



600 NE Grand Ave.  
Portland, OR 97232-2736

## Joint Policy Advisory Committee on Transportation (JPACT) agenda

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Thursday, February 21, 2019

7:30 AM

Metro Regional Center, Council chamber

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1. **Call To Order, Declaration of a Quorum & Introductions (7:30 AM)**
  2. **Public Communication on JPACT Items (7:35 AM)**
  3. **Update from the Chair & Council Update (7:40 AM)**
  4. **Consent Agenda (7:45 AM)**
    - 4.1 Resolution No. 19-4965, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Two Projects Impacting TriMet (FEB-19-06-FEB)  
Attachments: [Draft Resolution 19-4965](#)  
[Exhibit A to Resolution 19-4965](#)  
[Staff Report to Resolution 19-4965](#)  
[COM](#)  
[18-0201](#)
    - 4.2 Consideration of January 17, 2019 Minutes  
Attachments: [January 17, 2019 Minutes](#)  
[18-5174](#)
  5. **Action Items**
    - 5.1 Resolution No. 19-4969, For the Purpose of Urging the Oregon Legislature to Adopt a Climate "Cap and Invest" System and Direct Proceeds to Implementation of the Climate Smart Strategy (7:50 AM)  
Presenter(s): Margi Bradway, Metro  
Attachments: [Resolution No. 19-4969](#)  
[Staff Report to Resolution No. 19-4969](#)  
[Clean Energy Jobs Eligibility Analysis](#)  
[COM](#)  
[18-0207](#)
  6. **Information/Discussion Items**
    - 6.1 State Legislative Agenda Update (8:10 AM)  
[COM](#)  
[18-0209](#)  
Presenter(s): Andy Shaw, Metro
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6.2 MTIP Policy (8:15 AM) [COM](#)  
[18-0203](#)

Presenter(s): Margi Bradway, Metro  
Ted Leybold, Metro

Attachments: [Memo: 2021-2024 MTIP Policy Direction and Work Program](#)  
[Draft 2021-2024 MTIP Program policy direction](#)

6.3 RFFA Project Funds Allocation (8:25 AM) [COM](#)  
[18-0202](#)

Presenter(s): Margi Bradway, Metro  
Dan Kaempff, Metro

Attachments: [Memo: 2022-24 RFFA Policy Development Process](#)  
[Attachment A to RFFA Policy Development Process](#)  
[2022-24 RFFA Timeline](#)

**7. Adjourn (9:00 AM)**

**Upcoming JPACT Meetings**

- *Thursday, March 21, 2019*
- *Thursday, April 18, 2019*
- *Thursday, May 16, 2019*

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### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានការបណ្តឹងរើសអើងសម្រាប់សេវាសេវាសេវា [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលការបណ្តឹងរបស់លោកអ្នក ។

### إشعار بعدم التمييز من Metro

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Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.



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**DRAFT 2019 JPACT Work Program**  
*As of 2/13/19*

*Items in italics are tentative*

<p><b><u>February 21, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <b>Resolution No. 19-4965</b>, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Two Projects Impacting TriMet (FB19-06-FEB) (consent)</li> <li>• <b>Resolution No. 19-4969</b>, For the Purpose of Urging the Oregon Legislature to Adopt a Climate “Cap and Invest” System and Direct Proceeds to Implementation of the Climate Smart Strategy (Margi Bradway, Metro; 20 min)</li> <li>• State Legislative Agenda Update (Andy Shaw, Metro; 5 min)</li> <li>• MTIP Policy* (Ted Leybold and Grace Cho, Metro; 10 min)</li> <li>• RFFA Project Funds Allocation (Dan Kaempff, Metro; 20 min)*</li> </ul>	<p><b><u>March 21, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>Federal Legislative Agenda (Bernie Bottomly, TriMet; 5 min)</i></li> <li>• <b>Resolution No. 19-4963</b>, For the Purpose of Adopting the 2021-2024 Metropolitan Transportation Improvement Program Policy Statement for the Portland Metropolitan Area (consent)</li> <li>• <b>Resolution No. 19-1959</b>, For the Purpose of Adopting the 2022-2024 Regional Flexible Funds Allocation Policy Statement for the Portland Metropolitan Area (Dan Kaempff, Metro; 20 min)</li> <li>• <i>Congestion Pricing (ODOT &amp; City of Portland; 15 min)</i></li> <li>• <i>Unified Planning Work Program (first read)*</i></li> </ul>
<p><b><u>April 18, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>Discussion of Regional Federal Legislative Agenda (Bernie Bottomly, TriMet; 15min)</i></li> <li>• <i>Unified Planning Work Program: Recommendation to Metro Council*</i></li> <li>• <i>ODOT 100% Fix-It Leverage List</i></li> <li>• <i>Jurisdictional Transfer Assessment</i></li> <li>• <i>Design Standards</i></li> </ul>	<p><b><u>May 16, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>T2020 Transportation Regional Investment Measure*</i></li> <li>• <i>Emergency Transportation Routes Update</i></li> <li>• <i>Enhanced Transit/STIF Funding For Project Development (with TriMet)</i></li> <li>• <i>TV Highway Corridor Plan</i></li> </ul>

<p><b><u>June 20, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>RTO/Safe Routes to Schools</i></li> <li>• <i>Freight Commodity Study/Planning</i></li> </ul>	<p><b><u>July 18, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>Mobility Policy Update*</i></li> <li>• <i>SW Corridor – Marquam Hill Connector (TriMet)</i></li> <li>• <i>Burnside Bridge (Multnomah County)</i></li> </ul>
<p><b><u>August 15, 2019</u></b></p>	<p><b><u>September 19, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>Regional Flex Funds</i></li> </ul>
<p><b><u>October 17, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>TSMO Strategy</i></li> <li>• <i>Regional Flexible Funds</i></li> <li>• <i>SW Corridor: Marquam Connector Update</i></li> </ul>	<p><b><u>November 21, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>Mobility Update</i></li> </ul>
<p><b><u>December 19, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>Regional Flexible Funds: Recommendation to Metro Council</i></li> <li>• <i>T2020 Transportation Regional Investment Measure Update</i></li> <li>• <i>Emergency Transportation Routes Update</i></li> </ul>	

**Parking Lot:**

**4.1 Resolution No. 19-4965, For the Purpose of Adding or Amending Existing Projects to the  
2018-21 Metropolitan Transportation Improvement Program Involving Two Projects Impacting  
TriMet (FEB-19-06-FEB)**

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, February 21, 2019  
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR ) RESOLUTION NO. 19-4965  
AMENDING EXISTING PROJECTS TO THE )  
2018-21 METROPOLITAN TRANSPORTATION ) Introduced by: Chief Operating Officer  
IMPROVEMENT PROGRAM INVOLVING TWO ) Martha Bennett in concurrence with  
PROJECTS IMPACTING TRIMET (FB19-06-FEB) ) Council President Lynn Peterson

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

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

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, the challenges riders face today to see improved service routes to help people get to where they need to go has resulted in TriMet developing and implementing Community Job Connector Shuttle projects to be annually implemented; and

WHEREAS, TriMet's new Community Job Connector projects will improve access to jobs and job-related activities for the low-income workforce and to transport residents of urbanized and non-urbanized areas to suburban employment opportunities plus implement specialized job commuter shuttle services in areas where regular fixed routes services would not support; and

WHEREAS, TriMet proposes to increase funding their latest fiscal Year 2018 Community Job Connector project by shifting \$417,088 of Federal Transit Agency (FTA) Section 5307 funds and required match from their annual Preventative Maintenance project to support their FY 2018 Community Job Connector project; and

WHEREAS, the additional funding will support TriMet's North Hillsboro Community Job Connector, Swan Island Community Job Connector, Grove Link Community Job Connector, and the Tualatin Community Job Connector program services; and

WHEREAS, the transfer of FTA Section 5307 and matching funds from their Preventative Maintenance project will result in less than a one percent impact to the Preventative Project and the net result has no impact on their FTA Section 5307 fiscal constraint levels; and

WHEREAS, all amended projects were evaluated against seven revised MTIP review factors to ensure all requested changes and additions can be accomplished legally through the MTIP amendment process; and

WHEREAS, the MTIP review factors included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, and compliance with MPO MTIP federal management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as all projects proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the February 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the February 2019 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, TPAC received their notification and recommended approval on February 1, 2019 and approved the amendment approval recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on February 21, 2019 to formally amend the 2018-21 MTIP to include the February 2019 Formal Amendment bundle consisting of two projects.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2019.

\_\_\_\_\_  
Lynn Peterson, Council President

Approved as to Form:

\_\_\_\_\_  
Nathan A.S. Sykes, Acting Metro Attorney



**2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 19-4965**



**Proposed February 2019 Formal Amendment Bundle**

**Amendment Type: Formal/Full**

**Amendment #: FB19-06-FEB**

**Total Number of Projects: 2**

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
19712	70857	TriMet	Community Job Connector Shuttle 2018	<p><del>Implement a new job connector shuttle north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District</del></p> <p>Replace with --&gt; <b>Improved access to jobs and job-related activities for the low-income workforce and to transport residents of urbanized and nonurbanized areas to suburban employment opportunities.</b></p>	<p><b>COST INCREASE:</b> An additional \$417,088 of federal FTA Section 5307 funds (along with local matching funds) are being added to the project to implement planned services during FFY 2019. The cost increase represents a 33.6% change to the project and is above the FTA threshold for cost changes via administrative modifications. The added federal 5307 is being transferred from TriMet's Preventative Maintenance project in Key 19334. The project's description is updated to be consistent with the standardized description in place for the annual job connector projects</p>
19334	70737	TriMet	Capital Maintenance For Bus And Rail	Capital Maintenance For Bus And Rail	<p><b>FUNDS TRANSFER:</b> \$417,088 of federal; FTA Section 5307 funds and associated local matching funds are being transferred to Key 19712, TriMet's Community Job Connector Shuttle project to increase its authorized funding level.</p>



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**Exhibit A to Resolution 19-4965**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**Cost Increase**  
 2nd Amendment to Project

<b>Lead Agency:</b> TriMet	Project Type: Transit	<b>ODOT Key:</b> 19712
<b>Project Name:</b> Community Job Connector Shuttle 2018	ODOT Type: Transit	<b>MTIP ID:</b> 70857
<b>Short Description:</b> <del>Implement a new job connector shuttle north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District</del> Replace with --> <b>Improved access to jobs and job-related activities for the low-income workforce and to transport residents of urbanized and nonurbanized areas to suburban employment opportunities.</b>	Capacity Enhancing: No	<b>Status:</b> T22
	Conformity Exempt: Yes	RTP ID: None
	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: N/A	# Past Amendments: 1
	Years Active: 2	

**Detailed Description:** None

**STIP Description:** Improved access to jobs and job-related activities for the low-income workforce and to transport residents of urbanized and nonurbanized areas to suburban employment opportunities.

**PROJECT FUNDING DETAILS**

Fund Type Code	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
5307	FF90	2019					\$ <del>620,000</del>	
5307	FF90	2019					\$ 1,037,088	\$ 1,037,088
							\$	-
							\$	-
							<b>Federal Total:</b> \$	<b>1,037,088</b>
<b>State Funds</b>								
							\$	-
							\$	-
							\$	-
							<b>State Total:</b> \$	<b>-</b>

Local Funds								
Local	Match	2019					\$ 620,000	
Local	Match	2019					\$ 1,037,088	\$ 1,037,088
								\$ -
							<b>Local Total</b>	<b>\$ 1,037,088</b>
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -		<del>\$ 1,240,000</del>	<del>\$ 1,240,000</del>
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 2,074,176	\$ 2,074,176
Year Of Expenditure (YOE):								\$ 2,074,176

Notes and Changes:

**Red** font = prior amended funding or project details. **Blue** font = amended changes to funding or project details. **Black** font indicates no change has occurred.

**Amendment Summary:** This amendment increases the authorized federal FTA Section 5307 (and required match) supporting the Community Job Connectors 2018 project in order for TriMet to move forward and complete their grant submission and receive approval from FTA to be in expending the funds. Approved 5307 funds increase from \$620,000 to \$1,037,088. The local match requirement remains at 50% for the project. The added 5307 funds are being transferred from TriMet's Preventative Maintenance project in Key 19334. The cost increase to the project equals 33.6% and exceeds the 30% threshold for FTA projects requiring the formal amendment to occur

Fund Codes:

- > Section 5307 = Federal Transit Administration (FTA) allocated funding to transit agencies based on a urbanized zone (UZA) formula
- > Local = Local agency funds provided by the agency in support of the required match to the federal or state funds.

Amendment Review and Development Personnel:

- > ODOT LAL: Not Applicable. Project Manager or Agency Contact: Alison Langton
- > Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia

**Transit Implementation Project Status Codes**

(for transit projects that follow the regular highway delivery process)

Status Codes:

- 0 = No activity.
- T21 = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP
- T22 = Programming actions in progress or programmed in current MTIP
- T23 = Flex Transfer in progress
- T24 = TrAMS grant application submitted.
- T25 = Flex Transfer to FTA completed - funds considered obligated.
- T26 = TrAMS grant approved - funds considered obligated now.
- T27 = Fund expenditures in progress-project implementation in progress.
- T28 = Project funding expended, no further supporting TrAMS applications to occur
- T29 = Project close-out (final billings, de-obligations, etc.) in progress.
- T30 = Project completed, reimbursements closed.



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**Exhibit A to Resolution 19-4965**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**Funds Transfer**  
 5th Amendment to Project

<b>Lead Agency:</b> TriMet		Project Type:	Transit		ODOT Key:	19334
<b>Project Name:</b> FY18 Bus & Rail Preventive Maint (5307)		ODOT Type:	Transit		MTIP ID:	70737
<b>Short Description:</b> Capital Maintenance For Bus And Rail		Capacity Enhancing:	No		Status:	T22
		Conformity Exempt:	Yes		RTP ID:	None
		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	N/A		# Past Amendments	4
		Years Active:	2			

**Detailed Description:** None

**STIP Description:** Capital Maintenance For Bus And Rail

**PROJECT FUNDING DETAILS**

Fund Type Code	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
5307	FF90	2019					\$ -40,112,919	\$ -
5307	FF90	2019					\$ 39,695,830	\$ 39,695,830
							\$ -	-
							\$ -	-
<b>Federal Total:</b>							\$	39,695,830
<b>State Funds</b>								
							\$	-
							\$	-
							\$	-
<b>State Total:</b>							\$	-

Local Funds								
Local	Match	2019					\$ 10,028,230	
Local	Match	2019					\$ 9,923,958	\$ 9,923,958
								\$ -
							<b>Local Total</b>	<b>\$ 9,923,958</b>
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 50,141,149</del>	<del>\$ 50,141,149</del>
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,619,788	\$ 49,619,788
Year Of Expenditure (YOE):								\$ 49,619,788

Notes and Changes:

**Red** font = prior amended funding or project details. **Blue** font = amended changes to funding or project details. **Black** font indicates no change has occurred.

**Amendment Summary:** This amendment transfers federal FTA Section 5307 (and required match) to Key 19712, TriMet's Community Job Connectors 2018 project increasing that project's authorized funding level, and allowing TriMet to move forward and complete their grant submission and receive approval from FTA to be in expending the funds.

Fund Codes:

- > Section 5307 = Federal Transit Administration (FTA) allocated funding to transit agencies based on a urbanized zone (UZA) formula
- > Local = Local agency funds provided by the agency in support of the required match to the federal or state funds.

Amendment Review and Development Personnel:

- > ODOT LAL: Not Applicable. Project Manager or Agency Contact: Alison Langton
- > Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia

**Transit Implementation Project Status Codes**

(for transit projects that follow the regular highway delivery process)

Status Codes:

- 0 = No activity.
- T21 = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP
- T22 = Programming actions in progress or programmed in current MTIP
- T23 = Flex Transfer in progress
- T24 = TrAMS grant application submitted.
- T25 = Flex Transfer to FTA completed - funds considered obligated.
- T26 = TrAMS grant approved - funds considered obligated now.
- T27 = Fund expenditures in progress-project implementation in progress.
- T28 = Project funding expended, no further supporting TrAMS applications to occur
- T29 = Project close-out (final billings, de-obligations, etc.) in progress.
- T30 = Project completed, reimbursements closed.

# Memo

Date: Monday, February 4, 2019  
To: JPACT and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: February 2019 MTIP Formal Amendment plus Approval Request of Resolution 19-4965

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## **STAFF REPORT**

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING TWO PROJECTS IMPACTING TRIMET (FB19-06-FEB)

## **BACKGROUND**

### **What This Is:**

The February 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting TriMet. Two projects comprise the amendment bundle. The amendment is increasing TriMet's Community Job Connector's project by transferring 5307 and required match from their preventative maintenance project

### **TPAC's Role with the Public Notification Process:**

A key part of the formal amendment process includes the public notification process which involves ensuring the public has an opportunity to comment on the proposed changes. For formal amendments, the public comment period lasts thirty days. Metro posts the amendment on the MTIP website and collects any and all public comments submitted via email.

