

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Special Transportation Policy Alternatives Committee (TPAC) Workshop
Date: Wednesday, Feb. 20, 2019
Time: 10 a.m. – 12 noon
Place: Metro Regional Center, Council Chamber

- | | | | |
|-----------------|-----------|------------------------------------------------------------------------------------------------------|---------------------------|
| 10:00 am | 1. | Call To Order, Welcome and Introductions | Tom Kloster, Chair |
| | 2. | * Comments from the Chair and Committee Members | |
| | | <ul style="list-style-type: none">Special Transportation Fund Allocation Update | Jeff Owen, TriMet |
| | | <ul style="list-style-type: none">Update on 2021-2024 MTIP Policy | Grace Cho, Metro |
| 10:20 am | 3. | Public Communications on Agenda Items | |
| 10:30 am | 4. | * 2022-2024 Regional Flexible Funds Allocation (RFFA) Policy Update | Dan Kaempff, Metro |
| | | Purpose: Gather input on draft 2022-2024 RFFA policy direction | |
| Noon | | Adjourn | Tom Kloster, Chair |
| | | Next TPAC meeting: Friday, March 1, 2019 | |
| | | <ul style="list-style-type: none">* Materials will be emailed with meeting notice | |
| | | To check on closure or cancellation during inclement weather call | |

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro
ឬដើម្បីទទួលបានក្របខណ្ឌគំរូសេចក្តីស្នើសុំសេវាសម្រាប់ប្រជាជន
www.oregonmetro.gov/civilrights។
បេឡាអន្តរការអន្តរកម្មប្រកាសនៅពេលអង្គ
របស់ស្ថាប័នសេវាសម្រាប់ប្រជាជន 503-797-1890 (ម៉ោង 8 រឺក្នុងម៉ោង 5 ល្ងាច
ថ្ងៃអាទិត្យ) ប្រាំពីរថ្ងៃ
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Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib
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koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus
ntuj weekdays) 5 hnub ua hauj lw m ua nte ntawm lub rooj sib tham.





Oregon

Kate Brown, Governor

Department of Transportation

Rail and Public Transit Division

555 13th St NE Ste 3

Salem, OR 97301-4179

Rail Phone: (503) 986-4321

Public Transit Phone: (503) 986-3300

Rail Fax: (503) 986-3183

Transit Fax: (503) 986-4189

TO: Special Transportation Fund Agencies

FROM: H. A. (Hal) Gard, ODOT Rail and Public Transit Division Administrator 

RE: 2019-2021 Special Transportation Fund Estimates

DATE: January 4, 2019

On November 28, 2018, Governor Brown released her 2019-21 Governor's Budget. One element of ODOT's budget included elimination of the \$10m General Fund appropriation to the Special Transportation Fund (STF) that supports, among other things, ODOT's senior and disabled transit services. Since publication of the Governor's Budget, ODOT has received multiple inquiries regarding the status of funding for the STF in the upcoming biennium.

STF revenues come from a combination of cigarette taxes, sales of ID cards, non-auto gas taxes, and (historically) State General Fund, which, by rule, is divided into three accounts:

- State Administration—Up to 10% of total
- Formula—75% of remainder
- Discretionary—25% of remainder

The STF formula estimates published in our October 16, 2018 2019-21 solicitation materials assumed approximately \$10.1 million of General Fund resources. As noted above, the Governor's 2019-21 Budget does not include a General Fund appropriation to STF.

ODOT's budget will not be finalized until the Oregon Legislature issues a Legislative Approved Budget (LAB) around June 2019. If the Legislature reduces the General Fund portion of the Special Transportation Fund, STF Agencies will receive allocations different from the original published estimates.

ODOT recommends STF Agencies complete their STF applications with the original October 2018 forecast for STF formula levels, ***and also*** rigorously prioritize proposed projects to ensure plans are in place to scale activities appropriately if General Fund resources are not budgeted to the STF program during the 2019 Legislative Session.

Other considerations for agency planning:

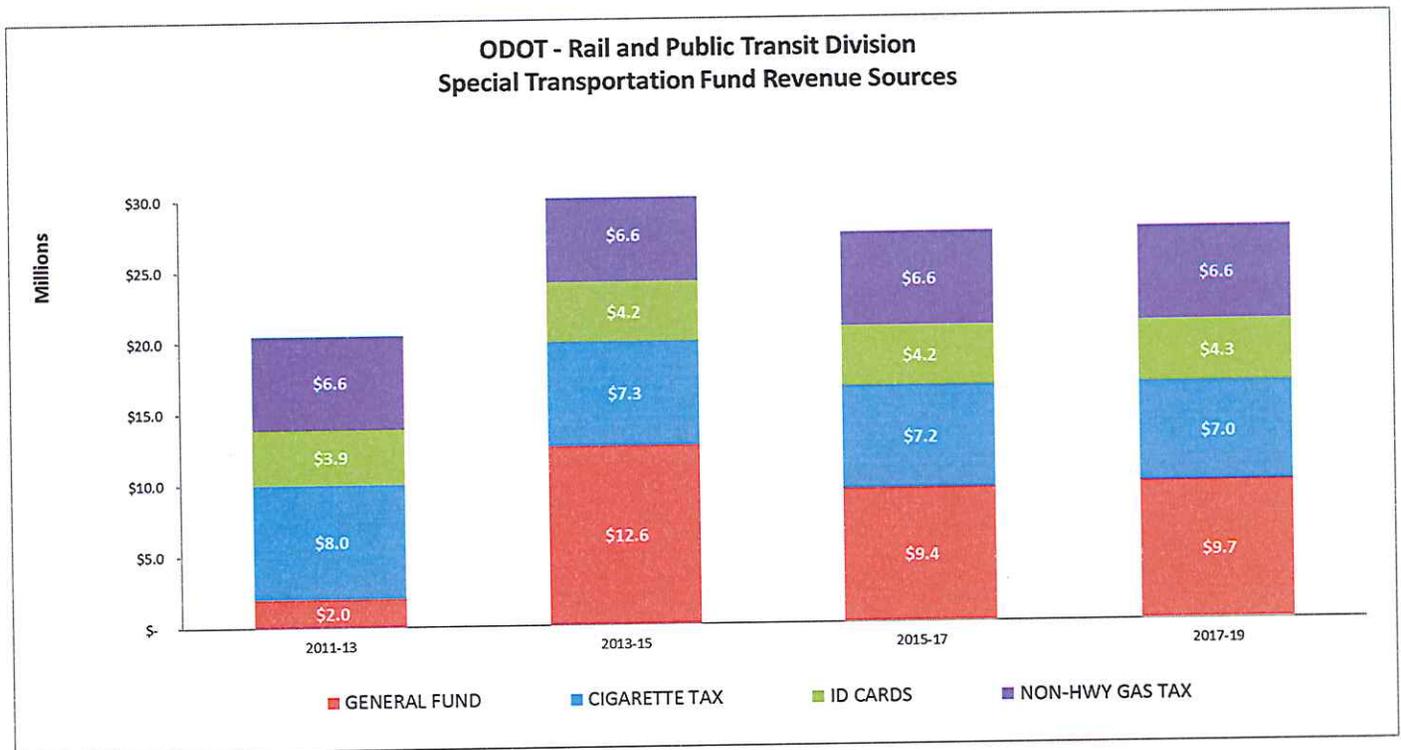
- ODOT proposes elimination of the discretionary STF program and re-allocating those funds to the STF formula fund for 2019-21 in order to minimize the impact on the



formula program. More detailed allocation adjustments will be provided when information is available.

- Agencies should use a 40 percent reduction from published estimates as a baseline for project prioritization.
- Project prioritization should follow local guidelines, but focus on preservation of existing services to the greatest extent possible.
- As STF resources potentially decline it will be important to look for budgetary efficiencies or other funding sources to help minimize the impact on the provision of services. However, it is important to note the new resources available in 2019 through the Statewide Transportation Improvement Fund (STIF) Formula fund revenues are required to be spent on expanding or improving transit service, not on maintaining existing services (with some exceptions that have been approved by the Oregon Transportation Commission). Projects that propose to maintain services due to elimination or reduction in an ongoing source of funding are not among the current OTC exceptions, but may be considered by the OTC as part of the upcoming STIF Plan review decision process.

The chart below details STF Revenue sources over that past several biennia.



We will continue to share information as it becomes available, and encourage you to work closely with your Regional Transit Coordinators for technical assistance as you move through your 2019-21 processes.

