

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO. 99-2799A  
MTIP TO PROGRAM THE PORTLAND )  
REGIONAL JOB ACCESS PLAN ) Introduced by  
 ) Councilor Jon Kvistad,  
 ) JPACT Chair

WHEREAS, Tri-Met submitted a grant application to the FTA to fund a “Portland Regional Job Access Plan” under Section 3037 of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21); and

WHEREAS, Metro submitted a letter of support for the grant which stated that the plan was consistent with regional transportation goals and objectives in the *Regional Framework Plan* in the policy chapter of the *Regional Transportation Plan*; that Metro would amend the MTIP to show the project at such time as FTA approved the grant application and awarded a specific federal dollar amount; and that Metro desired to participate on the Portland Regional Job Access Committee (JAC), the project steering committee; and

WHEREAS, FTA informed Tri-Met that \$1.0 million of first year federal funds have been awarded the plan, subject to local cash and/or in-kind match of \$1.0 million; and

WHEREAS, Tri-Met has requested that Metro amend the MTIP to reflect award of the federal funds; and

WHEREAS, All activities contemplated by the program are exempt with respect to regional air quality conformity issues; now, therefore,

BE IT RESOLVED,

1. The MTIP is amended to show allocation of \$1 million of Section 3037 funds to the Portland Regional Job Access Program.
2. The Executive Officer is authorized to assign staff to the JAC to implement the present award and to assure representation of Metro interests in implementation of any subsequent awards.
3. Future year awards to this plan may be programmed administratively.

4. The Executive Officer is authorized to request amendment of the STIP to reflect this action and to coordinate administrative details with staff of ODOT, Tri-Met and others giving cash and/or in-kind match for the program.

5. The Jobs Access Program should be examined by TPAC and JPACT after year one to consider the need for expanded job hubs at additional transit centers (especially MAX/bus centers) in areas not served by the initial job hubs.

ADOPTED by the Metro Council this 17<sup>th</sup> day of JUNE, 1999.

  
\_\_\_\_\_  
Rod Monroe, Presiding Officer

Approved as to Form:

  
\_\_\_\_\_  
Daniel B. Cooper, General Counsel

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 99-2799A FOR THE PURPOSE OF AMENDING THE MTIP TO PROGRAM THE PORTLAND REGIONAL JOB ACCESS PLAN

DATE: May 20, 1999

Presented by: Andrew C. Cotugno

#### PROPOSED ACTION

This resolution would approve amending the MTIP to program \$1.0 million of Section 3037 funds awarded by FTA for first year financing of the Portland Regional Job Access Plan. The resolution authorizes Metro representation on the program steering committee to implement the currently allocated funds and any other funds that may be awarded in the future. It authorizes future allocations, if any, to be programmed administratively in light of Metro representation on the steering committee.

TPAC has reviewed the proposed MTIP amendment and recommends approval of Resolution No. 99-2799.

#### BACKGROUND AND ANALYSIS

Section 3037 of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) authorized FTA competitive award of funds for Job Access and Reverse Commute Program proposals. Tri-Met submitted a grant in December 1998 which outlined a five-year program of new traditional transit services, social services outreach and allied non-traditional, non-SOV travel demand management strategies to address low-income, employment-related transportation needs.

First and second year federal financing was requested in the amount of \$1.0 million per year, and years three through five of the plan anticipate annual federal support of \$856,000. Federal funds in years one and two would be matched with local capital and in-kind services equaling \$1.426 million per year. This match would increase to \$2.103 million in years three through five.

Approximately half of the first and second year federal grant would be allocated to Tri-Met provided fixed route bus service, increasing to consumption of approximately three-quarters of the federal funds in years three through five. At the same time, Tri-Met funded bus service would be counted as approximately one-third to one-half of the local matching funds/services. The City of Portland would provide about \$635,000 in pedestrian and bike improvements around program-targeted transit hubs in the first year. The balance of program elements in all years is designed to deliver miscellaneous customer information/marketing materials and services, vanpool subsidies and operation of a ridesharing program.

