

# Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, December 10, 2015  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chamber

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|---------|-----|--|--|
| 7:30 AM | 1.  | <b>CALL TO ORDER, DECLARATION OF A QUORUM &amp; INTRODUCTIONS</b>  | Craig Dirksen, Chair                                   |
| 7:32 AM | 2.  | <b>CITIZEN COMMUNICATIONS ON JPACT ITEMS</b>   |  |
| 7:35 AM | 3.  | <b>UPDATES FROM THE CHAIR &amp; COMMITTEE MEMBERS</b> <ul style="list-style-type: none"><li>• SW Corridor Update</li><li>• Upcoming in 2016</li></ul>                                | Craig Dirksen, Chair                                   |
| 7:45 AM | 4.  | * <b>Consideration of the JPACT Minutes for November 12, 2015</b>  |  |
|         | 5.  | <b><u>INFORMATION / DISCUSSION ITEMS</u></b>   |  |
| 7:50 AM | 5.1 | <b>Project of the Quarter: Sunrise Corridor Arterial and Trail Projects - <u>INFORMATION</u></b>   | Ted Leybold, Metro<br>Mike Bezner,<br>Clackamas County |
| 8:10 AM | 5.2 | * <b>Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Fund Allocation (RFFA) Policy Questions for Public Comment - <u>DISCUSSION &amp; DIRECTION</u></b> | Ted Leybold, Metro<br>Dan Kaempff, Metro               |
| 9:00 AM | 6.  | <b>ADJOURN</b>   | Craig Dirksen, Chair                                   |

\* Material available electronically # Material available at the meeting

**Upcoming JPACT Meetings (3<sup>rd</sup> Thursday of each month, beginning in January 2016):**

- Thursday, January 21, 2016
- Thursday, February 18, 2016
- Thursday, March 17, 2016

For agenda and schedule information, contact Alexandra Eldridge: 503-797-1916 or [alexandra.eldridge@oregonmetro.gov](mailto:alexandra.eldridge@oregonmetro.gov).  
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## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលំអររើសអើងសម្រាប់សេវាកម្មរបស់ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإبداء شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1890 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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## Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lw m ua nte ntawm lub rooj sib tham.



## 2015-2016 JPACT Work Program

*As of 12/02/2015*

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

<p><b><u>December 10, 2015</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments (5+ min)</li> <li>• <b>Project of the Quarter: <u>Information</u></b> (Ted Leybold, Metro; 10-15 min)</li> <li>• <b>Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA) Policy Questions for Public Comment</b> –Discussion &amp; Direction (Dan Kaempff, Ted Leybold, Metro; 50 min)</li> </ul>	<p><b><u>January 21, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• Strategic Plan to Advance Equity (Patty Unfred, Metro; 45 min)</li> <li>• <i>ODOT Enhance Process Update (TBD)</i></li> <li>• <i>Update on Federal Reauthorization (Andy Cotugno, Metro)</i></li> </ul> <p><b><u>Feb. 11-12:</u></b> <i>Smart Growth Conference, Portland</i></p>
<p><b><u>February 18, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• <i>2018 RTP Update: 2016 Activities and Milestones (Kim Ellis, Metro; 30 min)</i></li> <li>• <i>Transit Oriented Development Program Update (Megan Gibb, Metro; 25 min)</i></li> </ul>	<p><b><u>March 17, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• <i>2018 RTP Update: Background for Regional Leadership Forum #1 (Kim Ellis, Metro)</i></li> <li>• <b>Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA): Public Comment Results and Draft Policy Discussion</b> (Dan Kaempff, Ted Leybold, Metro)</li> </ul>
<p><b><u>April 21, 2016</u></b></p> <ul style="list-style-type: none"> <li>• <b>Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA): Policy Adoption</b> (Dan Kaempff, Ted Leybold, Metro)</li> <li>• <i>Draft Regional Transit Strategy Vision (Jamie Snook, Metro; TBD, TriMet and SMART)</i></li> </ul> <p><b><u>April:</u></b> <i>RTP Regional Leadership Forum #1 (Trends, Challenges, and Vision for the Future)</i></p>	<p><b><u>May 19, 2016</u></b></p> <ul style="list-style-type: none"> <li>• <i>2018 RTP Update: Report back on Regional Leadership Forum #1 (Kim Ellis, Metro)</i></li> </ul>

<p><b><u>June 16, 2016</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP Update: Background for Regional Leadership Forum #2 (Kim Ellis, Metro)</li> </ul>	<p><b><u>July 21, 2016</u></b></p> <p><i><u>July:</u> RTP Regional Leadership Forum #2 (Finance)</i></p>
<p><b><u>August 18, 2016</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP Update: Report back on Regional Leadership Forum #2 (Kim Ellis, Metro)</li> </ul>	<p><b><u>September 15, 2016</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP Update: Background for Regional Leadership Forum #3 (Kim Ellis, Metro)</li> </ul> <p><i><u>Oct. 9-12:</u> RailVolution 2016, Bay Area, CA</i></p>
<p><b><u>October 20, 2016</u></b></p> <p><i><u>October:</u> RTP Regional Leadership Forum #3 (Designing for Safe, Healthy, and Equitable Communities)</i></p>	<p><b><u>November 17, 2016</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP Update: Report back on Regional Leadership Forum #3 (Kim Ellis, Metro)</li> </ul>
<p><b><u>December 15, 2016</u></b></p>	

**2017-18 Events/Forums:**

- **February 2017:** RTP Regional Leadership Forum #4 (Measuring What We Value)
- **September/October 2017:** RTP Regional Leadership Forum #5 (Shaping Regional Priorities)
- **June/July 2018:** RTP Regional Leadership Forum #6 (Adopting a Plan of Shared Actions and Investment Priorities)

**Parking Lot:**

- Southwest Corridor Plan
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements & funding
- All Roads Safety Program (ODOT)
- Air Quality program status update
- Regional Travel Options Survey results briefing
- Regional Snapshots
- Washington County Transportation Futures Study (TBD)

# New Partners for Smart Growth

Practical Tools & Innovative Strategies for Creating Great Communities

February 11-13, 2016

15TH ANNUAL

## A Mecca for Smart Growth

The New Partners Conference is heading back to the West Coast – Portland – after stops in America’s Heartland, the Rockies and the Chesapeake Bay over the past three years.

The nation’s largest smart growth and sustainability event, the theme for New Partners 2016 is “Practical Tools and Innovative Strategies for Creating Great Communities,” underscoring this year’s stronger emphasis on implementation. The program will feature tools, strategies, focused training and new technologies that will help communities NOW.

Portland is internationally recognized as one of the most walkable, bikeable and transit-friendly “green” cities in the world. The starting point of countless model innovations in smart growth, sustainability and public engagement, the Portland region is also an environmental wonderland – even if it rains a lot! – and has one of the nation’s best urban parks and trails systems.

Dubbed “Silicon Forest” for its high concentration of tech companies, Portland has maintained a diversified “desks and docks” economy with active heavy-manufacturing and port-related shipping industries. It is both a mecca for young people and one of the best places for baby boomers to retire.

The 15th annual national conference will explore practical strategies for identifying and overcoming barriers to more sustainable development in the Portland region and the rest of the nation.

New Partners 2016 is an ideal gathering place for leaders from across the country to share and learn about successes for implementing smart-growth principles and techniques in tackling many of the most crucial social, health, economic and development priorities in our communities.

*continued on back →*

*“There is no other conference that brings together such a cross-section of disciplines. The information gained on smart growth strategies, equitable development and sustainability was invaluable.”*

– Richard Dolesh, Vice President for Conservation and Parks,  
National Recreation and Park Association



## February 11-13, 2016 Portland

Hilton Portland & Executive Tower

A national, multi-disciplinary smart growth conference  
presented by the Local Government Commission

## NewPartners.org

### Early Conference Sponsors Include:



The Local Government Commission is committed to local community revitalization through innovative approaches to environmental sustainability, economic prosperity and social equity.

For a complete list of sponsors and partners:  
NewPartners.org



# New Partners for Smart Growth Portland 2016

## Working Together

A significant factor in this event's tremendous success is its appeal to so many different disciplines. The conference will draw a national audience of local elected officials and city/county staff; state and federal agency leaders; professionals in planning, transportation, public health, landscape architecture, architecture, parks and recreation, housing, public works, crime prevention and the arts; realtors, developers, builders and bankers; advocates for equity and environmental justice, youth, older adults, and walking and biking; labor representatives; school leaders and staff; and environmentalists.

*“I find this to be one of the best places to go if you are a planner who thinks outside of particular silos. It brings together many different kinds of folks on the ground doing really important work. Whether you are a planner, a policy person, a community organization, an industry person or a regulator, this is a good conference to bring all those things together.”*

– Martha Matsuoka, Urban and Environmental Policy Institute, Occidental College

*“While others may be jumping the shark, New Partners continues to reinvent and reinvigorate, with cutting-edge practices, and most important, fresh reframing and new ideas.”*

– Anthony Flint, Fellow and Director of Public Affairs, Lincoln Institute of Land Policy

*“New Partners covered it all! Quality of life, environmental impacts, social-equity development, promoting youth leadership, disaster preparedness and even funding opportunities. It was comprehensive and fun!”*

– Sue Frost, Mayor, Citrus Heights, CA



## 2016 Program and Agenda

- ✦ The conference spans three full days from Thursday, February 11, through Saturday afternoon, February 13.
- ✦ The program will include a dynamic mix of over 80 plenary keynotes, implementation sessions, breakouts, workshops and networking opportunities for participants.
- ✦ Pre-conference events will also be offered, along with 14 exciting tours of local model projects around the Portland region on Thursday, Friday and Sunday (Feb. 11-12-14).
- ✦ Our popular Indoor Parklets and innovative Technology Fair for public engagement and scenario planning tools are back!
- ✦ The agenda will be infused with several sessions and case studies that focus on equity and environmental justice issues.
- ✦ 2-Day Pre-Conference Tour (February 9-10): Experience a transformative discovery of walkability, transit-oriented design and vibrant placemaking in the Portland area – with lots of bike-riding this year! Led by place-making experts Dan Burden, Samantha Thomas and Paul Zykofofsky.

## Conference Location

Conference sessions and hotel accommodations will be at the Hilton Portland & Executive Tower in downtown Portland. The group rate until January 18, 2016, is \$151 single/double occupancy (plus local taxes). Call (800) 445-8667 to make a reservation and indicate you're attending the New Partners Conference.



Online registration opens Thursday, October 8

# NewPartners.org



## For More Information

### LOCAL GOVERNMENT COMMISSION

Michele Warren, Associate Director (916) 448-1198 x308 • mkwarren@lgc.org  
Khrystyna Platte, Project Coordinator (916) 448-1198 x306 • kplatte@lgc.org

## Parks and nature

Metro's parks and natural areas preserve more than 17,000 acres of our region for recreational enjoyment and environmental protection. Supported through voter-approved bond measures and a 2013 property tax levy, Metro's parks and natural areas attract hundreds of thousands of visitors from around our region.

**Nature in Neighborhoods grants:** The next round of Nature in Neighborhoods conservation education grants is now available. About \$200,000 is available to provide opportunities for people across the region to learn about the natural world. Individuals, community groups, businesses, neighborhoods, nonprofits, schools and school groups, government agencies, faith groups and service groups with nonprofit or other tax-exempt status may apply. A basic application is due 4 p.m. Jan. 26, 2016 and is available at [oregonmetro.gov/grants](http://oregonmetro.gov/grants). A grant workshop will be held in early January. On Nov. 12, the Metro Council awarded \$600,000 in Nature in Neighborhoods restoration grants to 15 organizations working on projects around the region. Contact: Crista Gardner, 503-797-1627

**North Tualatin Mountains:** Metro is recommending that two of its four sites in the North Tualatin Mountains be opened for official public access, including hiking and off-road cycling trails. The recommendation would focus public access at the Burlington Creek site and the eastern portion of the McCarthy Creek site, two areas that have former logging roads used by the public. All four sites would continue to be restored. Existing trails in Ennis Creek and North Abbey Creek would be removed to preserve the two sites as core habitat areas. There are no planned visitor improvements at the two sites, except for a provision for the future Pacific Greenway Trail through Ennis. Early next year, community members will be able to comment on a draft master plan. Contact: Olena Turula, 503-813-7542

**Parks and Nature System Plan:** Partners and community members have helped shape a draft of Metro's first Parks and Nature System Plan, which will guide future decision-making and investments. The plan lays out Metro's approach to managing 17,000 acres of voter-protected land on behalf of the public, offering volunteer and education programs, and investing in community nature projects. Partners are invited to weigh in on Metro's draft system plan at a coffee conversation Dec. 18, before the Metro Council reviews it in January. Contact: Laura Oppenheimer Odom, 503-797-1879

**Newell Creek Canyon:** The fourth and final open house for Newell Creek Canyon is scheduled for Dec. 10 in Oregon City. Metro will share the recommended path forward, which reflects community input, supports healthy habitats and offers a variety of opportunities for visitors to experience nature. New amenities proposed for the area include trails, parking, benches and viewpoints. A survey will be available online after the open house. Contact: Tannen Printz, 503-813-7570

