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Portland, OR 97232-2736
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Metro | *Agenda*

Meeting:	Transportation Policy Alternatives Committee (TPAC)
Date:	Friday, March 27, 2015
Time:	9:30 a.m. to 12 p.m. (noon)
Place:	Metro, Council Chamber

9:30 AM	**1.**		**CALL TO ORDER AND DECLARATION OF A QUORUM**	**John Williams, Chair**
9:35 AM	**2.**		**COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS** • New TPAC Community Representatives • Community Planning & Development Grant Process • Planning & Development Local Jurisdiction Staff Liaison Update	**John Williams, Chair**
9:50 AM	**3.**		**CITIZEN COMMUNICATIONS ON AGENDA ITEMS**	
9:55 AM	**4.**	*	**CONSIDERATION OF THE TPAC MINUTES FOR FEBRUARY 27, 2015**	
10:00 AM	**5.**	*	Climate Smart Strategy – Information/Discussion • *Purpose*: Provide update on DLCD review of Climate Smart Strategy.	**Kim Ellis, Metro**
10:15 AM	**6.**	*	Draft 2015-16 UPWP – Information/Discussion • *Purpose*: Provide a preview of the draft 2015-16 UPWP Outcome: Discuss and give feedback on the draft 2015-16 UPWP.	**Chris Myers, Metro**
10:30 AM	**7.**	*	MTIP and RFFA Work Program – Information/Discussion • *Purpose*: Provide an overview of the work program, timeline, and background information for developing the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the 2019-2021 Regional Flexible Fund Allocation (RFFA) policy direction.	**Ted Leybold, Metro** **Dan Kaempff, Metro**
11:00 AM	**8.**	*	Transit Project Development Funds – Recommendation • *Purpose*: TPAC recommendation to JPACT on resolution to reallocate transit project development funds.	**Eric Hesse, TriMet** **Malu Wilkinson, Metro**
11:30 AM	**9.**	#	TriMet's Proposed 2015-16 Budget and 2015-18 MTIP – Information/Discussion • *Purpose*: Provide update on TriMet's proposed budget process and transit funding coordination with the 2015-18 Metropolitan Transportation Improvement Program (MTIP).r	**Eric Hesse, TriMet** **Ted Leybold, Metro**
12:00 PM	**10.**		**ADJOURN**	**John Williams, Chair**

Upcoming TPAC Meetings:

- Friday, April 24, 2015
- Friday, May 29, 2015
- Friday, June 26, 2015

* Material will be distributed in advance of the meeting
\# Material will be distributed at the meeting.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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2015 TPAC Work Program

As of 03/18/15

NOTE: *Items in* ***italics*** *are tentative;* ***bold*** *denotes required items*

March 27, 2015 • **Draft 2015-16 UPWP – Information/Discussion (Chris Myers; 15 min)** • Climate Smart Strategy Update - Information (Kim Ellis – 15 mins) • MTIP and RFFA Policy Report Work Program (Ted Leybold; 30 min) • Transit Project Development Funds (Malu Wilkinson, Alan Lehto (TriMet); (20-30 min) • TriMet's Proposed 2015-16 Budget and 2015-18 MTIP (Leybold, 15 mins)	**April 24, 2015** • Quarterly Report on MTIP Amendments & Programming Changes (Chair comments; 5 min) • **Approval of 2015-16 UPWP – Recommendation to JPACT (Chris Myers; 15 min)** • Status Update on Air Quality in the Portland Metropolitan Region – Information/Discussion (Grace Cho, Rachel Sakta (DEQ) and Aida Biberic (DEQ); 20-25 min)
May 29, 2015 •	**June 25, 2015** • *2018 Regional Transportation Plan Update Kick-off – Information/Discussion (Kim Ellis, 40 min.)* • *Regional Transit Plan – Information/Discussion (Snook, 40 min.)*
July 31, 2015 • 2018-2022 RTO Strategic Plan Update Process and Timeline – Information/Discussion (Dan Kaempff 45 min)	**August 28, 2015**
September 25, 2015 • *2018 Regional Transportation Plan Update – Review draft work program – Discussion (Ellis, Morell, 40 min.)* • *Regional Transit Plan – Review draft Regional Transit Vision – Discussion (Snook, 40 min.)*	

Parking Lot:

- TriMet Service Enhancement Plan Update (TriMet)
- Travel model update
- Regional Infrastructure Supporting Our Economy (RISE) update
- Community Planning and Development Grants update
- JPACT Finance Subcommittee definition of regional system
- Rough Roads Ahead Presentation (ODOT)
- State of the System Report (ODOT)

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TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
February 27, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT	AFFILIATION
John Williams	Metro
Karen Buehrig	Clackamas County
Lynda David	Southwest Washington Regional Transportation Council
Chris Deffebach	Washington County
Carol Gossett	Community Representative
Judith Gray	City of Portland
Eric Hesse	TriMet
Katherine Kelly	City of Gresham, representing Cities of Multnomah Co.
Nancy Kraushaar	City of Wilsonville, representing Cities of Clackamas Co.
Dave Nordberg	Oregon Department of Environmental Quality
Karen Schilling	Multnomah County
Steve White	Community Representative
Don Odermott	City of Hillsboro, representing Cities of Washington Co.