Public comment can also occur through the Metro approval committees including the Transportation Policy Alternatives Committee (TPAC), Joint Policy Advisory Committee on Transportation (JPACT), and Metro Council. The public notification and opportunity to comment period for MTIP formal amendments originates from a USDOT requirement stated in 23 CFR 450.316(a) and Section 318(b). USDOT takes the public notification requirement seriously and expects the MPOs to as well.

In addition to the standard public comment opportunities as noted previously, USDOT considers the requirement to also include an overview presentation at the MPO prior to final approval. At Metro, this is achieved at TPAC where a summary and overview of the amendment bundle is presented to committee members. The purpose of the amendment overview presentation provides expanded discussion and comment opportunities from agency staff and community representatives. FHWA considers TPAC opportunity to review and discuss projects in the amendment bundle a key part of the public notification process. From FHWA's perspective, the TPAC discussion provides the required representation of public sentiment, concerns, needed clarification, objections, or support when changes occur to the MTIP. TPAC members should never undervalue their role in submission and approval process for formal MTIP amendments. TPAC's role in the review and discussion is the key piece for the successful completion of the public notification process and the cornerstone for allowing the item to proceed to JPACT via consent.

**What is the requested action?**

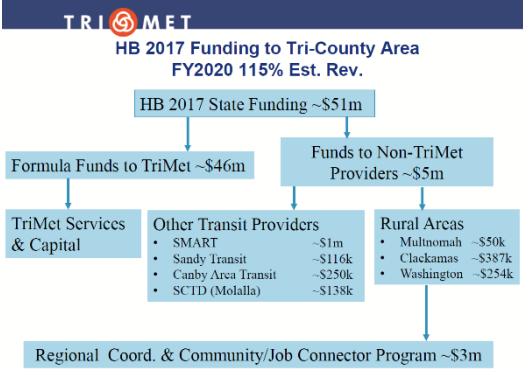
TPAC recommends JPACT approve the February 2019 formal MTIP amendment and provide their approval recommendation to Metro Council for resolution 19-4965 enabling the two identified projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

The summary of the two projects is shown in the below table:

Proposed February 2019 Formal Amendment Bundle						
Amendment Type: <b>Formal/Full</b>						
Amendment #: <b>FB19-06-FEB</b>						
Total Number of Projects: <b>2</b>						
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes	
19712	70857	TriMet	Community Job Connector Shuttle 2018	<p><del>Implement a new job connector shuttle north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District</del></p> <p>Replace with --&gt; <b>Improved access to jobs and job-related activities for the low-income workforce and to transport residents of urbanized and non-urbanized areas to suburban employment opportunities.</b></p>	<p><b>COST INCREASE:</b></p> <p>An additional \$417,088 of federal FTA Section 5307 funds (along with local matching funds) are being added to the project to implement planned services during FFY 2019. The cost increase represents a 33.6% change to the project and is above the FTA threshold for cost changes via administrative modifications. The added federal 5307 is being transferred from TriMet's Preventative Maintenance project in Key 19334. The project's description is updated to be consistent with the standardized description in place for the annual job connector projects</p>	
19334	70737	TriMet	Capital Maintenance For Bus And Rail	Capital Maintenance For Bus And Rail	<p><b>FUNDS TRANSFER:</b></p> <p>\$417,088 of federal; FTA Section 5307 funds and associated local matching funds are being transferred to Key 19712, TriMet's Community Job Connector Shuttle project to increase its authorized funding level.</p>	

A detailed summary of the two projects being amended is provided in the below tables

<b>Project 1: Community Job Connector Shuttle 2018</b>			
Lead Agency:	<b>TriMet</b>		
ODOT Key Number:	<b>19712</b>	MTIP ID Number:	<b>70857</b>
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: To improve access to jobs and job-related activities for the low-income workforce and to transport residents of urbanized and non-urbanized areas to suburban employment opportunities. Implement specialized job commuter shuttle services in areas where regular fixed routes services would not support.</li> <li>Source: TriMet Enhancement Plans</li> <li>Funding: Federal FTA Section 5307</li> <li>Type: Transit -Shuttle</li> <li>Location: Various - region wide</li> <li>Cross Streets: N/A</li> <li>Mile Post Limits: N/A</li> </ul>		

	<ul style="list-style-type: none"> <li>• Current Status Code: T22 = Programming actions in progress or programmed in current MTIP</li> <li>• STIP Amendment Number: TBD</li> <li>• MTIP Amendment Number: FB19-06-FEB</li> </ul>
<p>What is changing?</p>	<p><b>AMENDMENT ACTION: COST INCREASE</b></p> <p>The amendment adds \$417,088 of federal FTA Section 5307 funds and required local match in support of TriMet’s Community Jobs Connector program. The additional federal 5307 is being transferred from TriMet’s FY 2018 Preventative Maintenance project in Key 19334.</p> <p>About the Community Jobs Connector projects: There are areas where the businesses and/or homes are so scattered or are located on so much land that there aren’t enough people within walking distance of bus stops to cost-effectively provide traditional fixed route bus service. In some instances there aren’t enough roadway connections to allow people to walk to and from bus stops safely. These areas, unfortunately, are often in industrial and warehousing areas where entry-level and living wage jobs are available, but are too spread out to support fixed-route transit service.</p> <p>TriMet has identified in their area Service Enhancement Plans multiple Community Job Connector services to be implemented over the next several years. The total funding will support operational services during 2019. The additional funding being transferred from Key 19334 to this project will support the following projects:</p> <ul style="list-style-type: none"> <li>• North Hillsboro Community Job Connector</li> <li>• Swan Island Community Job Connector</li> <li>• Grove Link Community Job Connector</li> <li>• Tualatin Community Job Connector</li> </ul>
<p>Additional Details:</p>	<p>Future expansion of the community job connector projects is anticipated to be state funded from HB2017 plus local funds as required.</p>  <pre> graph TD     A[HB 2017 State Funding ~\$51m] --&gt; B[Formula Funds to TriMet ~\$46m]     A --&gt; C[Funds to Non-TriMet Providers ~\$5m]     B --&gt; D[TriMet Services &amp; Capital]     C --&gt; E[Other Transit Providers]     C --&gt; F[Rural Areas]     E --&gt; E1[SMART ~\$1m]     E --&gt; E2[Sandy Transit ~\$116k]     E --&gt; E3[Canby Area Transit ~\$250k]     E --&gt; E4[SCTD (Molalla) ~\$138k]     F --&gt; F1[Multnomah ~\$50k]     F --&gt; F2[Clackamas ~\$387k]     F --&gt; F3[Washington ~\$254k]     G[Regional Coord. &amp; Community/Job Connector Program ~\$3m]     </pre>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, Cost changes for FTA projects that are in excess of 30% require a formal amendment. Adding \$417,088 of 5307 plus match represents a 33.6% cost change to the project and is above the 30% threshold.</p>
<p>Total Programmed Amount:</p>	<p>The total project cost increases from \$1,240,000 to \$2,074,176</p>
<p>Added Notes:</p>	



<b>Project #2: FY18 Bus &amp; Rail Preventive Maint (5307)</b>	
Lead Agency:	TriMet
ODOT Key Number:	19334
	MTIP ID Number: 70737
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: Capital Maintenance For Bus And Rail.</li> <li>• Source: Federal formula allocation to TriMet</li> <li>• Funding: Annual federal FTA Section 5307 formula funds</li> <li>• Type: Transit – Maintenance support</li> <li>• Location: Region wide</li> <li>• Cross Streets: N/A</li> <li>• Mile Post Limits: N/A</li> <li>• Current Status Code: T22</li> <li>• STIP Amendment Number: TBD</li> <li>• MTIP Amendment Number: FB19-06-FEB</li> </ul>
What is changing?	<p><b>AMENDMENT ACTION: FUND TRANSFER</b></p> <p>Past TriMet Community Job Connector projects have drawn their 5307 funds from TriMet’s larger annual Preventative Maintenance project. Key 19934 is the FY18 Bus &amp; Rail Preventative Maintenance project. \$417,088 of 5307 and required match being transferred to Key 19712 through this amendment.</p>
Additional Details:	
Why a Formal amendment is required?	Although the net change to Key 19334 is less than 1%, the fund transfer is tied to the funding addition to Key 19712. Since 19712 requires a formal amendment, Key 19334 proceeds with 19712 as part of the formal amendment.
Total Programmed Amount:	The total project programming decreases from \$50,141,149 to \$49,619,788
Added Notes:	

Note: The Amendment Matrix located on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.

- Passes the RTP consistency review:
  - Identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP
  - If a capacity enhancing project – is identified in the approved Metro modeling network

- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP

- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:

- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
- Is eligible for special programming exceptions periodically negotiated with USDOT as well.
- Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.

- MPO responsibilities completion:
  - Completion of the required 30 day Public Notification period:
  - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
  - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

ODOT-FTA-FHWA Amendment Matrix	
<b>Type of Change</b>	
<b>FULL AMENDMENTS</b>	
1.	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2.	Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> <li>• Change in project termini - greater than .25 mile in any direction</li> <li>• Changes to the approved environmental footprint</li> <li>• Impacts to AQ conformity</li> <li>• Adding capacity per FHWA Standards</li> <li>• Adding or deleting worktype</li> </ul>
3.	Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> <li>• FHWA project cost increase/decrease:                             <ul style="list-style-type: none"> <li>• Projects under \$500K – increase/decrease over 50%</li> <li>• Projects \$500K to \$1M – increase/decrease over 30%</li> <li>• Projects \$1M and over – increase/decrease over 20%</li> </ul> </li> <li>• All FTA project changes – increase/decrease over 30%</li> </ul>
4.	Adding an emergency relief permanent repair project that involves substantial change in function and location.
<b>ADMINISTRATIVE/TECHNICAL ADJUSTMENTS</b>	
1.	Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2.	Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3.	Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4.	Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5.	Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6.	Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7.	Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the February 2019 Formal MTIP amendment will include the following:

- | <u>Action</u>   | <u>Target Date</u>        |
|---|---------------------------|
| • Initiate the required 30-day public notification process..... | January 28, 2019          |
| • TPAC notification and approval recommendation.....            | February 1, 2019          |
| • <b>JPACT approval and recommendation to Council.....</b>      | <b>February 21, 2019*</b> |

- Completion of public notification process..... February 26, 2019
- Metro Council approval..... February 28, 2019

Notes:

\* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package .....	March 4, 2019
• Amendment bundle submission to ODOT for review.....	March 5, 2019
• Submission of the final amendment package to USDOT.....	March 5, 2019
• ODOT clarification and approval.....	Mid-March, 2019
• USDOT clarification and final amendment approval.....	Mid to Late March, 2019

Notes:

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

**RECOMMENDED ACTION:**

**TPAC recommends the approval of Resolution 19-4965.**

- TPAC approval: February 1, 2019

Attachments: No attachments included with the staff report

**4.2 Consideration of January 17, 2019 Minutes**

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, February 21, 2019  
Metro Regional Center, Council Chamber



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)  
Meeting Minutes  
January 17, 2018  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)  
Craig Dirksen  
Roy Rogers  
Bob Stacey  
Chloe Eudaly  
Carley Francis  
Denny Doyle  
Tim Knapp  
Karylenn Echols  
Paul Savas  
Jessica Vega Pederson  
Doug Kelsey

AFFILIATION

Metro Council  
Metro Council  
Washington County  
Metro Council  
City of Portland  
Washington State Department of Transportation  
City of Beaverton, Cities of Washington County  
City of Wilsonville, Cities of Clackamas County  
City of Gresham, Cities of Multnomah County  
Clackamas County  
Multnomah County  
TriMet

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Emerald Bogue  
Mandy Putney  
Bart Hanson  
Michael Orman

AFFILIATION

Port of Portland  
Oregon Department of Transportation  
Bart Hansen  
Oregon Department of Environmental Quality

OTHERS PRESENT: Mike Bezner, Nicole Hendrix, Paul Morrison, Dwight Brashear, Andrew Singelakis, Jeff Owen, Jason Snider, Aquilla Hardwich, Mark Graf, Dayna Webb, Jamie Huff, and Theresa Kohlhoff

STAFF: Margi Bradway, Nathan Sykes, Ernest Hayes, Kim Ellis, Elissa Gertler Sara Farrokhzadian, Sima Anekonda

**1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS**

JPACT Chair Shirley Craddick called the meeting to order at 7:30 AM. She asked members, alternates and meeting attendees to introduce themselves.

## **2. CITIZEN COMMUNICATION ON JPACT ITEMS**

*There were none.*

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

Council President Lynn Peterson introduced the new Council members then recognized Councilor Craig Dirksen for his work on JPACT. Council President Peterson spoke to Councilor Dirksen's dedication and wisdom then presented him with an acknowledgement certificate. She thanked Councilor Dirksen and stated that 2020 transportation package would rely on JPACT's guidance.

Chair Craddick welcomed Councilor Karylenn Echols to JPACT then recognized Mr. Bart Hanson. She asked members to identify JPACT representatives then highlighted that 2019 would be a busy year for JPACT because of the transportation plan. She recalled that JPACT supported the RTP and emphasized that JPACT would need to help align the RTP's strategies. She listed out the focus areas of the RTP.

Chair Craddick announced that the Oregon Management Planning Organization (MPO) Consortium would meet on January 30, 2019 and stated that Councilor Craig Dirksen was the JPACT's representative for that group.

Councilor Dirksen spoke to the MPO Consortium and explained that the group met quarterly to discuss issues that were common in a variety of metropolitan areas. He stated that homelessness, affordable housing and transportation, were issues experienced across the region. He added that the consortium developed a list of projects in order to create a unified voice in Salem. He suggested that a JPACT member should act as an alternate for the consortium.

Commissioner Paul Savas announced that Clackamas County Subcommittee members requested that agenda item materials be provided to JPACT members ten days before a JPACT meetings. Ms. Elissa Gertler addressed his concerns and stated that actions would be taken to ensure materials were being distributed in a timely manner. She then outlined that challenges with providing materials too far in advanced, noting that materials might go out of date by the time of the meeting if they were provided too early.

Mayor Tim Knapp announced that JPACT trip to Washington D.C. and stated the need to discuss environmental concerns at the Capital. He inquired about interfacing with Representative Peter DeFazio.

Mr. Doug Kelsey stated that the dates for the trip to Washington D.C. were May 1<sup>st</sup> and 2<sup>nd</sup>, 2019. He conveyed that the agenda for this trip was being set. He stated that it was vital that Metro compete for funds.

## **4. CONSENT AGENDA**

MOTION: Councilor Bob Stacy moved and Commissioner Jessica Vega Pederson seconded to approve the consent agenda.

ACTION: With all in favor, the motion passed.

## **5. INFORMATION/DISCUSSION ITEMS**

### **5.1 2019 Legislative Update**

*Key elements of the presentation included:*

Mr. Randy Tucker discussed potential transportation issues and stated that upcoming bills were still being process by Metro staff. He described what was asked of the legislature last session and mentioned the legislature's involvement with different highway projects. He detailed the Governor's budget for the 2019 session. He explained that the Governor's Budget included funding for the SW Corridor project, which would move the project through final design and into the FFGA portion of the process. He clarified that there was nothing proposed by the Governor or by legislature for the I-205 project. He added that legislation for the I-205 project was being drafted. Mr. Tucker stated that further conversation on the I-5 bridge project would ensue.

Mr. Tucker stated that ODOT, Metro and JPACT would begin conversation around evaluating corridors or facilities for potential jurisdictional transfers. He added that legislation would come forward to create a fund to facilitate those transfers. He referenced legislation regarding emerging technologies and expressed that local governments needed to address the following concerns: local prevention and data sharing. He legitimized these concerns, but also acknowledged that local governments could use newer technologies to better manage their systems.

Mr. Tucker mentioned a bill that would authorize districts to build, finance, and operate limited access public highways. He said that this bill would authorize the creation of a new government that would be exempt from ODOT's tolling statutes and exempt from regional land use decision.

Mr. Tucker remarked that Connect Oregon was funded with a permanent funding source in the transportation package. He said that the package created a privilege tax that would be used by Connect Oregon. He stated that the Governor made a request for \$20 million to supplement the ongoing funding of Connect Oregon.

Mr. Tucker addressed a few safety bills. He stated that the City of Portland had a bill to reduce speed limits. He explained that the bill was created to respond to the death of a biker. Mr. Tucker discussed climate legislation and stated that a cap and invest bill was being introduced to reduce greenhouse gas emissions across all sectors. He stated that the ways to implement the cap and invest bill were not developed. He conveyed actions that were taken after the Climate Smart Strategy was adopted. He highlighted actions that would be taken up in Salem to implement the Climate Smart Strategy.

