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**Wednesday, February 20, 2019**

**7:30 AM – 9:00 AM**

**Development Services Building**

Main Floor Auditorium, Room 120

150 Beavercreek Road, Oregon City, OR 97045

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## **Agenda**

**7:30 a.m. Welcome & Introductions**

**7:35 a.m. JPACT Issues**

- Metro Transportation Improvement Program (MTIP) and Regional Flexible Funding Allocation (RFFA) updates
- DRAFT JPACT Climate Resolution (Action at JPACT on 02-21-19)

**8:15 a.m. MPAC Issues**

- 2040 Grants Update Announcement
- Discussion on City Involvement for Affordable Housing

**8:40 a.m. Other business**

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

**9:00 a.m. Adjourn**

<b>Attachments:</b>	JPACT/MPAC Work Programs	Page 02
	MTIP Policy Update staff memo	Page 07
	MTIP Policy Packet	Page 08
	JPACT Climate Resolution	Page 34
	AOC HB 2020 Synopsis	Page 36
	2040 Grants Announcement	Page 37
	JPACT/MPAC member selection memo	Page 39
	MTAC/TPAC Staff Memo	Page 40



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 Portland, OR 97232-2736  
 oregonmetro.gov

**DRAFT 2019 JPACT Work Program**  
*As of 2/13/19*

*Items in italics are tentative*

<p><b><u>February 21, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <b>Resolution No. 19-4965</b>, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Two Projects Impacting TriMet (FB19-06-FEB) (consent)</li> <li>• <b>Resolution No. 19-4969</b>, For the Purpose of Urging the Oregon Legislature to Adopt a Climate “Cap and Invest” System and Direct Proceeds to Implementation of the Climate Smart Strategy (Margi Bradway, Metro; 20 min)</li> <li>• State Legislative Agenda Update (Andy Shaw, Metro; 5 min)</li> <li>• MTIP Policy* (Ted Leybold and Grace Cho, Metro; 10 min)</li> <li>• RFFA Project Funds Allocation (Dan Kaempff, Metro; 20 min)*</li> </ul>	<p><b><u>March 21, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>Federal Legislative Agenda (Bernie Bottomly, TriMet; 5 min)</i></li> <li>• <b>Resolution No. 19-4963</b>, For the Purpose of Adopting the 2021-2024 Metropolitan Transportation Improvement Program Policy Statement for the Portland Metropolitan Area (consent)</li> <li>• <b>Resolution No. 19-1959</b>, For the Purpose of Adopting the 2022-2024 Regional Flexible Funds Allocation Policy Statement for the Portland Metropolitan Area (Dan Kaempff, Metro; 20 min)</li> <li>• <i>Congestion Pricing (ODOT &amp; City of Portland; 15 min)</i></li> <li>• <i>Unified Planning Work Program (first read)*</i></li> </ul>
<p><b><u>April 18, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>Discussion of Regional Federal Legislative Agenda (Bernie Bottomly, TriMet; 15min)</i></li> <li>• <i>Unified Planning Work Program: Recommendation to Metro Council*</i></li> <li>• <i>ODOT 100% Fix-It Leverage List</i></li> <li>• <i>Jurisdictional Transfer Assessment</i></li> <li>• <i>Design Standards</i></li> </ul>	<p><b><u>May 16, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>T2020 Transportation Regional Investment Measure*</i></li> <li>• <i>Emergency Transportation Routes Update</i></li> <li>• <i>Enhanced Transit/STIF Funding For Project Development (with TriMet)</i></li> <li>• <i>TV Highway Corridor Plan</i></li> </ul>

<p><b><u>June 20, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>RTO/Safe Routes to Schools</i></li> <li>• <i>Freight Commodity Study/Planning</i></li> </ul>	<p><b><u>July 18, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>Mobility Policy Update*</i></li> <li>• <i>SW Corridor – Marquam Hill Connector (TriMet)</i></li> <li>• <i>Burnside Bridge (Multnomah County)</i></li> </ul>
<p><b><u>August 15, 2019</u></b></p>	<p><b><u>September 19, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>Regional Flex Funds</i></li> </ul>
<p><b><u>October 17, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>TSMO Strategy</i></li> <li>• <i>Regional Flexible Funds</i></li> <li>• <i>SW Corridor: Marquam Connector Update</i></li> </ul>	<p><b><u>November 21, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>Mobility Update</i></li> </ul>
<p><b><u>December 19, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>Regional Flexible Funds: Recommendation to Metro Council</i></li> <li>• <i>T2020 Transportation Regional Investment Measure Update</i></li> <li>• <i>Emergency Transportation Routes Update</i></li> </ul>	

**Parking Lot:**



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**2019 MPAC Work Program**  
*as of 2/5/2019*

*Items in italics are tentative*

<p><b><u>Wednesday, February 13, 2019</u></b></p> <ul style="list-style-type: none"> <li>• MTAC Nomination (consent)</li> <li>• MPAC Vice Chair and Second Vice Chair Nominations</li> <li>• Housing Bond Implementation (Jes Larson and Emily Lieb, Metro; 30 min)</li> <li>• 2040 Development and Planning Grants: 2019 Grant Cycle (Lisa Miles, Metro; 30 min)</li> </ul>	<p><b><u>Wednesday, February 27, 2019</u></b></p> <ul style="list-style-type: none"> <li>• Tri-County Permanent Supportive Housing: 2040 Grant Report (Jes Larson, Metro; 60 min)</li> </ul> <p><i>March 2-6: National Association of Counties Legislative Conference, Washington D.C.</i></p>
<p><b><u>Wednesday, March 13, 2019</u></b></p>	<p><b><u>Wednesday, March 27, 2019</u></b></p>
<p><b><u>Wednesday, April 10, 2019</u></b></p> <ul style="list-style-type: none"> <li>• 2040 Growth Concept Refresh Introduction (Elissa Gertler and Ted Reid, Metro; 60 min)</li> <li>• Parks and Nature Investment Measure (TBD, Metro; 30 min)</li> </ul>	<p><b><u>Wednesday, April 24, 2019</u></b></p>
<p><b><u>Wednesday, May 8, 2019</u></b></p> <ul style="list-style-type: none"> <li>• 2040 Growth Concept Refresh: Employment Trends Draft Work Program Overview (Ted Reid and Jeff Raker, Metro; 60 min)</li> </ul>	<p><b><u>Wednesday, May 22, 2019</u></b></p>

