 **Metro | Agenda**

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, March 17, 2016
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

- | | | | |
|----------------|------------|--|--|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Craig Dirksen, Chair |
| 7:35 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | |
| 7:40 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS | |
| | # | • 2015 Compliance Report | Craig Dirksen, Chair |
| | 4. | <u>CONSENT AGENDA</u> | |
| 7:50AM | 4.1 | * Consideration of the JPACT Minutes for February 18, 2016 | |
| | 5. | <u>ACTION ITEMS</u> | |
| 7:55 AM | 5.1 | # JPACT Letter to Governor's Transportation Vision Panel-
<u>APPROVAL</u> | Craig Dirksen, Chair |
| | 6. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 8:10 AM | 6.1 | * Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA): Public Comment Results and Draft Policy Discussion - <u>DISCUSSION</u> | Ted Leybold, Metro
Dan Kaempff, Metro |
| 8:40 AM | 6.2 | * 2018 RTP Update: 2016 Activities and Regional Leadership Forum #1- <u>INFORMATION/DISCUSSION</u> | John Williams, Metro
Kim Ellis, Metro |
| 9:00 AM | 7. | ADJOURN | Craig Dirksen, Chair |

* Material available electronically # Material available at the meeting

Upcoming JPACT Meetings:

- Thursday, April 21, 2016
- Thursday, May 19, 2016
- Thursday, June 16, 2016

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

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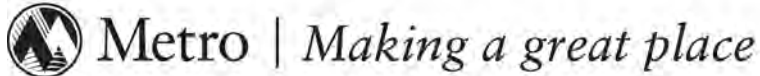


2016 JPACT Work Program

As of 03/09/16

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

<p><u>March 17, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA): Public Comment Results and Draft Policy Discussion (Dan Kaempff, Ted Leybold, Metro; 35 min) • 2018 RTP Update: 2016 Activities and Background for Regional Leadership Forum #1 (Kim Ellis, Metro; 30 min) <p><i>Mar. 14: Governor's Transportation Vision Panel (Portland Metro Area & Hood River County Forum)</i></p> <p><i>Mar. TBD: JPACT Finance Subcommittee Meeting</i></p>	<p><u>April 21, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • FY 2016-17 Unified Planning Work Program (Chris Myers, Metro; 10 min) • Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA): Policy Adoption (Dan Kaempff, Ted Leybold, Metro; 45 min) • Update on Oregon Transportation Forum (Drew Hagedorn, OTF; 10 min) • <i>Transit Budget Process Update (TriMet/SMART staff TBD; 20 min)</i> <p><i>April 22: RTP Regional Leadership Forum #1 (Trends, Challenges, and Vision for the Future)</i></p>
<p><u>May 19, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Strategic Plan to Advance Equity (Patty Unfred, Metro; 45+ min) • <i>Input to Region 1 ACT on Enhance Project Prioritization (Ted Leybold, Metro)</i> • <i>Project of the Quarter (TBD; 10-15 min)</i> 	<p><u>June 16, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP Update: Background for Regional Leadership Forum #2 (Kim Ellis, Metro) <p><i>June TBD: JPACT Finance Subcommittee Meeting</i></p>
<p><u>July 21, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) <p><i>July 15: RTP Regional Leadership Forum #2 (Funding)</i></p>	<p><u>August 18, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min)
<p><u>September 15, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) 	<p><u>October 20, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP Update: Background for Regional Leadership Forum #3 (Kim Ellis, Metro) <p><i>Oct. 9-12: RailVolution 2016, Bay Area, CA</i></p>



Joint Policy Advisory Committee (JPACT)
February 18, 2016
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick
Nina DeConcini
Craig Dirksen, *Chair*
Kathryn Harrington
Tim Knapp
Neil McFarlane
Steve Novick
Roy Rogers
Jeanne Stewart
Rian Windsheimer

AFFILIATION

City of Vancouver
Metro Council
DEQ
Metro Council
Metro Council
City of Wilsonville, representing Cities of Clackamas County
TriMet
City of Portland
Washington County
Clark County
Oregon Department of Transportation

ALTERNATES PRESENT

Doug Daoust
Jef Dalin
Bart Gernhart
John Ludlow

AFFILIATION

City of Troutdale
City of Cornelius
Washington State Department of Transportation
Clackamas County

OTHERS PRESENT: Sam Haffner, Jeff Hamm, LeeAnne Ferguson, Mark Gamba, Jeff Gudman, Drenda Howatt, Gerik Kransky, Stephan Lashbrook, Jaimie Lorenzini, Bob Martin, Mark Ottenad, Gary Schmidt, Joanna Valencia

STAFF: Beth Cohen, Alexandra Eldridge, Kim Ellis, Elissa Gertler, Megan Gibb, Shaina Hobbs, Jon Williams

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 NON-AGENDA ITEMS

Velia Mendoza, Portland: Ms. Mendoza explained to committee members that she and her daughter do not feel safe when they walk to school because of fast-moving cars. Ms. Mendoza asked committee members to support the allocation of \$15 million to Safe Routes to School.

Rachel Kimbrow, Portland: Ms. Kimbrow showed a brief video about the unsafe walking and biking conditions in her SE Portland neighborhood, and how they affected her son, who attends Bridger

Elementary School. Ms. Kimbrow asked JPACT members to support the allocation of \$15 million to Safe Routes to School.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

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

- Mr. Rian Windsheimer shared a 150% project list for Enhance Region 1 Bike/Ped/Transit allocation. He noted that the 150% list contained \$2.5 million for the I-205 Oregon City Project, yet the project would not be fully funded at that level. Mr. Windsheimer expressed that the Oregon Transportation Commission (OTC) was responsive to the letter submitted by the Region 1 Area Commission on Transportation. He added that the STIP Enhance program was an opportunity to organize around projects as a region. Chair Dirksen noted that he would be testifying on behalf of the Metro Council for projects such as the I-5 Rose Quarter project.
- Commissioner Novick noted that the city of Portland was sending a memo to the Oregon Transportation Commission (OTC) to ask them to develop funding scenarios to be reviewed prior to a final decision by the OTC. Commissioner Novick noted that the memo would ask the OTC to consider a return to the previous 75% Fix-It and 25% Enhance model, since FAST Act funds have recently increased.
- Ms. Nina Deconcini informed committee members that Oregon Department of Environmental Quality (DEQ) had been working with the U.S. Forest Service to study air pollution through moss samples and high levels of arsenic and cadmium were discovered in the air in SE Portland. She emphasized that DEQ is committed to transparency then went on to say that there is a gap between state and local laws which allows companies such as Bullseye Glass to release metals into the air while still being in compliance with the law. She noted that a request was sent to the federal government to secure additional funding for analysis and testing. Ms. Deconcini added that DEQ was evaluating other glass manufacturers in the state and other businesses using raw chromium. She added that it is imperative that Oregon businesses are not put at a disadvantage for keeping in compliance with emissions regulations. Ms. DeConcini informed committee members of a meeting that evening at Harriet Tubman Middle School which would include a formal discussion about air quality issues with Portland residents. Commissioner Novick expressed his gratitude that Ms. DeConcini mentioned the issue of diesel concentration in Portland and highlighted the gravity of the effects of diesel on the region's air quality.
- Chair Dirksen reminded JPACT members of a series of upcoming Regional Leadership Forums about the 2018 Regional Transportation Plan. The first will be on April 22 and others would follow later in 2016. Chair Dirksen noted that the first forum will focus on transportation trends, challenges and the region's vision for the future. The keynote speaker for the first forum will be R.T. Rybak, former three-term mayor of Minneapolis.
- Chair Dirksen informed committee members that the JPACT trip would be in collaboration with the Portland Business Alliance.

4. CONSENT AGENDA

4.1 CONSIDERATION OF THE JPACT MINUTES FOR JANUARY 21, 2016

MOTION: Mayor Tim Knapp moved and Councilor Kathryn Harrington seconded, to approve the January 21, 2016 minutes as amended.

ACTION: With all in favor, the motion passed.

Notes: The January 21, 2016 JPACT minutes were amended to correct Mayor Jef Dalin's affiliation to "Cities of Washington County."

5. INFORMATION/DISCUSSION ITEMS

5.1 Governor's Transportation Vision Panel and Upcoming Regional Forums Presentation

Chair Dirksen introduced Mr. Sam Haffner to give a presentation on the Governor's Transportation Vision Panel.

Key elements of the update included:

- Mr. Haffner informed committee members that the Transportation Vision Panel began in November 2014 during the Kitzhaber administration. He noted that Kitzhaber's administration created the 10 year budget plan and the 10 year energy plan. Kitzhaber's administration looked 30 years into the future, which at the time was 2045. He explained the panel was responsible for evaluating the current state of Oregon's transportation system, developing a vision for the future of the system, and creating recommendations to move toward the vision.
- Mr. Haffner noted that Governor Kate Brown asked the panel to pause its work, then asked the group to reconvene to discuss seismic challenges of Oregon and to address congestion issues, as Oregon experienced the highest increase of congestion in the country.
- Mr. Haffner explained that the Vision Panel has 5 subcommittees:
 - Aviation, Marine & Freight Rail Subcommittee
 - Transportation Finance Subcommittee
 - Bike, Ped, Transit & Passenger Rail Subcommittee
 - Roadways & Bridges Subcommittee
 - Innovation & Seismic Subcommittee
- Mr. Haffner added that in December 2015, the subcommittee chairs convened, and each committee developed a report of preliminary findings. He explained that each subcommittee reported key issues and discussed which topics intersected between all subcommittees.
- Governor Brown asked the Vision Panel to get key input from across the state, and 11 regional forums across the state have been set up to fulfill this goal. The forums would share key findings and try to discover what the committee had possibly overlooked. Governor Brown has asked for a final report by April.
- He noted that a Governor's Transportation Vision Panel Regional Forum would be taking place in the Portland Metropolitan Area on March 14.

Member discussion included:

- Mr. John Ludlow asked Mr. Haffner to clarify what a large-scale project was for tolling considerations. Mr. Haffner explained that his understanding of a large-scale project would be something such as a new bridge, but was unsure of the exact funding level. Mr. Ludlow inquired where the tolling projects would be, and Mr. Haffner noted that the ideas listed were only finance concepts identified for further consideration.
- Commissioner Novick highlighted that the fuel tanks that supply the entire region are on liquefiable soil, and added that this should be an issue to engage the oil companies. He emphasized that the location of the fuel tanks was a key item to be addressed.
- Mayor Knapp inquired about the makeup of the Vision Panel's membership, and added that the MPO has been trying to find solutions for the problems identified by the vision panel for quite a bit of time. Mr. Haffner informed committee members that membership roster of 35 members was available on the Vision Panel's website. Mr. Haffner expressed interest in incorporating some of the MPO's work into the panel's work.
- Mr. McFarlane explained that the governor's goals will not be achieved unless funding levels are increased. He noted that the region must collaborate in order to come up with an effective transportation package, and conceded that there will not be a project that everyone in the region will agree upon completely.
- Mayor Knapp noted the possibility of a mileage-based fee will becoming more plausible as gas becomes cheaper. Mr. Haffner noted that the Vision Panel Finance Subcommittee was very supportive of the idea of a mileage based fee and noted that an incremental approach would be considered. Chair Dirksen noted that he sits on the Oregon Road User Fee Task Force and would be happy to share findings with committee members.
- Mayor Dalin informed JPACT members that he had received feedback that enrollment in OReGO, a pilot Vehicle-Miles Traveled (VMT) fee program, was extremely low. Mr. Haffner noted that there was a 98% retention rate and Chair Dirksen added that the state legislature placed a cap on the number of program participants. Mayor Dalin noted that he has shared the program with others and encouraged them to sign up, although it is difficult to get constituents interested in participation of a voluntary tax program.
- Chair Dirksen noted that JPACT should draft a letter to the Governor on the findings of the visionary panel's forum. Mayor Dalin noted that any kind of letter should show all of the work that has already been done on the list of transportation projects in the region that need funding. Councilor Jeanne Stewart asked what the letter to the Governor would be advocating and Chair Dirksen noted that JPACT should have a conversation about what the letter should include, and a draft would come out of that conversation.