Participating agencies include Tri-Met; Volunteer Transportation, Inc.; Tualatin Transportation Management Association; City of Portland; and the Clackamas County Transportation Consortium. Grant dollars in various program areas would be expended in the Hillsboro, Gateway and Oregon City Regional centers, in Northeast Portland, and in the following employment areas: Columbia Corridor/Rivergate, Tualatin/Tigard, Milwaukie/Clackamas Town Center, and the Westside Employment area adjacent to and north of the Westside MAX and including the Nimbus Business Park in Tigard.

A detailed program description was provided to FTA and the program was the subject of a lengthy briefing before TPAC prior to submission of the grant request. The steering committee (the Jobs Access Committee, or "JAC") is composed of 25 representatives from throughout the region and includes Metro staff. Therefore, the resolution authorizes administrative programming of any subsequent FTA awards that may be made to the program.

**c. Job Access Five Year Grant Budget  
Portland, Oregon Metropolitan Region**

**Applicant:** Tri-County Transportation District Of Oregon (Tri-Met)  
**Area Size:** 1,341,700

Job Access Project	Federal Amount	Total Amount
<b>Year 1 - FFY 1999</b>		
Capital Costs	\$ 194,000	\$ 1,019,000
Real Time Customer Information	150,000	300,000
Pedestrian & Bicycle Improvements at Hubs	10,000	635,000
Customer Information Infrastructure	34,000	84,000
Operating Costs	\$ 806,000	\$ 1,407,000
Tri-Met Fixed Route Bus Service	508,000	1,008,000
Other Transportation Service	138,000	209,000
Vanpool Subsidy	50,000	50,000
Marketing/Information Support (Staff)	70,000	100,000
Car Sharing	40,000	40,000
<b>Total Per Year: Year 1 Job Access Proposal</b>	<b>\$ 1,000,000</b>	<b>\$ 2,426,000</b>
<b>Year 2 - FFY 2000</b>		
Capital Costs	\$ 201,000	\$ 460,000
Buses for VTI Service	101,000	300,000
Pedestrian/Bicycle Improvements	50,000	100,000
Real Time Customer Information	50,000	60,000
Operating Costs	\$ 799,000	\$ 1,967,000
Tri-Met Fixed Route Bus Service	508,000	1,508,000
Other Transportation Service	138,000	209,000
Vanpool Subsidy	50,000	100,000
Marketing/Information Support (Staff)	70,000	100,000
Car Sharing	33,000	50,000
<b>Total Per Year: Year 2 Job Access Proposal</b>	<b>\$ 1,000,000</b>	<b>\$ 2,427,000</b>
<b>Years 3 - 5 (Annual Budget for FFY 2001-2003)</b>		
Capital Costs	\$ 100,000	\$ 200,000
Pedestrian/Bicycle or Bus Improvements	\$ 100,000	\$ 100,000
Operating Costs	\$ 756,000	\$ 2,759,000
Tri-Met Fixed Route Bus Service	500,000	2,300,000
Other Transportation Service	138,000	209,000
Vanpool Subsidy	25,000	100,000
Marketing/Information Support (Staff)	70,000	100,000
Car Sharing	23,000	50,000
<b>Total Per Year: Years 3 - 5 Year Job Access Proposal</b>	<b>\$ 856,000</b>	<b>\$ 2,959,000</b>

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO. 99-2799A  
MTIP TO PROGRAM THE PORTLAND )  
REGIONAL JOB ACCESS PLAN ) Introduced by  
 ) Councilor Jon Kvistad,  
 ) JPACT Chair

WHEREAS, Tri-Met submitted a grant application to the FTA to fund a “Portland Regional Job Access Plan” under Section 3037 of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21); and

WHEREAS, Metro submitted a letter of support for the grant which stated that the plan was consistent with regional transportation goals and objectives in the *Regional Framework Plan* in the policy chapter of the *Regional Transportation Plan*; that Metro would amend the MTIP to show the project at such time as FTA approved the grant application and awarded a specific federal dollar amount; and that Metro desired to participate on the Portland Regional Job Access Committee (JAC), the project steering committee; and