<p><b><u>Wednesday, June 12, 2019</u></b></p> <ul style="list-style-type: none"> <li>• Transportation Investment Measure (TBD, Metro; 30 min)</li> <li>• 2040 Growth Concept Refresh: Work Program Overview (Elissa Gertler and Ted Reid, Metro; 45 min)</li> </ul>	<p><b><u>Wednesday, June 26, 2019</u></b></p>
<p><b><u>Wednesday, July 10, 2019</u></b></p> <ul style="list-style-type: none"> <li>• Employment Trends Panel</li> <li>• Housing Bond Local Implementation Strategies (Jes Larson and Emily Lieb, Metro; 30 min)</li> </ul>	<p><b><u>Wednesday, July 24, 2019</u></b></p>
<p><b><u>Wednesday, August 14, 2019</u></b></p> <ul style="list-style-type: none"> <li>• 2040 Planning and Development Grants (Lisa Miles, Metro; 45 min)</li> </ul>	<p><b><u>Wednesday, August 28, 2019</u></b></p>
<p><b><u>Wednesday, September 11, 2019</u></b></p> <ul style="list-style-type: none"> <li>• 2040 Growth Concept Refresh: Employment Trends /Other Topics (Ted Reid, Metro; 45 min)</li> </ul>	<p><b><u>Wednesday, September 25, 2019</u></b></p> <p><u>September 26-28:</u> League of Oregon Cities Annual Conference, Bend, OR</p>
<p><b><u>Wednesday, October 9, 2019</u></b></p> <ul style="list-style-type: none"> <li>• 2040 Growth Concept Refresh (Ted Reid, Metro; 30 min)</li> <li>• Mobility Policy Update (Kim Ellis, Metro; 20 min)</li> <li>• Designing Livable Streets (Lake McTighe, Metro; 20 min)</li> </ul>	<p><b><u>Wednesday, October 23, 2019</u></b></p>
<p><b><u>Wednesday, November 13, 2019</u></b></p> <ul style="list-style-type: none"> <li>• 2040 Growth Concept Refresh (Ted Reid, Metro; 45 min)</li> <li>• Transportation Regional Investment Measure (TBD, Metro; 30 min)</li> </ul> <p><u>November 19-21:</u> Association of Oregon Counties Annual Conference, Eugene, OR</p>	<p><b><u>Wednesday, November 27, 2019</u></b></p>

**Wednesday, December 11, 2019**

- Updates on 2018 Urban Growth Boundary Expansions

**Wednesday, December 25, 2019** – Cancelled

## C4 Metro Subcommittee Staff Memo

**Re: 2021-2024 Metropolitan Transportation Improvement Program Policy and 22-24 Regional Flexible Fund Allocation Timeline**

**From: Karen Buehrig, Transportation Planning Supervisor**

**Date: February 20, 2019**

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During 2019, JPACT and Metro Council will review and confirm the 2021-2024 MTIP Policy, facilitate a call for projects, review and recommend investments for the 2022-2024 Regional Flexible Funds Allocation funds. Attached is a draft schedule for this process.

Some key items for jurisdictions to be aware of:

1) MTIP / RFFA Policy Direction Policy direction: January – March 2019

It is expected that the policy priorities included in the recent adoption of the 2018 RTP will be folded into the MTIP / RFFA policies. These priorities include Equity, Safety, Climate Smart/Travel Options and Congestion Relief. Also, there will be a discussion of continuing the 75% for Active Transportation / 25% for Freight project split.

2) Call for Projects: April – June 2019

Solicit and receive project proposals from jurisdictions and regional agencies.

3) Project Evaluation and Public Comments: July – September 2019

Technical analysis and evaluation of projects. Public comment and identification of coordinating committee priorities

4) Recommendation and Adoption of Investments October – December 2019

Discuss findings from technical analysis and public comment, and coordinating committee priorities. Recommendation from TPAC. Final list of projects to JPACT for recommendation and adoption of projects by December 2019.

**For additional information, please contact:**

Karen Buehrig, Transportation Planning Supervisor  
karenb@clackamas.us

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Thursday, February 21, 2019  
To: Joint Policy Advisory Committee on Transportation and Interested Parties  
From: Grace Cho, Senior Transportation Planner  
Subject: 2021-2024 MTIP Policy Direction and Work Program

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## **Purpose**

Provide JPACT an overview and receive input on the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) policy update in preparation to request JPACT action in March 2019.

## **Introduction and Background**

Led by Metro and administered in cooperation with ODOT, TriMet and SMART, the Metropolitan Transportation Improvement Program (MTIP):

- describes the transportation investment priorities for the upcoming four federal fiscal years;
- describes the prioritization processes of investments and their alignment with regional objectives and compliance with federal laws;
- measures the performance of those investments towards advancing outcomes and goals; and
- monitors the progress of investments and approves significant changes in scope, schedule or budget.

The MTIP is updated on a three-year cycle, in coordination with the ODOT led funding allocations and the Metro Regional Flexible Funds Allocation (RFFA), both of which define the investment priorities for three years of funding. Transit investment priorities are typically allocated annually through the TriMet and SMART budget processes. The fourth year of the MTIP cycle is for administrative purposes and identifies funding and projects that carry over from the previous MTIP.

The MTIP cycle has four phases:

- Phase 1: policy direction development;
- Phase 2: coordination with funding allocation processes;
- Phase 3: program analysis, fund programming, and documentation; and
- Phase 4: change management and amendments.

Metro is currently in the policy direction development phase for the 2021-2024 MTIP and concurrently in the change management and amendments phase for the existing 2018-2021 MTIP. The 2021-2024 MTIP policy is an update to reflect the recently adopted 2018 RTP and continue with existing policies.

## **2021-2024 MTIP Policy – Overview of Policies**

The draft 2021-2024 MTIP policy statement includes four policies. In summary, these policies are:

1. The 2018 Regional Transportation Plan (RTP) is the foundation and guide for investments proposed for the 2021-2024 MTIP.
2. Funding allocations and implementation of projects will comply with requisite federal regulations
3. The region will pursue the regional finance approach



4. The region will coordinate on pursuit of national discretionary funding opportunities and openly coordinate funding leverage opportunities between different transportation funding programs.

The 2021-2024 MTIP policies 1 and 2 implement federal regulatory and policy direction, emphasizing specific 2018 RTP policy priorities most relevant to the MTIP.

The third policy, the regional finance approach, is a consolidation of existing individual funding program policies and an intention of how to pursue additional fund sources to address different elements of transportation system needs. This approach was developed by the JPACT Finance Subcommittee in 2009 and most recently adopted as policy in 2016. The individual funding program policies are updated to reflect the most recent funding policies by the agencies or policy bodies responsible for those existing individual funding program as well as consolidated federal funding programs.