5.2 Transit Oriented Development Program Update

Elissa Gertler introduced the Transit Oriented Development (TOD) Program Update by informing the committee that it was a regional program that had undergone some significant changes were made in the past year, largely due to the changing real estate market. Ms. Gertler explained that the purpose was to work toward the 2040 Growth Concept by investing in mixed-use projects. Ms. Gertler introduced Mr. Jon Williams and Ms. Megan Gibb.

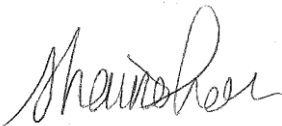
Key elements of the updated included:

- Mr. Williams explained the TOD Program was oriented toward achieving Metro's 2040 goals. He noted that since 1998, over 330 housing units have been constructed through the program, with several units being regulated affordable housing units. He noted that there have been 35 projects to date, which have induced over 800,000 transit trips. He added that investments were only made where additional density was achieved with a high return.
- Mr. Williams explained that the project is funded through regional flexible funds. He added that the approach included land acquisition, disposition and development of key sites. He noted that the typical contribution ranged from \$200,000 to \$500,000. He noted that eligible areas had key constraints, such as being ½ mile from MAX station or ¼ mile from bus station. Mr. Williams added that Metro recently invested in the Radiator Building on North Williams Avenue.
- He noted that the expansion of TriMet frequent service contributed to the update of the 2016 Strategic Plan, because of increased market strength further east. He explained that the work plan called upon the TOD team to increase equity and to build more market-rate projects. Mr. Williams explained that there was new data showing that lower income households are 18% more likely to use MAX lines and 45% more likely to use frequent bus lines.
- Mr. Williams explained that a major goal was to give affordable projects a fair chance and to help partners consider sites that are more centrally located in the region. Ms. Gibb noted that a developer is currently being selected for the former furniture store site on 82nd and Division.

ADJOURN

JPACT Chair Craig Dirksen adjourned the meeting at 9:01 a.m.

Respectfully Submitted,



Shaina Hobbs
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 18, 2016

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
N/A	Letter	N/A	Safe Routes to School Letter	021816-01
N/A	Handout	02/11/16	Handouts Re: Region 1 Enhance Projects	021816-02
N/A	Memo	02/18/16	Memo from Commissioner Novick Re: FAST Act	021816m-03

November 17, 2016

- Chair comments TBD (5+ min)
- *Regional Flexible Fund Allocation – Discussion (Ted Leybold/Dan Kaempff, Metro)*

November 10: RTP Regional Leadership Forum #3

December 15, 2016

- Chair comments TBD (5+ min)
- *Regional Flexible Fund Allocation – Decision (Ted Leybold/Dan Kaempff, Metro)*

2017-18 Events/Forums:

- **February 2017:** RTP Regional Leadership Forum #4
- **September/October 2017:** RTP Regional Leadership Forum #5
- **June/July 2018:** RTP Regional Leadership Forum #6

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)

2019-21 Regional Flexible Funds Allocation: Public Input & Process



Dan Kaempff, Metro
Ted Leybold, Metro



Presentation to JPACT
March 17, 2016



Metro | *Making a great place*

A vertical blue-tinted map of a region, likely in California, showing major roads and geographical features. The map is partially visible on the left side of the slide. It includes labels for 'Lake Powayo', 'Weston', and 'Weston'. Road numbers like 30, 25, 99E, 99S, and 43 are also visible.

Today's presentation

- Review input received to date on RFFA policy update
- Discuss policy proposal framework in preparation for April JPACT action

What JPACT & Metro Council are considering



RFFA policy objectives

Select projects from around the region; but no sub-allocation or commitment to a particular area

Honor previous funding commitments

Address air quality requirements

Achieve multiple transportation policy objectives

Allow and look for large-scale projects that can leverage other funding sources

Efficient and cost-effective use of federal funds

Recognize the difference in needs relative to an area's stage of development

Identify project delivery performance issues

Ensure agencies have qualifications for leading federal aid transportation projects

Identify opportunities for leveraging, coordinating, and collaboration

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.

Regional investment strategy

- Adopted as MTIP financial strategy (2009)
- Match identified needs with most appropriate funding source
- RFFA uses:
 - Active Transportation
 - High Capacity Transit capital costs
 - Freight Arterial small improvements
 - Trans. System Mgmt & Ops (TSMO)
 - Regional Travel Options (RTO)
 - Transit-Oriented Development (TOD)

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

Conversations: April – December 2015

To define 2019-21 RFFA Policy priorities, we held:

- Series of public workshops
- Meetings with stakeholder groups
- Discussions with TPAC/JPACT/Metro Council

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

What we heard:

April – December 2015

- Affirm Climate Smart Strategies policy
- Desire to implement Safe Routes to School
- Continue investment in High Capacity Transit
- Leverage other funding opportunities
- Public question: Revisit Step 2 funding split

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.

Public input via online survey

- January 14 – February 16, 2016
- Multiple topics – RTP, performance measures, equitable housing, equity, & RFFA
- RFFA question asked respondents what their priorities were related to how flexible funds should be spent:
 - set aside dollars for freight and AT in separate categories
 - have one category where projects compete against each other

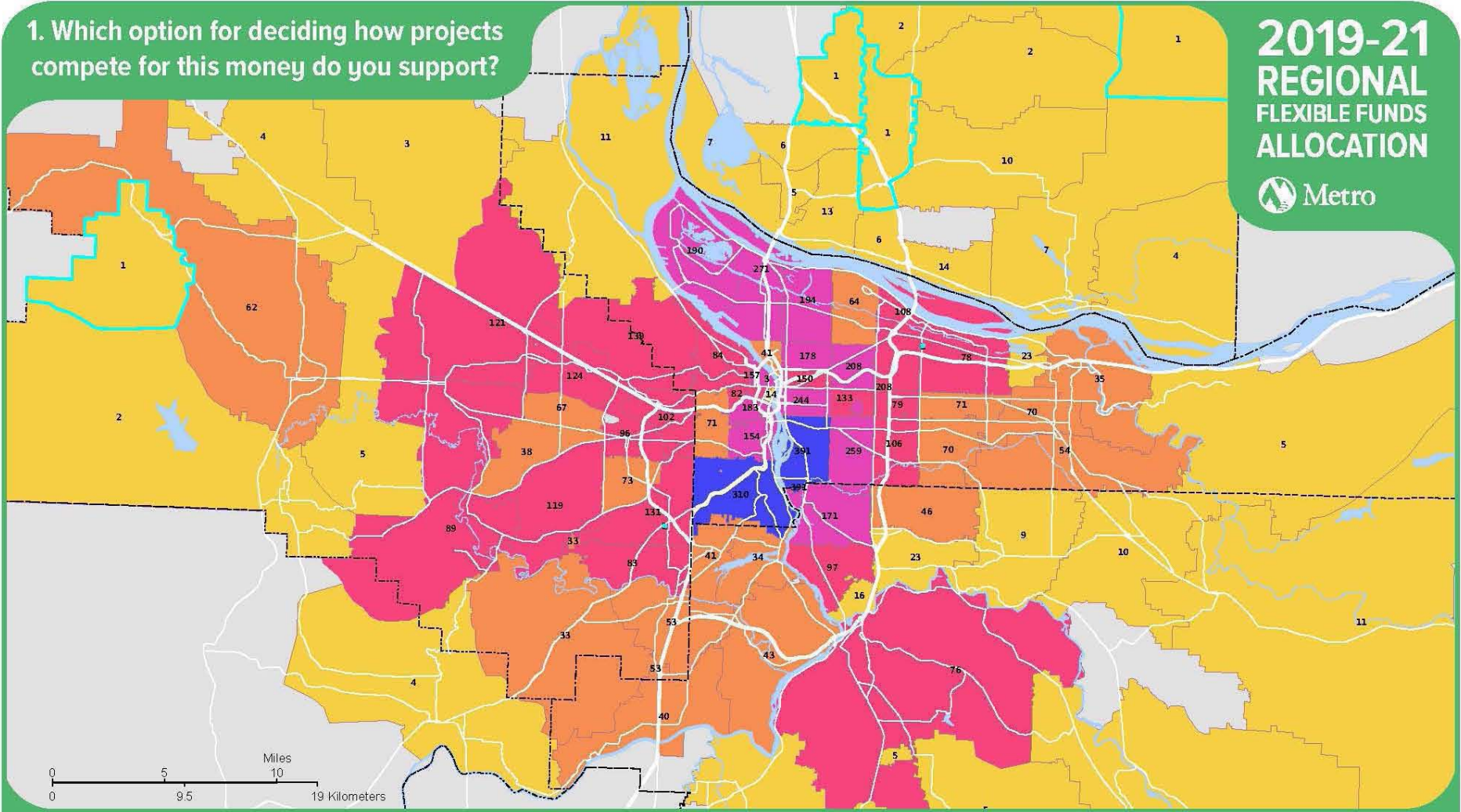
A blue-tinted map of a region, likely in the Pacific Northwest, showing major roads and geographical features. The map is partially visible on the left side of the slide, with a rounded top-left corner. It includes labels for 'Lake Oswego', 'Weston', and 'Weston'. Road shields for 30, 25, 99E, 99S, 43, and 50 are visible.

Strong public response

- 1,500 – 2,000 anticipated responses
- 7,885 people started the poll
- **6,315 answered the RFFA question**
- 13 additional comments and letters

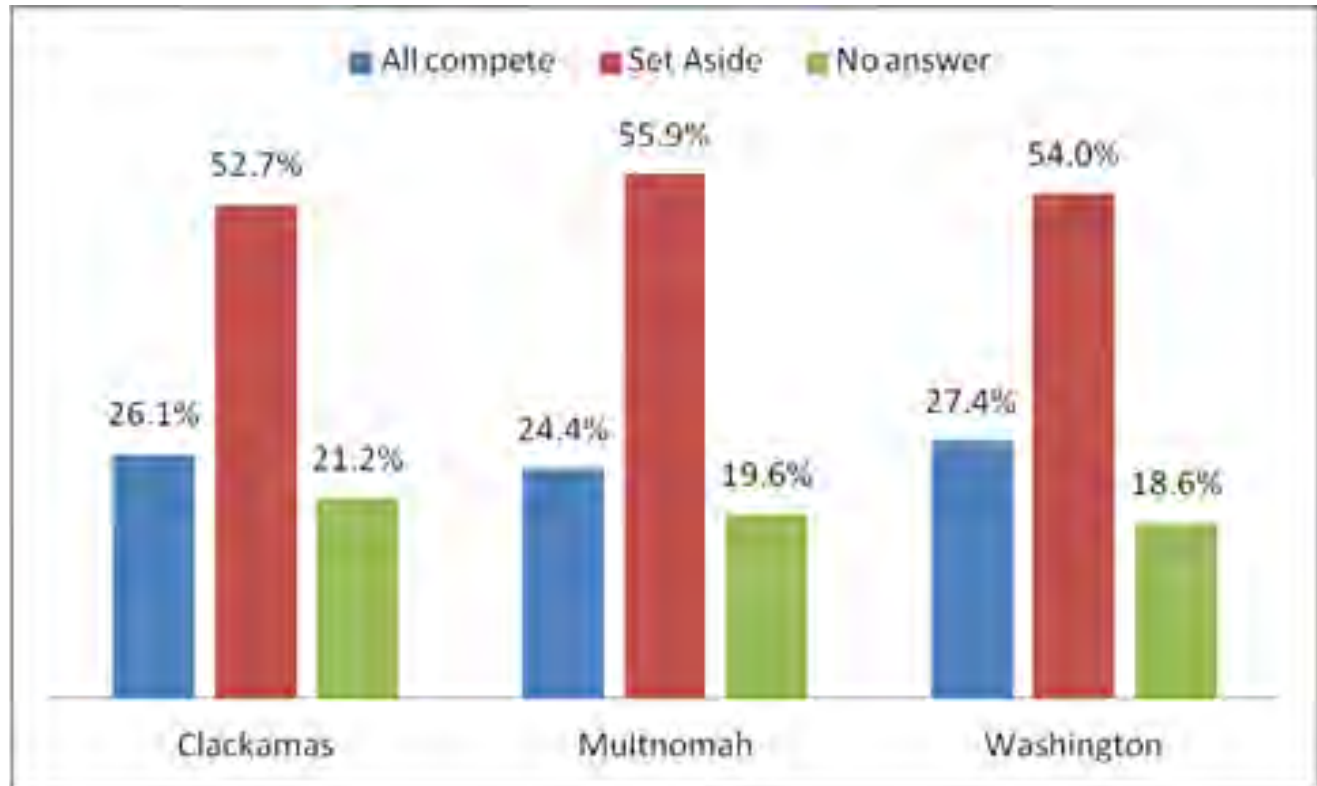
1. Which option for deciding how projects compete for this money do you support?