*Member discussion included:*

- Commissioner Jessica Vega Pederson inquired about the public highway bill. Mr. Tucker clarified that the public high way bill was SB 413 then listed the sponsors of the bill. Commissioner Vega Pederson spoke to the high level discussions surrounding transportation and added that JPACT had the opportunity to engage. She suggested that JPACT create a letter in support of Climate Smart Strategy request. Mr. Tucker stated that would be helpful and would be impactful when making a request.
- Commissioner Paul Savas discussed how dollars would be implemented on behalf of the Climate Smart Strategy and inquired about SB 413. Mr. Tucker expressed concerns over SB 413 and explained that the creation of another district would ignore regional decision making. Commissioner Savas addressed the constitutionality of gas tax dollars. Mr. Tucker provided details on proceeds from auctions and discussed how proceeds from transportation fuels were used.
- Mayor Tim Knapp detailed conversations with individuals who supported SB 413. He expressed concerns over the bill and urged JPACT to learn more about the implications of SB 413.
- Commissioner Roy Rogers addressed Mayor Knapp's concerns and thanked Mr. Tucker for his coordination. Commissioner Rogers asked how Multnomah, Clackamas, and Washington County were being engaged. Mr. Tucker stated that the counties came together before legislative session and shared that an informal lobbyist group met every month to discuss a spectrum of issues. Mr. Tucker stated that a legislative agenda had not been created since there was not one single unifying theme and that certain interest areas needed to be established. Commissioner Rogers suggested that further discussion be focused on issue areas that would bring the counties together.
- Councilor Bob Stacey looked forward to the possibility of connecting local government in the region with transportation dollars.
- Mayor Denny Doyle echoed Commissioner Roger's comments and stated the need to use a regional lens when making requests.
- Mr. Doug Kelsey voiced support for Commissioner Rogers' comments.
- Councilor Craig Dirksen stated that JPACT made it clear that the Climate Smart Strategy required state investment in order for the region to achieve climate goals. He added that the Metro Council created a legislative agenda which included items similar to the goals of JPACT. He said that this was a starting point for what a regional legislative agenda would look like.
- Mr. Tucker summarized that there was interest in having a group of JPACT members coordinate with the legislature. He said that he would communicate with colleagues to discuss regionally agreed upon policies as well as address the highway district bill and climate bill.
- Ms. Emerald Bogue stated that JPACT needed to speak to the climate bill specifically.
- Commissioner Chloe Eudaly urged JPACT to engage with the highway bill, stating that the bill would circumvent regional powers.
- Commissioner Savas asked for further discussion before the letter was crafted. Chair Craddick stated that it was imported to clarify positions before the letter was prepared.

## 5.2 Climate Smart Findings in 2018 Regional Transportation Plan

*Key elements of the presentation included:*



Ms. Kim Ellis summarized the State's requests to Metro to reduce greenhouse gas emissions. She said that the Climate Smart Strategy developed a response to the State's request. She stated the Metro region was asked to create, adopt, and implement a climate plan then explained that implementation would occur through the Regional Transportation Plan. She highlighted that the Growth Strategy for land use provided the groundwork for the Climate Smart Strategy.

Ms. Ellis described a state mandate which asked that gas emissions from vehicles be reduced. She explained that the mandate outlined six desired outcomes of the framework: equity, vibrant communities, economic prosperity, safe and reliable travel options, clean air and water, and climate leadership. Ms. Ellis mentioned that the three year engagement process revealed broad support and that both JPACT and the Council approved the strategy.

Ms. Ellis added that the strategy included a toolbox of possible local, region and state actions. She noted that Metro's Regional Grant Programs provided technical assistance for lower gas emissions.

Ms. Ellis stated that the Climate Strategy relied on the 2040 Grant Growth Concept that was being implemented across the region. She stated the need for high transit oriented development and discussed investments made in the RTP.

Ms. Ellis identified the effectiveness of different strategies for emission reduction. She stated that no one carbon strategy would meet climate goals, instead, a combination of investments needed to be considered. She outlined strategies with the most carbon reduction potential: vehicles and fuels, pricing, community design policy and investment, and transit. Ms. Ellis outlined moderate potential carbon reduction strategies: active, transportation, travel information and incentives, and system management operations. She stated that the lowest potential carbon reduction strategy would be investment in street and highway capacity.

Ms. Ellis outlined implementation that occurred since 2014: revised Metro grant criteria, advocated for increased transportation funding, advocated for low carbon fuels and fuel-efficient vehicles, integrated Climate Smart Strategy investments and policies in 2018 RTP, and initiated state-required monitoring and reporting.

Ms. Ellis stated that targets were reached for directing growth, however more work needed to be done. She mentioned that the RTP needed to consider fast and reliable service as well as the level of service overall. She stated that Climate Smart targets were exceeded for: land use and growth in 2040 centers, transit service hours, households served by frequent transit service, and bike trips. She then acknowledged where the RTP fell short: sidewalk and biking system completion, increasing walking and biking, and reduced per capita vehicle miles traveled.

Ms. Ellis stated what Metro learned from the 2018 RTP. She stated that climate goals would be met if the 2018 RTP was implemented and that funding of projects and programs were prioritized based on carbon reduction. She highlighted the need to improve tools to measure and track carbon emissions.

Ms. Ellis provided a chart which showed Climate Smart implementation through the 2018 RTP and outlined investment areas and their perspective costs. She indicated that studies showed that emissions were rising.

Ms. Ellis spoke to the transition to fleet technology and the need to engage diverse communities. Ms. Ellis addressed next steps included: identifying vulnerabilities and actions to reduce risks as well as build capacity to prepare for and respond to impacts.

*Member discussion included:*

- Chair Craddick asked how the Climate Smart Strategy would influence JPACT in 2019. Ms. Margi Bradway stated the need to refresh investment strategies as well as tie in a legislative focus.
- Commissioner Paul Savas suggested the plan focus on safety regarding pedestrians and homelessness. He spoke to increased property values and traffic changes in corridors with light rail. Commissioner Savas discussed regional investments made by Portland State University and expensive rental rates. He stated that the strategy needed to address what was already being done as well as consider how transportation affected displacement. He reminded JPACT that the region's population would increase, hence the need a transportation system which accommodated growth. He added that the private sector needed to be able to build and remarked that underserved populations needed to be considered.
- Commissioner Chloe Eudaly concurred with Commissioner Savas' comments. She highlighted that the City of Portland included anti-displacement policies in their planning and that a community group was being engaged to head the issue. She added that the State of Oregon needed to give cities the power to manage the local housing crisis. She stated that the climate crisis was quickly approaching and that the federal government would be of little service. Commissioner Eudaly stated that the legislature needed to better address climate issues and thanked Metro for their leadership.
- Commissioner Vega Pederson asked if the Climate Smart Strategy was updated. Ms. Ellis explained that it was updated and adopted a set of investments. Commissioner Vega Pederson inquired about the goals of the strategy and how they compared with other reports. Ms. Ellis stated that the targets were set to achieve the Kyoto protocol to ensure the plan was on track. Commissioner Vega Pederson stated that the RTP needed to center on safety.
- Councilor Dirksen spoke to the Climate Smart Strategy's goals and the need to comply with the State mandate. He said there were concerns that complying with the mandate would overshadow the goals of the strategy. He clarified that complying with the mandate did not require a major change. He said that there were areas of improvement and explained that local government needed to provide appropriate facilities and programs to meet goals.
- Mayor Knapp expressed that the Climate Smart Strategy needed to have more progressive goals and suggested that carbon reduction addressed transit. He stated that individuals living in the perimeter of Portland could not get to work without a car due to the lack of public transportation. He emphasizes that reducing carbon emissions was predicated on transportation options. Mayor Knapp encouraged JPACT to not become complacent and recognized areas where the strategy fell short.

### 5.3 Emerging Technology Pilot

*Key elements of the presentation included:*

Mr. Eliot Rose defined emerging technology and stated that it was an evolving area. He said JPACT approved policies of the Emerging Technology Program. He described the goals of the program and the methods of informing partner agencies of the work.

Mr. Rose reviewed Partnerships and Innovative Opportunities in Transportation (PILOT). He spoke to the following elements of PILOT: the total funding available, the amount applicants were allowed to request, who was eligible to apply, the grant period, and the funding source. He stated that \$150,000 was the total amount of funding and that application could request \$25,000 to \$150,000 for projects. He stated that teams consisting of public agencies, non-profits, or private companies were eligible to apply. He added that Metro General Fund was the funding source for PILOT.

Mr. Rose expressed that PILOT was at the center of deploying new technologies and series as well as discovering ways to advance public interests. He stated that there was interest in the program and described the desire to support partners.

Mr. Rose described key insights outlined by letters of interest. He explained that interest was divided evenly across sectors and that data. He highlighted that most interest was in data and information-related projects. Mr. Rose recalled that there was an opportunity to coordinate with different data and information projects. He added that there was significant interest in testing new options and providing equitable access. He stated that improving connects to transit would require a more comprehensive approach. Mr. Rose then expressed that smaller jurisdictions were interested in the program but needed further capacity and expertise to engage. He then highlighted that applications were due February 1, 2019.

### **ADJOURN**

JPACT Chair Craddick adjourned the meeting at 9:04 AM.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'Sima Anekonda', written in a cursive style.

Sima Anekonda  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 17, 2019**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>3.0</b>	Handout	1/17/19	Letter to Metro Council from Clackamas JPACT and MPAC Members	011719j-01
<b>5.2</b>	Presentation	1/17/19	Climate Smart Findings in 2018 Regional Transportation Plan	011719j-02
<b>5.3</b>	Presentation	1/17/19	Emerging Technology Pilot	011719j-03

**5.1 Resolution No. 19-4969, For the Purpose of Urging the Oregon Legislature to Adopt a Climate “Cap and Invest” System and Direct Proceeds to Implementation of the Climate Smart Strategy**

*Action Items*

Joint Policy Advisory Committee on Transportation  
Thursday, February 21, 2019  
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF URGING THE OREGON ) RESOLUTION NO. 19-4969  
LEGISLATURE TO ADOPT A CLIMATE “CAP )  
AND INVEST” SYSTEM AND DIRECT ) Introduced by Councilor Shirley Craddick,  
PROCEEDS TO IMPLEMENTATION OF THE ) JPACT Chair  
CLIMATE SMART STRATEGY )

WHEREAS, climate change and disruption threaten to fundamentally change life in our region, state and nation, as well as worldwide, in ways that will cause lasting damage to human communities and natural ecosystems; and

WHEREAS, the negative impacts of climate change and disruption will be felt most acutely by vulnerable populations, including lower income individuals and communities as well as people and communities of color; and

WHEREAS, the potential long-term costs of inaction on climate change vastly exceed the costs of prudent action to reduce the burning of fossil fuels and the emission of greenhouse gases; and

WHEREAS, many of the actions that can be taken to reduce climate impacts also have benefits to public health, as well as to job creation and overall economic competitiveness and resiliency; and

WHEREAS, the State of Oregon’s 2007 greenhouse gas emissions reductions goals direct Oregon to reduce emissions to at least 10 percent below 1990 levels by 2020, and reduce emissions to at least 75 percent below 1990 levels by 2050; and

WHEREAS, approximately 40 percent of greenhouse gas emissions in Oregon are generated by transportation; and

WHEREAS, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) have major responsibilities for and experience with planning and programming transportation investments in ways that improve safety, mobility and access to jobs and other destinations while reducing vehicle emissions and protecting air quality; and

WHEREAS, for that reason, the 2009 Oregon Legislature directed Metro to develop and implement a plan to reduce greenhouse gas emissions from passenger cars and light trucks to levels consistent with state climate goals; and

WHEREAS, Metro developed that plan, known as the Climate Smart Strategy, in collaboration and consultation with diverse local, regional and state partners, and found that the region would be able to achieve sufficient emissions reductions to meet its targets by implementing its existing local and regional land use and transportation plans; and

WHEREAS, the Climate Smart Strategy was adopted in 2014 with broad regional support and approved by the Oregon Land Conservation and Development Commission in 2015; and

WHEREAS, JPACT and the Metro Council incorporated key elements of the Climate Smart Strategy in the 2018 Regional Transportation Plan (RTP), making the RTP an important tool for implementing the Climate Smart Strategy; and

WHEREAS, many elements of the Climate Smart Strategy lack the funding needed to achieve required reductions in greenhouse gas emissions; and

WHEREAS, legislation is pending before the 2019 Oregon Legislature to create a climate “cap and invest” program that is expected to generate significant funding to be invested in ways that reduce greenhouse gas emissions from transportation; and

WHEREAS, the Portland metropolitan region has a track record of collaboration in strategically allocating transportation funds to projects and programs that improve access and mobility while also reducing per capita vehicle miles traveled, improving air quality and reducing greenhouse gas emissions; and

WHEREAS, Oregon cities and counties rely on the gas tax increases outlined in HB 2017 to fund transportation operations and maintenance, and any proposed cap and invest program should not preempt future gas tax increases; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) has recommended adoption of this resolution at their meeting on February 21, 2019; now therefore,

BE IT RESOLVED:

1. That the Metro Council and the Joint Policy Advisory Committee on Transportation urge the Oregon Legislature to enact a “cap and invest” program that will enable Oregon to meet its greenhouse gas reduction targets; and
2. That an appropriate share of transportation-related auction proceeds from this program should be dedicated to the implementation of the Climate Smart Strategy; and
3. That those proceeds should be spent in ways that will yield the greatest long-term reduction in greenhouse gas emissions per dollar; and
4. That those proceeds should be allocated through a strategic, transparent, and streamlined regional decision-making process; and
5. That in doing so, Metro conducts public outreach and follows through on Metro’s commitment to equity and protecting vulnerable populations.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2019.

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Lynn Peterson, Council President

Approved as to Form:

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Nathan A. S. Sykes, Acting Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 19-4969, FOR THE PURPOSE OF URGING THE OREGON LEGISLATURE TO ADOPT A CLIMATE “CAP AND INVEST” SYSTEM AND DIRECT PROCEEDS TO IMPLEMENTATION OF THE CLIMATE SMART STRATEGY

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Date: February 13, 2019  
Department: Government Affairs and  
Policy Development  
Meeting Date: February 21, 2019

Prepared by: Randy Tucker,  
503.797.1512,  
randy.tucker@oregonmetro.gov  
Presenter: Randy Tucker

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**ISSUE STATEMENT**

The Oregon Legislature is considering House Bill 2020, which would create a market-based “cap and invest” program designed to achieve state goals for reducing greenhouse gas (GHG) emissions. Under HB 2020, as introduced, the state would place a cap on overall GHG emissions that would decline over time, and use periodic auctions to allocate the right to emit GHGs under the cap. Proceeds from these auctions would support efforts to reduce GHG emissions, to adapt to climate change and related purposes.

This resolution expresses the Portland metropolitan region’s support for the legislation and calls for an appropriate share of these proceeds to be directed to the implementation of the region’s Climate Smart Strategy (2014), which is embodied in the recently adopted 2018 Regional Transportation Plan (RTP).

**ACTION REQUESTED**

Approve Resolution No. 19-4969.

**IDENTIFIED POLICY OUTCOMES**

Resolution No. 19-4969 supports the implementation of the Climate Smart Strategy, which involves a broad range of transportation investments across all modes that are proven to reduce greenhouse gas emissions while improving safety, mobility and access to jobs and services and supporting other community and regional goals. It also supports the region’s desired outcome of providing leadership in responding to climate change.

**POLICY QUESTION(S)**

The resolution calls on the Legislature to pass the “cap and invest” legislation; to direct an appropriate share of the resulting auction proceeds to projects and programs that implement the Climate Smart Strategy; to invest those proceeds in ways that can achieve the greatest GHG emissions reductions per dollar spent; and to distribute proceeds through a regional decision-making process.

**STRATEGIC CONTEXT & FRAMING**

See “Background” and “Legal Antecedents” below for a brief history of GHG reduction efforts at the state and regional levels. The bill under consideration in Salem represents an ambitious effort to combat climate disruption; if it passes, Oregon would be the second state, after California, to implement such a program (similar programs are in place in



certain Canadian provinces). Not surprisingly, it is controversial, and has partisan overtones; depending on one's perspective, it would impose new costs across the economy, or internalize the existing costs of climate change while stimulating economic opportunity and innovation.

Because this legislation will have wide-ranging impacts, it is being watched closely by a very broad range of interests. Transportation stakeholders variously see this effort as a major threat or an opportunity to pursue long-sought changes in the structure of transportation funding.

Support for "cap and invest" legislation is included in the Metro Council's legislative agenda, adopted in Resolution No. 19-4954 on January 31. At the January 17 meeting of the Joint Policy Advisory Committee on Transportation (JPACT), Metro staff was asked to develop a resolution of support for this legislation. This resolution and staff report respond to JPACT's request.