The fourth policy area is a statement of intent to coordinate on which priorities to nominate for national competitive discretionary grants and to coordinate between funding programs for leverage opportunities. These have been practices of the region, but not previously stated as MTIP policy.

#### **2021-2024 MTIP Policy – Revisions per TPAC Direction**

At the January and February 2019 convening of TPAC, members received a presentation and overview of the 2021-2024 MTIP policies. TPAC discussed focused on the following policies:

1. MTIP Policy 1 – The 2018 Regional Transportation Plan (RTP) is the foundation and guide for investments proposed for the 2021-2024 MTIP.
2. MTIP Policy 3 – Pursue the regional finance approach

As a result of TPAC discussion, the following revisions were made:

1. MTIP Policy 1 – The 2018 Regional Transportation Plan (RTP) is the foundation and guide for investments proposed for the 2021-2024 MTIP.
  - a. Revised MTIP policy 1 language to better align with the language in chapter 6 of the 2018 RTP.
  - b. Revised MTIP policy 1 language to better align with the language in the 2018 RTP ordinance.
2. MTIP Policy 3 – Pursue the regional finance approach
  - a. Moved regional finance approach matrix as an attachment.
  - b. Included the most recently adopted regional finance approach from 2016 as the first attachment.
  - c. Included a secondary attachment with updated version of the regional finance approach. The updated version reflects new revenue sources and administrative or policy changes to existing funding programs which have been enacted since 2016.

Overall, the 2021-2024 MTIP policy document (attached) reflects the feedback TPAC provided. At the February meeting, TPAC recommended approval of the 2021-2024 MTIP policy with amendments (reflected).

#### **Discussion Questions**

1. Does JPACT have any questions or comments on the 2021-2024 MTIP policy direction?

### Next Steps

The following timeline has been provided to illustrate the immediate next steps for the 2021-2024 MTIP development.

#### *Timeline – Upcoming 2021-2024 MTIP Development Activities*

<b>Activity</b>	<b>Timeframe</b>
<b><i>Policy Direction</i></b>	
JPACT receives overview presentation	February 2019
JPACT recommendation to Metro Council/Metro Council action	March-April 2019
<b><i>Funding Allocations</i></b>	
2022-2024 Regional Flexible Fund policy discussion begins at TPAC and JPACT	February 2019
2022-2024 STIP Fix-It Leverage funding recommendations discussions at TPAC	March 2019
Transit agency annual budget process and investment program presentations	April-May 2019
2022-2024 Regional Flexible Fund allocation process	Spring – End 2019
<b><i>Packaging the 2021-2024 MTIP</i></b>	
Compilation of draft 2021-2024 MTIP investment program	August 2019 – January 2020
Compilation of the public review draft of the 2021-2024 MTIP <ul style="list-style-type: none"> <li>• System performance evaluation of MTIP investment program and RTP consistency analysis</li> <li>• MAP-21 performance target evaluation</li> <li>• Federal regulatory compliance demonstration</li> <li>• Allocation process discussion</li> </ul>	January – March 2020
Public comment on the public review draft 2021-2024 MTIP <ul style="list-style-type: none"> <li>• Includes formal resource agency and tribal consultation</li> </ul>	April – May 2020
Request TPAC recommendation to approve the 2021-2024 MTIP	June 2020
Request approval of the 2021-2024 MTIP by JPACT	June/July 2020
Adoption of the 2021-2024 MTIP by the Metro Council	July 2020
<b><i>Change Management</i></b>	
Administrative modifications and amendments	October 2020 – On-going
Project delivery monitoring, obligations, and constraint checks	October 2020 – On-going



DRAFT

# 2021 – 2024 Metropolitan Transportation Improvement Program (MTIP) policy direction

February 2019

[oregonmetro.gov/mtip](http://oregonmetro.gov/mtip)

**Public service**

*We are here to serve the public  
with the highest level of  
integrity.*

**Excellence**

*We aspire to achieve exceptional  
results*

**Teamwork**

*We engage others in ways that foster  
respect and trust.*

**Respect**

*We encourage and appreciate  
diversity in people and ideas.*

**Innovation**

*We take pride in coming up with  
innovative solutions.*

**Sustainability**

*We are leaders in demonstrating  
resource use and protection.*

**Metro's values and purpose**

We inspire, engage, teach and invite people to  
preserve and enhance the quality of life and the  
environment for current and future generation

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## 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.

### Purpose

The purpose of the 2021-2024 MTIP policy report is to provide clarity on the guiding direction for the investments to be included as part of the 2021-2024 MTIP. The 2021-2024 MTIP policy establishes the expectations among regional partners and guides federal and relevant state and local transportation investments proposed for fiscal years 2021 through 2024 in the metropolitan planning area by defining policy priorities and outcomes investments are expected to contribute towards advancing. For those partners with responsibilities to administer federal transportation funds, the 2021-2024 MTIP policy report is a reaffirmation of the common goals and objectives investments are expected to make progress towards while in their stewardship.

### MTIP Basics

*What is the Metropolitan Transportation Improvement Program (MTIP)?*

The federal definition of the Metropolitan Transportation Improvement Program (MTIP) is,

*“a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53.”<sup>1</sup>*

In practice the MTIP is also a process in addition to a document illustrating a list of transportation investment priorities for the upcoming fiscal years. As part of the process, partners demonstrate how the region works together to achieve the common goal of implementing the most recently adopted Regional Transportation Plan (RTP) and complying with applicable federal regulations to remain eligible for funding. Further responsibilities land on the partners involved in administering federal transportation funding (Metro, ODOT, TriMet, and SMART) in demonstrating how the individual allocation processes worked cooperatively to advance RTP implementation and complying with applicable federal regulations.

The MTIP also serves as a monitoring tool for implementation of regionally significant and federally funded transportation projects.

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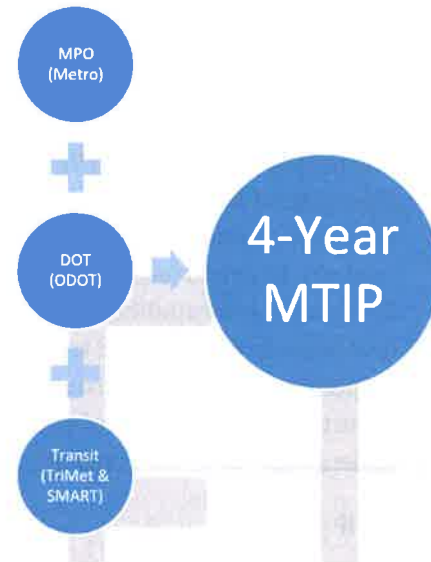
<sup>1</sup> 23 CFR 450.104 - Definitions

### *What is part of the Metropolitan Transportation Improvement Program?*

The MTIP is comprised of several components, but can be categorized into the following major elements:

1. A list of projects within the metropolitan region for the upcoming four fiscal years and numerous project details;
2. various discussion sections addressing funding allocation processes, MTIP system performance, financial constraint, RTP implementation; and
3. a description of protocols, administrative policies and other related expectations for managing the MTIP.