Date: January 11, 2019
To: TPAC
From: Vanessa Vissar
Subject: Grants Available for Transportation Services for Seniors and People with Disabilities

This memo provides information regarding grant applications available for transportation services benefiting seniors and persons with disabilities. All grant applications are due January 11, 2019 and applications will be evaluated at public meetings on January 18, February 1, and February 8, 2019 from 9am-12pm at ODOT Headquarters (123 NW Flanders St., Portland). The TriMet Board of Directors will consider a resolution for grant awards at the Board meeting on February 27, 2019.

Special Transportation Fund

As a State of Oregon designated Special Transportation Fund (STF) agency, TriMet coordinates with the Special Transportation Fund Advisory Committee (STFAC) to pass-through local, state, and federal funding for transportation services for seniors and persons with disabilities in Clackamas, Multnomah, and Washington Counties. The TriMet Board appointed the STFAC on October 24, 2018 and represents seniors, persons with disabilities, service providers, and other interested parties. See the full STFAC membership roster on page 2.

Grant Applications Available

Special Transportation Fund Formula and Section 5310 Grants Available

Every two years, the Portland Metro area receives the State of Oregon's Special Transportation Fund (STF) and the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310. These funds have played an important role in the expansion of community-based services for seniors and persons with disabilities as well as in the preservation of fixed route and complementary paratransit services. All projects must be derived from [TriMet's 2016 Coordinated Transportation Plan for Elderly and People with Disabilities](#). In Fiscal Year 2020 through Fiscal Year 2021, ~\$8,579,178 STF Formula and ~\$7,470,832 Section 5310 will be available. Application materials are available at trimet.org/meetings/stfac/grants. See the FY18-19 awards on page 3.

Statewide Transportation Improvement Fund - Human Services Transportation Grant Available

[TriMet's HB 2017 Transit Advisory Committee](#) advised TriMet to allocate \$1 million, annually, of the [Statewide Transportation Improvement Fund](#) (STIF) for transportation services benefiting seniors and persons with disabilities within the TriMet District. Eligible projects must serve areas with high concentrations of low-income households. Funding must be used for the expansion of services or the maintenance of existing transportation services where STF or 5310 funding was discontinued. All projects must be derived from [TriMet's 2016 Coordinated Transportation Plan for Elderly and People with Disabilities](#). Funding is available for Fiscal Year 2019 through Fiscal Year 2021. Application materials are available at trimet.org/meetings/hb2017.

STFAC Member Roster

Membership Category Description	Number of Persons	Committee Members	
		Name	Term Through June 30
Those interested persons who are members of the TriMet Committee on Accessible Transportation (CAT), except the CAT member who is a Board member	Up to 14	Annadiana Johnson	2020
		Claudia Robertson, Vice Chair	2019
		Deidre Hall	2019
		Jan Campbell, Chair	2019
		Leon Chavarria	2019
		Patricia Kepler	2019
		Rebecca Miller	2020
		Ryan Skelton	2020
		Zoe Presson	2020
Seniors or persons with disabilities who reside in Clackamas County	2	Caren Topliff	2021
		Dick Jones	2021
Seniors or persons with disabilities who reside in Multnomah County	2	Andrea Belcher	2020
		Vacant	
Seniors or persons with disabilities who reside in Washington County	2	Elaine Wells	2021
		Ron Thompson	2020
Seniors or persons with disabilities who reside outside the TriMet District	2	Eric Olson	2021
		Glenn Koehrsen	2021
Staff representatives of the respective County Agencies on Aging and Disability; one per county	3	Mjere Simantel, Washington County	2021
		Monika Johnson, Multnomah County	2021
		Teresa Christopherson, Clackamas County	2021
Staff representative of TriMet	1	Margo Moore	2021
Staff representative of Ride Connection	1	Julie Wilcke	2021
Staff representatives of public transit entities other than TriMet, including a rural transit entity representative	2	Andi Howell, City of Sandy	2020
		Elli Work, City of Wilsonville	2021
Seniors or Persons with Disabilities Living in the Service Area	4	David Keyes	2021
		George Payne	2021
		Mary Lou Ritter	2020
		Mike Foley	2021

FY18-19 Biennium Special Transportation Fund (STF) and Section 5310 Grant Recipient and Project Funding Levels

List of Grant Recipients and Grant-Funded Projects	Agency/Organization STF Formula Award	Agency/Organization Section 5310 Award
City of Canby	\$240,000	\$410,761
<i>Canby Area Transit (CAT) Dial-A-Ride</i>	\$240,000	\$410,761
City of Sandy	\$249,937	\$395,000
<i>Elderly and Disabled (ED) door-to-door service for out-of-area rides</i>		\$100,000
<i>Relacement Vehicles</i>		\$101,000
<i>Preventative Maintenance</i>		\$134,000
<i>Rural Deviated Route Purchased Service</i>		\$60,000
<i>Sandy Transit Area Rides (STAR) Demand Response Services</i>	\$249,937	
City of Wilsonville (SMART)	\$196,259	
<i>Medical Transportation for Elderly and Disabled Wilsonville Residents</i>	\$196,259	
Clackamas County	\$86,757	\$122,831
<i>Boring Lifeline Transportation Service- Purchased Service</i>		\$59,060
<i>Preventative Maintenance</i>		\$63,771
<i>Title XIX Match for non-Medical Transportation</i>	\$65,539	
<i>Mountain Express Service Continuation (Base)</i>	\$21,218	
Multnomah County	\$1,000,123	
<i>Medicaid Community Transportation Services</i>	\$1,000,123	
Ride Connection and Community Transportation Provider Network	\$5,783,235	\$3,613,133
<i>Clackamas County Transportation Consortium - Senior Center Specialized Transportation Service</i>	\$309,076	
<i>Clackamas County Transportation Consortium - Out of District Base Service</i>	\$320,331	
<i>Clackamas County Transportation Consortium - Transportation Reaching People Program Paid Driver Service</i>	\$215,810	
<i>Clackamas County Transportation Consortium - Transportation Reaching People Volunteer Mileage Support</i>	\$61,075	
<i>Clackamas County Transportation Consortium - Transportation Reaching People TRP/CAR School-Work Access</i>	\$61,743	
<i>Impact NW - Senior & Disability Service Program Transportation</i>	\$161,582	\$237,129
<i>Metropolitan Family Service - Project Linkage</i>	\$239,866	\$119,054

FY18-19 Biennium Special Transportation Fund (STF) and Section 5310 Grant Recipient and Project Funding Levels

List of Grant Recipients and Grant-Funded Projects	Agency/Organization STF Formula Award	Agency/Organization Section 5310 Award
<i>Neighborhood House Inc. - Senior And Disabled Transportation Program</i>	\$136,341	
<i>Northwest Pilot Project - Transportation Program</i>	\$123,648	
<i>Ride Connection - East County U-Ride</i>		\$250,072
<i>Ride Connection - Network Support - Federal Projects</i>		\$169,599
<i>Ride Connection - Ride Connection Preventive Maintenance</i>		\$557,668
<i>Ride Connection - Vehicle Replacements</i>		\$394,812
<i>Ride Connection - RideWise Travel Training and Mobility Support</i>		\$1,180,503
<i>Ride Connection - Technology Capital</i>		\$63,910
<i>Ride Connection - Technology - IT Infrastructure</i>		\$521,936
<i>Ride Connection - Tualatin-Sherwood Area Service and Capacity Enhancements</i>		\$118,450
<i>Ride Connection - Washington County Title XIX Match (SPD)</i>	\$310,859	
<i>Ride Connection - Multnomah County Services</i>	\$636,737	
<i>Ride Connection - Network</i>	\$2,330,211	
<i>Ride Connection - Washington County</i>	\$875,956	
South Clackamas Transportation District	\$248,503	\$68,006
<i>Contracted Services JARC Loss 5311</i>		\$40,279
<i>Preventative Maintenance</i>		\$27,727
<i>Molalla City Bus (intra-city service) Deviated Fixed-Route Service</i>	\$248,503	
TriMet	\$636,303	\$2,833,250
<i>LIFT Revenue Replacement Vehicles</i>	\$139,788	\$1,361,126
<i>LIFT Operations</i>	\$492,515	\$1,472,124
<i>STF Agency Admin</i>	\$4,000	
Total FY18-19 Biennium Grant Target	\$8,441,117	\$7,442,981