MEMBERS EXCUSED	AFFILIATION
Mike Clark	Washington State Department of Transportation
Susie Lahsene	Port of Portland
Satvinder Sandhu	Federal Highway Administration
Kelly Brooks	Oregon Department of Transportation

ALTERNATES PRESENT	AFFILIATION
Alan Snook	Oregon Department of Transportation
Phil Healy	Port of Portland
Alan Lehto	TriMet

STAFF: Elissa Gertler, Ted Leybold, Grace Cho, Dan Kaempff, Caleb Winter, Malu Wilkinson, Lake McTighe, Lisa Hunrichs, Joel Cvetko

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair John Williams declared a quorum and called the meeting to order at 9:34 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Williams updated members on the following items:

- The TPAC Community Representatives will be officially appointed by the Metro Council at the March 19 Council Meeting.

- The first of two workshops Regional Transportation System Definition will be held on Monday, March 9 from 2pm to 4pm in the Council Chamber. TPAC Members are welcome to attend.
- Lake McTighe gave a brief overview of the recent AT Forum event "How We Get Here Matters" by Ben Plowden, Senior Director at Transport for London. The presentation addressed how London has been working to create a "cycling revolution," connecting the London's 32 boroughs with a network of "cycle superhighways." This project is a cornerstone of London's transportation strategy, with four superhighways already in use and more expected in 2016.
- Chair Williams also reminded committee members that the Transportation Growth Management (TGM) pre-application period ends March 13, and suggested that members provide ideas for potential projects.

TPAC members shared the following updates:

- Karen Buehrig: Clackamas County is pleased to announce that the planning commission recently approved an active transportation plan for Clackamas County, an initiative supported by a Metro TGM grant.
- Karen Schilling: Multnomah County has a transportation planner position opening which will also be posted on the Multnomah County website.

3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS

There were none.

4. CONSIDERATION OF THE TPAC MINUTES FOR JANUARY 30, 2015

MOTION: Mr. Eric Hesse moved and Ms. Karen Schilling seconded the motion to adopt the TPAC minutes from January 30, 2015.

ACTION: With all in favor, the motion passed.

5. MTIP LEGISLATIVE AMENDMENTS

Mr. Ted Leybold provided an overview of two requested MTIP amendments and requested a recommendation to approve the MTIP amendments to JPACT. Mr. Leybold noted that there are two new projects proposed for the Metropolitan Transportation Improvement Program (MTIP) for the region. The first was an award from the Washington County federal discretionary TIGER program that Cities of Washington County and ODOT were fortunate to receive in this funding cycle. This award was for a little more than $10M in federal funds to perform intelligent transportation system upgrades. The second amendment is for a bridge rehabilitation project in east Multnomah County.

Mr. Don Odermott added that the cities of Washington County are appreciative of the leadership of Washington County and ODOT for this project, which is an important investment for several high-tech employers in the area. The three arterial improvements directly affect Intel and other business in the high tech cluster.

Ms. Chris Deffebach noted that the application for this grant was submitted in 2014 in partnership with ODOT and the Cities of Washington County. The funding will help improve freight movements and communication technology to help make the roads smarter, and help address transit priorities.

Counties provided matching funds for the project. Consultants have been hired and updates will be provided on an ongoing basis.

Mr. Alan Snook added that ODOT is very pleased to have been awarded this funding and noted that this the only TIGER project to be awarded in the state of Oregon as it is a highly competitive process. Construction will begin in 2017 as one of the requirements is that the funds be used within a given time period.

MOTION: Ms. Deffebach moved and Ms. Schilling seconded to refer both recommendations to JPACT at their March meeting.

ACTION: With all in favor, the motion passed.

6. TSMO/RTO ANNUAL PROGRAM UPDATE AND GRANT ALLOCATION RESULTS

Mr. Dan Kaempff and Mr. Caleb Winter provided an informational PowerPoint presentation regarding the Regional Travel Options (RTO) and Transportation System Management and Operations (TSMO) programs.

Comments included:

- Members requested clarification and presenters confirmed that there were no action items on the information presented.
- Members also noted that it would be helpful to have a package of information that allows review of the applications that were submitted and selected for grants, demonstrates evaluation criteria on which grants are scored, and provides an overview of how the selections are made by the grant committee. This information might assist jurisdictions to create and submit better applications for the RTO funds.
- Mr. Kaempff noted that staff would make the documents available to committee members via an FTP site.
- Committee members also noted that it would be helpful to further discuss TPAC's role and involvement in updating the strategic plan. Several committee members requested the opportunity to provide strategic feedback about how funds are allocated.
- Mr. Kaempff confirmed that there would be an additional discussion opportunity in July, when staff return to TPAC for guidance on updating the strategic plan.
- Mr. Leybold clarified that the sub-allocation of TSMO funds to specific projects would be processed as administrative amendments to the Metropolitan Transportation Improvement Program.

7. TRANSIT PROJECT DEVELOPMENT FUNDS

Mr. Alan Lehto (TriMet) and Malu Wilkinson (Metro) introduced the concept of reallocating transit project development funds. Mr. Lehto provided an overview of the proposal and clarified that the information will be introduced and discussed at this meeting with no action required by committee members.

Currently there are $5.861 million in unspent transit project development funds (from the 2012-2013 Regional Flexible Funds Allocation –RFFA process). The proposal is to reallocate these funds for further implementation of high capacity transit (HCT) project development.