## **Legal Antecedents**

### Metro Council actions

- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on December 6, 2018.
- Resolution No. 19-4954 (For the Purpose of Adopting an Agenda for the 2019 Oregon Legislative Session), adopted by the Metro Council on January 31, 2019.

### State of Oregon actions

- Oregon House Bill 3543, the Climate Change Integration Act, passed by the Oregon Legislature in 2007, codifies state greenhouse gas reduction goals and establishes the Oregon Global Warming Commission and the Oregon Climate Research Institute in the Oregon University System.
- Oregon House Bill 2001, the Jobs and Transportation Act, passed by the Oregon Legislature in 2009, directs Metro to conduct greenhouse gas emissions reduction scenario planning and LCDC to adopt reduction targets for each of Oregon's metropolitan planning organizations.
- Oregon House Bill 2186, passed by the Oregon Legislature in 2009, directs work to be conducted by the Metropolitan Planning Organization Greenhouse Gas Emissions Task Force.
- Oregon Senate Bill 1059, passed by the Oregon Legislature in 2009, directs planning activities to reduce greenhouse gas emissions in the transportation sector and identifies ODOT as the lead agency for implementing its requirements. This work was conducted through the Oregon Sustainable Transportation Initiative and led to development of the Oregon Statewide Transportation Strategy (STS): A 2050 Vision for Greenhouse Gas

Emission Reduction. In 2018, the Oregon Transportation Commission adopted an amendment to incorporate the STS as part of the Oregon Transportation Plan.

- Oregon Senate Bill 324, passed by the Oregon Legislature in 2015, allows the Oregon Department of Environmental Quality to fully implement the Clean Fuels Standard beginning in 2016.
- Oregon Metropolitan Greenhouse Gas Reduction Targets Rule (OAR Chapter 660, Division 44), last amended in January 2017, defines greenhouse gas emissions reduction targets for each of Oregon’s metropolitan areas.
- Oregon House Bill 2017, passed by the Oregon Legislature in 2017, provides a major transportation package that included several elements that will help to reduce GHG emissions, notably a new payroll tax to support transit operations.

**Anticipated Effects:** If HB 2020 is approved, proceeds from the cap and invest program are expected to generate significant funding that will be invested to reduce greenhouse gas emissions from transportation in Oregon, including implementation of the Climate Smart Strategy.

**Financial Implications:** Adoption of this resolution has no budget impact at this time.

## **BACKGROUND**

The Legislature established greenhouse gas emissions reduction targets in HB 3543 (2007). The 2009 Jobs and Transportation Act (HB 2001) directed Metro to develop and implement a plan to reduce greenhouse gas emissions from cars and light trucks consistent with the targets in HB 3543. Metro developed that plan, the Climate Smart Strategy, in collaboration with many partners; it was adopted with broad regional support in 2014 and approved by the Oregon Land Conservation and Development Commission in 2015.

“Cap and invest” legislation was introduced in 2016 but was set aside at the time in favor of the so-called “coal to clean” bill that phased out electricity derived from coal. Late in the 2017 session, over 30 co-sponsors introduced SB 1070, a “marker bill” that represented the starting point for discussion of 2018 legislation. Four working groups met in the fall of 2017 to flesh out that legislation, which was then introduced as HB 4001 and SB 1507 in the short 2018 session. However, leadership decided at the end of the 2018 session to create a joint committee to continue working on climate legislation over the interim and bring back a bill in the longer 2019 session. That bill is HB 2020.

Meanwhile, in 2015 the Legislature passed SB 324 allowing DEQ to fully implement the Clean Fuels Program beginning in 2016, and in 2017 the Legislature passed a major transportation package that included several elements that will help to reduce GHG emissions, notably a new payroll tax to support transit operations. Both of these pieces of legislation provide critical underpinnings for the region’s efforts to implement the Climate Smart Strategy, but additional funding will be needed for the region to meet state GHG reduction targets.

## **ATTACHMENTS**

Resolution No. 19-4969

Clean Energy Jobs Eligibility analysis for Climate Smart Strategy Projects and Programs



	<b>Within Constitutional limits</b>	<b>Outside Constitutional limits</b>
<b>Transit</b>	<ul style="list-style-type: none"> <li>- Transit priority signals</li> <li>- Transit signal upgrades</li> <li>- Transit capital improvements in the right-of-way to increase speed and reliability of bus travel on roads (striping, pull outs, separate travel lanes for buses)</li> <li>- Roadway repaving needed to ensure smooth and efficient travel of buses</li> <li>- Transit stop improvements such as signage, bus shelters, benches and lighting in the right-of-way</li> <li>- Utilities or electrical needed to support transit in the right-of-way (i.e., BRT)</li> </ul>	<p>Transit service, including:</p> <ul style="list-style-type: none"> <li>- Increase coverage and frequency of bus and light rail service</li> <li>- Expanded WES commuter rail service</li> <li>- Employee and community shuttles</li> <li>- Affordable transit pass program for students, seniors and low-income riders</li> </ul> <p>Transit capital equipment, including:</p> <ul style="list-style-type: none"> <li>- New buses</li> <li>- New rail or streetcar vehicles</li> <li>- Preventative maintenance or improvement of equipment</li> </ul> <p>Transit oriented development</p>
<b>Biking and walking</b>	<p>Signals, including:</p> <ul style="list-style-type: none"> <li>- Bike priority signals</li> <li>- Pedestrian priority signals</li> </ul> <p>Capital projects in the right-of-way, including but not limited to:</p> <ul style="list-style-type: none"> <li>- Pedestrian improvements (sidewalks, crosswalks, curb ramps, medians)</li> <li>- Bike improvements including bike lanes</li> <li>- Safe Routes infrastructure</li> <li>- Multi-modal trails in the right-of-way</li> </ul>	<p>Transportation demand management or travel options programs, including:</p> <ul style="list-style-type: none"> <li>- Education</li> <li>- Travel information and incentives</li> <li>- Marketing, e.g. car share, carpooling</li> </ul> <p>Safe Routes to School education and programming</p>
<b>Trucks &amp; Vehicles</b>	<p>Intelligent Transportation Systems, including:</p> <ul style="list-style-type: none"> <li>- Traffic signal timing and coordination</li> <li>- Transit priority signals</li> <li>- Truck priority signals</li> <li>- Highway ramp metering</li> <li>- Traveler Information (variable message signs, variable speed limits)</li> </ul> <p>New connections between two roadways and highway overcrossings to increase network connectivity</p>	<p>Clean fuels, including:</p> <ul style="list-style-type: none"> <li>- Retrofitting vehicles for clean fuels</li> <li>- Reduced carbon intensity of fuels</li> <li>- Purchasing clean fuels</li> <li>- Clean fuel infrastructure (in or outside of the right-of-way)</li> </ul> <p>Low-and zero-emissions vehicles and trucks:</p> <ul style="list-style-type: none"> <li>- Newer, more fuel efficient vehicles</li> <li>- Retrofitting vehicles</li> <li>- Charging stations</li> </ul> <p>Incident response detection and clearance</p>

**6.2 MTIP Policy**

*Information/Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, February 21, 2019  
Metro Regional Center, Council Chamber

# Memo

Date: Thursday, February 21, 2019  
To: Joint Policy Advisory Committee on Transportation and Interested Parties  
From: Grace Cho, Senior Transportation Planner  
Subject: 2021-2024 MTIP Policy Direction and Work Program

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## **Purpose**

Provide JPACT an overview and receive input on the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) policy update in preparation to request JPACT action in March 2019.

## **Introduction and Background**

Led by Metro and administered in cooperation with ODOT, TriMet and SMART, the Metropolitan Transportation Improvement Program (MTIP):

- describes the transportation investment priorities for the upcoming four federal fiscal years;
- describes the prioritization processes of investments and their alignment with regional objectives and compliance with federal laws;
- measures the performance of those investments towards advancing outcomes and goals; and
- monitors the progress of investments and approves significant changes in scope, schedule or budget.

The MTIP is updated on a three-year cycle, in coordination with the ODOT led funding allocations and the Metro Regional Flexible Funds Allocation (RFFA), both of which define the investment priorities for three years of funding. Transit investment priorities are typically allocated annually through the TriMet and SMART budget processes. The fourth year of the MTIP cycle is for administrative purposes and identifies funding and projects that carry over from the previous MTIP.

The MTIP cycle has four phases:

- Phase 1: policy direction development;
- Phase 2: coordination with funding allocation processes;
- Phase 3: program analysis, fund programming, and documentation; and
- Phase 4: change management and amendments.

Metro is currently in the policy direction development phase for the 2021-2024 MTIP and concurrently in the change management and amendments phase for the existing 2018-2021 MTIP. The 2021-2024 MTIP policy is an update to reflect the recently adopted 2018 RTP and continue with existing policies.

## **2021-2024 MTIP Policy – Overview of Policies**

The draft 2021-2024 MTIP policy statement includes four policies. In summary, these policies are:

1. The 2018 Regional Transportation Plan (RTP) is the foundation and guide for investments proposed for the 2021-2024 MTIP.
2. Funding allocations and implementation of projects will comply with requisite federal regulations
3. The region will pursue the regional finance approach

4. The region will coordinate on pursuit of national discretionary funding opportunities and openly coordinate funding leverage opportunities between different transportation funding programs.

The 2021-2024 MTIP policies 1 and 2 implement federal regulatory and policy direction, emphasizing specific 2018 RTP policy priorities most relevant to the MTIP.

The third policy, the regional finance approach, is a consolidation of existing individual funding program policies and an intention of how to pursue additional fund sources to address different elements of transportation system needs. This approach was developed by the JPACT Finance Subcommittee in 2009 and most recently adopted as policy in 2016. The individual funding program policies are updated to reflect the most recent funding policies by the agencies or policy bodies responsible for those existing individual funding program as well as consolidated federal funding programs.

The fourth policy area is a statement of intent to coordinate on which priorities to nominate for national competitive discretionary grants and to coordinate between funding programs for leverage opportunities. These have been practices of the region, but not previously stated as MTIP policy.

#### **2021-2024 MTIP Policy – Revisions per TPAC Direction**

At the January and February 2019 convening of TPAC, members received a presentation and overview of the 2021-2024 MTIP policies. TPAC discussed focused on the following policies:

1. MTIP Policy 1 – The 2018 Regional Transportation Plan (RTP) is the foundation and guide for investments proposed for the 2021-2024 MTIP.
2. MTIP Policy 3 – Pursue the regional finance approach

As a result of TPAC discussion, the following revisions were made:

1. MTIP Policy 1 – The 2018 Regional Transportation Plan (RTP) is the foundation and guide for investments proposed for the 2021-2024 MTIP.
  - a. Revised MTIP policy 1 language to better align with the language in chapter 6 of the 2018 RTP.
  - b. Revised MTIP policy 1 language to better align with the language in the 2018 RTP ordinance.
2. MTIP Policy 3 – Pursue the regional finance approach
  - a. Moved regional finance approach matrix as an attachment.
  - b. Included the most recently adopted regional finance approach from 2016 as the first attachment.
  - c. Included a secondary attachment with updated version of the regional finance approach. The updated version reflects new revenue sources and administrative or policy changes to existing funding programs which have been enacted since 2016.

Overall, the 2021-2024 MTIP policy document (attached) reflects the feedback TPAC provided. At the February meeting, TPAC recommended approval of the 2021-2024 MTIP policy with amendments (reflected).

#### **Discussion Questions**

1. Does JPACT have any questions or comments on the 2021-2024 MTIP policy direction?

## Next Steps

The following timeline has been provided to illustrate the immediate next steps for the 2021-2024 MTIP development.

### *Timeline – Upcoming 2021-2024 MTIP Development Activities*

<b>Activity</b>	<b>Timeframe</b>
<b><i>Policy Direction</i></b>	
JPACT receives overview presentation	February 2019
JPACT recommendation to Metro Council/Metro Council action	March-April 2019
<b><i>Funding Allocations</i></b>	
2022-2024 Regional Flexible Fund policy discussion begins at TPAC and JPACT	February 2019
2022-2024 STIP Fix-It Leverage funding recommendations discussions at TPAC	March 2019
Transit agency annual budget process and investment program presentations	April-May 2019
2022-2024 Regional Flexible Fund allocation process	Spring – End 2019
<b><i>Packaging the 2021-2024 MTIP</i></b>	
Compilation of draft 2021-2024 MTIP investment program	August 2019 – January 2020
Compilation of the public review draft of the 2021-2024 MTIP <ul style="list-style-type: none"> <li>• System performance evaluation of MTIP investment program and RTP consistency analysis</li> <li>• MAP-21 performance target evaluation</li> <li>• Federal regulatory compliance demonstration</li> <li>• Allocation process discussion</li> </ul>	January – March 2020
Public comment on the public review draft 2021-2024 MTIP <ul style="list-style-type: none"> <li>• Includes formal resource agency and tribal consultation</li> </ul>	April – May 2020
Request TPAC recommendation to approve the 2021-2024 MTIP	June 2020
Request approval of the 2021-2024 MTIP by JPACT	June/July 2020
Adoption of the 2021-2024 MTIP by the Metro Council	July 2020
<b><i>Change Management</i></b>	
Administrative modifications and amendments	October 2020 – On-going
Project delivery monitoring, obligations, and constraint checks	October 2020 – On-going



DRAFT

# 2021 – 2024 Metropolitan Transportation Improvement Program (MTIP) policy direction

February 2019

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



**Public service**

*We are here to serve the public  
with the highest level of  
integrity.*

**Excellence**

*We aspire to achieve exceptional  
results*

**Teamwork**

*We engage others in ways that foster  
respect and trust.*

**Respect**

*We encourage and appreciate  
diversity in people and ideas.*

**Innovation**

*We take pride in coming up with  
innovative solutions.*

**Sustainability**

*We are leaders in demonstrating  
resource use and protection.*

**Metro's values and purpose**

We inspire, engage, teach and invite people to  
preserve and enhance the quality of life and the  
environment for current and future generation

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## INTRODUCTION

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

### Purpose

The purpose of the 2021-2024 MTIP policy report is to provide clarity on the guiding direction for the investments to be included as part of the 2021-2024 MTIP. The 2021-2024 MTIP policy establishes the expectations among regional partners and guides federal and relevant state and local transportation investments proposed for fiscal years 2021 through 2024 in the metropolitan planning area by defining policy priorities and outcomes investments are expected to contribute towards advancing. For those partners with responsibilities to administer federal transportation funds, the 2021-2024 MTIP policy report is a reaffirmation of the common goals and objectives investments are expected to make progress towards while in their stewardship.

### MTIP Basics

*What is the Metropolitan Transportation Improvement Program (MTIP)?*

The federal definition of the Metropolitan Transportation Improvement Program (MTIP) is,

*“a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53.”<sup>1</sup>*

In practice the MTIP is also a process in addition to a document illustrating a list of transportation investment priorities for the upcoming fiscal years. As part of the process, partners demonstrate how the region works together to achieve the common goal of implementing the most recently adopted Regional Transportation Plan (RTP) and complying with applicable federal regulations to remain eligible for funding. Further responsibilities land on the partners involved in administering federal transportation funding (Metro, ODOT, TriMet, and SMART) in demonstrating how the individual allocation processes worked cooperatively to advance RTP implementation and complying with applicable federal regulations.

The MTIP also serves as a monitoring tool for implementation of regionally significant and federally funded transportation projects.

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<sup>1</sup> 23 CFR 450.104 - Definitions

## What is part of the Metropolitan Transportation Improvement Program?

The MTIP is comprised of several components, but can be categorized into the following major elements:

1. A list of projects within the metropolitan region for the upcoming four fiscal years and numerous project details;
2. various discussion sections addressing funding allocation processes, MTIP system performance, financial constraint, RTP implementation; and
3. a description of protocols, administrative policies and other related expectations for managing the MTIP.

The following bulleted list describes in more detail the typical content and components of the MTIP.<sup>2</sup> Additionally, Figure 1 illustrates the components which go into the project list and the components which go into the MTIP.

### Project List

- A project list with the year-by-year anticipated expenditure schedule, phasing, and implementation of the projects

### Discussion Sections

- Discussion by each partner on the policy direction and process as part of identifying and prioritizing investments (also known as projects) for entry in the MTIP
- A programmatic discussion of the MTIP complying with applicable federal regulations
- A discussion of fiscal constraint and monitoring the financial balances to ensure funds are not overspent for the MTIP
- A discussion of the performance of the four-year investment program relative to federal and regional performance goals, objectives, and targets.

### Administration and Monitoring

- A section discussing the policies, protocols, and expectations in the administration of the MTIP, including change management procedures (e.g. administrative modifications and amendments).

