

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, April 21, 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 | Craig Dirksen, Chair |
| | * | • Exploring Big Ideas for Our Transportation Future: forum update | |
| | * | • JPACT Comment Letter to Region 1 ACT on STIP Enhance Non-Highway Allocation | |
| | 4. | <u>CONSENT AGENDA</u> | |
| 7:50AM | 4.1 | * • Consideration of the JPACT Minutes for March 17, 2016 | |
| | 4.2 | * • Resolution No. 16-4691 , For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include the New Interstate 84 at Graham Road Bridge Replacements Project | |
| | 5. | <u>ACTION ITEMS</u> | |
| 7:55 AM | 5.1 | * Resolution No. 16-4694 , For the Purpose of Adopting the Fiscal Year 2016-2017 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements - <u>RECOMMENDATION</u> | Chris Myers, Metro |
| 8:05 AM | 5.2 | 2018-21 Metropolitan Transportation Improvement Program (MTIP) & 2019-21 Regional Flexible Fund Allocation (RFFA) Policy Report - <u>RECOMMENDATION</u> | Ted Leybold, Metro
Dan Kaempff, Metro |
| | 6. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 8:50 AM | 6.1 | Update on Oregon Transportation Forum - <u>INFORMATION</u> | Drew Hagedorn,
Oregon
Transportation Forum |
| 9:00 AM | 7. | ADJOURN | Craig Dirksen, Chair |

* Material available electronically # Material available at the meeting

Upcoming JPACT Meetings:

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

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

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2016 JPACT Work Program

As of 04/13/16

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

<p><u>April 21, 2016</u></p> <ul style="list-style-type: none"> • Chair comments (5+ min) • Resolution No. 16-4691, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Include the New Interstate 84 at Graham Road Bridge Replacements Project – Recommendation (consent; Ken Lobeck, Metro) • Resolution No. 16-4694, For the Purpose of Adopting the Fiscal Year 2016-2017 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements – Recommendation (Chris Myers, Metro; 10 min) • 2018-21 Metropolitan Transportation Improvement Program & 2019-21 Regional Flexible Funds Allocation Policy Report – Recommendation (Dan Kaempff, Ted Leybold, Metro; 45 min) • Update on Oregon Transportation Forum (Drew Hagedorn, OTF; 10 min) <p><u>April 22</u>: RTP Regional Leadership Forum #1 (Exploring Big Ideas for Our Transportation Future)</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) • <i>2018 RTP Update: RTP Revenue Forecast Approach (Ted Leybold, Ken Lobeck, Metro; 35 min)</i> <p><u>June TBD</u>: JPACT Finance Subcommittee Meeting</p>	<p><u>July 21, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • <i>2018 RTP Update: Project Update (Kim Ellis, Metro; 30 min)</i>

<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) • 2018 RTP Update: Background for Regional Leadership Forum #2 and Draft RTP Revenue Forecast (Kim Ellis, Ted Leybold, Ken Lobeck, Metro; 40 min) • 2018 RTP Update: Draft Regional Transit Vision (Jamie Snook, Metro; Stephan Lashbrook, SMART; Eric Hesse, TriMet; 30 min) <p><u>Sept. 23</u>: RTP Regional Leadership Forum #2 (Navigating Our Transportation Funding Landscape)</p>
<p><u>October 20, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • <i>2018 RTP Update: Project Update (Kim Ellis, Metro; 30 min)</i> <p><u>Oct. 9-12</u>: RailVolution 2016, Bay Area, CA</p>	<p><u>November 17, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Regional Flexible Fund Allocation – Discussion (Ted Leybold/Dan Kaempff, Metro; 30 min) • 2018 RTP Update: Background for Regional Leadership Forum #3 (Kim Ellis, Metro; 20 min) • 2018 RTP Update: Safety Strategies & Actions (Lake McTighe, Metro; 20 min)
<p><u>December 15, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • <i>Regional Flexible Fund Allocation – Decision (Ted Leybold/Dan Kaempff, Metro)</i> <p><u>Dec. 2</u>: RTP Regional Leadership Forum #3 (Transforming Our Vision into Regional Priorities)</p>	<p><u>January 19, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min)

2017-18 Events/Forums:

- **October 2017**: RTP Regional Leadership Forum #4 (Drafting Our Shared Plan for the Region)
- **June 2018**: RTP Regional Leadership Forum #5 (Finalizing Our Shared Plan for the Region)

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
- Washington County Transportation Futures Study (TBD)
- Transit Budget Process Update

Getting there with a connected region



Safe • Reliable • Affordable

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Regional Leadership Forum Series

The Metro Council will convene MPAC, JPACT and invited community and business leaders in a series of discussions to foster regional leadership and collaboration to address regional transportation challenges.

Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable and affordable ways to get around. Find out more at oregonmetro.gov/rtp.

1

Exploring Big Ideas for Our Transportation Future

Explore challenges, trends and solutions for the future of transportation

Outcome: Identify possible Big Solutions to consider through the 2018 RTP update

April 22,
2016

2

Navigating Our Transportation Funding Landscape

Explore solutions for securing adequate transportation funding

Outcome: Direction on RTP investment levels and possible funding solutions

Sept. 23
2016

3

Transforming Our Vision into Regional Priorities

Define our regional priorities

Outcome: Direction on regional priorities to guide updating policies, projects and strategies

Dec. 2,
2016

4

Drafting Our Shared Plan for the Region

Refine our regional transportation plan for public review

Outcome: Direction on refinements to policies, projects and strategies to prepare draft 2018 RTP for public review

Oct.
2017

5

Finalizing Our Shared Plan for the Region

Finalize 2018 Regional Transportation Plan for approval

Outcome: Preliminary action on recommended 2018 RTP for consideration by JPACT and the Metro Council

June
2018



2018 REGIONAL TRANSPORTATION PLAN UPDATE REGIONAL LEADERSHIP FORUM 1

Exploring Big Ideas for our transportation future

8 to 11 a.m., Friday, April 22, 2016
Oregon Convention Center, Rooms F149-152

THREE REASONS TO ATTEND

Decision makers, and community and business leaders – all at the same table

Our success hinges on how well we work together.

The place for bold thinking

National, state and local leaders bring their insights to the discussion.

Opportunity to help create the future you want

Five forums over two years to shape, direct and lead change.

7:30 a.m. Registration, light breakfast and networking

8 a.m. Welcome and morning overview

- o *Stories from our communities (video)*

John Williams, Metro Deputy Planning Director

Wood Village Council President Timothy Clark, MPAC Chair

Metro Councilor Craig Dirksen, JPACT Chair

Mychal Tetteh, CEO Community Cycling Center

8:20 a.m. *Featured speaker*
More than just Point A to Point B
Followed by Q&A

R.T. Rybak
Three-term mayor of Minneapolis

9:10 a.m. Big Issues

- o *What is the one Big Issue around transportation that you hear about most from your constituents or community?*

Small group discussion

Big Trends

- o *Picture the region 10 years from now, what Big Trends will affect future travel and how?*

9:50 a.m. BREAK

10:05 a.m. Big Solutions

- o *Regional Transportation Plan – The Movie (video)*
- o *Viewing the RTP as a tool for change, what Big Solutions should be considered in the 2018 RTP update?*

Small group discussion and Shark Tank[®] report out (pitch your Big Solution)

10:50 a.m. Next steps

John Williams

11 a.m. Adjourn

Featured speaker

R.T. Rybak, former three-term mayor of Minneapolis, served from 2002 to 2013. During his time in office, Rybak led efforts in economic development, affordable housing, transportation and youth violence prevention. 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.



When he left office, Minneapolis had restored its AAA bond rating, enjoyed the lowest unemployment in the country and put 20,000 young people through the STEP-UP summer jobs program he founded.

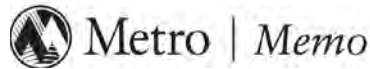
He is currently serves as executive director of Generation Next, a coalition of civic, business and school leaders focused on closing the racial achievement gap in Minneapolis and Saint Paul. His goal through this work is to make Minneapolis and St. Paul a national leader in innovative, cradle-to-career approaches to youth development, and to highlight the crisis of our region's achievement gap and advance effective strategies for ending it.

Rybak is the author of the just released "Pothole Confidential" about his 12 years as mayor of Minneapolis. Rybak also serves as a Vice Chair of the Democratic National Committee and as a Senior Advisor for Municipal Practice at Living Cities.

A Minneapolis native, R.T. Rybak spent almost 30 years working in journalism, the commercial real estate business, publishing and the Internet before being elected mayor in his first run for public office. He and his wife Megan O'Hara, have two grown children.

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Date: April 12, 2016
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Associate Transportation Planner
Ted Leybold, Resource Development Manager
Subject: 2018-2021 MTIP Coordination – MPO Input to the 2019-2021 STIP Enhance Allocation

Purpose and Request

JPACT is request to approve a comment letter to submit to the Oregon Department of Transportation (ODOT) Region 1 Area Commission on Transportation (ACT). The comment letter outlines a key request to fund all the candidate projects in the MPO region and also provides the results of a regional technical evaluation as additional information.

Introduction and Background

Over the course of 2015, Metro staff has engaged with stakeholders and worked closely with ODOT, SMART, and TriMet to define a set of coordination activities for the region to undertake as part of the development of the 2018-2021 MTIP. As part of the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) policy, the MPO has the opportunity to provide input and considerations into the allocation processes which are encompassed within the Regional Transportation Plan (RTP) and the MTIP.

The 2019-2021 STIP Enhance non-highway funding allocation is one of the allocation processes encompassed within the MTIP and is currently underway. The advisory body making prioritization decisions is the ODOT Region 1 ACT, which includes representatives from for the Portland metropolitan region, and areas outside of the metropolitan region in Clackamas, Hood River, and Washington Counties. The Region 1 ACT is scheduled to make a final recommendation to the Oregon Transportation Commission (OTC) for the 2019-2021 STIP Enhance non-highway allocation by May 2016. The MPO has the opportunity to provide input to the Region 1 ACT members on the recommended investments of 2019-2021 STIP Enhance non-highway funding prior to the May decision.

2019-2021 STIP Enhance Process to Date

In 2015, ODOT opened a nomination process for non-highway, active transportation investments to consider for 2019-2021 STIP Enhance funding. With approximately \$11 million available, a total of 21 candidate investments were nominated throughout the ODOT Region 1 area. Applications were released to members of the Region 1 ACT at the end of 2015. Because state policy direction does not provide for a technical evaluation of the candidate investments relative to the 2019-2021 STIP Enhance criteria, the ACT members were asked to judge and rank the nominated investments based on how well the investment advanced the STIP Enhance non-highway criteria. The ranking would help to formulate a “150% list of candidate investments” to move forward for further consideration for funding. Prior to the narrowing to the “150% list” the MPO provided the Region 1 ACT a comment letter outlining considerations for those investments in the Portland metropolitan region

to help with the ranking process. At the February meeting of the ODOT Region 1 ACT, six projects were identified to move forward based on the combined rankings and geographic factors. These six projects are identified in Table 1.

Table 1. 2019-2021 STIP Enhance 150% List – Region 1 (Alphabetically by sponsor)

Sponsor	Project	Requested Funding	Local Matching
City of Hood River	May Street Elevated Sidewalk Replacement with ADA	\$1,390,815	\$159,185
Multnomah County	Stark Street Multimodal Transportation Project	\$2,907,457	\$960,000
City of Portland	Seventies Neighborhood Greenway	\$2,500,000	\$2,510,706
City of Portland	Tillamook-Holladay-Oregon-Pacific Bikeway (T-HOP)	\$3,122,600	\$2,118,400
Washington County	Highway 8 Safety and Access to Transit II	\$2,690,000	\$310,000
City of West Linn	Highway 43 Multimodal Transportation Project	\$3,000,000	\$1,300,000

More recently, the OTC took action to allocate additional funds directed at ODOT because of the passage of the FAST (Fixing America’s Surface Transportation) Act. In light of these new funds, an additional \$5 million was allocated statewide to the STIP Enhance non-highway funding program. As a result, an additional \$2.2 million is expected to be available to Region 1.

The Region 1 ACT is scheduled to make a final funding recommendation to the OTC at the May 2, 2016 meeting. In the interim, ODOT staff is working with the local jurisdictions to scope the six projects to better identify the project costs.

Technical Evaluation and Analysis of 2019-2021 STIP Enhance Candidate Investments & TPAC Input

Metro staff was requested to conduct an evaluation during the scoping period to inform the narrowing process from the six candidate projects to the 100% funding recommendation. At the March TPAC meeting, Metro staff presented the inputs and factors used and considered for a qualitative technical evaluation. The technical evaluation, based on the 2014 RTP and Regional Active Transportation Plan reflect considerations beyond those identified within the 2019-2021 STIP Enhance criteria and focus on identifying which investments best advance regional policies. Therefore the evaluation captures additional policy considerations not already addressed by the State Enhance criteria and provides a more complete evaluation of criteria of interest to the metropolitan portion of the ODOT Region 1 area. Metro staff clarified the evaluation applied to the candidate projects is intended to supplement, and not replace, ACT member consideration of the ODOT Enhance non-highway criteria.

As the City of Hood River candidate project is not part of the metropolitan planning area, it was not considered in the technical evaluation and analysis.

A brief description of the criteria, methodology, evaluation technique, and rationale are provided **Attachment A – Draft Comment Letter**.

Based on the qualitative analysis, all the proposed investments scored well across the criteria, but differences began to emerge with the details of the proposed investment design, communities served, and strength in leveraging opportunities and investments. The strongest proposed investments demonstrated more thoroughly a strong comprehensive facility design which would make active travel easy and comfortable across all ages, leveraged past planning or complemented other concurrent transportation projects and would serve a number of historically underrepresented communities and/or older adults and younger persons.

TPAC discussed the evaluation methods and provided some additional input and modifications to the comment letter, but approved the overall messages in the comment letter to take forward for JPACT and Metro Council consideration. These modifications are reflected in the comment letter and continue to emphasize the following messages:

1. All five of the Portland metropolitan area 2019-2021 STIP Enhance non-highway proposed investments should be funded through a combination of the additional \$2.2 million funding available and through modifications to scope, scale, and costs for the candidate projects to be refined and agreed upon during the scoping process;
2. If all five of the Portland metropolitan area candidate investments cannot be funded, then the region is providing additional information about the five candidate projects for members of the ACT to consider in their deliberation for allocating the 2019-2021 STIP Enhance funds.

Comment Letter Recommendation

Metro, on behalf of the MPO, recognizes the five proposed investments in the MPO region each align with regional policies and contributes to the region achieving its vision for the active transportation system. Therefore, Metro staff request JPACT to endorse all five Portland metro area investments for funding through additional available funding and/or through the scoping process in refining project elements and costs.