As detailed in the memo, Mr. Lehto noted that consistent with the policy in the 2012-2013 RFFA, TriMet and Metro propose to reallocate the transit project development funds that had been targeted for the suspended Lake Oswego to Portland Transit Project to support current regional HCT priority projects. The proposal includes three elements which are further outlined in the memo provided by Mr. Lehto and Ms. Wilkinson:

- Capital improvements along the Willamette Shoreline
- Powell Division Transit and Development Project
- Southwest Corridor

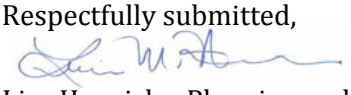
Comments included:

- Several members expressed support for the proposal and noted that it was a thoughtful and strategic approach.
- Ms. Karen Buerig asked for clarification regarding the long term vision for investments in the Lake Oswego corridor.
- Mr. Lehto noted that the right of way is an opportunity for transit or rail or other transportation. It makes sense to continue to preserve that corridor for future use.
- Ms. Wilkinson added that part of the maintenance of the right of way is to ensure the safety of the corridor, and also has to do with addressing some of the stormwater concerns along the shoreline. She also clarified that the proposal ensures that funding is being focused in areas where partners need it.
- Members encouraged Mr. Lehto and Ms. Wilkinson to provide additional detail on the issues regarding Willamette shoreline to clarify the need to preserve that right of way.
- Mr. Alan Snook suggested other creative ways to use the funding could be to fill gaps in other projects that have not been funded to completion. He noted that couple of projects that went through STIP (including Barbur and Powell Blvds projects) were underfunded. A suggestion was made that some of this money could be allocated to support those projects.
- Mr. Lehto noted that the timing is critical. The team is working towards project development for Powell Division by July 1, 2015. Approval of this proposal would meet the commitment to funding that FTA requires. Decision on this funding allocation must be made and confirmed by the end of April 2015. He also noted that the bonds were sold in tax-exempt status, so they cannot be considered planning money, but must be used as project development funds.
- Ms. Wilkinson clarified that a resolution will be brought to TPAC at the end of March 2015 for approval and recommendation to JPACT.

8. ADJOURN

Chair Williams adjourned the meeting at 11:33 a.m.

Respectfully submitted,



Lisa Hunrichs, Planning and Development

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEB. 27, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1.0	Agenda	2/27/2015	Meeting agenda	022715T-01
1.0	Work Program	2/19/2015	Work program	022715T-02
4.0	Meeting Minutes	1/30/2015	Meeting minutes	022715T-03
6.0	Handout	2/26/2015	2016-18 RFFA TSMO Project Recommendation	022715T-04
6.0	Handout	2/26/2015	2015-17 RTO Grants Outcome	022715T-05
6.0	Presentation	2/26/2015	RTO & TSMO Program Updates	022715T-06
7.0	Memo	2/26/2015	Reallocation of transit project development funds	022715T-07

CLIMATE SMART STRATEGY

Metro

CLIMATE SMART STRATEGY

The Climate Smart Strategy responds to a state mandate to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. After working together with community, business and elected leaders across the region for four years, the Metro Council adopted the strategy in December 2014 with broad support. Adoption of the strategy affirms the region's shared commitment to provide more transportation choices, keep our air clean, build healthy and equitable communities and grow our economy – all while reducing greenhouse gas emissions.

CLIMATE SMART STRATEGY POLICY AREAS

1. Implement adopted local and regional land use plans
2. Make transit convenient, frequent, accessible and affordable
3. Make biking and walking safe and convenient
4. Make streets and highways safe, reliable and connected
5. Use technology to actively manage the transportation system
6. Provide information and incentives to expand the use of travel options
7. Make efficient use of vehicle parking and land dedicated to parking
8. Support Oregon's transition to cleaner fuels and more fuel-efficient vehicles
9. Secure adequate funding for transportation investments
10. Demonstrate leadership on reducing greenhouse gas emissions

The Climate Smart Strategy is built around these ten policy areas to help the region reduce greenhouse gas emissions from cars and small trucks while making our transportation system safer, healthier and more reliable. The strategy also includes supporting actions that can be taken by the state, Metro, cities, counties and others in the next five years to begin implementation and performance targets for monitoring our progress.

WHERE CAN I FIND MORE INFORMATION?

The Climate Smart Strategy and related publications and reports can be found at **oregonmetro.gov/climatestrategy**

For email updates, send a message to **rtp@oregonmetro.gov**

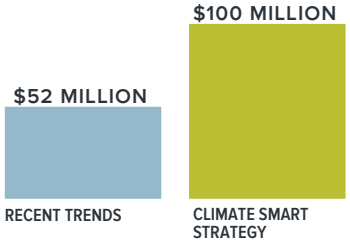
WHAT ARE THE PUBLIC HEALTH AND ECONOMIC BENEFITS?

By 2035, the Climate Smart Strategy can help people live healthier lives and save businesses and households money through benefits like:

- Reduced air pollution and increased physical activity can help **reduce illness and save lives**.
- Reducing the number of miles driven results in **fewer traffic fatalities and severe injuries**.
- Less air pollution and run-off of vehicle fluids means **fewer environmental costs**. This helps save money that can be spent on other priorities.
- Spending less time in traffic and reduced delay on the system **saves businesses money, supports job creation**, and promotes the efficient movement of goods and a strong economy.
- **Households save money** by driving more fuel-efficient vehicles fewer miles and biking, walking and using transit more.
- Reducing the share of household expenditures for vehicle travel **helps household budgets** and allows people to spend money on other priorities; this is particularly important for households of modest means.