**Blue Lake Regional Park master plan:** About 200 people participated in an online event in November to shape the future of Blue Lake Regional Park. Community members weighed in on several concepts for the park, including opportunities for environmental education, community gathering spaces, expanded water play features and other elements. The concepts were developed based on the input of hundreds of park visitors last summer. A voter-approved 2013 parks and natural areas levy has led to a new park entry, picnic areas and native landscaping. Despite these enhancements, Blue Lake's underlying infrastructure is aging. A broader plan is needed to keep Blue Lake fun, safe, healthy and relevant for its 300,000 annual visitors – and for future generations. A recommended path forward will be available for public comment early next year. Contact: Alex Perove, 503-797-1583

## Land use and transportation

*Working together, our region can reduce traffic, improve our economy and maintain the qualities that make this region a great place. Metro works with 25 cities and 3 counties to protect local community values and preserve our region's farms and forests.*

**Growth management decision:** After three years of study and three public hearings this fall, the Metro Council decided Nov. 12 to not expand the regional urban growth boundary. Metro will now begin working with local partners on the other elements of the urban growth management decision, including resolving urban and rural reserves in Clackamas and Multnomah counties, encouraging more housing and job options around the region, and exploring potential changes to the region's growth management process. The council will next consider a growth boundary expansion in 2018. Project contact: Ted Reid, 503-797-1768

**Urban and rural reserves:** The Metro Council held a second public hearing on Clackamas County and Multnomah County urban reserves Nov. 19 as it seeks to complete technical fixes requested by the Oregon Court of Appeals in 2014. The council will consider a staff report on the issue in December. Project contact: Ted Reid, 503-797-1768

The **Southwest Corridor Plan** Steering Committee meets at 9 a.m. Dec. 14 at Beaverton City Hall. The committee will decide whether to continue studying extending high capacity transit to downtown Tualatin or to have Bridgeport Village be the furthest south a line could go. They will also decide which options to keep studying for serving downtown Tigard and the Central Barbur area in Southwest Portland. An interactive comment map ran through Nov. 20. Contact: Noelle Dobson, 503-797-1745



The **Powell-Division Transit and Development Project** will conduct a major public engagement push focused on bus riders in December as it works to refine a map of potential bus rapid transit stations between Portland and Mt. Hood Community College. The effort will include a multilingual online survey and bus rider focus groups. The project is also conducting outreach to property owners and residents in the Jade District to seek input on options to serve the area with faster, more reliable transit. Project contact: Dana Lucero, 503-797-1755

## Waste reduction and management

*Metro manages our region's garbage, recycling and compost systems, and encourages residents and businesses to make the most of what they don't want.*

**Ask Metro winter promotion:** “Ask Metro” promotes Metro’s Tools for Living and helps people find resources and how-to information related to garbage, recycling, getting around, MetroPaint and healthier homes. A seasonal promotion for Ask Metro will run late December to late February. This promotion includes print and transit advertising, and radio spots on Pandora, KKCW and KINK. It also includes web-based promotion on social media and other online channels. Contact: Katie Farwell, 503-797-7575

## Visitor venues

*Metro's visitor venues – the Oregon Zoo, the Oregon Convention Center, the Expo Center and Portland's 5 Centers for the Arts – support the livability of our region and promote economic development and tourism.*

**Elephant Lands**, the most ambitious project in the Oregon Zoo's history, opens to the public in mid December. Encompassing more than six acres — nearly one-tenth of the entire zoo — the habitat extends along much of the zoo's eastern border, quadrupling the size of the former elephant habitat. It is the fourth of eight major projects funded by the community-supported 2008 zoo bond measure, and sets a new standard for elephant health and welfare. The \$57 million project also included installation of a new service road and rerouting of the zoo train. Contact: Hova Najarian, 503-220-5714



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)  
Meeting Minutes  
November 12, 2015  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman  
Shirley Craddick, *Vice Chair*  
Nina DeConcini  
Craig Dirksen, *Chair*  
Kathryn Harrington  
Tim Knapp  
Steve Novick  
Paul Savas  
Kris Strickler

AFFILIATION

City of Vancouver  
Metro Council  
Oregon Department of Environmental Quality  
Metro Council  
Metro Council  
City of Wilsonville, representing Cities of Clackamas County  
City of Portland  
Clackamas County  
Washington State Department of Transportation

MEMBERS EXCUSED

Roy Rogers

AFFILIATION

Washington County

ALTERNATES PRESENT

Kelly Brooks  
Jef Dalin  
Doug Daoust  
Susie Lahsene  
Alan Lehto  
Matt Ransom

AFFILIATION

Oregon Department of Transportation  
City of Cornelius, representing Cities of Washington County  
City of Troutdale, representing Cities of Multnomah County  
Port of Portland  
TriMet  
SW WA RTC

OTHERS PRESENT: Bernie Bottomly, Barbara Cartmill, John Cook, Chris Deffebach, LeeAnne Ferguson, Mark Gamba, Judith Gray, Jeff Gudman, Eric Hesse, Brenda Howatt, Katherine Kelly, Gerik Kransky, Stephan Lashbrook, Alan Lehto, Zoe Monahan, Don Odermott, Mark Ottenad, Matt Ransom, Bob Stacey, Joanna Valencia, Michael A. Williams

STAFF: Andy Cotugno, Alexandra Eldridge, Kim Ellis, Elissa Gertler, Dan Kaempff, Alison R. Kean, Tom Kloster, Ted Leybold, Ken Lobeck, Nellie Papsdorf, Randy Tucker

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:33 a.m.

**2. CITIZEN COMMUNICATION ON JPACT ITEMS**

Councilor Jeff Gudman, City of Lake Oswego: Councilor Gudman spoke to the 2018 Regional Transportation Plan (RTP) update with a focus on vehicle miles travelled. He stated that he had recently overviewed the 2014 RTP and its goals. He highlighted the plan's focus on decreasing total vehicle miles travelled in the region and explained that given the combination of the projected population increase and the reduction goal for miles traveled, every car in the region would need to reduce its annual miles travelled by 225 miles. He emphasized that to accomplish such goals, it would be necessary to reach out to the public about the need for these reductions.

Mayor Mark Gamba, City of Milwaukie: Mayor Gamba also spoke to the 2018 RTP update. He noted that as the update process begins, it would be important to think about what transportation will look like in 20-30 years, and gave the example of driverless automated cars as one example of a potential change in how people might move around the region in the future. Mayor Gamba then shared recent articles that assess the future of automated cars and gave an overview of how they may significantly influence the region's transportation system. He noted that it would be important to consider these and other changes in order to best prepare for the region's future needs.

Councilor Dirksen asked if it seemed like manually operated vehicles would eventually be banned. Mayor Gamba responded that Bloomberg estimated that automatic vehicles could be mandatory as early as 2060.

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

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

- 2016 JPACT Trip Dates: Chair Dirksen explained that he felt the 2015 joint trip to Washington D.C. with the Portland Business Alliance and Oregon Business Association was very successful and noted that the committee had an opportunity to start planning a similar trip in 2016. He explained it was important to update the trip to reflect the changing landscape in Washington D.C. and how the federal government deals with transportation.
- November Oregon Metropolitan Planning Organization Consortium (OMPOC) Meeting: The OMPOC board unanimously approved the OMPOC work program whereby the Oregon metropolitan planning organizations (MPOs) have pooled resources to provide staffing support for the organization. OMPOC's goal in collaborating for this resource is to better address regional issues shared by MPOs around the state, including transportation funding at the state and federal level. Chair Dirksen explained that the OMPOC board meetings are held quarterly around the state and that the next meeting would be held in Eugene in late January 2016. Chair Dirksen requested that members let him know if they are interested in serving as members.
- The 2016 New Partners for Smart Growth Conference will be held in Portland on February 11-13.
- Councilor Harrington expressed interest in Congressman Blumenauer's seminars addressing infrastructure and transportation improvement potential and asked if anyone had received updates on the forums. Mr. Neil McFarlane shared that Congressman Blumenauer addressed the TriMet Board of Directors at a retreat on November 11. He noted that the conversation about funding was positive but it would still be important to assess local opinion. He explained that it seemed Congressman Blumenauer was hopeful about exploring opportunities at local, state, and federal level.
- Chair Dirksen reminded the committee that JPACT would be held the third Thursday of each month starting in 2016.

#### **4. CONSIDERATION OF THE JPACT MINUTES FOR OCTOBER 8, 2015**

MOTION: Councilor Kathryn Harrington moved and Mr. Neil McFarlane seconded, to approve the October 8, 2015 minutes.

ACTION: With all in favor, the motion passed.

#### **5. ACTION ITEMS**

##### **5.1 Resolution No. 15-4664, For the Purpose of Amending the FY 2015-16 Unified Planning Work Program (UPWP) to Include 2016 Surface Transportation Program Funds for Use on the Powell/Division Corridor Plan**

Chair Dirksen introduced the item by explaining that the resolution amends the FY 2015-16 Unified Planning Work Program (UPWP) to allow the Powell/Division Corridor Plan access to \$507,427 of Corridor and Systems Planning Funds. Chair Dirksen noted that the region is committing Next Corridor funds to support the collaborative effort over the next two years and that the funds had already been programmed for Powell/Division planning and reviewed at JPACT. He stated that the resolution allows the project access to the programmed funds since they were not available until October 1, 2015 after the intergovernmental agreements with the partner agencies were put into place, meaning the funds were unavailable when the UPWP was adopted in the spring.

*Member discussion included:*

Mr. McFarlane noted that in early October TriMet received permission from the Federal Transit Administration (FTA) to enter the formal project development phase. He explained that this means additional dollars going forward are able to be matched as part of the overall federal project.

MOTION: Mr. Neil McFarlane moved and Councilor Shirley Craddick seconded, that JPACT recommend to the Metro Council the adoption of Resolution 15-4664.

ACTION: With all in favor, the motion passed.

##### **5.2 Resolution No. 15-4665, For the Purpose of Amending the 2015-18 MTIP to Include the New North Hillsboro Job Connector Shuttle Service Project**

Chair Dirksen introduced the item by explaining that the shuttle project helps low and middle wage workers access jobs by providing a link between MAX and employers in the North Hillsboro Industrial District by operating a daily shuttle service from MAX to the employer sites. Chair Dirksen noted that the new Job Connector Shuttle Service Project is the first proposed use of federal Section 5307 transit funds for such purposes since the federal Jobs Access funding program was absorbed by the Section 5307 program in 2013. He stated that the annual operating costs are estimated at \$280,000 per year with service to be provided by Ride Connection.

*Member discussion included:*

Mayor Tim Knapp asked about the source of the funds being the existing bus and rail preventative maintenance annual program and if this meant that the funds were applied to the shuttle preventative maintenance. Mr. McFarlane expressed his appreciation for the question. He explained that the Job Access and Reverse Commute (JARC) program was eliminated in the last Transportation Act, but the authorities associated with JARC program were added into the

categories of the Section 5307 program under federal regulations. He noted that the project was an option largely due to the incrementing increase of the payroll tax that the TriMet Board of Directors approved in September. He shared that the project was marked as a priority in the Westside Service Enhancement Plan and that there are other areas that have been identified that could benefit from a similar job connection shuttle program as well.

Chair Dirksen added that the resolution did not really signify taking money from funds previously used for maintenance, as the JARC program was eliminated but the funds were simply transferred to other sources such as the 5307 program.

MOTION: Mr. Neil McFarlane moved and Councilor Kathryn Harrington seconded, that JPACT recommend to the Metro Council the adoption of Resolution 15-4665.

ACTION: With all in favor, the motion passed.

### **5.3 Resolution No. 15-4662, For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2018 Regional Transportation Plan Update**

Chair Dirksen explained that the committee would be making its final recommendation to the Metro Council on the 2018 Regional Transportation Plan (RTP) update draft work plan and public engagement plan. He noted that since May, many people have had the opportunity to provide input on the challenges, opportunities, and priorities the 2018 RTP should address and that this input was reflected in the work plan and public engagement plan recommended by the Metro Technical Advisory Committee (MTAC), Metro Policy Advisory Committee (MPAC), and Transportation Policy Alternatives Committee (TPAC).

Chair Dirksen emphasized that the 2018 RTP process provides an opportunity for the region to envision its transportation future and expressed his excitement for continuing the collaboration shared during the Climate Smart Strategy process. He added that copies of the 2014 Regional Transportation Plan had been made available and explained that understanding the current desired outcomes, policies, and actions in the 2014 RTP would be essential to understanding the updates recommended as part of the 2018 update. He conveyed that approval of Resolution No. 15-4662 approves the work plan and public engagement plan for the 2018 RTP update and directs staff to proceed with the second phase of the update. He noted that the Metro Council would consider approval of the work plan and public engagement plan on December 3.

#### *Member discussion included:*

Mayor Knapp inquired about his request at the October 8 JPACT meeting to have capacity listed as one of the priorities for consideration in the 2018 Regional Transportation Plan. He shared the merits of listing capacity as a priority and recommended its inclusion.

Chair Dirksen asked if the committee would like to amend the recommendation to include capacity as a priority for the 2018 RTP and the committee agreed.

Commissioner Paul Savas noted that it would be important to inform the public about the reasoning for the update and its timing. He explained that marketing the update as a comprehensive response to regional transportation issues would be critical to its success.