However, if the ODOT Region 1 STIP Enhance process is unable to find a solution for funding all five MPO area investments, Metro staff recommends JPACT put forward the criteria and results of the regional evaluation as an attachment to the comment letter to the ACT. By providing the regional evaluation, this would allow the Region 1 ACT members the ability to use the information in addition to the STIP Enhance criteria. As part of the submission, **Attachment A – Draft Comment Letter** would be provided.

Next steps

If JPACT approves, Metro staff will submit a comment letter (**Attachment A**) to the Region 1 ACT prior to the May 2, 2016 meeting.



ATTACHMENT A

April 21, 2016

Commissioner Roy Rogers
Chair, Region 1 Area Commission on Transportation
c/o ODOT Region 1 ACT Staff Andrew Plambeck
123 NW Flanders
Portland OR 97209

Dear Chair Rogers:

As the chair of the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Councilor, I wanted to provide comments on behalf of the Portland metropolitan planning organization (MPO) to the Oregon Department Transportation (ODOT) Region 1 Area Commission on Transportation (ACT). As you are aware, this is the first ODOT funding cycle that the MPO decision-making structure is coordinating its role with the newly formed Area Commission on Transportation (ACT) for the Region 1 area of ODOT. Our MPO, as represented by JPACT and the Metro Council, hopes to establish clear communication with the ACT so that we can each perform our functions as effectively and efficiently as possible.

Earlier in January, the Portland MPO provided the ACT with information about the Portland metropolitan region's policy objectives and a framework for prioritizing transportation projects within the MPO region. This information was intended to help inform members of the ACT as they developed their individual rankings for the 21 candidate investments up for consideration for what is now a little more than \$13 million dollars in federal transportation funding. The members of the Portland metropolitan region appreciate having the opportunity to provide this information to the ACT and have it recognized in the deliberations.

As the scoping phase of the 2019-2021 STIP Enhance non-highway process is underway, the Portland MPO wants to take this opportunity to once again provide information to members of the Region 1 ACT as the final funding decisions are considered for the six projects which remain in contention for 2019-2021 STIP Enhance non-highway funding. By request of members of the MPO, Metro staff conducted a qualitative analysis based on MPO policies beyond those identified within the 2019-2021 STIP Enhance criteria. Criteria from the 2014 Regional Transportation Plan and the Regional Active Transportation Plan were utilized to distinguish which investments may better implement regional policies. The results of the technical evaluation can be seen in the exhibits. As the City of Hood River candidate project is not part of the metropolitan planning area, it was not considered in the technical evaluation.

Metro, on behalf of the MPO, recognizes **the five proposed investments in the MPO region each align with regional policies and contributes to the region achieving its vision for the active transportation system.** Therefore, the MPO region wants to take the opportunity to express to **the**

ACT consider funding all five Portland metro area investments for funding either through the additional \$2.2 million available and/or through the scoping process in refining project elements and costs.

However, JPACT and the Metro Council recognize the financially constrained transportation environment and it may not be possible to fund all the projects within the MPO. Therefore, JPACT and Metro Council want to provide members of the ACT the results of the MPO evaluation as additional information for the members of the Region 1 ACT to use in deliberations for the 2019-2021 STIP Enhance non-highway allocation. A summary of the evaluation can be found attached to this letter.

Additionally, the Portland MPO region wants to take the opportunity to express to ODOT and the Region 1 ACT that a clear strategy and process for local input needs to be established for circumstances of when additional funding becomes available, prior to that funding being committed to new projects. An established process, informed and directed with input from the MPO and the ACT, will provide clarity when an influx of unexpected or reprogrammed dollars become available. Other ODOT funding programs, such as the State Bridge program, provide this form of direction in circumstances when additional funds become available, ensuring project funding proposals consider the needs and impacts of the broader transportation system and input from other agencies that cooperatively operate that system.

Additionally, the Enhance criteria need to identify the role of geographic considerations within the application materials or the Enhance process. In learning from this Enhance process, geographic considerations became a new but defining prioritization factor in the narrowing process to the 150% list of priority projects. Greater clarity from ODOT about the expected role of geographic considerations would allow members the ability to deliberate fully when prioritizing candidate projects for funding decisions

The Portland metropolitan region continues to appreciate working with the newly formed ODOT Region 1 ACT throughout the 2019-2021 STIP Enhance allocation process. In establishing an on-going working relationship, the Portland metropolitan region looks to ensure the goals of the urban area and the broader Region 1 ACT can be achieved as the ACT puts forward its recommendations for the 2019-2021 STIP Enhance investments to the Oregon Transportation Commission.

Sincerely,

Craig Dirksen
Joint Policy Advisory Committee on Transportation Chair
Metro Councilor

EXHIBIT A – PORTLAND MPO EVALUATION CRITERIA

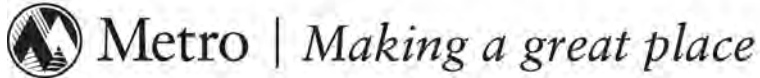
Technical Evaluation Criteria for the 2019-2021 STIP Enhance Non-Highway Candidate Investments

Criteria	Evaluation Technique	Methodology Applied	Reason for This Criteria
Proposed investment is on the 2014 RTP financially constrained priorities list.	Yes-No screening	Verification as to whether the investment is on the 2014 RTP financially constrained priorities list.	Inclusion in the RTP demonstrates the project has been recognized as a local and regional priority, is coordinated with other priority investments in the region and compiles with regional, state, and federal planning regulations.
Leverages other investment and project opportunities.	Low-Medium-High Scale	Identified complimentary projects and/or local planning efforts, such as Community Planning and Development Grants, Transportation and Growth Management Grants, in which the candidate investment would compliment and advance.	With limited funding available for transportation projects, being able to leverage and complement transportation investments is critical. Additionally, seeing the next step taken with area or project specific design plans demonstrates continued support and leveraging of good past planning work.
Proposed investment includes design features and a facility design in its transportation context which makes active travel easy and comfortable across all ages and all abilities.		Review of project application and assessing details of facility design in context of existing site. Considerations of facility separation, enhanced pedestrian crossings, and/or low-volume/low-speed interaction with vehicle traffic in the facility design were considered.	The Regional Active Transportation Plan emphasizes prioritizing good facility design, especially for investments in the Regional Active Transportation Network, which makes walking, biking, or accessing transit easy, comfortable, and safe for users of all ages and abilities. The design should be appropriate for the setting and context. For example, bike facilities on higher auto speeds and volume roads should have greater protection built into the design.
Proposed investment increases access and safety for historically underrepresented communities as well as older adults and youth.		Visual mapping exercise looking at project location over regional demographic information.	Goals, objectives, and prioritization considerations in the 2014 RTP and the Regional Active Transportation Plan point to prioritizing investments which serve and benefit historically underrepresented communities as well as older adults and youth.

EXHIBIT B – PORTLAND MPO EVALUATION RESULTS

Technical Evaluation Results for the 2019-2021 STIP Enhance Non-Highway Candidate Investments

<p align="center">Regional Evaluation Results 2019-2021 STIP Enhance Non-Highway - Region 1</p>						
Proposed Investment Title	Sponsor	Within the MPO boundary	On financially constrained 2014 RTP	Leverages on-going opportunities and/or investments	Design features to make active transportation convenient and comfortable for all ages and abilities	Increase access and safety for historically underrepresented populations as well as older adults and younger persons.
Highway 8 Safety and Access to Transit II	Washington County	Yes	Yes	High - Highway 8 Safety and Access Project - Phase I; Aloha-Reedville Study and Livable Community Plan	Medium - Pedestrian elements and design are strong; bike facility design is not as strong	High
Seventies Neighborhood Greenway	City of Portland	Yes	Yes	High - Powell-Division Transit Project & 82nd Avenue Safety Project	High	High
Stark Street Multimodal Connections	Multnomah County	Yes	Yes	High - Beaver Creek Culvert & Powell-Division Transit Project	Low - Sidewalks and bicycle facility design are not as strong	High
Highway 43 Multimodal Transportation Project	City of West Linn	Yes	Yes	High - Highway 43 design study & Jurisdictional transfer opportunity and lessons	High	Medium - in comparison to the region, but locally, serving the main area of underserved communities in West Linn
Tillamook-Holladay-Oregon-Pacific Bikeway (T-HOP)	City of Portland	Yes	Yes	High - East Portland Access to Transit Project & Sullivan's Gulch design study	High	High
May Street Elevated Sidewalk Replacement with ADA	City of Hood River	No				



Joint Policy Advisory Committee (JPACT)
March 17, 2016
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick, *Vice Chair*
Nina DeConcini
Craig Dirksen, *Chair*
Denny Doyle
Kathryn Harrington
Tim Knapp
Neil McFarlane
Diane McKeel
Steve Novick
Roy Rogers
Paul Savas
Rian Windsheimer

AFFILIATION

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

ALTERNATES PRESENT

Jef Dalin
Doug Daoust
Bart Gernhart
Susie Lahsene

AFFILIATION

City of Cornelius, representing Cities of Washington County
City of Troutdale, representing Cities of Multnomah County
Washington State Department of Transportation
Port of Portland

OTHERS PRESENT: Jessica Berry, Chris Deffebach, Lisa Frank, Mark Graf, Doug Kelsey, Stephan Lashbrook, Mark Lear, Bob Martin, Jonathan Maus, Mark Ottenad

STAFF: Colin Deverell, Kim Ellis, Shaina Hobbs, Elissa Gertler, Dan Kaempff, Ted Leybold, Ina Zucker

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:34 a.m. All attendees introduced themselves.

2. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS

Sarah Higginbotham, City of Portland - Ms. Higginbotham explained that over 60% of activity needs are met when kids are able to safely walk and bike to school. She expressed her support for continued prioritization of projects serving underserved schools through the allocation of at least \$15 million to Safe Routes to School.

Vivian Satterfield, City of Portland - Ms. Satterfield acknowledged those who had supported the For Every Kid and Safe Routes to School initiatives. She emphasized regional support of the program by listing partners and individuals who had expressed support and requested the allocation of at least \$15 million for Safe Routes to School.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

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

- Chair Dirksen informed committee members about the 2015 Compliance Report submitted by the Chief Operating Officer of Metro. He noted that there were no deadline compliance extension requests in 2015, and that all jurisdictions were in compliance with the Urban Growth Management Functional Plan and the Regional Transportation Functional Plan. Chair Dirksen added that the City of Damascus would be voting on disincorporation during its election on May 17th.
- Chair Dirksen informed JPACT members that several members expressed interest in the JPACT trip that will be planned with the Portland Business Alliance. He added that the trip would include meetings with the United States Department of Transportation (USDOT) and the Federal Transit Authority.
- Mr. Neil McFarlane introduced Mr. Doug Kelsey, the new Chief Operating Officer at TriMet.
- Mr. Rian Windshiemer informed JPACT members that the Governor's Transportation Vision Panel was held, and then distributed a letter including projects from the Region 1 Area Commission on Transportation (ACT) for the Oregon Transportation Commission (OTC). He expressed the need for the OTC to assist in the identification of funds and the consideration of changing 2018-2021 State Transportation Improvement Program (STIP) allocations to include more Enhance funds.
- Ms. Susie Lahsene informed JPACT members that Governor's Trade & Logistics Initiative had concluded and could distribute the group's recommendations to JPACT members upon request. Ms. Lahsene explained that group's findings concluded that the loss of container service contributed to a substantial increase in transportation costs for businesses.

4. CONSENT AGENDA

4.1 CONSIDERATION OF THE JPACT MINUTES FOR FEBRUARY 18, 2016

MOTION: Mayor Denny Doyle moved and Councilor Harrington seconded, to approve the February 18, 2016 meeting minutes.

ACTION: With all in favor, the motion passed.

5. ACTION ITEMS

5.1 JPACT Letter to the Governor's Transportation Vision Panel

Chair Dirksen informed committee members that the Governor's Transportation Vision Panel had conducted a forum at the Portland Airport to present its findings. Chair Dirksen noted that at the previous JPACT meeting, the committee had discussed the submission of a letter to the panel to highlight the region's transportation priorities and to share its feedback on the panel's findings.

- Mr. Neil McFarlane recommended that the letter’s language not limit funding sources to gas taxes, but should be open to funding sources such as vehicle registration fees or multi-modal funding.
- Ms. Susie Lahsene explained that the letter should emphasize that the economic activity of this region directly affects the rest of the state in order to emphasize the request of funds. Ms. Lahsene added that multi-modal freight should be addressed, or else the traffic from moving products will fall on the roads.
- Councilor Jack Burkman noted that the omission of Marine Drive Interchange and River Crossing made it appear as though the projects were no longer a regional priority. Chair Dirksen noted that including too many projects in the letter may dilute the message sent to the panel.
- Mayor Knapp noted that letter should be redrafted to use the active voice to be more effective. He added that the region has spent significant time agreeing on a Climate Smart strategy and has committed to spending 12.8 billion dollars and it is not reflected in the letter.
- Commissioner Novick added that he didn’t see support for jurisdictional transfers in the letter. Chair Dirksen noted that this point should be added to the letter.

MOTION: Councilor Harrington moved and Councilor Craddick seconded, to approve the JPACT letter to the Governor’s Transportation Vision Panel.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA): Public Comment Results and Draft Policy Discussion

Chair Dirksen explained that Metro had received input from stakeholders and the general public on the MTIP and RFFA, and had created a framework for how the region will consider Regional Flexible Fund investment.

Key elements of the update included:

Mr. Dan Kaempff informed committee members that a series of public workshops was held, in addition to meetings with stakeholder groups, which resulted in conversations leading to the five following priorities:

- Affirmation of Climate Smart strategies
- Implementation of Safe Routes to School
- Continued investment in high capacity transit
- Leveraging of other funding opportunities
- Revision of the Step 2 funding split

Mr. Kaempff explained that the 30 day public comment opportunity asked respondents about their priorities, and over 6,155 answered the RFFA question. Mr. Kaempff explained that a package of

policy proposals had been developed. He explained that increasing funding for transit projects by leveraging RFFA funds was a priority, in addition to improvement of the existing roadway network. Mr. Kaempff explained that new investment opportunities such as the Fixing America's Surface Transportation (FAST) Act and other potential funding sources would allow for more project development, and added that a portion of Step 2 Freight allocation could be used for this purpose.

Mr. Ted Leybold explained that the spreadsheet provided to committee members was a forecast of the funding and bond commitments. He informed that this funding schedule would generate \$80 million for the Southwest Corridor Project, and \$25 million for Powell-Division Bus Rapid Transit (BRT).