Summary

February 1, 2019

STF, 5310, & STIF E&D Requests in alphabetical order

Tab #	Applicant	Project Title	Requests				Previous Awards		
			Amount	STF	5310	STIF	Project Type	FY18-19 Biennium	2016 Discretionary
1	Asian Health and Service Center	Asian Communities Transportation Project	\$50,718		5310		Operating		\$59,823
1	Asian Health and Service Center	Asian Communities Transportation Project - New Service	\$55,725			STIF	Operating		
2	Canby Area Transit	Demand Response 2 Vehicle Replacements	\$260,217		5310		Capital	\$14,378	\$236,887
2	Canby Area Transit	Demand Response Operations	\$240,000	STF			Operating	\$240,000	
2	Canby Area Transit	Demand Response Operations	\$162,000		5310		Operating		\$173,874
3	Clackamas County Social Services	Mt Hood Express Service Continuation	\$21,500	STF			Operating	\$21,218	\$82,580
3	Clackamas County Social Services	Mt. Hood Express Preventative Maintenance	\$116,649		5310		Capital	\$63,771	
3	Clackamas County Social Services	Mt. Hood Express Service Continuation	\$35,735		5310		Operating		\$82,580
4	Clackamas County Social Services	Service	\$60,000		5310		Operating	\$60,000	
4	Clackamas County Social Services	STF Waivered Non-Medical Transportation Match	\$31,000	STF			Operating	\$65,539	
4	Clackamas County Social Services	TRP Dedicated Dialysis / In District	\$143,177			STIF	Operating		\$124,126
4	Clackamas County Social Services	TRP Dedicated Dialysis Out of District	\$34,000	STF			Operating		\$69,427
4	Clackamas County Social Services	TRP Dedicated Non-emergency Medical	\$146,564			STIF	Operating		\$176,679
4	Clackamas County Social Services	TRP Replacement Vehicle	\$63,130		5310		Capital		
5	Clackamas County Social Services	Base Out of District Services	\$329,941	STF			Operating	\$320,331	
5	Clackamas County Social Services	Senior Center Specialized Services	\$318,348	STF			Operating	\$309,076	
5	Clackamas County Social Services	TRP Paid Driver Service	\$222,284	STF			Operating	\$215,810	
5	Clackamas County Social Services	TRP School/Work Access	\$63,595	STF			Operating	\$61,075	
5	Clackamas County Social Services	TRP Vol. Mileage Support	\$62,907	STF			Operating	\$61,075	
6	David's Harp	Community Integration Program	\$30,096	STF			Operating	\$4,917	
7	Exceed	Transportation	\$34,140			STIF	Operating		
7	Exceed	Transportation - New Service	\$146,806		5310		Operating		\$74,403
8	Impact NW	Transportation Services for Seniors and Adults with Dis	\$171,332	STF			Operating	\$161,582	
8	Impact NW	Transportation Services for Seniors and Adults with Dis	\$229,001		5310		Operating	\$237,129	
8	Impact NW	Transportation Services for Seniors and Adults with Dis	\$167,616			STIF	Operating		
9	Metropolitan Family Services	Project Linkage - North Portland Service Restoration -	\$247,061	STF			Operating	\$239,866	
9	Metropolitan Family Services	Project Linkage - North Portland Service Restoration -	\$346,853		5310		Operating	\$119,054	\$217,154
9	Metropolitan Family Services	Project Linkage - North Portland Service Restoration -	\$124,640			STIF	Operating		
16	Multnomah County	Medicaid Community Transportation Services	\$1,000,123	STF			Operating	\$1,000,123	

10	Neighborhood House, Inc.	Senior and Disabled Transportation Program	\$134,326	STF			Operating	\$136,341	
11	Ride Connection	Central Beaverton Capacity Maintenance	\$556,781			STIF	Operating		
11	Ride Connection	Mid Multnomah County Capacity Expansion (Parity)	\$200,558			STIF	Operating		
11	Ride Connection	Mid Multnomah County Capacity Maintenance	\$620,588			STIF	Operating		\$234,723
11	Ride Connection	Regional Volunteer Program Capacity and Enhancement	\$106,885			STIF	Operating		
11	Ride Connection	Regional Volunteer Program Capacity and Enhancement	\$75,000			STIF	Capital		
11	Ride Connection	Ride Connection 5310 Direct Service	\$527,963		5310		Operating	\$368,522	
11	Ride Connection	Ride Connection Direct Service	\$1,069,749	STF			Operating	\$1,512,693	
11	Ride Connection	Ride Connection Mobility Management	\$2,344,370		5310		Operating	\$1,180,503	
11	Ride Connection	Ride Connection Network Coordination	\$2,836,178	STF			Operating	\$2,330,211	
11	Ride Connection	Ride Connection Network Preventative Maintenance	\$604,323		5310		Capital	\$557,668	
11	Ride Connection	Ride Connection Network Replacement Vehicles	\$863,202		5310		Capital	\$394,812	\$127,000
11	Ride Connection	Ride Connection Network Support/ED Planner	\$310,811		5310		Operating	\$169,599	
11	Ride Connection	Ride Connection Technology Capital and Infrastructure	\$956,294		5310		Operating	\$521,936	
11	Ride Connection	Ride Connection Technology Capital and Infrastructure	\$74,037		5310		Capital	\$63,910	
11	Ride Connection	Tri-County Equity Fund (Previously NW Pilot Project)	\$123,648	STF			Operating	\$123,648	
11	Ride Connection	Washington County Capacity Expansion - New Service	\$204,468			STIF	Operating		
11	Ride Connection	Washington County Capacity Expansion - New Service	\$45,320			STIF	Capital		
11	Ride Connection	Washington County Title XIX Match	\$450,000	STF			Operating	\$310,859	
12	Sandy	Elderly and Disabled (ED) door-to-door service	\$103,000		5310		Operating	\$100,000	
12	Sandy	Preventative Maintenance	\$138,020		5310		Operating	\$134,000	
12	Sandy	Purchased Service Deviated Route	\$61,800		5310		Operating	\$60,000	
12	Sandy	Sandy Transit Area Rides (STAR) Dial-a-ride	\$257,435	STF			Operating	\$249,937	
12	Sandy	Vehicle Replacement	\$100,000		5310		Capital	\$101,000	
13	SCTD	Molalla City Bus (intra-city service) Deviated Fixed-Route	\$255,958	STF			Operating	\$248,503	
13	SCTD	Purchased Service	\$82,400		5310		Operating	\$40,279	
13	SCTD	Vehicle Preventive Maintenance	\$28,559		5310		Capital	\$27,727	
14	SMART	Medical Transportation for Elderly and Disabled Wilson	\$202,144	STF			Operating	\$196,259	
15	TriMet LIFT	LIFT Technology Upgrade	\$319,291	STF	5310		Capital		
15	TriMet LIFT	Operations	\$1,794,600		5310		Operating	\$1,472,124	
15	TriMet LIFT	Operations	\$205,400	STF			Operating	\$492,515	
15	TriMet LIFT	Vehicle Replacement	\$255,491	STF			Capital	\$139,788	\$61,436
15	TriMet LIFT	Vehicle Replacement	\$2,232,253		5310		Capital	\$1,361,126	
Total Requests			\$23,056,010						

Estimated FY20-21 STF Formula Funding Available

Year	STF Funding
FY20	\$4,289,589
FY21	\$4,289,589
Total	\$8,579,178
Total with 40% Reduction	\$5,147,507

Estimated FY20-21 Section 5310 Funding Available

Year	5310 Funding
FY20	\$3,735,416
FY21	\$3,735,416
Total	\$7,470,832

Estimated FY19-21 STIF E&D Funding Available

Year	STIF E&D
FY19 (one-time-only)	\$500,000
FY20 (on-going)	\$1,000,000
FY21 (on-going + 3% inflation)	\$1,030,000
Total	\$2,530,000



Memo

Date: Friday, February 15, 2019
To: TPAC and interested parties
From: Dan Kaempff, Principal Transportation Planner
Subject: DRAFT 2022-24 Regional Flexible Funds Allocation Policy Development

Purpose

Gather input from TPAC on the draft Regional Flexible Funds Allocation (RFFA) policy to guide selection of investments through the 2022-2024 RFFA.

Background

Following Metro Council direction relative to their intent for the 2022-2024 Regional Flexible Funds Allocation (RFFA), staff is beginning the process for updating RFFA policy to reflect new direction as adopted by JPACT and Metro Council in the 2018 Regional Transportation Plan. Please refer to Attachment A – Memo titled “Response to Council Work Session on 2022-24 Regional Flexible Funds Allocation” for details on Council intent.

TPAC is asked to provide input on the draft 2022-2024 RFFA policy (Attachment B), in preparation for a requested policy recommendation to JPACT at their March 1, 2019.

