienced congestion and crashes due to the lack of a turning lane for a portion of the project area that has multiple driveways. The introduction of a continuous turning lane, as well as bus pull outs and pedestrian and bicycle facilities will decrease conflicts between the multiple uses of this corridor for freight, residential, and future active transportation. The addition of mid-block cross walks with rapid flashing beacons in addition to improved street lighting, sidewalks, and bike lanes will also greatly enhance safety and comfort for area residents to become active transportation users. The technical scoring was narrowly focused on current crash data and an emphasis on buffered bike lanes while the project has many components that will provide a quality user experience in an area that has faced many barriers to active transportation. It is also important to note that Sandy Boulevard is designated as Regional Freight Route, Bicycle Parkway, and Pedestrian Parkway. The RFFA funding categories are separated between freight and active transportation, however, in managing this regional, multi-modal corridor a balance is needed that may not be well reflected in the scoring of just one of those modal needs.

The project significantly leverages other local and regional funding to deliver a regionally significant project. The project leverages previous funding commitments made by JPACT and the Metro Council.

Multnomah County has already spent \$75,000 to bring the project to 20% design – which is what enables us to provide the project cost, timeline, and deliverability with a higher degree of confidence. Additionally the project is leveraging current County projects in the amount of \$1.78 M (\$659k from previous MTIP/RFFA

funds). Additionally Gresham and the City of Portland has invested in the segment of Sandy Boulevard that is within their jurisdictions improving biking and pedestrian facilities for this key east-west corridor for the region.

The project is at 20% design, is well-scoped, and the project cost and timeline are well developed. Project readiness has repeatedly been emphasized through this MTIP/RFFA Process and the County has deliberately applied for a project that meets this goal of the region.

This project is consistent with the RFFA objectives, including its emphasis on project-readiness, cost-effectiveness, and coordination with partnering agencies. Multnomah County has already invested in this project to 20% design phase and the County has experience at delivering large, federal aid projects. This project is one of the last gaps in a phased upgrade of Sandy Boulevard that has been supported by past RFFA investments and fulfills actions in multiple regional and local plans. The project area is densely developed with affordable housing and is surrounded by a growing industrial employment center – major reasons for this corridor to be multi-modal and provide improved system connectivity. The project also leverages multiple investments in the active transportation network in East County and has broad support from the East County communities and partnering agencies.

Thank you for your detailed consideration of this project and your advancement of active transportation in East County. If there is any clarification or additional information needed, please contact Joanna Valencia, Transportation Planning and Development Manager at 503-988-0219 or via email at Joanna.valencia@multco.us

Thank you,

A handwritten signature in blue ink, appearing to read 'Joanna Valencia', with a long horizontal flourish extending to the right.

Joanna Valencia



CITY OF
PORTLAND, OREGON
OFFICE OF PUBLIC SAFETY

COMMISSIONER STEVE NOVICK
1221 SW 4th Ave. Suite 210
Portland, Oregon 97204
Phone: 503-823-4682
Fax: (503)-823-4019
novick@portlandoregon.gov

November 29, 2016

Craig Dirksen, JPACT Chair
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Councilor Dirksen:

Thank you for the opportunity to submit comments on the City of Portland's Regional Flexible Funding grant priorities.

The City of Portland engaged in a robust project selection process to determine projects to submit for Regional Flexible Funding grants. We engaged the City's modal committees (Bicycle, Pedestrian and Freight) and the Transportation Justice Alliance. We also considered community feedback gathered during our recent Transportation System Plan update as well as a number of other ongoing planning processes. Each of the City's proposed projects will greatly benefit our City's transportation users and are high priority projects.

Given that all of the projects are important to the City of Portland, we are now relying on the technical grant application scoring of the projects as well as the public feedback that Metro received during the public comment period. We are pleased to see that all of the City of Portland projects received significant public support. However, one Active Transportation project, the Brentwood-Darlington Safe Routes to School project, received an exceptional amount of support. Not only did the Brentwood-Darlington project receive the highest number of positive comments in Metro's online tool, but project advocates sent postcards, spoke at multiple meetings, and sent in a petition with over 1000 signatures.

If funding is formulated based only on technical rankings, Brentwood-Darlington's technical score would put it just below the funding line. However, given the magnitude of community support for this project, Portland is willing to make adjustments to our other high scoring projects to stretch the funding to include Brentwood-Darlington as well. We propose to rescope our budget request, and are willing to increase the local match on the following Active Transportation projects as reflected below:

Portland's Active Transportation Project Priority Package

- NE Halsey Safety and Access to Transit: \$2,400,000 (revised down from \$2,992,800)
- Connected Cully: NE 72nd Ave Ped/Bike Parkway: \$2,300,000 (revised down from \$2,998,153)
- Jade & Montavilla Connected Centers: \$3,200,000 (revised down from \$3,941,500)
- Brentwood-Darlington Safe Routes to School: \$2,200,000 (revised down from \$3,100,850)

For the Regional Freight Initiatives funding, we again are relying primarily on the technical scoring of the projects.

Portland's Regional Freight Project Priority:

- Central Eastside Access & Circulation Improvements project: \$3,002,433

If the projects listed above are funded, the City of Portland's total funding will be \$13,102,433, which is \$132,453 less than the City of Portland's projected funding amount based on the technical scores alone. This also puts the City of Portland's funding slightly lower (2%) than our proportional share of the funding based on population. We therefore believe that this package of projects should be fully funded as proposed.

Finally, we want to thank all of the Metro staff and leadership for their efforts on this process. We are excited to prepare for these additional projects to make active transportation and freight improvements in our region.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Novick". The signature is fluid and cursive, with the first name "Steve" written in a larger, more prominent script than the last name "Novick".

Commissioner Steve Novick



November 15, 2016

Craig Dirksen, JPACT Chair
Metro
600 NE Grand Ave
Portland 97232

Dear Councilor Dirksen:

Thank you for the opportunity Washington County Coordinating Committee has to submit comments on the Regional Flexible Funding grant application priorities.

The WCCC strongly supports funding for the four projects from Washington County jurisdictions that the technical committee ranked highest and which fell above the funding cutoff line of \$7.34 Million for Regional Freight Initiative projects and \$25.81 Million for Active Transportation/Complete Streets projects. In total, these four projects request funding for a total of \$9,371,572 or 28% of the total \$33.15 Million available. These projects are:

Regional Freight Initiatives

- **Hunziker Industrial Core Connective Infrastructure.** Submitted by the City of Tigard, this project ranked first by the committee. The grant funds will be used to construct access to a key industrial area in Tigard. The requested amount is \$1,851,740.
- **Basalt Creek Extension: Grahams Ferry Rd to Boones Ferry Rd.** Submitted by Washington County, this project ranked third by the Committee. The grant funds right-of-way acquisition for the Basalt Creek Extension and leverages local and regional funding already committed to advance this project, which is critical to serve future growth in a regionally significant industrial area. The requested amount is \$3 Million.