WHEREAS, FTA informed Tri-Met that \$1.0 million of first year federal funds have been awarded the plan, subject to local cash and/or in-kind match of \$1.0 million; and

WHEREAS, Tri-Met has requested that Metro amend the MTIP to reflect award of the federal funds; and

WHEREAS, All activities contemplated by the program are exempt with respect to regional air quality conformity issues; now, therefore,

BE IT RESOLVED,

1. The MTIP is amended to show allocation of \$1 million of Section 3037 funds to the Portland Regional Job Access Program.
2. The Executive Officer is authorized to assign staff to the JAC to implement the present award and to assure representation of Metro interests in implementation of any subsequent awards.
3. Future year awards to this plan may be programmed administratively.

4. The Executive Officer is authorized to request amendment of the STIP to reflect this action and to coordinate administrative details with staff of ODOT, Tri-Met and others giving cash and/or in-kind match for the program.

5. The Jobs Access Program should be examined by TPAC and JPACT after year one to consider the need for expanded job hubs at additional transit centers (especially MAX/bus centers) in areas not served by the initial job hubs.

ADOPTED by the Metro Council this \_\_\_ day of \_\_\_\_\_, 1999.

\_\_\_\_\_  
Rod Monroe, Presiding Officer

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 99-2799A FOR THE PURPOSE OF AMENDING THE MTIP TO PROGRAM THE PORTLAND REGIONAL JOB ACCESS PLAN

DATE: May 20, 1999

Presented by: Andrew C. Cotugno

#### PROPOSED ACTION

This resolution would approve amending the MTIP to program \$1.0 million of Section 3037 funds awarded by FTA for first year financing of the Portland Regional Job Access Plan. The resolution authorizes Metro representation on the program steering committee to implement the currently allocated funds and any other funds that may be awarded in the future. It authorizes future allocations, if any, to be programmed administratively in light of Metro representation on the steering committee.

TPAC has reviewed the proposed MTIP amendment and recommends approval of Resolution No. 99-2799.

#### BACKGROUND AND ANALYSIS

Section 3037 of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) authorized FTA competitive award of funds for Job Access and Reverse Commute Program proposals. Tri-Met submitted a grant in December 1998 which outlined a five-year program of new traditional transit services, social services outreach and allied non-traditional, non-SOV travel demand management strategies to address low-income, employment-related transportation needs.

First and second year federal financing was requested in the amount of \$1.0 million per year, and years three through five of the plan anticipate annual federal support of \$856,000. Federal funds in years one and two would be matched with local capital and in-kind services equaling \$1.426 million per year. This match would increase to \$2.103 million in years three through five.

Approximately half of the first and second year federal grant would be allocated to Tri-Met provided fixed route bus service, increasing to consumption of approximately three-quarters of the federal funds in years three through five. At the same time, Tri-Met funded bus service would be counted as approximately one-third to one-half of the local matching funds/services. The City of Portland would provide about \$635,000 in pedestrian and bike improvements around program-targeted transit hubs in the first year. The balance of program elements in all years is designed to deliver miscellaneous customer information/marketing materials and services, vanpool subsidies and operation of a ridesharing program.

Participating agencies include Tri-Met; Volunteer Transportation, Inc.; Tualatin Transportation Management Association; City of Portland; and the Clackamas County Transportation Consortium. Grant dollars in various program areas would be expended in the Hillsboro, Gateway and Oregon City Regional centers, in Northeast Portland, and in the following employment areas: Columbia Corridor/Rivergate, Tualatin/Tigard, Milwaukie/Clackamas Town Center, and the Westside Employment area adjacent to and north of the Westside MAX and including the Nimbus Business Park in Tigard.