The following bulleted list describes in more detail the typical content and components of the MTIP.<sup>2</sup> Additionally, Figure 1 illustrates the components which go into the project list and the components which go into the MTIP.



**Figure 1. Projects which comprise the four year MTIP**

#### Project List

- A project list with the year-by-year anticipated expenditure schedule, phasing, and implementation of the projects

#### Discussion Sections

- Discussion by each partner on the policy direction and process as part of identifying and prioritizing investments (also known as projects) for entry in the MTIP
- A programmatic discussion of the MTIP complying with applicable federal regulations
- A discussion of fiscal constraint and monitoring the financial balances to ensure funds are not overspent for the MTIP
- A discussion of the performance of the four-year investment program relative to federal and regional performance goals, objectives, and targets.

#### Administration and Monitoring

- A section discussing the policies, protocols, and expectations in the administration of the MTIP, including change management procedures (e.g. administrative modifications and amendments).

<sup>2</sup> Bulleted list represents standard content, but additional components may be part of the MTIP in response to federal requirements or guidance.

*How does the MTIP get used?*

The primary functions of the MTIP, once adopted and approved, are implementation, monitoring, and federal compliance. As a monitoring tool, the project list component of the MTIP can be considered the “living” portion of the document whereas the discussion sections (e.g. individual funding allocation processes, federal compliance, and system performance and the administrative protocols) and the administrative protocols remain static. The “living” component assists in tracking spending and delivery of transportation projects and to continually ensure compliance with federal regulations, such as fiscal constraint. Since transportation projects can run into numerous unexpected hurdles, amendments are regular to refine transportation projects. This ultimately creates the need for having a living portion of the document to monitor implementation, adjust as necessary, and continue to ensure compliance with federal regulations.

As a result of the MTIP serving in a monitoring function, the standard practice is to always have an effective MTIP, which is the most recently adopted and being implemented while there is a MTIP under development. The MTIP under development plans for the future four-years beyond the effective MTIP. Information from the effective MTIP usually feeds into the development of the next MTIP. Figure 2 illustrates an example of the effective MTIP and the development the next MTIP.

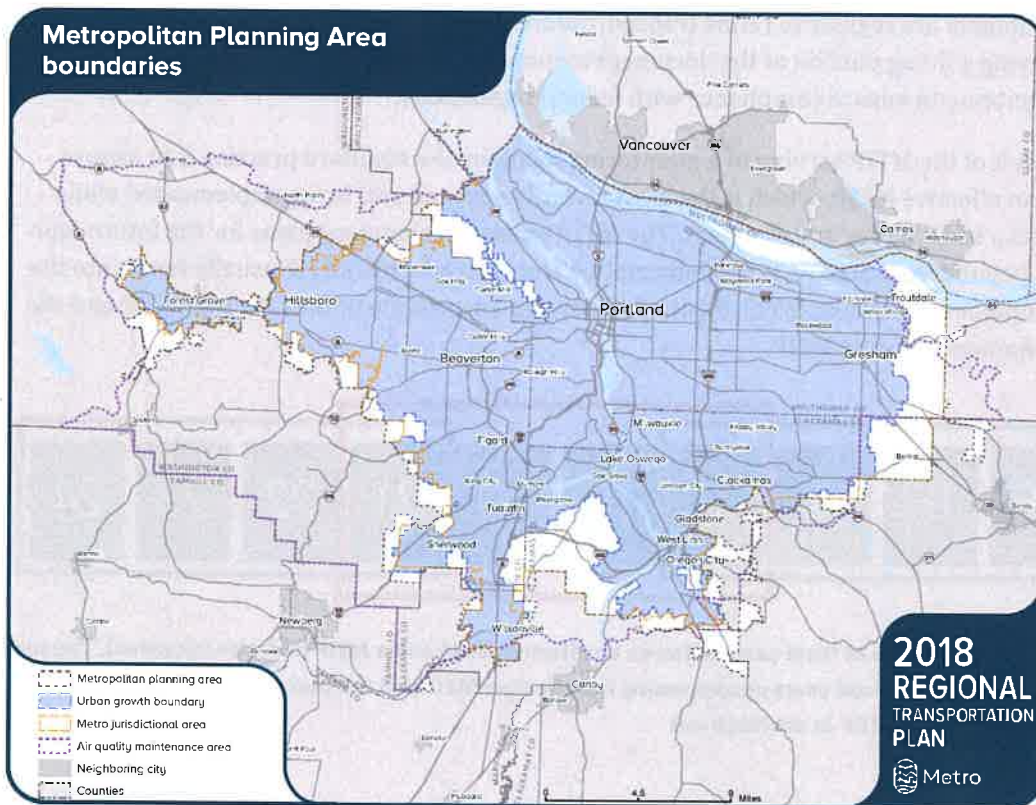


**Figure 2. The overlap of fiscal years between an effective MTIP and a MTIP under development. The red box represents the fiscal years encompassing the effective MTIP and the purple box represents the fiscal years for the MTIP in development**



*What is the relationship between the MTIP and the State Transportation Improvement Program (STIP)?*

The MTIP comprises of the regionally significant, federally funded transportation projects and programs located within a defined metropolitan region for four-fiscal years. For the Portland metropolitan region, the defined area encompasses the urbanized portions of Multnomah, Washington, and Clackamas counties. Figure 3 is a map of the defined Portland metropolitan region. Metro, as the MPO for the region is responsible for development, implementation, and stewardship of the MTIP.