Councilor Craddick added that there are other ways to increase capacity beyond highway capacity and expressed her hope that those options would also be built into the priority addressing capacity.

Chair Dirksen suggested adding to Exhibit B of the resolution a preamble that would provide an accessible explanation of what the 2018 RTP update is and why it's being done now in order to better inform the public about the process.

Mayor Knapp concurred that many of the region's residents' concerns center on their ability to get around the region safely and efficiently more so than statutory update requirements. He recommended making the link clear between these concerns and the goals of the RTP update. He also added that an efficient transportation system was vital for the success of business and industry.

Mayor Dalin encouraged staff to advertise public engagement events widely and emphasized the importance of connecting with the region's residents throughout the update process.

Ms. Ellis thanked the committee for their helpful direction and explained that staff would work on refining the resolution's language to better address their aims.

MOTION: Councilor Shirley Craddick moved and Ms. Susie Lahsene seconded, that JPACT recommend to the Metro Council the adoption of Resolution 15-4662.

ACTION: With all in favor, the motion passed, as amended.

## **6. INFORMATION/DISCUSSION ITEMS**

### **6.1 Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Fund Allocation (RFFA) Policy Options**

Chair Dirksen introduced the item by reminding the committee that it was in the midst of a conversation to articulate the region's policy priorities for RFFA investments in 2019 through 2021. He noted that it would be important to decide what elements should be emphasized and prioritized with three years of funding. He explained that staff would be sharing key questions about options for the RFFA policy framework and discuss these and other policy considerations. He stated that the conversations at the November and December JPACT meetings would help direct what proposals for RFFA step 1 and step 2 would be considered in the spring of 2016. Chair Dirksen added that while committee members probably know certain projects they would like to see funded through the RFFA, it was important to consider all options before beginning to discuss project selection.

Chair Dirksen then introduced Mr. Dan Kaempff and Mr. Ted Leybold, Metro staff, to give an overview of the policy options. Key elements of the presentation included:

- Mr. Kaempff reminded the committee that staff had spent time over the past year gathering stakeholder input related to issues that policymakers should be considering while updating the regional flexible funds policy. He explained that his briefing would outline for consideration the two main policy questions that had evolved from those discussions.
- Mr. Kaempff noted that the RFFA process was entering its second phase which would focus on public comment and a discussion of the policy options, working towards adoption of a final policy document in spring 2016, tentatively scheduled for April.

- Mr. Kaempff shared a list of major steps in the policy update process and explained that JPACT and the Metro Council were currently discussing and considering policy options. He noted that the goal was to adopt a final project list by the end of December 2016.
- Mr. Kaempff explained that the flexible funds policy is the outgrowth of several higher level planning and visioning policy documents that the region has adopted. He stated that beginning with Metro's six desired outcomes, the Regional Transportation Plan, the MTIP Finance Approach, and the RFFA objectives, directions vary from broad to more focused in terms of how the region spends RFFA funds. Mr. Kaempff gave a brief overview of how the different policy documents relate to RFFA funding.
- Mr. Kaempff then shared the ten policy objectives in the flexible funds policy that guide how projects are selected. He explained that over the last several cycles, the region has followed a two-step process for implementing the flexible funds and selecting projects. He noted that step one has consisted of making bond payments to leverage other funding to build out the region's high capacity transit system. He added that it also includes region-wide investments to help focus funding on parts of the system that are unique or federally mandated. Mr. Kaempff explained that step two of the implementation process is focused on capital projects and stated that historically 75% of those funds have addressed Active Transportation and Complete Streets goals, while 25% have addressed freight initiatives aimed at improving access or removing barriers to industrial sites.
- Mr. Kaempff gave the following overview of stakeholder input on the policy considerations: the region should follow Climate Smart Strategies and invest in transit, active transportation, travel options, and optimize built road capacity; the region should consider whether to invest in Safe Routes to School programs and infrastructure; and the region should consider eliminating the funding split and develop a combined active transportation/freight focus area with applicable criteria.
- Mr. Kaempff then shared two policy questions to guide discussion of the stakeholder recommendations and gave examples of possible adjustments under each.
  - 1) Does the region want to consider new investments through Step 1 Programs?
  - 2) Should the region consider eliminating the Step 2 funding split and instead invest in projects that achieve multiple outcomes for active transportation and freight/economic initiatives?
- Mr. Kaempff provided an overview of the 2019-21 funding model and available funding for the upcoming cycle (\$125.74 million). He noted that staff had presented a number of policy options for consideration and hoped to adopt a final policy direction in April 2016 that incorporates changes that reflect the best use of the RFFA funds relative to the region's transportation needs and policy goals.
- Mr. Kaempff stated that at the December 10 JPACT meeting, Metro staff would return with refinements to the policy questions as well as a description of the public comment opportunity that will be conducted in January and early February 2016.
- Mr. Kaempff then shared the following questions for discussion:
  - Are the two proposed policy questions the correct policy questions for the public comment period?
  - Should other policy issues be considered?
  - What other direction do you wish to provide for December's discussion?

*Member discussion included:*

Mayor Knapp asked about the vintage on the \$48 million transit bonds. Mr. Leybold responded that the current commitment is \$16 million per year through 2027. Mr. McFarlane added that the transit bonds had been included in a series of bonds since 1998.

Members discussed refinancing existing bonds. Councilor Harrington noted that Metro has been committed to implementing refinancing as a strategy when evaluating bonds in the past.

Commissioner Savas explained that he wasn't against assigning more of the funds towards bonding, but expressed concerns about that possibly leading to less flexibility with the funds. He also expressed concerns about potential redundancy across the split of funds. Chair Dirksen agreed that it would be important to consider those concerns and stated that he was interested in considering whether or not to have a split at all, and if so, if they should be adjusted to better suit the region's goals.

Mr. McFarlane spoke to the value of step one of the implementation process and shared his support for increasing its funding. He explained that step one had been very effective in leveraging investments which has helped the region grow its transportation system in the long-term. Mr. McFarlane also requested to discuss possibly speeding up the update process at the December 10 meeting so that partnership agencies can advance their work earlier to align with funding requests at the state level.

Mayor Dalin noted that in past years he believed it was very important to separate the funds for step two, but was less convinced of that now as many projects respond to overlapping issues. He recommended focusing instead on evaluating the region's investments and their return on investment. He explained that this would help prioritize projects that are beneficial for multiple modes of travel.

Commissioner Steve Novick noted that he was reluctant to dismiss the spending split as it provides a helpful regional policy, but added that he wasn't sure if the split was inconsistent with supporting projects that invest in multiple targeted outcomes.

Mayor Doug Daoust recommended focusing on regionally significant, high transit projects such as the Powell/Division and Southwest Corridor projects, as well as highway bottleneck projects. He also suggested considering making all of the \$11.68 million of additional funding capacity competitive to create a balance between the implementation steps.

Commissioner Savas made a distinction between regional and region-wide projects and recommended building on region-wide investments. He noted that it would be important to focus on projects with the best regional benefit on a significant scale.

Councilor Craddick expressed interest in exploring ways to achieve the same goals using the proposed criteria without explicitly focusing on percentages. She explained that she had heard feedback from staff and stakeholders that separating the funding can create challenges for applying flexible funds to projects.

## **7. ADJOURN**

JPACT Chair Craig Dirksen adjourned the meeting at 9:05 a.m.

Respectfully Submitted,

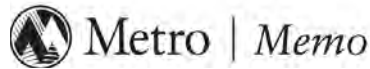
A handwritten signature in black ink, appearing to read "Nellie Papsdorf". The signature is fluid and cursive, with a long horizontal stroke at the end.

Nellie Papsdorf  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 12, 2015**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>2.0</b>	Handout	11/12/15	2014 Regional Transportation Plan Regional Miles Traveled	111215j-01
<b>3.0</b>	Memo	11/04/15	2016 JPACT Meeting Schedule	111215j-02
<b>5.3</b>	Report	N/A	2014 Regional Transportation Plan	111215j-03
<b>6.1</b>	PowerPoint	11/12/15	Regional Flexible Funds Policy Options	111215j-04
<b>6.1</b>	Handout	11/01/15	2019-2021 Regional Flexible Fund Allocation	111215j-05
<b>N/A</b>	Handout	11/01/15	November Metro Hotsheet	111215j-06





Date: November 30, 2015  
To: Joint Policy Advisory Committee on Transportation (JPACT) and Interested Parties  
From: Grace Cho, Associate Transportation Planner  
Dan Kaempff, Principal Transportation Planner  
Subject: 2018-2021 MTIP Coordination Policy & 2019-2021 RFFA Policy – Public Comment Discussion

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### **Purpose**

To give JPACT an overview of the public comment policy questions for the draft 2018-2021 Metropolitan Transportation Improvement Program (MTIP) coordination policy and the 2019-2021 Regional Flexible Fund Allocation (RFFA) policy options.

### **Request**

JPACT is asked to review the draft 2018-2021 MTIP & 2019-2021 RFFA policy report which outlines the different policy considerations Metro staff seeks feedback. Staff requests JPACT to “green light” the release of the policy considerations for public comment.

### **Introduction**

The MTIP is a federally required schedule of transportation investments administered by Metro, ODOT, TriMet and SMART, and monitors implementation of federal policies for the Portland metropolitan region during a four-year cycle. The current effective MTIP addresses the transportation investment programmed for fiscal years 2015 through 2018.

Setting the policy direction is the first step in developing the MTIP for fiscal years 2018 through 2021. The policy direction defines the expectations of partners in coordinating the different funding allocations approved in the MTIP.

The policy direction also defines the policy objectives for the prioritization of the RFFA for the years 2019 through 2021. The RFFA process identifies projects to receive federal transportation funding that is designated for metropolitan areas through metropolitan planning organizations (MPOs), of which Metro is the MPO for the Portland metropolitan region.

### **Development of the MTIP Coordination Policy Proposal**

For the MTIP policy update, the focus has been to look at how the funding allocation processes which make up the MTIP can better implement RTP policies and demonstrate compliance with federal mandates through greater coordination.

Throughout the spring of 2015, Metro staff has held workshops, presented at coordinating committee meetings and the City of Portland’s interdepartmental meeting, held discussions community-based organizations, advocacy organizations, and with the Metro Council to gather input from interested stakeholders, local staff and elected officials. Feedback included a number of

different coordination activities, which led to the development of a draft proposed coordination policy for the MTIP organized by theme.

**Appendix A** provides an overview of the existing MTIP coordination policies, which were shared as part of the Spring 2015 policy workshops. All the existing MTIP coordination policies are being proposed to continue.

**Appendix B** outlines the refinement of existing and new coordination activities, which were developed through input and feedback from the Spring 2015 policy workshops. These coordination activities are being proposed for implementation with the MTIP.

### **Development of the 2019-2021 RFFA Policy Proposal**

Regional discussion to date regarding potential updates to the RFFA policy has focused on three main policy themes:

1. Incorporation of policies adopted since the last MTIP/RFFA policy update, namely the Regional Active Transportation Plan and Climate Smart Strategies
2. Consideration of Safe Routes to School as a funding focus area
3. Consideration of whether or not to retain a funding split in the Community Investment Projects Focus Area (Step 2)

From these themes, two RFFA policy questions have been derived for resolution by JPACT and Metro Council in March/April of 2016:

1. *“Do we want to consider new investments through Step 1 programs?”*
2. *“Should Step 2 be redefined to evaluate all projects within a single set of criteria and measures and/or with less specific direction on funding targets for project types?”*

Examples of new investments in Step 1 programs could include:

- Increasing the High Capacity Transit bond commitment to leverage FTA funds for Powell-Division bus rapid transit and Southwest Corridor investments
- Increasing the bond commitment to leverage FTA funds as well as providing an initial investment in preparation for a request for new regional or state transportation funds
- Increasing Regional Travel Options (RTO) region-wide program commitment to invest in outcomes related to Climate Smart Strategies list of short-term actions, and/or to invest in Safe Routes to School (SRTS) educational and promotional efforts
- Increasing Transportation System Management and Operations (TSMO) region-wide program commitment to invest in outcomes related to Climate Smart Strategies list of short-term actions

Bonding a larger portion of the flexible funds enables the region to continue development of the Powell-Division and Southwest corridors on schedule, as well as positioning the region to leverage federal funding to complete these transit investments. A bond increase could also be used in conjunction with a multi-modal funding request to make needed investments in other parts of the transportation system.

Investing more in the RTO and TSMO programs would increase the programs’ ability to fund smaller-scale projects that improve how the system is used and managed and are an important

component in achieving multiple RTP targets, investing in Climate Smart Actions, and providing SRTS programs at schools around the region.

The question regarding Step 2 is intended to consider additional ways of how investments can be made in regional policy outcomes addressing active transportation (AT) and freight reliability.

The Regional Transportation Plan infrastructure target calls for a 50 percent increase in the miles of sidewalks, bikeways and trails throughout the region by 2040, compared to 2010. Directing 75 percent of the flexible funds identified for infrastructure projects towards AT investments has been one way the region has demonstrated its commitment to achieving this target. Funding for active transportation projects is historically a small part of overall transportation system investments, and certain funding sources are prohibited or limited in their use for this purpose. As such, use of flexible funds on AT projects represents a significant portion of the total overall revenue spent on AT.