A detailed program description was provided to FTA and the program was the subject of a lengthy briefing before TPAC prior to submission of the grant request. The steering committee (the Jobs Access Committee, or "JAC") is composed of 25 representatives from throughout the region and includes Metro staff. Therefore, the resolution authorizes administrative programming of any subsequent FTA awards that may be made to the program.

c. Job Access Five Year Grant Budget  
Portland, Oregon Metropolitan Region

Applicant: Tri-County Transportation District Of Oregon (Tri-Met)  
Area Size: 1,341,700

Job Access Project	Federal Amount	Total Amount
<b>Year 1 - FFY 1999</b>		
Capital Costs	\$ 194,000	\$ 1,019,000
Real Time Customer Information	150,000	300,000
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Customer Information Infrastructure	34,000	84,000
Operating Costs	\$ 806,000	\$ 1,407,000
Tri-Met Fixed Route Bus Service	508,000	1,008,000
Other Transportation Service	138,000	209,000
Vanpool Subsidy	50,000	50,000
Marketing/Information Support (Staff)	70,000	100,000
Car Sharing	40,000	40,000
<b>Total Per Year: Year 1 Job Access Proposal</b>	<b>\$ 1,000,000</b>	<b>\$ 2,426,000</b>
<b>Year 2 - FFY 2000</b>		
Capital Costs	\$ 201,000	\$ 460,000
Buses for VTI Service	101,000	300,000
Pedestrian/Bicycle Improvements	50,000	100,000
Real Time Customer Information	50,000	60,000
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Car Sharing	33,000	50,000
<b>Total Per Year: Year 2 Job Access Proposal</b>	<b>\$ 1,000,000</b>	<b>\$ 2,427,000</b>
<b>Years 3 - 5 (Annual Budget for FFY 2001-2003)</b>		
Capital Costs	\$ 100,000	\$ 200,000
Pedestrian/Bicycle or Bus Improvements	\$ 100,000	\$ 100,000
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Car Sharing	23,000	50,000
<b>Total Per Year: Years 3 - 5 Year Job Access Proposal</b>	<b>\$ 856,000</b>	<b>\$ 2,959,000</b>

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO. 99-2799  
METROPOLITAN TRANSPORTATION )  
IMPROVEMENT PROGRAM (MTIP) TO ) Introduced by  
PROGRAM THE PORTLAND REGIONAL ) Councilor Jon Kvistad,  
JOB ACCESS PLAN ) JPACT Chair

WHEREAS, Tri-Met submitted a grant application to the FTA to fund a “Portland Regional Job Access Plan” under Section 3037 of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21); and

WHEREAS, Metro submitted a letter of support for the grant which stated that the plan was consistent with regional transportation goals and objectives in the *Regional Framework Plan* in the policy chapter of the *Regional Transportation Plan*; that Metro would amend the MTIP to show the project at such time as FTA approved the grant application and awarded a specific federal dollar amount; and that Metro desired to participate on the Portland Regional Job Access Committee (JAC), the project steering committee; and

WHEREAS, FTA informed Tri-Met that \$1.0 million of first-year federal funds have been awarded the plan, subject to local cash and/or in-kind match of \$1.426 million; and

WHEREAS, Tri-Met has requested that Metro amend the MTIP to reflect award of the first year federal funds; and

WHEREAS, All activities contemplated by the program are exempt with respect to regional air quality conformity issues; now, therefore,

BE IT RESOLVED,

1. The MTIP is amended to show allocation of \$1 million of Section 3037 funds in FY 99 to the Portland Regional Job Access Program.
2. The Executive Officer is authorized to assign staff to the JAC to implement the present award and to assure representation of Metro interests in implementation of any subsequent awards.
3. The Executive Officer is authorized to request amendment of the STIP to reflect this action and to coordinate administrative details with staff of ODOT, Tri-Met and others giving cash and/or in-kind match for the program.

ADOPTED by the Metro Council this \_\_\_ day of \_\_\_\_\_, 1999.