The existing RFFA policy is available for download at

ftp://ftp.oregonmetro.gov/pub/tran/RTO/2018-21MTIP-RFFAPolicyReport_AdoptedbyJPACT.pdf

Specific Policy Sections to be Updated

Within the existing RFFA policy, the specific sections to update include:

3.0 Regional Transportation System Performance Targets – The 2018 RTP defines new performance measures, aimed at demonstrating how the region is making progress towards regional priorities relative to Equity, Safety, Congestion, and Climate Change. RFFA policy will be reviewed and updated as needed to align with these new measures, and to ensure RFFA investments will result in outcomes that help attain these goals.

6.0 Regional Flexible Fund Allocation Objectives – Ten objectives serve as guiding principles for how the complete package of RFFA investments is to be selected. As part of the policy update, these objectives will be reviewed and updated as necessary to ensure they align with, and guide the process to select projects which best support updated RTP policy direction.

7.0 Regional Flexible Funds Structure – Review the existing two-step funding framework and project selection criteria. Update as necessary to ensure that it best reflects updated RTP policy direction, and directs investments towards regional priorities of Equity, Safety, Congestion, and Climate Change. Within the existing funding structure, TPAC may wish to consider and recommend policy options for Step 2 to better address system needs as reflected in these regional priorities.

8.0 Process – The process and timeline for project selection will be defined. Additional steps include a risk assessment of all capital project funding proposals. Applicants must demonstrate a sufficient level of project scoping and cost estimation to provide assurance that their proposed project can be completed on time and within budget.

This step is being added in response to improve federal funding obligation performance. A refined public comment process is also being implemented, including a joint public hearing of JPACT and Metro Council.

At the time of this mailing to TPAC, a draft funding forecast is not yet available. Staff intends to provide a funding forecast as a handout at the February 20 workshop.

Discussion questions

As part of the workshop discussion, TPAC will be asked to provide specific input to staff in the following areas:

- Consistent with Metro Council guidance, what adjustments should be made to the Step 2 funding category descriptions and criteria?
- What additional investments should be considered to fulfill RTP investment policy objectives?

Next Steps

TPAC will be asked to provide a policy recommendation to JPACT at their March 1 meeting. Following today's discussion, staff will prepare a draft policy recommendation for TPAC review and discussion. If needed, a workshop can be scheduled between the February and March TPAC meetings to allow for further discussion and consideration of options.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: Friday, January 18, 2019
To: Metro Council
CC: Elissa Gertler, Margi Bradway, Ted Leybold
From: Dan Kaempff, Principal Transportation Planner
Subject: Response to Council Work Session on 2022-24 Regional Flexible Funds Allocation

At your January 8, 2019 work session, Metro Council discussed the upcoming Regional Flexible Funds Allocation (RFFA) process. In that discussion, Council outlined four policy principles to guide allocation of regional funds, and directed staff to provide additional detail on those principles. Council also directed staff to prepare potential funding initiatives for their further consideration in the policy development and funding process.

Council agreed on four main principles to be followed in development of their policy direction:

1. **The 2018 Regional Transportation Plan priorities are to serve as the RFFA policy framework.** An extensive public engagement process went into the creation of the RTP, as well as numerous meetings and interactive forums with the region's elected officials, business and community leaders. Metro's public outreach efforts resulted in over 19,000 individual communications during the RTP process. From these discussions, an agreement on the region's priorities relative to the transportation has emerged.
2. **The four primary RTP priorities are to be carried out through RFFA project selection.** The RTP contains a broad vision statement, and subsequent supporting goals and objectives that define a transportation system that aligns with the Council-adopted Six Desired Outcomes. Included in this policy direction are four priorities for transportation that JPACT and Metro Council said were the most critical and should be emphasized through our subsequent funding and policy-making activities.
 - a. **Equity** – reduce disparities and barriers faced by communities of color and other historically marginalized communities
 - b. **Safety** – reduce fatal and severe injury crashes, particularly focusing on the High Crash Corridor network
 - c. **Climate Change** – expand transit and active transportation networks, and leverage emerging technology to meet Climate Smart Strategy goals
 - d. **Congestion Relief** – address congestion and travel demand through low-cost, high value solutions
3. **Maintain the existing two-step framework.** Using the regional dollars strategically has been an underlying goal of previous RFFA processes. Over the past three allocation cycles, the region has allocated funding in two steps. The first step continues our investments in building out the regional high-capacity transit network, and creating a pipeline of sufficiently developed capital projects that are ready for future funding opportunities. Step 1 also supports region-wide investments that make the entire system work more effectively and efficiently, and funds the region's planning efforts.

Step 2 targets project development and construction funding towards capital projects in local jurisdictions that advance RTP policy priorities and that have regional significance.

Council indicated they wished to continue this two-step process, and that the four RTP priorities should be applied to both steps.

- 4. Better align Step 2 project outcomes with four RTP priorities.** Council wished to consider and discuss potential ways that Step 2 could be adjusted in order to ensure alignment with the RTP priorities described above. Step 2 projects must result in outcomes consistent with these priorities. As the RFFA financial forecast is finalized, consideration should be given to how any potential funding increase can be used to better enable the region to accomplish these four policy priorities.

Implementation and performance measures

To respond to and advance policy direction defined in the Six Desired Outcomes and the 2018 RTP, Council indicated their intent for the RFFA policy to advance diversity through contracting opportunities associated with these funds.

The 2018 RTP adopted new and updated performance measures to enable the region to better understand the extent to which investments in the transportation system will achieve desired outcomes and provide the best return on public investments. Council directed that projects funded through the RFFA should clearly demonstrate alignment and support of these updated RTP performance measures.

Next Steps

This spring, JPACT and Council are scheduled to consider and take action on the adoption of updated RFFA policy direction to direct investments through the 2022-2024 RFFA funding cycle. Council's principles set forth in this memo will be used as the foundation for discussions with stakeholders leading to development of the updated policy. Metro staff will develop updated RFFA policy and project selection criteria in consultation with TPAC. At their March 1, 2019 meeting, TPAC is scheduled to make a policy recommendation to JPACT. JPACT will consider the TPAC recommendation at their March 21 meeting, and Council is scheduled to consider JPACT's action at their March 28 Council meeting.

INTRODUCTION

[TO BE ADDED]

REGIONAL SIX DESIRED OUTCOMES

In 2008, Metro Council and MPAC adopted these Outcomes to form the framework of a performance-based approach for policy and investment decisions. Those outcomes are:

- **Equity:** The benefits and burdens of growth and change are distributed equitably.
- **Vibrant communities:** People live and work in vibrant communities where their everyday needs are easily accessible.
- **Economic prosperity:** Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- **Safe and reliable transportation:** People have safe and reliable transportation choices that enhance their quality of life.
- **Clean air and water:** Current and future generations enjoy clean air, clean water and healthy ecosystems.
- **Climate Leadership:** The region is a leader in minimizing contributions to global warming.

The Six Desired Outcomes shape the way in which all regional plans and policies reflect and orient towards achieving the desired outcomes. The RTP identifies needed next steps to achieve each of the six desired outcomes for the region's transportation system.

REGIONAL TRANSPORTATION PLAN

In 2018, the region adopted the Regional Transportation Plan (RTP), which serves as the blueprint for the transportation system for the next 25 years. The RTP includes policies for the development of the transportation system and the list of transportation priority investments to implement the blueprint. The Six Desired Outcomes are incorporated as part of the RTP vision and blueprint and as a result they shaped and guided the development of RTP performance targets to measure progress towards the goals. The XX performance targets are shown below in Table 1.

[INSERT RTP PERF. TARGET TABLE WHEN COMPLETED]

Projects funded through the 2022-2024 RFFA align with four primary RTP policy objectives, as detailed in Chapter 6.2, Regional Investment Priorities of the 2018 RTP. The four objectives are:

- a. **Equity** – reduce disparities and barriers faced by communities of color and other historically marginalized communities
- b. **Safety** – reduce fatal and severe injury crashes, particularly focusing on the High Crash Corridor network
- c. **Climate** – expand transit and active transportation networks, and leverage emerging technology to meet Climate Smart Strategy goals
- d. **Congestion** – manage congestion and travel demand through low-cost, high value solutions

These policy objectives emerged from a three-year discussion and identification of the region's most urgent transportation needs. They reflect direction from JPACT and Metro Council to prioritize funding to address these needs, and guided the development and refinement of the 2018 RTP projects and programs.