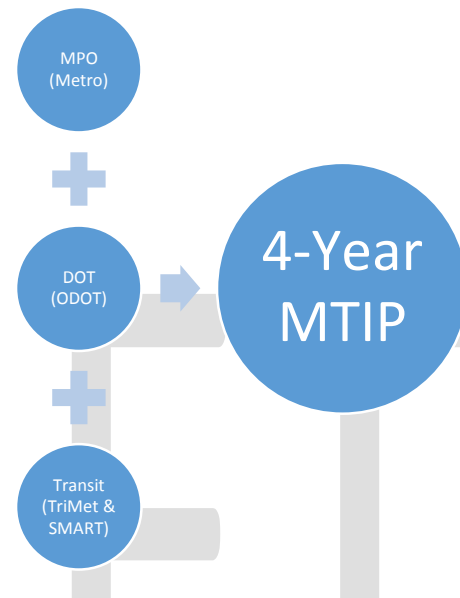


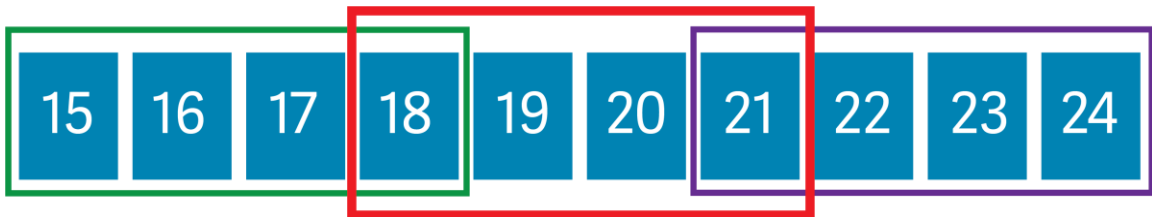
Figure 1. Projects which comprise the four year MTIP

<sup>2</sup> Bulleted list represents standard content, but additional components may be part of the MTIP in response to federal requirements or guidance.

*How does the MTIP get used?*

The primary functions of the MTIP, once adopted and approved, are implementation, monitoring, and federal compliance. As a monitoring tool, the project list component of the MTIP can be considered the “living” portion of the document whereas the discussion sections (e.g. individual funding allocation processes, federal compliance, and system performance and the administrative protocols) and the administrative protocols remain static. The “living” component assists in tracking spending and delivery of transportation projects and to continually ensure compliance with federal regulations, such as fiscal constraint. Since transportation projects can run into numerous unexpected hurdles, amendments are regular to refine transportation projects. This ultimately creates the need for having a living portion of the document to monitor implementation, adjust as necessary, and continue to ensure compliance with federal regulations.

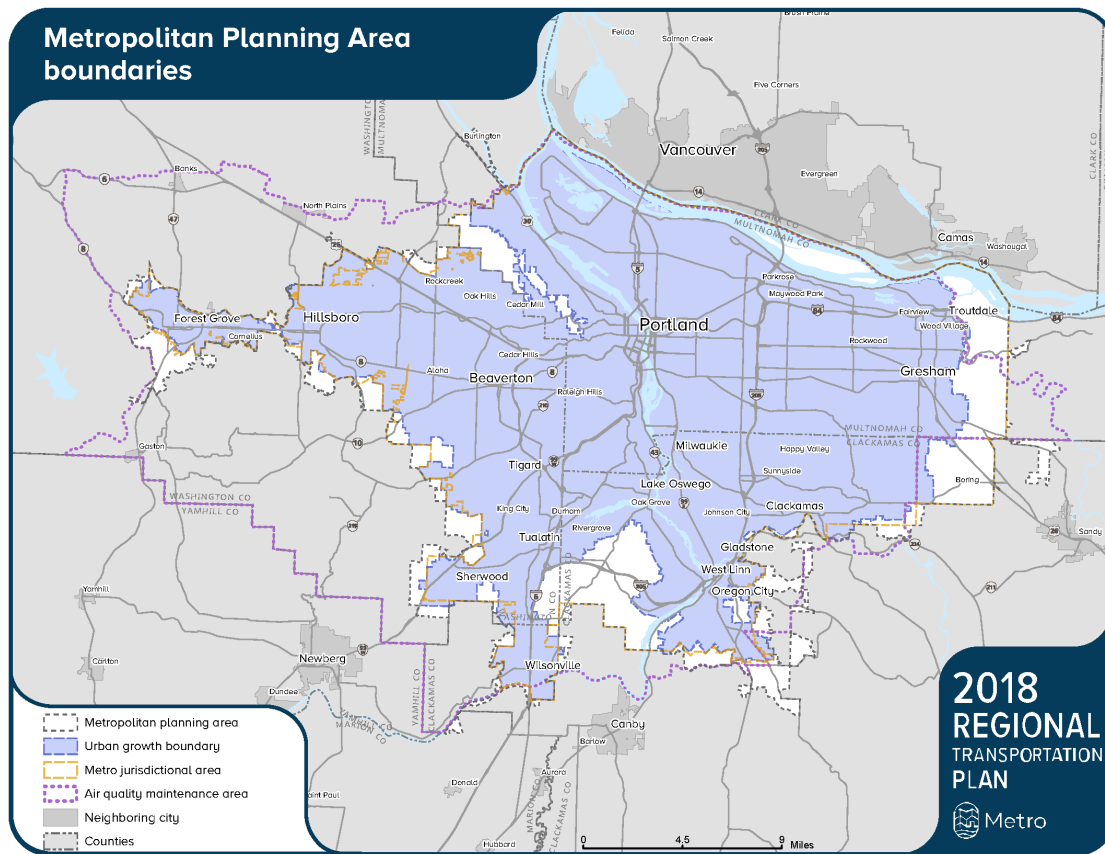
As a result of the MTIP serving in a monitoring function, the standard practice is to always have an effective MTIP, which is the most recently adopted and being implemented while there is a MTIP under development. The MTIP under development plans for the future four-years beyond the effective MTIP. Information from the effective MTIP usually feeds into the development of the next MTIP. Figure 2 illustrates an example of the effective MTIP and the development the next MTIP.



**Figure 2. The overlap of fiscal years between an effective MTIP and a MTIP under development. The red box represents the fiscal years encompassing the effective MTIP and the purple box represents the fiscal years for the MTIP in development**

*What is the relationship between the MTIP and the State Transportation Improvement Program (STIP)?*

The MTIP comprises of the regionally significant, federally funded transportation projects and programs located within a defined metropolitan region for four-fiscal years. For the Portland metropolitan region, the defined area encompasses the urbanized portions of Multnomah, Washington, and Clackamas counties. Figure 3 is a map of the defined Portland metropolitan region. Metro, as the MPO for the region is responsible for development, implementation, and stewardship of the MTIP.

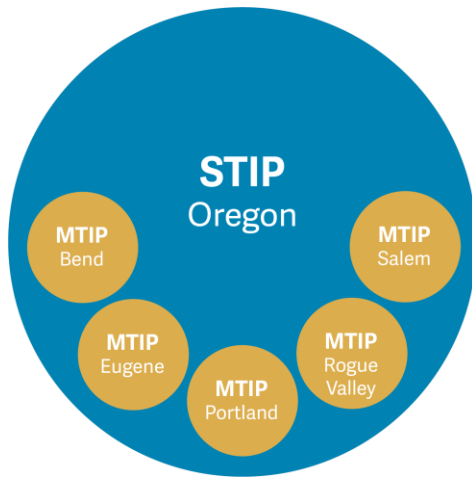


**Figure 3. Federal metropolitan planning area for the Portland (OR) metropolitan region**

The State Transportation Improvement Program (STIP) comprises of the regionally significant, federally funded transportation projects and program which are located outside of a metropolitan region. This includes rural areas and exurbs. The state department of transportation is responsible for the development, implementation, and stewardship of the STIP.

By federal law, the MTIP is required to be included as part of the STIP (in essence, bringing together all the regionally significant and/or federally funded transportation projects in the state) without change. The STIP is then approved by the Governor and submitted to U.S. Department of Transportation for approval. Figure 4 shows the MTIP and STIP relationship.

*Who are the partners and who makes the decisions around the Metropolitan Transportation Improvement Program?*



**Figure 4. MTIP and STIP relationship – MTIPs are not to scale**

The MTIP is a joint effort between regional and state partners. Metro acts as the main author and administrator of the MTIP, but works closely with ODOT, TriMet, and SMART to reflect the expenditure of all federal as well as regionally significant state and local transportation dollars in the urbanized area of Portland. Each agency plays a different role in advancing the region’s transportation system based on enabling legislation and therefore all have authority over expending federal transportation dollars in the Portland metropolitan region. For example, TriMet and SMART’s roles in the regional transportation system is to provide public transit service and utilize funding from the Federal Transit Administration (FTA) to support capital programs to

operate services. Since Metro, ODOT, TriMet, and SMART each have a role, each agency is responsible for providing details of expenditures from year-to-year as well as demonstrating how the transportation expenditures help advance federal, state, and regional priorities. A brief synopsis of each agency’s role is provided below.



**Metro** is a directly elected regional government, serving more than 1.5 million people in Clackamas, Multnomah and Washington counties. The agency’s boundary encompasses Portland, Oregon and 23 other cities.

Metro’s main function is to provide regionwide planning, coordination and services to manage growth, infrastructure, solid waste, and development issues that cross jurisdictional boundaries.

For federal purposes, Metro is the Portland area’s designated Metropolitan Planning Organization (MPO) and the lead agency for developing the regional transportation plan and the schedule of federal transportation spending in the Portland region. Metro also coordinates and develops the region’s transportation goals and policies and identifies the range of road, public transit and bike/pedestrian transportation projects that are needed to implement them.

Metro is led by the Metro Council, which consists of a president and six councilors who are elected by district every four years in nonpartisan races. The Council works with community leaders and constituents across city and county boundaries to shape the future of greater Portland. For purposes of meeting federal regulations pertaining to Metro’s MPO designation, the Council is advised by the Joint Policy Advisory Committee on Transportation (JPACT) specifically related to MPO activities.

The **Joint Policy Advisory Committee on Transportation (JPACT)** makes recommendations to the Metro Council on transportation needs in the region. Comprised of 17 members that are elected officials or transportation representatives from across the region, JPACT recommends priorities, develops plans, and oversees the coordinated implementation of those plans for the region. The Metro Council must adopt the recommendations before they become regional transportation policies.

The **Transportation Policy Alternatives Committee (TPAC)** provides technical input and helps develop policy options for consideration by the Joint Policy Advisory Committee on Transportation on transportation planning and funding priorities for the region. TPAC's membership consists of 21 technical staff from the same governments and agencies as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members appointed by the Metro Council. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee.

TPAC reviews regional plans and federally funded transportation projects, and advises area leaders on transportation investment priorities and policies related to transportation. Such efforts include curbing greenhouse gas emissions and creating communities with easy access to public transit. The committee also helps identify needs and opportunities for involving the public in transportation matters.



The **Oregon Department of Transportation** is a statewide transportation agency. ODOT is responsible for the state transportation facilities across the state. This includes state highways and the interstate freeway system. The ODOT Region 1 office oversees the state facilities for the Portland metropolitan area. Responsible for administering federal transportation funds, ODOT is a key partner in providing important roadway and highway investment information for the development of the MTIP.

**TRIMET** **Tri-County Metropolitan Transportation District (TriMet)** is the public transportation service provider for the Portland metropolitan region. The agency provides both local and regional public transportation services from neighborhood bus routes to multi-county light rail service. As an entity responsible for administering federal transportation funds, ODOT is a key partner in providing important transit investment information for the development of the MTIP.



The **South Metro Area Regional Transit (SMART)** is a public transportation service provider for the City of Wilsonville. SMART provides local public transportation services and select regional service. As an entity responsible for administering federal transportation funds, ODOT is a key partner in providing important transit investment information for the development of the MTIP.



## DESIRED OUTCOMES AND GOALS FOR THE MTIP POLICY

The desired outcomes and goals for the 2021-2024 MTIP policy is for all regional partners to come to a shared understanding of the policy direction guiding the development and implementation of the 2021-2024 MTIP. The major policies guiding the direction of the MTIP are:

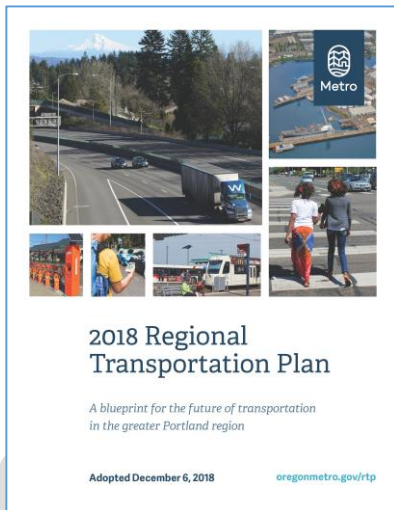
1. Implementing the policy priorities: safety, equity, addressing climate change, and managing congestion through the investments identified in the adopted 2018 Regional Transportation Plan; and
2. Complying with federal regulations pertaining to the development of the transportation improvement program (TIP) as outlined in the Code of Federal Regulations (CFR) 23 CFR 450.300 – 450.340 as well as addressing corrective actions, compliance actions, and recommendations to emerge from Transportation Management Association (TMA) certifications and/or State Transportation Improvement Program (STIP) approvals; and
3. Pursue and implement the regional finance approach; and
4. In looking at opportunities to take advantage of leveraging funding opportunities, do so in an open and coordinated manner.

Several of the policies guiding the development and implementation of the 2021-2024 MTIP are a continuation of previously adopted MTIP policies from earlier cycles. Small refinements and updates have been made to these policies to reflect changes in federal laws, funding programs, as well as the policy direction from the recently adopted 2018 RTP. Additionally, the RTP as the policy foundation for the MTIP has been implied in previous MTIP policies, but not made explicit. Because of the recent adoption of the 2018 RTP and the four priority areas identified for the near-term, the 2021-2024 MTIP policies wants to highlight the role of the RTP. Furthermore, the region has for a number of years practiced coordination on nominating funding priorities for competitive national discretionary grants. By including the practice in the 2021-2024 MTIP policy statement is an effort to formalize this norm.

In developing the 2021-2024 MTIP, partners acknowledge these policies and agree to work in a cooperative fashion as described in “Three C’s: continuous, cooperative, and comprehensive” of federal regulation pertaining to metropolitan planning. The cooperative “Three C’s” process is to achieve the policies outlined and align investments accordingly.

To provide further clarity, a description of each policy guiding the 2021-2024 MTIP is provided.

## MTIP Policy 1 – Regional Policy Direction for Investments



The 2018 Regional Transportation Plan (RTP) is the foundation and guide for investments proposed for the 2021-2024 MTIP. As the policy direction for investments, regional partners agree to implement the policy priorities to emerge from the 2018 RTP.

These policy priorities – , *equity, safety, addressing climate change, and managing congestion* – are described in chapter 6 and identified in the legislation adopting the 2018 RTP as the outcomes to make near-term progress by aligning investments to achieve the outcomes desired from these policy priorities.

In efforts to articulate and provide direction in how to achieve and make progress towards these outcomes, the policies identified in chapter 3 as well as the actions identified in the compendium 2018 RTP strategies (e.g. Regional Transportation Safety Strategy, Regional Transit Strategy) and other regional plans and actions (e.g. Climate Smart Strategy, Strategic Plan to Advance Racial Equity, Diversity, and Inclusion). –

As the 2021-2024 MTIP investments get compiled into a four-year investment program, the package of investments will be evaluated to assess how well the investments make progress towards the 2018 RTP policy priorities. Recognizing the role and function of 2021-2024 MTIP, the policy direction places greater emphasis to demonstrate that individual funding allocations administered by Metro, ODOT, TriMet and SMART considered, balanced, and used the 2018 RTP policy priorities for the prioritization and selection of projects and programs to award funds.

Additionally, investments proposed for the 2021-2024 MTIP are expected to be drawn from the financially constrained 2018 RTP investment strategy. Metro is responsible for demonstrating the programmatic four-year investment package advances implementation of the 2018 RTP policy priorities.

## MTIP Policy 2 – Compliance with Requisite Federal Regulations

As a federal requirement to remain eligible to expend federal transportation funding, the 2021-2024 MTIP and the process by which it is developed is expected to comply with all applicable federal regulations. Applicable regulations at a minimum include:

- 23 CFR 450.300 – 23 CFR 450.340 – Metropolitan Planning
  - with particular emphasis on section 23 CFR 450.326 - Development and content of the transportation improvement program (TIP);
- Civil Rights legislation (e.g. Title VI, Americans with Disabilities Act) and public involvement;
- Performance-based planning and programming;
- Congestion management process;
- Financial constraint (23 CFR 450.326(j))

Additionally, the findings to emerge from the 2017 Transportation Management Area (TMA) Certification and 2018-2021 MTIP and STIP Approval and Statewide Planning Findings are expected to be addressed and guide the development and implementation of the 2021-2024 MTIP.

As part of Metro’s responsibilities, the agency’s evaluation of the programmatic four-year investment package will assess the region’s implementation progress towards federal, state, and regional performance targets and if necessary identify areas for course correction for future MTIPs.