\_\_\_\_\_  
Rod Monroe, Presiding Officer

Attest as to Form:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel

TW:lmk  
99-2799.RES.DOC  
5-20-99

## TRANSPORTATION PLANNING COMMITTEE REPORT

### CONSIDERATION OF RESOLUTION NO. 99-2799, FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO PROGRAM THE PORTLAND REGIONAL JOB ACCESS PLAN

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Date: June 9, 1999

Presented by: Councilor Atherton

**Committee Recommendation:** At its June 8 meeting, the Committee considered Resolution No. 99-2799 and 2-0 to send the resolution to the Council with a do pass recommendation. Voting in favor: Councilors Atherton and Chair Kvistad. Councilor Bragdon was excused.

**Committee Issues/Discussion:** Andy Cotugno, Transportation Planning Director, presented the staff report. He explained that the purpose of the resolution to amend the Metropolitan Transportation Improvement Plan (MTIP) to recognize Tri-Met's receipt of a \$1 million federal grant. Cotugno noted that Tri-Met had applied for federal, TEA-21 discretionary funds that were available to fund local transit programs designed to work-related transportation assistance persons moving out of the welfare system.

Cotugno further described the nature of the grant program. He noted that the Tri-Met grant was for a single year, but that grant funding could be available for up to five years. The grants could total \$1 million for each of the first two years, and \$856,000 annually during the remaining three years. Local match for the first two years would be \$1.426 million annually and \$2.103 annually for the remaining three years.

Most of the funds for the program will be spent to enhance fixed route bus service (50% during the first two years and 75% during the remaining years). Funds also will be expended on customer information and marketing materials and services, vanpool subsidies and operation of a ridesharing program. Local matching funds will come from the city of Portland (\$635,000 in bike and pedestrian improvements near targeted transit hubs, Tri-met operating funds and in-kind volunteer work. The staff report noted that if federal grant funding for the additional years of the program was not obtained, alternative local funding sources would need to be identified, if the program is to be continued.

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 99-2799 FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO PROGRAM THE PORTLAND REGIONAL JOB ACCESS PLAN

DATE: May 20, 1999

Presented by: Andrew C. Cotugno

#### PROPOSED ACTION:

This resolution would approve amending the MTIP to program \$1.0 million of Section 3037 funds awarded by FTA for first-year financing of the Portland Regional Job Access Plan. The resolution authorizes Metro representation on the program steering committee to implement the currently allocated funds and any other funds that may be awarded in the future.

#### BACKGROUND AND ANALYSIS

Section 3037 of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) authorized FTA competitive award of funds for Job Access and Reverse Commute Program proposals. Tri-Met submitted a grant in December 1998 which outlined a five-year program of new traditional transit services, social services outreach and allied non-traditional, non-SOV travel demand management strategies to address low income, employment-related transportation needs. Attachment 1 shows the full five-year budget and indicates the range of proposed services. (A more complete summary will be provided at the meeting as Attachment 2.)

FTA approved \$1.0 million of federal funding for only the first year of the proposed program. The FTA action does not commit any additional federal funding for years two through five of the proposal. However, there is the likelihood that additional funding will be provided on an annual basis, as the first year grant supports extension of new fixed route bus service. In the event of FTA awards in any of years two through five, additional amendments of the MTIP would be required. If follow up grants are not forthcoming, Tri-Met and the region would need to consider alternative means of continuing the new services, or eliminating them. At the conclusion of the program, a similar discussion will be needed.

Tri-Met's proposal anticipates first and second-year federal financing of \$1.0 million per year. Years three through five of the plan anticipate annual federal support of \$856,000. Federal funds in years one and two would be matched with local capital and in-kind services equaling \$1.426 million per year. This match would increase to \$2.103 million in years three through five.

Approximately half of the first and second-year federal grant would be allocated to Tri-Met provided fixed route bus service, increasing to consumption of approximately three-quarters of the federal funds in years three through five. At the same time, Tri-Met

funded bus service would be counted as approximately one-third to one-half of the local matching funds/services. The City of Portland would provide about \$635,000 in pedestrian and bike improvements around program-targeted transit hubs in the first year. The balance of program elements in all years is designed to deliver miscellaneous customer information/marketing materials and services, vanpool subsidies and operation of a ridesharing program.

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**c. Job Access Five Year Grant Budget  
Portland, Oregon Metropolitan Region**

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