REGIONAL TRANSPORTATION FINANCE APPROACH (MTIP POLICY 3)

In May 2009, JPACT developed a regional finance approach to direct how the transportation needs of the region are to be addressed by existing or potential transportation funding sources. Since 2009, this regional finance approach provides a starting point for the various funding programs or sources that are addressed in the Metropolitan Transportation Improvement Program (MTIP) and State Transportation Improvement Program (STIP).

The approach identifies funding mechanisms agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation system in the region. The approach has been utilized in the development of RFFA policies since the 2010-2013 and 2012-2015 MTIP cycle, with the most recent regional finance approach adopted as part of the 2021-2024 MTIP.¹

Table 2 is an updated version of the regional finance approach adopted through the 2021-2024 MTIP policy.²

[INSERT ADOPTED REGIONAL FINANCE APPROACH TABLE]

REGIONAL FLEXIBLE FUND ALLOCATION OBJECTIVES

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

1. Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring air quality Transportation Control Measures (TCMs) for pedestrian and bicycle improvements are met and that an adequate pool of CMAQ-eligible projects is available for funding.
4. Achieve multiple transportation policy objectives.

¹ See Metro Council Resolution 16-4702

² MTIP policy pending adoption by JPACT in April 2019. RFFA policy will be adjusted to mirror final adopted MTIP policy.

5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an area's stage of development (developed, developing, undeveloped) consistent with RTP Table 2.2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
9. Ensure agencies have qualifications for leading federal aid transportation projects.
10. Identify opportunities for leveraging, coordinating, and collaboration.

2022-2024 REGIONAL FLEXIBLE FUNDS STRUCTURE

The 2022-2024 RFFA follows the two-step framework the region has followed since the 2014-2015 allocation. This framework was adopted to ensure the region is investing in the system in accordance with RTP direction. Through this framework, the region ensures its flexible funding is used to its greatest potential; by leveraging other funding sources, investing in measures to maximize system efficiency, and to focus funding on parts of the system which do not have dedicated funding streams, or which cannot be legally funded through fuel taxes or other revenue sources.

Step 1 – Regional Commitments

Bond commitments for regional high capacity transit

Regional flexible funds have been used to help construct the region's high-capacity transit system. Since 1998, TriMet has issued bonds to pay for project development and capital construction costs of high-capacity transit line construction, based on a regional commitment of flexible funds to repay the bonded debt. The current obligation to repay bond debt extends to 2034. This bond obligation covers investments in Green, Orange, and Southwest Corridor MAX lines, Powell-Division Transit Project, and the Eastside Streetcar Loop.

Bond commitments for project development

In the 2019-2021 RFFA process, JPACT directed regional funding to be used to develop a selected package of improvements to address regional active transportation needs, and freeway interchanges or arterials that are identified as significant system deficiencies, particularly in the areas of safety and freight delay.

Regional flexible funds were used in a manner consistent with the Regional Transportation Finance Approach that targets these funds to the connecting arterial portions of freeway interchange projects and Active Transportation projects. For projects coordinated with freeway mainline and associated interchange elements, flexible funds were invested as a part of a multi-agency approach to addressing multiple transportation issues around the mainline facilities, and focused on the

multi-modal portions of these projects that are on the regional arterial network adjacent to the freeway interchange.

The regional bond commitments for transit and project development are shown in Table 3.

Table 3: Regional bond commitment repayment schedule (millions)

	Transit bond commitment	Project development bond commitment	Total bond commitment
2022	\$21.62	\$1.26	\$22.88
2023	\$21.62	\$1.26	\$22.88
2024	\$21.62	\$1.26	\$22.88
2025	\$21.62	\$1.26	\$22.88
2026	\$21.62	\$1.26	\$22.88
2027	\$21.62	\$1.26	\$22.88
2028	\$17.56	\$1.26	\$18.82
2029	\$17.56	\$1.26	\$18.82
2030	\$17.56	\$1.26	\$18.82
2031	\$17.56	\$1.26	\$18.82
2032	\$17.56	\$1.26	\$18.82
2033	\$17.56	\$1.26	\$18.82
2034	\$17.56	\$1.26	\$18.82

Region-wide program investments

Region-wide programs have been defined over time by their regional scope, program administration, and policy coordination, and a consistent allocation of regional flexible funds to support them. In previous cycles, the allocation of funding to these programs was completed in Step 1 of the process, prior to the allocation of funds to local projects.

Funding targets are set for the existing region-wide programs in this cycle based on their historical allocation levels which includes an annual increase to address increasing program costs and maintain purchasing power. The region-wide programs will be reviewed prior to the final funding decision scheduled for the fall of 2019. The review will provide the following information about each program:

- Program description – description of the program purpose and its major activities
- Regional Funding Strategy Context – description of why the program is appropriate for regional flexible funding, per the Regional Finance Approach³
- Directly related RTP performance targets – description of how the program helps the region meet performance targets in the RTP
- Program strategic plan or recent planning work completed to date – description of how the strategic plan helps set priorities for implementation
- Program performance to date – description of specific accomplishments of the program

³ ADD MTIP FINANCE APPROACH REFERENCE HERE

- Additional opportunities – description of priorities or activities the program would pursue given additional resources

[DESCRIPTIONS OF EACH PROGRAM AND THE RTP PURPOSE/POLICY OBJECTIVE THEY SERVE + FUNDING TARGETS TO BE ADDED]

Step 2 – Capital Investments

The policy direction from the 2014-2015 RFFA established two Step 2 funding categories which best reflected the region’s needs and were guided by the Regional Finance Approach as defined in the MTIP policy. The Step 2 categories are:

- Active Transportation and Complete Streets
- Regional Freight Investments

Per regional policy established by JPACT, 75 percent of the funding available in Step 2 is directed to the Active Transportation and Complete Streets category, the balance is directed to the Freight Mobility and Economy category.

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

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

In the development of the 2014-15 RFFA, a task force was created to advise JPACT and TPAC on project focus area needs, priorities and project prioritization factors and developed direction for the project focus areas. **This policy construct will continue in the 2022-2024 RFFA but with some modifications identified below to respond to recent policy development work and input received as a part of this policy update process.**

ACTIVE TRANSPORTATION AND COMPLETE STREETS

Recommended approach for developing projects

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

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

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,

- project design will consider guidance found in Chapter 9 of the Regional Active Transportation Plan,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.

RTP investment priorities for RFFA	Primary criteria	Secondary criteria
Equity	Project improves access to community places or employment areas for: <ul style="list-style-type: none"> • Communities of color • English language learners • Lower-income communities 	Improves access to: <ul style="list-style-type: none"> • Affordable housing • Essential services • Title 1 schools (or equivalent)⁴
Safety	The primary purpose of the project is to address fatal and severe injury crashes on a high injury corridor with one or more proven safety countermeasure(s)	Improves safety by reducing vehicle speeds or separating modes/reducing conflicts between freight and vulnerable users
Climate	Project reduces greenhouse gas emissions through: <ul style="list-style-type: none"> • Completing active transportation network gaps • Improving transit travel times 	Facilitates: <ul style="list-style-type: none"> • Shorter trips in Region 2040 Centers • Last mile connections to transit
Congestion	Provides or improves alternatives to drive-alone trips by removing barriers or creating access to transit and/or active transportation	Serves high density or projected high growth areas

REGIONAL FREIGHT INVESTMENTS

Recommended approach for developing projects

For this project focus area, the task force recommended an approach of allocating funds for two components: construction type projects and planning/strategy development type projects. Eligible

⁴ A school may meet all of the qualification criteria for Title 1 status, but not have that designation due to funding constraints.

project types and criteria that will be utilized to scope and prioritize potential projects are described below.

Construction focus

Capital improvements will focus on:

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

Planning/strategy development focus

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

RTP investment priorities for RFFA	Primary Criteria	Secondary Criteria
Equity	Improves economic opportunities, particularly for: <ul style="list-style-type: none"> • Communities of color • English language learners • Lower-income communities 	Reduces impacts to communities of color (e.g., reduced noise, land use conflict, emissions)
Safety	Improves safety by removing conflicts with active transportation or other modes	Provides adequate mitigation for any potential conflicts with active transportation or other modes
Climate	Project helps to green the economy (supports economic sectors that are low-carbon and resource efficient)	Reduces air toxics or particulate matter
Congestion	Project reduces freight vehicle delay; improves reliability and access at industrial and freight intermodal facilities	Reduces need for highway expansion

[STEP 2 PROJECT CATEGORY FUNDING TARGETS TO BE ADDED]

PROJECT SELECTION PROCESS

All project funding proposals submitted through the Step 2 Call for Projects will be considered for selection using the following process:

1. Technical Evaluation – Proposals will receive a technical score reflecting how well the project addresses the relevant category criteria. In addition to this quantitative analysis, the technical report will also include qualitative information to reflect attributes about each project that may not be reflected in a strict numerical score.