Mr. Kaempff informed JPACT members that the package would cover both short term and longer term projects. He added that at the April JPACT meeting, a specific draft policy would be presented, after TPAC discussion in March.

Member discussion included:

- Commissioner Savas noted that the word "congestion" was rarely brought up in the presentation and only 7-8% of the funds were slated to be allocated for congestion, although it is one of the main problems in the region. Mayor Doyle noted that congestion is one of the main problems, but wondered what others in the room thought about bonding money in order to get more funding to relieve congestion.
- Councilor Craddick emphasized the importance of setting aside funding that includes both programmatic and infrastructure priorities. She also added that school districts should be included in the conversations about the Safe Routes to School funding, because they have not always been part of the discussion in the past.
- Mr. MacFarlane explained that in order to take advantage of the opportunities present, more project development money should be committed.
- Ms. Lahsene noted that with the FAST Act, there is now a responsibility for the MPO to designate freight corridors. She noted that if you're not making investments in the multi-modal portion of the freight network, it will be defaulted to the highways.
- Mr. Windsheimer emphasized that the region should identify projects and commit to them because the rest of the state looks at the region for identification of priorities.
- Commissioner Diane McKeel expressed support for project development and added that there should be a bigger discussion over seismic issues in the region.

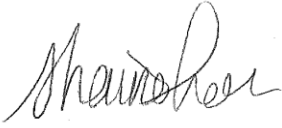
6.2 2018 RTP Update: 2016 Activities and Regional Leadership Forum #1

Chair Dirksen reminded JPACT members that on April 22nd there will be a Regional Leadership Forum for the 2018 Regional Transportation Plan Update. He explained that both MPAC and JPACT members would be present, as well as 8 to 10 community and business leaders.

ADJOURN

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

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Shaina Hobbs".

Shaina Hobbs
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 17, 2016

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.	Flyer	March 2016	2015 Compliance Report	031716m-01
5.1	Letter	N/A	Draft JPACT Letter to Governor's Transportation Vision Panel	031716m-02
6.1	Handout	N/A	2019-2012 Regional Flexible Funds Allocation: Public Input and Process	031716m-03
N/A	Letter	N/A	Safe Routes to School Letter to JPACT	031716m-04
N/A	Handout	N/A	Safe Routes to School Info Sheet	031716m-05

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18) RESOLUTION NO. 16-4691
METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO) Introduced by: “Chief Operating Officer
INCLUDE THE NEW INTERSTATE 84 AT) Martha Bennett in concurrence with
GRAHAM ROAD BRIDGE REPLACEMENTS) Council President Tom Hughes”
PROJECT)

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2015-18 MTIP on July 31, 2014; and

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

WHEREAS, the westbound bridge deck on I-84 at the Graham Road is considered to be “thin” and the rigid overlay applied in 2001 is now worn; and

WHEREAS, the eastbound bridge requires a width expansion to be compatible with the nearby Sandy River bridge; and

WHEREAS, due to the safety concerns for both the westbound and eastbound I-84 bridges over Graham Rd, both bridges will be replaced as part of the project; and

WHEREAS, the average daily traffic of 29,000 vehicles across these bridges further exemplifies the need to address safety concerns; and

WHEREAS, the proposed funding for this total \$15 million project will be a combination of State Surface Transportation Program funds, State general funds, Job and Transportation Act - HB2001B Bond Funds, plus National Highway Preservation Program funds; and

WHEREAS, the Oregon Transportation Commission approved the funding for the I-84 Graham Road Bridge Replacements project at their February 18, 2016 meeting; and

WHEREAS, the new I-84 Graham Rd Bridge Replacements Project qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of “Widening narrow pavement or reconstructing bridges”, and therefore is exempt from needing to demonstrate conformity with the air quality emissions budget; and

WHEREAS, the MTIP’s financial constraint finding will not be impacted as a result of adding the new I-84 Graham Road Bridge Replacements project as the project is being funded with approved funds; and

WHEREAS, Metro’s Joint Policy Advisory Committee on Transportation (JPACT) approved Resolution 16-4691 on April 21, 2016 to amend the MTIP to add the I-84 Graham Road Bridge Replacements project, and recommended approval by the Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to formally amend the 2015-18 MTIP to include the new I-84 Graham Road Bridge Replacements project.

ADOPTED by the Metro Council this ____ day of _____ 2016.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Exhibit A to Resolution No. 16-4691

2015-18 Metropolitan Transportation Improvement Plan Chapter 5 Tables Amendment

Action: Amend MTIP to include the new I-84 Graham Rd Bridge Replacements project.

Existing programming: None – New project

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local (State) Match	Other Funds	Total Funding
I-84 Graham Rd Bridge Replacements Project	Replace bridges #07046 and 07046A on I-84 across Graham Rd (Troutdale IC)	19763	ODOT	\$15,000,000	PE	NHPP	2016	\$2,766,600	\$233,400	\$400,000	\$3,400,000
						JTA	2016				
					Cons	STP-Flex (State STP)	2018	\$7,178,400	\$821,600	\$3,600,000	\$11,600,000
						JTA	2018				
							Totals:	\$9,945,000	\$1,055,000	\$4,000,000	\$15,000,000

Notes:

1. Fund code Notes:
 - a. NHPP = federal National Highway Preservation Program funds.
 - b. STP-Flex = federal Surface Transportation Program Funds (allocated to ODOT)
 - c. JTA = state Job and Transportation Act - HB2001B Bond Funds
2. Phase Notes:
 - a. PE phase = Preliminary Engineering (NEPA + PS&E, plans specifications & estimates).
 - b. Cons phase = Construction phase

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE THE NEW INTERSTATE 84 AT GRAHAM RD BRIDGE REPLACEMENTS PROJECT

Date: April 7, 2016

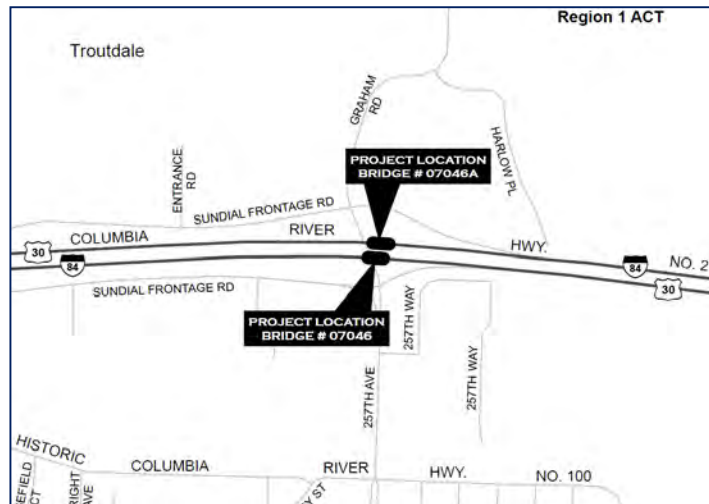
Prepared by: Ken Lobeck, 503-797-1785

BACKGROUND:

Interstate 84 Graham Rd Bridge Replacements Project

The Oregon Department of Transportation's (ODOT) State Bridge Program is responsible for the development, implementation, operation, and maintenance of Oregon's highway bridge system. The State Bridge Program utilizes a bridge management system to track conditions of all state bridges and utilizes this information to help prioritize bridge maintenance work. Projects are originally identified for funding dedicated to bridge projects during the regular Statewide Transportation Improvement Program (STIP) cycle. If more money than forecasted or cost savings from existing projects becomes available between funding cycles, the State Bridge Program may identify new priority projects to ensure available funds are obligated and not subject to rescission by the Federal Highway Administration for redistribution to projects in other states.

During the February 18, 2016 meeting, the Oregon Transportation Commission (OTC) received a request to amend the 2015-18 STIP to include or amend several bridge improvement projects. One project is in Region 1 within the Metropolitan Planning Organization (MPO) planning boundaries. The project is the Interstate 84 Graham Rd Bridge Replacements project. As the project is regionally significant (on the Interstate system), is located in the MPO's planning boundary, and will use federal funds, adding the project to the MTIP also is required. The project is located in the eastern Metro region in Troutdale.



ODOT has identified savings from other bridge program projects as the basis to support scope changes to two bridge projects, adding the construction phase funding to one project, and to include the two new projects. The I-84 Graham Rd Bridge Replacements project is one of the two new projects. A key cost savings originates from the South Yamhill River Bridge project that will reallocate \$7 million presently committed for the construction phase. The construction phase is being cancelled until there is sufficient progress on the recommended design to produce a more accurate construction estimate.

This -allows the \$7 million to be applied to the I-84 Graham Rd Bridge Replacements project. Another \$4 million of state Jobs and Transportation Act (JTA) funds are being committed to the project with the remaining \$4 million coming from the State Bridge Program. The estimated cost for the I-84 Graham Rd Bridge Replacements project is \$15 million. On February 18, 2016, the OTC approved the STIP amendment request for all five identified projects.

With approval by the OTC, Metro will complete the federal requirements under 23 CFR 450.300-336 to amend the MTIP and add the new I-84 Graham Rd Bridge Replacements project. The MTIP is the federally-mandated four year schedule of expenditures of federal transportation funds that also includes significant state and local funds in the Portland metropolitan region. The MTIP represents the first four year implementation document of the long range Regional Transportation Plan (RTP). Development, management, updates, and amendments to the MTIP are the responsibility of the MPO.

Amending the MTIP to add a new project can be accomplished via an Administrative or Formal Amendment. Administrative amendments involve minor “administrative-type” changes to projects that clearly demonstrate that no impact to financial constraint or the conformity finding is occurring as a result of the programming change. Formal amendments require Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council formal resolution, plus U.S. Department of Transportation (USDOT) approval. Formal amendments may propose eligible changes that show no financial constraint or conformity impact. However, as a condition of approval, any impact to RTP policy and compliance with federal & state regulations must be addressed.. Formal amendments must demonstrate through the documentation and approval process that the conformity finding and financial constraint are maintained correctly. Table 6.1 in the MTIP outlines examples and exceptions between Administrative and Formal amendments.

Review for MTIP Inclusion:

The MTIP is a federal document and must comply with programming guidelines identified in 23 CFR 450.300-336. Adding a new project to the MTIP involves an initial review process that includes the following seven steps:

1. Project Funding Justification, Eligibility, and Verification. Yes:
 - a. The I-84 Graham Rd Bridge Replacements project completed a formal review and approval process through the OTC.
 - b. The OTC has provided formal approval supporting the commitment of the federal National Highway Performance Program (NHPP) and State Surface Transportation Program (STP), plus State JTA funds for the project totaling \$15 million.
 - c. These funds are under the management of ODOT.
 - d. A total \$3.4 million consisting of (NHPP), State General funds, and JTA HB2001 Bond funds will be programmed in 2016 in support of Preliminary Engineering (PE) activities.

- e. A total of \$11.6 million consisting of state STP funds, State JTA funds, and State General funds will be programmed in 2018 for the construction phase requirements.
2. RTP Verification. Yes:
- a. New projects proposed for submission in the MTIP must be included in the current long range RTP.
 - b. The I-84 Graham Rd Bridge Replacements project is considered a component of the larger RTP project “Troutdale Interchange (Exit 17) Improvements” (RTP ID 10863).
3. Consistency with RTP Goals and Strategies Verification. Yes:
- a. As part of the federal and state performance measurements compliance, projects in the RTP and MTIP must be consistent with the RTP’s approved strategies and goals.
 - b. The I-84 Graham Rd Bridge Replacements project meets two RTP goals:
 - i. Goal 5: Enhance Safety and Security, Objective 5.1, Operational and Public Safety – Reduce fatal and severe injuries and crashes for all modes of travel.
 - ii. Goal 9: Ensure Fiscal Stewardship, Objective 9.1 Asset Management – Adequately update, repair, and maintain transportation facilities and services to preserve their function, maintain their useful life, and eliminate maintenance backlogs.
4. MTIP Formal or Administrative Amendment Verification – A Formal Amendment is Required:
- a. The I-84 Graham Rd Bridge Replacements project is a new project. The complete project is being added to the MTIP through this amendment. The total project cost is estimated at \$15 million.
 - b. Per Table 6.1 in Chapter 6 of the 2015-18 MTIP, the creation of a new project for MTIP inclusion requires a Formal MTIP Amendment, plus JPACT and Metro Council approval. The I-84 Graham Rd Bridge Replacements project exceeds the \$5 million total project cost exception limit for bridge replacement projects to be added via an Administrative amendment.
 - c. Once approved by Metro Council, the Formal amendment will require final approval from USDOT.
5. Conformity Verification. Yes:
- a. Federal air conformity exemption requirements are outlined in 40 CFR 93.126, Exempt Projects, Tables 2 and 3. The I-84 Graham Rd Bridge Replacements project does not include capacity enhancing elements which would require an air quality conformity analysis and is considered an exempt project.
 - b. The new I-84 Graham Rd Bridge Replacements project qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of “Widening narrow pavement or reconstructing bridges.”

6. Financial Constraint Verification. Yes:
 - a. The federal and state funds committed to the project are under the management of ODOT. The OTC has reviewed and approved the funding request. Therefore, the funds are considered available and may be considered part of the FY 2016 financial constraint finding.
 - b. There is not a negative impact to the financial constraint finding as a result of adding the I-84 Graham Rd Bridge Replacements project.
7. Metro Programming Responsibilities: As the MPO, Metro is completing the required MTIP programming actions for ODOT. The project's proposed funding does not impact any appropriated funding Metro receives.

Summary:

Staff will complete the MTIP programming action upon final approval from the Metro Council and monitor subsequent required approvals up to and through USDOT for final inclusion in the MTIP/STIP. The programming summary is shown in Exhibit A to Resolution 16-4691.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2015-2018 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 14-4532 on July 31, 2014 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Budget Impacts:** None

RECOMMENDED ACTION:

TPAC recommends the approval of Resolution 16-4691.

Attachments:

1. OTC Staff Report Bridge STIP Amendment Request
2. I-84 Graham Rd Bridge Replacements Project Location Map

OREGON TRANSPORTATION COMMISSION

AGENDA

February 18, 2016

Salem, Oregon

Thursday, February 18

FORMAL MEETING

Gail L. Achterman Conference Room103
355 Capitol Street NE
Salem, Oregon 97301-3871
(503) 986-3450

9:00 AM Agenda review, legislative update and briefing session with ODOT staff in the Stuart Foster conf. room 240.

Note: The Commission may choose to take agenda items out of order, pull, defer or shorten presentation time of agenda item(s) to accommodate unscheduled business needs. Anyone wishing to be present for a particular item should arrive when the meeting begins to avoid missing an item of interest.