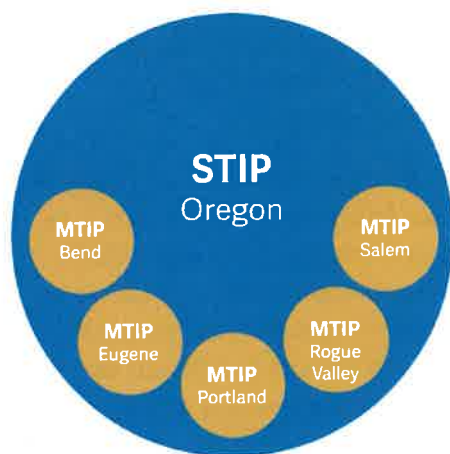


**Figure 3. Federal metropolitan planning area for the Portland (OR) metropolitan region**

The State Transportation Improvement Program (STIP) comprises of the regionally significant, federally funded transportation projects and program which are located outside of a metropolitan region. This includes rural areas and exurbs. The state department of transportation is responsible for the development, implementation, and stewardship of the STIP.

By federal law, the MTIP is required to be included as part of the STIP (in essence, bringing together all the regionally significant and/or federally funded transportation projects in the state) without change. The STIP is then approved by the Governor and submitted to U.S. Department of Transportation for approval. Figure 4 shows the MTIP and STIP relationship.

*Who are the partners and who makes the decisions around the Metropolitan Transportation Improvement Program?*



**Figure 4. MTIP and STIP relationship – MTIPs are not to scale**

The MTIP is a joint effort between regional and state partners. Metro acts as the main author and administrator of the MTIP, but works closely with ODOT, TriMet, and SMART to reflect the expenditure of all federal as well as regionally significant state and local transportation dollars in the urbanized area of Portland. Each agency plays a different role in advancing the region’s transportation system based on enabling legislation and therefore all have authority over expending federal transportation dollars in the Portland metropolitan region. For example, TriMet and SMART’s roles in the regional transportation system is to provide public transit service and utilize funding from the Federal Transit Administration (FTA) to support capital programs to

operate services. Since Metro, ODOT, TriMet, and SMART each have a role, each agency is responsible for providing details of expenditures from year-to-year as well as demonstrating how the transportation expenditures help advance federal, state, and regional priorities. A brief synopsis of each agency’s role is provided below.



**Metro** is a directly elected regional government, serving more than 1.5 million people in Clackamas, Multnomah and Washington counties. The agency’s boundary encompasses Portland, Oregon and 23 other cities.

Metro’s main function is to provide regionwide planning, coordination and services to manage growth, infrastructure, solid waste, and development issues that cross jurisdictional boundaries.

For federal purposes, Metro is the Portland area’s designated Metropolitan Planning Organization (MPO) and the lead agency for developing the regional transportation plan and the schedule of federal transportation spending in the Portland region. Metro also coordinates and develops the region’s transportation goals and policies and identifies the range of road, public transit and bike/pedestrian transportation projects that are needed to implement them.

Metro is led by the Metro Council, which consists of a president and six councilors who are elected by district every four years in nonpartisan races. The Council works with community leaders and constituents across city and county boundaries to shape the future of greater Portland. For purposes of meeting federal regulations pertaining to Metro’s MPO designation, the Council is advised by the Joint Policy Advisory Committee on Transportation (JPACT) specifically related to MPO activities.

The **Joint Policy Advisory Committee on Transportation (JPACT)** makes recommendations to the Metro Council on transportation needs in the region. Comprised of 17 members that are elected officials or transportation representatives from across the region, JPACT recommends priorities, develops plans, and oversees the coordinated implementation of those plans for the region. The Metro Council must adopt the recommendations before they become regional transportation policies.

The **Transportation Policy Alternatives Committee (TPAC)** provides technical input and helps develop policy options for consideration by the Joint Policy Advisory Committee on Transportation on transportation planning and funding priorities for the region. TPAC's membership consists of 21 technical staff from the same governments and agencies as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members appointed by the Metro Council. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee.

TPAC reviews regional plans and federally funded transportation projects, and advises area leaders on transportation investment priorities and policies related to transportation. Such efforts include curbing greenhouse gas emissions and creating communities with easy access to public transit. The committee also helps identify needs and opportunities for involving the public in transportation matters.



The **Oregon Department of Transportation** is a statewide transportation agency. ODOT is responsible for the state transportation facilities across the state. This includes state highways and the interstate freeway system. The ODOT Region 1 office oversees the state facilities for the Portland metropolitan area. Responsible for administering federal transportation funds, ODOT is a key partner in providing important roadway and highway investment information for the development of the MTIP.

**TRIMET** **Tri-County Metropolitan Transportation District (TriMet)** is the public transportation service provider for the Portland metropolitan region. The agency provides both local and regional public transportation services from neighborhood bus routes to multi-county light rail service. As an entity responsible for administering federal transportation funds, ODOT is a key partner in providing important transit investment information for the development of the MTIP.



The **South Metro Area Regional Transit (SMART)** is a public transportation service provider for the City of Wilsonville. SMART provides local public transportation services and select regional service. As an entity responsible for administering federal transportation funds, ODOT is a key partner in providing important transit investment information for the development of the MTIP.

## DESIRED OUTCOMES AND GOALS FOR THE MTIP POLICY

The desired outcomes and goals for the 2021-2024 MTIP policy is for all regional partners to come to a shared understanding of the policy direction guiding the development and implementation of the 2021-2024 MTIP. The major policies guiding the direction of the MTIP are:

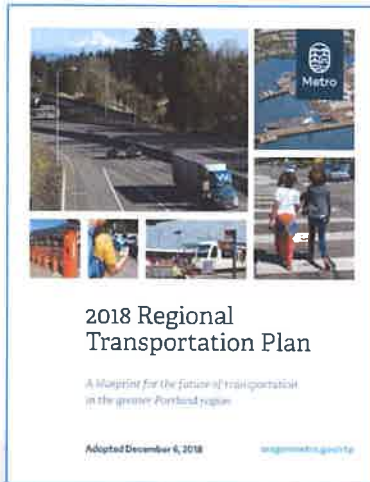
1. Implementing the policy priorities: safety, equity, addressing climate change, and managing congestion through the investments identified in the adopted 2018 Regional Transportation Plan; and
2. Complying with federal regulations pertaining to the development of the transportation improvement program (TIP) as outlined in the Code of Federal Regulations (CFR) 23 CFR 450.300 – 450.340 as well as addressing corrective actions, compliance actions, and recommendations to emerge from Transportation Management Association (TMA) certifications and/or State Transportation Improvement Program (STIP) approvals; and
3. Pursue and implement the regional finance approach; and
4. In looking at opportunities to take advantage of leveraging funding opportunities, do so in an open and coordinated manner.