The RTP Freight Reliability target is to reduce vehicle hours of delay per truck trip by 10 percent by 2040, compared to 2010. The 25 percent of flexible funds directed towards this target is intended to make spot improvements, such as adding a turn lane, improving turning radii at intersections, improving signal timing or other ITS solutions, and similar lower cost investments that improve access to industrial areas onto/from the regional freight network. Freight-related project development has also been a purpose of this funding. Investments in freight have been intended to ensure that the region is supporting and building the infrastructure necessary for a healthy economy.

Stakeholder feedback received through the process to date has raised the question of whether the region should consider other ways to invest in these two policy areas through projects that are broader in scope, and achieve multiple policy outcomes.

There are both benefits and tradeoffs to consider between maintaining separate project focus areas with funding targets for those focus areas, versus creating a single focus area that attempts to combine elements of both active transportation and freight projects.

- Feedback received through the policy workshop process and TPAC discussions illustrated the limitations of the Step 2 75/25 split. The split creates somewhat arbitrary funding silos that may not accurately reflect the regional system needs. Nor does it provide enough flexibility to fund projects that may have multiple benefits to the regional system. TPAC felt it would be beneficial to not lose the ability to fund AT or Freight-specific projects, but to increase the flexibility to select projects that can achieve multiple outcomes in support of those performance target areas.
- The Step 2 target areas and funding splits were created in order to ensure investments were being made at specific levels in the AT and Freight project categories. Removing the funding split may have the outcome of reducing the degree to which performance targets for AT and Freight are achieved, in favor of funding more broadly focused projects.

The challenge in creating a single evaluation category for Step 2 will be developing project evaluation and scoring criteria that allow a singularly focused project (such as a trail, or improved truck access to an industrial area) to compete with a more broadly focused project. TPAC indicated that a preferred evaluation system should allow singularly focused projects to compete but creative projects that meet multiple objectives should be recognized. Additionally, they recommended that it is the overall package of projects that should aim to achieve multiple outcomes, so that some

projects that perform well on limited outcomes can be recognized as part of a package of investments achieving meaningful multiple outcomes.

**Funding forecast considerations**

There is a forecast amount of \$125.74 million in the 2019-21 RFFA. While this is a decrease from the \$142.58 million available in the 2016-18 RFFA round, it is possible to continue investing at existing levels (adjusted for inflation) in both Steps 1 and 2, as shown in Table 1 below.

**Table 1  
Comparison of 2016-18 and 2019-21 RFFA funding levels**

Funding categories		2019-21	2016-18*
Step 1	<b>Transit bond payments</b> (\$16M/yr to 2027)	\$ 48.00 M	\$ 48.00 M
	<b>Region-wide investments</b>	\$ 28.06 M	\$ 26.01 M
	• Transit Oriented Development	\$ 9.89 M	\$ 9.19 M
	• Regional Travel Options	\$ 7.55 M	\$ 7.01 M
	• TSMO/ITS	\$ 5.00 M	\$ 4.64 M
	• MPO Planning	\$ 3.96 M	\$ 3.63 M
	• Corridor/Systems Planning	\$ 1.66 M	\$ 1.54 M
Step 2	<b>Infrastructure projects</b>	\$ 38.00 M	\$ 34.77 M
	• Freight Initiatives/Green Econ. (25%)	\$ 9.50 M	\$ 8.69 M
	• Active Trans./Complete Streets (75%)	\$ 28.50 M	\$ 26.08 M
<b>Additional funding capacity for consideration – Step 1 and/or Step 2 increases</b>		\$ 11.68 M	

(\*The 2016-18 RFFA also contained an additional \$34.00 million in one-time funds, above what is shown in this table. These funds were allocated through a third funding step, known as the Regional Economic Opportunity Fund.)

If JPACT and Metro Council wish to continue investing in Steps 1 and 2 at existing levels, it would leave \$11.68 million that could be put towards further investments in either Step 1 or 2, or both.

**Public comment preparation**

Input received at the November TPAC meeting recommended that staff create a public comment question only around the Step 2 options under consideration.

TPAC believed the recent public engagement and policy direction from the Climate Smart Communities and Regional Transportation Plan update processes provided adequate comment and direction related to a policy of considering increases in funding (not an allocation decision) to Step 1 programs and investment in regional HCT. Additionally, given that there are multiple issues raised for consideration, and that time was needed for a complete discussion, they felt that JPACT should begin considering Step 1 options in January.

**Description of the public comment process**

Timeframe and focus: Project staff is on track to initiate a 30-day public comment period from mid-January to mid-February. The main driver for the comment period timeline is the development of the RFFA policy update. In addition, Metro will also have available and ask for feedback on the Draft Strategy to Advance Equity, and the Equitable Housing Initiative report and memo to Metro Council.

Audiences: Prior regional efforts have indicated that we are able to engage, broadly speaking, two types of audiences with our online tools:

1. residents that are casually interested in local government processes and decisions – though not necessarily fully engaged throughout the lifecycle of those processes and decisions – and willing to respond at a fairly high level and respond to the questions being asked in a 5 to 15 minute questionnaire format (estimated 1500-2000 respondents)
2. jurisdictional partners, advocates and other highly interested stakeholders with the capacity, experience and interest to read nuanced policy documents and provide specific and more intensive feedback (typically 10-30 participants).

Setting public expectations: This comment period will be framed as helping inform policymakers about the framework for spending regional flexible funds. Since participants are self-selecting based on specific spheres of notification, the results will not be a scientific representation of the region’s residents. The information gathered is to help policymakers in their deliberation by expressing an overall tenor of the region and potentially revealing dissenting concerns or unidentified consequences.

Format: To meet the needs of these two broad audiences, Metro has had success with a two-pronged approach to its online engagement:

1. provide a high-level questionnaire that focuses on broad values questions or offer easy-to-conceptualize tradeoff questions
2. encourage interested stakeholders to read the policy documents and offer comment via letter, email or conversation with staff.

For the more general (casually interested but not necessarily fully engaged) public, the tone will be “You don’t need to bring anything but your experience and your opinion” to the questionnaire. Each question will offer only a sentence or two of context and then ask a values/tradeoff/experience/level of interest/general direction-type question. We expect that our tool will also offer the same function offered in last fall’s Climate Smart questionnaire, where participants could open a box to get more information (limited to 2-3 short paragraphs) if they want more context before answering.

Opportunities for informing related projects and programs: The comment period and high-level questionnaire offers the opportunity to ask about 10 or so questions of the more general public. This allows for 1-3 questions around the following topics to inform the plans and work programs (presuming that some questions inform multiple programs):

- RFFA/MTIP policies
- Strategy to Advance Equity
- Equitable Housing Initiative
- Regional Transportation Plan (trends and challenges)
- Regional Transit Strategy (priorities)



- Transportation Equity Assessment (especially as it overlaps with RTP, RTS and Equity Strategy)

Prior engagement results to help inform policymakers: In addition to the information from this January-February comment period, Metro staff will compile information from prior engagement efforts that may help inform policymakers, including:

- Spring 2014 | Regional Transportation Plan, Active Transportation Plan, Metropolitan Transportation Improvement Program and Climate Smart Communities Scenarios Project integrated comment period, asking questions on regional quality of life, transportation challenges, and priorities for investments in communities and in the transportation system
- Fall 2014 | Climate Smart Strategy comment period, asking for feedback on implementing the seven priority areas
- Summer 2014 | Community Summit discussion groups with historically underrepresented focusing on regional equity issues, including issues on transportation
- Summer 2014 | Regional Transportation Plan quick poll, asking about transportation issues most affecting respondents

Proposed questions for high-level questionnaire for regional flexible funds policy: For the more general public, Metro engagement staff has drafted the following context and questions:

(context)

Metro and its partners are figuring out how best to spend about \$38 million of federal funds from specific federal programs that allow for spending on things like sidewalks, crosswalks, bike lanes and trails or projects to improve freight movement to help the regional economy. Project ideas will compete next year based on the structure being decided soon. A couple of options have been raised:

Set aside some money for walking and biking improvements and some for freight improvements, letting the projects compete within these two categories. This has the advantage of targeting the best projects in each category.

-or-

Combine all project funds for potential walking, biking and freight projects and evaluate the project benefits among all competing projects. This has the advantage of allowing projects that are both good for walking and biking goals, and good for freight goals (though not necessarily "the best" in those as separate categories) be eligible for funding.

["click to find out more":]

The Portland metropolitan region (the tri-county area from Forest Grove to Oregon City, from Wilsonville to Troutdale) should expect to receive about \$X in federal and state aid for transportation projects over 3 years targeting road maintenance and expansion (and walking and biking facilities related to those road projects). We also expect to receive about \$126 million over 3 years from specific federal programs that offer more flexibility in how the dollars are spent. Due to the flexibility in the potential uses of the funds, previous investments have included roadway improvements, transit projects, sidewalks and other pedestrian improvements, freight movement improvements and bicycle facilities. The region also uses the

funds for region-wide programs to improve the management and flow of the transportation system, to educate residents about available travel options and to pay down bonds on high capacity transit (e.g., light rail) and related investments in priority transportation corridors.

About \$38 million to as much as \$49.7 million of these funds in this funding cycle will go specifically to things like sidewalks, crosswalks, bike lanes and trails or projects to improve freight movement to help the regional economy.

The needs for the region's transportation system range from building sidewalks where they don't exist, to maintaining roadways, to providing more transit service. Transportation funding from the federal, state, and local governments all help address the needs. But the long list of needs continues to grow and the amount of funding available continues to shrink. These regional flexible funds represent just a small piece of this shrinking pie, but can still achieve a lot if used wisely.

*(Add examples of what you can get for \$38 million?)*

(question)

Do you think we should:

- a) set aside some money for walking and biking improvements and some for freight improvements, letting the projects compete within these two categories?
- b) put all of the funds toward an overall group of projects that could collectively demonstrate benefits to both walking or biking and freight movement?

Issues open for interested stakeholder comment: For the RFFA policy, the documentation of the policy issues will be available for interested stakeholders to review and react to.

In addition, the updated MTIP policy proposal (see appendices A and B) will be open for interested stakeholder feedback. Stakeholders will be encouraged to offer additional considerations, refinements or activities for Metro, ODOT, TriMet, and SMART to consider in developing the MTIP. This strategy of not developing a "general public question" was chosen because, unlike with the RFFA policy, stakeholder input throughout spring 2015 and advisory committee conversations have not identified competing choices for the MTIP coordination policy.

### **Next steps**

If JPACT determines the draft MTIP/RFFA policy question is ready for release for public comment, the public comment period will begin in early 2016. After the public comment period, feedback gathered will be summarized and presented at TPAC and JPACT in Spring 2016 with opportunities to discuss how to incorporate the feedback into final policy. The final 2018-2021 MTIP/RFFA policy is tentatively scheduled for adoption in March or April 2016.

Materials following this page were distributed at the meeting.



December 10th, 2014

Re: APANO/Jade District support for Dedicated Funding for Safe Routes to School

Thank you for the opportunity to testify on behalf of my community. My name is Duncan Hwang and I'm the Associate Director at APANO, the Asian Pacific American Network of Oregon. We do community organizing and community development in East Portland, particularly in the Jade District and Lents neighborhoods.

I am here to express support for dedicated funding for Safe Routes to Schools in the Regional Flex Funds allocation. This is important for our neighborhoods because we're facing a crisis around one of our schools. Harrison Park School is the most diverse K-8 School in the PPS system and 88% free and reduced lunch by last measure. In the past 5 years, we've have two pedestrian fatalities within one block of our school, including the death of one of our community elders last year at 85th and Division. These fatalities are devastating for our community and we believe they are preventable.

Last year, we also completed a multi-lingual community visioning process in 5 languages. The top overall concern was unsurprisingly walkability and safety. In our other forms of community engagement, parents tell us they would rather drive their children a few blocks to the bus stop or school than to permit them to walk. This is a clear community priority that implicates health, traffic, and livability.

The Jade District is a proud partner of many agencies represented here. One of the key outcomes we would like to see is the creation of a successful and safe multi-modal corridor for our community. This requires interventions across numerous policy fronts and that is why we also serve on the City's Vision Zero Task Force and serve as well on the Powell Division Steering Committee, which will possibly bring Bus Rapid Transit through our neighborhoods. These are all strategies that all intersect with each other, and Safe Routes to School is a vital piece of the solution.

For these reasons I would like to reiterate our support for Safe Routes to School.