2019-21
REGIONAL
FLEXIBLE FUNDS
ALLOCATION



Date: 3/7/2016

2:1 margin – “Maintain separate project categories”



2019-21 RFFA

Decision-makers are being asked to provide feedback on the following conceptual policy proposal changes to the existing RFFA policy.

Step 1 Bond

- Develop proposal to increase bond commitment for transit investment (Powell/Division, SW Corridor)

Step 1 Programs Develop proposals to:

- Increase RTO for Safe Routes to School
 - Increase RTO for Climate Smart Actions
 - Increase TSMO for Climate Smart Actions
- (Proposals scaled so that any or all could be funded during selection process in December)

Step 2 Project Development Pipeline

- Utilize Step 2 Freight Initiatives funding to develop regional scale projects that leverage new funding from federal, state and regional sources
- Consider bonding option to allow work to begin immediately

Step 2 Projects

- Maintain purchasing power of existing Step 2 projects
- Maintain existing project categories and funding split
- Allow for bond option of all or a portion of Freight initiatives allotment

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

Policy package elements

1. Transit investment in regional corridors (SW Corridor and Powell/Division)
2. Investment in Safe Routes to School
3. Climate Smart Strategies investments in RTO & TSMO
4. Project development on regionally significant throughways
5. Continue development of Active Transportation network

A blue-tinted map of a city area, likely San Francisco, showing major roads and landmarks. The map is partially visible on the left side of the slide.

1. Increase HCT bond

Provide initial local funding commitment to leverage additional sources to develop and build two new high capacity transit lines:

- SW Corridor
- Powell/Division

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

2. Safe Routes to School

Significant regional interest in prioritizing safety improvements around schools and developing programs

- Increase to RTO program, targeted towards investing in programs at schools – add \$350-700K/yr
- Review and refine Step 2 project criteria to support SRTS

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.

3. Climate Smart Strategy

CSS policy included investments in these two areas as being low-cost/high-ROI; able to do with existing (RFFA) funding.

Policy direction to develop proposals for:

- Regional Travel Options (RTO) general proposal – add \$50-100K/yr
- Transportation System Management and Operations (TSMO) proposal – add \$50-100K/yr

A blue-tinted map of a region, likely the West Coast of the United States, showing major roads and geographical features. The map is partially obscured by the text on the right.

4. Project development

Are there new ways we can be creative in looking at how we can help improve regionally significant roads?

- Regional partnership in looking at ways to position for other sources of funding
- Need to consider potential strategies, and associated trade-offs if we wanted to invest in regional corridors & major throughways

A blue-tinted map of a region, likely the Chicago area, showing major roads, highways, and geographical features like Lake Michigan. The map is partially obscured by the text on the right.

5. Continue investment in Active Transportation

Maintain current funding level

- Public input widely in favor of continuing dedicated funding (2:1 margin)
- Consider ways to focus on SRTS needed infrastructure?

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

What we get now...

- Continued investment in active transportation
- Improve safety on arterials
- Create regional Safe Routes to School investment strategy
- Follow through on our commitment to Climate Smart Strategies

A vertical 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.

...and in the future

- Move fwd on two new transit investments
- Improve freight mobility
- Create a suite of regionally significant projects that can potentially leverage additional funding sources



Discussion

What feedback to you have on the conceptual policy proposal changes to the existing RFFA policy?

Next steps

Staff will prepare a specific draft policy document incorporating your feedback for March TPAC discussion and April JPACT action

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.

5. Continue investment in Active Transportation

Maintain current funding level

- Public input widely in favor of continuing dedicated funding (2:1 margin)
- Consider ways to focus on SRTS needed infrastructure?

Metro | Memo

DATE: March 7, 2016
TO: JPACT and Interested Parties
FROM: Kim Ellis, RTP Project Manager
SUBJECT: 2018 Regional Transportation Plan Update – Update on Regional Leadership Forum #1 and 2016 Activities

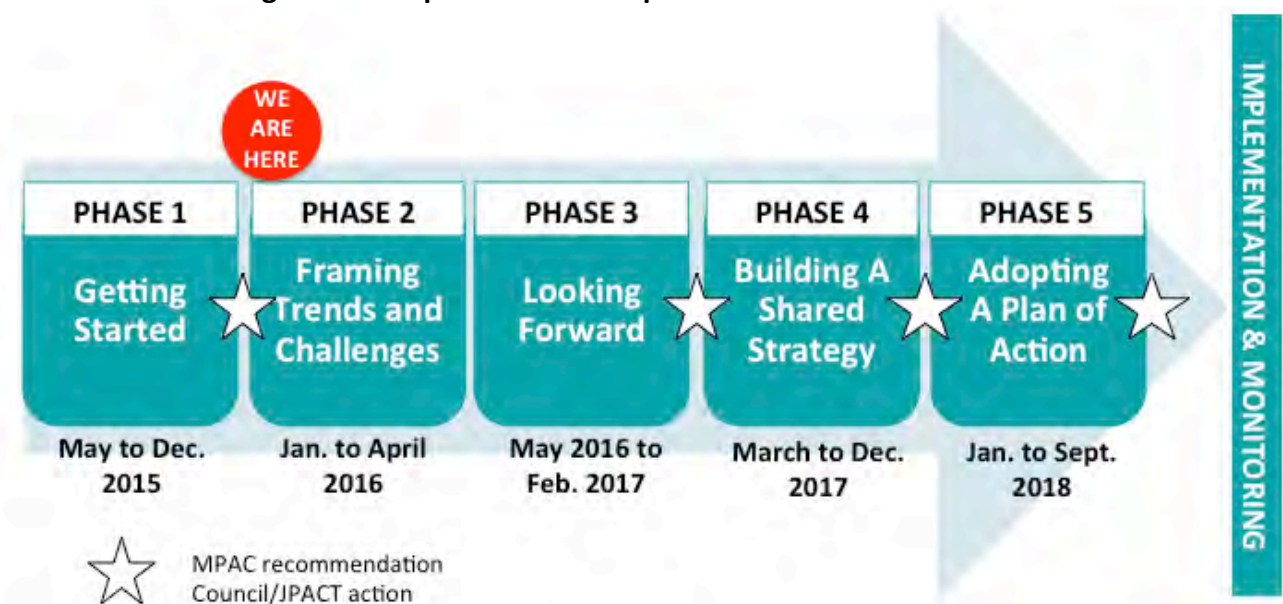
PURPOSE

Update JPACT on the April 22 Regional Leadership Forum and other activities planned for 2016. No action is requested.

BACKGROUND

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the Portland metropolitan region with access to safe, reliable and affordable ways to get around. Through the 2018 Regional Transportation Plan (RTP) update, the Metro Council is working with communities of the region to plan the transportation system of the future by updating the region's shared transportation vision and investment strategy for the next 25 years.

Timeline for 2018 Regional Transportation Plan Update



WHAT HAS CHANGED SINCE JPACT LAST CONSIDERED THIS ITEM?

- Metro Council approved the work plan and public engagement plan for the 2018 RTP update on Dec. 3, 2015, as recommended by MPAC and the Joint Policy Advisory Committee on Transportation (JPACT).

- Metro staff initiated a number of activities for 2016, consistent with the adopted work plan and public engagement plan. A summary of the activities planned for the coming year follows.

2016 Activity	Participants	Time frame(s)
Online engagement through surveys and quick polls	Interested public	Jan. 14-Feb. 16, Spring and Fall
Regional Leadership Forums to foster regional leadership and collaboration and provide direction to the project team and work groups	Metro Council, MPAC, JPACT, invited community and business leaders	April 22 July 15 (tentative) Nov. 10 (tentative)
Community discussion group on trends, challenges and potential solutions	Organizations representing historically underrepresented communities	May/June
Regional speakers series, videos and news stories on transportation trends, challenges and other topics of interest	Elected officials, city and county partners, community and business leaders, community partners	Feb.-Dec.
Equity panel on challenges and performance measures for transportation equity analysis	Community partners, equity experts, academia	Spring/Summer
Livable Streets Safety and Design Discussion Panels and Best Practices Tours	Elected officials, city and county partners, community partners	August, October, December
E-Blasts, social media and newsfeeds with project updates, public comment opportunities and notice of related events	Interested public	Quarterly
Topical workshops and events in partnership with other agencies and organizations	Elected officials, city and county partners, community and business partners, interested public	Periodic
Project briefings and presentations to increase awareness about the project and provide an opportunity for feedback	Metro Council, regional technical and policy advisory committees, county coordinating committees	Periodic
Technical work group meetings to review draft materials and provide input to the project team on eight policy areas that are the focus of the RTP update	Topical experts and representatives from regional technical advisory committees, city and county partners	Dates, times and locations can be found at: oregonmetro.gov/rtp

To support the above activities and related discussions, staff are:

- **conducting background research** to document transportation system conditions and prepare a regional snapshot on transportation – looking at commute trends, congestion, and other information using a combination of data, videos and personal stories to tell the story of transportation trends and challenges in the region;
- **modeling** the performance of the 2014 RTP and Climate Smart Strategy investments; and
- **compiling revenue data** to document local, state and federal transportation funding sources.

NEXT STEPS

On-line registration for first regional leadership forum will begin mid-March; a final agenda will be available in early April. The transportation snapshot will be released the week of April 18.



Getting there
with a connected
region

2018 Regional Transportation Plan

Metro brings together the communities of the Portland metropolitan region to plan the transportation system of the future by updating a shared the region's shared vision and investment strategy for the next 25 years.

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

To get there, we need to work together to address these key questions:

1. What do we need most from our transportation system – now and in the future?
2. What can we afford and how do we pay for new projects while taking care of our existing roads, bridges, bikeways, sidewalks and transit services?
3. How should we measure progress toward our goals?

More people – and more changes – are coming

A half-million new residents are expected to live in the Portland area by 2040. Our communities are becoming more culturally diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement. To keep people connected and commerce moving, we need to work across interests and communities to bring innovative solutions to the challenges facing our changing region.