Website address to view agendas/minutes on the Internet: http://www.oregon.gov/ODOT/COMM/otc_main.shtml

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Jacque Carlisle, Commission Assistant, at (503) 986-3450.

- 10:00 AM** A) Oregon Transportation Commission Members' remarks. **Informational.** (5 min., **OTC Members**)
- 10:05 AM** B) Director's Report. **Informational.** (5 min., ODOT Director **Matthew Garrett**)
- 10:10 AM** C) Public Comments. (**Up to 15 min.**)
(The Commission values public testimony. **Please note:** This part of the agenda is for comments on topics not scheduled elsewhere on the agenda. General guidelines: provide 10 copies of your written summary or other materials to the Commission Assistant prior to your testimony; and limit your comments to three minutes.) Please sign up on the public comment sheet provided at the meeting handout table.
- 10:25 AM** D1) Receive an informational presentation on safety, transit, rail and other programs and policies in the recently passed federal surface transportation authorization.
- D2) Receive a presentation about the enhancements to the existing Oregon Freight Plan to comply with the freight planning requirements under the Fixing America's Surface Transportation Act (FAST Act).
- Informational.** (75 min., ODOT Transportation Safety Division Administrator **Troy Costales**, ODOT Rail and Public Transit Division Administrator **Hal Gard**, ODOT Senior Federal Affairs Advisory **Trevor Sleeman**, ODOT Transportation Development Division Administrator **Jerri Bohard**, and ODOT Planning Section Manager **Erik Havig**)

OREGON TRANSPORTATION COMMISSION

AGENDA

February 18, 2016

Salem, Oregon

Thursday, February 18, (continued)

- 11:40 AM** E) Provide input about allocating unanticipated federal funds received under the Fixing America's Surface Transportation Act (FAST Act). The discussion will include amending additional projects into the approved 2015-2018 Statewide Transportation Improvement Program and additional allocations to programs in the 2018-2021 STIP currently under development. **Action.** (45 min., ODOT Assistant Director **Travis Brouwer**, ODOT Highway Division Administrator **Paul Mather**, and ODOT Transportation Development Division Administrator **Jerri Bohard**)
- 12:25 PM** **Lunch with staff** (60 mins.)
- 1:25 PM** F) Receive an informational presentation and hold a public hearing on the draft Oregon Bicycle and Pedestrian Plan and close the public review period effective close of business on February 18, 2016. **Public Hearing.** (30 mins., ODOT Transportation Planning Unit Manager **Amanda Pietz**)
- 1:55 PM** G) Receive an informational presentation on the status of increasing speed limits in Eastern Oregon (House Bill 3402) and use of innovative technologies to implement the bill. **Informational.** (30 min., ODOT Highway Division Administrator **Paul Mather** ODOT Technical Services Branch Manager **Tom Lauer**, and ODOT Communications Section Manager **Tom Fuller**)
- 2:25 PM** H) Receive an informational presentation about the recent Employee Engagement survey results and initial findings. **Informational.** (30 min., ODOT Chief Human Resources Officer **Jane Lee** and ODOT Organizational Development Manager **Diana Koppes**)
- 2:55 PM** I) Consider approving items on the Consent Calendar. **Action.** (5 min., ODOT Director **Matthew Garrett**)
- 3:00 PM** J) **ADJOURN**

OREGON TRANSPORTATION COMMISSION
AGENDA
February 18, 2016
Salem, Oregon

Thursday, February 18, (continued)

CONSENT CALENDAR

1. Approve the minutes of the January 21, 2016, Commission meeting in Salem.
2. Confirm the next two Commission meeting dates:
 - Thursday, March 17, 2016, meeting in Salem.
 - Wednesday and Thursday, April 20-21, 2016, meeting in Redmond.
3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to change the scope of two projects, add two new projects and add construction for one project. Funding will come from cost savings on various projects. The net cost of these changes is \$17,060,910.

The projects are:

- Oregon 18 Spur: South Yamhill River Bridge, Region 2 (scope change)
 - U.S.101: Cathodic Protection and Concrete Repairs Bridges, in Region 2 (scope change)
 - Interstate 84: Graham Road Bridge Replacements, in Region 1 (new project)
 - Interstate 82: Bridge End Panel Replacements, in Region 5 (new project)
 - Interstate 84: Hood River Bridge Deck Replacement, In Region 1 (adding construction)
5. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add the U.S. 95: Jordan Valley-Jordan Creek project near Jordan Valley in Region 5. The funding will come from the Region 5 Financial Plan. The total estimated cost of this project is \$1,550,000.



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: February 4, 2016

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: **Consent 4** – Amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to change the scope of two projects, add construction for one project and add three new projects.

Requested Action:

Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to change the scope of two projects, add two new projects and add construction for one project. Funding will come from cost savings on various projects. The net cost of these changes is \$17,060,910.

The projects are:

- Oregon 18 Spur: South Yamhill River Bridge, Region 2 (scope change)
- U.S.101: Cathodic Protection and Concrete Repairs Bridges, in Region 2 (scope change)
- Interstate 84: Graham Road Bridge Replacements, in Region 1 (new project)
- Interstate 82: Bridge End Panel Replacements, in Region 5 (new project)
- Interstate 84: Hood River Bridge Deck Replacement, In Region 1 (adding construction)

Scope Changes:

Region 2:

The construction phase for Oregon 18 Spur: South Yamhill River Bridge project was added to the 2015-2018 STIP at the October 2015 OTC meeting as part of the design to construction item, with \$7,000,000 allocated to the construction phase. Since this bridge is 990 feet long and has a deteriorated timber substructure, the available funding would have only allowed for rehabilitation of the substructure and left in place a bridge that is 64 years old, with a roadway width of only 26 feet.

Both the Oregon Department of Transportation(ODOT) and the City of McMinnville agree that the best plan to address the bridge needs on the McMinnville Spur is to design a new bridge that meets modern design standards, including roadway width, and does not include timber elements. The \$7,000,000 currently allocated for construction will not be sufficient to fund a new bridge. Until there is sufficient progress on the recommended design to produce a more accurate construction estimate, the construction phase should be cancelled so the funds can be used to meet other bridge needs. This change will make available \$7,000,000 to be used for the Interstate 84: Graham Road Bridge Replacements Project.

Project Name	Oregon 18 Spur: South Yamhill River Bridge #06758, Key 19389	
PHASE	YEAR	COST
Preliminary Engineering	2015	\$1,100,000
Right of Way	None	\$ 0
Utility Relocation	None	\$0
Construction	None	\$0
TOTAL		\$1,100,000

The construction phase for the U.S.101: Cathodic Protection and Concrete Repairs Bridges project was added to the 2015-2018 STIP at the October 2015 OTC meeting as part of the design to construction item, with \$22,600,000 allocated to the construction phase. A fourth bridge, China Creek, U.S. 101 at MP 175.68, bridge number 01114 was included in the design to construction item. While the China Creek Bridge is 85 years old, it is in satisfactory condition, with only minor deterioration of the concrete. Based on the condition of this bridge, it is not necessary to apply cathodic protection at this time and should be removed from the project.

The Yaquina Bay Bridge, Bridge 01820, has an existing cathodic protection system. This system is near the end of its useful life and should be removed so that a new coating and the associated impressed current power supply and control system can be installed. The Yaquina Bay Bridge has concrete approach spans on both the North and South ends. The North approach spans will be added to this project. This scope change reduces the construction estimate by \$1,000,000. Total estimated cost for this project is \$23,400,000.

Project Name	US101: Cathodic Protection and Concrete Repairs Bridges #01113, 01175, 01820, 02723, Key 19457	
PHASE	YEAR	COST
Preliminary Engineering	2015	\$1,800,000
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2017	\$21,600,000
TOTAL		\$23,400,000

New Projects:

Region 1:

The Interstate 84 westbound bridge over Graham Road at Mile Point 17.37, Bridge Number 07046A, is a 116 foot long three-span bridge built in 1958. This bridge has an average daily traffic of 29,000 vehicles. The deck is considered to be “thin”, with a structural depth of just six inches. The rigid overlay that was applied to this bridge in 2001 is worn, with ruts up to one inch deep in the travel lanes. On May 13, 2015, there was a three-foot square full depth failure of the deck. This 45-foot wide bridge is a third of a mile west of the new Sandy River Bridge that is 60-feet wide. Due to the thin deck, mobility concerns associated with a rigid overlay, and the narrow width when compared to the new Sandy River Bridge, the best solution to address the needs at this location is to replace this bridge.

The Interstate 84 eastbound bridge over Graham Road at Mile Point 17.37, Bridge Number 07046, is a 106-foot long three-span bridge built in 1948. While this bridge is 10 years older than the westbound bridge, it has a thicker deck and is in satisfactory condition. To minimize future construction at this location, take advantage of the traffic control measures required for the replacement of the westbound bridge, and provide a bridge width that is compatible with the nearby Sandy River Bridge, the eastbound bridge should also be replaced as part of this project. Funding for this project will include \$4,000,000 Jobs and Transportation Act (JTA) funds, \$7 million from the Oregon 18 Spur: South Yamhill River Bridge project, with the remainder coming from the State Bridge Program. Total cost of this project is \$15,000,000.

Project Name	Interstate 84: Graham Road Bridge Replacements, Key number to be determined	
PHASE	YEAR	COST
Preliminary Engineering	2016	\$3,400,000
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2018	\$11,600,000
TOTAL		\$15,000,000

Region 5:

The Umatilla River, Interstate 82 bridges at Mile Point 1.77, eastbound bridge 16444 and westbound bridge 16443, were built in 1985. The roadway on both ends of these bridges is concrete. While the original design included provision for the concrete roadway to expand and contract due to temperature change, it appears that the design is no longer performing as intended. The top of the abutments for both of these bridges rotate inward two inches from vertical. There is heavy cracking in the abutments, and spalling with exposed reinforcement. There are longitudinal and transverse cracks in the approach slabs.

The UPRR, Interstate 82 bridges at Mile Point 10.21, eastbound bridge 16451 and westbound bridge 16450, were built in 1987. These bridges have the same conditions regarding the concrete pavement as noted above. However, the damage to these two bridges is considerably less, with minor cracks in the abutments, and settlement and cracking in the approach slabs.

This project will replace or upgrade the concrete paving terminal expansion joints, bridge end panels, and bridge joints. Bridge 16444 will also receive an overlay, since the current thin overlay is worn in the slow lane wheel tracks, has several patches that are close together in the fast lane, and there is deck cracking that is coming through the overlay in several places.

This project will be jointly funded by the Bridge and Pavement Programs. The total cost for this project is \$4,089,005.

Project Name	Interstate 82: Bridge End Panel Replacements, Key to be determined	
PHASE	YEAR	COST
Preliminary Engineering	2016	\$681,335
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2018	\$3,407,670
TOTAL		\$4,089,005

Add Construction:

Region 1:

The Hood River, Interstate 84 eastbound bridge at Mile Point 64.15, bridge 02444, was built in 1953. This bridge has a main steel girder at each edge, with three smaller steel girders in the middle supporting the deck. The bridge inspection report notes that there is above average deflection in all spans as trucks pass over the bridge. The deck is only six inches thick, and had six full depth patches placed by the bridge crews in 2010. In 2013 an additional full depth patch was added to address a two foot by three foot spall. There are six more areas with dense cracking and rust staining that indicates that more full depth patches will be necessary in the future.

The Hood River, Interstate 84 westbound bridge at Mile Point 64.15, bridge 02444A was built in 1962. This bridge has five equally sized steel girders, and a deck that is seven inches thick. When this bridge was widened in 1995, a structural overlay was placed on the deck. There are approximately twelve patches that are one foot square in the fast lane, which appear to be sound. In addition to the patches, there is dense transverse cracking in the overlay and in the widened section.

This project will replace the six inch deck on the eastbound bridge 02444 with a thicker deck, and also strengthen the smaller steel girders to reduce the deflection due to trucks. The overlay on the westbound Bridge 02444A will be replaced due to extensive patching and cracking.

The preliminary engineering for this project was approved at the August 2015 OTC meeting. This request will add \$5,971,905 for the construction phase. The total cost for this project is \$6,464,905.

Project Name	Interstate 84: Hood River Bridge Deck Replacement, Key 19653	
PHASE	YEAR	COST
Preliminary Engineering	2016	\$493,000
Right of Way	None	\$0
Utility Relocation	None	\$0
Construction	2018	\$5,971,905
TOTAL		\$6,464,905

Attachments:

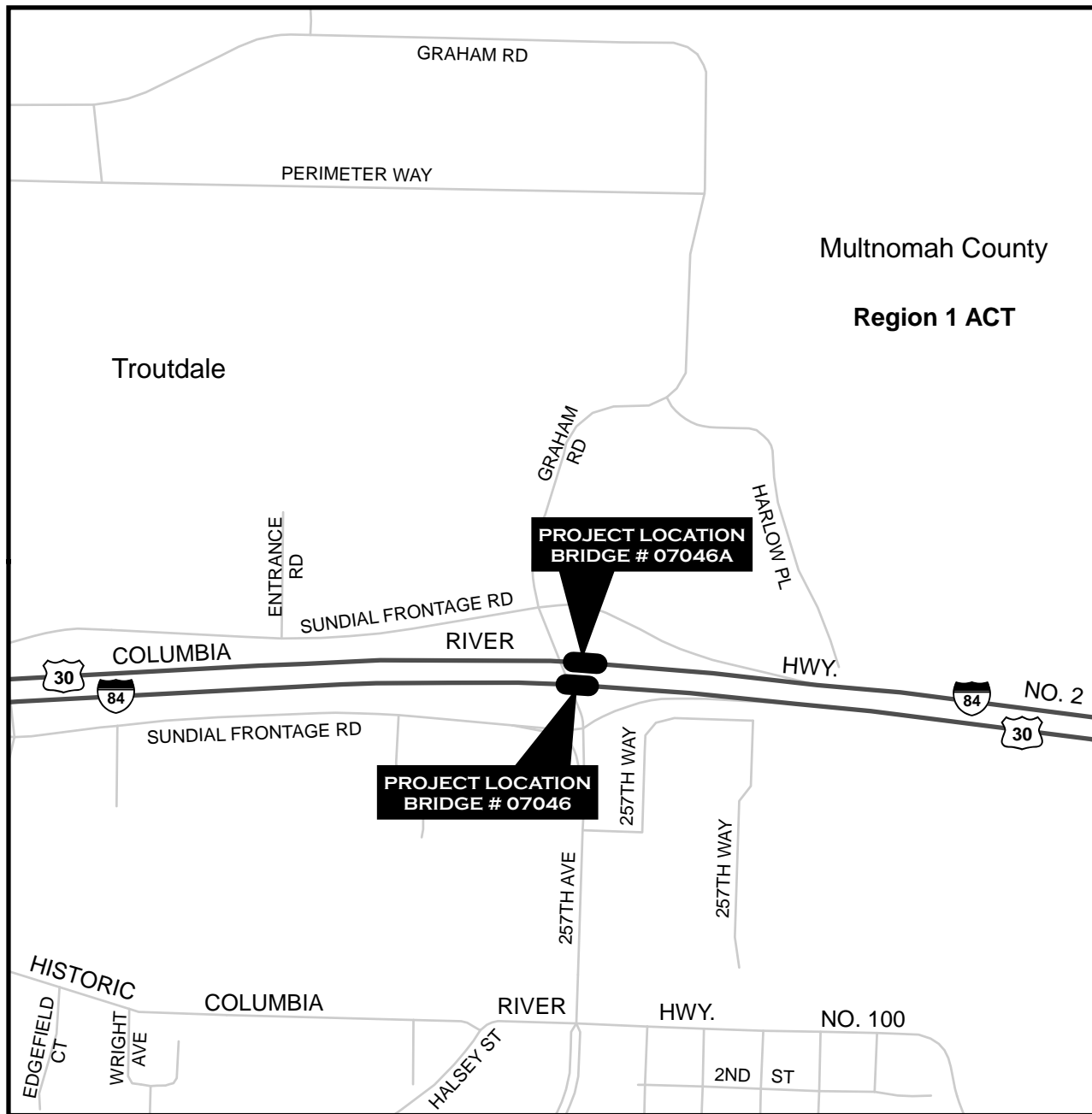
- Location and Vicinity Maps

Copies (w/attachment) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Kurtis Danka
Paul Mather	McGregor Lynde	Rian Windsheimer	Vaughan Rademeyer
Sonny Chickering	John Maher	Monte Grove	Jane Goode
Kelly Jacobsen	Anna Dunlap		