Duncan

# MTIP Project of the Quarter



## The Sunrise System

Clackamas County

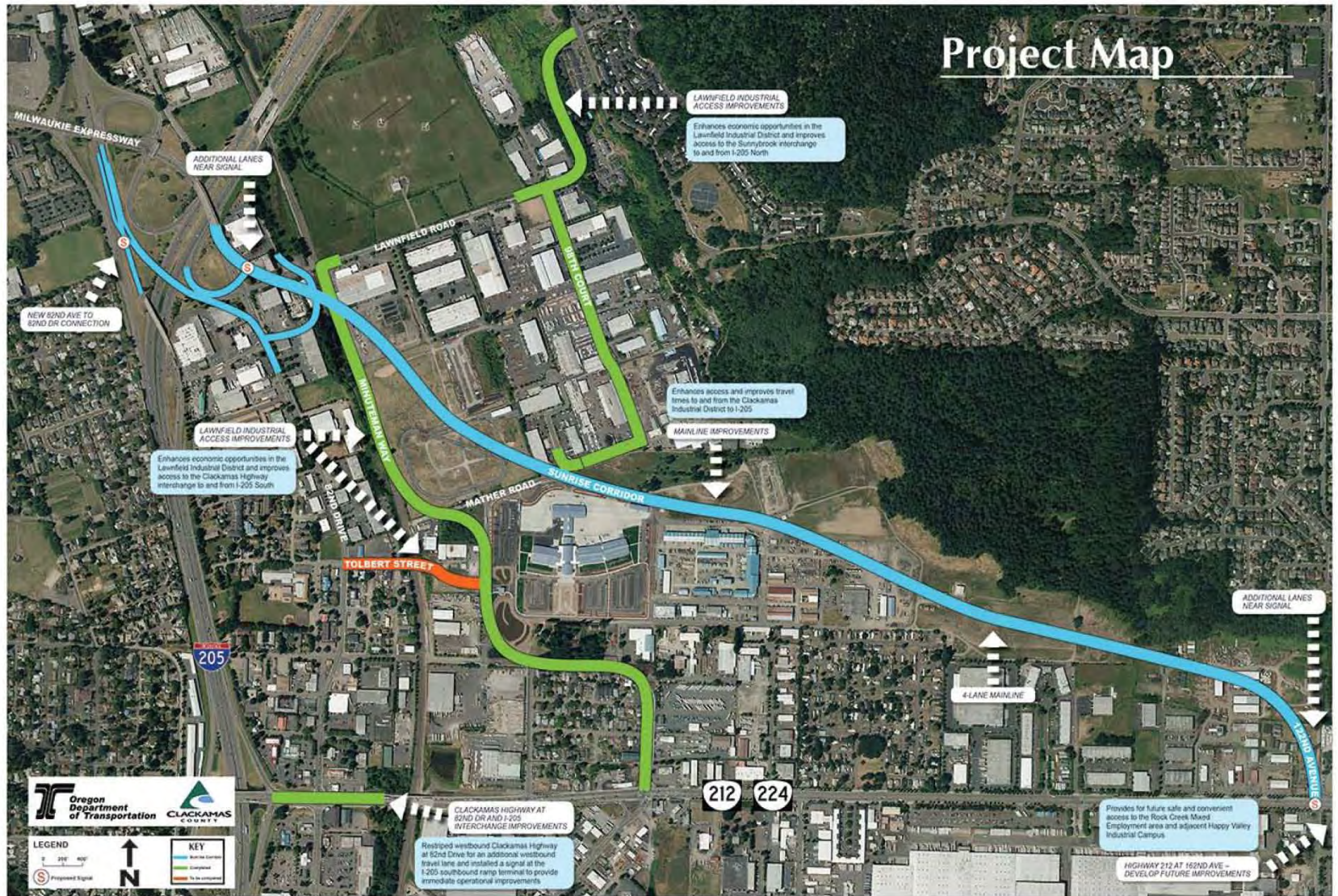
Metro

ODOT





# Project Map



FOR INFORMATIONAL PURPOSES ONLY - SUBJECT TO CHANGE

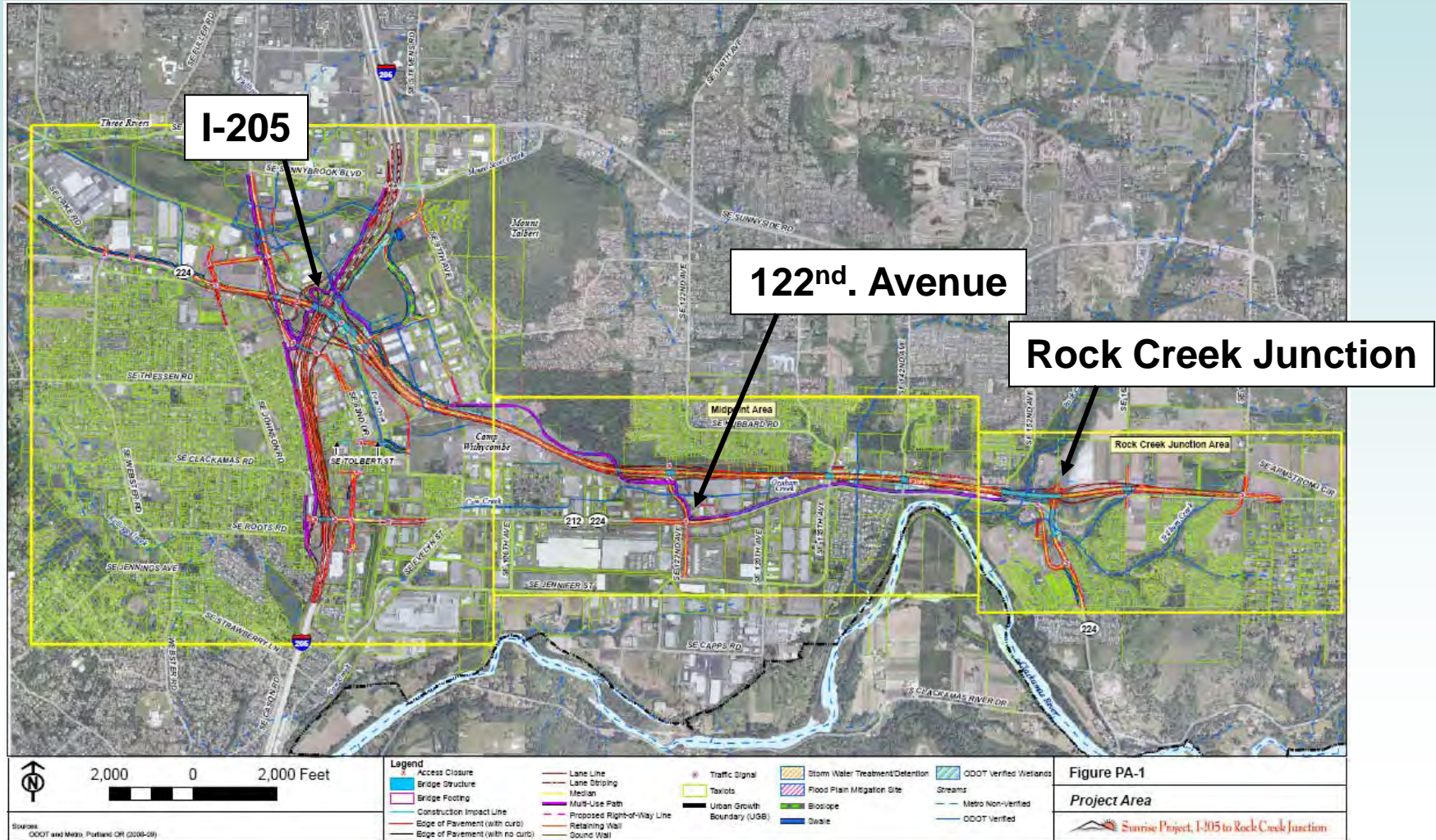


# Project Background

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- Sunrise Corridor EIS – covers the area from I-205 to Rock Creek Junction
  - Clackamas County funding and Right-of-way protection
  - State Jobs & Transportation Act funding
  - TIGER IV process: Regional prioritization
  - MTIP – Regional Economic Opportunity Fund project funding

# Sunrise FEIS: December 2010; ROD: February 2011





# Current Project- Sunrise System of Projects

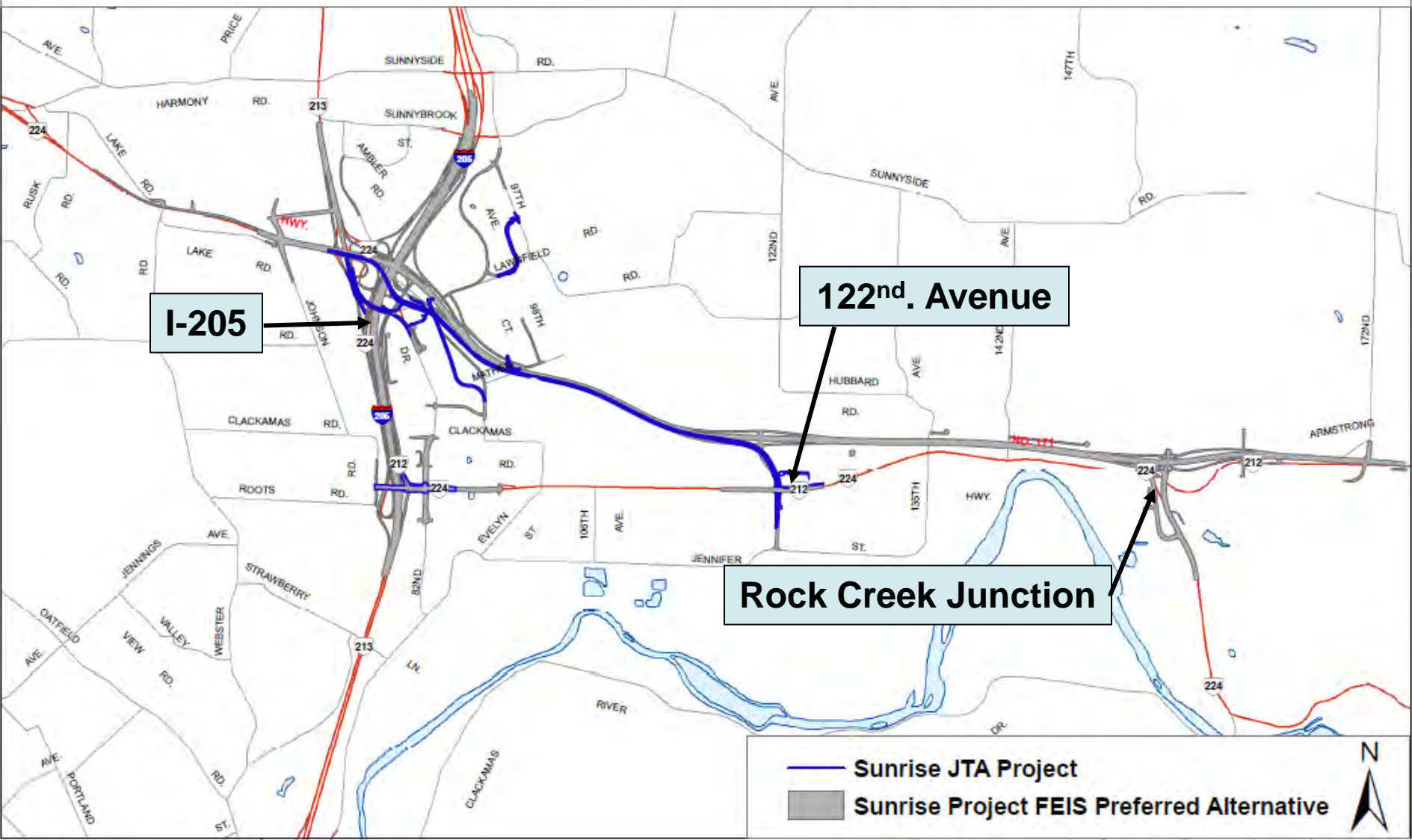
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- Scaled to available funding
- Practical design approach
- Immediate capacity needs prioritized

## Project Elements

- Sunrise Mainline
- Arterial network projects
- Shared-use path

# Sunrise JTA Project Under Construction



# Sunrise JTA Original Elements

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1. **98<sup>th</sup> Court., Minuteman Way, Clackamas Road, 102<sup>nd</sup> Avenue** - Reconstruct and add sidewalks and bike lanes (by Clackamas County);
2. **OR212/224 Operations and Safety** - Add additional westbound lane and signal improvements at SE 82<sup>nd</sup> Drive and the Clackamas I-205 Interchange;
3. **Sunrise Highway** - Construct a new highway extending from I-205 to SE 122<sup>nd</sup> Avenue; (Realign 82<sup>nd</sup> Drive and 82<sup>nd</sup> Avenue on a new structure; Construct two new local access roads; one at 82<sup>nd</sup> Drive and one at 125<sup>th</sup> Avenue; Construct new Shared Use Paths along I-205, to connect on new bridge to 82<sup>nd</sup> Drive);
4. **Minuteman Way** - Construct a new County Road from Lawnfield Road to Mather Road;
5. **162<sup>nd</sup> Avenue** - Complete preliminary engineering for left turn lanes;
6. **Lawnfield Road** - Preliminary engineering and Right of Way acquisition (by Clackamas County) for reconstructing from 97<sup>th</sup> Avenue to 98<sup>th</sup> Court, to reduce its steep grades in half, and improve freight access, and;
7. **Tolbert Street** - Preliminary engineering for from 82<sup>nd</sup> Drive to Minuteman Way (by Clackamas County).