Active Transportation/Complete Streets Proposals

- **Beaverton Creek Trail: Westside Trail to Hocken Ave.** Submitted by City of Beaverton and Tualatin Hills Parks and Recreation District, this project ranked fifth by the committee. The grant would fund a missing link in the Beaverton Creek Trail Crescent Connection. The requested amount is \$3,892,399.

- **Herman Rd Active Transportation Corridor.** Submitted by the City of Tualatin, this project ranked ninth by the committee. The grant would fund the design of the active transportation corridor on Herman Road between 108th and Tualatin Road. The requested amount is \$625,000.

The Washington County Coordinating Committee supports advocating for funding of the Westside Trail Bridge Design, but not at the expense of displacing the two Active Transportation/Complete Streets projects "above the line." The Westside Trail Bridge Design project would complete the trail design across a major barrier of Hwy 26, is of regional significance, and was next highest technical scoring among Washington County projects at thirteenth. With an \$800,000 request, it is a good candidate to move forward if funding is available.

More information about the top five project priorities is attached. Please share them along with this letter with JPACT and Metro Council.

We look forward to a successful completion of this process with upcoming discussion and action at JPACT and Metro Council.

Thank you for your consideration,



Roy Rogers
Commissioner, Washington County Board of Commissioners
Chairman, Washington County Coordinating Committee

cc: Andrew Singelakis, Director Land Use & Transportation

attachments

2019-21 RECOMMENDED REGIONAL FLEXIBLE FUND GRANTEES CONDITIONS OF APPROVAL

Conditions of approval are mechanisms to ensure the intent of the decision making body approving the projects is followed post allocation and into project design and construction. These conditions are intended to make sure that projects are built according to the elements proposed in the applications and approved by JPACT and Metro Council. Projects can be reviewed at any point in the process for consistency with the conditions of approval and action taken if they are not adhered to.

The conditions of approval emerged from two avenues: 1) comments provided by Metro and ODOT staff; and 2) public comment received from the regional public comment period. Both public and staff comments were provided to the project applicants and Metro requested all project applicants respond to comments. Based on the responses, conditions of approval were developed.

There are two sets of conditions which apply to projects: 1) conditions which address all projects; and 2) project specific conditions. The conditions for all projects outline expectations for which projects the funds are to be used, acknowledgments, and guidelines for design. The project-specific conditions outline expectations to create the best project possible. Many of the proposed projects are at different stages of development (e.g. some are in planning phases while others are ready for construction), so some of the same conditions were applied to projects based on the project's stage in development.

Conditions applied to all projects and programs:

1. Funding is awarded to the JPACT-recommended projects for the 2019-21 Regional Flexible Fund Allocation. If any project is determined to be infeasible, or is completed without expending all of the flexible funds awarded, any remaining flexible funds for that project shall revert to the regional pool for the next flexible fund allocation (i.e. 2022-24), to be distributed among the region, per MTIP/RFFA policy. Or, the project sponsor/local jurisdiction receiving the flexible funds may request that JPACT reallocate the funds per the MTIP amendment process.
2. The award amount is the total amount being provided to deliver the JPACT-recommended project. The project sponsor/local jurisdiction is expected to resolve any cost overruns or unexpected costs to emerge. It is understood by the project sponsor/local jurisdiction that Metro does not have any further financial commitment/responsibility beyond providing the amount awarded.
3. Project scopes will include what is written in their project application narrative and project refinements in response to comments. Requests for adjustments to project scopes shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (2018-21 MTIP amendment procedures are currently defined in chapter 6). Changes in project scopes must be approved by Metro to ensure the original intent of the project is still being delivered.
4. All projects will be consistent with street design guidelines as defined in the Creating Livable Streets guidebook (Metro; 2nd edition; June 2002 or subsequent edition in effect at the time a funding intergovernmental agreement is signed), as determined by the Metro Planning Director or designee.
5. All projects with bicycle and pedestrian components will update local network maps and provide relevant bike and pedestrian network data to Metro. Metro will provide guidelines on network data submissions upon request. Additionally all projects will implement sufficient wayfinding signage consistent with Metro sign guidelines. (Ex. Metro's Intertwine Design Guidelines:

http://library.oregonmetro.gov/files//intertwine_regional_trail_signage_guidelines.pdf) The Intertwine Design Guidelines will be updated to be consistent with federal guidelines.

6. All projects with ITS elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture. This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes. For further guidance, consult ODOT's ITS compliance checklist at:
<https://www.oregon.gov/ODOT/HWY/ITS/Documents/ITS%20Systems%20Engineering%20Checklist.pdf>
7. All project public notifications and materials created or printed for the purposes of the project, including both printed and web-based information, shall acknowledge Metro as a partner. Acknowledgement can be in the form of: include the Metro logo on print or online materials, spoken attribution, and/or Metro staff at events. Metro will provide partners with Metro logos and usage guidelines upon request.
8. All projects will meet federal Title VI and Environmental Justice requirements and Metro guidelines for public involvement (as applicable to the project phase, including planning and project development) as self-certified in each application. As appropriate, local data and knowledge shall be used to supplement analysis and inform public involvement. Metro guidelines for public involvement can be found in the Public Engagement Guide Appendix G: Local Engagement and Non-Discrimination Checklist.
http://www.oregonmetro.gov/sites/default/files/final_draft_public_engagement_guide_112113.pdf
9. Per new federal requirements all projects will implement monitoring measures and performance evaluation to be reviewed by Metro. Performance evaluation measures are to be responsive to MAP-21 and FAST Act requirements and relevant to the type of project and project phase. (<http://www.fhwa.dot.gov/tpm/about/nhpp.cfm>) Additionally, all projects will share monitoring data and information upon request by Metro.
10. Lead agencies awarded RFFA will comply with ODOT Local Agency Liaison (LAL) project re-submission requirements (e.g. completion of detailed scope of work, budget, project prospectus, etc.) as deemed required and in the proper format as part of the federal delivery process to complete required MTIP & STIP programming, initiate development and execution of the Intergovernmental Agreement (IGA), plus obligate and expend awarded federal funds for the project.
11. Projects to be funded via an exchange of federal funds for local funding will be subject to concurrence with ODOT that the project does not contain any conflicts with ODOT right-of-way or facilities, and must comply with Metro's requirements for funding as defined through an intergovernmental agreement..

Active Transportation and Complete Streets projects:

City of Gresham – Complete Cleveland Street

- a. No additional conditions.

City of Portland – Brentwood-Darlington Safe Routes to School

- a. Project scope will be reduced by eliminating the segment from 32nd to 52nd, and the connection from 87th and Flavel to the Springwater Corridor.
- b. The segment from 32nd to 52nd will be constructed at a later time using local funds.
- c. PBOT and Portland Parks and Recreation are discussing using local funds to construct the connection to the Springwater Corridor.
- d. PBOT will increase amount of local matching funds from \$3,100,000 to \$3,150,000.