## Regional Transportation Plan

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel throughout the Portland metropolitan region. The plan identifies \$42 billion to be invested in the region’s transportation system over the next 25 years to serve a future population of over 2 million people to address the region’s most urgent transportation needs. Nearly \$27 billion in funding is for maintenance, preservation, and operations and more than \$15 billion is for capital projects that optimize and expand the region’s highway and transit systems, complete gaps in biking and walking connections and provide important access to transit, downtowns, schools, services and other community destinations.

Near-term RTP priorities include – equity, safety, addressing climate change, and congestion – and reflects new policies and strategies for safety, freight, transit, equity, climate leadership and emerging technology that guide planning and investment decisions.

The 2021-2024 MTIP policy direction is intended to provide clarity to regional partners on the federal requirements the 2021-2024 MTIP is obligated to comply with in efforts to inform regional partners to conduct funding allocations and submit projects which complies with federal mandates. This is to ensure the region does not jeopardize its eligibility to expend federal funding and demonstrate to federal partners' stewardship in the planning, programming, and expenditure of federal transportation funds.

### **MTIP Policy 3 – Regional Finance Approach**

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 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 2018-2021 MTIP and 2019-2021 Regional Flexible Fund Allocation policy statement.<sup>3</sup>

The most recently adopted regional finance approach is included as Attachment 1. However, since the adoption of the 2018-2021 MTIP and 2019-2021 RFFA policy statement in 2016, new revenue sources (e.g. House Bill 2017) as well as administrative and process changes to certain sources of funds (e.g. consolidation of certain federal fund sources under federal transportation funding reauthorizations MAP-21 and FAST, restructuring of ODOT allocation programs) necessitates administrative updates to the adopted regional finance approach.

Attachment 2 is an updated version of the regional finance approach reflecting these administrative changes for the purposes of outlining a regional financial approach to pursue as part of the development and implementation of the 2021-2024 MTIP policy. As further discussion takes place regarding any of the source funds identified, periodic administrative updates will be made.

### **MTIP Policy 4 – Regional Funding Coordination**

#### **National Discretionary Funding Opportunities - Regional Coordination**

As part of the implementation of the Regional Finance Approach, the region's partners agree to regional coordination and information sharing when competing on the national stage for federal competitive discretionary funding programs. Examples of these programs include, but not limited to: FTA's Capital Investment Grants – New Starts and Small Starts, U.S. DOT's

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<sup>3</sup> See Metro Council Resolution 16-4702

Better Utilizing Investment to Leverage Development (BUILD) and Infrastructure for Rebuilding America (INFRA). Regional coordination is to make regional partners aware of what competitive applications are being put forward and ensure any necessary MPO programming or planning requirements have been met to allow access to funds if awarded. Information of these coordinated efforts may also be shared with the region's congressional delegation to inform them of regional funding priorities.

#### **Coordination and Leveraging of Federal Funds Across Funding Allocation Programs**

Recognizing the scarcity of funding resources for the transportation system, the Portland metropolitan region supports leveraging funding opportunities being administered by different agencies within the region. However, the region desires to see leverage opportunities be discussed in a transparent and open manner that allows for partners to provide feedback and also bring awareness to potential funding leveraging opportunities. To facilitate leveraging opportunities, regional partners agree to and are encouraged:

- to identify opportunities to leverage funding early, particularly in the policy direction and program design phase (e.g. policy direction update for the 2022-2024 Regional Flexible Fund or the 2021-2024 STIP) and prior to the solicitation of projects for individual funding programs;
- to identify whether federal funds or a regionally significant project would be involved in the leveraging other funding (whether federal or local) to ensure eligibility requirements and other factors are appropriately met; and
- to begin coordination early between potential administering agencies and determine a pathway for proposals or approvals by appropriate entities, as necessary.

It is expected if regional partners wish to coordinate and leverage opportunities to fund (or partially fund) projects or programs through a funding program administered by a different administering agency, the partner bring the funding proposal to the MPO for information

#### **Currently Agreed Upon Fund Leveraging**

Through previous allocation processes, the region has come to agreement on leveraging funding administered by different partner agencies. In particular a portion of Metro's Regional Flexible Funds have been set aside towards advancing the region's high capacity transit network, planning for certain corridor bottlenecks and active transportation projects. As a result of these funding agreements, the specific projects funded will need to be brought forward to the MPO for engagement and progress updates.

and discussion. Funding proposals, especially with federal funds or for a regionally significant project, will not be considered without discussion and if necessary approval undertaken by the MPO (for federal funds or regionally significant projects). A process for bringing forward funding proposal entails:

1. Initial MPO staff and administering agency staff consultation of proposal;
2. Discussion, recommendation, and approval by the MPO (if necessary);<sup>4</sup>
3. Discussion and approval by the leadership entities of other administering agencies (if necessary).

Administrative funding proposals (e.g. funding swaps, changing the federal fund type) are exempt from this process, but must undergo the procedural MTIP change management process (administrative modification or amendment) depending on the significance of the changes requested.

### **2021-2024 MTIP Policy Implementation Process**

As part of the process for implementing the 2021-2024 MTIP policy direction, Metro, as the MPO, will serve in the lead role for coordinating information sharing and other MTIP-related development activities. The Transportation Policy Alternatives Committee (TPAC) will serve as the main venue for coordination pertaining to the implementation of the 2021-2024 MTIP policy direction. The TPAC work program will be updated to include discussion items pertaining to the development of the 2021-2024 MTIP, including the individual funding allocation processes undertaken by the entities which administer federal transportation funds. TPAC will also be requested to recommend approval of the adoption draft of the 2021-2024 MTIP to JPACT in spring 2020.

In addition to the coordination activities to take place at TPAC in implementing the 2021-2024 MTIP policy direction, the 2021-2024 MTIP charter provides further detail on the protocols and coordination expectations for the four main key partners responsible for the content development of the MTIP. The 2021-2024 MTIP charter is signed among the four partners and outlines the various coordination protocols for project data exchange, MTIP content, schedule, and timelines.

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<sup>4</sup> MPO approval may come in the form of adopting policy direction for a specific funding program or through the MTIP change management process. Will be dependent on the context and nature of the leveraging opportunity being proposed.

## Attachment 1: Adopted Regional Finance Approach (June 2016)

The following table is the 2018-2021 MTIP regional finance approach as adopted in June 2016.

**Table A.1: Regional Transportation Finance Approach – Adopted June 2016**

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Local/Arterial street reconstruction/maintenance	<ul style="list-style-type: none"> <li>• State pass through</li> <li>• Street utility fees</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax or VRF</li> <li>• New street utility fees or equivalent</li> </ul>
Active Transportation (includes bicycle, pedestrian, and small on-street transit capital improvements like bus shelters)	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> <li>• Connect Oregon</li> <li>• ODOT Region 1 competitive allocation – dedicated</li> <li>• Local contributions</li> <li>• Development (Frontage, Impact Fees, SDC's)</li> </ul>	<ul style="list-style-type: none"> <li>• New federal program</li> <li>• State Urban Trail fund</li> <li>• New local funds</li> </ul>
Highway preservation	<ul style="list-style-type: none"> <li>• Interstate Maintenance</li> <li>• State gas &amp; weight/mile tax</li> <li>• ODOT Region 1 preservation, maintenance, and operations allocation program</li> <li>• NHPP</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax or VRF</li> <li>• New street utility fees or equivalent</li> </ul>
Transit Operations	<ul style="list-style-type: none"> <li>• Employer tax</li> <li>• Passenger fares</li> <li>• Section 5307</li> <li>• Section 5310</li> </ul>	<ul style="list-style-type: none"> <li>• Employer tax rate</li> <li>• New funding mechanism</li> <li>• Passenger fare increases</li> </ul>
Arterial Expansion	<ul style="list-style-type: none"> <li>• Development (Frontage, Impact Fees, SDC's)</li> <li>• Urban Renewal</li> <li>• ODOT Region 1 competitive allocation program</li> <li>• <b>Regional Flexible Funds<sup>5</sup></b></li> <li>• TIGER</li> <li>• Local contributions</li> </ul>	<ul style="list-style-type: none"> <li>• SDC rate increases</li> <li>• Regionally raised revenue</li> <li>• Increase in state gas tax or VRF</li> </ul>

<sup>5</sup> Limited to arterial freight facilities for ITS, small capital projects, and project development.

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Highway expansion	<ul style="list-style-type: none"> <li>• ODOT Region 1 competitive allocation program</li> <li>• NHPP</li> <li>• National Freight Program</li> <li>• Modernization Program</li> <li>• Fed/state earmarks</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> <li>• Pricing/tolling</li> <li>• Increase in state gas tax or equivalent</li> <li>• Regionally raised revenue</li> </ul>
HCT expansion	<ul style="list-style-type: none"> <li>• Federal New Starts</li> <li>• Federal Small Starts</li> <li>• State lottery</li> <li>• <b>Regional Flexible Funds</b></li> <li>• TriMet General Fund</li> <li>• Local contributions</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> </ul>
TSMO/Travel Options	<ul style="list-style-type: none"> <li>• State operations</li> <li>• <b>Regional Flexible Funds</b></li> <li>• TIGER</li> </ul>	<ul style="list-style-type: none"> <li>• Regional VRF or equivalent</li> </ul>
Land Use – TOD	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> </ul>	<ul style="list-style-type: none"> <li>• Strategy under development</li> </ul>



## Attachment 2: Updated Regional Finance Approach (December 2018)

The following table is an updated version of the 2016 adopted regional finance approach. The updates reflect new revenue sources and administrative changes to funding sources and the eligible activities. As policy direction for funds may change, federal transportation reauthorization may change eligibility requirements of existing funds, or through JPACT and the Metro Council direction, the regional finance approach will be updated to reflect the administrative or policy direction changes. The 2021-2024 MTIP policy describes the purpose and function of the regional finance approach.

**Table A.2: Updated Regional Transportation Finance Approach – (As of December 2018)**

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Local/Neighborhood Street Reconstruction and Maintenance	<ul style="list-style-type: none"> <li>• State pass through funds</li> <li>• Street utility fees</li> <li>• Local gas tax</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax (e.g. House Bill 2017)</li> <li>• Increases in vehicle registration fees</li> <li>• New street utility fees or equivalent</li> <li>• Additional or new local gas tax</li> </ul>
Active Transportation (includes bicycle, pedestrian, and small on-street transit capital improvements like bus shelters)	<ul style="list-style-type: none"> <li>• Regional Flexible Funds</li> <li>• STBG - Transportation Alternatives Set Aside</li> <li>• Connect Oregon</li> <li>• ODOT Region 1 Fix-It Leverage – Active Transportation &amp; Safety</li> <li>• ODOT Safe Routes to Schools Infrastructure</li> <li>• ODOT 1% gas tax dedication</li> <li>• Privilege tax on bicycle sales</li> </ul>	<ul style="list-style-type: none"> <li>• New federal program</li> <li>• State Urban Trail fund</li> <li>• Increases in state gas tax (e.g. House Bill 2017)</li> <li>• New local or regional funds</li> </ul>

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
	<ul style="list-style-type: none"> <li>• Local gas or property tax, vehicle registration, or street utility</li> </ul>	
Highway Preservation	<ul style="list-style-type: none"> <li>• Interstate Maintenance</li> <li>• National Highway Preservation Program</li> <li>• State gas tax &amp; weight/mile fees</li> <li>• ODOT Region 1 preservation, maintenance, and operations allocation program (Fix-it)</li> <li>• Other state (e.g. House Bill 2017) earmarks</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax</li> <li>• Increases in vehicle registration fees</li> <li>• New street utility fees or equivalent</li> </ul>
Transit Operations	<ul style="list-style-type: none"> <li>• Employer tax</li> <li>• Employee tax</li> <li>• Passenger fares</li> <li>• Section 5307 urbanized area formula</li> <li>• Section 5310 special transportation</li> <li>• ODOT special transportation fund</li> <li>• Advertising revenue</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in employer and employer tax rate</li> <li>• New funding mechanism</li> <li>• Passenger fare increases</li> </ul>
Arterial Expansion, Improvements, and Reconstruction	<ul style="list-style-type: none"> <li>• Development Fees (e.g. Frontage, Impact Fees, System Development Charges)</li> <li>• Urban Renewal</li> </ul>	<ul style="list-style-type: none"> <li>• Development fees rate increases</li> <li>• New local or regional funds</li> <li>• Increase in state gas tax</li> </ul>

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
	<ul style="list-style-type: none"> <li>• ODOT Region 1 allocation program – Fix It Leverage – Enhance or Safety</li> <li>• ODOT Region 1 operations allocation program (Fix-it)</li> <li>• Other federal or state (e.g. House Bill 2017) earmarks</li> <li>• Regional Flexible Funds<sup>6</sup></li> <li>• BUILD</li> <li>• National Freight Program</li> </ul>	<ul style="list-style-type: none"> <li>• Increase in vehicle registration fee</li> </ul>
Highway Expansion	<ul style="list-style-type: none"> <li>• ODOT Region 1 competitive allocation – Fix It Leverage – Enhance</li> <li>• ODOT 2021-2024 STIP Strategic Investment Fund</li> <li>• Regional Flexible Funds<sup>7</sup></li> <li>• National Highway Preservation Program</li> <li>• National Freight Program</li> <li>• Other federal or state (e.g. House Bill 2017) earmarks</li> <li>• BUILD</li> <li>• Privilege tax on vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> <li>• Pricing/tolling</li> <li>• Increase in state gas tax or equivalent (e.g. HB 2017)</li> <li>• New local or regional funds</li> </ul>
High Capacity Transit Expansion	<ul style="list-style-type: none"> <li>• Federal Capital Investment Grants (e.g. New Starts/Small Starts)</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> <li>• New local or regional funds</li> </ul>

<sup>6</sup> Limited to arterial freight facilities for ITS, small capital projects, and project development.

<sup>7</sup> Limited to project development with large discretionary funding leverage opportunities.

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
	<ul style="list-style-type: none"> <li>• State lottery</li> <li>• Regional Flexible Funds</li> <li>• TriMet General Fund</li> <li>• Local contributions</li> </ul>	
TSMO/Travel Options	<ul style="list-style-type: none"> <li>• ODOT Region 1 operations allocation program (Fix-it)</li> <li>• ODOT transportation demand management program allocation to regions</li> <li>• Regional Flexible Funds</li> <li>• Regional Safe Routes to School</li> </ul>	<ul style="list-style-type: none"> <li>• Regional vehicle registration fee or equivalent</li> <li>• Cap and Invest Program</li> <li>• New local or regional funds</li> </ul>
Land Use – TOD	<ul style="list-style-type: none"> <li>• Regional Flexible Funds</li> </ul>	<ul style="list-style-type: none"> <li>• New local or regional funds</li> </ul>

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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Bob Stacey, District 6

**Auditor**

Brian Evans

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700

**6.3 RFFA Project Funds Allocation**

*Information/Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, February 21, 2019  
Metro Regional Center, Council Chamber

# Memo

Date: Tuesday February 12, 2019  
To: JPACT and interested parties  
From: Dan Kaempff, Principal Transportation Planner  
Subject: 2022-24 Regional Flexible Funds Allocation Policy Development Process

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## **Purpose**

Provide JPACT with a framework and process for discussion of updates to existing Regional Flexible Funds Allocation (RFFA) policy to guide selection of investments through the 2022-2024 RFFA.

## **Background**

Following Metro Council direction on their intent for the 2022-2024 Regional Flexible Funds Allocation (RFFA), staff is beginning the process for updating RFFA policy.

At their January 8, 2019 work session, Metro Council defined four main priorities to guide the RFFA policy update.

- 1. The 2018 Regional Transportation Plan priorities are to serve as the RFFA policy framework.**
- 2. The four primary RTP priorities (Equity, Safety, Climate Change, Congestion Relief) are to be carried out through RFFA project selection.**
- 3. Maintain the existing two-step framework.**
- 4. Better align Step 2 project outcomes with the four RTP priorities.**

(Please refer to Attachment A – Memo titled “Response to Council Work Session on 2022-24 Regional Flexible Funds Allocation” for details on Council intent.)

These priorities are based on the input gathered through over 19,000 points of communication with the public through the three-year process to develop the 2018 RTP.

The previous Metro Council wanted to make sure that the 2018 RTP was complete and directed that the future Council would begin the RFFA policy discussion in 2019. This was to ensure the RFFA policy would reflect the policy direction of the yet-to-be adopted RTP, and would have ownership by their successors. Thus, the timeframe for the 2022-2024 RFFA process is compressed due to the need to meet the state and federal deadlines for having the MTIP, with its RFFA-related components, submitted in the Summer of 2020.

## **Updates to existing RFFA policy to reflect RTP direction**

Beginning with the 2014-2015 RFFA cycle, the region has followed a two-step process through which to allocate its federal funding. The development of this two-step framework arose from a recognition that the region needed to focus funding on these critical areas in order to ensure investment is occurring to develop a multi-modal system in accordance with RTP direction.

