
**Wednesday, March 20, 2019
7:30 AM – 9:00 AM**

Development Services Building
Main Floor Auditorium, Room 120
150 Beaver Creek Road, Oregon City, OR 97045

Agenda

7:30 a.m. Welcome & Introductions

MPAC Issues (*none presented*)

7:35 a.m. JPACT Issues

- Metro Transportation Improvement Program (MTIP) and Regional Flexible Funding Allocation (RFFA) updates

8:00 a.m. T2020 Corridor Discussion

8:50 a.m. Other business

- Cities Caucus
 - JPACT alternate selections
 - MPAC “Other Cites” alternate selections

9:00 a.m. Adjourn

Attachments:	JPACT/MPAC Work Programs	Page 02
	MTIP and RFFA Policy Materials	Page 06
	T2020 Corridor Discussion Materials	Page 09
	JPACT/MPAC Alternate selection memo	Page 14
	MTAC/TPAC Staff Memo	Page 15



600 NE Grand Ave.
 Portland, OR 97232-2736
 oregonmetro.gov

2019 JPACT Work Program

As of 3/11/19

Items in italics are tentative

<p><u>March 21, 2019</u></p> <ul style="list-style-type: none"> • Federal Legislative Agenda (Bernie Bottomly, TriMet, and Tyler Frisbee, Metro; 10 min) • Resolution No. 19-4971, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Three Projects Impacting Gresham, Oregon City, and Wilsonville (MR19-07-MAR) (consent) • Resolution No. 19-4963, For the Purpose of Adopting the 2021-2024 Metropolitan Transportation Improvement Program Policy Statement for the Portland Metropolitan Area (consent) • Resolution No. 19-1959, For the Purpose of Adopting the 2022-2024 Regional Flexible Funds Allocation Policy Statement for the Portland Metropolitan Area (Dan Kaempff, Metro; 20 min) • Design Standards (Lake McTighe, Metro; 15 min) • 	<p><u>April 18, 2019</u></p> <ul style="list-style-type: none"> • <i>Discussion of Regional Federal Legislative Agenda (Bernie Bottomly, TriMet; 15min)</i> • Resolution No. 19-4979, For the Purpose of Adopting the Fiscal Year 2019-20 Unified Planning Work Program: Recommendation to Metro Council* (John Mermin, Metro; 15 min) • <i>ODOT 100% Fix-It Leverage List</i> • <i>Jurisdictional Transfer Assessment</i> • <i>Congestion Pricing (ODOT & City of Portland; 15 min)</i>
<p><u>May 16, 2019</u></p> <ul style="list-style-type: none"> • <i>T2020 Transportation Regional Investment Measure*</i> • <i>Emergency Transportation Routes Update</i> • <i>Enhanced Transit/STIF Funding For Project Development (with TriMet)</i> • <i>TV Highway Corridor Plan</i> 	<p><u>June 20, 2019</u></p> <ul style="list-style-type: none"> • <i>RTO/Safe Routes to Schools</i> • <i>Freight Commodity Study/Planning</i>

<p><u>July 18, 2019</u></p> <ul style="list-style-type: none"> • <i>Mobility Policy Update*</i> • <i>SW Corridor – Marquam Hill Connector (TriMet)</i> • <i>Burnside Bridge (Multnomah County)</i> 	<p><u>August 15, 2019</u></p>
<p><u>September 19, 2019</u></p> <ul style="list-style-type: none"> • <i>Regional Flex Funds</i> 	<p><u>October 17, 2019</u></p> <ul style="list-style-type: none"> • <i>TSMO Strategy</i> • <i>Regional Flexible Funds</i> • <i>SW Corridor: Marquam Hill Connector Update</i>
<p><u>November 21, 2019</u></p> <ul style="list-style-type: none"> • <i>Mobility Update</i> 	<p><u>December 19, 2019</u></p> <ul style="list-style-type: none"> • <i>Regional Flexible Funds: Recommendation to Metro Council</i> • <i>T2020 Transportation Regional Investment Measure Update</i> • <i>Emergency Transportation Routes Update</i>

Parking Lot:



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2019 MPAC Work Program *as of 3/6/2019*

Items in italics are tentative

<p><u>Wednesday, March 13, 2019</u></p> <ul style="list-style-type: none"> • Tri-County Supportive Housing: 2040 Grant Report (Ryan Diebert, Joint Office of Homelessness; Ericka Silver, Clackamas County; Annette Evens, Washington County; and Heather Lyons, Corporation for Supportive Housing; 60 min) 	<p><u>Wednesday, March 27, 2019</u></p>
<p><u>Wednesday, April 10, 2019</u></p> <ul style="list-style-type: none"> • Parks and Nature Investment Measure (TBD, Metro; 30 min) 	<p><u>Wednesday, April 24, 2019</u></p>
<p><u>Wednesday, May 8, 2019</u></p> <ul style="list-style-type: none"> • 	<p><u>Wednesday, May 22, 2019</u></p> <ul style="list-style-type: none"> • 2040 Growth Concept Refresh: Employment Trends Draft Work Program Overview (Ted Reid and Jeff Raker, Metro; 60 min)
<p><u>Wednesday, June 12, 2019</u></p> <ul style="list-style-type: none"> • Transportation Investment Measure (TBD, Metro; 30 min) • 2040 Growth Concept Refresh: Work Program Overview (Elissa Gertler and Ted Reid, Metro; 45 min) 	<p><u>Wednesday, June 26, 2019</u></p>