“There’s just so much you can’t do in this part of the region without getting in your car or riding on the bus for hours. I have relatives in Portland, I have grandkids in Gresham, and it can take over an hour just to get out there.”

–Susan, Tigard resident for 23 years



“Every morning I commute from Forest Grove to Portland... If there is no traffic, 40 to 45 minutes I’ll be downtown. But with traffic it takes at least an hour... If there will be anything faster, more reliable and affordable, I’ll take it.”

–Edna, Portland area resident for 20 years

Whether your roots in the region run generations deep or you moved to Oregon last week, you have your own reasons for loving this place – and Metro wants to keep it that way. Help shape the future of the greater Portland region and discover tools, services and places that make life better today.

Metro Council President

Tom Hughes

Metro Council

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

Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

Contact

Contact Metro regional transportation planning to receive periodic email updates and notices of public comment opportunities:

503-797-1750
trans@oregonmetro.gov
oregonmetro.gov/rtp.



“Transit is a big issue, especially for youth – and even for adults, too. Some places, on the weekends, they need to do things – it takes forever. It took me two hours almost just to get, by bus, from here to the Expo Center... I have to have a car to just do anything around there because it takes forever just to go anywhere, you know?”

– *Jeremy, Clark County resident, works in Northeast Portland*

New challenges need new solutions

A history of leadership and collaboration has kept our system of roads, bridges, bikeways, sidewalks and transit ahead of the national curve. In general it serves us well, but there is more to be done. The system is aging and not keeping up with growth and changing travel needs. People and businesses are concerned about traffic congestion, safety, affordability, climate change and community health. Many residents – especially those of low income and communities of color – are underserved and have difficulty getting to jobs, training and other services.

Funding is tight, and we have multiple transportation priorities. But if not addressed, these challenges will compromise our region’s economic prosperity and quality of life.

“Prioritize investments that help the greatest number of people and reduce carbon emissions, while responding to income and racial equity.”

–*2015 stakeholder interview*



“Congestion is bad for everyone. People who commute far to work have less time with family. Cars idling on the roads produce pollution and greenhouse gases. And slow movement of goods is bad for the economy and affects all consumers.”

–*2015 stakeholder interview*

Partnerships and leadership will create a great future

The Regional Transportation Plan guides investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. To stay ahead of future growth and take care of the transportation investments we have already made, our region’s elected, community and business leaders must work together to define what transportation investments are most needed, how much we can afford, and how we will pay for them over the next 25 years.

Join in, be heard

Choose how you stay informed and join the conversation now through 2018:

- speaker events and discussion groups
- online quick polls and surveys
- Metro Council and advisory committee meetings.

Find out how to be involved – and more – at oregonmetro.gov/rtp.

Getting there with a connected region



2018 REGIONAL TRANSPORTATION PLAN UPDATE Regional Leadership Forum Trends, challenges and a vision for the future

SAVE THE DATE

Regional Leadership Forum 1

8 a.m. to 12 p.m., Friday, April 22, 2016

Oregon Convention Center

Metro Council, MPAC and JPACT members and alternates,

The region is looking ahead to how our transportation system will accommodate future growth and change – and what investments we should make over the next 25 years to keep our economy moving with a transportation system that is safe, reliable and affordable for all users.

Join the **Metro Council** and regional leaders from the **Metro Policy Advisory Committee** and **Joint Policy Advisory Committee on Transportation** along with invited business and community leaders for the first of three Regional Leadership Forums this year to discuss the big issues impacting future travel in the Portland metropolitan region.



Trends, challenges and a vision for the future

R.T. Rybak, former three-term mayor of Minneapolis, will set the stage for **the first Regional Leadership Forum on April 22**. Rybak will share his experiences leading a diverse metropolitan area and responding to the collapse of the I-35W Mississippi River Bridge that was rebuilt to expand travel options in his community. He is currently head of Generation Next, a partnership of education, community, government and business leaders working to close the achievement gap between white students and students of color.

Additional information and a link for RSVP to follow. For more information on the 2018 Regional Transportation Plan update, visit oregonmetro.gov/rtp.

Materials following this page were distributed at the meeting.

MAKING A
GREAT
PLACE



2015 Compliance Report

March 2016

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

Metro Council President

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Executive Summary

Metro's Urban Growth Management Functional Plan provides tools and guidance for local jurisdictions to implement regional policies and achieve the goals set out in the region's 2040 Growth Concept. The 2015 Compliance Report summarizes the status of compliance for each city and county in the region with the Metro Code requirements included in the Urban Growth Management Functional Plan and the Regional Transportation Functional Plan. Every city and county in the region is required if necessary to change their comprehensive plans or land use regulations to come into compliance with Metro Code requirements within two years of acknowledgement by the Oregon Land Conservation and Development Commission and to remain in compliance. The information in this report confirms the strong partnerships at work in this region to implement regional and local plans.

In 2015, there were no requests for extensions of existing compliance dates for the Urban Growth Management Functional Plan.

In 2014, the State Legislature added five areas to the Urban Growth Boundary through the adoption of House Bill 4078. These five areas – two near Cornelius, two near Forest Grove and one near Hillsboro – have been added to Appendix A.

Eleven jurisdictions had a deadline of December 31, 2014 to meet the requirements of the Regional Transportation Functional Plan. As described below and in Appendix D, two of these jurisdictions have requested extensions until 2015. Two have requested an extension to 2016. Two have requested an extension to 2017. All six of these jurisdictions were found to meet one of the two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. Therefore, all of these extensions have been granted by the Chief Operating Officer.

Five jurisdictions completed Transportation System Plan and development code updates in 2013 and are now in compliance with the RFTP: Forest Grove, Lake Oswego, Sherwood, Troutdale and Washington County.

Metro Code Chapter 3.07 Urban Growth Management Functional Plan and Metro Code Chapter 3.08 Regional Transportation Functional Plan – March 2016

Introduction

Metro Code 3.07.870 requires the Chief Operating Officer to submit the status of compliance by cities and counties with the requirements of the Metro Code Chapter 3.07 (Urban Growth Management Functional Plan) annually to the Metro Council. In an effort to better integrate land use and transportation requirements, this compliance report includes information on local government compliance with the Regional Transportation Functional Plan (Metro Code Chapter 3.08) as well as the Urban Growth Management Functional Plan (UGMFP).

Overview

Per the Metro Code, the Chief Operating Officer (COO) may grant an extension request if a local government meets one of two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance.

By statute, cities and counties have two years following the date of acknowledgement of Metro's Regional Transportation Plan (RTP) dated November 24, 2011 to bring their Transportation System Plans (TSPs) into compliance with any new or changed regional requirements. However, Metro exercised its authority under the state's Transportation Planning Rule to extend city and county deadlines beyond the two-year statutory deadline. Metro consulted with each city and county to determine a reasonable timeline for this work and adopted a schedule that is available on Metro's website at www.oregonmetro.gov/tsp. The deadlines are phased to take advantage of funding opportunities and the availability of local and Metro staff resources.

Appendix A summarizes the compliance status for all local governments with the requirements of the Urban Growth Management Functional Plan (UGMFP) by the end of 2014.

Appendix B shows the status of Title 11 new urban area planning for areas added to the Urban Growth Boundary (UGB) since 1998.

Appendix C summarizes the compliance dates for each UGMFP title.

Appendix D summarizes the compliance dates for the Regional Transportation Functional Plan (RTFP) in effect as of December 31, 2014.

Appendix E is the Annual Report on Amendments to the Employment and Industrial Areas Map dated January 1, 2016.

Urban Growth Management Functional Plan Compliance Status

Washington County: A February 2013 Intergovernmental Agreement between Washington County and the City of Beaverton identified the city to lead long-range planning

efforts in the Cooper Mountain area. The South Cooper Mountain Concept Plan area includes two subareas inside the UGB – North Cooper Mountain and South Cooper Mountain Annexation Area – and an urban reserve between those two areas located outside the Urban Growth Boundary. The City of Beaverton completed this work in 2014 and the Beaverton City Council adopted the Concept Plan in January 2015. Washington County has land use authority for the North Cooper Mountain area and the Washington County Board of Commissioners acknowledged the South Cooper Mountain Concept Plan on January 20, 2015. Washington County staff’s draft 2016-17 Long Range Planning Annual Work Program includes North Cooper Mountain planning as a Tier 2 project.

Regional Transportation Functional Plan Compliance Status

Five jurisdictions had the deadline of December 31, 2015 to meet the requirements of the Regional Transportation Functional Plan. As described below and in Appendix D, two of these jurisdictions have requested an extension to 2017, Gladstone and Hillsboro. Both of these jurisdictions were found to meet one of the two criteria: 1) The city or county is making progress towards compliance; or 2) There is good cause for failure to meet the deadline for compliance. Therefore, these extensions were granted by the Chief Operating Officer.

Two jurisdictions, Happy Valley and West Linn, completed their Transportation System Plan and development code updates and are now in compliance with the RTFP. One other jurisdiction, Fairview, is nearing completion of its TSP. The City began its TSP update in 2015 with funding from an ODOT Transportation and Growth Management (TGM) grant. While the TGM grant was awarded in 2014, staff capacity issues and contract negotiations delayed the TSP work from getting started until 2015. The City has made significant progress in updating their TSP having done the existing conditions, gap analysis and need projections work to-date. The City expects to adopt its TSP prior to the TGM grant deadline of June 30, 2016.

Jurisdictions with 2015 deadlines that requested extensions until 2017

Gladstone: The City was recently awarded a grant through the Transportation and Growth Management Program to complete a TSP update. They are working closely with ODOT – the grant coordinator. The City has completed a Scope of Work and expects to adopt the their TSP by Spring 2017.

Hillsboro: The TSP update is being conducted concurrently with the City’s Comprehensive Plan update. The City is working closely with the Comprehensive Plan process to ensure the integration and compatibility of the two documents. The City of Hillsboro expects to adopt its TSP by Spring 2017.

APPENDIX A

Summary of Compliance Status as of December 31, 2015 (Functional Plan effective 1/18/12)

City/ County	Title 1 Housing Capacity	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6¹ Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas <small>(see Appendix B for detailed information)</small>	Title 13 Nature in Neighborhoods
Beaverton	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Damascus	Not in compliance	Not in compliance	Not in compliance	See footnote	Not in compliance	Not in compliance	Not in compliance
Durham	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Fairview	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Forest Grove	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Gresham	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Johnson City	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
King City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Maywood Park	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Milwaukie	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Oregon City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance

¹ Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity as a new high-capacity transit line) will need to comply.

City/ County	Title 1 Housing Capacity	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6¹ Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas <small>(see Appendix B for detailed information)</small>	Title 13 Nature in Neighborhoods
Portland	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Rivergrove	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Sherwood	In compliance	In compliance	In compliance	See footnote	In compliance	Area 61 extended to 12/31/21*	In compliance
Tigard	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance.	In compliance
Troutdale	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Tualatin	In compliance	In compliance	In compliance	See footnote	In compliance	Basalt Creek extended to 9/30/2016	In compliance
West Linn	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Wilsonville	In compliance	In compliance	In compliance	See footnote	In compliance	East Wilsonville Extended to 12/31/2015; Basalt Creek extended to 9/30/2016	In compliance
Wood Village	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Clackamas County	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Multnomah County	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Washington County	In compliance	In compliance	In compliance	See footnote	In compliance	North Cooper Mountain not in compliance	In compliance

*The City of Tualatin requested that the City of Sherwood take over concept planning for Area 61 Title 11 planning in 2012.

¹ Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity as a new high-capacity transit line) will need to comply.