STIP PROJECT LOCATION

ODOT REGION 1



- LEGEND**
- PROJECT LOCATION
 - STATE HIGHWAY CLASSIFICATION**
 - INTERSTATE
 - STATEWIDE
 - REGIONAL / DISTRICT
 - REGIONAL BOUNDARY
 - COUNTY BOUNDARY
 - ACT BOUNDARY

I-84 GRAHAM ROAD BRIDGE REPLACEMENTS KEY NO. TBD

"This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information."

0 0.055 Miles

PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - JANUARY 2016
GIS No. 23-52

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 16-XXXX
FISCAL YEAR 2016-17 UNIFIED PLANNING)
WORK PROGRAM AND CERTIFYING THAT) Introduced by Chief Operating Officer Martha
THE PORTLAND METROPOLITAN AREA IS IN) Bennett with the concurrence of Council
COMPLIANCE WITH THE FEDERAL) President Tom Hughes
TRANSPORTATION PLANNING
REQUIREMENTS

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in Fiscal Year (FY) 2016-17; and

WHEREAS, the UPWP is developed in consultation with Federal and State agencies, local governments, and transit operators; and

WHEREAS, the FY 2016-17 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2016-17 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the FY 2016-17 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro's compliance with Federal planning regulations as required to receive Federal transportation planning funds; now therefore

BE IT RESOLVED by the Metro Council:

1. That the FY 2016-17 UPWP attached hereto as Exhibit A is hereby adopted.
2. The FY 2016-17 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. That staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this _____ day of May 2016.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

**MAKING A
GREAT
PLACE**



Due to the large size of this document, a link has been provided to access the 2016-17 Unified Planning Work Program:
<http://rim.metro-region.org/webdrawer/webdrawer.dll/webdrawer/rec/422376/view/>

2016 – 2017 Unified Planning Work Program

**Transportation Planning in the
Portland/Vancouver Metropolitan Area**

DRAFT – March 18, 2016

2016 Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon for the Oregon portion of the Portland/Vancouver urbanized area, covering 25 cities and three counties. It is Metro's responsibility to meet the requirements of *Moving Ahead for Progress in the 21st Century* (MAP-21), the Oregon Transportation Planning Rule, which implements Statewide Planning Goal 12, and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with and supports the region's land use plans, and meets Federal and state planning requirements.

Metro is governed by an elected regional Council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

2. Geographic Scope

The Metropolitan Planning Area boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

The Metropolitan Planning Area (MPA) boundary is a federal requirement for the metropolitan planning process. The boundary is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

3. Agreements

- A Memorandum of Agreement between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. Executed in April 2012, the Agreement will be updated in June 2018.
- In accordance with 23 CFR 450.314, an intergovernmental agreement (IGA) between TriMet, Oregon Department of Transportation (ODOT), and Metro was executed in July 2008, to be updated in June 2018.

- Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.
- Bi-State Coordination Committee Charter – Metro and eleven state and local agencies adopted resolutions approving a Bi-State Coordination Committee Charter in 2004. Some were adopted in late 2003 and the balance in 2004, which triggered the transition from the Bi-State Transportation Committee to the Bi-State Coordination Committee.
- A Memorandum of Understanding between Metro and the Department of Environmental Quality (DEQ) describing each agency’s responsibilities and roles for air quality planning. Executed in September 2013, it will be updated in September 2016.
- A Memorandum of Understanding between Metro and South Metro Area Regional Transit (SMART) outlining roles and responsibilities for implementing the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was updated in July 2014 and will be updated in July 2017.

4. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure, which provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

Joint Policy Advisory Committee on Transportation

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, RTC, Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board “shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation.”

Metro Policy Advisory Committee

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the transportation plan is developed to meet not only MAP-21, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

The Unified Planning Work Program (UPWP) is developed annually by Metro as the MPO for the Portland metropolitan area. It is a federally-required document that serves as a tool for coordinating federally-funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA and FTA. Additionally, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with annual adoption of the UPWP.

This Unified Planning Work Program (UPWP) includes the transportation planning activities of Metro and other area governments involved in regional transportation planning activities for the fiscal year of July 1, 2016 through June 30, 2017.

b. Regional Transportation Plan

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.

- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.

c. Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality regulations. These activities require special coordination with staff from Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city

The 2015 -18 MTIP was adopted in July 2014 and was incorporated into the 2015 -18 STIP. Amendments to the MTIP and development of the 2018 -21 MTIP are included as part of the Metropolitan Transportation Improvement Program work program.

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.

D. Congestion Management Process

A Congestion Management Process (CMP) was adopted as part of 2035 RTP in June 2010. It can be found in Appendix 4.4 of the RTP. Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs. Metro staff revised the Regional Mobility Atlas as part of the 2014 RTP update.

E. Air Quality Conformity

The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

The state and federal component of the Air Quality Program is the Air Quality Conformity Determination (AQCD) which is a technical analysis to determine the air quality impacts of the RTP and MTIP. An AQCD determination is made during the update to each MTIP and RTP or when amendments to the MTIP or RTP warrant a re-evaluation of air quality impacts. The AQCD analysis requires special coordination with staff from Oregon Department of Environmental Quality (DEQ) and other regional, county, city and state agencies

and is guided by rules set forth in the Portland Area Second 10-Year Maintenance Plan, which is a component of the State Implementation Plan (SIP). The SIP is overseen by DEQ and approved by the U.S. Environmental Protection Agency (EPA). The Portland Area Second 10-Year Maintenance Plan is set to expire in October 2017. When Metro seeks approval of an AQCD the review and approval process are done in consultation with DEQ and EPA, but joint approval is issued by the Federal Highway Administration and Federal Transit Administration.

6. Planning Factors

Moving Ahead for Progress in the 21st Century (MAP-21), the most recent federal transportation legislation passed by U.S. Congress and signed into law by the President in 2012, defines specific planning factors and national goal areas to be considered when developing transportation plans and programs in a metropolitan area. MAP-21 creates a streamlined and performance-based surface transportation investment program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Implementation of MAP-21 began through the 2013-15 UPWP. Implementation will continue in FY 2015-16 as described in the narratives for the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program work (MTIP) programs.

Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, eight factors defined in federal legislation:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

MAP-21 also requires state DOTs and MPOs to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The MAP-21 national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduce project delivery delays

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	<ul style="list-style-type: none"> • RTP policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as “primary” areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to destinations beyond the region by all modes. 	<ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the “traded sector.” 	<ul style="list-style-type: none"> • HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.
2. Increase Safety	<ul style="list-style-type: none"> • The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy). 	<ul style="list-style-type: none"> • All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. 	<ul style="list-style-type: none"> • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.
3. Increase Security	<ul style="list-style-type: none"> • System security is being incorporated into the RTP as part of the current update, scheduled for completion in early 2008 	<ul style="list-style-type: none"> • Transportation security will be factored into the next MTIP update, following completion of the new RTP. 	<ul style="list-style-type: none"> • System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Increase Accessibility	<ul style="list-style-type: none"> • The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. 	<ul style="list-style-type: none"> • Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region. 	<ul style="list-style-type: none"> • The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
5. Protect Environment and Quality of Life	<ul style="list-style-type: none"> • The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The RTP conforms to the Clean Air Act. 	<ul style="list-style-type: none"> • The MTIP conforms to the Clean Air Act. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage. • "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff. 	<ul style="list-style-type: none"> • Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
5. Protect Environment and Quality of Life (cont)	<ul style="list-style-type: none"> • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. 		
6. System Integration/ Connectivity	<ul style="list-style-type: none"> • The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region. 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes. 	<ul style="list-style-type: none"> • Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
7. Efficient Management & Operations	<ul style="list-style-type: none"> • The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed RTP projects include many system management improvements along regional corridors. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors. • TSM/ITS projects are funded through the MTIP. 	<ul style="list-style-type: none"> • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
8. System Preservation	<ul style="list-style-type: none"> • Proposed RTP projects include major roadway preservation projects. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • Reconstruction projects that provide long-term maintenance are identified as a funding priority. 	<ul style="list-style-type: none"> • The RTP financial plan includes the 20-year costs of HCT maintenance and operation for planned HCT systems.

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

7. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for the public to participate in the planning process.

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials and address the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro's public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the most recent federal transportation authorization act, Moving Ahead for Progress in the 21st Century Act (MAP-21). Metro's public involvement policies establish consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

In 2012, Metro created a new public engagement review process, designed to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices. Other components of the public engagement review process which will contribute to more inclusive engagement and accountability include an annual public survey, meetings of public involvement staff from around the region to address best practices, an annual community summit to gather input on priorities and engagement techniques, and an annual report.

Title VI – In April 2007, Metro completed and submitted its Title VI Plan to the FTA. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning activities in the region. It includes both a non-discrimination policy and complaint procedure. On Aug.30, 2011, Metro submitted a Title VI Compliance Report to ODOT, covering a 15 month period from April 1, 2010, through June 30, 2011. With approval from ODOT's office of civil rights granted on June 6, 2011, Metro is transitioning to a July 1 to June 30 reporting period, with Title VI Compliance Reports due to ODOT on Aug. 30 after the end of each annual reporting period. The next annual report will be due Aug. 30, 2015, covering July 1, 2014 to June 30, 2015. As of March 2012, Metro was revising its Limited English Proficiency Plan as part of an update to its Title VI Program for FTA.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and

seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes. In addition, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention.

Additionally, as part of Metro's Regional Flexible Fund Allocation (RFFA), a process Metro conducts every two years to distribute federal funding to regional programs and local projects, equity analysis and outreach was conducted. Over the years, Metro has worked to integrate equity considerations to a greater degree every cycle, with the 2014-15 allocation process being the strongest effort so far in ensuring that underserved populations are not only considered in the decision-making process, but that projects are developed around better meeting the needs of communities that have been traditionally underserved.

Efforts to develop an "equity lens" through which decisions are made in the region are ongoing, as are the challenges of applying this lens to everyday planning activities and analysis. This cycle of RFFA attempted to address equity by increasing our knowledge about underserved community transportation needs and access and where concentrations of communities in need are located. Local project applicants were provided this information to propose projects in areas that face the greatest transportation barriers in meeting daily needs of residents with the desired outcome of additional investment in areas of most need. Metro's increased focus on equity in this RFFA cycle reflects national and regional shifts in regulations and policies that emphasize the importance of increasing equity in our practices to better meet the needs of communities in the region and respond to shifting demographics.

In order to reach out to additional stakeholders in the 2014-15 process, Metro staff initiated the development of an Environmental Justice (EJ) and underserved communities working group. This group was key in providing information about the transportation needs of EJ and underserved communities. The group was formed by developing a list of contacts representing non-profits, government agencies, advocacy groups and others working with these communities of concern to invite to participate in the working group.

For the first time in the program's history, a joint task force was charged with developing the criteria for project scoping and prioritization. Metro staff invited community members and professionals involved with active transportation and freight related systems to attend five meetings. In addition, two individuals participating on the EJ/underserved working group served on the task force and reported on the findings of the working group. Their participation and perspective was influential in integrating equity into the highest level criteria and thus shaping where the projects are located and how they address the needs of underserved communities.

A more detailed description of the equity analysis methodology and outreach process is available on Metro's website.

8. Disadvantaged Business Enterprise

The Metro Disadvantaged Business Enterprise (DBE) seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Ensure that only firms that fully meet 49 CFR 26 eligibility standards are permitted to participate as DBE's;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the market place outside the DBE program.

Policy Statement

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Assistant Director of Administrative Services and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro
Contracts Division
600 NE Grand Avenue
Portland, Oregon 97232

9. Americans with Disabilities Act

The Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan was adopted by the TriMet Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and TriMet has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the RTP. FTA audited and approved the plan in summer 1999. The Special Transportation Funding Advisory Committee staffed by TriMet, coordinated with Metro as the MPO in updating the Coordinated Human Services

Transportation Plan adopted in June 2009

(http://trimet.org/pdfs/publications/Coordinated_Human_Services_Transportation_Plan.pdf)

10. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.16-XXX, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2016-17 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: March 25, 2016

Prepared by: Chris Myers
(503) 813-7554

BACKGROUND

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning July 1.

The UPWP is developed by Metro with input from local governments, TriMet, ODOT, the Port of Portland, FHWA, and FTA. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities.

Every four years, Metro as an MPO, undergoes certification review with (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The next quadrennial certification review will take place in 2016. In the intervening years Metro undergoes a required self-certification process with the FHWA and FTA, to ensure Metro's planning process is in compliance with specific Federal requirements as a prerequisite to receiving Federal funds.

The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No.16-XXXX.

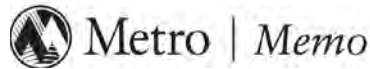
ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition

2. **Legal Antecedents** – this resolution certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.
3. **Anticipated Effects** – Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2016 in accordance with established Metro priorities.
4. **Budget Impacts** – Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

RECOMMENDED ACTION

Approve Resolution **No.16-XXXX** certifying that the Portland metropolitan area is in compliance with Federal transportation planning requirements.