Our economy benefits from improved public health

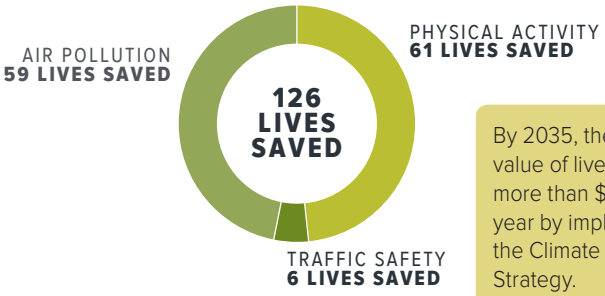
ANNUAL HEALTHCARE COST SAVINGS FROM REDUCED ILLNESS BY 2035 (MILLIONS, 2010$)



In 2010, our region spent $5-6 billion on healthcare costs related to illness alone. By 2035, the region can save $100 million per year by implementing the Climate Smart Strategy.

More physical activity and less air pollution

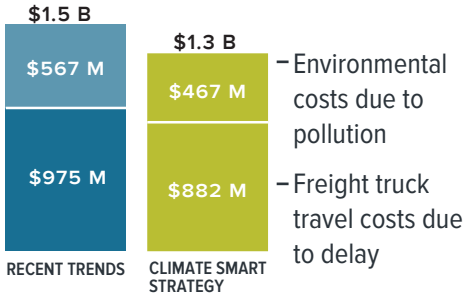
LIVES SAVED EACH YEAR BY 2035



By 2035, the societal value of lives saved is more than $1 billion per year by implementing the Climate Smart Strategy.

Our economy benefits from reduced emissions and delay

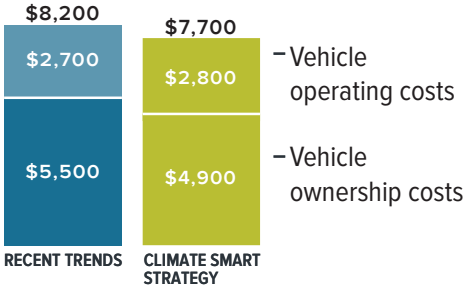
ANNUAL ENVIRONMENTAL AND FREIGHT TRUCK TRAVEL COSTS BY 2035 (MILLIONS, 2005$)



Cumulative savings calculated on an annual basis. The region can expect to save $2.5 billion by 2035, compared to recent trends, by implementing the Climate Smart Strategy.

Household budgets benefit from reduced driving costs

AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS BY 2035 (2005$)



By 2035, households in the region can expect to save more than $400 million per year, compared to recent trends, by implementing the Climate Smart Strategy.

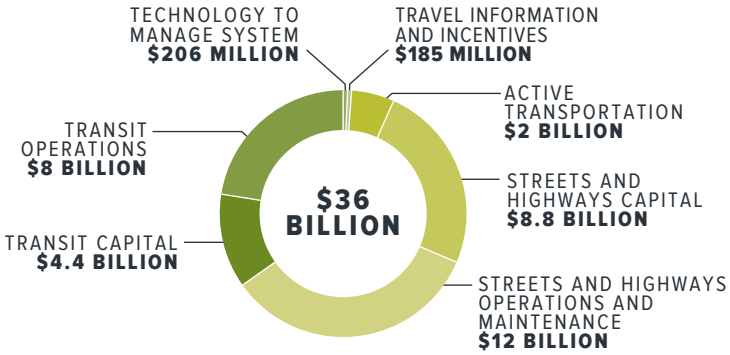
WHAT IS THE RETURN ON INVESTMENT?

Local and regional plans and visions are supported. The Climate Smart Strategy reflects local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) to maintain our existing transportation system and address other transportation needs in the region. At $36 billion over 25 years, the overall cost of the strategy is less than the full 2014 RTP ($41 billion), but about $5 billion more than the financially constrained 2014 RTP ($31 billion).*

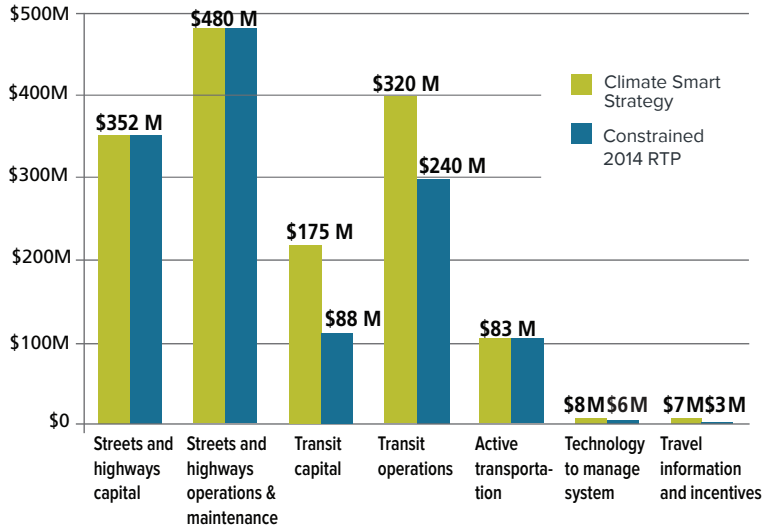
More transportation options are available. As shown in the chart to the right, investment levels assumed in the Climate Smart Strategy are similar to those in the adopted financially constrained 2014 RTP, with the exception of increased investment in transit capital and operations region-wide. Analysis shows the high potential of these investments to reduce greenhouse gas emissions while improving access to jobs and services and supporting other community goals.