<p><u>Wednesday, July 10, 2019</u></p> <ul style="list-style-type: none"> • Employment Trends Panel • Housing Bond Local Implementation Strategies (Jes Larson and Emily Lieb, Metro; 30 min) 	<p><u>Wednesday, July 24, 2019</u></p>
<p><u>Wednesday, August 14, 2019</u></p> <ul style="list-style-type: none"> • 2040 Planning and Development Grants (Lisa Miles, Metro; 45 min) 	<p><u>Wednesday, August 28, 2019</u></p>
<p><u>Wednesday, September 11, 2019</u></p> <ul style="list-style-type: none"> • 2040 Growth Concept Refresh: Employment Trends /Other Topics (Ted Reid, Metro; 45 min) 	<p><u>Wednesday, September 25, 2019</u></p> <p><u>September 26-28:</u> League of Oregon Cities Annual Conference, Bend, OR</p>
<p><u>Wednesday, October 9, 2019</u></p> <ul style="list-style-type: none"> • 2040 Growth Concept Refresh (Ted Reid, Metro; 30 min) • Mobility Policy Update (Kim Ellis, Metro; 20 min) • Designing Livable Streets (Lake McTighe, Metro; 20 min) 	<p><u>Wednesday, October 23, 2019</u></p>
<p><u>Wednesday, November 13, 2019</u></p> <ul style="list-style-type: none"> • 2040 Growth Concept Refresh (Ted Reid, Metro; 45 min) • Transportation Regional Investment Measure (TBD, Metro; 30 min) <p><u>November 19-21:</u> Association of Oregon Counties Annual Conference, Eugene, OR</p>	<p><u>Wednesday, November 27, 2019</u></p>
<p><u>Wednesday, December 11, 2019</u></p> <ul style="list-style-type: none"> • Updates on 2018 Urban Growth Boundary Expansions 	<p><u>Wednesday, December 25, 2019</u> – Cancelled</p>

Memo

Date: Friday, January 18, 2019
To: Metro Council
CC: Elissa Gertler, Margi Bradway, Ted Leybold
From: Dan Kaempff, Principal Transportation Planner
Subject: Response to Council Work Session on 2022-24 Regional Flexible Funds Allocation

At your January 8, 2019 work session, Metro Council discussed the upcoming Regional Flexible Funds Allocation (RFFA) process. In that discussion, Council outlined four policy principles to guide allocation of regional funds, and directed staff to provide additional detail on those principles. Council also directed staff to prepare potential funding initiatives for their further consideration in the policy development and funding process.

Council agreed on four main principles to be followed in development of their policy direction:

1. **The 2018 Regional Transportation Plan priorities are to serve as the RFFA policy framework.** An extensive public engagement process went into the creation of the RTP, as well as numerous meetings and interactive forums with the region's elected officials, business and community leaders. Metro's public outreach efforts resulted in over 19,000 individual communications during the RTP process. From these discussions, an agreement on the region's priorities relative to the transportation has emerged.
2. **The four primary RTP priorities are to be carried out through RFFA project selection.** The RTP contains a broad vision statement, and subsequent supporting goals and objectives that define a transportation system that aligns with the Council-adopted Six Desired Outcomes. Included in this policy direction are four priorities for transportation that JPACT and Metro Council said were the most critical and should be emphasized through our subsequent funding and policy-making activities.
 - a. **Equity** – reduce disparities and barriers faced by communities of color and other historically marginalized communities
 - b. **Safety** – reduce fatal and severe injury crashes, particularly focusing on the High Crash Corridor network
 - c. **Climate Change** – expand transit and active transportation networks, and leverage emerging technology to meet Climate Smart Strategy goals
 - d. **Congestion Relief** – manage congestion and travel demand through low-cost, high value solutions
3. **Maintain the existing two-step framework.** Using the regional dollars strategically has been an underlying goal of previous RFFA processes. Over the past three allocation cycles, the region has allocated funding in two steps. The first step continues our investments in building out the regional high-capacity transit network, and creating a pipeline of sufficiently developed capital projects that are ready for future funding opportunities. Step 1 also supports region-wide investments that make the entire system work more effectively and efficiently, and funds the region's planning efforts.

Step 2 targets project development and construction funding towards capital projects in local jurisdictions that advance RTP policy priorities and that have regional significance.

Council indicated they wished to continue this two-step process, and that the four RTP priorities should be applied to both steps.

- 4. Better align Step 2 project outcomes with four RTP priorities.** Council wished to consider and discuss potential ways that Step 2 could be adjusted in order to ensure alignment with the RTP priorities described above. Step 2 projects must result in outcomes consistent with these priorities. As the RFFA financial forecast is finalized, consideration should be given to how any potential funding increase can be used to better enable the region to accomplish these four policy priorities.