# Sunrise Additions with **REOF** and JTA Savings

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- **Two new Shared Use Paths (SUPs)** were added to the Sunrise JTA project to further improve bike and pedestrian access to the corridor between I-205 and 122<sup>nd</sup> Avenue;
- **Lawnfield Road Construction** was added to the project (delivered by Clackamas County);
- **Tolbert Street Overcrossing Construction** - was added to the project, providing an additional connection between 82<sup>nd</sup> Drive and the Lawnfield Industrial Area (to be delivered by Clackamas County);
- **Sidewalks** - Construction of sidewalks **on Lawnfield Road** between the new SUP and 98<sup>th</sup> Court, **and on Mather Road** between the new SUP and 98<sup>th</sup> Court has been added;
- **4-lane widening** – originally a cost savings decision was made to reduce the mainline to a 2-lanes for about 1 mile. Savings has restored the 4-lane project;
- **Strawberry Lane overcrossing** of I-205 is being raised to provide clearance for over dimension freight which currently is redirected off of the freeway and onto local collectors.

# Finding the Funding

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- TIGER IV Prioritization: 2013
  - Technical evaluation of all applications from region
  - Top priority project for region
  - Not awarded funding from USDOT
- Regional Flexible Funds Allocation: 2016-18
  - \$8.237 million towards arterial connections & multi-use path
  - Last funding in to complete finance plan

# Sunrise JTA – Regional Significance

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- **Enhances the bicycle and pedestrian environment**  
New Shared Use Paths (SUPs), shoulder bikeways, sidewalks, and removal of over 3000 daily cars from 82<sup>nd</sup> Drive and over 9000 cars from Clackamas Highway
- **Provides significant congestion relief**  
OR 212, I-205 and 82<sup>nd</sup> Drive, resulting in a 50% improvement in truck freight travel time.
- **Provides enhanced regional and local mobility and connectivity.**
- **Attracts about 20,500 daily users** onto new roadway from area roads.
- **\$22.5 million Total Annual Benefit**  
Preliminary estimates developed by ECO NW - of Reduced Delay, in 2010 dollars.  
Preliminary calculations assume annual weekday travel only
- **975,000 Hours Reduced Delay:** Total Annual Vehicle Hours of Delay

(Based on year 2020 PM peak hour traffic forecast)





# Bicycle/Pedestrian Routes

LEGEND	
	EXISTING BIKE LANES AND/OR SIDEWALK
	EXISTING MULTI USE PATH
	FUTURE BIKE LANES AND/OR SIDEWALK
	FUTURE MULTI USE PATH



FOR INFORMATIONAL PURPOSES ONLY – SUBJECT TO CHANGE

MARCH 2015

# I-205 Shared Use Path Connections





# New Shared Use Path: I-205 to Lawnfield Road



# New Shared Use Path: Mather Road - 122<sup>nd</sup> Ave



# Lawnfield Road Reconstructed

## From 97<sup>th</sup> Avenue to 98<sup>th</sup> Court



# Tolbert Street – Opening Fall 2016



# New Minuteman Way Open



# View of Project West from 122<sup>nd</sup> Ave.



# Lessons Learned

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- The solution that emerged from the “Practical Design” process was a system of projects, both additions to ODOT facilities and improvements to Clackamas County roads.
- Hard to gauge initially what the \$100 million would be able to buy. It was important for the partners to work together continually throughout the process to make sure all of the needed pieces were included.
- Community partners were engaged throughout the process to make sure the key elements were constructed
- The purchase of right-of-way early on was a critical part of the success of the project
- Project has been able to stay on-time and on-budget. Identifying the key contacts at each agency was essential in keeping the project on track

# Completion schedule

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## Arterials

- Few punch list items remaining
- Tolbert overcrossing - Completion by the end of 2016

## Shared Use Path

- Construction underway
- Sidewalk at the west end of Lawnfield Road to close a gap in the pedestrian connectivity through the area to start in the spring.

## Mainline

- Summer 2016



# Questions or Comments?



**MAKING A  
GREAT  
PLACE**



**2018-21 Metropolitan  
Transportation Improvement  
Program & 2019-21 Regional  
Flexible Funds Allocation  
Policy Report - DRAFT**

Discussion draft – December 2015

## About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

**[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)**

### **Metro Council President**

Tom Hughes

### **Metro Councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

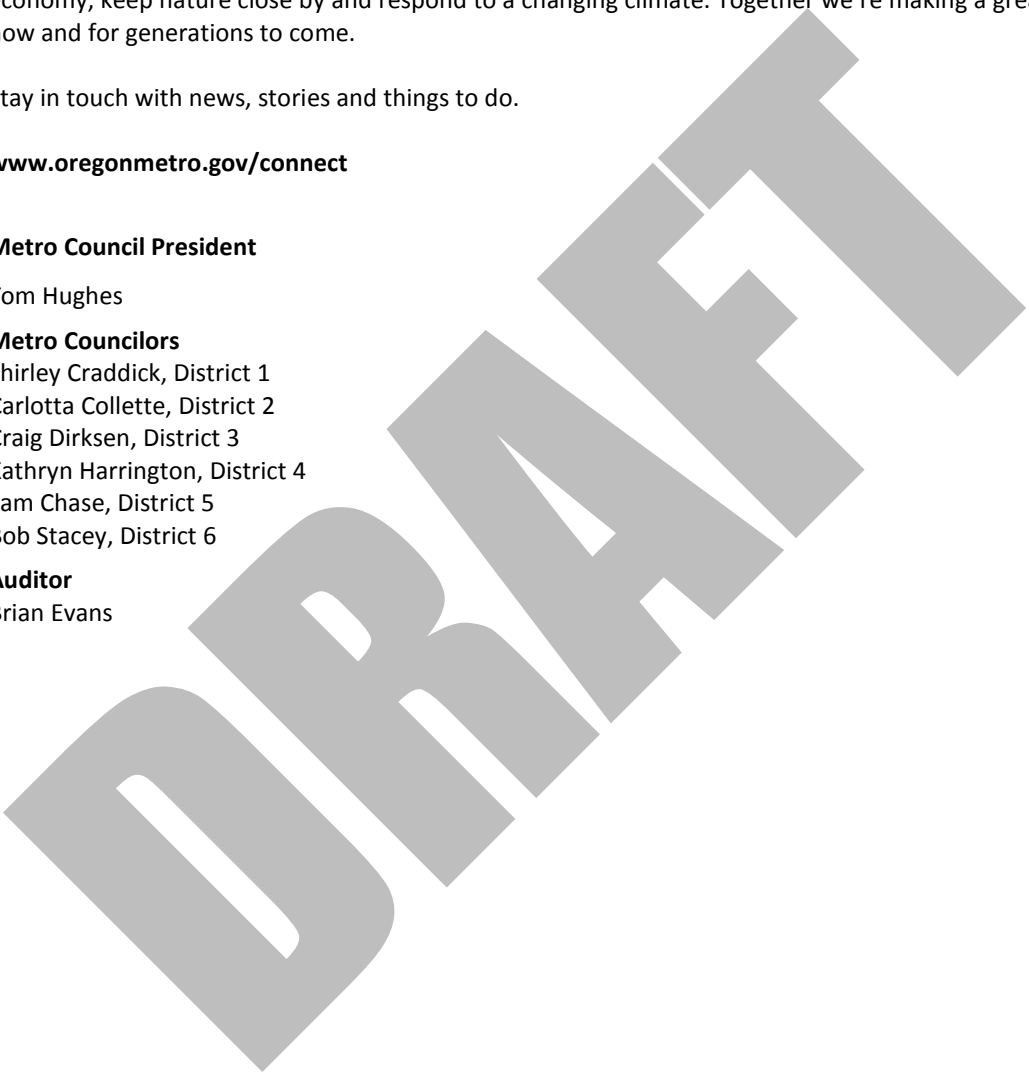
Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Brian Evans



## 1.0 INTRODUCTION

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

The MTIP is comprised of three major components: the transportation funding allocations administered by the state department of transportation (ODOT), transit agencies (SMART and TriMet), and the metropolitan planning organization (Metro). The MTIP also includes state and local transportation programming which is regionally significant, meaning the investment has effects on the regional transportation system. For the Portland metropolitan region, Metro's transportation funding allocation process is known as the regional flexible funds. As the region prepares to prioritize transportation projects and program activities to receive regional flexible funds available in the federal fiscal years 2019 through 2021, this report provides the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council's policy direction for the allocation of the regional flexible funds and the coordination activities to develop the MTIP.

These policies have evolved from previous MTIP processes. The policy evolved significantly in the 2012-2015 MTIP process, but only had a modest change in the most recent process to address a one-time increase in regional flexible funds revenues.

The process for updating these policies first involved discussions by engaging regional stakeholders, agency technical staff at TPAC, JPACT, and Metro Council members to define expected coordination activities between the MPO, state department of transportation, and transit funding allocation processes and provide policy direction to allocate the estimated **\$125.74 million** available to region for federal fiscal years 2019-2021. Metro staff has used the TPAC and JPACT meeting discussions as well as supplementary policy workshop discussions to produce this draft Policy Report.

The approach to allocating Regional Flexible Funds proposed in this report is intended to develop a collaborative method for supporting transportation investments that reduce the region's greenhouse gas emissions, keep our neighborhoods safe, support sustainable economic growth, and make the most of the existing investments our region has already made in existing public structures.

The process builds upon the 2014-2015 RFFA process for Step 1 region-wide programs and Step 2 Community Investment Funds for Active Transportation/Complete Streets and Green Economy/Freight Initiatives.

## 2.0 REGIONAL SIX DESIRED OUTCOMES

In 2008, Metro Council and MPAC adopted Six Desired Outcomes<sup>1</sup> to form the framework of a performance-based approach to policy and investment decisions. Those outcomes are:

- **Vibrant communities:** People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
- **Economic prosperity:** Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.
- **Safe and reliable transportation:** People have safe and reliable transportation choices that enhance their quality of life.
- **Leadership on climate change:** The region is a leader in minimizing contributions to global warming.
- **Clean air and water:** Current and future generations enjoy clean air, clean water and healthy ecosystems.
- **Equity:** Equity exists relative to the benefits and burdens of growth and change to the region’s communities.

## 3.0 REGIONAL TRANSPORTATION SYSTEM PERFORMANCE TARGETS

The region’s adopted 2014 Regional Transportation Plan (RTP) that includes policies for the development of the transportation system and the prioritization of transportation projects. These outcomes guided the development of the 2014 RTP performance targets for transportation investments. The eleven performance targets are shown below in Table 1.

**Table 1: 2014 Regional Transportation Plan Performance Targets**

Economy	Safety – By 2040, reduce the number of fatal and severe injury crashes for pedestrians, bicyclists, and motor vehicle occupants each by 50% compared to 2007 - 2011 average.
	Congestion – By 2040, reduce vehicle hours of delay (VHD) per person by 10 percent compared to 2010.
	Freight reliability – By 2040, reduce vehicle hours of delay per truck trip by 10 percent compared to 2010.
Environment	Climate change – By 2040, reduce transportation-related greenhouse gas emissions per capita below 2010 levels.
	Active transportation – By 2040, triple walking, biking and transit mode shares compared to 2010 modeled mode shares.

<sup>1</sup> Metro Resolution 08-3940

Equity

**Basic infrastructure** – By 2040, increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional networks in 2010.

**Clean air** – By 2040, ensure zero percent population exposure to at-risk levels of air pollution.

**Travel** – By 2040, reduce vehicle miles traveled per person by 10 percent compared to 2010.

**Affordability** – By 2040, reduce the average household combined cost of housing and transportation by 25 percent compared to 2010.

**Access to daily needs** – By 2040, increase by 50 percent the number of essential destinations accessible within 30 minutes by bicycling and public transit for low-income, minority, senior and disabled populations compared to 2005.<sup>2</sup>

#### 4.0 REGIONAL TRANSPORTATION FINANCE APPROACH

A framework was developed that summarizes a general regional direction on the how the transportation needs of the region are to be addressed by existing or potential funding sources at the JPACT retreat in May 2009. This list of potential funding sources to address the transportation needs of the region was updated by staff in 2015 to reflect administrative or process changes to some of the potential sources (i.e. consolidation of certain federal fund sources, restructuring of ODOT allocation programs). This approach is shown in Table 2 and provides a starting point for refinement of policy direction for the various funding programs or sources that are addressed in the MTIP and STIP. The approach identifies funding mechanisms that agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation activities in the region. This framework has been utilized in the development of Regional Flexible Fund allocation policies from 2010-13 forward.

**Table 2: Existing Regional Finance Approach (updated to reflect changes in federal, state, regional policy)**

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	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> <li>• Transportation Alternatives</li> <li>• Connect Oregon</li> <li>• ODOT Region 1 competitive allocation - dedicated</li> </ul>	<ul style="list-style-type: none"> <li>• State Urban Trail fund</li> <li>• New local funds</li> </ul>

<sup>2</sup> Added with adoption of the 2014 RTP.

Transportation Project/Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
shelters)		
Highway preservation	<ul style="list-style-type: none"> <li>• Interstate Maintenance</li> <li>• State gas &amp; w/m</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> </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>3</sup></b></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>
Highway expansion	<ul style="list-style-type: none"> <li>• ODOT Region 1 competitive allocation program</li> <li>• NHPP</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 VRF</li> <li>• Pricing/tolling</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>	
Land Use – TOD	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> </ul>	

<sup>3</sup> Limited to arterial freight facilities for ITS, small capital projects, and project development.