By presenting both quantitative and qualitative information, decision-makers and the public can better understand the technical merits of projects, which will help to better inform the regional decision making process.

2. Risk Assessment – To ensure that RFFA-funded projects can be delivered as proposed, on time, and within budget, Metro will conduct a risk assessment process on each proposal, and issue a report documenting the findings of the process. Proposals will be evaluated on how completely the project has been planned, developed and scoped, and measure the risk of project completion within the 2022-2024 timeframe.

This report will be made publically available and used as a part of the regional decision-making process.

3. Public Comment – Following issuance of the Technical Evaluation and Risk Assessment reports, Metro will conduct a 30-day public comment period, focusing on outreach to community and neighborhood organizations, county coordinating committees and other stakeholders. A joint public meeting of JPACT and Metro Council is planned to give decision-makers the opportunity to hear public testimony on project proposals.

4. County Coordinating Committee/City of Portland Recommendations – Each county coordinating committee and the City of Portland will have the opportunity to provide recommendations to decision-makers on which projects submitted from their jurisdictions best reflect their local priorities. Recommendations are to be provided to TPAC and JPACT in advance of the JPACT meeting on November 21, 2019.

5. TPAC/JPACT Discussion and Action – Following the above information gathering steps, TPAC will be asked to consider and discuss all of the input received, and to provide a recommendation to JPACT on a package of projects to be funded, including both Step 1 and Step 2 investments.

JPACT will consider and discuss the TPAC recommendation, and will be requested to take action to refer a package of projects to Metro Council. JPACT action is scheduled for December 19, 2019.

6. Metro Council will consider and take action on the JPACT-referred package in January 2020.

Materials following this page were distributed at the meeting.

**FY20-21 Biennium Special Transportation Fund (STF) and Section 5310
FY19-21 STIF Human Services transportation**

Grant Recipients and Projects	STF Formula	Section 5310	STIF
Clackamas County	\$90,711	\$526,619	
Mt. Hood Express Preventative Maintenance	\$4,211	\$78,013	
Mt Hood Express Service Continuation	\$21,500	\$35,735	
Clackamas County Transportation Consortium - STF Waivered Non-Medical Transportation Match	\$31,000		
Clackamas County Transportation Consortium - TRP Dedicated Dialysis Out of District	\$34,000		
Clackamas County Transportation Consortium - Boring Lifeline Transportation Service- Purchased Service		\$60,000	
Clackamas County Transportation Consortium - Transportation Reaching People Dedicated Dialysis / In District		\$143,177	
Clackamas County Transportation Consortium - Transportation Reaching People Dedicated Non-emergency Medical		\$146,564	
Clackamas County Transportation Consortium - Transportation Reaching People Replacement Vehicle		\$63,130	
City of Canby	\$240,000	\$422,217	
Demand Response Operations	\$240,000	\$162,000	
Vehicle Replacement		\$260,217	
Multnomah County	\$1,000,123		
Title XIX Match	\$1,000,123		
Ride Connection and Community Transportation Provider Network	\$6,344,891	\$4,525,055	\$1,005,945
Asian Health and Service Center - Asian Communities Transportation Project		\$106,443	
Clackamas County Transportation Consortium - Base Out of District Services	\$329,941		
Clackamas County Transportation Consortium - Senior Center Specialized Services	\$318,348		
Clackamas County Transportation Consortium - Transportation Reaching People Volunteer Mileage Support	\$62,907		

Resolution 19-02-08

Exhibit A

Grant Recipients and Projects	STF Formula	Section 5310	STIF
Clackamas County Transportation Consortium - Transportation Reaching People Paid Driver Service	\$222,284		
Clackamas County Transportation Consortium - Transportation Reaching People School/Work Access	\$63,595		
David's Harp - Community Integration Program	\$30,096		
Exceed - Transportation		\$180,982	
Impact NW - Transportation Services for Seniors and Adults with Disabilities	\$171,332	\$255,211	
Impact NW - Transportation Services for Seniors and Adults with Disabilities Expansion			\$167,616
Metropolitan Family Services - Mobility Management		\$129,699	
Metropolitan Family Services - Project Linkage - North Portland Service Restoration - Mobility Support and Maintenance		\$231,321	
Metropolitan Family Services - Project Linkage - North Portland Service Restoration - Base	\$247,061		
Neighborhood House, Inc. - Senior and Disabled Transportation Program	\$136,341		
Ride Connection - Mid Multnomah County Capacity Expansion		\$200,558	
Ride Connection- Network Support/ED Planner		\$310,811	
Ride Connection - Mobility Management		\$1,141,079	
Ride Connection- Technology Capital and Infrastructure	\$170,067	\$836,665	
Ride Connection - Network Preventative Maintenance		\$604,323	
Ride Connection - Network Coordination	\$2,836,178		
Ride Connection - Direct Service	\$1,069,749	\$527,963	
Ride Connection- Washington County Title XIX Match	\$450,000		
Ride Connection - Tri-County Equity Fund	\$123,648		
Ride Connection - Network Replacement Vehicles	\$113,344		
Ride Connection - Regional Volunteer Program Capacity and Enhancement			\$181,885
Ride Connection - Washington County Capacity Expansion			\$249,788
Ride Connection - Network Replacement Vehicles			\$406,656