Implementation and performance measures

To respond to and advance policy direction defined in the Six Desired Outcomes and the 2018 RTP, Council indicated their intent for the RFFA policy to advance diversity through contracting opportunities associated with these funds.

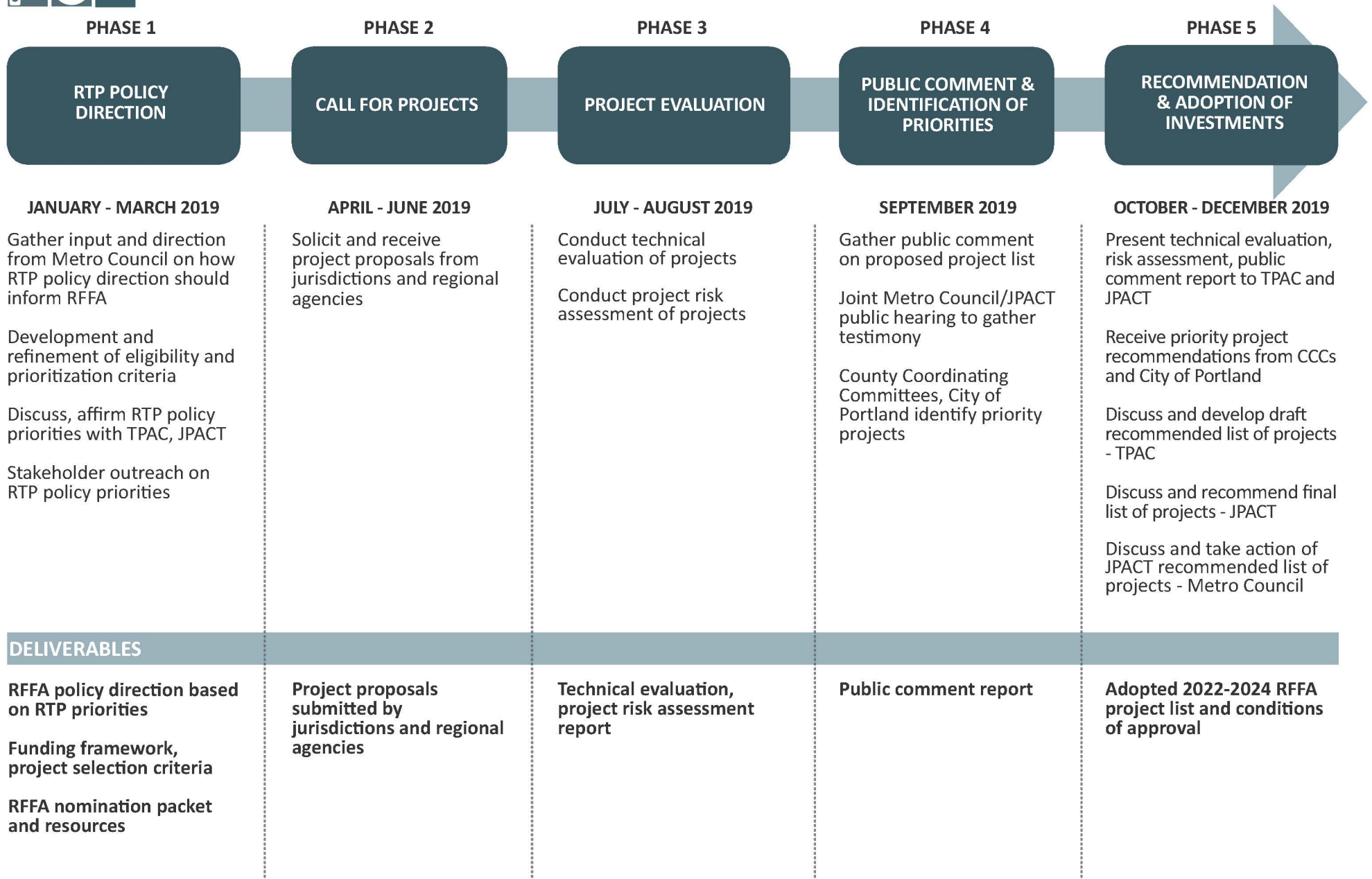
The 2018 RTP adopted new and updated performance measures to enable the region to better understand the extent to which investments in the transportation system will achieve desired outcomes and provide the best return on public investments. Council directed that projects funded through the RFFA should clearly demonstrate alignment and support of these updated RTP performance measures.

Next Steps

This spring, JPACT and Council are scheduled to consider and take action on the adoption of updated RFFA policy direction to direct investments through the 2022-2024 RFFA funding cycle. Council's principles set forth in this memo will be used as the foundation for discussions with stakeholders leading to development of the updated policy. Metro staff will develop updated RFFA policy and project selection criteria in consultation with TPAC. At their March 1, 2019 meeting, TPAC is scheduled to make a policy recommendation to JPACT. JPACT will consider the TPAC recommendation at their March 21 meeting, and Council is scheduled to consider JPACT's action at their March 28 Council meeting.