Several of the policies guiding the development and implementation of the 2021-2024 MTIP are a continuation of previously adopted MTIP policies from earlier cycles. Small refinements and updates have been made to these policies to reflect changes in federal laws, funding programs, as well as the policy direction from the recently adopted 2018 RTP. Additionally, the RTP as the policy foundation for the MTIP has been implied in previous MTIP policies, but not made explicit. Because of the recent adoption of the 2018 RTP and the four priority areas identified for the near-term, the 2021-2024 MTIP policies wants to highlight the role of the RTP. Furthermore, the region has for a number of years practiced coordination on nominating funding priorities for competitive national discretionary grants. By including the practice in the 2021-2024 MTIP policy statement is an effort to formalize this norm.

In developing the 2021-2024 MTIP, partners acknowledge these policies and agree to work in a cooperative fashion as described in “Three C’s: continuous, cooperative, and comprehensive” of federal regulation pertaining to metropolitan planning. The cooperative “Three C’s” process is to achieve the policies outlined and align investments accordingly.

To provide further clarity, a description of each policy guiding the 2021-2024 MTIP is provided.

## MTIP Policy 1 – Regional Policy Direction for Investments



The 2018 Regional Transportation Plan (RTP) is the foundation and guide for investments proposed for the 2021-2024 MTIP. As the policy direction for investments, regional partners agree to implement the policy priorities to emerge from the 2018 RTP.

These policy priorities – *equity, safety, addressing climate change, and managing congestion* – are described in chapter 6 and identified in the legislation adopting the 2018 RTP as the outcomes to make near-term progress by aligning investments to achieve the outcomes desired from these policy priorities.

In efforts to articulate and provide direction in how to achieve and make progress towards these outcomes, the policies identified in chapter 3 as well as the actions identified in the compendium 2018 RTP strategies (e.g. Regional Transportation Safety Strategy, Regional Transit Strategy) and other regional plans and actions (e.g. Climate Smart Strategy, Strategic Plan to Advance Racial Equity, Diversity, and Inclusion). –

As the 2021-2024 MTIP investments get compiled into a four-year investment program, the package of investments will be evaluated to assess how well the investments make progress towards the 2018 RTP policy priorities. Recognizing the role and function of 2021-2024 MTIP, the policy direction places greater emphasis to demonstrate that individual funding allocations administered by Metro, ODOT, TriMet and SMART considered, balanced, and used the 2018 RTP policy priorities for the prioritization and selection of projects and programs to award funds.

Additionally, investments proposed for the 2021-2024 MTIP are expected to be drawn from the financially constrained 2018 RTP investment strategy. Metro is responsible for demonstrating the programmatic four-year investment package advances implementation of the 2018 RTP policy priorities.

## MTIP Policy 2 – Compliance with Requisite Federal Regulations

As a federal requirement to remain eligible to expend federal transportation funding, the 2021-2024 MTIP and the process by which it is developed is expected to comply with all applicable federal regulations. Applicable regulations at a minimum include:

- 23 CFR 450.300 – 23 CFR 450.340 – Metropolitan Planning
  - with particular emphasis on section 23 CFR 450.326 - Development and content of the transportation improvement program (TIP);
- Civil Rights legislation (e.g. Title VI, Americans with Disabilities Act) and public involvement;
- Performance-based planning and programming;
- Congestion management process;
- Financial constraint (23 CFR 450.326(j))

Additionally, the findings to emerge from the 2017 Transportation Management Area (TMA) Certification and 2018-2021 MTIP and STIP Approval and Statewide Planning Findings are expected to be addressed and guide the development and implementation of the 2021-2024 MTIP.

As part of Metro’s responsibilities, the agency’s evaluation of the programmatic four-year investment package will assess the region’s implementation progress towards federal, state, and regional performance targets and if necessary identify areas for course correction for future MTIPs.

### Regional Transportation Plan

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel throughout the Portland metropolitan region. The plan identifies \$42 billion to be invested in the region’s transportation system over the next 25 years to serve a future population of over 2 million people to address the region’s most urgent transportation needs. Nearly \$27 billion in funding is for maintenance, preservation, and operations and more than \$15 billion is for capital projects that optimize and expand the region’s highway and transit systems, complete gaps in biking and walking connections and provide important access to transit, downtowns, schools, services and other community destinations.

Near-term RTP priorities include – equity, safety, addressing climate change, and congestion – and reflects new policies and strategies for safety, freight, transit, equity, climate leadership and emerging technology that guide planning and investment decisions.

The 2021-2024 MTIP policy direction is intended to provide clarity to regional partners on the federal requirements the 2021-2024 MTIP is obligated to comply with in efforts to inform regional partners to conduct funding allocations and submit projects which complies with federal mandates. This is to ensure the region does not jeopardize its eligibility to expend federal funding and demonstrate to federal partners' stewardship in the planning, programming, and expenditure of federal transportation funds.

### **MTIP Policy 3 – Regional Finance Approach**

In May 2009, JPACT developed a regional finance approach to direct how the transportation needs of the region are to be addressed by existing or potential transportation funding sources. Since 2009, this regional finance approach 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 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 RFFA policies since the 2010-2013 and 2012-2015 MTIP cycle, with the most recent regional finance approach adopted as part of the 2018-2021 MTIP and 2019-2021 Regional Flexible Fund Allocation policy statement.<sup>3</sup>

The most recently adopted regional finance approach is included as Attachment 1. However, since the adoption of the 2018-2021 MTIP and 2019-2021 RFFA policy statement in 2016, new revenue sources (e.g. House Bill 2017) as well as administrative and process changes to certain sources of funds (e.g. consolidation of certain federal fund sources under federal transportation funding reauthorizations MAP-21 and FAST, restructuring of ODOT allocation programs) necessitates administrative updates to the adopted regional finance approach.

Attachment 2 is an updated version of the regional finance approach reflecting these administrative changes for the purposes of outlining a regional financial approach to pursue as part of the development and implementation of the 2021-2024 MTIP policy. As further discussion takes place regarding any of the source funds identified, periodic administrative updates will be made.

### **MTIP Policy 4 – Regional Funding Coordination**

#### **National Discretionary Funding Opportunities - Regional Coordination**

As part of the implementation of the Regional Finance Approach, the region's partners agree to regional coordination and information sharing when competing on the national stage for federal competitive discretionary funding programs. Examples of these programs include, but not limited to: FTA's Capital Investment Grants – New Starts and Small Starts, U.S. DOT's

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<sup>3</sup> See Metro Council Resolution 16-4702

Better Utilizing Investment to Leverage Development (BUILD) and Infrastructure for Rebuilding America (INFRA). Regional coordination is to make regional partners aware of what competitive applications are being put forward and ensure any necessary MPO programming or planning requirements have been met to allow access to funds if awarded. Information of these coordinated efforts may also be shared with the region's congressional delegation to inform them of regional funding priorities.