**APPENDIX B
TITLE 11 NEW AREA PLANNING COMPLIANCE
(As of December 31, 2015)**

Project	Lead Government(s)	Compliance	Status
1998 UGB Expansion			
Rock Creek Concept Plan	Happy Valley	Yes	Concept plan and implementation measures completed; development on-going.
Pleasant Valley Concept Plan	Gresham and Portland	Yes	Concept plan and implementation measures completed; city annexed 524 acres and development to begin in eastern section.
1999 UGB Expansion			
Witch Hazel Community Plan	Hillsboro	Yes	Concept plan and implementation measures completed; development on-going.
2000 UGB Expansion			
Villebois Village	Wilsonville	Yes	Concept plan and implementation measures completed; development on-going.
2002 UGB Expansion			
Springwater Community Plan	Gresham	Yes	Concept plan and implementation measures completed for this mostly industrial area; waiting annexation & development.
Damascus/Boring Concept Plan	Happy Valley	Yes	HV portion: Concept plan and implementation measures completed; waiting annexation and development.
	Damascus	No	Damascus portion: City out of compliance with DLCD order; City out of compliance with Functional Plan extension and CET extension.
	Gresham	Yes	Gresham portion, called Kelley Creek Headwaters Plan, was adopted by city in 2009.
Park Place Master Plan	Oregon City	Yes	Concept plan and implementation measures completed; waiting annexation & development
Beavercreek Road	Oregon City	Yes	Concept plan completed and accepted by Metro.
South End Road	Oregon City	Yes	Concept plan and implementation measures completed.
East Wilsonville (Frog Pond area)	Wilsonville	Extension to 12/31/16	CPDG grant awarded in 2013. Concept plan completed in December 2015 as part of Phase I of the grant. Phase II of the grant will focus on the creation of a Master Plan along with Comprehensive Plan/zoning changes.
NW Tualatin Concept Plan (Cipole Rd & 99W)	Tualatin	Yes	Concept plan and implementation measures completed for this small industrial area.
SW Tualatin Concept Plan	Tualatin	Yes	Concept plan and implementation measures completed for this industrial area.
Brookman Concept Plan	Sherwood	Yes	Concept Plan and implementation measures completed; waiting development
Study Area 59	Sherwood	Yes	Concept plan and implementation measures completed; school constructed.
Study Area 61 (Cipole Rd)	Sherwood	Extension to 12/31/2021	Extension agreement – planning shall be completed when Urban Reserve 5A is completed, or by 12/31/2021, whichever is sooner.
99W Area (near Tualatin-Sherwood Rd)	Sherwood	Yes	Concept plan and implementation measures completed.

Project	Lead Government(s)	Compliance	Status
Cooper Mountain area	Washington County	No	Preliminary planning completed by City of Beaverton. Community plan pending Washington County work program.
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	Yes	Concept plan and implementation measures completed; annexed to City.
Study Area 69 & 71	Hillsboro	Yes	Areas are included in South Hillsboro Area Plan. City has adopted these areas into its comprehensive plan; upon annexation, they will be zoned to comply with comp plan.
Study Area 77	Cornelius	Yes	Concept plan and implementation measures completed; annexed to City.
Forest Grove Swap	Forest Grove	Yes	Concept plan and implementation measures completed; annexed to City.
Shute Road Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed; annexed to City and portion developed with Genentech.
North Bethany Subarea Plan	Washington County	Yes	Concept plan and implementation measures completed; annexations underway with development occurring.
Bonny Slope West Concept Plan (Area 93)	Multnomah County	Yes	Planning completed.
2004/2005 UGB Expansion			
Damascus area	Damascus	See under 2002 above	Included with Damascus comprehensive plan (see notes above).
Tonquin Employment Area	Sherwood	Yes	Concept plan and implementation measures completed.
Basalt Creek/West RR Area Concept Plan	Tualatin and Wilsonville	Extension to 9/30/16	Concept planning underway. Project delayed in Fall 2015 over boundary identification concerns between partner cities. Project is back underway and estimates completion by September 2016 deadline.
N. Holladay Concept Plan	Cornelius	Yes	Concept plan completed; implementation to be finalized after annexation to City.
Evergreen Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed.
Helvetia Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed.
2011 UGB Expansion			
North Hillsboro	Hillsboro	Yes	Concept planning completed. Awaits annexation to city.
South Hillsboro	Hillsboro	Yes	Concept planning completed. Awaits annexation to city.
South Cooper Mountain	Beaverton	Yes	Concept planning completed January 2015.
Roy Rogers West (River Terrace)	Tigard	Yes	See West Bull Mountain.

2014 UGB Expansion (HB 4078)	Lead Government(s)	Compliance	Status
Cornelius North	Cornelius	Yes	Comprehensive planning completed. Awaits annexation to city.
Cornelius South	Cornelius	Yes	Comprehensive planning completed. Awaits annexation to city.
Forest Grove (Purdin Road)	Forest Grove	No	Comprehensive plan work in progress. CPDG Cycle 3.
Forest Grove (Elm Street)	Forest Grove	No	Comprehensive plan work in progress. CPDG Cycle 3.
Hillsboro (Jackson School)	Hillsboro	No	Comprehensive plan work scheduled. CPDG Cycle 4.

APPENDIX C
COMPLIANCE DATES FOR THE
URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 1: Adopt minimum dwelling unit density (3.07.120.B)	12/21/2013	12/21/2013	12/21/2014
Title 1: Allow accessory dwelling unit in SFD zones (3.07.120.G) <i>(provision included in previous version of Metro Code as 3.07.140.C)</i>	12/8/2000		12/8/2002
Title 3: Adopt model ordinance or equivalent and map or equivalent (3.07.330.A)	12/8/2000		12/8/2002
Title 3: Floodplain management performance standards (3.07.340.A)	12/8/2000	12/8/2001	12/8/2002
Title 3: Water quality performance standards (3.07.340.B)	12/8/2000	12/8/2001	12/8/2002
Title 3: Erosion control performance standards (3.07.340.C)	12/8/2000	12/8/2001	12/8/2002

¹ After one year following acknowledgment of a UGMFP requirement, cities and counties that amend their plans and land use regulations shall make such amendments in compliance with the new functional plan requirement.

² A city or county that has not yet amended its plan to comply with a UGMFP requirement must, following one year after acknowledgement of the requirement (the date noted), apply the requirement directly to land use decisions

³ Cities and counties must amend their plans to comply with a new UGMFP requirement within two years after acknowledgement of the requirement (the date noted)

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 4: Limit uses in Regionally Significant Industrial Areas (3.07.420)	7/22/2005	7/22/2006	7/22/2007
Title 4: Prohibit schools, places of assembly larger than 20,000 square feet, or parks intended to serve people other than those working or residing in the area in Regional Significant Industrial Areas (3.07.420D)	12/21/2013	12/21/2013	12/21/2014
Title 4: Limit uses in Industrial Areas (3.07.430)	7/22/2005	7/22/2006	7/22/2007
Title 4: Limit uses in Employment Areas (3.07.440)	7/22/2005	7/22/2006	7/22/2007
Title 6: (Title 6 applies only to those local governments seeking a regional investment or seeking eligibility for lower mobility standards and trip generation rates)	12/21/12	12/21/13	12/21/14
Title 7: Adopt strategies and measures to increase housing opportunities (3.07.730)			6/30/2004
Title 8: Compliance Procedures (45-day notice to Metro for amendments to a comprehensive plan or land use regulation) (3.07.820)	2/14/2003		
Title 11: Develop a concept plan for urban reserve prior to its addition to the UGB (3.07.1110)	N/A	N/A	N/A

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 11: Prepare a comprehensive plan and zoning provisions for territory added to the UGB (3.07.1120)	12/8/2000	12/8/2001	2 years after the effective date of the ordinance adding land to the UGB unless the ordinance provides a later date
Title 11: Interim protection for areas added to the UGB (3.07.1130) <i>(provision included in previous version of Metro Code as 3.07.1110)</i>	12/8/2000	12/8/2001	12/8/2002
Title 12: Provide access to parks by walking, bicycling, and transit (3.07.1240.B)			7/7/2005
Title 13: Adopt local maps of Habitat Conservation Areas consistent with Metro-identified HCAs (3.07.1330.B)	12/28/2005	1/5/2008	1/5/2009
Title 13: Develop a two-step review process (Clear & Objective and Discretionary) for development proposals in protected HCAs (3.07.1330.C & D)	12/28/2005	1/5/2008	1/5/2009
Title 13: Adopt provisions to remove barriers to, and encourage the use of, habitat-friendly development practices (3.07.1330.E)	12/28/2005	1/5/2008	1/5/2009

APPENDIX D

Summary of Compliance Status for 2015

(Regional Transportation Functional Plan in effect as of 12/31/2014)

Jurisdiction	Title 1 Transportation System Design	Title 2 Development and Update of Transportation System Plans	Title 3 Transportation Project Development	Title 4 Regional Parking Management	Title 5 Amendment of Comprehensive Plans
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	12/31/16	12/31/16	12/31/16	12/31/16	12/31/16
Damascus	12/31/17	12/31/17	12/31/17	12/31/17	12/31/17
Durham	Exempt	Exempt	Exempt	Exempt	Exempt
Fairview	12/31/15	12/31/15	12/31/15	12/31/15	12/31/15
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	12/31/17	12/31/17	12/31/17	12/31/17	12/31/17
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	12/31/17	12/31/17	12/31/17	12/31/17	12/31/17
Johnson City	Exempt	Exempt	Exempt	Exempt	Exempt
King City	Exempt	Exempt	Exempt	Exempt	Exempt
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance
Maywood Park	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	12/31/16	12/31/16	12/31/16	12/31/16	12/31/16
Rivergrove	Exempt	Exempt	Exempt	Exempt	Exempt
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	Exception	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	12/31/16	12/31/16	12/31/16	12/31/16	12/31/16
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	12/31/17	12/31/17	12/31/17	12/31/17	12/31/17
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance

Date shown in table is the deadline for compliance with the Regional Transportation Functional Plan (RTFP). Note – a city or county that has not yet amended its plan to comply with the RTFP must, following one year after RTFP acknowledgement, apply the RTFP directly to land use decisions.



Metro | Memo

Date: January 1, 2016
To: Metro Council, MPAC
From: Martha Bennett, Chief Operating Officer
Subject: 2015 annual report on amendments to the Employment and Industrial Areas Map

Background

Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan seeks to improve the region's economy by protecting a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are depicted on the Employment and Industrial Areas Map.

Title 4 sets forth several avenues for amending the map, either through a Metro Council ordinance or through an executive order, depending on the circumstances. Title 4 requires that, by January 31 of each year, Metro's Chief Operating Officer submit a written report to the Council and MPAC on the cumulative effects on employment land in the region of amendments to the Employment and Industrial Areas Map during the preceding year. This memo constitutes the report for 2015.

Title 4 map amendments in 2015

One amendment was made to the Title 4 Map in 2015. This amendment was made by executive order per Metro Code section 3.07.450E to make the Title 4 Map consistent with zone changes made by the City of Tualatin. Those city zone changes were found by Metro staff to meet criteria in Metro Code section 3.07.450C. The Title 4 Employment designation was removed from approximately 20 acres of land.

Chief Operating Officer recommendations

I do not, at this time, recommend changes to Title 4 policies.

General

- We agree with the priorities of the Vision Panel, and appreciate the recognition of the distinct challenges faced by both urban and rural parts of Oregon.
- Funding programs should be explicit about intent and distribution should be tied to best implementing that intent. For example, multi-modal metropolitan transportation improvements should be targeted to the MPOs. Increased funding for elderly and disabled transit to the transit agencies providing those services. Simply adopting a gas tax is insufficient.
- There is a high emphasis on metropolitan congestion. If funding is raised for that purpose, it should be targeted for that purpose.