City of Portland – Cully Walking and Biking Parkway

- a. The project will utilize a neighborhood greenway design between Sandy and Prescott.
- b. The project is a candidate for funding via a federal funding exchange, as it does not impact any ODOT facilities or any NHS roadways.
- c. PBOT has requested a project start date in 2017 or 2018.

City of Portland – Halsey Street Safety and Access to Transit

- a. Project scope will be reduced by removing elements redundant with the Seventies Neighborhood Greenway project. That project includes re-stripping of NE Halsey St west of 80th Ave, and the crossing in the vicinity of 65th and Halsey.
- b. PBOT will increase amount of local matching funds from \$2,167,200 to \$2,580,000.

City of Portland – Jade and Montavilla Connected Centers

- a. Project scope will be reduced by removing the element improving SE Alder St from 82nd to 84th. If anticipated circulation changes around 82nd/Stark/Washington are approved by ODOT and implemented, the need to address cut-through traffic on Alder is removed.
- b. PBOT will increase amount of local matching funds from \$3,941,500 to \$3,994,000.

City of Oregon City – Molalla Avenue Walking and Biking Improvements

- a. Project is a candidate for funding via a federal funds exchange. Scope will be adjusted so as not to impact OR 213 if doing so would create an issue with using local funding on the project.
- b. TriMet has committed \$21,000 in transit stop amenities in the project area, based on a RFFA funding award.
- c. The City has requested a project start date in 2018.

City of Tualatin – Herman Road Walking and Biking Improvements

- a. No additional conditions.

City of West Linn – Highway 43 Walking and Biking Improvements

- a. ODOT has committed \$1,100,000 in funding to this project.
- b. The City will increase amount of local matching funds from \$1,310,000 to \$1,710,000.

City of Wilsonville – I-5 Walking and Biking Bridge

- a. No additional conditions.

Regional Freight Initiatives:

City of Portland – Central Eastside Access & Circulation Improvements

- a. PBOT will increase amount of local matching funds from \$2,400,000 to \$2,596,554.
- b. PBOT will seek additional potential cost savings through various means, including federal funds exchange and project scope adjustments. These further cost savings, up to \$210,000, will be added to 2019-21 RFFA funding for Regional Freight Studies.

City of Tigard – Hunziker Road Industrial Area

- a. Project is a candidate for federal funds exchange. The City has indicated a potential cost savings of \$30,000 by using local funding on the project.
- b. The City will seek additional cost savings through scope reductions or using development funding to pay for certain project elements (i.e. sidewalks fronting developed parcels) to accommodate a total reduction in RFFA funding from \$1,851,740 to \$1,730,516. Any change in implementation or scope reduction must be approved by the Metro Planning & Development Director as consistent with the overall objectives and expected outcomes of the original application.

Washington County – Basalt Creek Parkway Extension

- a. The County will seek additional cost savings or increase local funding to reduce their RFFA award to \$2,803,605.

Metro – Regional Freight Studies

- a. As noted above, RFFA cost savings achieved by PBOT on the Central Eastside project, up to \$210,000, will be repurposed to conduct freight studies on behalf of the region.
- b. Specific studies to be funded through this method will be brought before TPAC for discussion and input prior to commencing work and approved through the annual Unified Planning Work Program (UPWP) adoption process.

Planning and Region-wide Programs:

The high capacity transit bond payment will be completed consistent with Metro Resolution 10-4185 regarding the multi-year commitment of regional flexible funds and the subsequent Metro and TriMet intergovernmental agreement to implement Resolution 10-4185.

Planning activities and region-wide programs funded with regional flexible funds must be implemented consistent with the Unified Planning Work Program (UPWP). Additionally, the following programs and planning activities are guided by and must be consistent with the following plans and legislation or as updated by any subsequent legislation (including most current UPWP) adopted by JPACT and the Metro Council directing program or plan activities:

- Transit Oriented Development: TOD Strategic Plan
- Regional Travel Options: RTO Strategic Plan (to be updated in 2017-18 to include guidance for additional investments for Safe Routes to School and 2014 Climate Smart Strategy implementation.)
- Corridor and Systems Planning, Regional Freight Studies: Unified Planning Work Program, 2014 Regional Transportation Plan and its components, including 2010 Regional Transportation System Management and Operations Plan, 2010 Regional Freight Plan, 2014 Regional Active Transportation Plan, and 2014 Climate Smart Strategy
- Transportation System Management and Operations: 2014 RTP – TSMO vision and plan components; 2010-2020 Regional TSMO Plan (to be updated in 2017-2018 to include guidance for Climate Smart Strategy implementation.)
- High Capacity Transit development

Requests for adjustments to program activities shall be made in writing to the UPWP Project Manager utilizing the amendment procedures adopted in the UPWP. Requests for changes in regional flexible fund allocations to region-wide programs or planning shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP.

Materials following this page were distributed at the meeting.

CONNECTING OUR PRIORITIES TO OUR VISION



STOP BEING CAUTIOUS - BE COURAGEOUS

CONFIRMING OUR SHARED BOLD VISION

September 23, 2016

WHY & HOW

FEDERAL CONVERSATION HAS BEEN ABOUT FINANCING, NOT FUNDING

... WHICH REQUIRES A FUNDING SOURCE...

WHAT DO WE THINK ABOUT OUR DRAFT VISION?

- IS IT TOO VAGUE?
- DEFINE ECONOMIC PROSPERITY BETTER
- INCLUDE AN EFFICIENCY STATEMENT
- 'GET AROUND' COULD BE MORE PURPOSEFUL
- ADD WORDS ABOUT SPEED & CONGESTION
- A GREATER SENSE OF EQUITY
- STRONGER LOOK TOWARD THE FUTURE
- TRANSPORTATION ISSUES FIRST?
- 'GET AROUND' IS NOT INCLUSIVE OF MODES/NEEDS
- BETTER STATE PROBLEMS TO SOLVE
- IMPLY THE EFFORT BEING MADE
- KEEP THE IDEA OF OPTIONS IN MIND

GAS TAX IS 1/2 OF OUR RESOURCES BUT... CAN'T KEEP UP WITH INFLATION... AND... FUEL EFFICIENCY DIMINISHES INCOME

(SUPPORTING) CONGRESS IS HOLDING UP THE HIGHWAY TRUST FUND...