#### **Coordination and Leveraging of Federal Funds Across Funding Allocation Programs**

Recognizing the scarcity of funding resources for the transportation system, the Portland metropolitan region supports leveraging funding opportunities being administered by different agencies within the region. However, the region desires to see leverage opportunities be discussed in a transparent and open manner that allows for partners to provide feedback and also bring awareness to potential funding leveraging opportunities. To facilitate leveraging opportunities, regional partners agree to and are encouraged:

- to identify opportunities to leverage funding early, particularly in the policy direction and program design phase (e.g. policy direction update for the 2022-2024 Regional Flexible Fund or the 2021-2024 STIP) and prior to the solicitation of projects for individual funding programs;
- to identify whether federal funds or a regionally significant project would be involved in the leveraging other funding (whether federal or local) to ensure eligibility requirements and other factors are appropriately met; and
- to begin coordination early between potential administering agencies and determine a pathway for proposals or approvals by appropriate entities, as necessary.

It is expected if regional partners wish to coordinate and leverage opportunities to fund (or partially fund) projects or programs through a funding program administered by a different administering agency, the partner bring the funding proposal to the MPO for information

#### **Currently Agreed Upon Fund Leveraging**

Through previous allocation processes, the region has come to agreement on leveraging funding administered by different partner agencies. In particular a portion of Metro's Regional Flexible Funds have been set aside towards advancing the region's high capacity transit network, planning for certain corridor bottlenecks and active transportation projects. As a result of these funding agreements, the specific projects funded will need to be brought forward to the MPO for engagement and progress updates.



and discussion. Funding proposals, especially with federal funds or for a regionally significant project, will not be considered without discussion and if necessary approval undertaken by the MPO (for federal funds or regionally significant projects). A process for bringing forward funding proposal entails:

1. Initial MPO staff and administering agency staff consultation of proposal;
2. Discussion, recommendation, and approval by the MPO (if necessary);<sup>4</sup>
3. Discussion and approval by the leadership entities of other administering agencies (if necessary).

Administrative funding proposals (e.g. funding swaps, changing the federal fund type) are exempt from this process, but must undergo the procedural MTIP change management process (administrative modification or amendment) depending on the significance of the changes requested.

### **2021-2024 MTIP Policy Implementation Process**

As part of the process for implementing the 2021-2024 MTIP policy direction, Metro, as the MPO, will serve in the lead role for coordinating information sharing and other MTIP-related development activities. The Transportation Policy Alternatives Committee (TPAC) will serve as the main venue for coordination pertaining to the implementation of the 2021-2024 MTIP policy direction. The TPAC work program will be updated to include discussion items pertaining to the development of the 2021-2024 MTIP, including the individual funding allocation processes undertaken by the entities which administer federal transportation funds. TPAC will also be requested to recommend approval of the adoption draft of the 2021-2024 MTIP to JPACT in spring 2020.

In addition to the coordination activities to take place at TPAC in implementing the 2021-2024 MTIP policy direction, the 2021-2024 MTIP charter provides further detail on the protocols and coordination expectations for the four main key partners responsible for the content development of the MTIP. The 2021-2024 MTIP charter is signed among the four partners and outlines the various coordination protocols for project data exchange, MTIP content, schedule, and timelines.

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<sup>4</sup> MPO approval may come in the form of adopting policy direction for a specific funding program or through the MTIP change management process. Will be dependent on the context and nature of the leveraging opportunity being proposed.

## Attachment 1: Adopted Regional Finance Approach (June 2016)

The following table is the 2018-2021 MTIP regional finance approach as adopted in June 2016.

**Table A.1: Regional Transportation Finance Approach – Adopted June 2016**

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Local/Arterial street reconstruction/maintenance	<ul style="list-style-type: none"> <li>• State pass through</li> <li>• Street utility fees</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax or VRF</li> <li>• New street utility fees or equivalent</li> </ul>
Active Transportation (includes bicycle, pedestrian, and small on-street transit capital improvements like bus shelters)	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> <li>• Connect Oregon</li> <li>• ODOT Region 1 competitive allocation – dedicated</li> <li>• Local contributions</li> <li>• Development (Frontage, Impact Fees, SDC's)</li> </ul>	<ul style="list-style-type: none"> <li>• New federal program</li> <li>• State Urban Trail fund</li> <li>• New local funds</li> </ul>
Highway preservation	<ul style="list-style-type: none"> <li>• Interstate Maintenance</li> <li>• State gas &amp; weight/mile tax</li> <li>• ODOT Region 1 preservation, maintenance, and operations allocation program</li> <li>• NHPP</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax or VRF</li> <li>• New street utility fees or equivalent</li> </ul>
Transit Operations	<ul style="list-style-type: none"> <li>• Employer tax</li> <li>• Passenger fares</li> <li>• Section 5307</li> <li>• Section 5310</li> </ul>	<ul style="list-style-type: none"> <li>• Employer tax rate</li> <li>• New funding mechanism</li> <li>• Passenger fare increases</li> </ul>
Arterial Expansion	<ul style="list-style-type: none"> <li>• Development (Frontage, Impact Fees, SDC's)</li> <li>• Urban Renewal</li> <li>• ODOT Region 1 competitive allocation program</li> <li>• <b>Regional Flexible Funds<sup>5</sup></b></li> <li>• TIGER</li> <li>• Local contributions</li> </ul>	<ul style="list-style-type: none"> <li>• SDC rate increases</li> <li>• Regionally raised revenue</li> <li>• Increase in state gas tax or VRF</li> </ul>

<sup>5</sup> 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
Highway expansion	<ul style="list-style-type: none"> <li>• ODOT Region 1 competitive allocation program</li> <li>• NHPP</li> <li>• National Freight Program</li> <li>• Modernization Program</li> <li>• Fed/state earmarks</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> <li>• Pricing/tolling</li> <li>• Increase in state gas tax or equivalent</li> <li>• Regionally raised revenue</li> </ul>
HCT expansion	<ul style="list-style-type: none"> <li>• Federal New Starts</li> <li>• Federal Small Starts</li> <li>• State lottery</li> <li>• <b>Regional Flexible Funds</b></li> <li>• TriMet General Fund</li> <li>• Local contributions</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> </ul>
TSMO/Travel Options	<ul style="list-style-type: none"> <li>• State operations</li> <li>• <b>Regional Flexible Funds</b></li> <li>• TIGER</li> </ul>	<ul style="list-style-type: none"> <li>• Regional VRF or equivalent</li> </ul>
Land Use – TOD	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> </ul>	<ul style="list-style-type: none"> <li>• Strategy under development</li> </ul>

**Attachment 2: Updated Regional Finance Approach (December 2018)**

The following table is an updated version of the 2016 adopted regional finance approach. The updates reflect new revenue sources and administrative changes to funding sources and the eligible activities. As policy direction for funds may change, federal transportation reauthorization may change eligibility requirements of existing funds, or through JPACT and the Metro Council direction, the regional finance approach will be updated to reflect the administrative or policy direction changes. The 2021-2024 MTIP policy describes the purpose and function of the regional finance approach.