2022-2024 REGIONAL FLEXIBLE FUND ALLOCATION Policy Update and Implementation Timeline



Agenda



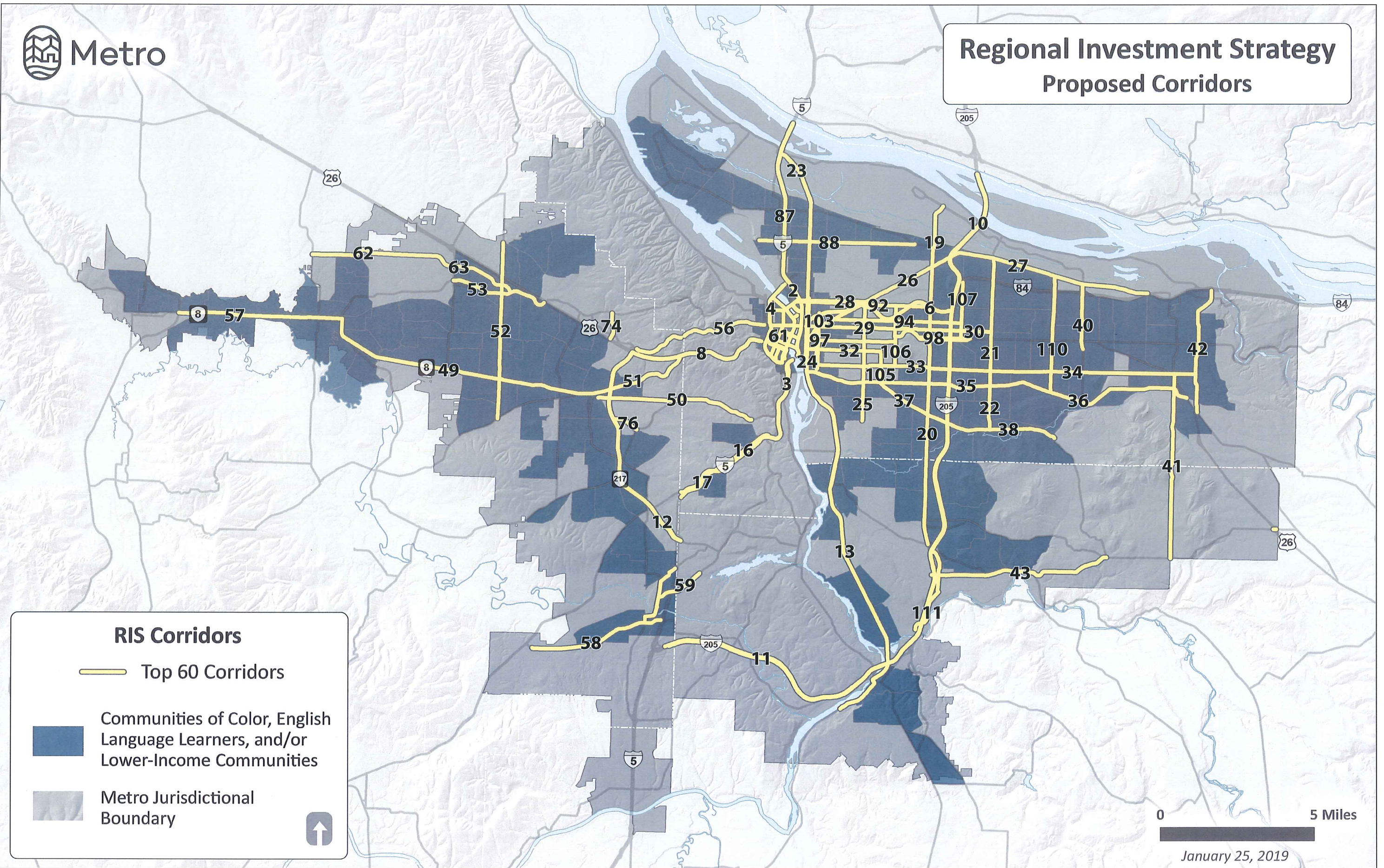
Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Funding Task Force (TF2) Meeting 3
Date: Wednesday, Mar. 20, 2019
Time: 5:30 to 7:30 p.m. (Dinner served from 5 p.m.)
Place: Metro Council Chambers | 600 NE Grand Avenue Portland, OR 97232

- 5:30 p.m. Welcome
- 5:40 p.m. Evaluation values: Check in
- 5:50 p.m. Corridors: Discussion of list
- 7:10 p.m. Public Comment
- 7:20 p.m. Next Steps
- 7:30 p.m. Adjourn