Date: April 13, 2016
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Ted Leybold, Resource Development Manager
Dan Kaempff, Principal Transportation Planner
Subject: 2018-2021 MTIP and 2019-2021 RFFA Policy Report

Purpose

Discuss and take action on the 2018-2021 MTIP and 2019-2021 RFFA Policy Report.

Request

JPACT is asked to approve a policy direction for the 2018-2021 MTIP and 2019-2021 RFFA.

Introduction

At their March 25 meeting, TPAC reviewed and discussed a draft MTIP/RFFA Policy Report. The report defines the expectations of JPACT and Metro Council in coordinating the three different funding allocations approved in the MTIP and implementing regional transportation policies. The policy direction also defines the policy objectives for the 2019-2021 Regional Flexible Funds Allocation.

TPAC recommended advancement of the policy report to JPACT for approval, contingent upon their edits and additional clarifying statements. Those changes are reflected in this version of the Policy Report.

The RFFA policy recommendation follows the policy from previous funding cycles, allocating funds through a two-step process. Step 1 continues repayment of the current transit bond commitment, and maintains the funding capacity of the Region-wide programmatic investments. The Step 2 project investment continues the 75/25 percent split between Active Transportation/Complete Streets, and Regional Freight Initiatives categories.

RFFA Policy Options

By continuing and maintaining the funding levels of Steps 1 and 2, there is an additional \$17.43 million available.

Metro staff have worked with regional stakeholders through a year-long process to identify new regionally adopted policy topics and gather community input to help create policy direction for the 2019-21 RFFA.

Through this process, five key policy topics have been identified in which the region will consider funding proposals. The policy areas are:

1. Transit investment in regional corridors (SW Corridor and Powell-Division)

2. Investment in Safe Routes to School
3. Climate Smart Strategies investment in RTO
4. Climate Smart Strategies investment in TSMO
5. Project development on regionally significant throughways

Metro staff presented these five topics in a proposed policy framework to JPACT at their March 17, 2016 meeting. Initial JPACT input was supportive of considering these policy topics and the staff recommendation to bring a policy document back to them at their April meeting for further consideration and adoption.

The attached draft policy report (Attachment 1) details these topics as five policy updates as a means of addressing these considerations through Steps 1 and 2 of the existing RFFA policy. Also in this draft policy report are revised criteria for Step 2 project selection.

These policy update options contain suggested funding ranges that provide JPACT with a sense of approximate investment levels in each area that would fit within the current available funding. JPACT may choose to adopt the MTIP/RFFA policy with funding ranges and determine specific funding levels during the project selection phase to be conducted later this year. Or, they may wish to consider identifying specific funding targets in the adopted policy document as part of the discussion in this meeting.

Upon JPACT and Council adoption of the MTIP/RFFA policy, work will continue to finalize project selection criteria and process, whereupon the project solicitation, technical evaluation and regional prioritization processes will lead to consideration and a final set of investments adopted by JPACT and Metro Council at the end of 2016.

**MAKING A
GREAT
PLACE**



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

Adoption draft – April 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

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Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans

EXECUTIVE SUMMARY

Unlike past years, the Portland region has been presented with major opportunities to make significant investments in our transportation system to improve conditions for all users. With Congress' passage of the Fixing America's Surface Transportation (FAST) Act in late 2015, we have at our disposal new federal programs as well as a 5-year funding commitment. In addition, the Governor and state legislature have indicated that a new transportation funding bill will be considered in the 2017 session. And, encouraged by successful efforts in other parts of the country, the regional leaders are considering the possibility of asking voters to approve a local funding measure as well.

Given these opportunities, the discussions leading up to adoption of this MTIP/RFFA policy have centered on how these flexible funds can be used in a manner that puts the region in a strong position to compete for and leverage these additional sources of revenue. The choices laid out in this policy document collectively represent a way we can develop multi-modal projects that will address some of our major system bottlenecks, follow through on our region's commitment to reduce greenhouse gas emissions, continue developing our transit network, improve safety for users of all ages, and provide more travel choice to the public.

In order to take advantage of these opportunities, it is important for regional decision-makers to think strategically about how best to invest our flexible funds. Building on our region's past history of successfully working in partnership to bond these funds to generate significant up-front funding for transit system development, we can also consider a similar approach to do development work on major projects in order to have a pipeline of specific projects that are ready to leverage these new funding opportunities. And, we can do this while continuing our region's commitment to building a multi-modal transportation system that benefits us all.

1.0 INTRODUCTION

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

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

The process for updating these policies began by engaging regional stakeholders, technical advisory committees, elected officials, and Metro Council members. Metro staff used the TPAC and JPACT meetings as well as supplementary policy workshops to discuss and define: 1) expected coordination activities between the MPO, state department of transportation, and transit partners on the funding allocation processes; and 2) provide policy direction to allocate the estimated **\$130.38 million** available in Regional Flexible Funds for federal fiscal years 2019-2021.

The approach to allocating Regional Flexible Funds proposed in this report is intended to develop a collaborative method for supporting transportation investments that achieve the region's vision and goals for the transportation system. The vision and goals including reducing the region's greenhouse gas emissions, keeping neighborhoods safe, supporting sustainable economic growth, and making the most of the existing investments our region has already made in public infrastructure.

2.0 REGIONAL SIX DESIRED OUTCOMES

In 2008, Metro Council and MPAC adopted Six Desired Outcomes¹ to form the framework of a performance-based approach for policy and investment decisions. Those outcomes are:

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

The Six Desired Outcomes shape the way in which all regional plans and policies reflect and orient towards achieving the desired outcomes.

3.0 REGIONAL TRANSPORTATION SYSTEM PERFORMANCE TARGETS

In 2014, the region adopted the Regional Transportation Plan (RTP), which serves as the blueprint for the transportation system for the next 25 years. The RTP includes policies for the development of the transportation system and the list of transportation priority

¹ Metro Resolution 08-3940

investments to implement the blueprint. The Six Desired Outcomes are incorporated as part of the RTP vision and blueprint and as a result they shaped and guided the development of RTP performance targets to measure progress towards the goals. The ten performance targets are shown below in Table 1.

Table 1: 2014 Regional Transportation Plan Performance Targets

Economy	Safety – By 2040, reduce the number of fatal and severe injury crashes for pedestrians, bicyclists, and motor vehicle occupants each by 50% compared to 2007 - 2011 average.
	Congestion – By 2040, reduce vehicle hours of delay (VHD) per person by 10 percent compared to 2010.
	Freight reliability – By 2040, reduce vehicle hours of delay per truck trip by 10 percent compared to 2010.
Environment	Climate change – By 2040, reduce transportation-related greenhouse gas emissions per capita below 2010 levels.
	Active transportation – By 2040, triple walking, biking and transit mode shares compared to 2010 modeled mode shares.
	Basic infrastructure – By 2040, increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional networks in 2010.
	Clean air – By 2040, ensure zero percent population exposure to at-risk levels of air pollution.
	Travel – By 2040, reduce vehicle miles traveled per person by 10 percent compared to 2010.
Equity	Affordability – By 2040, reduce the average household combined cost of housing and transportation by 25 percent compared to 2010.
	Access to daily needs – By 2040, increase by 50 percent the number of essential destinations accessible within 30 minutes by bicycling and public transit for low-income, minority, senior and disabled populations compared to 2005. ²

4.0 REGIONAL TRANSPORTATION FINANCE APPROACH

In May 2009, JPACT developed an approach to direct how the transportation needs of the region are to be addressed by existing or potential funding sources. The funding source approach to address the region’s transportation needs was updated by staff for this policy report to reflect administrative or process changes to certain sources (i.e. consolidation of certain federal fund sources under federal transportation funding reauthorizations (MAP-21 and FAST acts), restructuring of ODOT allocation programs). This approach is shown in Table 2 and provides a starting point for the various funding programs or sources that are addressed in the MTIP and State Transportation Improvement Program (STIP). The approach identifies funding mechanisms agencies use and a regional strategy for sources to

² Added with adoption of the 2014 RTP.

be pursued to address unmet needs of the different elements of transportation system in the region. The approach has been utilized in the development of Regional Flexible Fund allocation policies since the 2010-2013 cycle.

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

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Local/Arterial street reconstruction/maintenance	<ul style="list-style-type: none"> • State pass through • Street utility fees 	<ul style="list-style-type: none"> • Increases in state gas tax or VRF • New street utility fees or equivalent
Active Transportation (includes bicycle, pedestrian, and small on-street transit capital improvements like bus shelters)	<ul style="list-style-type: none"> • Regional Flexible Funds • Connect Oregon • ODOT Region 1 competitive allocation – dedicated • Local contributions • Development (Frontage, Impact Fees, SDC’s) 	<ul style="list-style-type: none"> • New federal program • State Urban Trail fund • New local funds
Highway preservation	<ul style="list-style-type: none"> • Interstate Maintenance • State gas & weight/mile tax • ODOT Region 1 preservation, maintenance, and operations allocation program • NHPP 	<ul style="list-style-type: none"> • Increases in state gas tax or VRF • New street utility fees or equivalent
Transit Operations	<ul style="list-style-type: none"> • Employer tax • Passenger fares • Section 5307 • Section 5310 	<ul style="list-style-type: none"> • Employer tax rate • New funding mechanism • Passenger fare increases
Arterial Expansion	<ul style="list-style-type: none"> • Development (Frontage, Impact Fees, SDC’s) • Urban Renewal • ODOT Region 1 competitive allocation program • Regional Flexible Funds³ • TIGER • Local contributions 	<ul style="list-style-type: none"> • SDC rate increases • Regionally raised revenue • Increase in state gas tax or VRF
Highway expansion	<ul style="list-style-type: none"> • ODOT Region 1 competitive 	<ul style="list-style-type: none"> • More from existing sources

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

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

5.0 2018-2021 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM COORDINATION POLICY

Federal policy language in the United States Code (USC) of Federal Regulations⁴ direct metropolitan planning organizations (MPOs), state departments of transportation (DOT), and transit agencies to work in cooperation with each other when using federal transportation funding to make investments in the region. These rules state:

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

And

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

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

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

⁶ §450.324 Development and content of the transportation improvement program (TIP).

These rules, commonly referred to as the “Three C’s” (comprehensive, cooperative, and continuing) are intended to ensure required federal transportation planning and funding processes support shared local and federal goals. The “Three C’s” serve an important role because in each metropolitan region there is usually more than one entity which plans for the transportation network and has discretion over the allocation of federal transportation funding. For the Portland metropolitan region, the MTIP, as a federally required document, must be developed collaboratively with partners. Key partners involved with the development of the MTIP include ODOT, as the state department of transportation, TriMet and SMART as the region’s two transit operators. The MTIP has two main functions: 1) to serve as a tool to implement regional policies and ultimately federal policies addressing the federal planning factors; and 2) to demonstrate transportation investments comply with federal directives.

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

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

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

Regional policy implementation

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

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

Metro Council, to check in on the processes and weigh in on behalf of the region's transportation priorities.

Demonstration of federal compliance

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

- Financial constraint of the funding decisions and overall package of investments
- Consideration of the following in funding decisions:
 - Congestion management process and strategies
 - Adequately operating and maintaining the transportation system
 - Transportation access and mobility needs of underserved communities
 - Implementation of air quality transportation control measures
- Environmental justice benefits and burdens of investments
- Title VI of the Civil Rights Act of 1964
- Air quality emissions impacts
- The process and technical considerations used to prioritize and make investment decisions.
- The public involvement process to support the investment decision making, In particular identify the opportunities for meaningful public involvement to underserved communities.
- How investments advance RTP implementation.

2018-2021 MTIP coordination policy implementation

The implementation of the MTIP coordination policy and the specific details of coordination activities are documented and agreed upon by Metro, ODOT, TriMet, and SMART in the 2018-2021 MTIP charter. The 2018-2021 MTIP charter outlines the funding allocation process schedules, the specific coordination activities which will be conducted, and states the roles and expectations of each partner in the developing the 2018-2021 MTIP document and participation in funding allocation processes. The 2018-2021 MTIP charter was signed and placed into effect in January 2016 to allow partners to move forward with implementing coordination activities as the funding allocation processes are underway.

The charter is identified in the federally required planning agreement between Metro, ODOT, TriMet and SMART as a tool to identify specific coordination activities on large planning activities such as the development of an MTIP. The planning agreement outlines the overall roles and responsibilities of the four agencies in carrying out the federal transportation planning program and the 2018-21 MTIP charter has been developed consistent with the planning agreement.

6.0 REGIONAL FLEXIBLE FUND ALLOCATION OBJECTIVES

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

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

7.0 2019-2021 REGIONAL FLEXIBLE FUNDS STRUCTURE

There is a projected total of **\$130.38 million** available for investments and projects in the 2019-2021 timeframe. Funding has historically been allocated in two steps, described below.

STEP 1.A. BOND COMMITMENTS FOR REGIONALLY SIGNIFICANT PROJECT DEVELOPMENT

Regional flexible funds have been used to help construct the region's high-capacity transit system. Since 1998, TriMet has issued bonds to pay for capital costs of high-capacity transit line construction, based on a regional commitment of flexible funds to repay the bonded debt. The repayment schedule for the existing bond commitment is \$16 million annually

until 2027, thus the total existing amount in the 2019-21 RFFA to bond repayment is \$48 million.

(Existing) High-capacity transit bond commitment

Existing commitment (\$16M annually to 2027) **\$48.00 million**

STEP 1.B. REGION-WIDE PROGRAM INVESTMENTS

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

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

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

(Existing) Region-wide Program Funding Targets

Transit Oriented Development	\$9.87 million
TSMO/ITS	\$4.99 million
Regional Travel Options	\$7.54 million
Regional MPO Planning (In-Lieu of Dues)	\$3.96 million
Corridor & Systems Planning	\$1.66 million
TOTAL	\$28.02 million⁷

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

STEP 2 COMMUNITY INVESTMENT FUND PROJECT FOCUS AREAS

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

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

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

As part of the 2014-15 RFFA, a task force was created to advise JPACT and TPAC on project focus area needs, priorities and project prioritization factors and developed direction for the project focus areas as part of the 2014-15 RFFA. This policy construct will continue as part of the 2019-21 RFFA but with some modifications identified below to respond to recent policy development work and input received as a part of this policy update process.

(Existing) Project Focus Area Funding Targets

Regional Freight Investments	\$9.23 million
Active Transportation/Complete Streets	\$27.70 million
TOTAL	\$36.93 million⁸

REGIONAL FREIGHT INVESTMENTS

Recommended approach for developing projects

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

Construction focus

Capital improvements will focus on:

⁸ See footnote #7.