## 5.0 2018-2021 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM COORDINATION POLICY

Federal policy language identified in the United States Code (USC) of Federal Regulations<sup>4</sup> direct metropolitan planning organizations (MPOs), state department of transportation (DOT), and transit agencies to work in cooperation with each other when using federal transportation funding to make investments in the region. These rules state:

*“For each metropolitan area in the State, the STIP shall be developed in cooperation with the MPO designated for the metropolitan area. Each metropolitan transportation improvement program (TIP) shall be included without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor.”<sup>5</sup>*

And

*“The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area.”<sup>6</sup>*

These rules are commonly referred to as the “Three C’s” of transportation planning, which include comprehensive, cooperative, and continuing. Because in each metropolitan region there is usually more than one entity which has discretion over the allocation of federal transportation funding the Metropolitan Transportation Improvement Program (MTIP), as a federally required document, must be developed collaboratively with partners. Key partners in the Portland metropolitan region involved with the development of the MTIP includes ODOT, as the state department of transportation, TriMet and SMART as the region’s two transit operators. The MTIP has two main functions: 1) to serve as a tool to implement regional policies and ultimately federal policies addressing the eight planning factors; and 2) to demonstrate transportation investments comply with federal directives.

Therefore, in order to monitor and ensure the MTIP is implementing adopted regional policies across all federal transportation investments and meeting federal mandates, the entities which allocate federal transportation funding come to agreement on coordination activities to ensure the MTIP functions are being met. The agreement becomes the MTIP coordination policy and its development is facilitated by Metro, as the MPO. The policy is updated at the beginning of each new MTIP cycle.

As Metro prepares for the 2018-2021 MTIP cycle, a set of process and coordination activities are being identified at the outset to ensure cooperation between partners in developing the MTIP. These policies have been developed over multiple cycles and continue to be modified or expanded to reflect changes in federal regulations and guidance.

The following section further describes the 2018-2021 MTIP coordination policy, which is framed under regional policy implementation and federal administrative compliance.

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<sup>4</sup> Title 23 Highways, Chapter I Federal Highway Administration, Department of Transportation, Part 450 Planning Assistance and Standards.

<sup>5</sup> §450.216 Development and content of the statewide transportation improvement program (STIP).

<sup>6</sup> §450.324 Development and content of the transportation improvement program (TIP).



## **Regional policy implementation**

One of the main purposes of the MTIP is to implement adopted regional policies outlined in the Regional Transportation Plan (RTP). The RTP, as a federally mandated blueprint for the region's long-range transportation vision of the future, is required to embody federal planning requirements. As a tool to implement regional transportation policies, the MTIP includes: 1) a detailed list of transportation investments to be made in the next four years; and 2) narratives by Metro, ODOT, TriMet and SMART which demonstrate how the transportation investments make progress towards regional policies and compliance with federal mandates.

For the 2018-2021 MTIP coordination policy, Metro, ODOT, TriMet and SMART run four funding allocation decision processes. These processes are the main focus of identifying how transportation investments are implementing regional policies. At the early stages of 2018-2021 MTIP process, Metro hosted a set of policy workshops with ODOT, TriMet, and SMART as well as local partners and interested stakeholders to gather input on activities and ways in which the entities can be better coordinated. Based on the feedback and input, a set of general coordination activities and protocols have been developed as a means for each process to provide opportunities to check-in and for decision-makers, particularly JPACT and the Metro Council, to weigh-in on behalf of the region's transportation priorities.

## **Demonstration of federal compliance**

A key function of the MTIP is to demonstrate to federal oversight agencies that the program of transportation investments in the region in compliance with applicable regulations and guidance. Therefore, as part of the development of each new MTIP, sections are devoted to describing how the funding allocation decision-making process and the overall package of transportation investments in the MTIP are complying with federal regulations. Several of the federal regulations are specifically directed for the MTIP to address, while others are overarching federal compliance mandates across all programs. The follow list identifies the topic areas in which the MTIP documents federal compliance.

- Financial constraint of the funding decisions and overall package of investments
- Consideration of the following in funding decisions:
  - Congestion management process and strategies
  - Adequately operating and maintaining the transportation system
  - Transportation access and mobility needs of underserved communities
  - Implementation of air quality transportation control measures
- Environmental justice benefits and burdens of investments
- Title VI
- Air quality emissions impacts
- The process and technical considerations used to prioritize and make investment decisions.
- The public involvement process to support the investment decision making. In particular identify the opportunities for meaningful public involvement to underserved communities.
- How investments advance RTP implementation.

## **2018-2021 MTIP coordination policy implementation**

The implementation of the coordination activities are continuing to be discussed among Metro, ODOT, TriMet, and SMART as the funding allocation process schedules and timelines are confirmed. The implementation details of the 2018-2021 MTIP coordination policy will be arranged through an agreement developed by the four agencies.

### **6.0 REGIONAL FLEXIBLE FUNDS ALLOCATION OBJECTIVES**

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

1. Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring air quality Transportation Control Measures (TCMs) for pedestrian and bicycle improvements are met and that an adequate pool of CMAQ-eligible projects are available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an areas stage of development (developed, developing, undeveloped) consistent with RTP Table 3.2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
9. Ensure agencies have qualifications for leading federal aid transportation projects.
10. Identify opportunities for leveraging, coordinating, and collaboration.

### **7.0 REGIONAL FLEXIBLE FUNDS STRUCTURE**

There is a projected total of **\$125.74 million** available for investments and projects in the 2019-2021 timeframe. Funding has historically been allocated in two steps, described below.

#### **STEP 1 – HIGH-CAPACITY TRANSIT BOND & REGION-WIDE PROGRAMS**

Regional flexible funds have been used to help construct the region’s high-capacity transit system. Since 1998, TriMet has issued bonds to pay for capital costs of light-rail line construction, based on a regional commitment of flexible funds to repay the bonded debt. The repayment schedule for these bonds is \$16 million annually until 2027, thus the total commitment in the 2019-21 RFFA to bond repayment is \$48 million.

**High-capacity transit bond commitment**

Existing commitment (\$16M annually) **\$48.00 million**

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

Funding targets are set for the existing region-wide programs in this cycle based on their historical allocation levels plus a 3% inflationary increase to address program costs and purchasing power. The region-wide programs will be reviewed prior to the final funding decision scheduled for the fall of 2016. The review will provide the following information about each program:

- Program description – description of the program purpose and its major activities.
- Regional Funding Strategy Context – description of why the program is appropriate for regional flexible funding (see Table 2: RTP Finance Approach chart).
- Directly related RTP performance targets –description of how the program helps the region meet performance targets in the RTP.
- Program strategic plan or recent planning work completed to date – description of how the strategic plan helps set priorities for implementation.
- Program performance to date – description of specific accomplishments of the program.
- Additional opportunities – description of priorities or activities the program would pursue given additional resources.

**Region-wide Program Funding Targets**

Transit Oriented Development	\$9.89 million
TSMO/ITS	\$5.00 million
Regional Travel Options	\$7.55 million
Regional MPO Planning (In-Lieu of Dues)	\$3.96 million
Corridor & Systems Planning	\$1.66 million

**TOTAL**

**\$28.06 million<sup>7</sup>**

**STEP 2 – COMMUNITY INVESTMENT FUND PROJECT FOCUS AREAS**

The project focus areas established by JPACT during the 2014-15 RFFA for Step 2 were Active Transportation/Complete Streets and Green Economy/Freight Initiatives. Funds for these projects targeted to a 75 / 25 percent split of Step 2 funding respectively. The 2019-21 RFFA cycle will continue to use the 2014-15 RFFA approach to investing in local projects by focusing funds in order achieve greater regional impact.

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

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

As part of the 2014-15 RFFA, a task force was created to advise JPACT and TPAC on project focus area needs, priorities and project prioritization factors and developed direction for the project focus areas as part of the 2014-15 RFFA. This direction will continue as part of the 2019-21 RFFA.

**Project Focus Area Funding Targets**

Green Economy/Freight Initiatives	\$9.50 million
Active Transportation/Complete Streets	\$28.50 million
<b>TOTAL</b>	<b>\$38.00 million<sup>8</sup></b>

**GREEN ECONOMY & FREIGHT INITIATIVES**

**Recommended approach for developing projects**

For this project focus area, the task force recommended an approach of allocating funds for two components: construction type projects and planning/strategy development type projects. Eligible project types and criteria that could be utilized to scope and prioritize potential projects are described below.

<sup>7</sup> Target amount reflects a 3 percent increase from 2016-18 funding levels, maintaining purchasing power of these steps.

<sup>8</sup> See footnote #3.

## Construction focus

Capital improvements will focus on:

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

## Planning/strategy development focus

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

Funds may also be set aside to develop regional strategies. These are areas that need further analysis and a policy development process to achieve a regional consensus on how to move forward on the issue.

## Recommended criteria for scoping and prioritization of GE/FI projects

Relative priority	Criteria
Highest	Reduces freight vehicle delay
Highest	Project increases freight access to: <ul style="list-style-type: none"><li>o Industrial lands</li><li>o Employment centers &amp; local businesses</li><li>o Rail facilities for regional shippers</li></ul>
Highest	Projects that help green the economy and offer economic opportunities for EJ/underserved communities
Higher	Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
Higher	Reduces air toxics or particulate matter
Higher	Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
Higher	Increases freight reliability

- Priority May not get funding otherwise
- Priority Can leverage (or prepare for) future funds
- Priority Reduces need for highway expansion
- Priority Multi-modal component

**ACTIVE TRANSPORTATION & COMPLETE STREETS**

**Recommended approach for developing projects**

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

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

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridor/areas within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.

**Recommended criteria for scoping and prioritization of AT/CS projects**

Relative priority	Criteria
	Improves access to and from priority destinations:
	o Mixed-use centers
Highest	o Large employment areas (by # of jobs)
	o Schools
	o Essential services for EJ/underserved communities
	Improves safety
Highest	o addresses site issue(s) documented in pedestrian/bike crash data
	o separates pedestrian/bike traffic from freight and/or vehicular conflicts
Highest	Serves underserved communities
Higher	Improves safety by removing conflicts with freight and/or provides



	safety mitigation for any potential freight conflicts
Higher	Completes the "last mile"
Higher	Increase in use/ridership by providing a good user experience (refer to Active Transportation design criteria)
Higher	Serves high density or projected high growth areas
Priority	Includes outreach/education/engagement component
Priority	Can leverage funds
Priority	Reduces need for highway expansion

**ADDITIONAL FUNDING CAPACITY FOR CONSIDERATION**

Funding target amounts above are calculated by adjusting the Step 1 and 2 funding levels 3 percent upwards from the 2016-18 RFFA cycle to address the diminished purchase power due to inflation. This leaves a remainder of **\$11.68 million** in additional funding capacity for JPACT/Metro Council consideration.

## Appendix A - Existing MTIP Coordination Policies Activities

Existing MTIP Policy Coordination	
	<p><b>Topics for coordination in development of the TIP:</b></p> <ul style="list-style-type: none"> <li>● process used to prioritize and make investment decisions</li> <li>● public involvement process, identifying the opportunities for meaningful public involvement to underserved communities</li> <li>● how investments advance RTP implementation                             <ul style="list-style-type: none"> <li>● and new or updated RTP policies like Active Transportation Plan, Shared Investment Strategies, and Climate Smart Strategy</li> </ul> </li> <li>● how the Congestion Management Process is used in the prioritization criteria</li> <li>● how the needs of underserved communities were explicitly considered in the prioritization criteria</li> <li>● how the prioritized investments help achieve the region's transportation control measures</li> </ul>
Funding Allocation Entity and Process	MTIP Coordination - Process & Prioritization Existing Practices
All entities/ allocation processes	<ul style="list-style-type: none"> <li>● Acknowledgement of financial forecasts and assumptions.</li> </ul>
Metro Regional Flexible Fund Allocation	<ul style="list-style-type: none"> <li>● Share data and resources including maps and other analysis to help grantees with candidate investment nominations.</li> <li>● ODOT, Transit Agencies participate on MPO Board in developing MTIP and RFFA policy and recommended projects.</li> </ul>
ODOT Region 1 Enhance	<ul style="list-style-type: none"> <li>● Make presentations during and about the allocation process in order to provide opportunities for discussion at JPACT and Metro Council.</li> <li>● Provide an overview of the identified Region 1 competitive allocations priorities at the 150% phase.</li> <li>● ODOT Region 1 allocation committee selected projects considered for funding within the MPO will be drawn from the financially constrained RTP.*</li> <li>● Recommended projects forwarded to Metro for inclusion in the MTIP.</li> <li>● MPO and Transit Agencies participate in ODOT Region 1 funding allocation process in developing recommended projects.</li> </ul> <p><i>*Recognizes the ODOT Region 1 allocation committee can make formal requests to amend the financially constrained RTP to include candidate projects not in the current RTP for the MPO to consider. Funding prioritization should first strive to draw from the existing financially constrained RTP.</i></p>
TriMet Capital Asset Management & Budget Process	<ul style="list-style-type: none"> <li>● Make presentations during and about the allocation process in order to provide opportunities for discussion at JPACT and Metro Council.</li> <li>● Participate in the development and updated of the Coordinated Transportation Plan (formerly the Coordinated Human Services Transportation Plan) which provides direction for the Special Transportation Fund allocation.</li> <li>● The MPO leads the identification, development, and prioritization of high capacity transit investments.</li> </ul>
SMART Capital Asset Management & Budget Process	