MAINTAINING EXISTING IS PRIMARY; CONGESTION, SEISMIC RETROFIT AND TRANSIT INVESTMENT FOLLOW

FOCUS IS ON THE STATE

THE STATE HAS A REVENUE ISSUE... STILL... TRANSPORTATION IS A PRIORITY

TECH IS KEY TO THE FUTURE

PROCESS:

- FOCUSED TEAMS AND DEDICATION
- OPENNESS, AND COMMUNITY INVOLVEMENT
- FUNDING FOR TRANSIT NEEDS ADDRESSING

REGIONAL VOICES - SOLUTIONS

WE MUST GO BIG

... AND MAKE OUR PLANS LONG-TERM FOCUSED

STAND UP FOR EACH OTHER - DEMAND ACCOUNTABILITY

REGIONAL LEADERSHIP FORUM 3

- STAY FLEXIBLE
- CREATING SHARED VALUE
- JPACT MAKES THE PLAN
- WE HAVE CHALLENGES, AND WE NEED TO BE COURAGEOUS
- WE NEED TO ALIGN WITH PUBLIC TO FIND LONG-TERM SOLUTIONS
- DEFINE INVESTMENTS - WHAT ARE WE BUYING?

- PLEASE SHARE
- BE OPEN-MINDED
- LET'S WORK TOGETHER

THERE ARE BARRIERS, BUT WE HAVE A LOT OF MOMENTUM

@darrencools



RTP2018

OUR FUNDING REALITY IMMEDIATE NEEDS

HOW DO WE SPEND OUR FLEXIBLE FUND?

NOT MUCH LEFT...

31 BILLION OVER 25 YEARS

WE HAVE BEEN EATING OUR SEED CORN... WORK ON

205, 217, ROSE QUARTER ARE A PRIMARY FOCUS, AND THERE IS NOT ENOUGH... BUT WE CAN PLANT SOME OF THAT SEED CORN TO GROW THAT FUND

KEEP THE HORSE BEFORE THE CART: BUILD COALITIONS

BUILD TRUST - FOLLOW THROUGH WITH WHAT WE SAY WE WILL DO

GET REAL CLARITY ON GOALS

NEW AND DIVERSE VOICES - BUILD COALITIONS

LEVERAGE SUCCESSFUL CORE STRATEGIES LEARNED FROM WHAT OTHERS HAVE DONE

WE NEED TO FOCUS ON RADICALLY CHANGING THE FUNDING REALITY - NOT CHOOSING BETWEEN ESSENTIALLY CONNECTED THINGS

LET'S REDEFINE WHAT TRANSPORTATION IS

WE NEED INSPIRING MESSAGING

EMPLOYMENT IS IMPORTANT - AND IT IS INTERCONNECTED WITH EVERYTHING - EQUITY, TRAFFIC, FRIEGHT, HOUSING

LEADERSHIP NEEDS TO BE FULLY ALIGNED WITH BOLD VISION PLAN - LEVERAGE ADVERTISING

ENGAGE THOSE WHO ARE NOT NORMALLY PART OF THE CONVERSATION

INCLUSIVITY AND ECONOMIC PROSPERITY ARE ESSENTIAL TOPICS FOR FINDING FUNDING

EVERYTHING IS INTERTWINED - AND EQUITY IS KEY

BUILD ON RESPECT, BE DIVERSE, BE TRANSPARENT - BUILD COALITIONS FROM SCRATCH

CONGESTION IS A DAILY REALITY - TECH IS NOT THE ANSWER

WE NEED A HOLISTIC APPROACH - CONGESTION, HOUSING, MODAL OPTIONS

STAY COMMITTED AND ACCOUNTABLE TO THE DIVERSE COMMUNITY WHO WERE BROUGHT INTO THE PLAN

@darrencools

Matthew Garrett
Director
Oregon Department of Transportation
355 Capitol Street
Salem, OR 97301

{DATE}

Dear Director Garrett,

Our (department/agency/organization/city/county) wrote you in (August/September/October) about the importance of the Congestion Mitigation and Air Quality (CMAQ) program as a policy approach to improving air quality throughout our state, and particularly in the Portland metropolitan region. We appreciate your attention and your staff's continued commitment to ensuring that our state addresses air quality concerns caused by transportation emissions in a thoughtful, strategic manner. We also want to take this time to reiterate the extent to which our region relies on our CMAQ funding to protect our air quality, leverage additional federal transportation dollars and bring them into the state, and support economic development in our region and throughout the state. Without a robust CMAQ program, our region will not be able to continue our current air quality commitments, jeopardizing our transportation system, economic growth, and public health.

CMAQ funds are a major component of the region's flexible transportation funding resources and have long been used by the region to leverage significant local and federal matching investments in projects that directly benefit air quality. (Optional language for agencies with RFFA project funding): At <insert name of jurisdiction>, we have been identified for funding to build <insert project name and short description>. This project will improve air quality and <insert short description of other benefits>. A reduction in CMAQ funding puts this project, and many others of similar benefit, at risk of not being constructed.

In response to our designation as a non-attainment area, our region developed a long-term plan, most of which is now enrolled into state requirements and which will remain in perpetuity in order to help the state meet its own air quality goals. This plan requires sustained, committed funding, program management, and prioritization of air quality cleanup in order to continue to improve our air quality and meet federal standards. As even our existing CMAQ funds are insufficient to meet our current commitments, we have leveraged other federal funds to support our program, and brought in an additional \$2 billion in federal funding to the state through our CMAQ dollars. A reallocation of CMAQ funds to other jurisdictions would irreparably damage the region's ability to pursue a comprehensive, multi-modal transportation investment strategy that meets the state and federal air quality mandates placed on the region.

The transportation finance impacts to our region, should we lose CMAQ funding, are obvious. However, given our contingency requirements under our air quality plan, a loss of funding could have significant economic development impacts as well. As a region, we protected our ability to grow our industrial and light industrial sectors by emphasizing transportation control measures to address our air quality concerns. Should we again fall into nonattainment, our industrial growth allowance would be eliminated, curtailing the ability of current companies to grow or new companies to move here. In addition, existing companies who emit our at-risk pollutants would be required to significantly decrease their current emissions, risking financial viability. No other region faces these same level of economic

risks, which is why you have heard from leading businesses and business advocacy organizations from Portland as well as our government agencies.

Finally, as the state's largest employment and population center, our air quality has significant impacts on public health and the environment. Our region has notably struggled with air quality concerns over the past few years, and while those have been due to non-mobile point sources, these incidents underline the impact that any air quality failure has on our more than 1.6 million residents. A lapse in air quality management, or even in continued progress, has a bigger impact here than in anywhere else in the state. Our transportation emissions, while declining on a per-capita basis, still make up the largest source of emissions in the Portland region. While we contribute significant local investment and leverage the resources we have, we also rely on robust financial support from the state to make sure those pollution levels remain acceptable from a public health standpoint.

The CMAQ program is a powerful tool, but it must be wielded carefully and intentionally to produce long-term results. Our region has done so, and so successfully that many of our commitments are now reflected in the Statewide Improvement Plan for air quality and other state mandates, such as our greenhouse gas reduction requirements. We will continue to make progress as long as we have the funding to do so, but a loss of any CMAQ monies jeopardize a program we have spent decades building. We urge you to find a resolution to the current CMAQ process that protects programs and commitments that are in place and already working.