Funding & Finance

- We want to position ourselves to be competitive on new federal grants, future state investments, and additional regional investments. The more that the state can partner with Region 1 and the MPO, the more we can accomplish.
- Support a gas tax that fills the gap created by declining purchasing power and increased fuel efficiency, as well as the possibility of indexing to inflation in the future.
- We would also encourage the Governor to consider an additional option for a regional increment to the gas tax, significant enough in size to address the specific challenges of the metro region. It is not reasonable to expect the rest of the state to pay for the expensive improvements needed to address congestion in the Metro area and the addition of a regional increment would place that cost responsibility where it belongs.
- Important to continue looking at options for congestion pricing, resilience and carbon reduction, with a focus on policies that move our system towards a user fee model.
- With regard to modifications to the State Highway Fund distribution formula, it is important to note that fix-it funds (85% of the non-discretionary budget) are distributed by lane mile, not population. This results in significant underfunding of major population centers.

Freight

- Support the focus on reducing roadway bottlenecks on corridors of statewide significance.
- These issues are most prevalent in the Portland Metro region. The region is stepping up to address the growing demands on our system with a full multi-modal strategy—new HCT, road improvements to the freeways and connecting arterials, and active transportation improvements.
- Major project priorities include the Rose Quarter, 217, I-205, and major arterials like Powell Boulevard in Portland.

Transit

- Critical to elevate state commitment to both transit capital and operations to address congestion and provide service to the entire region.
- As in the past, the region's major transit projects will require significant support from Salem. We encourage the Vision Panel to partner with local governments to offer up a significant federal match.

Bike/Ped

- We agree that active transportation is a critical part of the transportation system, and that funding levels reflect this. We need to make sure that it's safe and connected, especially around schools.
- Our region has a full active transportation plan that we would encourage the state to adopt as the implementation blueprint for the metro region.

DRAFT

2019-21 Regional Flexible Funds Allocation: Public Input & Process



Dan Kaempff, Metro
Ted Leybold, Metro



Presentation to JPACT
March 17, 2016



Metro | *Making a great place*

A blue-tinted map of a region, likely in California, showing major roads and geographical features. The map is partially visible on the left side of the slide. It includes labels for 'Lake Powayo', 'Weston', and 'Weston'. Road numbers like 30, 25, 99E, 99S, and 43 are also visible.

Today's presentation

- Review input received to date on RFFA policy update
- Discuss policy proposal framework in preparation for April JPACT action

What JPACT & Metro Council are considering



RFFA policy objectives

Select projects from around the region; but no sub-allocation or commitment to a particular area

Honor previous funding commitments

Address air quality requirements

Achieve multiple transportation policy objectives

Allow and look for large-scale projects that can leverage other funding sources

Efficient and cost-effective use of federal funds

Recognize the difference in needs relative to an area's stage of development

Identify project delivery performance issues

Ensure agencies have qualifications for leading federal aid transportation projects

Identify opportunities for leveraging, coordinating, and collaboration

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.

Regional investment strategy

- Adopted as MTIP financial strategy (2009)
- Match identified needs with most appropriate funding source
- RFFA uses:
 - Active Transportation
 - High Capacity Transit capital costs
 - Freight Arterial small improvements, proj. dev.
 - Trans. System Mgmt & Ops (TSMO)
 - Regional Travel Options (RTO)
 - Transit-Oriented Development (TOD)

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.

Conversations: April – December 2015

To define 2019-21 RFFA Policy priorities, we held:

- Series of public workshops
- Meetings with stakeholder groups
- Discussions with TPAC/JPACT/Metro Council

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

What we heard:

April – December 2015

- Affirm Climate Smart Strategies policy
- Desire to implement Safe Routes to School
- Continue investment in High Capacity Transit
- Leverage other funding opportunities
- Public question: Revisit Step 2 funding split

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.

Public input via online survey

- January 14 – February 16, 2016
- Multiple topics – RTP, performance measures, equitable housing, equity, & RFFA
- RFFA question asked respondents what their priorities were related to how flexible funds should be spent:
 - set aside dollars for freight and AT in separate categories
 - have one category where projects compete against each other

A blue-tinted map of a region, likely in the western United States, showing a network of roads and highways. The map is partially obscured by the text on the right. Visible road numbers include 30, 25, 99E, 99S, 43, 95E, and 95S. Place names like "Lake Oswego" and "Weston" are also visible.

Strong public response

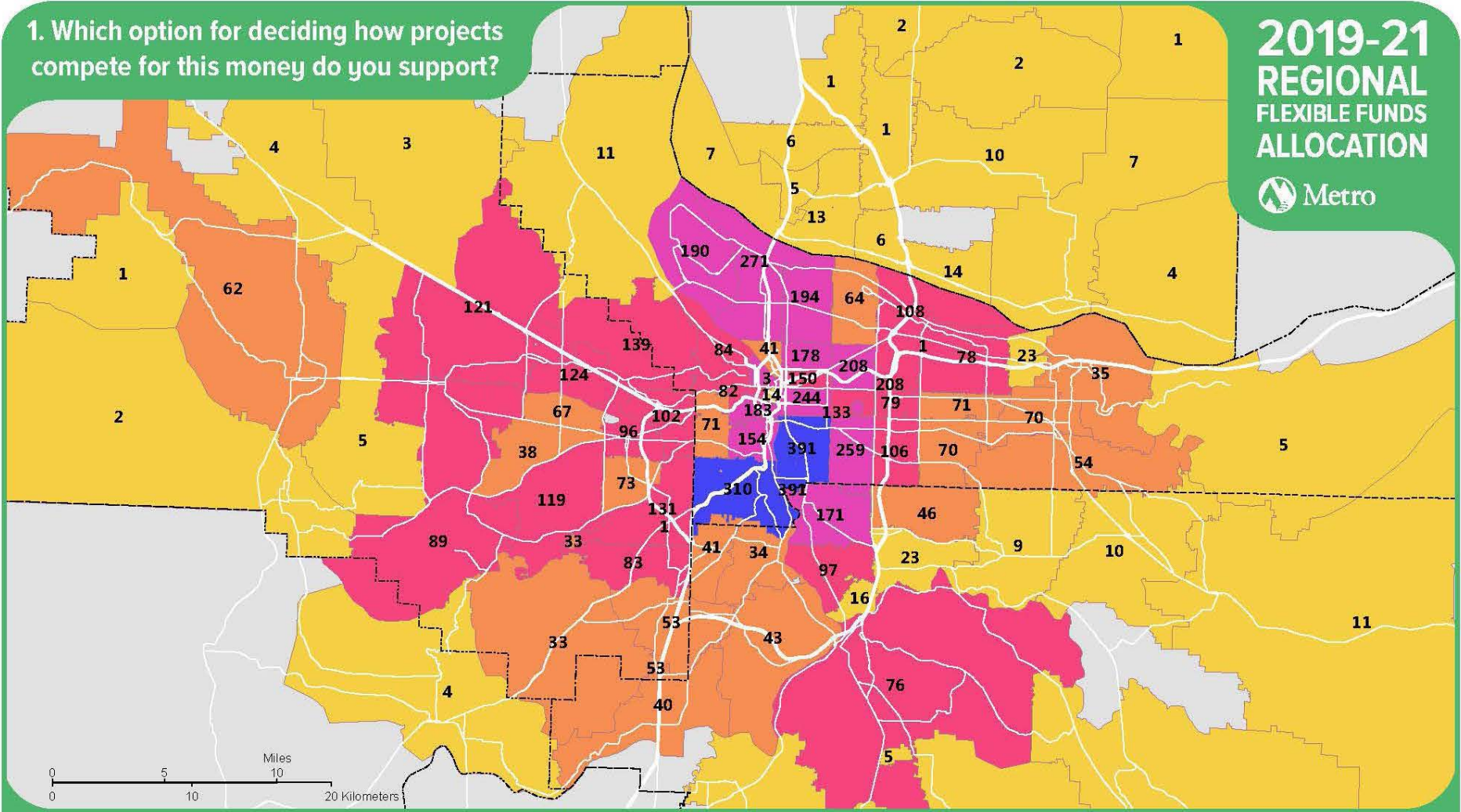
- 1,500 – 2,000 anticipated responses
- 7,645 people in 3 counties started the poll
- **6,155 answered the RFFA question**
- 13 additional comments and letters

Plus...

- Over 2,000 additional emails, comment cards, JPACT testimony for Safe Routes to School

1. Which option for deciding how projects compete for this money do you support?

2019-21 REGIONAL FLEXIBLE FUNDS ALLOCATION

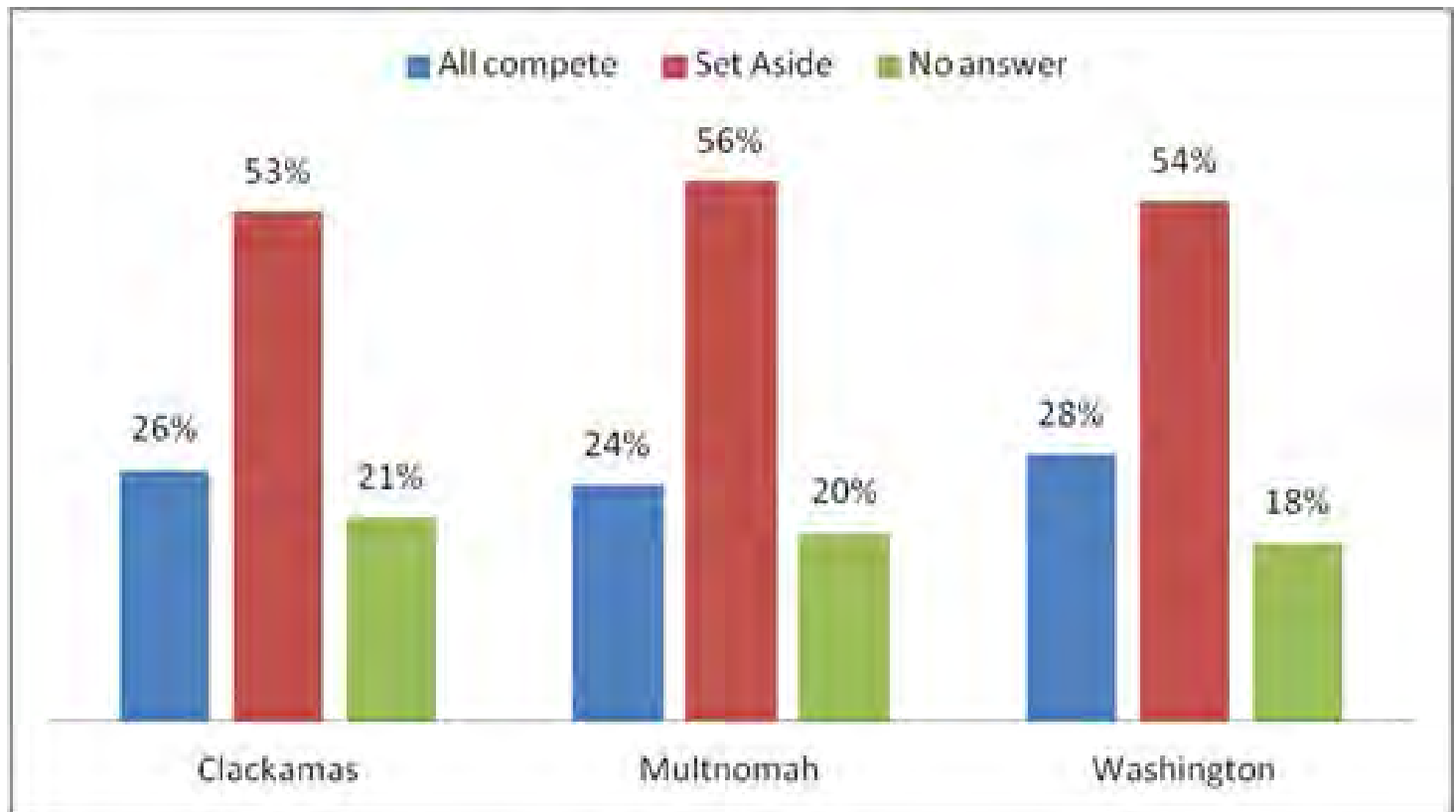


Q1: total respondents
n= 6315

	under 25		26 - 75		76 - 150		151 - 300		over 300
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Date: 3/16/2016

2:1 margin – “Maintain separate project categories”



A blue-tinted map of a region, likely the San Francisco Bay 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 package elements

1. Transit investment in regional corridors (SW Corridor and Powell/Division)
2. Investment in Safe Routes to School
3. Climate Smart Strategies investments in RTO & TSMO
4. Project development on regionally significant throughways
5. Continue development of Active Transportation network

A blue-tinted map of a city area, showing streets, highways, and landmarks like Lake Oswego. The map is partially visible on the left side of the slide.