Regional Investment Strategy Proposed Corridors



0 5 Miles

January 25, 2019

60 Corridor Map Key

ID Corridor Name

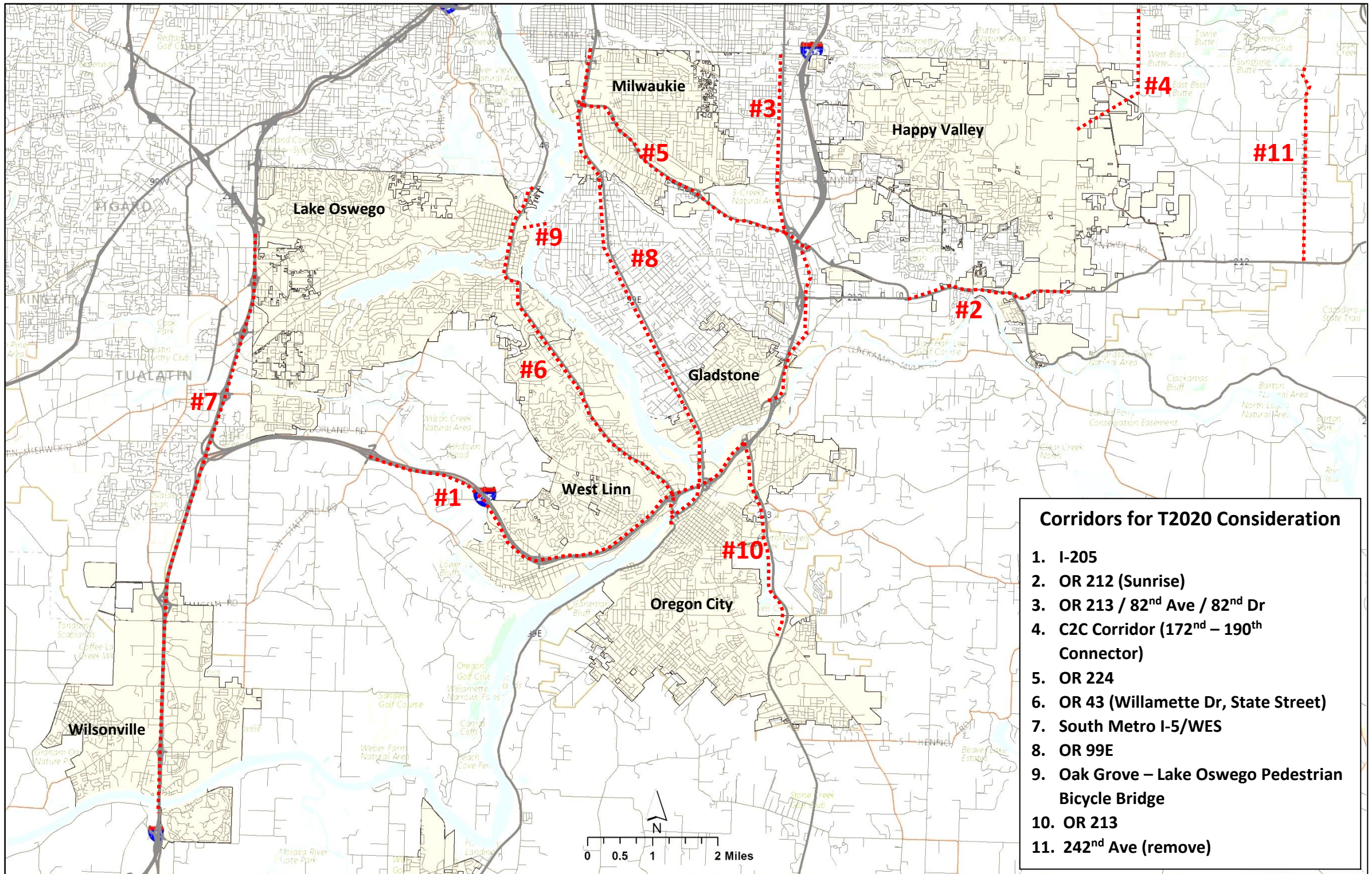
- 2 I5 downtown
- 3 I5 Marquam Br to Tigard Triangle
- 4 I-405
- 5 I5 south of Tigard Triangle
- 6 I84 west of I-205
- 7 I84 east of I-205
- 8 US-26 east of OR-217
- 9 US-26 west of OR-217
- 10 I-205 Multnomah Co
- 11 I-205 Clackamas Co
- 12 OR-217
- 13 McLoughlin
- 15 Barbur (Woods)
- 16 Barbur (Terwilliger to Crossroads)
- 17 Barbur (Crossroads to Tigard line)
- 18 Pacific Hwy
- 19 82nd north of Powell
- 20 82nd south of Powell
- 21 122nd north of Powell
- 22 122 south of Powell
- 23 MLK north of Broadway
- 24 MLK/Grand south of Broadway
- 25 Cesar Chavez
- 26 Sandy west of Killingsworth
- 27 Sandy east of Killingsworth
- 28 Broadway/Weidler, Willamette to Chavez
- 29 Burnside west of Thorburn
- 30 Burnside Thorburn to 122nd
- 31 Burnside east of 122nd
- 32 Hawthorne
- 33 Division west of I-205
- 34 Division I205 to 190th
- 35 Powell west of 122nd
- 36 Powell 122ndnd to Burnside
- 37 Foster (Powell to I205)
- 38 Foster (I205 to 172nd)
- 39 Foster (172nd to Hwy 212)
- 40 NE/SE 181st
- 41 NE/SE 242nd/Hogan
- 42 NE Kane/247th
- 43 Hwy 212 (I205 to Foster)
- 44 Hwy 212 (Foster to US26)
- 45 82nd Dr/Hwy 224 (McLoughlin to I205)
- 46 Hwy 224 (I205 to Hwy 212)
- 47 Hwy 43/Macadam north of Sellwood Br
- 48 Madadam/Riverside Sellwood Br to LO
- 49 Tualatin Valley Hwy
- 50 Beaverton Hillsdale Hwy
- 51 Canyon Road
- 52 185th (Wash Co)
- 53 Cornell west of Saltzman
- 54 Cornell east of Saltzman / Lovejoy
- 55 Cornelius Pass south of US-26
- 56 Burnside/Barnes (w of Portland)
- 57 Pacific Ave/ Baseline St