Sincerely,

CC: Chair Baney, OTC Commission

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING) RESOLUTION NO. 17-XXXX
REGIONAL POLICY AND FUNDING)
PRIORITIES FOR 2017 STATE) Introduced by Councilor Craig Dirksen,
TRANSPORTATION LEGISLATION) JPACT Chair

WHEREAS, the governments of the Portland metropolitan region recognize the importance of investing strategically in public infrastructure, particularly transportation infrastructure, as a way to support private investment, economic prosperity, livability and environmental sustainability; and

WHEREAS, transportation investments that support private investment, job creation and long-term economic prosperity also bring increased revenues to local and state government budgets; and

WHEREAS, our region has a track record of working together to creatively finance forward-looking transportation investments that address the needs of both the present and the future, and of combining smart investment with policy innovations that support good jobs, livable communities and a sustainable environment; and

WHEREAS, a combination of locational advantages, careful planning and strategic investments supported by local, regional, state and federal resources and partnerships has helped to make this region globally competitive, the economic engine of the state of Oregon and an example to the nation; and

WHEREAS, the region's continuing economic success has created new challenges in the form of congestion, air quality and safety concerns; and

WHEREAS, the region has identified the top transportation priorities across all modes and invested regional funds to develop a bundle of projects that aim to relieve congestion for Oregon's economy, even as state and federal funds have continued to decline; and

WHEREAS, the Climate Smart Communities Scenarios Project has demonstrated that with an increase in transportation funding for all modes, this region can accomplish its many goals for economic prosperity, livability, social equity and environmental protection while reducing per capita greenhouse gas emissions from light-duty vehicles as directed by the Oregon Legislature; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) has recommended adoption of this resolution at their meeting on February 16, 2017; now therefore

BE IT RESOLVED:

1. That the Metro Council and JPACT adopt the following principles to guide the region's approach to transportation issues in the 2017 legislative session:
 - Maintain the System: The best value for public investment is to invest now in our critical roads and bridges to avoid more costly repairs in the future. Doing so requires sufficient ongoing revenue to address the needs of the statewide system, as well as those maintained by cities and counties.
 - Stable and Reliable Funding: The need to improve and efficiently operate and maintain a multi-modal transportation system requires establishment of funding mechanisms that provide reliable and stable on-going revenue and the legislative package should support that objective.

- Regional and Local Plans: The regional and local governments and agencies of the Portland metropolitan region are committed to taking the strategic actions needed to implement regional and local plans, including reduction of greenhouse gas emissions from light-duty vehicles.
 - Support Multi-Modal Investment: The regional and local governments and agencies of the Portland metropolitan region support adoption by the 2017 Oregon Legislature of a funding package designed to address the needs of all modes of transportation for both people and freight.
 - Joint State-Regional Investment: The region's governments continue to look for innovative ways to partner with the state on projects of statewide significance. This includes investments in ODOT facilities such as highway bottlenecks, high capacity transit, and active transportation. For this strategy to succeed, the Legislature should lead the way when it comes to investing in state facilities by passing a package of at least \$500 million. In addition, the Legislature should preserve existing regional funding levels, starting with a commitment to maintain or increase programs to improve air quality.
 - Preserve and Expand Local Options: The transportation challenge will require innovative policy and new funding commitments at all levels of government, including additional local funding to repair, maintain and improve existing transportation facilities. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority; avoid enacting new limitations or pre-emptions; and explore new structures and authorities that give local governments the flexibility to build, operate and fund transportation systems that support prosperity, livability and sustainability.
2. That the Metro Council and JPACT endorse transportation funding and policy priorities for the 2017 legislative session as reflected in Exhibit A to this Resolution.

ADOPTED by the Metro Council this [insert date] day of [insert month] 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

2017 Regional Transportation Agenda:
Recommendations

A transportation funding package should be implemented based upon the following principles:

1. **Fix It First**
2. **Prioritize Transit**
3. **Address Metropolitan Area Congestion**
4. **Improve Regional Air Quality**
5. **Invest in Multi-Modal Solutions**
6. **Preserve Local Options**

The elements of the 2017 legislative funding package endorsed by the Portland metropolitan region are as follows:

1. **Fix-It First:**

- a. Increase highway trust fund revenues at a sufficiently significant level to catch up with needed maintenance, operations and preservation on the city/county/state road system.
- b. Establish a pilot funding program to facilitate the transfer of roads between ODOT and local governments, ~~to align responsibility with authority.~~
- c. Index the resource to avoid future losses of revenue or purchasing power.
- e-d. Ensure that critical lifeline corridors are able to withstand a seismic event.

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Comment [A1]: Suggestion from Multnomah County

2. **Prioritize Transit:**

- a. The region supports a significant ongoing investment in statewide transit operations, as reported from the statewide hearings of the Joint Legislative Committee on Transportation, and recommended by the Governor's Transportation Vision Panel. Expanding transit operations was identified as the most important factor in achieving the region's state-mandated Climate Smart Strategy.
- b. The region is actively pursuing a new \$150 million investment in the Southwest Corridor, ~~and advocates~~ a one-time state capital investment comparable to previous light rail projects.

3. **Address Metropolitan Area Congestion:**

- a. The Portland metropolitan region, in partnership with ODOT, has identified three priority bottleneck projects along the I-5 Corridor (Rose Quarter, Hwy 217, I-205 Abernathy Bridge). These were ~~also recognized as~~ called out as statewide priorities in statewide hearings of the Joint Legislative Committee on Transportation, and by the Governor's Vision Panel. The region has invested early dollars in project development and is ~~committed to partnering with the state on investment in these projects, willing to pursue~~ addition regional investments in these projects. This would represent a bold new funding model for addressing these projects of statewide significance. To make this viable for voters in our region, the state package should include sufficient funds to bond for at least half of the capital construction cost on these state facilities. Initial state funding is absolutely necessary to catalyze regional match.
- b. Congestion should be addressed through a multi-modal package of investments. In addition to the proposed transit and highway improvements, the region supports calls for a significant increase in statewide funding for active transportation. This would best be achieved through alignment with the region's adopted Active Transportation Plan.

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4. Improve Regional Air Quality:

- a. Federal ~~programs funding from the Congestion Mitigation and Air Quality (CMAQ) improvement program to control emissions and improve air~~ quality have been stretched to include more urban regions with existing funds. ~~This means reduced funding for air quality in the Portland metro region at exactly the time when it is most needed.~~ The Legislature should ensure that these programs are kept whole or expanded in the Portland region, while addressing other urgent needs around the state.
- b. ~~Metro Council and JPACT support new efforts by the Legislature to reduce diesel.~~

5. Invest in Multi-Modal Solutions

- a. The region supports a ~~sixth-seventh~~ round of Connect Oregon funding for non-road multi-modal transportation projects, at the higher funding levels of the program's earlier rounds. This program has been critical for addressing the region's freight mobility needs, as well as advancing the region's Active Transportation Strategy.
- b. The region reiterates its support for comprehensive investments to improve mobility, including efforts to relieve highway bottlenecks, expand the light rail network and enhance transit service, and provide safe bicycle and pedestrian connections.