Through this two-step 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, ensure regional obligations are met, and to direct funding to those parts of the system which do not have dedicated funding streams or which cannot be legally funded through fuel taxes or other available revenue sources.

Through RFFA investments made through Step 1 of this framework, the region has been able to leverage our regional funds to continue construction of high-capacity transit throughout the region and to develop projects to ensure the region is well-positioned to compete in funding opportunities as they arise. It also enables continued investment in ITS and system management, providing travel options and Safe Routes to School funding, and ensuring high-density housing is constructed to support our transit investments. And it supports regional transportation planning and fulfills the region's federally required Metropolitan Planning Organization function.

In the past three RFFA cycles, Step 2 has supported construction of local capital projects in two categories, Active Transportation and Freight. Many of the projects funded through these categories are of a scale small enough that they would not be eligible or competitive for other sources of funding. But, they are regionally significant because they fill gaps in the region's Active Transportation and Freight networks.

Metro Council direction indicated their support for continuing the two-step framework, but directed that Step 2 funding categories and project selection criteria be updated 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. Council also directed that the region may wish to consider and recommend policy options for Step 2 to better address system needs as reflected in these regional priorities.

### **Next Steps**

The RFFA policy item on the February 1, 2019 TPAC agenda was not presented, due to time constraints. TPAC is meeting on February 20 to discuss RFFA policy updates and to prepare a recommendation to JPACT. Metro staff will provide a summary of that discussion at the JPACT meeting the next day. TPAC will discuss and take action on a draft RFFA policy recommendation to JPACT at the March 1 TPAC meeting.

Metro staff will visit county coordinating committees in March to gather their input prior to the JPACT discussion on March 21.

The attached schedule outlines the timeline for activities following the RFFA policy adoptions, including call for projects, project evaluation, public comment and adoption by JPACT and Metro Council.





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

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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** – manage 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.

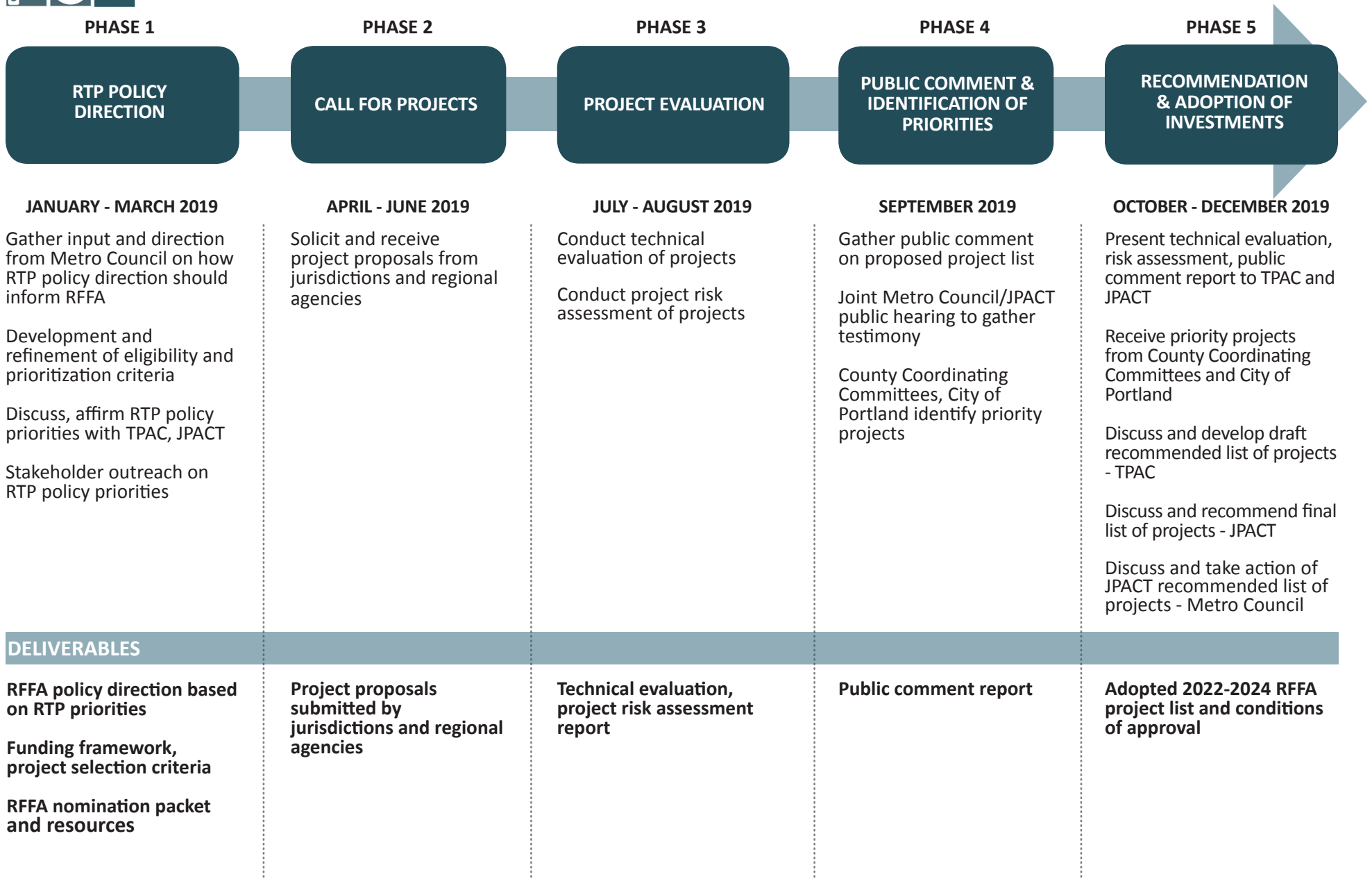
The 2018 RTP adopted new and updated performance measures to enable the region to better understand the extent to which investments in the transportation system will achieve desired outcomes and provide the best return on public investments. Council directed that projects funded through the RFFA should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



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



Materials following this page were distributed at the meeting.

REGIONAL INVESTMENT STRATEGY: TRANSPORTATION BOND DEVELOPMENT

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Regional Transportation Funding Task Force Membership list | February 14, 2019

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**Members of the Metro Council's Transportation Funding Task Force will advise the Metro Council on this work, including these questions:**

- The Metro Council has identified principles that the measure should advance. Are there additional objectives and outcomes that should be considered?
- What metrics should be used to measure our impact?
- The Metro Council has identified candidate corridors that could be considered for investment. Are there other places that the Metro Council should also consider?
- Based on identified objectives and outcomes, what criteria should the Metro Council use to prioritize these corridors and potential investments for inclusion in a regional investment measure?
- What programs to support this vision should the Metro Council consider for an investment measure?
- What revenue mechanisms should the Metro Council consider for these investments?
- What accountability and oversight measures should the Metro Council consider?

**Member list**

Michael Alexander

Hillary Barbour

Mayor Shane Bemis

Chair Jim Bernard

Emerald Bogue

Mayor Steve Callaway

Leslie Carlson

Marie Dodds

Mayor Denny Doyle

Debra Dunn

Andrea Durbin

Commissioner Chloe Eudaly

Senator Lew Frederick

Elaine Friesen-Strang

Mayor Mark Gamba

Mary Ellen Glynn

Sheila Greenlaw-Fink

Kayse Jama

Mayor Tim Knapp

Nolan Lienhart

Amanda Manjarrez

Nate McCoy

Diane McKeel

Representative Susan McLain

Marcus Mundy

Chi Nguyen

Dave Robertson

Vivian Satterfield

Linda Simmons

Commissioner Pam Treece\*

Bob Van Brocklin

Commissioner Jessica Vega Pederson\*

Gregg Weston

Kathryn Williams

\* Denotes committee co-chair

# ABOUT THE ENVIRONMENTAL STUDY PROCESS

## I-5 ROSE QUARTER IMPROVEMENT PROJECT

The I-5 Rose Quarter Improvement Project is currently in an environmental study stage. The study aims to fully understand the benefits and impacts of proposed changes to local streets near the Broadway-Weidler interchange and to I-5 between I-84 and I-405 in Portland.

The project includes:

- Highway Covers
- New Bike & Pedestrian Crossing over I-5
- Local Street, Bicycle & Pedestrian Improvements
- New Hancock-Dixon Connection over I-5
- I-5 Southbound On-Ramp Relocation
- Ramp-to-Ramp (Auxiliary) Lanes
- Highway Shoulders

When completed, the project will reduce frequent crashes, improve travel reliability and improve community connections. Community engagement has been a big component of this project's development and is important in reviewing the environmental study.



### WHAT IS A FORMAL "ENVIRONMENTAL ASSESSMENT"?

Because the I-5 Rose Quarter Improvement Project utilizes federal funding, it must follow the Federal Highway Administration's (FHWA) National Environmental Policy Act (NEPA) process. This process allows transportation officials to make project decisions that balance engineering and transportation needs with social, economic and natural environmental factors, such as noise, air quality and traffic patterns. During the process, a wide range of stakeholders, including the public, businesses, interest groups and agencies at all levels of government, provide input into project and environmental decisions.

The environmental study for the I-5 Rose Quarter Improvement Project is formally called an Environmental Assessment (EA). The intent is to ensure that the appropriate criteria and environmental factors are considered and made available for public input and comment during decision-making. The EA evaluates the benefits and impacts of two alternatives: one in which the project would move forward as planned, and one in which the project would not be built.

Once the EA is formally submitted to FHWA, they will review it along with public comment prior to developing the NEPA decision document. Following this process, technical information and public comment will inform future project design. Design would then begin in spring 2019 and construction could begin in 2023.



## ENVIRONMENTAL ASSESSMENT REVIEW AND COMMENT PERIOD

The environmental findings will be published in the project's Environmental Assessment on February 15, 2019, followed by a 45-day public comment period (February 15 - April 1, 2019 at 5 pm). The EA is a thorough, reader-friendly report of the benefits and impacts of the project on these topic areas:

- Transportation
- Air Quality
- Noise
- Climate Change
- Environmental Justice
- Parks - Section 4(f)
- Historic Resources - Section 106
- Archeological Resources
- Hazardous Materials
- Land Use
- Socioeconomics
- Water Resources
- Utilities
- Right of Way
- Aquatic Biology

# ABOUT THE ENVIRONMENTAL STUDY PROCESS



# I-5 ROSE QUARTER IMPROVEMENT PROJECT



## WAYS TO REVIEW AND COMMENT ON THE ENVIRONMENTAL ASSESSMENT



Beginning on February 15, 2019, visit [www.i5RoseQuarter.org](http://www.i5RoseQuarter.org) to download and review the Environmental Assessment or view a list of locations where paper copies are available. Information is available in alternative formats upon request. The public comment period runs from February 15 - April 1, 2019 at 5 pm.

There are many ways to provide your input during the comment period:



### ONLINE OPEN HOUSE OR PROJECT WEBSITE

February 15-April 1, 2019 at 5 pm  
[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)



### IN-PERSON OPEN HOUSE

March 7, 2019 from 5:30 - 8 pm  
Leftbank Annex - Clubroom  
101 N Weidler St. Portland, OR



### PUBLIC HEARING

March 12, 2019  
Oregon Convention Center  
Room A108  
777 NE MLK Jr Blvd, Portland, OR

- 4:30 pm - 6:00 pm - Sign up to speak
- 5:00 pm - Brief project presentation, followed by public comments



### MAIL

ODOT attention Megan Channell  
123 NW Flanders St.  
Portland, Oregon 97209



### PHONE

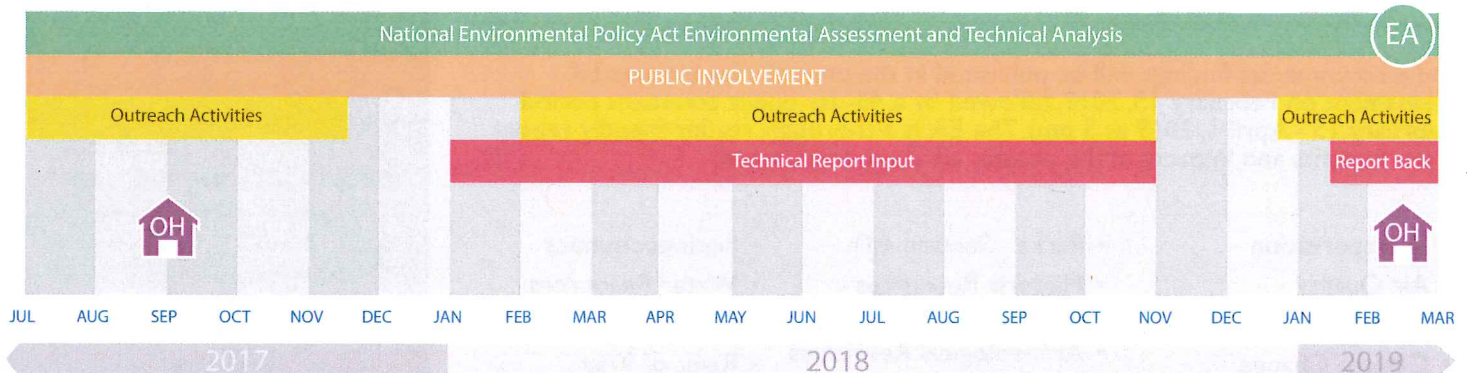
Leave a recorded verbal comment  
at (503) 423-3760



### EMAIL

[info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)

## ENVIRONMENTAL STUDY TIMELINE



Open House



Environmental Assessment Report Publication



Metro

# 2021-2024 MTIP Policy

JPACT

February 21, 2019





# What is the MTIP?

MTIP = Metropolitan Transportation Improvement Program

- List of regionally significant projects (w/details) for next 4 years
- Process of aligning investments to advance regional goals
- Document of administrative procedures



*Effective MTIP*

# What is the MTIP?



## Pre-adoption

- Processes

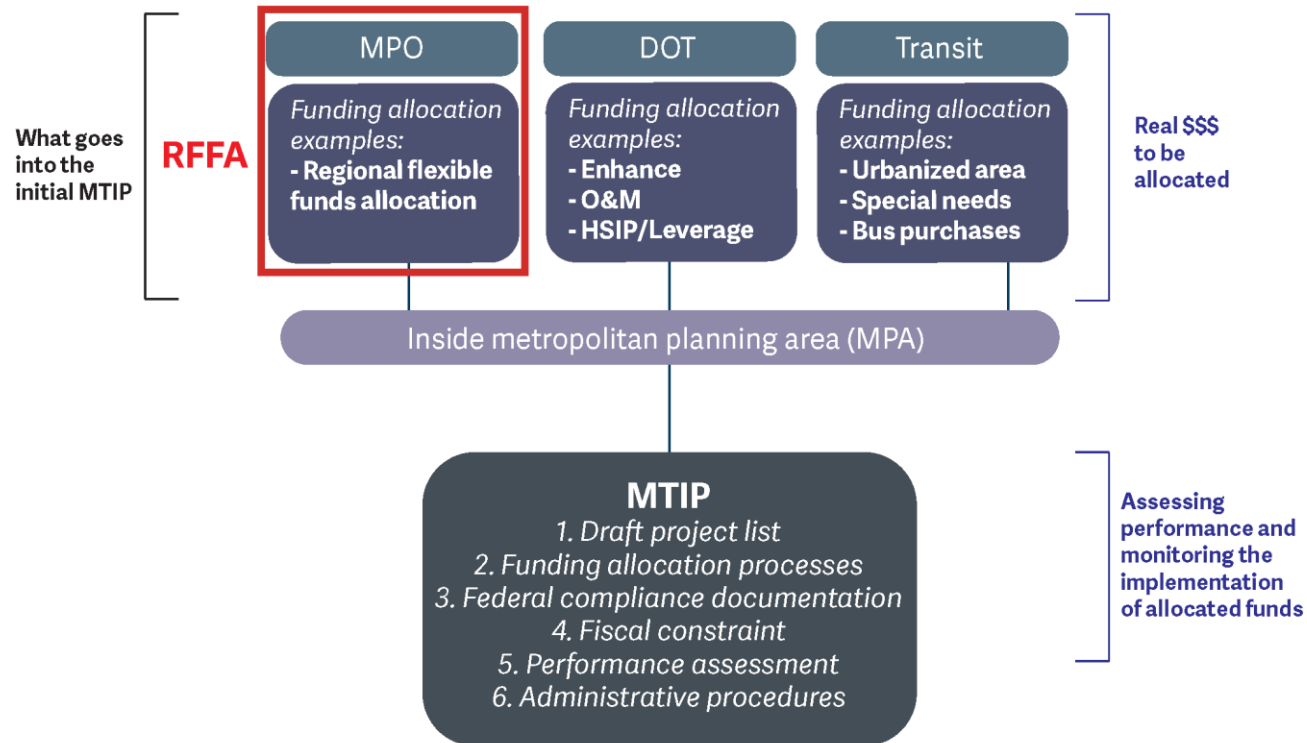
## Post-adoption

- Monitoring

## Throughout

- Federal Compliance

## MTIP snapshot



# MTIP's purpose

During the development process

- Align investments to achieve regional outcomes
- Ensure federal regulations are met