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

Planning/strategy development focus

Flexible funds may be used as a portion of project development costs for selected freeway interchanges or arterials that are identified as significant system deficiencies, particularly in the areas of safety and freight delay. For projects coordinated with freeway mainline and associated interchange elements, flexible funds would be invested as a part of a multi-agency approach to addressing multiple transportation issues around the mainline facilities, and would focus on the multi-modal portions of these projects that are on the regional arterial network adjacent to the freeway interchange.

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

Recommended criteria for scoping and prioritization of Regional Freight Investments projects

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

Relative priority	Criteria
Higher	Increases freight reliability
Priority	May not get funding otherwise
Priority	Reduces need for highway expansion
Priority	Addresses issues and improves connectivity among multiple freight modes

ACTIVE TRANSPORTATION & COMPLETE STREETS

Recommended approach for developing projects

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

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

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

Criteria for scoping and prioritization of AT/CS projects

The adoption of the Regional Active Transportation Plan provides updated guidance on how active transportation investments should be prioritized. The following revisions to the AT/CS criteria reflect this input. A regional work group comprised of TPAC members will provide further input as to how these criterion are to be weighted and used in a technical evaluation exercise so as to reflect policy direction.

Weighting (tbd)	Criteria
	Adds a facility where one currently does not exist

Weighting (tbd)	Criteria
	Serves above average underserved communities with lower bicycle or pedestrian network density
	Completes a gap or deficiency in an existing system
	Improves safety by removing conflicts with freight and or provides safety mitigation for any potential freight conflicts
	Improves safety, using the Regional Transportation Safety to help identify high-crash areas
	Improves access to and from priority destinations: <ul style="list-style-type: none"> • Mixed-use centers • Employment areas (by # of jobs) • Essential services for EJ/underserved communities • Schools
	Increase in use/ridership by providing a good user experience (refer to Active Transportation design criteria)
	Completes “last mile”
	Serves high density or projected high growth areas
	Includes outreach/education/engagement component
	Completes or makes meaningful contribution to funding package
	Reduces need for highway expansion

NEW POLICY DIRECTION

Through a series of workshops conducted at the outset of the RFFA policy update process, a series of options for investment of flexible funds was identified. These options are reflective of new regional policy adopted since the prior flexible funds policy update as well as regionally identified issues. In order for the region to consider additional investments in Steps 1 and 2, JPACT directs staff and project sponsors to develop specific funding proposals to further define these policy options. These optional new investments are described below.

If Steps 1 & 2 funding levels are continued at the same amounts (inflation adjusted), the remaining funding capacity in 2019-21 after meeting previous commitments is estimated to be \$17.43 million* (*estimates subject to final confirmation from ODOT). This additional capacity alone is not sufficient to accommodate all new policy proposals, so several approaches could be considered to accommodate various scenarios:

- a. Limit new policy investments to the estimated remaining revenues of \$17.43 million, divided according to regional priority, recognizing that not all of the proposals can be funded at maximum amounts described below with this approach
- b. Fund the project development proposal from the Step 2 funding capacity as it is already an eligible activity within Step 2. As the initial input has identified project development needs as larger-scale bottleneck projects on major freight corridors, the Regional Freight Investments category of Step 2 is identified as the source of funding this activity.
- c. Consider bonding a portion of Step 2 Regional Freight Investments funding to accomplish project development work to reduce the funding impact from the 2019-21 funding cycle.

New policy direction #1 – Increase to bond commitment for transit

The region has the opportunity to bond an additional amount of flexible funds to continue investing in the region’s high-capacity transit (HCT) network. Bond proceeds would enable the region to help fund project planning and capital construction costs for the Powell-Division and Southwest Corridor transit investments. A HCT funding proposal submitted for evaluation should show projected return on bonding investment, estimated payoff schedule and ongoing commitment of regional funds, and projection of additional funding sources to be leveraged by a commitment of regional funds. By showing local commitment of its flexible funds, the region will be well-positioned to qualify for additional federal as well as other funding sources. This policy option would develop a bond payment schedule to provide an estimated up front contribution of \$80 million to the Southwest Corridor shared investment strategy and a \$25 million contribution to the Powell-Division Bus Rapid Transit corridor project.

New policy direction #2 – Increase to RTO for Safe Routes to School

One of the needs identified through the stakeholder input process is funding to develop a regional Safe Routes to School (SRTS) program. A means of overseeing regional activities and awarding grants to these programs would be through an additional funding allocation to the Regional Travel Options (RTO) program. The RTO program currently awards flexible funds through a grantmaking process. The policy proposal should define the elements necessary to create and sustain SRTS programs throughout the region, including local infrastructure needs identification, local program planning and technical assistance, local program funding, and a regional coordination role⁹. Potential new funding commitment would be in the \$1.05-2.1 million (\$350-700K/yr) range.

New policy direction #3 – Increase to RTO for Climate Smart Strategies

The short list of Climate Smart Actions adopted through the Climate Smart Strategy policy identifies effective investments and activities the region can undertake in the 2015-16

⁹ The intent is for Metro to make grants and manage the SRTS program activities using existing staff capacity. The technical assistance and regional coordination roles are to be contracted out to a third-party provider.

timeframe to immediately begin following through on our regional commitment to reduce greenhouse gas emissions. One of these actions is investing in the RTO program. The policy proposal should define how an increased investment in the RTO program can assist and encourage more people to walk, bicycle, rideshare or take transit. An additional \$150-300,000 (\$50-100k/yr) will be directed towards grants to local government and community-based organizations to enable further progress to be made towards this goal.

New policy direction #4 – Increase to TSMO for Climate Smart Strategies

The short list of Climate Smart Actions adopted through the Climate Smart Strategy policy identifies effective investments and activities the region can undertake in the 2015-16 timeframe to immediately begin following through on our regional commitment to reduce greenhouse gas emissions. One of these identified actions is to increase the regional funding commitment to the Transportation Systems Management and Operations (TSMO) program. The policy proposal should define how an increased investment in the TSMO program can result in technological improvements that smooth traffic flow and improve on-time performance and reliability. An additional \$150-300,000 (\$50-100k/yr) will enable additional investment to be made in this area.

New policy direction #5 – Project development

To prepare for new funding opportunities the region is proposing to use a portion of flexible funds in concert with other regional partners to conduct project development for improvements needed on several regionally significant freeways and their surrounding arterial networks. Regional flexible funds are to be used in a manner consistent with the Regional Transportation Finance Approach that targets these funds to the connecting arterial portions of these projects. A proposal is to be developed which describes a package of specific projects, including details of the proposed multi-facility project elements and the benefits of investing in these projects and is to be brought back to JPACT and Metro Council for approval. The proposal will be evaluated against technical criteria and considered as a whole by JPACT and Metro Council in the selection phase of the RFFA process.

By having a detailed list of identified priority projects that represent the spectrum of needed transportation investments, the region can demonstrate local funding commitment and position itself well to leverage potential new sources of funding at the federal, state and regional levels.

8.0 PROCESS

Over the next few months, Metro will conduct a process by which projects will be selected. Staff will prepare a document subsequent to this policy report which describes this process in further detail. A general timeline and milestone listing is below:

May 2016	Metro will convene a work group comprised of TPAC members to refine and prepare an evaluation tool with which Step 2 Community Investment project proposals will be evaluated and ranked.
June - August	Jurisdictions will prepare project proposals and submit to Metro.
September	The work group will conduct a technical evaluation of the proposals.
October	The list of projects and their technical evaluative scores will be put out for a 30-day public comment period.
November	The list of projects, along with their technical scores and public comment, will be provided to the county coordinating committees and the City of Portland. Those entities will consider this input in their deliberations on indicating their priority projects.
December	A list of projects, including technical scores, public comment and indicated priority status (if applicable) will be forwarded to TPAC for their recommendation. The TPAC recommendation will be made available for a public comment opportunity prior to an adoption action by JPACT.
January 2017	Metro Council takes action on the JPACT adopted project list.

Materials following this page were distributed at the meeting.

Metro hotsheet

Project updates
April 2016

Parks and nature

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

Nature in Neighborhoods grants: The next round of Nature in Neighborhoods restoration grants is now available. About \$200,000 is available for projects that restore fish and wildlife habitat, support larger conservation initiatives, connect people to nature and more. Basic applications are due May 16. Individuals, community groups, businesses, neighborhoods, nonprofits, schools and school groups, government agencies, faith groups and service groups with nonprofit or other tax-exempt status may apply. Applications and details are available at oregonmetro.gov/grants. On March 31, the Metro Council awarded \$500,000 in Nature in Neighborhoods grants to nine trails projects throughout the region. The money will pay for planning, construction, signage, habitat restoration along trails and improving access to trails. Contact: Crista Gardner, 503-797-1627

Newell Creek Canyon: The Metro Council on March 31 approved the Newell Creek Canyon access master plan, which will allow formal public access to the 240-acre site in Oregon City. The plan includes hiking and off-road cycling trails, picnic areas, restrooms, parking, scenic overlooks and more. Contact: Tannen Printz, 503-813-7570

Willamette Falls Legacy Project: The Metro Council on March 31 approved an intergovernmental agreement with Oregon City, Clackamas County and the State of Oregon that outlines roles and responsibilities through June 2017. Metro is leading project management and spearheading the design of a public riverwalk that will provide stunning views of Willamette Falls. The riverwalk is intended to spur economic redevelopment of the former Blue Heron paper mill site. Metro is also investing \$1.9 million in the project in the current and next fiscal years. Contact: Kathryn Krygier 503-797-1732

North Tualatin Mountains: The Metro Council will consider the North Tualatin Mountains access master plan at an upcoming meeting. The plan recommends allowing two of Metro's four sites in the North Tualatin Mountains be opened for official public access, including hiking and off-road cycling trails. The recommendation would focus public access at the Burlington Creek site and a portion of the McCarthy Creek site. There are no planned visitor improvements at the Ennis Creek and North Abbey Creek sites, except for a provision for the future Pacific Greenway Trail through Ennis. Habitat restoration would continue at all four sites. Contact: Olena Turula, 503-813-7542

Land use and transportation

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

On April 21, JPACT is scheduled to adopt policies guiding the 2019-21 **Metropolitan Transportation Improvement Program and regional flexible funding** for transportation allocation process. This follows a year of discussion, analysis and public engagement. If JPACT adopts the policies, project solicitation will begin this summer with JPACT and the Metro Council approving a final list of projects by December. Project contact: Dan Kaempff, 503-813-7559.

Regional Transportation Plan: The Metro Council will convene MPAC, JPACT and invited community and business leaders for the first in a series of five regional leadership forums on April 22, at the Oregon Convention Center. The first forum will discuss trends and challenges impacting the future of travel in the Portland region. Guest speaker R.T. Rybak, former mayor of Minneapolis, will set the stage. Project contact: Peggy Morell, 503-797-1542.

The **Southwest Corridor Plan** staff has recommended light rail for a transit line between downtown Portland and Bridgeport Village. It has also recommended ending study of light rail tunnel to PCC Sylvania. The plan's steering committee is scheduled to discuss and vote on the recommendations May 9. Project contact: Noelle Dobson, 503-797-1745.

The **Powell-Division Transit and Development Project** held a steering committee meeting March 28 to discuss concepts that could provide faster travel times for near-term bus rapid transit between Portland and Gresham. Project staff will conduct analysis and public outreach around these concepts in the coming months. The steering committee will decide which are most promising to advance at a meeting in early summer. TriMet will also invite people to weigh in on other bus service in the corridor in late April. Project contact: Dana Lucero, 503-797-1755.

Metro's **Equitable Housing Initiative** has announced a new planning and development grant program to help communities eliminate barriers to equitable housing development around the region. Up to \$500,000 in grants will be available for cities and counties in 2016. Funds come from construction excise tax revenue leftover from Cycle 4 of the community planning and development grant program. An pre-application meeting will be held May 13. Program contact: Emily Lieb, 503-797-1921.

Metro will release a new **Regional Snapshot** on transportation April 18, featuring data/infographics, analysis of key trends and video profiles of people getting around the Portland region. The Snapshot will be available at oregonmetro.gov/snapshot. Project contact: Craig Beebe, 503-797-1584.

Waste reduction and management

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

Asbestos: Efforts are underway to notify Metro transfer station customers with construction, remodeling and demolition waste about new requirements to verify loads are free of asbestos. Several local governments are distributing a Metro handout for construction contractors, and building trade associations are including the news in updates to members. Residential DIY-remodelers are being alerted by neighborhood associations and community newspapers, as well as at Earth Day events, tool lending libraries, Metro's neighborhood collection events and other outlets. A brochure for residential DIY-remodelers is available through Metro's online publication order form. Contact: Bruce Philbrick, 503-797-1684

On March 31, the Metro Council adopted **new rates for Metro Central and Metro South transfer stations**, effective July 1. Rates are adjusted annually to cover the operational costs of Metro's transfer stations, including costs of processing and delivering garbage and food scraps to their various destinations. The 2016-17 rates reflect increases in DEQ disposal fees for municipal solid waste, hold rates stable for food scraps from businesses, and reduce rates for loads of clean wood and yard debris. Transaction fees will be reduced and amounts of waste allowed under minimum load charges will increase from 340 to 380 pounds. Contact: Tim Collier, 503-797-1913

"Ask Metro" helps people find resources related to waste prevention, recycling and disposal, getting around, MetroPaint and healthier homes. These outreach efforts promote Metro's Tools for Living throughout the year with radio, print, digital and out-of-home advertising. Coupon pages and green cleaner spray bottles in English and Spanish will be distributed through Metro facilities, community events and partners beginning late March. Contact: Katie Farwell, 503-799-5567

Neighborhood collection events: Metro's household hazardous waste neighborhood collection events continue through the summer with events scheduled around the region. Metro limits promotion of these events in order to manage the number of participants and ensure the safety of staff and participants. Targeted residents are notified via mail, and schedules are handed out at the HHW sites and related events and published on Metro's website. Contact: Jim Quinn, 503-797-1662.



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

Written Testimony of:

**Curtis A. Loop
Major General (Ret.)
United States Army
Tigard, OR**

**On behalf of:
MISSION: READINESS**

**Submitted for the Record
DATE April 21, 2016**

My name is Curtis Loop and I served 37 years in the United States Army and Army Reserve retiring as a two-star general. During my years of service as Assistant Division Commander of Operations and Commanding General of a Training Division, I worked to train and educate Reservists in the Pacific Northwest and eventually expand areas of operations from three western states to twelve western states, ultimately qualifying more than 22,000 Army, Army National Guard and Army Reserve Soldiers for Military Occupational Specialties, and preparing more than 43,000 Soldiers for future military service. In my last position serving as the Army component's Deputy Commanding General for Mobilization and Reserve Affairs in Pacific Command, I was responsible for overseeing mutual training of the Armies of Pacific Rim Nations in coordination with US Military units, maintaining strong relationships with these Nations, and promoting the Army and Army Reserve.