6. ~~Preserve Support and Expand Local Options~~

- a. The Legislature should remove existing restrictions on local and regional revenue-raising authority, and avoid enacting new limitations or pre-emptions.
- b. The Legislature should explore new tools and authorities that give local governments the flexibility to build, operate and fund transportation systems that support prosperity, livability and sustainability. Additional regional tools provide an opportunity to acknowledge that a higher level of capital infrastructure investment is necessary in the metropolitan region than in other areas of the state, given the higher density-population and resulting congestion of both residential development and job creation.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 17- XXXX, FOR THE PURPOSE OF ENDORISING REGIONAL POLICY AND FUNDING PRIORITIES FOR 2017 STATE TRANSPORTATION LEGISLATION

Date: January 9, 2017

Prepared by: Noah Siegel

BACKGROUND

THE CASE FOR INVESTING IN TRANSPORTATION

There is a significant need for investment in improved transportation infrastructure to meet the region's goals for economic prosperity, livability and environmental sustainability. A brief overview of the need is as follows:

- The Portland metropolitan region is viewed as a livable, economically competitive and environmentally sustainable region and is therefore growing in population and jobs. To support this growth while maintaining the qualities that attract people and jobs to our region, investments in transportation infrastructure are essential.
- Growing congestion throughout the region limits the region's global economic competitiveness, increases the cost of doing business within the region, reduces access to freight and intermodal terminals serving global and national markets and reduces access to labor for businesses and to economic opportunity for households.
- Implementing the region's adopted land use and transportation plans mitigate the impacts of congestion with an economic value by 2040 of \$684 million/year in increased business output or sales, \$403 million/year in increased business income (above their increased costs) and \$287 million/year in increased wages for the workers. These are the amounts associated with economic growth due to congestion relief above the level of growth expected otherwise. The return on these investments in just economic terms is greater than 1.7 to 1.
- Investing in transportation infrastructure within the Portland metropolitan region also improves the ability of businesses statewide to access global and national markets through the region's marine, air cargo, rail and truck terminals. Conversely, failure to address regional congestion has been identified by the Governor's Transportation Vision Panel as a matter of statewide consequences and concern.
- The prized cohort of young, highly educated individuals places a high value on vibrant, livable communities with walkable and bikeable neighborhoods and downtowns and a range of transportation choices. These investments attract people who drive the creativity of the region's labor force and enhance the region's global competitiveness.

- Accommodating the region's growth consistent with adopted plans results in an efficient use of urban land thereby containing the cost of infrastructure expansion into a much larger urban area and preserving highly successful agricultural economies outside the urban growth boundary.
- Investing in transportation infrastructure not only mitigates growth in congestion, it also provides improved multi-modal transportation options for the public to access thereby providing other options to avoid congestion and reduce their cost of travel.
- Strategic investments in transportation infrastructure can make shovel-ready land available for business expansion and deliver a significant return on investment for the public in terms of new revenues, private investment, and job creation.
- At the direction of the 2009 Jobs and Transportation Act, the region has completed the Climate Smart Communities Scenarios project and determined that the region's adopted plans, if implemented, will exceed the state's adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel, while also achieving a number of co-benefits. It also showed that a lack of investment in needed transportation infrastructure will result in falling short of the goal and other desired outcomes the region has been working to achieve.
- Implementation of the region's adopted land use and transportation plans will help people live healthier lives and save businesses and households money by reducing public health care costs associated with fatal and severe injury crashes for all modes of travel and illness from air pollution and a lack of physical activity. The monetized value of reduced health care costs related to illness alone equates to \$100-125 million saved per year by 2035. Society values the lives saved through implementation of the Climate Smart Strategy at more than \$1 billion per year by 2035.
- There is a need to invest in the operation, maintenance, rehabilitation and seismic upgrade of existing infrastructure to avoid much higher costs due to failure at a later date. In particular, the state is vulnerable to a major seismic event which could lead to \$405 billion of economic losses during the following seven-year recovery period. Hardening of key state bridges and landslide areas would mitigate this impact and make recovery more feasible.
- ODOT forecasts that existing revenues will result in continued deterioration of bridge and pavement conditions on the state highway system and that an increased investment of \$100 million per year could avoid a cost of \$3.4 – 5.2 billion after 20 years of decreasing investment and worsening bridge and pavement conditions. Cities and counties face similar challenges to the state-of-good-repair at the local level. Allowing bridges and pavements to fail costs 70 to 160 percent more than routine maintenance due to the need to completely replace the facility.

A STATEWIDE TRANSPORTATION PACKAGE THAT GETS THE JOB DONE

In order to realize the potential in these proposed transportation investments, the Legislature must pass a package that is proportionate to the desired outcomes. The Legislature passed the last statewide transportation package in 2009, a relatively modest achievement at that time that has failed to keep pace with inflation since. There is a shared sense of urgency among policymakers around the state that a new transportation package is urgent. To this effect, the Oregon Transportation Forum met in 2016 and agreed on a minimum consensus proposal of \$300 million annually. It is the opinion of the region's governments, however, that this will not be sufficient to achieve the goals laid out in the Governor's Vision Panel.

Were the state to commit to the required investments on its statewide facilities, as well as the pressing needs of the cities and counties, we would likely be looking at a package of between \$750 million to \$1 billion. These may seem like large sums, but states such as Washington and New Jersey have recently made commitments at this scale in recognition of the fact that the federal government appears unlikely to properly fund the National Highway Trust Fund anytime soon.

Regional leaders implore state leadership to consider bold action of this kind, but also recognize current political constraints. As such, the metro region is actively exploring a number of revenue options to help share the burden of investing in our state system. But the Legislature must do its part. Any successful regional investment package must, at a minimum, be built on a fifty percent match from the state for investments in state facilities. The three proposed highway bottleneck projects alone cost nearly \$1 billion, requiring some \$90 million annually in bonded capital. This is before the addition of other critical statewide projects and the multi-modal needs of our state.

Given these fiscal realities, a \$500 million investment from the Legislature is the minimum package that will allow us, in a serious way, to maintain transportation infrastructure, address congestion, and improve environmental quality.

ANALYSIS/INFORMATION

1. **Known Opposition:** This resolution endorses increased taxes by the Oregon Legislature which always draws opposition.
2. **Legal Antecedents:** State funding toward transportation is established in state law and this proposal would also require state legislation.
3. **Anticipated Effects:** Adoption of the proposal by the 2017 Legislature would provide funds to implement multi-modal projects and transit service improvements called for in the Regional Transportation Plan.
4. **Budget Impacts:** Metro's budget includes the cost of a lobbyist and this resolution would establish transportation-related legislation that the lobbyist would pursue.