Implementation

- Track progress and fund availability
- Confirm funding eligibility
- Outline change management rules

# 2021-2024 MTIP policy

MTIP Policy = Guiding direction for developing and implementing the MTIP

- Fiscal years 2021-2024

Update of existing 2018-2021 MTIP policy direction

- Reflect newly adopted plans and funding program changes



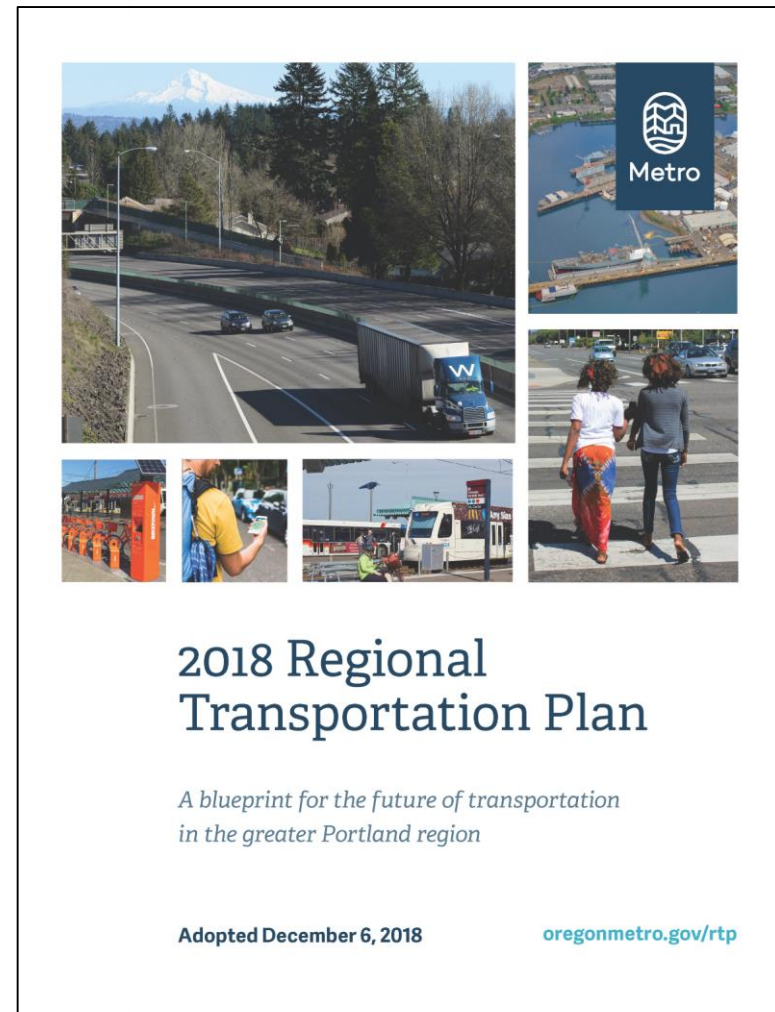
DRAFT

2021 – 2024 Metropolitan  
Transportation  
Improvement Program  
(MTIP) policy direction

# MTIP Policy 1: 2018 RTP as policy direction

Affirms the 2018 Regional Transportation Plan (RTP) is overarching direction for investments

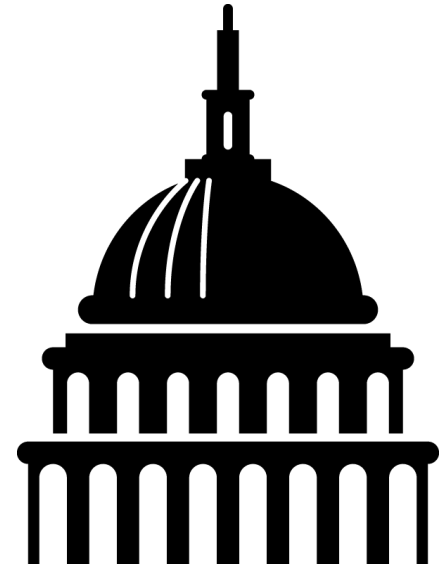
- Updates existing MTIP policy to align to recently adopted RTP



# MTIP Policy 2: Comply with federal regulations

Updates MTIP policy to clarify federal rules include:

- General regulations (e.g. Civil Rights, Clean Air Act)
- Regulations specific to the MTIP (Title 23 Section 450)
- New federal regulations (e.g. performance-based programming)



# MTIP Policy 3: Pursue the regional finance approach

- Includes 2016 adopted finance approach (for reference)
- Updates 2016 finance approach to reflect new funds and funding allocation policy direction

## Attachment 1: Adopted Regional Finance Approach (June 2016)

The following table is the 2018-2021 MTIP regional finance approach as adopted in June 2016.

Table A.1: Regional Transportation Finance Approach – Adopted June 2016

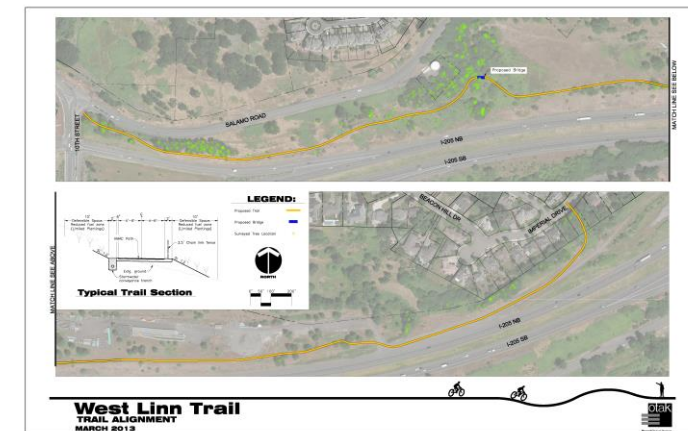
Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Local/Arterial street reconstruction/maintenance	<ul style="list-style-type: none"> <li>• State pass through</li> <li>• Street utility fees</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax or VRF</li> <li>• New street utility fees or equivalent</li> </ul>
Active Transportation (includes bicycle, pedestrian, and small on-street transit capital improvements like bus shelters)	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> <li>• Connect Oregon</li> <li>• ODOT Region 1 competitive allocation – dedicated</li> <li>• Local contributions</li> <li>• Development (Frontage, Impact Fees, SDC's)</li> </ul>	<ul style="list-style-type: none"> <li>• New federal program</li> <li>• State Urban Trail fund</li> <li>• New local funds</li> </ul>
Highway preservation	<ul style="list-style-type: none"> <li>• Interstate Maintenance</li> <li>• State gas &amp; weight/mile tax</li> <li>• ODOT Region 1 preservation, maintenance, and operations allocation program</li> <li>• NHPP</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax or VRF</li> <li>• New street utility fees or equivalent</li> </ul>
Transit Operations	<ul style="list-style-type: none"> <li>• Employer tax</li> <li>• Passenger fares</li> <li>• Section 5307</li> <li>• Section 5310</li> </ul>	<ul style="list-style-type: none"> <li>• Employer tax rate</li> <li>• New funding mechanism</li> <li>• Passenger fare increases</li> </ul>
Arterial Expansion	<ul style="list-style-type: none"> <li>• Development (Frontage, Impact Fees, SDC's)</li> <li>• Urban Renewal</li> <li>• ODOT Region 1 competitive allocation program</li> <li>• <b>Regional Flexible Funds<sup>5</sup></b></li> <li>• TIGER</li> <li>• Local contributions</li> </ul>	<ul style="list-style-type: none"> <li>• SDC rate increases</li> <li>• Regionally raised revenue</li> <li>• Increase in state gas tax or VRF</li> </ul>

# MTIP Policy 4: Coordinate on funding opportunities

Coordinate as a region on competitive discretionary funding programs

Openly coordinate fund leverage opportunities

- Formalizes regional practice





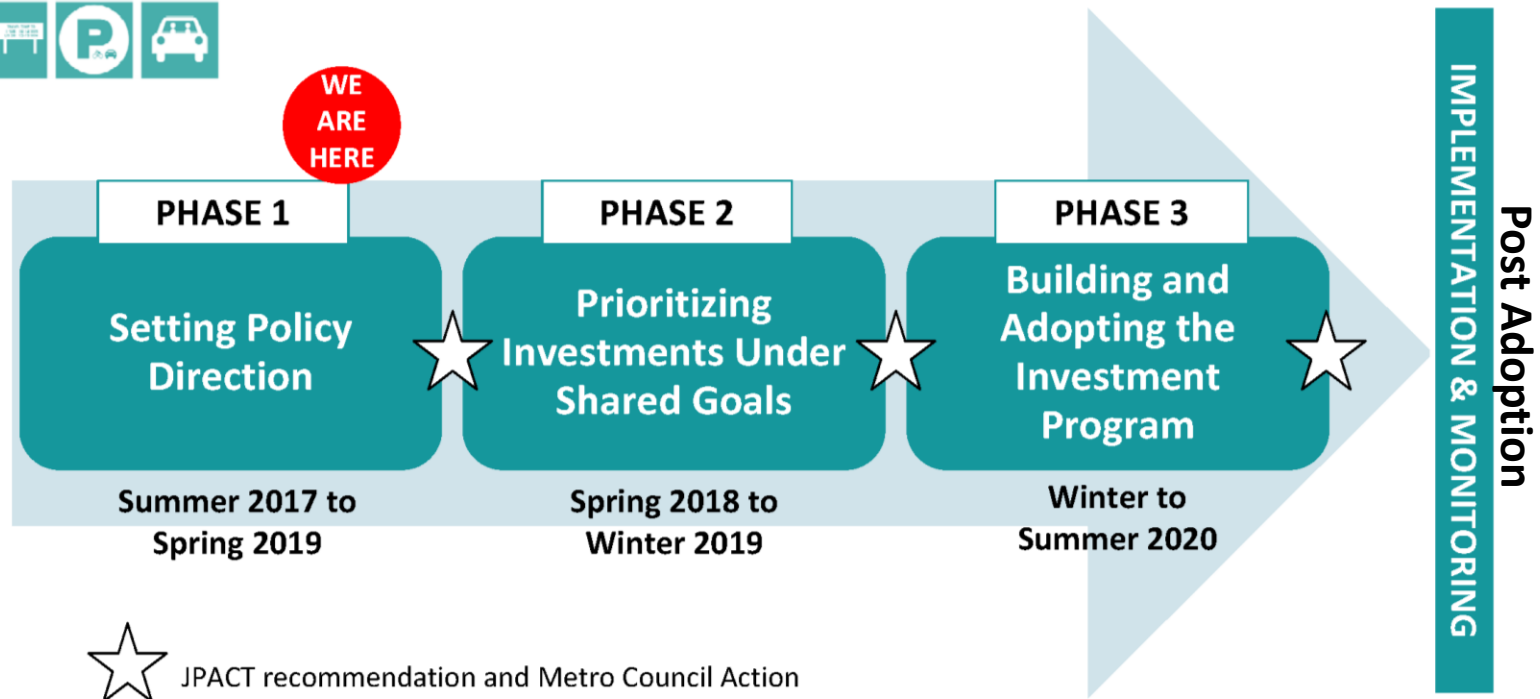
# MTIP Work Plan

Getting there with a connected region



2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

## Timeline Pre-adoption



Public input opportunities to be provided prior to milestones (JPACT recommendation, Metro Council action).

# Next Steps

February 2019: 2021-2024 MTIP policy at JPACT

March 2019 JPACT and April 2019 Metro Council:  
2021-2024 MTIP Policy adoption (end Phase 1)

Through 2019: Funding allocations (Phase 2)

Winter 2019-July 2020: Phase 3 and adoption

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Metro

# **DRAFT**

# **2022-24 Regional Flexible Funds Allocation Policy**

Presentation to JPACT

February 21, 2019

# Today's purpose

- Review Regional Transportation Plan framework and RFFA purpose
- Provide input from yesterday's TPAC RFFA workshop
- Discuss RFFA policy alignment with 2018 RTP investment priorities

# 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)**

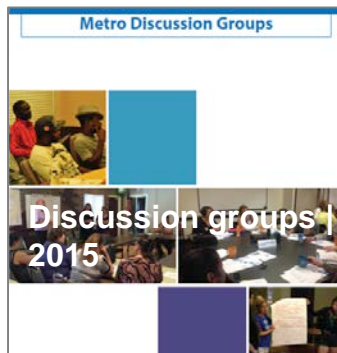
# Regional Transportation Plan

- 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

# Regional Flexible Funds

- Surface Transportation Block Grants (STBG) & Congestion Mitigation and Air Quality (CMAQ) federal funding programs
- 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

# 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%)



# Council direction

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

# Example: How outcomes could align with priorities in Step 2

<i>All projects</i>	Equity	
	Safety	
<i>Specific to category</i>	Climate	Congestion
	Active Transportation 75%	Freight 25%



# Input from TPAC 2/20/19

- Ideas for how Step 2 category criteria can better reflect four RTP investment priorities
- Consider how technology can support multiple priorities
- Clarify opportunities for fund exchange

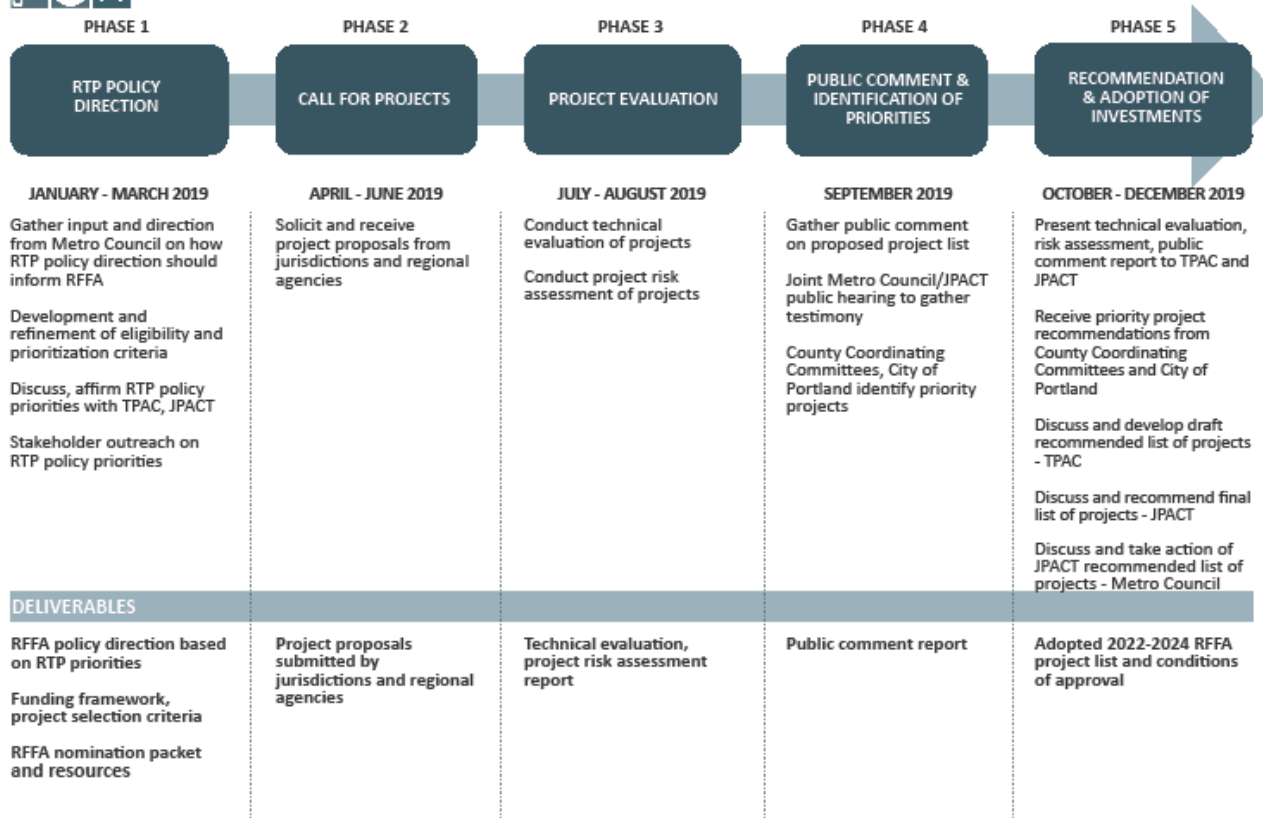
# Policy development - Next steps

- 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



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



**oregonmetro.gov**