It is my pleasure to represent over 600 retired generals and admirals across the country who are all part of MISSION: READINESS, a national nonpartisan national security organization concerned with Department of Defense data that 71% of 17- to 24-year-olds across the country – 70% in Oregon – are ineligible to join the military. The retired generals and admirals of MISSION: READINESS are dedicated to prioritizing smart, research-driven investments in America's children to ensure their continued security and overall prosperity.

We want to see that every child grows up to have as many career options as possible in order to lead successful lives; however, one factor in particular is holding much of our Nation's youth back from achieving their full potential: obesity.

Obesity is one of three major factors that disqualify too many Americans from serving in the military, the others being a lack of educational achievement and possession of a serious criminal record or drug abuse. Obesity is holding back our children; and as a result, is affecting the forces by being the leading medical disqualifier for service.

While regular physical activity can reduce the risk of obesity and help people live longer, healthier lives, too many young Americans are not active enough. Over the past generation, two trends have gone in unhealthy directions: childhood obesity rates have more than tripled, and at the same time, a third as many children are walking or biking to school – from 48 percent in 1969 to 13 percent in 2009. Consequently, nearly a third of young Americans of prime recruiting age are too heavy to serve.

Walking and biking for daily transportation and exercise are important sources of physical activity, yet such modes of transportation have declined dramatically. To encourage healthy lifestyles that include adequate physical activity, policymakers can help by creating environments where the healthy choice is also the easy choice.

By installing more sidewalks and safe walking paths to ensure students get to school safely, students will have greater access to active transportation, better enabling them to incorporate physical activity into their daily lives.

I urge you to support infrastructure improvements that will allow more young people to have an active commute to school. Mission: Readiness recommends that Metro invest at least \$1.5 million in Safe Routes to School education programs and at least \$5 million in Safe Routes to School infrastructure in order to provide children with safe walking and bicycle routes. Increasing the overall dedication of funding to walking and biking will also support active transportation for Oregon's youth.

The retired generals and admirals of Mission: Readiness understand the importance of putting kids on the right path and urge you to make safe access to transit a priority in Oregon. By not doing so, our young people will not be prepared to live healthy, active lives, and as a result, our nation's security will continue to be at risk.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

2/3/2015

Project	ODOT Kev	Jurisdiction	STP	CMAQ	ODOT TGM	TriMet	Federal/ Earmark	Other Funds/ Match(1)	TOTAL
<i>ODOT Planning Program (All Naratives)</i>		<i>ODOT</i>							2,339,280
<i>Clackamas County Regional Freight ITS</i>	<i>18001</i>	<i>Clackamas County</i>		311,543				35,658	347,200
<i>TriMet Employer Outreach Program</i>		<i>TriMet</i>	459,973			47,239			507,212
<i>Regional Over-Dimensional Truck Route Plan</i>	<i>18024</i>	<i>City of Portland</i>	100,000					11,445	111,445
<i>French Prairie Bridge Connectivity</i>	<i>17264</i>	<i>City of Wilsonville</i>						730,000	730,000
<i>SMART</i>	<i>16684</i>	<i>City of Wilsonville</i>	250,000						250,000
<i>Cedar Creek/Tonquin Trail: Roy Rogers to SW Murdock</i>	<i>18026</i>	<i>City of Sherwood</i>							467,000
GRAND TOTAL			809,973	311,543	-	47,239	-	777,103	4,752,137

2019-21 RFFA funding example

Step 1	Maintain current Step 1 Region-wide programs					\$28.02
	Policy proposal option #1	Increase Step 1 Transit Bond		Existing:	\$ 48.00	\$63.43
				New:	\$ 15.43	
	Policy proposal option #2	Increase Step 1 RTO for Safe Routes to School				\$1.50
	Policy proposal option #3	Increase Step 1 RTO for Climate Smart Strategies				\$0.25
Policy proposal option #4	Increase Step 1 TSMO for Climate Smart Strategies				\$0.25	
Step 2	Policy proposal option #5	Maintain Active Transportation, Commit portion of Step 2 Freight to Regional Project Development Pipeline	Freight (25%)	Bond:	\$ 3.15	\$36.93
				Projects:	\$ 6.08	
		Active Transportation (75%)	Projects:	\$ 27.70		
			Total:			\$130.38

MEMO

To: JPACT
From: Neil McFarlane
Re: Motion to adopt portions of Section 7.0 of the 2018-21 Metropolitan Transportation Improvement Program & 2019-21 Regional Flexible Funds Program
Date: Thursday, April 21, 2016

To advance the region's long-standing transportation strategy, take advantage of time-sensitive funding opportunities and position the region for significantly increased transportation funding, TriMet would like to offer the following motion to amend Section 7.0 of the *2019-21 Draft MTIP/RFFA Policy Report* as a way to advance discussions on the allocation of regional flexible funds for the 2018-2021 update.

- Adopt Step 1. A. bond commitments for regionally significant project development at a level of \$48 million.
- Adopt Step 1. B. Region-wide program investments at a total level of \$28.02 million with the sub-section funding levels outlined in the *Draft 2018-21 MTIP/RFFA Policy Report, April 2016*.
- Adopt new policy direction #1 of the *Draft Policy Report* and increase regional bond commitment for transit in the 2019-2021 program by \$15.43 million and the associated long-term bond repayment schedule to provide:
 - \$25 million for the final design and construction of the Powell-Division high capacity transit bus project.
 - \$80 million to the SW Corridor project for planning, design, engineering and construction.
- Adopt new policy direction #2 of the *Draft Policy Report* providing an increase to the RTO program of \$1.5 million for Safe Routs to Schools program support.
- Adopt new policy directions #3 & #4 of the *Draft Policy Report* providing a \$500,000 increase in regional programs to support Climate Smart Actions:
 - \$250,000 for RTO programs.
 - \$250,000 for TSMO programs.
- Adopt new policy direction #5 of the *Draft Policy Report* providing \$3.78 million in 2019-2021 program funds and the associated long-term bond repayment schedule. Funding would create a \$12 million bond for a regional freight and active transportation project

development program to advance projects that can leverage discretionary federal resources, support a 2017 legislative transportation funding effort and a 2018 regional transportation funding initiative:

- \$10 million to be allocated to support arterial and related improvements associated with efforts already initiated by ODOT to develop projects to address three major regional bottlenecks; I-205 Abernethy Bridge, I-5/I-84 at the Rose Quarter, and Hwy 217 improvements.
 - \$2 million to be allocated to support project development and capital investment for active transportation projects, including Safe Routes to School for Title 1 schools, regional trails and other regionally significant active transportation facilities.
 - Require that before project development can proceed, candidate projects must be approved by JPACT.
- Adopt a Step 2 allocation of:
 - \$7.33 million for Regional Freight Investments
 - \$25.76 million for Active Transportation/Complete Streets
- Incorporate the following fund allocation table into the *Draft Report*:

Final allocations to 2019-2021 program categories

Categories

Existing Debt	\$	48.00
Step 1 Regional Programs	\$	28.08
SW Corr/P-D	\$	15.43
Safe Routes Programs	\$	1.50
Climate Smart	\$	0.50
Pre-step 2 sub total	\$	93.51
<i>Total Available for Step 2</i>	\$	36.87
<i>Less debt service on \$12M Project Dev. Bond</i>	\$	3.78
Step 2 Freight	\$	7.33
Step 2 Active	\$	25.76
total	\$	130.38

Step 1 Allocations

Metro Regionwide Programs	FY19	FY20	FY21	Total
Transit Oriented Development	\$3.20	\$3.30	\$3.39	\$9.89
TSMO/ITS	\$1.62	\$1.67	\$1.72	\$5.00
Regional Travel Options	\$2.44	\$2.52	\$2.59	\$7.55
Regional MPO Planning	\$1.27	\$1.31	\$1.35	\$3.92
Corridor & Systems Planning	\$0.54	\$0.55	\$0.57	\$1.66
Safe Routes to Schools Program	\$0.50	\$0.50	\$0.50	\$1.50
Total	\$9.56	\$9.84	\$10.12	\$29.52

Bond debt repayment schedule

	A	B	C
	Regional Flexible Funds Committed to Portland-Milwaukie LRT and Other Projects under Res. Nos. 10-4185	Supplemental Commitment of Regional Flexible Funds for the Regional Access Program under Res. No. XXX [this resolution]	Total Annual Amounts of Regional Flexible Funds Committed to TriMet
2016	\$16.00		\$16.00
2017	\$16.00		\$16.00
2018	\$16.00		\$16.00
2019	\$16.00	\$6.76	\$22.76
2020	\$16.00	\$6.76	\$22.76
2021	\$16.00	\$6.76	\$22.76
2022	\$16.00	\$7.26	\$23.26
2023	\$16.00	\$7.26	\$23.26
2024	\$16.00	\$7.26	\$23.26
2025	\$16.00	\$7.26	\$23.26
2026	\$16.00	\$7.26	\$23.26
2027	\$16.00	\$7.26	\$23.26
2028		\$18.81	\$18.81
2029		\$18.81	\$18.81
2030		\$18.81	\$18.81
2031		\$18.81	\$18.81
2032		\$18.81	\$18.81
2033		\$18.81	\$18.81
2034		\$18.81	\$18.81

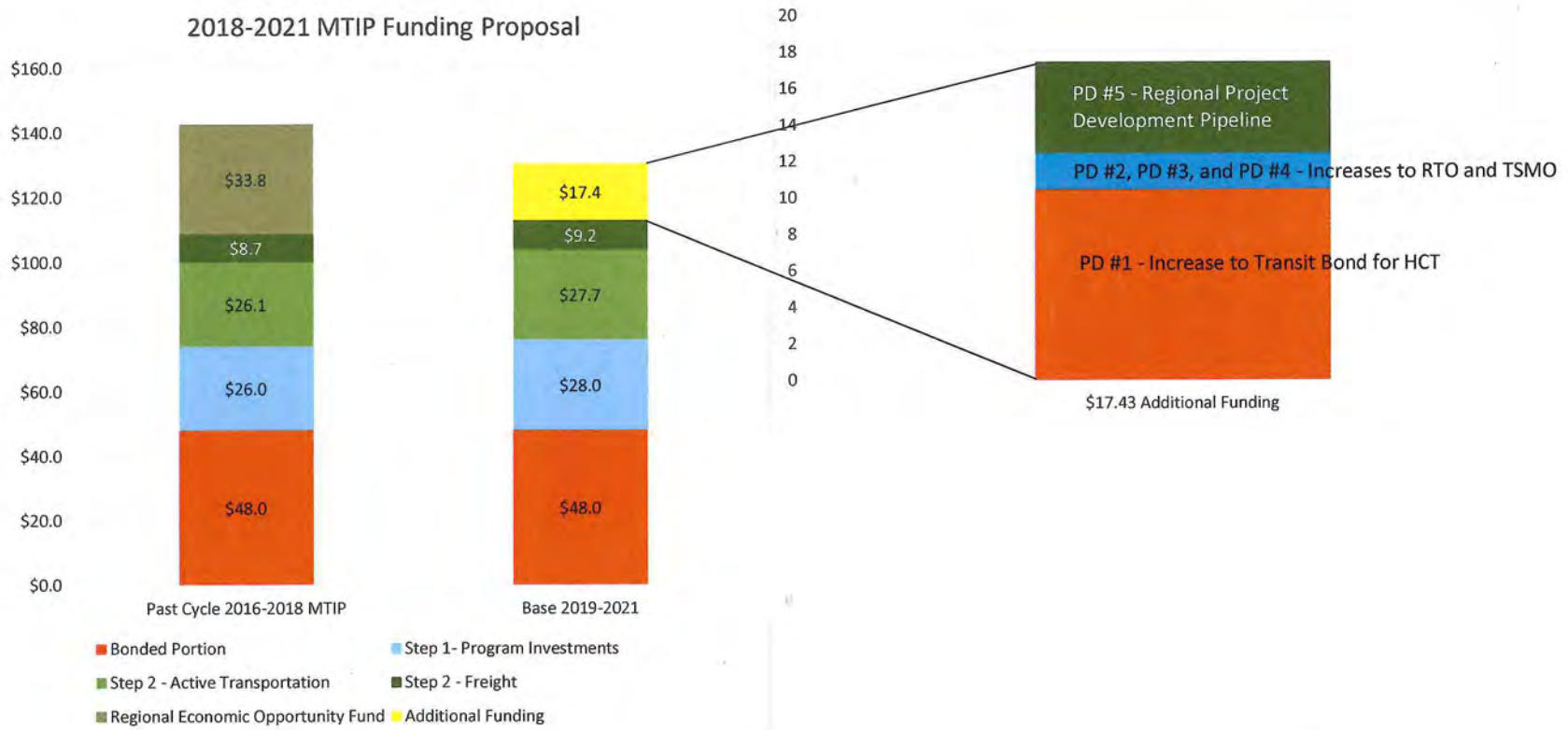
Adopt additional policy language that:

- Notes that Metro and TriMet have agree that, as the planning and design SW Corridor project moves forward, opportunities to incorporate cost-effective pedestrian and bicycle connections between station areas and adjacent neighborhoods and schools,

particularly Title I schools, will be identified and that, to the extent consistent with federal project eligibility and funding limitations, will seek to integrate such meritorious elements into the project design.

- Expresses the region's intention to use the project development and regional transit bonding allocations to position the region to successfully win federal, state and local transportation funding increases and that this is intended to be an ongoing effort that not only will address the three named ODOT projects, but will be a foundation for addressing the funding needs of further priority projects in the Regional Transportation Plan such as the Sunrise Corridor Phase II, improvements associated with development of the Basalt Creek Parkway area and jurisdictional transfer efforts such as Powell Boulevard.
- Express TriMet's willingness to seek approval from its Board of Directors for approval for bonding or in other mechanisms to defederalize funding that is directed by JPACT to be used for Safe Routes to Schools projects in the 2019-2021 program allocations.
- Note that TriMet has agreed not to initiate projects to compete in the Step 2 discretionary process for the 2019-2021 program allocations, although it may partner with others on applications.

2018-2021 MTIP Funding Proposal



A collection of over 180 postcards from For Every Kid Coalition supporters was submitted to JPACT to support the allocation of funds to Safe Routes to School. These postcards are available in hard copy only.