1. Increase HCT bond

Provide initial local funding commitment to leverage additional sources to develop and build two new high capacity transit lines:

- SW Corridor
- Powell/Division

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

2. Safe Routes to School

Significant regional interest in prioritizing safety improvements around schools and developing programs

- Increase to RTO program, targeted towards investing in programs at schools – add \$350-700K/yr
- Review and refine Step 2 project criteria to support SRTS

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.

3. Climate Smart Strategy

CSS policy included investments in these two areas as being low-cost/high-ROI; able to do with existing (RFFA) funding.

Policy direction to develop proposals for:

- Regional Travel Options (RTO) general proposal – add \$50-100K/yr
- Transportation System Management and Operations (TSMO) proposal – add \$50-100K/yr

A blue-tinted map of a region, likely the Great Lakes area, showing major roads and water bodies. The map is partially obscured by the text on the right.

4. Project development

- New opportunities for investment – FAST Act (Natl. Freight Program), potential state + regional funding sources
- Regional interest in looking at ways to partner and position ourselves to go after other sources of funding
- Using a portion of the Step 2 Freight allocation is one means to accomplish this; other ideas as well
- Use a larger portion of cash in this round vs. bonding over several rounds

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.

5. Continue investment in Active Transportation

Maintain current funding level

- Public input widely in favor of continuing dedicated funding (2:1 margin)
- Consider ways to focus on SRTS needed infrastructure?

Potential funding tradeoffs

- Please refer to handout

2019-21 RFFA

Decision-makers are being asked to provide feedback on the following conceptual policy proposal changes to the existing RFFA policy.

Step 1 Bond

- Develop proposal to increase bond commitment for transit investment (Powell/Division, SW Corridor)

Step 1 Programs Develop proposals to:

- Increase RTO for Safe Routes to School
 - Increase RTO for Climate Smart Actions
 - Increase TSMO for Climate Smart Actions
- (Proposals scaled so that any or all could be funded during selection process in December)

Step 2 Project Development Pipeline (new)

- Utilize Step 2 Freight Initiatives funding to develop regional scale projects that leverage new funding from federal, state and regional sources
- Consider bonding option to allow work to begin immediately

Step 2 Projects

- Maintain purchasing power of existing Step 2 projects
- Maintain existing project categories and funding split
- Allow for bond option of all or a portion of Freight initiatives allotment

A blue-tinted map of a region, likely the West Valley area, showing major roads and highways. The map is partially visible on the left side of the slide, with a white background for the text.

What we get now...

- Continued investment in active transportation
- Improve safety on arterials
- Create regional Safe Routes to School investment strategy
- Follow through on our commitment to Climate Smart Strategies

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.

...and in the future

- Move forward on two new transit investments
- Improve freight mobility
- Create a suite of regionally significant projects that can potentially leverage additional funding sources



Discussion

What feedback do you have on the conceptual policy proposal changes to the existing RFFA policy?

Next steps

Staff will prepare a specific draft policy document incorporating your feedback for March TPAC discussion and April JPACT action

Example RFFA Allocation for Demonstration of Policy Framework Purposes Only

Year	Forecasted Funding (1.5% growth after 2021)	Existing HCT Bond Commitment	Existing Step 1 Programs	Step 2 Projects	Example Additional Bond Commitment	Example Safe Routes Program	Example Climate Smart RTO/TSMO	Remainder if example programs funded	% of Funding Bonded for HCT
Balance Forward	-\$1.33								
2019	\$42.95	\$16.00	\$9.06	\$11.95	\$5.50	\$0.50	\$0.20	-\$1.59	50.06%
2020	\$44.38	\$16.00	\$9.34	\$12.31	\$5.50	\$0.50	\$0.20	\$0.54	48.45%
2021	\$44.38	\$16.00	\$9.62	\$12.68	\$5.50	\$0.50	\$0.20	-\$0.11	48.45%
2022	\$45.05	\$16.00	\$9.90	\$13.06	\$6.00	\$0.50	\$0.20	-\$0.61	48.83%
2023	\$45.73	\$16.00	\$10.20	\$13.45	\$6.00	\$0.50	\$0.20	-\$0.62	48.11%
2024	\$46.41	\$16.00	\$10.51	\$13.85	\$6.00	\$0.50	\$0.20	-\$0.65	47.40%
2025	\$47.11	\$16.00	\$10.82	\$14.27	\$6.00	\$0.50	\$0.20	-\$0.68	46.70%
2026	\$47.82	\$16.00	\$11.15	\$14.69	\$6.00	\$0.50	\$0.20	-\$0.72	46.01%
2027	\$48.53	\$16.00	\$11.48	\$15.14	\$6.00	\$0.50	\$0.20	-\$0.79	45.33%
2028	\$49.26		\$11.83	\$15.59	\$17.59	\$0.50	\$0.20	\$3.55	35.71%
2029	\$50.00		\$12.18	\$16.06	\$17.59	\$0.50	\$0.20	\$3.47	35.18%
2030	\$50.75		\$12.55	\$16.54	\$17.59	\$0.50	\$0.20	\$3.37	34.66%
2031	\$51.51		\$12.92	\$17.03	\$17.59	\$0.50	\$0.20	\$3.26	34.15%
2032	\$52.28		\$13.31	\$17.55	\$17.59	\$0.50	\$0.20	\$3.13	33.65%
2033	\$53.07		\$13.71	\$18.07	\$17.59	\$0.50	\$0.20	\$3.00	33.14%
2034	\$53.86		\$14.12	\$18.61	\$17.59	\$0.50	\$0.20	\$2.83	32.66%

Forecasted funding pending confirmation with ODOT on FAST Act authorization level. Funding forecast beyond FAST Act assumes 1.5% annual growth after 2021. This is a reasonable forecast based on past performance, however, a range forecast exemplifying revenue risks is also available.

Step 1 programs and Step 2 projects allocation example maintains purchasing power with 3% annual cost inflation rate.

Bonding example would generate \$80 million for Southwest Corridor and \$25 million for Powell-Division BRT.



Oregon

Kate Brown, Governor

Department of Transportation

Region 1 Headquarters

123 NW Flanders Street

Portland, Oregon 97209

Phone: (503) 731-8200

Fax: (503) 731-3266

Region 1 Area Commission on Transportation

Commissioner Roy Rogers, *Chair*

Commissioner Paul Savas, *Vice Chair*

March 10, 2016

Oregon Transportation Commission

c/o Jacque Carlisle

355 Capitol Street NE, MS #11

Salem, OR 97301-3871

Dear Chair Baney and Commissioners:

Thank you for your diligent work to allocate funding from the FAST Act to both long-term planning and shovel-ready construction, as requested by the Region 1 Area Commission on Transportation (R1ACT) in our letter of February 11, 2016. The ability of ODOT to use federal funds to provide some immediate congestion relief and plan for larger, longer-term projects is integral to a comprehensive strategy for growing Oregon's economy.

While we support the OTC list of FAST Act projects for Region 1 as proposed, the R1ACT understands some of the responsibility for advancing and completing these projects falls to us as well. Region 1 staff has proposed canceling a smaller operational improvement on Highway 217 to free up enough funding to complete the necessary funding package for the I-5 Southbound auxiliary lane between 217 and I-205, and also provide enough funds to program \$4m for the design of a larger, more substantial Highway 217 Southbound auxiliary lane between Beaverton-Hillsdale Highway and Highway 99W. With that change we will be well-positioned to "kick-start" I-205 widening, Rose Quarter and more substantial improvements on Highway 217.

However, the R1ACT feels strongly that these preparatory allocations are not enough to adequately position us to access funds through the newly-created Federal FAST ACT Freight Discretionary Grant program. Specifically, we recommend the OTC increase funding for Rose Quarter to \$15 million and for I-205 widening to \$10m in order to better position our projects for rapid development. As with the Highway 217 project, we look forward to leveraging local and regional resources to do our part.

In the absence of those additional allocations in the short-term, the R1ACT recommends the OTC add criteria to the 2019-2021 Federal Freight Discretionary funds to provide greater certainty that as projects like I-205 widening, Highway 217 and Rose Quarter develop there will be sufficient funding available to complete design and provide over-match to be competitive for a Federal FAST Act Freight Discretionary Grant. We also recommend increasing the Strategic Investment Allocation for 2019-2021 to allow the Commission greater flexibility during the 2019-2021 STIP to leverage local and regional funding opportunities like advancing the Historic Columbia River Highway State Trail and facilitating the jurisdictional transfer of State facilities to local ownership and operation. Jurisdictional transfers can be

powerful tools for change, aligning local land use control, local expertise, community resources and a sense of local responsibility for the facility to best respond to changing community needs.

Finally, as you consider adjusting these allocations, we support bringing the Fix-It/Enhance split in the STIP back up to 75/25 as it was in the 2015-18 STIP. The Enhance program is a popular way to partner with local agencies to fund more localized priority projects, especially in Region 1, which is the state's economic engine and population center, with high levels of congestion, complex transportation needs and a fast pace of growth.

The recommendations presented in this letter represent the consensus view of the R1ACT as adopted at our March 7th, 2016 meeting. Thank you for your ongoing commitment to Oregon's transportation system and consideration of these measures to make the most efficient use of federal funds.

Sincerely,

A handwritten signature in black ink, appearing to read 'R R Rogers', written in a cursive style.

Roy Rogers
Chair, Region 1 Area Commission on Transportation

March 8, 2016

To: Chair Craig Dirksen & Committee Members
Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 N.E. Grand Ave., Portland, OR 97232

Cc: Metro Council members
Metro Technical Policy Advisory Committee

Dear Chair Dirksen & Committee Members,

As public interest organizations, we support using transportation funding to make investments in Safe Routes to School to increase health, safety, and equity for our families. As members and leaders in the For Every Kid Coalition, we stand with over 3,500 individuals, more than eighty organizations, five municipal governments, and nine regional school districts in urging you to invest in creating safe routes to school for every kid in the Metro-area.