## Appendix B - 2018-2021 MTIP Proposed Coordination Policies Activities

DRAFT 2018-2021 MTIP Proposed Coordination Policy	
Funding Allocation Entity and Process	Proposed Policy Options - Process and Prioritization
Applicable to all entities/ allocation processes	<ul style="list-style-type: none"> <li>● Share data and resources including maps and other analysis to help grantees with candidate investment nominations.</li> <li>● Establish mechanisms (priority, eligibility, formal statement in eligibility, evaluation, or prioritization criteria) and other opportunities which allow for projects to receive funding for different elements out of the different allocation processes. For example, enhanced bike and pedestrian aspects of a orphan highway safety project is funded from regional flexible funds, but the main project is funded through Fix-it. Mechanisms should be consistent between the processes.</li> <li>● Coordinate on a regional investment strategy and defining roles and responsibilities between MPO, ACT, and Transit Boards. Coordination activity may include joint meeting(s)/summit, ad hoc subcommittees, or other gatherings for discussion.</li> <li>● Federal funding allocations (pre and post funding allocation) to take into consideration the long-term implications of:               <ul style="list-style-type: none"> <li>◦ Land use and market affordability changes on communities of concern contributed by transportation investment; and</li> <li>◦ Transportation needs of communities of concern in the present and in the future.</li> </ul> </li> </ul>
Metro Regional Flexible Fund Allocation	<ul style="list-style-type: none"> <li>● TriMet, SMART, Port of Portland and ODOT eligible to apply directly for regional flexible funds.</li> <li>● Consult with the ACT and Transit Boards on policy guidance for the Regional Flex Fund allocations.</li> <li>● Consult with the ACT on projects that should be considered for inclusion in the RTP.</li> <li>● Provide overarching context to Transit Boards and ACT on regional transportation policies, plans, and ultimately how these help shape programming and allocation process considerations.</li> </ul>
ODOT Region 1 Enhance Process	<ul style="list-style-type: none"> <li>● MPO and ACT consult with each other on transportation issues that cross or outside the MPO boundary of concern to members inside the MPO.</li> <li>● MPO and ACT will consult on transportation needs inside the MPO of concern to members outside the MPO.</li> <li>● The ODOT Region 1 Enhance Process will provide adequate opportunity for the MPO to review the funding allocation criteria and request supplemental criteria for ACT consideration of funding decisions within the MPO boundary. (Note: The ACT guidelines recognize that ACTs may include supplemental criteria beyond that provided by the OTC).</li> <li>● MPO provide opportunity to comments on narrowing to a 100% ODOT Region 1 competitive funding allocation project list constrained to available funds.</li> <li>● Provide an opportunity for JPACT and Metro Council to weigh-in and provide substantive feedback on narrowing to a 100% list for ODOT Region 1 preservation/operations/maintenace funding allocation projects.</li> <li>● More explicit coordination of solicitation processes to ease participation by stakeholders, especially communities of concern with limited engagement capacities.</li> </ul>
TriMet Capital Asset Management & Budget Process	<ul style="list-style-type: none"> <li>● Provide an opportunity for JPACT and Metro Council to weigh in on the allocation of Special Transportation Fund, while the STFAC makes the final recommendations.</li> </ul>
SMART Capital Asset Management & Budget Process	
Proposed Policy Options - Other	
Applicable to all entities/ allocation processes	<ul style="list-style-type: none"> <li>● Foster conversations through Metro engagement committees (TPAC as well as JPACT and Metro Council) or ad hoc sub-committees for the "everybody's and nobody's" projects which effect multiple jurisdictions, but are challenging to coordinate implementation</li> <li>● Foster conversations through Metro engagement committees (TPAC as well as JPACT and Metro Council) or ad hoc sub-committees, with other pertinent state and federal agency partners, to address how to effectively use federal funds to implement the projects which best achieve RTP policies</li> <li>● Foster conversations through Metro engagement committees (TPAC as well as JPACT and Metro Council) or ad hoc sub-committees, to strategize how the region can remove barriers to funding projects which achieve multiple objectives, but challenging to fund under the existing federal funding framework (including SRTS and Climate Smart)</li> <li>● Foster early regional conversations through Metro engagement committees (TPAC as well as JPACT and Metro Council) or ad hoc sub-committees about strategies and priorities for state and national discretionary funding opportunities (TIGER, SHRP2, Connect Oregon, etc.)</li> </ul>

# MTIP/RFFA Public Comment



Ted Leybold, Metro  
Dan Kaempff, Metro



Presentation to JPACT  
December 10, 2015



Metro | *Making a great place*

A blue-tinted map of a region, likely in California, showing major highways and geographical features. The map is partially visible on the left side of the slide, with a rounded top-left corner. It includes labels for 'Lake Tawingo', 'Weston', and various highway shields such as 30, 25, 99E, 99S, and 43.

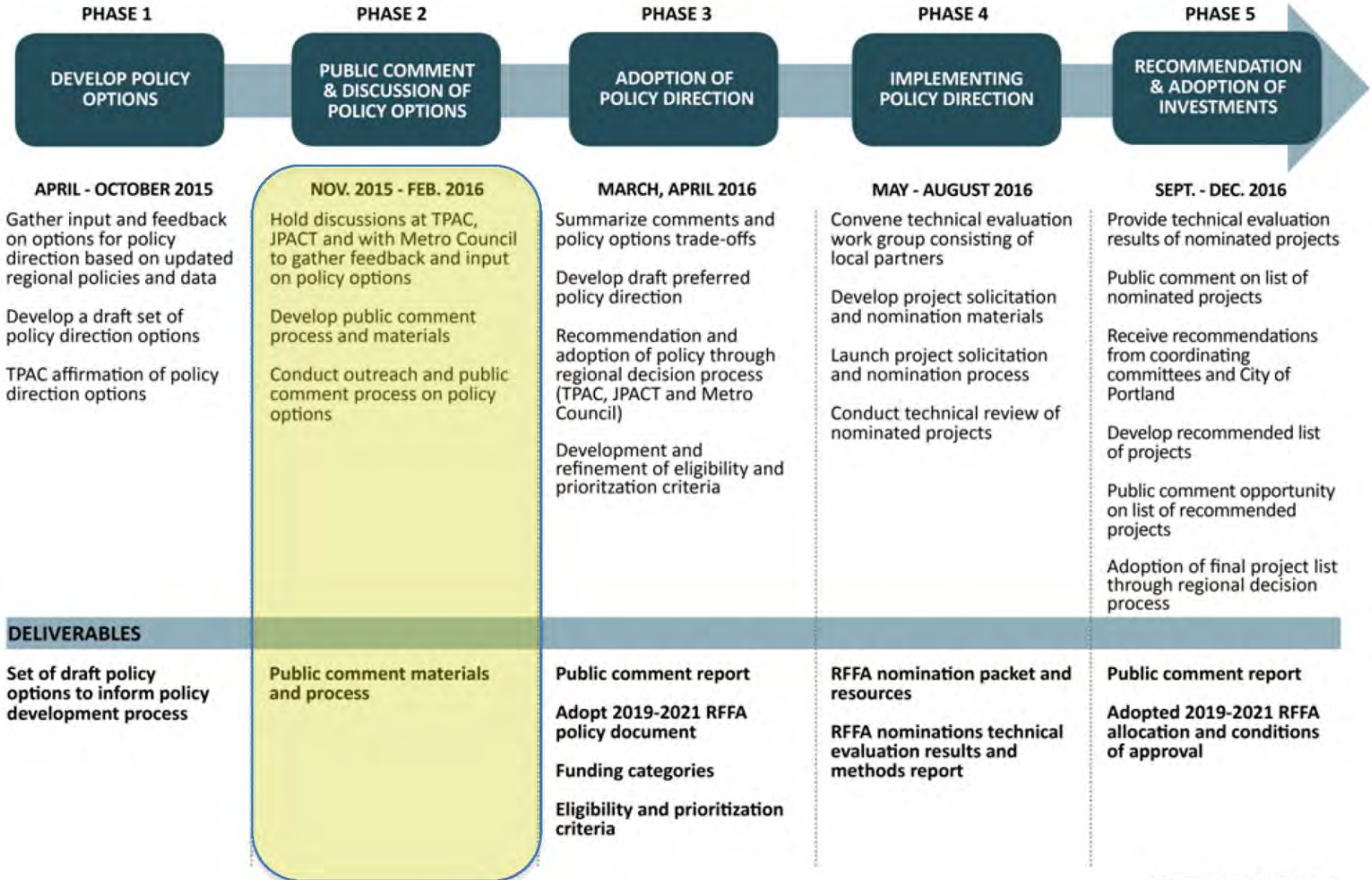
# Today's purpose

- Provide MTIP/RFFA policy update, background, context
- Receive final input on MTIP/RFFA public comment opportunity





# 2019-2021 REGIONAL FLEXIBLE FUND ALLOCATION Policy Update and Implementation Timeline





A blue-tinted map of a region, likely the San Francisco Bay Area, showing major highways and geographical features. The map is partially visible on the left side of the slide.

# MTIP/RFFA policy document

- MTIP: defines coordination of ODOT/Transit/MPO funding processes
- RFFA: guides administration of allocation process, defines priority outcomes for project selection
- Contents:
  - 6 Desired Outcomes
  - RTP Performance Targets
  - Regional funding strategy
  - RFFA outcomes
  - RFFA eligibility/prioritization criteria

A blue-tinted map of a region, likely the San Francisco Bay Area, showing major roads, highways, and geographical features like Lake Tichewago. The map is partially obscured by the text on the right.

# Public engagement improvements (from previous round)

- Respond to feedback – desire to provide public input on policy, not just projects
- More transparency in the policy development discussion from the outset
- Policy questions were developed through a series of workshops, discussions with stakeholders
- Provides input to policymakers' discussions

A blue-tinted map of a region, likely the San Francisco Bay Area, showing major roads, highways, and geographical features. The map is partially obscured by the text on the right.

# RFFA policy input

- We should follow Climate Smart Strategies and prioritize investments in transit, AT, RTO, TSMO, optimizing built road capacity
- We should consider whether to invest in Safe Routes to School – programs and infrastructure
- We should consider eliminating the funding split, and develop a combined Active Transportation/Freight focus area and criteria



# Policy update issue #1

*Do we want to consider new investments through Step 1 programs?*

A blue-tinted map of a region, likely the San Francisco Bay Area, showing major highways and geographical features. The map is partially obscured by the text on the right.

# Policy issue #1 considerations

- Increase RTO/TSMO to address Climate Smart Strategies?
- Increase HCT bond commitment?
  - “Transit only” bond, OR?
  - “Transit+” bond, in preparation for regional multi-modal funding ask?
- Invest in Safe Routes to School?
  - Targeted increase to RTO for programs?
  - (Also, consider SRTS criteria for Step 2 projects?)

A blue-tinted map of a region, likely in California, showing major highways and cities. The map is partially visible on the left side of the slide.

## Policy update issue #2

*Should Step 2 be redefined to evaluate all projects within a single set of criteria and measures, and/or with less specific direction on funding targets for project types?*



A blue-tinted map of a region, likely the Chicago area, showing major roads and highways. The map is partially visible on the left side of the slide, with a rounded top-left corner.

## Policy issue #2 considerations

- If combined, may create more opportunities for comprehensive, multiple-outcome projects
- May limit ability to ensure targeted performance objectives are maximized for AT and Freight
- Will pose challenges in evaluating projects with varied purposes, outcomes

# Input on public comment opportunity



A blue-tinted map of a region, likely the San Francisco Bay Area, showing major roads, highways, and geographical features like Lake Towing. The map is partially obscured by the text on the right.

# (Draft) RFFA public comment question

- Should we:
  - a. set aside some money for walking and biking improvements and some money for freight improvements, letting the projects compete in separate categories?  
-OR-
  - b. let all potential walking, biking and freight projects be assessed against multiple objectives (and compete together)?

A blue-tinted map of a region, likely the San Francisco Bay Area, showing major roads and geographical features. The map is partially obscured by the text on the right.

# Upcoming comment opportunity

- 30 days; mid-January to mid-February
- Seeking feedback on:
  - RFFA
  - Equity Strategy
  - Equitable Housing Initiative
  - RTP
  - Regional Transit Strategy
  - Transportation Equity Assessment

A blue-tinted map of a region, likely the San Francisco Bay Area, showing major roads and geographical features. The map is partially obscured by the text on the right.

# Comment opportunity (cont.)

- Online, high-level questionnaire focusing on broad values, or easily understood trade-off questions – RFFA
  - ~1,500-2,000 anticipated responses
- Opportunity for more interested people to provide detailed input – RFFA other, MTIP
  - ~10-30 anticipated responses

A blue-tinted map of a region, likely in the Pacific Northwest, showing major roads and geographical features. The map is partially obscured by the text on the right.

# JPACT discussion questions

- Is this the right direction on what we ask the public in January to help inform your decision in March/April?
- Does JPACT have further input before proceeding to the public comment period?