RECOMMENDED ACTION

Recommend adoption of Resolution No. 17-XXXX



Metro

2019-21 RFFA Step 2 Project Recommendation

Dan Kaempff - Metro

Presentation to JPACT

January 19, 2017

Today's purpose

Discussion and requested action on the TPAC-recommended package of RFFA Step 2 project investments.

TPAC-preferred methodology

- Take a balanced approach in using:
 - Technical rating of policy objectives
 - Public comment
 - Subregional priorities
 - RFFA policy objectives
- Illustrated via “Example B” in last month’s materials

How final package was developed

- Additional matching funds
- Scope reductions
- Federal funding transfers (defederalization)
- Final reductions from original request:
 - Active Transportation - \$3.82M
 - Freight - \$1.01M

Defederalization

- Four of the 13 projects are potential candidates
- Projects with no existing or planned federal funding
- Not impacting NHS or ODOT facilities
- Results in cost savings, advanced timelines

TPAC recommendation

Freight

- 3 projects*
- \$7.34 million

Active Transp.

- 10 projects
- \$25.81 million

* Funding for Regional Freight Studies TBD

Regional Freight Studies

- PBOT pledged to look for additional cost savings from their Central Eastside freight project
- Will continue work used to better understand the region's freight mobility needs, prepare for other funding opportunities
- Maximum amount = \$210,000

Division St. project

- TPAC recommended JPACT discuss Gresham's Division St. project, relative to the region's investment in the Division Bus Project
- Funding for either project recommended at \$3,141,156

Discussion & action requested

- Affirm that this package of projects best meets the region's needs, or modify as desired
- Request action taken to adopt a final 2019-21 RFFA Step 2 package

Addendum to Exhibit D

Conditions of Approval, Active Transportation and Complete Streets Projects, add:

**Tualatin Hills Parks and Recreation District –
Beaverton Creek Trail**

- a. THPRD will increase amount of local matching funds by \$199,187.

Central Eastside access and circulation improvements | \$2,805,879

For the City of Portland to reconstruct freight access and movement through key intersections around the Central Eastside Industrial District. Includes improved traffic signals and bike lanes for safer crossings.

Cully walking and biking parkway | \$2,200,000

For the City of Portland to create a high-quality walking and biking parkway along Northeast 72nd Avenue through the heart of the Cully neighborhood. Includes lighting and street trees.

Halsey Street safety and access to transit | \$2,400,000

For the City of Portland to provide improvements on Halsey Street around the 82nd Avenue MAX station. Includes intersection redesigns, better bus stops and crosswalks, bike lanes and a biking and walking path.

Jade and Montavilla connected centers | \$3,200,000

For the City of Portland to construct improvements for biking and walking. Includes street and sidewalk lighting, new sidewalks, bike lanes and paths, and crosswalks.

Beaverton Creek Trail | \$3,693,212

For Tualatin Hills Park & Recreation District to complete 1.5 miles of the Beaverton Creek Trail to provide people walking and biking an off-street link from Hocken Avenue to the Westside Trail.

Hunziker Road industrial area transportation infrastructure | \$1,730

For the City of Tigard to add a road connection for freight and commercial vehicles to avoid congestion near Hwy 217 and I-5 interchange. Improves access to undeveloped industrial and commercial property in the Hunziker Industrial Core.

Herman Road walking and biking improvements project engineering | \$625,000

For the City of Tualatin to complete project engineering to create separated bike lanes, sidewalks and transit stops along Herman Road to better connect jobs, shopping and schools in Tualatin.

Basalt Creek Parkway extension | \$2,803,605

For Washington County to complete Basalt Creek Parkway to improve freight access and reduce detours through surrounding communities. Improves safety by separating bike lanes from truck traffic.

Interstate 5 walking and biking bridge | \$1,550,000

For the City of Wilsonville to construct a walking and biking bridge over Southeast Boones Ferry Road and Southwest Town Center Loop West. Connects neighborhoods to existing pedestrian and bike trails, transit, shopping and jobs.

Complete Cleveland Street | \$3,141,156

For the City of Gresham to improve Cleveland Avenue between Stark and Burnside. Constructs bike lanes, sidewalks, curbs and improved crossings providing a safe, direct link between downtown Gresham and the Gresham Vista Business Park.

Brentwood-Darlington safe routes to school | \$2,200,000

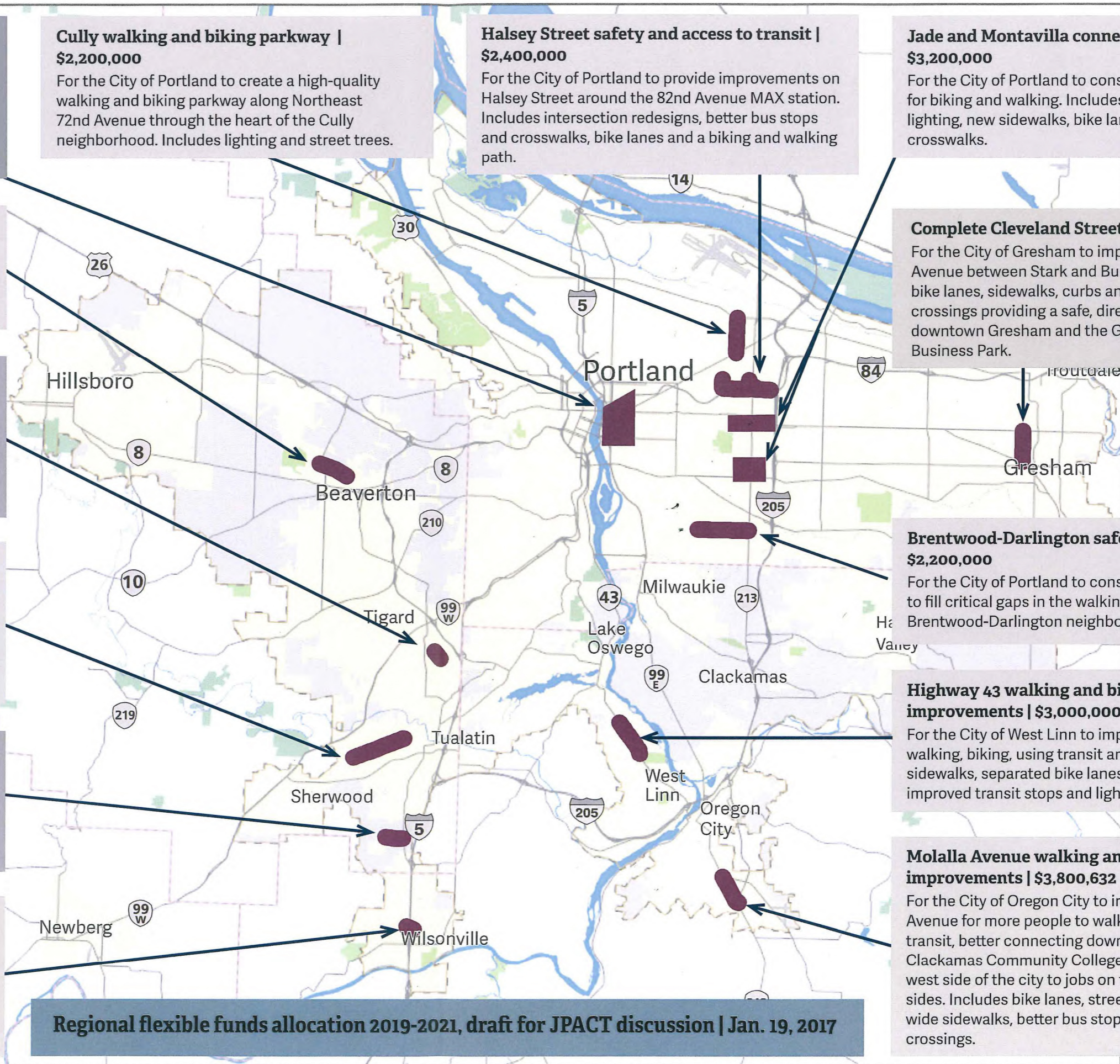
For the City of Portland to construct sidewalks to fill critical gaps in the walking network in the Brentwood-Darlington neighborhood.