Households and businesses experience multiple benefits. The cost to implement the Climate Smart Strategy is estimated to be $945 million per year, plus an estimated $480 million per year needed to maintain and operate our street and highway system. While this is about $630 million more than we currently spend as a region, analysis shows multiple benefits and a significant return on investment. In the long run, the strategy can help people live healthier lives and save households and businesses money.

Total estimated investment by 2035 (2014$)



Annual cost of implementation through 2035 (millions, 2014$)



* The financially constrained 2014 RTP refers to the priority investments that can be funded with existing and anticipated new revenues identified by federal, state and local governments. The full 2014 RTP refers to all of the investments that have been identified to meet current and future regional transportation needs in the region. It assumes additional funding beyond currently anticipated revenues.

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.

Metro Council President
Tom Hughes

Metro Council
Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Brian Evans

Metro

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MOVING FORWARD

Adopted with broad support from local, regional and state partners, the Climate Smart Strategy is now under review by the Oregon Land Conservation and Development Commission for approval. If approved, the strategy will be implemented through ongoing local and regional efforts to build healthy and equitable communities and a strong economy.

February to May 2015 LCDC reviews and considers approval of Climate Smart Strategy

Throughout 2015 and 2016 Metro works with partners to implement short list of climate smart actions

May to Fall 2015 Metro works with partners to shape work plan and engagement process for the next required update to the Regional Transportation Plan (due in 2018) to further implement the Climate Smart Strategy and meet state and federal planning requirements

Fall 2015 Metro Council approves work plan and engagement process for the 2018 RTP update

Fall 2015 to Late-2017 Metro works with partners to update the RTP

Mid-2018 JPACT and Metro Council consider adoption of 2018 RTP

SHORT LIST OF CLIMATE SMART ACTIONS FOR 2015 AND 2016

Adoption of the strategy also included broad support to pursue three actions in 2015 and 2016 to demonstrate the region's shared commitment to immediately begin implementing the strategy.

1. Advocate for increased transportation funding for all modes.
2. Advocate for federal and state actions that lead to cleaner, low carbon fuels and more fuel-efficient vehicles in Oregon.
3. Seek resources and technical assistance to advance community and regional demonstration projects that combine the most effective greenhouse gas emissions reduction strategies.

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www.oregonmetro.gov

Metro | *Memo*

Date: Friday, March 27, 2015
To: Transportation Policy Alternatives Committee (TPAC)
From: Chris Myers, Regional Planner
Subject: Unified Planning Work Program (UPWP) 2015-16 Update

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 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.

At the March 27th, 2015 TPAC, Metro staff will present the attached draft UPWP document for information and feedback gathering purposes. Updates to the document include additional information requested by FTA and FHWA, for Metro, ODOT and other agencies. The draft UPWP with comments, and agency responses, can be found at the following link: Draft UPWP with comments.

As part of the 2015-16 UPWP Metro staff has incorporated the 2012 Quadrennial Review corrective actions table as requested by the FHWA. Further additions to this year's UPWP are five maps that highlight boundaries specific to Metro. Those maps include the Urban Growth Boundary(UGB), the Metropolitan Planning Area (MPA), the Urbanized Areas (UZA), Metropolitan Jurisdictional Boundary, and the Air Quality Maintenance Area Boundary (AQMA).

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Metro | *Memo*

Date: March 17, 2015

To: TPAC and Interested Parties

From: Ted Leybold, Resource Development Manager
Dan Kaempff, Principal Transportation Planner
Grace Cho, Transportation Planner

Subject: 2018-2021 MTIP and 2019-2021 RFFA Policy Update – Work Program, Timeline and Process

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Purpose
To provide TPAC members an overview of the goals, the key topic areas for discussion, timeline, and background information for developing the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the 2019-2021 Regional Flexible Fund Allocation (RFFA) policy direction.

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

Setting the policy direction is the first step in developing the 2018-2021 MTIP and the 2019-2021 RFFA. The policy direction defines the expectations of JPACT and Metro Council in coordinating the four different funding allocations approved in the MTIP, and defines the policy objectives for the prioritization of federal transportation discretionary funding for the RFFA. The preliminary estimated funding forecast for the 2019-2021 RFFA is $125 million.

Objectives of establishing policy direction
The objectives of establishing the MTIP and RFFA policy direction are:

1. Defining JPACT and Metro Council's role in coordinating with the ODOT and Transit (TriMet and SMART) administered prioritization processes for the MTIP adoption; and
2. Defining objectives, criteria, and other policy direction of the RFFA

Summary of process and anticipated timeline
The major policy update discussions begin in March 2015 and lead up to a formal public comment period scheduled for late summer 2015 (July/August). The main topics for discussion include:

1. The role JPACT and Metro Council wish to establish for coordination with and input into:
    a. ODOT's Enhance and Fix-it prioritization process;
    b. TriMet's prioritization process in the CAMIP; and
    c. SMART's transit segment of the City of Wilsonville's budget prioritization process
2. Based on feedback on the previous allocation process, updated regional plans and new data development, how existing MTIP and RFFA policy should be updated

3. The criteria used to evaluate candidate transportation investments for regional flexible funds

Input gathered from these discussions will help shape the policy direction for the 2018-2021 MTIP and 2019-2021 RFFA. Metro staff anticipates gathering feedback on the policy direction and criteria to shape a final proposal for JPACT and Council action in fall 2015. The timeline below illustrates the key milestones in the upcoming year.