Healthier Kids, Safer Communities

Safe Routes to School is a proven approach that combines street-level safety improvements near schools with school-based education and encouragement programs for students. When infrastructure projects and non-infrastructure programs are implemented at the same time, families who walk and bike to school can increase by up to 43%. Kids who can safely walk and bike to their neighborhood school get regular physical activity and perform better in school. When it is safe, convenient, and easy to walk, bike, and take public transit to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive. Every kid in Oregon deserves a chance at a healthy future, and investing in Safe Routes to School can help make that happen. By dedicating \$15 million to Safe Routes to School, the region will:

- Make streets and crossings within the mile-radius of schools safe.
- Provide safe access to transit for older students.
- Empower communities to implement bike and pedestrian safety education and encouragement.

We urge you to invest \$15 million in dedicated funds in Safe Routes to School.

To accomplish this, we support:

- **Expansion of the Regional Travel Options** program with new dedicated funding for Safe Routes to School education and encouragement programs that support K-12 students in safely walking, biking, and accessing transit to school.
- **The continued dedication of at least 75% of Step 2 Regional Flexible Funds for active transportation** projects, with the continued prioritization of projects near schools and those that serve communities of concern.
- **A minimum dedication or funding target for Safe Routes to School infrastructure investments** equal to the increase in Step 2 Regional Flexible Funds in this cycle.

To meet our region's health equity goals, the Regional Flexible Funding Allocation must:

- **Prioritize Safe Routes to School investments to low-income schools, based on school-wide rates of free/reduced lunch eligibility.** We recommend prioritizing schools based on the highest rates of free/reduced lunch eligibility for Safe Routes to School. Schools with high rates of students eligible for free/reduced lunch are less likely to be able to compete for funding and are less likely to

have capacity to create an effective Safe Routes to School program. The students attending these schools are also less likely to get the recommended amount of daily physical activity, and less likely to have safe walking and biking routes in their neighborhoods.

- **Provide technical assistance for communities of concern.** Title I schools are schools where 50 percent or more students are eligible for free/reduced lunch, and frequently include communities that have suffered from historically inequitable investments in infrastructure. Title I school communities have traditionally had less investment in Safe Routes to School programs. Communities of concern will be better able to compete for funding through technical assistance during the application process, and be better able to achieve effective programming via technical assistance during program implementation.
- **Link infrastructure and non-infrastructure projects for Safe Routes to School.** We know that when safety needs are met with infrastructure improvements, and education needs are met with programs, the community responds. On average, 40% more kids and families will choose to walk or bike to school when a comprehensive Safe Routes to School program has been put in place.

Our kids are getting less exercise than any previous generation. One in four kids in Oregon is overweight or obese, conditions that lead to heart disease, diabetes, hypertension—and eventually early death. Something as simple as walking to school every day isn't an option for many families. Too many communities lack safe sidewalks, bikeways, and crosswalks; communities of concern are more likely to face health problems and street-level safety concerns. Federal funds that were once dedicated to assist in making it possible for students to walk and bike to school are no longer available. Our children's healthy futures now depend on Oregon's leaders helping make physical activity opportunities, like safe routes to school, accessible for everyone.

It is up to Metro and the Joint Policy Advisory Committee on Transportation to decide on critical funding that could give every kid in the region a chance at a healthier future. We urge you to dedicate \$15 million so that every kid in the Metro-area has a safe route to school and an opportunity at a healthy future.

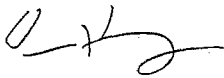
Sincerely,



Sarah Higginbotham
American Heart Association | American Stroke
Association



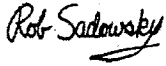
Kari Schlosshauer
National Partnership for Safe Routes to School



Duncan Hwang
Asian Pacific Network of Oregon



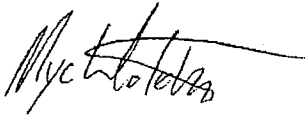
Vivian Satterfield
OPAL Environmental Justice Oregon



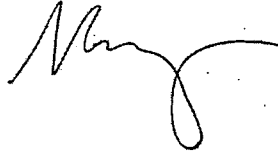
Rob Sadowsky
Bicycle Transportation Alliance



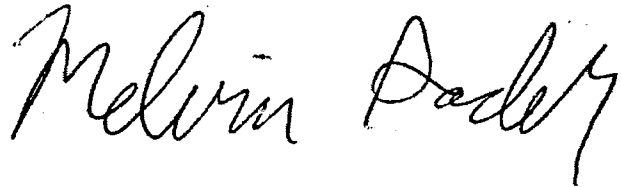
Justin Buri
Community Alliance of Tenants



Mychal Tetteh
Community Cycling Center



Noel Mickelberry
Oregon Walks



Mel Rader
Upstream Public Health

FOR EVERY KID

WWW.OURHEALTHYSTREETS.ORG/FOREVERYKID



MARCH 2016

Metro's Regional Transportation Plan (RTP) is a guide for future investments in the region's transportation system. The *For Every Kid* Coalition proposes regional dedicated Safe Routes to School (SRTS) funding that aligns with and supports regional goals adopted by Metro.

SAFE ROUTES TO SCHOOL HELPS REACH REGIONAL GOALS

1) Foster vibrant communities and efficient urban form and sustain economic competitiveness and prosperity

Twenty percent of morning traffic is due to parents driving children to school¹ usually less than three miles. These short trips slow traffic for everyone including people driving to work, people driving trucks delivering the necessary goods that keep our economy running, and people accessing those goods at local businesses by car.

2) Enhance human health

Kids and families who can safely walk and bike to their neighborhood school get regular physical activity and perform better in school.² Providing SRTS will ensure healthy transportation options for all families.

3) Expand transportation choices and emphasize effective and efficient management of the transportation system

The 2014 Regional Transportation Plan (RTP) emphasizes the importance of SRTS, including the need to "Fund education programs, encouragement programs and initiatives such as Bike Share and Safe Routes to School Programs" as one of the Priority Strategies. SRTS can lead to significant benefits for congestion management, as highlighted through the success of Findley Elementary School in Beaverton, which "reduced the number of autos dropping off and picking up students from 800+ a day to 400 cars by introducing a Safe Routes to School program."

4) Promote environmental stewardship

One of the most cost effective strategies to reduce greenhouse gas emissions is to make walking and biking safe and convenient so that people can use their cars less. SRTS ensures that projects include both infrastructure and non-infrastructure components to maximize the project effectiveness and benefit to the surrounding community and environment.

5) Ensure equity

Our kids who most need opportunities for physical activity rarely have safe routes for walking or biking to school which could give them sixty-six percent of their recommend daily exercise.⁶ The For Every Kid proposal aims to improve meaningful engagement for community members and organizations to work with Metro to nominate projects for funding. Every kid in Oregon deserves a chance at a healthy future.

Top 10 Reasons for implementation:

#1 Safe Routes to School grows our economy with increased property values, investment from the private sector, and employment levels, as well as reducing congestion on roads during peak times. ⁴

#2 Kids are getting less healthy. Following current trends, 50% of Oregon kids will be overweight in 15 years. ⁵

#3 26% of Oregon's kids live in the Metro region. A Metro Safe Routes to School program would reach 233,000 students annually. ³

#4 Obesity is expensive. Health care costs will triple in 15 years from \$18B to \$66B (\$20,000 per person, per year) because of increasing obesity care costs due to inactivity. ⁵

#5 Walking and biking fights obesity and related diseases. Walking/biking one mile to school each day fulfills 66% of the daily exercise recommendation for kids. Accessing transit typically includes a walking or bicycling component. ⁶

#6 More kids will walk, bike, and take transit with SRTS initiatives. Walking and biking quadrupled at schools with Safe Routes to School, and 80% of students with free access to transit use transit. ⁷

#7 Exercise helps kids learn. Walking or bicycling in the morning improves concentration, giving kids up to a six month learning advantage. ⁸

#8 Children living below the poverty line are 159% more likely to get less exercise during school. SRTS is important for students to be able to exercise outside of school. ⁹

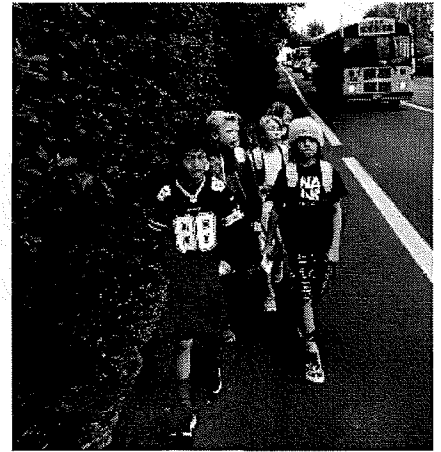
#9 SRTS prioritizes equity. Safe Routes to School programs at every school in our region would reach 50% of Oregon's minority families. ¹⁰

#10 Walking and biking is safe with SRTS. Safety improvements mean fewer collisions. A drop in bicycle and pedestrian collision rates by 50% would save \$230M over the next 50 years. ¹¹

Pages 1 and 2 Sources:

- 1) http://www.cpa.gov/smartgrowth/pdf/school_travel.pdf
- 2) <https://www.portlandoregon.gov/transportation/article/477863>
- 3) <http://www.odc.state.or.us/search/page/?=3225>
- 4) <http://saferoutespartnership.org/blog/economic-returns-active-transportation>
- 5) <http://healthyamericans.org/reports/obesity2012/?stateid=OR>
- 6) <http://saferoutespartnership.org/resourcecenter/quick-facts>
- 7) <https://www.portlandoregon.gov/transportation/article/477863>
- 8) <http://www.citylab.com/commute/2013/02/kids-who-walk-or-bike-school-concentrate-better-study-shows/4585/>
- 9) http://activelivingresearch.org/sites/default/files/AIR_Infographic_Disparities_March2014.jpg
- 10) <http://quickfacts.census.gov/qfd/states/41000.html>
- 11) <http://escholarship.org/uc/item/5455454c>

FAQ: REGIONAL SAFE ROUTES TO SCHOOL



Q: Does an increase in Safe Routes to School (SRTS) initiatives affect my commute?

A: YES. Because up to 20% of morning traffic can be attributed to parents dropping kids off at school, SRTS can relieve rush hour congestion. Also, Safe Routes to School projects increase safety for many other people who walk and bike in the neighborhood.

Q: Are SRTS projects effective, and do they have lasting impact?

A: YES. Nationwide and locally Safe Routes to School has been implemented to great effect for nearly 10 years. Schools receiving both infrastructure and non-infrastructure projects have seen a 40% increase in walking and biking, removing at least 19,000 daily vehicle trips in Portland alone.

Q: Is SRTS a good investment of Regional Flexible Funds (RFF)?

A: YES. Safe Routes to School is almost always funded with federal dollars such as RFF. Furthermore, most regional bike/ped projects are funded through federal funds. The regional benefits of SRTS include improving our climate, economy, health, safety, and equity, therefore making better communities where people live, work, and play.

Q: Does Safe Routes to School reduce car trips?

A: YES. SRTS would increase walking and biking trips and decrease car trips by 186,000 trips daily if expanded to reach every school in the Metro-area.

Q: Does Safe Routes to School help ensure equitable policies?

A: YES, when schools are prioritized for Safe Routes to School initiatives where 50% or more students are eligible for free and reduced lunch. Safe Routes to School provides an outreach tool to reach communities of concern throughout the whole process of choosing and implementing projects increasing the percentage of community members who will choose walking, biking, and transit.

Q: Is Trimet's Youth Pass (free access to transit for Portland youth) effective at increasing transit trips to school?

A: YES. 80% of Portland Public School students who participate in Youth Pass use public transit. A region-wide youth access to transit initiative has the potential to decrease car trips to school by 51,000 if expanded to every high school student in the Metro area.

Q: Is Safe Routes to School working for other regions?

A: YES, but only when funding is stable. Successful examples of funded regional initiatives can be found in Wisconsin; San Diego and San Joaquin, CA; and Eugene, OR.