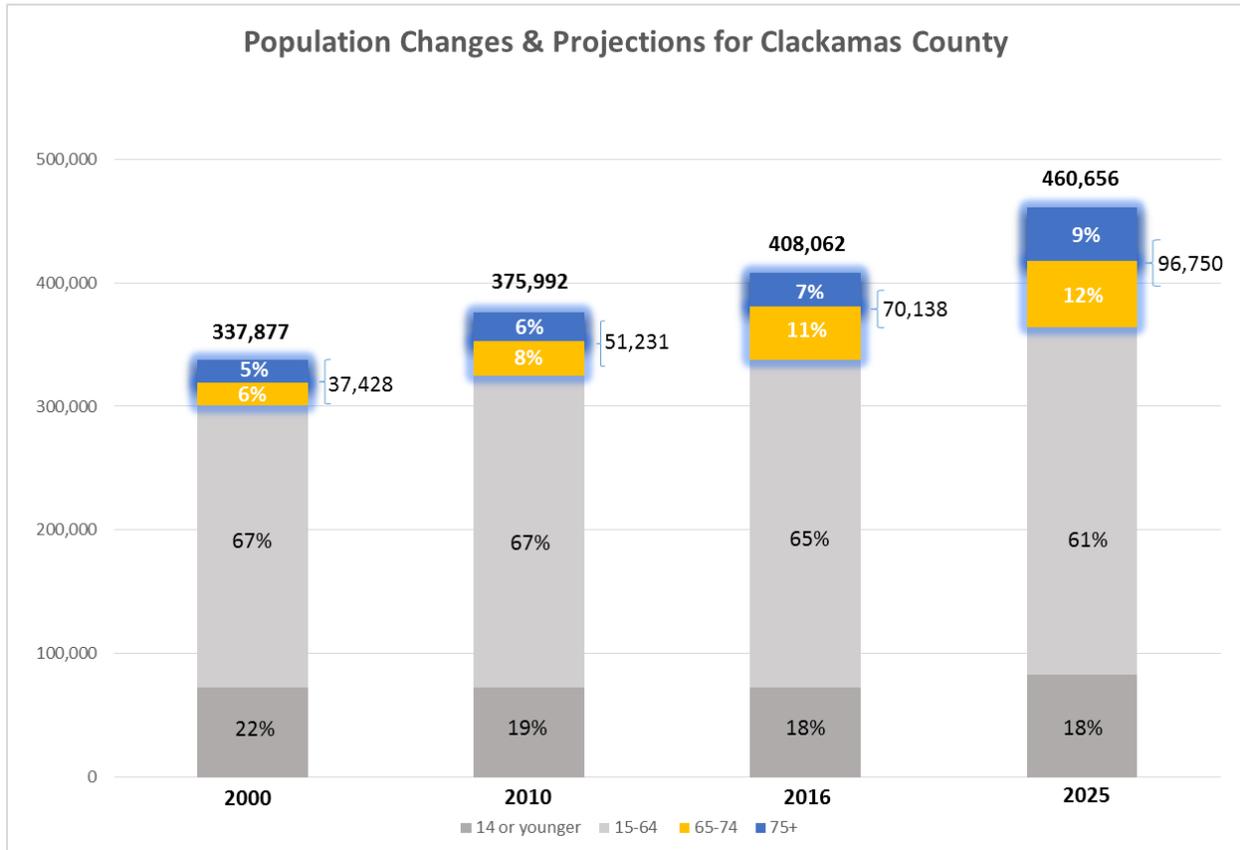
Resolution 19-02-08

Exhibit A

Grant Recipients and Projects	STF Formula	Section 5310	STIF
City of Sandy	\$257,435	\$402,820	
Sandy Transit Area Rides (STAR) Dial-a-ride	\$257,435		
Purchased Service Deviated Route		\$61,800	
Elderly and Disabled (ED) door-to-door service		\$103,000	
Preventative Maintenance		\$138,020	
Vehicle Replacement		\$100,000	
City of Wilsonville (SMART)	\$202,144		
Medical Transportation for Elderly and Disabled Wilsonville Residents	\$202,144		
TriMet	\$184,305	\$1,516,288	\$1,524,055
LIFT Operations	\$184,305	\$1,516,288	
LIFT Vehicle Replacement			\$1,516,055
Compliance Cost to Subrecipients			\$8,000
South Clackamas Transportation District	\$259,569	\$77,883	
Purchased Service	\$3,611	\$49,275	
Molalla City Bus (intra-city service) Deviated Fixed- Route Service	\$255,958		
Vehicle Preventive Maintenance		\$28,559	
Total Estimated Funding Available	\$8,579,178	\$7,470,882	\$2,530,000

Older Adult Population Trends in Clackamas County

Clackamas County experienced significant growth within its older adult (65+ years) population between 2000 and 2016, and the growth trend is expected to continue well into the future.



In Clackamas County, the proportion of citizens age 65 years and older is forecast to nearly double in the first quarter of the new century, growing from 11% of the total population in 2000 to 21% in the year 2025. The proportion of the population aged 15 to 64 is expected to actually decrease to 61% in 2025 from 67% in 2000. The proportion of citizens under 15 years is expected to decrease from 22% to 18% between 2000 and 2025.

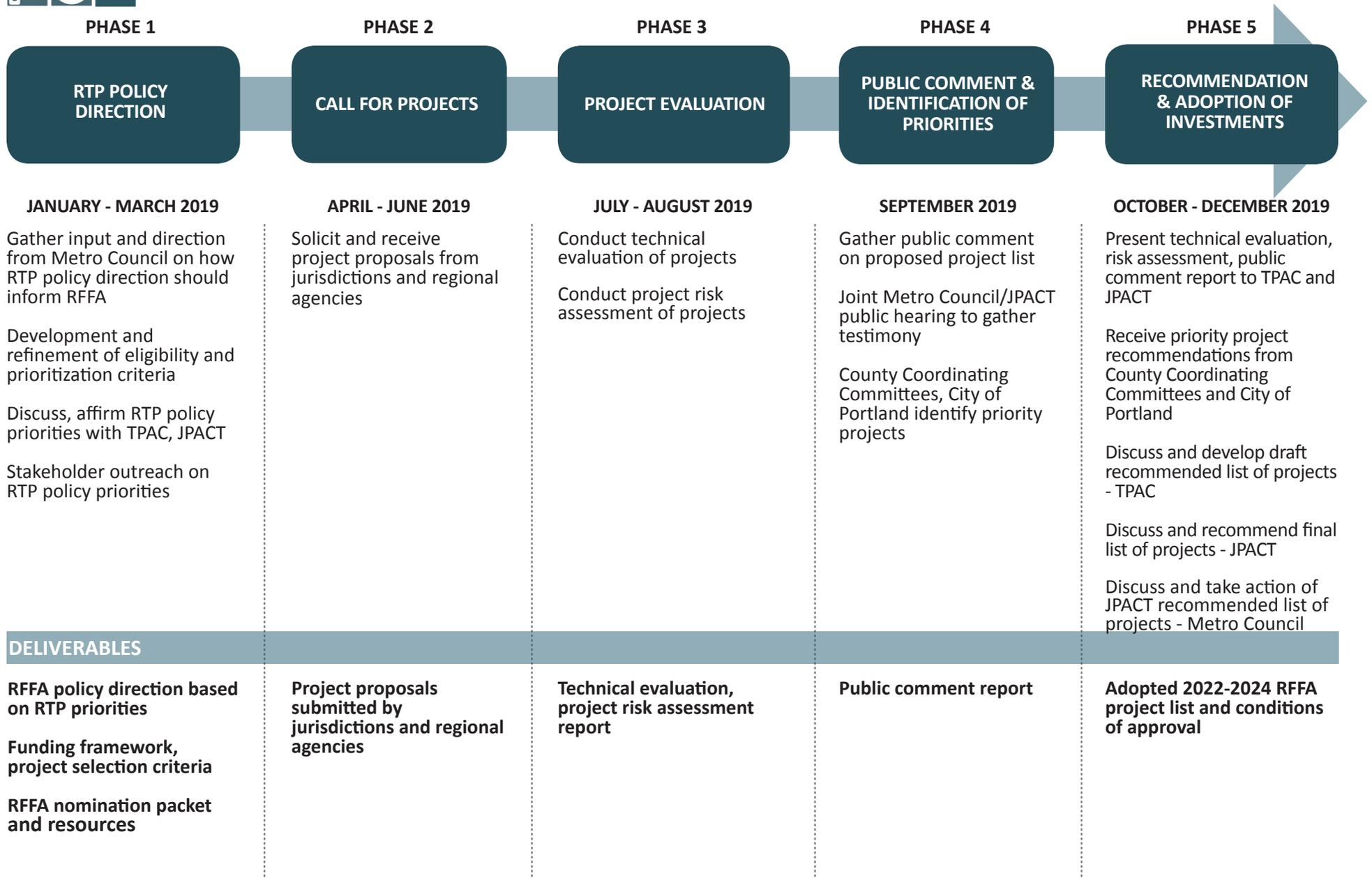
This nearly projected doubling of the proportion of population over 65 years results in a projected increase from 37,428 in people in 2000 to 96,750 by 2025. A more significant number is the increase of people over 75 from 22,780 in 2000 to a projected 43,105 in 2025.

Sources

2010 U.S. Census data and 2016 American Community Survey estimates
 Coordinated Population Forecast. Portland State University Population Research Center. June 30, 2017.



2022-2024 REGIONAL FLEXIBLE FUND ALLOCATION Policy Update and Implementation Timeline





Age-Friendly Transportation Roundtable *Meeting the Transportation Needs of Older Adults and People with Disabilities*

Providing safe and reliable transportation options for older adults and people with disabilities is a critical component of a livable community. Join us for a roundtable discussion on how our region can best rise to meet the challenges in a time where demand for accessible transportation options is at its highest and continues to grow. Hear from national and regional thought leaders and policy makers on emerging trends, current programs and policy opportunities to create transportation that works for every user. Come share your thoughts and join the conversation!

WHEN: Friday, February 22, 2019
9:00 am – Noon

WHERE: Ride Connection
9955 NE Glisan St, Portland, OR 97220

RSVP: <https://aarp.cvent.com/AFTransportation22219>



GETTING THERE TOGETHER



Metro

DRAFT

2022-24 Regional Flexible Funds Allocation Policy

TPAC Workshop
February 20, 2019

Workshop purpose

- Review RTP framework and RFFA purpose
- Review draft RFFA policy adjustments and gather feedback

Primary MPO functions

- **Regional Transportation Plan (RTP)**
- **Metropolitan Transportation Investment Program (MTIP)**
- Annual planning coordination through the **Unified Planning Work Program (UPWP)**
- Investment of transportation funding that Congress sends directly to MPOs – **Regional Flexible Funds Allocation (RFFA)**

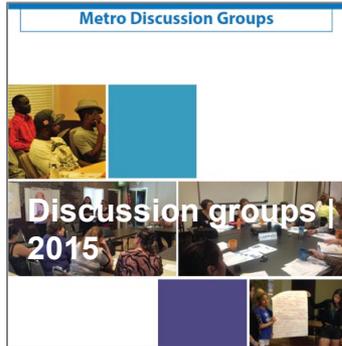
Regional Transportation Plan

- Defines a vision, goals and objectives for the region's transportation system
- Establishes performance measures to track our progress
- Provides policy direction for how the region is to invest to deliver the envisioned system