Anticipated timeline

Activity	General Date/Timeframe
Completion and Acknowledgement of Draft Financial Forecast	March 2015
Release MTIP/ RFFA Draft Work Program	March 2015
Begin Policy Update Discussions	March - June 2015
Meet with Sub-Regional Coordinating Committees	May 2015
Begin TPAC and interested stakeholder workshops	April - June 2015
Public Comment Period (45 days) on MTIP/ RFFA Policy Update	July/August 2015
Revision Period for MTIP/RFFA Policy Update	August/September 2015
Council Work Session, TPAC and JPACT Presentations of Final MTIP/RFFA Policy Update	October/November 2015
2018-2022 MTIP/2019-2021 RFFA Policy Adoption by JPACT and Council	November/December 2015
2019-2021 RFFA Solicitation Process Begins	January 2016

Staff anticipates the 2018-2022 MTIP and the 2019-2021 RFFA policy update will result in robust discussions and have scheduled time during late summer and early fall 2015 as a refinement period to the policy update and the process.

Stakeholder engagement and public involvement

Metro planning and communications staff are refining an engagement approach for gathering input from elected officials, technical staff from jurisdictions, and interested stakeholders, including community-based organizations and advocacy organizations. At this time, identified engagement activities are proposed to include:

- Stakeholder engagement through Metro's engagement committees and sub-regional coordinating committees;
- Regularly scheduled workshops for members of TPAC and interested stakeholders not represented on the engagement committees, including community-based organizations and advocacy groups, to participate and provide feedback in the policy direction for the MTIP and RFFA;
- A 45-day public comment period;
- Depending on the need, gathering feedback through an Opt In survey

Next steps

Metro staff will present the work program, process, and timeline at the April 9 JPACT meeting, and subsequently meet with the sub-regional coordinating committees in May. The regularly scheduled workshops for interested TPAC members and stakeholders will begin in late April.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15-4617, FOR THE PURPOSE OF REALLOCATING UNSPENT TRANSIT PROJECT DEVELOPMENT FUNDS ON CURRENT REGIONAL PRIORITY PROJECTS

Date: April XX, 2015 Prepared by: Malu Wilkinson, x1680

BACKGROUND

It is critical that the region continue to develop approaches to fund our planning processes locally in the face of unstable federal funds. The region remains committed to developing the high capacity transit (HCT) system that supports the 2040 Growth Concept and the priorities defined in the 2010 HCT System Plan. In the Metro region we have a solid track record of investing in HCT with a portion of the federal flexible funds we receive for transportation. However, to be successful HCT projects must pass multiple hurdles and continue to have local and regional support. The region set aside funds to complete a project that a community has requested to suspend, while other regional priority projects have progressed and now require additional regional funding to leverage locally committed funds and move forward.

In September 2010, JPACT approved a multi-year commitment of regional flexible funds to provide a significant portion of the local match for the construction of the Portland Milwaukie Light Rail project, and to support moving forward with the next two HCT projects, Lake Oswego to Portland Transit Project (LOPT) and the Southwest Corridor Project. In June 2011, TriMet sold bonds based on this multi-year commitment, allowing for the region's partners to proceed with implementing a long-term vision of increased HCT to support the 2040 Growth Concept. A portion of the bonds were sold as tax exempt, which limits their expenditure to capital projects (including the design, environmental analysis, and engineering that occurs once a transit project is in Project Development and funds are eligible to count as match for the overall capital investment). While a draft environmental impact statement for LOPT was completed in 2010, project partners defined a Locally Preferred Alternative in 2011, but the project was suspended at the request of City of Lake Oswego in 2011.

This staff report describes the agreed upon approach to reallocate $5.861 million in unspent transit project development funds (from the 2012-2013 Regional Flexible Funds Allocation – RFFA process) to further implementation of high capacity transit (HCT) project development.

TriMet and Metro proposal for reallocation

Consistent with the policy in the 2012-2013 RFFA, TriMet and Metro propose to reallocate the transit project development funds that had been targeted for the suspended Lake Oswego to Portland Transit Project to support current regional HCT priority projects. These funds will supplement locally committed dollars and the project partners for each of the three areas below

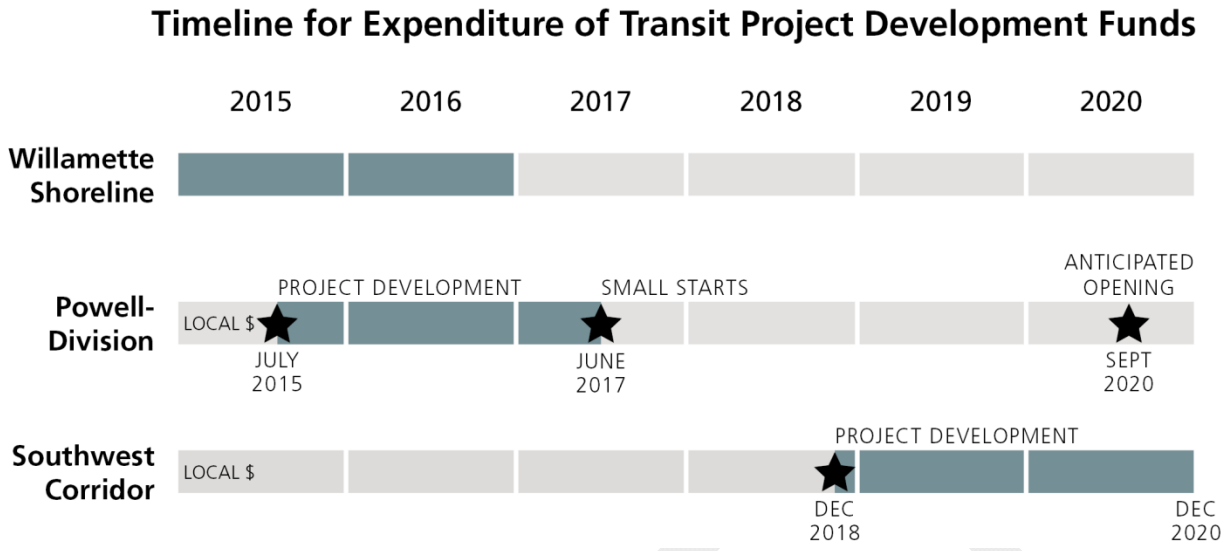
will agree on exactly how to spend the funds, consistent with the RFFA policy direction and the limits imposed by the sale of the bonds. The proposal includes three elements:

1. **Capital improvements along the Willamette Shoreline**
   - Dedicate approximately $861,000 towards early implementation projects along the Willamette Shoreline to address safety and stormwater concerns.
   - Examples include: capital improvements along the Willamette Shoreline right of way to maintain vintage trolley operations between Portland and Lake Oswego.

2. **Powell Division Transit and Development Project**
   - Dedicate $1.5 million to complement project partner funds and complete the finances to move the Powell Division BRT project through FTA Project Development.
   - Anticipated to enter into Project Development as soon as July 2015, at which point all dollars spent will be counted as match towards the overall transit project cost. Funding would leverage additional dollars through FTA's Small Starts program.
   - TriMet, Metro, ODOT, Portland and Gresham are each committed to contribute towards the Project Development phase, and will work together with the region to define a funding strategy for the full construction of the BRT project.
   - Transit project development funds would be spent on: engineering design, environmental approvals under NEPA, and finalizing a finance plan and would represent about 20 percent of the total FTA Project Development cost. This 2-year phase will result in completed environmental approvals, approximately 60 percent design and a project ready for final design and construction.

3. **Southwest Corridor**
   - Dedicate $3.5 million to match project partner funds to move the Southwest Corridor Transit Project through the FTA Project Development process.
   - Project partners (Metro, TriMet, ODOT, cities of Portland, Tigard, Tualatin, Sherwood, Durham and Washington County) have already committed funds to define a Preferred Package that includes a specific HCT project (mode, terminus, and alignments), a prioritized set of roadway, bicycle and pedestrian improvements, and a development strategy as well as completing a DEIS for the transit project (approximately $10 million total costs).
   - This reallocation of transit project development funds will allow the HCT component of the Southwest Corridor Plan to move forward into Project Development following completion of the DEIS by providing a portion of the funding to complete the FEIS.

DRAFT



Background on recent high capacity transit projects
The status of recent HCT projects is as follows:

Portland Milwaukie Light Rail Project

- Construction mostly complete and scheduled for opening in September 2015.

Lake Oswego to Portland Transit Project

- While a DEIS was completed in 2010, project partners were unable to define a Locally Preferred Alternative in 2011 for a full-length alternative to Lake Oswego, and the project was suspended after spending a small portion of the MTIP bond funds allocated towards completion.
- Approximately $5.861 million remains.

Southwest Corridor

- The Southwest Corridor Plan project partners are continuing implementation of a Shared Investment Strategy, of which an element is to define the appropriate HCT investment for the corridor.
- The bond funds are currently being used to fund a portion of that work, with the remainder funded by nine project partners (Metro, TriMet, ODOT, cities of Portland, Tigard, Tualatin, Sherwood, Durham and Washington County).
- The corridor from downtown Portland to Tualatin with connections to Sherwood, Lake Oswego, and Beaverton is significantly lacking in transportation options.
- Work in this corridor began with each city defining a land use vision to guide transportation investment decisions, in keeping with aligning regional investments with local community visions to make the most of limited public resources.
- Project partners will build on a solid foundation of locally developed land use visions to define a Preferred Package of transportation solutions (including roads, sidewalks, crossings, and a Preferred Alternative for HCT) to meet the varied needs of residents and

businesses in the corridor by Spring 2016. Local funds will not be sufficient for the next phase of Project Development and the FEIS.

Powell Division Transit and Development Project

- This project began in 2013 and has been funded so far with limited regional dollars and successful local grant applications to fund planning efforts as well as local partner investments in staff time.
- Partners have narrowed to Bus Rapid Transit and are poised to submit an application to the Federal Transit Administration (FTA) to enter into Project Development.
- Scope and budgets are being developed, and it is anticipated that project partners (TriMet, Metro, ODOT, Portland and Gresham) will contribute a significant portion of the funds necessary.
- The effort is in need of additional funding to close the gap and meet FTA financial requirements to enter Project Development.

Regional and local funds support moving forward on transit project development
The Southwest Corridor partner jurisdictions have considered, taken action in their budgets, and implemented intergovernmental agreements to invest in further study of the HCT alignment options to define a Preferred Package of transit, other transportation investments and a development strategy by May 2016 and to subsequently study a Preferred HCT Alternative in a DEIS under NEPA. This show of financial support to collaboratively invest in a way that supports the locally defined Southwest Corridor Land Use Vision is a critical element in aligning local and regional investments.

The Powell-Division partner jurisdictions are working on a collaborative funding approach to move the bus rapid transit project forward into FTA Project Development under NEPA in summer 2015.