ID Corridor Name

- 58 Tualatin-Sherwood Rd
- 59 72nd/Boones Ferry
- 60 US 30
- 61 Downtown Portland
- 62 Evergreen Parkway west of Brookwood
- 63 Evergreen Parkway east of Brookwood
- 64 Main west of Brookwood (Hillsboro)
- 65 Main/Baseline Brookwood to 170th
- 66 Jenkins
- 67 25th/28th Hillsboro
- 68 Brookwood/Helvetia
- 69 West Union
- 70 158th/Behany
- 71 Walker w of 158th
- 72 Walker 158th to Cedar Hills
- 73 170th Washington County
- 74 Cedar Hills north of US 26
- 75 Cedar Hills Walker to Canyon
- 76 Allen (OR 217 to Scholls Fy)
- 77 Scholls Ferry (BH to US 26)
- 78 Greenburg Road
- 79 Beef Bend Rd
- 80 72nd Ave
- 81 Terwilliger
- 82 Bertha/Capitol
- 83 Multnomah Blvd
- 84 Taylors Ferry
- 85 Columbia Blvd
- 86 Rosa Parks west of I-5
- 87 I5 north of downtown
- 88 Killingsworth
- 89 33rd Broadway to Killingsworth
- 90 42nd north of Fremont
- 91 Greeley Ave
- 92 NE Halsey west of 82nd
- 93 NE Halsey east of 82nd
- 94 NE Glisan west of 102nd
- 95 NE Glisan east of 102nd
- 96 SE Morrison
- 97 SE Belmont
- 98 SE Stark/Washington couplet
- 99 SE Holgate
- 100 SE Johnson Creek Blvd
- 101 SE Jennings
- 102 SE Harmony
- 103 SE 11th/12th
- 104 SE Milwaukie Ave
- 105 SE 50th Hawthorne to Powell
- 106 NE/SE 60th
- 107 NE/SE 102nd
- 108 SE 52nd
- 109 SE 92nd (Powell to Flavel)
- 110 NE 162nd
- 111 SE 82nd Dr Clackamas