2018 RTP Outreach



Nearly
19,000
individual
touch points
from 2015-18



Feedback from public and stakeholders



Equity



Climate Smart



Safety



Congestion

2018 RTP Investment Priorities

- **Equity** – Reduce disparities and barriers faced by communities of color and other historically marginalized communities
- **Safety** – Make the system safer, focusing on high-injury corridors, eliminating deaths and severe injuries, particularly among historically marginalized communities
- **Climate Smart** – Expand transit network and transit services, complete biking and walking network gaps and emerging technology to meet Climate Smart Strategy goals
- **Congestion** – Manage congestion and travel demand through low-cost, high-value solutions

RTP Performance Targets

RTP Chapter 2

Means to track progress towards goals and objectives

1



AFFORDABILITY Reduce the combined housing and transportation expenditure for lower-income households by 25%, compared to 2015

2



SAFETY Eliminate transportation fatalities and serious injuries for all users by 2035, with a 50% reduction by 2025 and a 16% reduction by 2020, compared to 2015

3



MULTIMODAL TRAVEL Reduce vehicle miles traveled per person by 10%, compared to 2015

4



MODE SHARE Triple walking, biking and transit mode shares, compared to 2015

5



SYSTEM COMPLETION Complete 100% of the regional network of sidewalks, bikeways and trails

6



CONGESTION Meet the Interim Regional Mobility Policy for throughways, arterials and the regional freight network

7



FREIGHT DELAY Reduce vehicle hours of delay per truck trip by 10%, compared to 2040 No Build

8



CLIMATE CHANGE Reduce per capita greenhouse gas emissions from cars and small trucks by 20% by 2035 and 25% by 2040, compared to 2005

9



CLEAN AIR Maintain or reduce air pollution from mobile sources, compared to 2015

Regional Flexible Funds

- Surface Transportation Block Grants (STBG) & Congestion Mitigation and Air Quality (CMAQ)
- Relatively small amount, but can be used for broadest range of needs
- Focus on regional priorities
- Leverages additional funding
- Funds elements of the regional system that don't have dedicated funding



Allocation Objectives

1. Select projects from around the region, but no sub-allocation or commitment to a particular area
2. Honor previous funding commitments made by JPACT and Metro Council
3. Address air quality requirements
4. Achieve multiple transportation policy objectives
5. Allow for PD and match for large-scale projects (>\$10M) that compete well in addressing policy objectives, can leverage other funding
6. Efficiently use federal funds
7. Recognize different development needs (per RTP Table 2.2)
8. Identify project delivery performance issues
9. Ensure agencies have qualifications to lead federally funded projects
10. Identify opportunities for leveraging, coordinating and collaboration

Regional Finance Approach

Current uses of Regional Flexible Funds:

- Transportation System Management & Operations (TSMO)
- Regional Travel Options/Safe Routes to School (RTO/SRTS)
- Transit-Oriented Development (TOD)
- Corridor and system planning + MPO functions
- Capital projects and project development:
 - To expand transit network
 - To complete the active transportation network
 - Improve freight connections and/or arterial network

Existing RFFA framework

- **Step 1 – Regional Commitments**
 - Bond payments for transit and project development
 - Region-wide programs (grants, project funding)
 - Regional planning
- **Step 2 – Capital Projects & Project Development**
 - Applications are submitted by jurisdictions
 - Projects compete based on criteria

Step 1 – Regional Commitments

- Transit and project development bond payments
- TOD, RTO, TSMO programs
- Corridor and system planning
- MPO functions (in-lieu of dues)

Step 2 – Capital Projects

For the past three RFFA funding cycles, JPACT and Metro Council have chosen to split Step 2 into two categories:

Active Transportation and Complete Streets (75%)

Regional Freight Initiatives (25%)



Final 2019-21 RFFA investments

Step 1: Bond Commitments and Region-wide Program Investments

Existing transit bond payments	\$48,000,000
New transit + project development bond commitment	\$15,160,000
Corridor and Systems Planning	\$1,660,000
Regional MPO Planning (In-lieu of dues)	\$3,960,000
Regional Travel Options	\$9,290,000
Transit Oriented Development	\$9,870,000
Transportation System Management and Operations	\$5,240,000
Step 1 Total:	\$93,180,000

Step 2: Community Investment Fund

Active Transportation and Complete Streets	\$25,810,000
Regional Freight Initiatives	\$7,340,000
Step 2 Total:	\$33,150,000
Total 2019-21 RFFA:	\$126,330,000

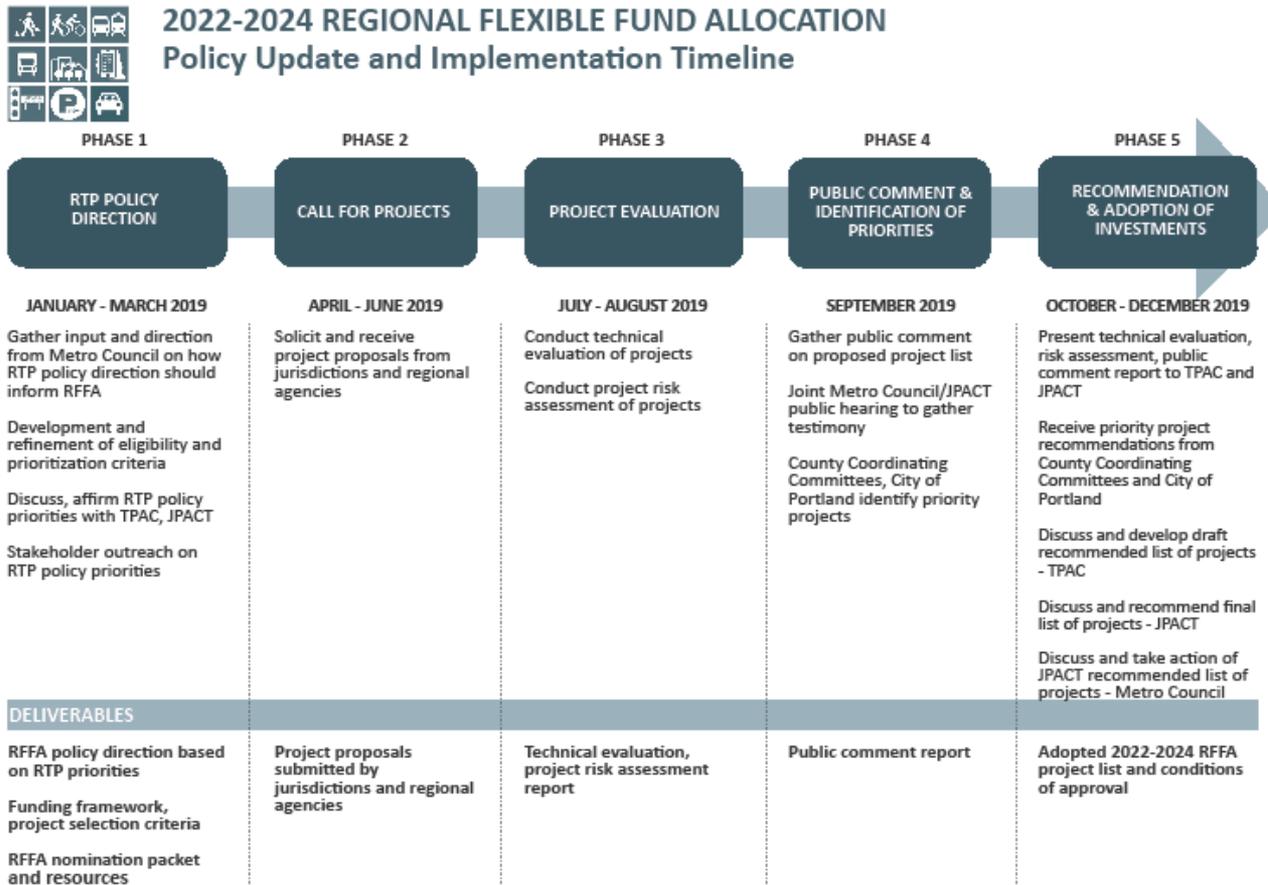
Council direction

- 2018 RTP priorities are RFFA policy framework
- Carry out the four primary priorities through RFFA project selection
- Maintain the two-step funding framework
- Better alignment of Step 2 project outcomes with RTP priorities

Policy development - Next steps

- JPACT discussion – February 21
- TPAC policy recommendation to JPACT – March 1
- JPACT takes action on policy framework – March 21
- Council consideration of JPACT action – April 4

RFFA completed by December



Discussion

- Input on Step 2 criteria – consistent with RTP direction, performance measures?
- Do the existing Step 2 categories overall fulfill RTP direction?