The Willamette Shoreline Consortium manages limited funds to protect the safety and long-term viability of the corridor for the trolley and other potential uses.

JPACT support
XXXX

Next steps
If the Metro Council approves this resolution, it directs staff to work with TriMet to implement intergovernmental agreements to distribute the funds as defined in the resolution.

ANALYSIS/INFORMATION

Known Opposition
At this time there is not any known formal opposition to the reallocation of transit project development funds as defined in the resolution.

Legal Antecedents
The proposal for reallocation of the transit project development funds was developed in accordance with the following legislation:

- XXXX

Anticipated Effects
Upon Metro Council action and the completion of intergovernmental agreements for the funding for each of the projects as defined in the resolution, the project partners will move forward with implementing the region's priority transit projects.

Budget Impacts
Adoption of this resolution provides the funding necessary for Metro and project partners to move forward with further transit project development.

RECOMMENDED ACTION
Staff recommends that the Metro Council adopt the resolution to reallocate transit project development funds as proposed by JPACT Chair Dirksen and TriMet General Manager MacFarlane.

DRAFT

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REALLOCATING UNSPENT TRANSIT PROJECT DEVELOPMENT FUNDS ON CURRENT REGIONAL PRIORITY PROJECTS	)))	RESOLUTION NO. 15-4617 Introduced by Councilor Craig Dirksen

WHEREAS, the Metro Council has made a commitment to Making a Great Place through its work with local leaders and residents throughout the region to create prosperous and sustainable communities for present and future generations; and

WHEREAS, the 2040 Growth Concept, the adopted long-range blueprint for the future, reflects that commitment and guides the region's land use and transportation development; and

WHEREAS, the Metro region is committed to developing a high capacity transit (HCT) system that supports the 2040 Growth Concept; and

WHEREAS, in 2008, the Metro Council adopted Resolution No. 08-3942 to provide a multi-year commitment of Metropolitan Transportation Improvement Program (MTIP) funds to support TriMet issued revenue bonds that raised funds for the Beaverton-Wilsonville Commuter Rail Project and the Portland-Milwaukie Light Rail Project; and

WHEREAS, in 2010, the Metro Council adopted Resolution No. 10-4185, providing a supplemental commitment of $66 million of regional flexible funds to support TriMet's revenue bonds, which resulted in an additional $27.4 million of funding for design and construction of the Portland-Milwaukie Light Rail Project (bringing the total contribution of bond proceeds to $99 million), $6 million in bond proceeds for preliminary engineering and environmental impact studies for the Lake Oswego-Portland Transit Project, and $6 million in bond proceeds for alternatives analysis, preliminary engineering, and environmental impact studies for the Southwest Corridor; and

WHEREAS, a draft environmental impact statement for the Lake Oswego-Portland Transit Project was completed in 2010, a Locally Preferred Alternative was adopted in 2011, and after additional refinement and consideration by local partners, the project was effectively terminated with $5,861,000 of bond funds remaining unspent; and

WHEREAS, on February 25, 2010, the Metro Council adopted Resolution No. 10-4119, identifying the Southwest Corridor as one of the next regional priorities for corridor refinement, and on October 31, 2013, the Metro Council adopted Resolution No. 13-4468, endorsing the Southwest Corridor Shared Investment Strategy; and

WHEREAS, in May 2012, the Metro Council adopted Resolution No. 12-4345, designating the Powell-Division Corridor as the next regional priority for corridor refinement following the Southwest Corridor; and

WHEREAS, in September 2014, the Powell-Division Steering Committee determined that Bus Rapid Transit would best meet the needs of the Powell-Division Corridor, and in June 2015, the Powell Division Steering Committee is anticipated to recommend an Action Plan that would, in part, propose that Metro and project partners begin study of high capacity transit for the Powell-Division Corridor in project development under the National Environmental Policy Act (NEPA); and

WHEREAS, that certain *Revised and Restated Intergovernmental Agreement to Provide Regional Flexible Funds for the Milwaukie LRT, Commuter Rail, Portland-Lake Oswego Transit, and Southwest Corridor Projects* between TriMet and Metro, dated February 10, 2011, regarding Metro's commitment of MTIP and regional flexible funds to support TriMet's bond sale, allows any unallocated and unspent bond proceeds to be reallocated to other regional projects, as recommended by the Chair of the Joint Policy Advisory Committee on Transportation (JPACT) and the TriMet General Manager, upon approval by JPACT and the Metro Council; and

WHEREAS, on _____, 2015, as proposed by the JPACT Chair and TriMet's General Manager, JPACT approved reallocating unspent Lake Oswego-Portland Transit Project funds to support improvements along the Willamette Shoreline right of way, the Powell-Division Transit Development Project, and the Southwest Corridor Transit Project; now therefore

BE IT RESOLVED that the Metro Council approves, consistent with the approval by JPACT, reallocation of unspent funds originally dedicated to the Lake Oswego-Portland Transit Project as follows: (a) $861,000 for capital improvements along the Willamette Shoreline, (b) $1.5 million to support the Powell-Division Transit Development Project through project development and NEPA, and (c) $3.5 million to match partner funds for the Southwest Corridor Transit Project to allow completion of project development and to fund a portion of the environmental impact statement.

ADOPTED by the Metro Council this ___ day of April, 2015.

_____
Tom Hughes, Council President

Approved as to Form:

_____
Alison R. Kean, Metro Attorney