Corridors for Consideration by the Metro Transportation Task Force

T2020 Status	Name of corridor or main road	Proposed by:	Identified Needs					Priorities				Why should this corridor be considered for T2020?
			Arrive on time (congestion)	Gap filled by the corridor	Identified high crash corridor	Equity / Access to Jobs	Take pride in community	Maximize regional benefits	Important Community Need	Readiness for investment	Get ahead of growth	
On map	I-205	Clackamas Co	Already under consideration by Task Force, additional information not necessary at this time.									
On map	OR212 (Sunrise)	Clackamas Co, Happy Valley										
On map	OR213/82 nd Ave/82 nd Dr											
Add	C2C Corridor (172 nd Ave – 190 th Dr)	Happy Valley, Clackamas Co	X	X		X		X	X	X	X	The Clackamas to Columbia Corridor (C2C) is critically important to improve north-south mobility on the east side of the region, to support growth areas in Happy Valley and Gresham and to connect equity communities to employment areas.
Add	OR224 (OR99E to I-205)	Milwaukie	X	X	X	X	X	X	X	X	X	OR 224, and the railroad line the parallels it to the north, makes travel between the eastern and western areas of Milwaukie challenging. The city's Transportation System Plan and Metro's Regional Transportation Plan identify a high need to establish safe crossings of 224 for people who walk and bike as well as the construction of improved bike and pedestrian facilities for the length of the corridor.
Add	OR43	West Linn, Lake Oswego	X		X	X	X	X	X	X	X	The OR43 and associated area of Willamette Falls Drive is critically important to improve mobility from the Willamette Falls and growth areas of Oregon City and beyond to Portland connecting communities to employment areas on both sides of the project as well as creating a vital bicycle and pedestrian connection through the region. This project will blend seamlessly with planned improvements for I-205 and is already moving forward with preliminary design so it is ready for investment.
Add	South Metro I-5 / WES (OR217 - Wilsonville)	Wilsonville	X	X	X	X	X	X	X	X	X	The South Metro I-5 Corridor is vitally important to the South Metro region supporting job growth in the SW Tualatin and Sherwood employment areas and planned Coffee Creek, Basalt Creek Industrial Areas, housing needs in south Tualatin, Villebois and Frog Pond, support of Advance, Elligsen, and Tonquin urban reserve areas , connections between WES/SMART Central, Wilsonville's Town Center, and key transit destinations within the Metro region for underrepresented communities, and an opportunity to improve safety while providing placemaking and regional attractions in support of tourism, recreation, and active living.
Add	OR99E	Milwaukie, Clackamas Co, Oregon City	X	X	X	X	X	X	X	X	X	<p><u>Milwaukie</u> - The Oregon 99E corridor in Milwaukie serves the North Milwaukie Industrial Area, our historic downtown and establishes the western boundary for Milwaukie Bay Park. Enhanced transit service, improved intersection functionality and safety investments are needed to help all users of 99E equitably access transportation services on this important transit and vehicle mobility corridor. Our 2013 Transportation System Plan and the Metro Regional Transportation Plan also specifically identify the need to establish safe crossings of 99E for people who walk and bike.</p> <p><u>Clackamas County</u> - The OR99E corridor in Oak Grove, Jennings Lodge and Gladstone provides a very important frequent transit link. The Enhanced Transit Corridor being conducted by TriMet will identify low cost improvements that will allow transit to move faster. Clackamas County and ODOT are jointly working on projects identified by the local communities to improve bicycle and pedestrian access to the transit corridor and safety at critical crossing point.</p> <p><u>Oregon City</u> - The 99E will provide multi-modal improvements in the Oregon City Regional Center, support the growth of Downtown Oregon City, and connects users to the Willamette Falls Legacy Project (WFLP) and Riverwalk, as well as the Cove Development. Intersections in this corridor are consistently on the ODOT SPIS list and the corridor would include safety improvements necessary to facilitate the community development and re-use of WFLP site. This corridor would include capacity improvements on a regional facility as well as multi-modal improvements identified in the McLoughlin Boulevard Enhancement Plan that provide safe, accessible routes to the WFLP and the Riverwalk.</p>
Add	Oak Grove – Lake Oswego Pedestrian & Bicycle Bridge	Clackamas Co, Lake Oswego	X	X	X	X	X	X	X			This project will create a vital bicycle and pedestrian connection that will facilitate east-west active transportation by providing a vital missing connection, increase safety, provide a vital access to jobs for historically marginalized communities, and become an important landmark and regional attraction. The bridge will allow those in Oak Grove and Lake Oswego who currently make a 10 mile vehicle trip across Sellwood Bridge to replace that trip with a walk or bike trip of less than a mile. As a result this project will reduce congestion on OR99E, Sellwood Bridge and Macadam and decrease generation of air pollutants and greenhouse gases.
Add	OR213	Oregon City	X		X			X	X	X	X	The Hwy 213 corridor supports both the Beavercreek Road Concept Plan Area, expected to see some of the highest growth rates in Clackamas County and includes industrial living wage jobs, as well as the Oregon City Regional Center which is also expected to see growth. Corridor improvements would include much needed capacity improvements, portions of which are already at 90% plans and other components which have been recently identified. Intersections in this corridor are consistently on the ODOT SPIS list.
Remove	242 nd Ave	Clackamas Co	Should be removed, not a priority for Clackamas County.									



- Corridors for T2020 Consideration**
1. I-205
 2. OR 212 (Sunrise)
 3. OR 213 / 82nd Ave / 82nd Dr
 4. C2C Corridor (172nd – 190th Connector)
 5. OR 224
 6. OR 43 (Willamette Dr, State Street)
 7. South Metro I-5/WES
 8. OR 99E
 9. Oak Grove – Lake Oswego Pedestrian Bicycle Bridge
 10. OR 213
 11. 242nd Ave (remove)

Memorandum

To: C4 Metro Subcommittee
From: Trent Wilson, Government Affairs Specialist
Re: JPACT and MPAC Appointments
Date: March 20, 2019

Overview

Clackamas County Public and Government Affairs (PGA) staff are assisting Metro-area cities with the appointment process for Cities' representatives to Metro's committee seats: JPACT Clackamas Cities and MPAC Clackamas Cities – Other Cities.

At the February 20, 2019 C4 Metro Subcommittee, metro cities caucused to select the members to fill their respective seats. Mayor Tim Knapp will serve as the JPACT Clackamas Cities and Mayor Gamba will serve as the MPAC – Other Cities Seat.

However, the group did not reach agreement about who will serve as alternates for these positions. Several names were put forward, but they were not present to speak to their availability and commitment to attend various meetings.

Members agreed to return in March having confirmed their proposed alternates would be available to serve in their respective JPACT or MPAC assignments, as well as be available to participate in C4 and C4 Metro Subcommittee discussions in order to stay current on issues.

Actions

Cities will caucus to confirm their alternate selections for the JPACT and MPAC – Other Cities seats.