Highway 43 walking and biking improvements | \$3,000,000

For the City of West Linn to improve Highway 43 for walking, biking, using transit and driving. Includes sidewalks, separated bike lanes, marked crosswalks, improved transit stops and lighting.

Molalla Avenue walking and biking improvements | \$3,800,632

For the City of Oregon City to improve Molalla Avenue for more people to walk, bike and use transit, better connecting downtown Oregon City to Clackamas Community College and homes on the west side of the city to jobs on the north and east sides. Includes bike lanes, street trees and lighting, wide sidewalks, better bus stops and safer street crossings.



January 18, 2017

Oregon Metro
Councilor Craig Dirksen, JPACT Chair
600 NE Grand Avenue
Portland, OR 97232

Re: RFFA Allocation & Division Street project

Dear Councilor Dirksen and members of JPACT:

We represent people of all ages, abilities, and backgrounds who need safe options to get to work, to school, and across the street, many of whom live, work, and play in East Portland and East Multnomah County. We urge you to reconsider the urgent need to fund the Complete Division Street project put forward to the Regional Flexible Fund Allocation. While other projects on the list are worthy, Complete Division Street rises to the top because of the drastic safety need and impact on more vulnerable communities who rely on walking, bicycling, and transit in this dangerous corridor.

Division Street through Portland and Gresham is a regionally significant corridor, poised for major transit investment through the Division BRT project in the coming years. Division is also recognized by Metro as a high-crash street greatly in need of safety fixes, and there have been two tragic fatalities on Division in the past month alone.

The current RFF allocation is the clearest and fastest way to help leverage the coming BRT funds and serve the vulnerable populations who rely on Division Street to meet their basic needs. This is an opportunity to prioritize the needs for safety improvements on a high crash, high use corridor like Division.

Consider East Multnomah County Transportation Committee's (EMCTC) letter of support for *Completing Division Street: Birdsdale to Wallula (City of Gresham)*

This project leverages the Powell Division High Capacity Transit Project and supports access to key regional destinations in a currently auto-centric environment. The project fills an active transportation gap by adding continuous sidewalks, curbs, ADA compliant curb ramps and bike lanes on Division between Birdsdale and Wallula. Travel as a pedestrian or bicyclist within this 5 lane arterial is not a safe environment creating a barrier for the community which consists of higher than average low income, low English proficiency, non-white, young, and persons with disabilities.

During the RFFA review process, Metro's Transportation Policy Advisory Committee (TPAC) agreed that public comment should be weighed in the decision-making process. Public Comment was significantly in favor of Division Street, with 18 marks of 'very high support' and 1 mark of 'no support'.

We urge you to leverage local, regional, state and federal funding to achieve local visions that align with the region's desired outcomes, including safety, access for low-income communities, and a commitment of regional flexible transportation funds for access to transit. Please prioritize a regionally significant and urgently needed project by putting the Complete Division Street project back above the line for funding.

Thank you.

Yours sincerely,

Lori Boisen
Executive Director
Division Midway Alliance

Heidi Guenin
Public health representative
Powell/Division Steering Committee

Duncan Hwang
Associate Director
Asian Pacific American Network of Oregon

Noel Mickelberry
Executive Director
Oregon Walks

Vivian Satterfield
Deputy Director
OPAL Environmental Justice

Kari Schlosshauer
Pacific Northwest Regional Policy Manager
Safe Routes to School National Partnership

Todd Struble
Jade District Manager
Jade District

East Multnomah County Transportation Committee

City of Fairview City of Gresham City of Troutdale City of Wood Village Multnomah County Port of Portland

January 17, 2017

Metro

Attn.: Craig Dirksen, JPACT Chair

600 NE Grand Avenue

Portland, OR 97232-2736

Re: MTIP Regional Flexible Fund Allocation (RFFA) EMCTC Endorsement of Cleveland Project

Dear Councilor Dirksen:

At its January 9, 2017 meeting, members of the East Multnomah County Transportation Committee (EMCTC) voted unanimously to prioritize the City of Gresham's "Complete Cleveland Street" project for Regional Flexible Funds Allocation (RFFA). After much discussion and consideration, members of the committee agreed that this project is the best suited of three East County projects proposed to be funded through this round of RFFA. While the other two projects, Complete Division Street and Sandy Boulevard, are certainly warranted and very necessary projects, the Cleveland project was prioritized based on the following primary points:

- The Cleveland project leverages prior RFFA funding that resulted in 100% design and a portion of constructing the segment of Cleveland from Division to Stark. Thus, the proposed project is "shovel ready" and will fully complete construction of this segment of Cleveland.
- The project is regionally significant. It directly links Downtown Gresham to the Gresham Vista Business Park and other employment areas on Stark.
- Completing this segment of Cleveland to its full build-out of two travel lanes, a center turn lane, sidewalks, and bike lanes represent the opportunity to fulfill decades of promises to construct these elements to the residents in that area.
- Unlike the other two East County projects, this segment of Cleveland largely does not have an opportunity to be constructed with new development; existing land uses are built out and thus the trigger for frontage improvements are highly unlikely. Grant funding is largely the only opportunity to build this segment.

On behalf of EMCTC members please consider our endorsement for the Cleveland project as one that has been fully vetted and we fully support this project. Please feel free to contact Joanna Valencia at 503-988-0219 or via email at joanna.valencia@multco.us if you have any questions.

With best regards,



Lori Stegmann, Chair

East Multnomah County Transportation Committee

cc: Mayor Ted Tosterud, Fairview
Councilor Jerry Hinton, Gresham
Mayor Casey Ryan, Troutdale
Councilor Tim Clark, Wood Village
Emerald Bogue, Port of Portland