Memorandum

To: C4 Metro Subcommittee
From: Dayna Webb, City of Oregon City
Jaimie Huff, City of Happy Valley
Cities of Clackamas County TPAC Representatives
Re: March 1, 2019 TPAC Meeting
Date: March 20, 2019

Overview

Following is a brief summary of the March 1, 2019 TPAC Meeting. The TPAC packet, as well as the full TPAC Work Program can be found [here](#).

General Updates

- TriMet – A STIF project package has been approved by the TriMet board by [resolution](#). The package will be forwarded to ODOT as a recommended use of STIF funds.
- Metro – Metro plans to host a policymakers’ forum about Transportation Design for Community Outcomes. The event is scheduled 9am – noon, April 22.

MTIP Formal Amendment Resolution 19-49XX

Purpose: Add/amend existing projects to the 2018-21 Metropolitan Transportation Improvement Program involving three projects impacting Gresham, Oregon City and Wilsonville (MR19-07-MAR).

- TPAC recommended item be moved to JPACT.

Regional Flexible Funds Allocation (RFFA) Policy Framework Resolution 19-XX

Purpose: To provide an overview of the draft 2022-2024 policy and request TPAC recommendation to JPACT.

- Based on TPAC/JPACT discussions in February, the RFFA criteria format was modified to provide better clarification around policy intent and alignment with RTP direction. TPAC recommended the 2022-2024 policy framework to JPACT.
- The proposed framework maintains the historic funding distribution for local grants (75 percent for active transportation projects, 25 percent for freight projects), however the project criteria is updated to better support the RTP priorities of safety, equity, congestion and climate change.
- The proposed framework includes several housekeeping, or “friendly”, amendments. One such amendment (requested by Clackamas County) suggests a more comprehensive review of RFFA policy before the next funding round. This amendment acknowledges that the proposed 2022-2024 framework is rooted in policies from 2009, which may not address future system needs.
 - Some stakeholders wished to eliminate the 75/25 split. TPAC declined the motion, but further discussion around the split may occur under the next RFFA policy review.

Nexus for C4MS Coordination

- JPACT will discuss and act on a RFFA policy recommendation at their March 21 meeting.
 - Although the draft RFFA integrates RTP priorities as project considerations, it is unclear if, or how, RTP priorities will be weighted. Will some RTP priorities rank higher than others? Clarification is requested at JPACT.

Does your jurisdiction plan to submit an RFFA project proposal?

- Local Grants – The 2022-24 RFFA is presently valued at \$141.72 million (draft forecast). Approximately \$40 million of total funding is proposed for local grants (Step 2 Funding). The Call for Projects is anticipated to be open on April 8 and applications are expected to be due in early June.
- Application Cap – At CTAC, representatives from Metro indicated that Metro *may* place a cap on the total quantity of RFFA applications it will accept due to the staff time involved in reviewing each application. It is anticipated that fewer than 30 projects will be accepted regionally. Additional information about the potential cap will be developed by Metro staff in the near future.

2021-2024 STIP Fix-It Leverage

Purpose: Status update on 2021-24 STIP development, including leverage program activity.

- ODOT completed scoping for the STIP Fix-It program. The 150-percent list is identified, including leverage opportunities. The list will be emailed to TPAC members in the near future.
- The first iteration of the draft 100-percent list will be ready for the April 1 R1ACT meeting. Region 1 Leverage Opportunities will be discussed at the next R1ACT meeting on March 11.

TransPort Bylaws Draft Review

Purpose: To provide an overview of draft TransPort Bylaws for feedback and input.

- Due to time constraints, TPAC did not address this item.

Unified Planning Work Program (UPWP)

Purpose: Provide an initial opportunity for TPAC to provide feedback on the Draft 2019-20 UPWP.

- The UPWP is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year. The UPWP includes descriptions of the transportation planning activities, the relationships between them, and budget summaries.
- The UPWP only includes planning projects that will receive federal funds for the upcoming fiscal year. The UPWP is not a regional policymaking document and it does not make funding allocations. It does not include construction, design or preliminary engineering projects.
- Jurisdictions are asked to look at opportunities for projects to be better coordinated, as well as improvements to project narratives.
- TPAC will take action on the Draft UPWP on April 5. JPACT will discuss the Draft UPWP on April 18 and take action on May 16. The Metro Council is scheduled to take final action May 16.

Columbia to Clackamas (C2C) Project Overview

Purpose: Overview of the refinement project for mobility corridor #24, which begins in 2019.

- Due to time constraints, TPAC did not address this item.

Upcoming Agenda Highlights

- April 5, 2019
 - Unified Planning Work Program – Recommendation to JPACT

- TransPort draft bylaws final review and adoption – Recommendation to JPACT
- Transit budget process update – Information & Discussion
- Obligation targets program discussion – Information & Discussion
- May 3, 2019
 - RFFA Solicitation – Information & Discussion
 - Regional Mobility Policy work plan – Information & Discussion
- June 7, 2019
 - RTP Amendments and Implementation Process – Information & Discussion

Next Steps/Recommendation/Guiding questions

For additional information, please contact:

Dayna Webb, City of Oregon City dwebb@orcity.org

Jaimie Huff, City of Happy Valley jaimiel@happyvalleyor.gov