**Table A.2: Updated Regional Transportation Finance Approach – (As of December 2018)**

<b>Transportation Project/ Activity Type</b>	<b>Existing Funding Sources</b>	<b>Strategy for Sources of Additional Funding</b>
Local/Neighborhood Street Reconstruction and Maintenance	<ul style="list-style-type: none"> <li>• State pass through funds</li> <li>• Street utility fees</li> <li>• Local gas tax</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax (e.g. House Bill 2017)</li> <li>• Increases in vehicle registration fees</li> <li>• New street utility fees or equivalent</li> <li>• Additional or new local gas tax</li> </ul>
Active Transportation (includes bicycle, pedestrian, and small on-street transit capital improvements like bus shelters)	<ul style="list-style-type: none"> <li>• Regional Flexible Funds</li> <li>• STBG - Transportation Alternatives Set Aside</li> <li>• Connect Oregon</li> <li>• ODOT Region 1 Fix-It Leverage – Active Transportation &amp; Safety</li> <li>• ODOT Safe Routes to Schools Infrastructure</li> <li>• ODOT 1% gas tax dedication</li> <li>• Privilege tax on bicycle sales</li> </ul>	<ul style="list-style-type: none"> <li>• New federal program</li> <li>• State Urban Trail fund</li> <li>• Increases in state gas tax (e.g. House Bill 2017)</li> <li>• New local or regional funds</li> </ul>

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
	<ul style="list-style-type: none"> <li>• Local gas or property tax, vehicle registration, or street utility</li> </ul>	
Highway Preservation	<ul style="list-style-type: none"> <li>• Interstate Maintenance</li> <li>• National Highway Preservation Program</li> <li>• State gas tax &amp; weight/mile fees</li> <li>• ODOT Region 1 preservation, maintenance, and operations allocation program (Fix-it)</li> <li>• Other state (e.g. House Bill 2017) earmarks</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax</li> <li>• Increases in vehicle registration fees</li> <li>• New street utility fees or equivalent</li> </ul>
Transit Operations	<ul style="list-style-type: none"> <li>• Employer tax</li> <li>• Employee tax</li> <li>• Passenger fares</li> <li>• Section 5307 urbanized area formula</li> <li>• Section 5310 special transportation</li> <li>• ODOT special transportation fund</li> <li>• Advertising revenue</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in employer and employer tax rate</li> <li>• New funding mechanism</li> <li>• Passenger fare increases</li> </ul>
Arterial Expansion, Improvements, and Reconstruction	<ul style="list-style-type: none"> <li>• Development Fees (e.g. Frontage, Impact Fees, System Development Charges)</li> <li>• Urban Renewal</li> </ul>	<ul style="list-style-type: none"> <li>• Development fees rate increases</li> <li>• New local or regional funds</li> <li>• Increase in state gas tax</li> </ul>

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
	<ul style="list-style-type: none"> <li>• ODOT Region 1 allocation program – Fix It Leverage – Enhance or Safety</li> <li>• ODOT Region 1 operations allocation program (Fix-it)</li> <li>• Other federal or state (e.g. House Bill 2017) earmarks</li> <li>• Regional Flexible Funds<sup>6</sup></li> <li>• BUILD</li> <li>• National Freight Program</li> </ul>	<ul style="list-style-type: none"> <li>• Increase in vehicle registration fee</li> </ul>
Highway Expansion	<ul style="list-style-type: none"> <li>• ODOT Region 1 competitive allocation – Fix It Leverage – Enhance</li> <li>• ODOT 2021-2024 STIP Strategic Investment Fund</li> <li>• Regional Flexible Funds<sup>7</sup></li> <li>• National Highway Preservation Program</li> <li>• National Freight Program</li> <li>• Other federal or state (e.g. House Bill 2017) earmarks</li> <li>• BUILD</li> <li>• Privilege tax on vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> <li>• Pricing/tolling</li> <li>• Increase in state gas tax or equivalent (e.g. HB 2017)</li> <li>• New local or regional funds</li> </ul>
High Capacity Transit Expansion	<ul style="list-style-type: none"> <li>• Federal Capital Investment Grants (e.g. New Starts/Small Starts)</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> <li>• New local or regional funds</li> </ul>

<sup>6</sup> Limited to arterial freight facilities for ITS, small capital projects, and project development.

<sup>7</sup> Limited to project development with large discretionary funding leverage opportunities.

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
	<ul style="list-style-type: none"> <li>• State lottery</li> <li>• Regional Flexible Funds</li> <li>• TriMet General Fund</li> <li>• Local contributions</li> </ul>	
TSMO/Travel Options	<ul style="list-style-type: none"> <li>• ODOT Region 1 operations allocation program (Fix-it)</li> <li>• ODOT transportation demand management program allocation to regions</li> <li>• Regional Flexible Funds</li> <li>• Regional Safe Routes to School</li> </ul>	<ul style="list-style-type: none"> <li>• Regional vehicle registration fee or equivalent</li> <li>• Cap and Invest Program</li> <li>• New local or regional funds</li> </ul>
Land Use – TOD	<ul style="list-style-type: none"> <li>• Regional Flexible Funds</li> </ul>	<ul style="list-style-type: none"> <li>• New local or regional funds</li> </ul>

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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Sam Chase, District 5

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**6.3 RFFA Project Funds Allocation**

*Information/Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, January 21, 2019  
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF URGING THE OREGON )	RESOLUTION NO. 19-4969
LEGISLATURE TO ADOPT A CLIMATE “CAP )	
AND INVEST” SYSTEM AND DIRECT )	Introduced by Councilor Shirley Craddick,
PROCEEDS TO IMPLEMENTATION OF THE )	JPACT Chair
CLIMATE SMART STRATEGY )	

WHEREAS, climate change and disruption threaten to fundamentally change life in our region, state and nation, as well as worldwide, in ways that will cause lasting damage to human communities and natural ecosystems; and

WHEREAS, the negative impacts of climate change and disruption will be felt most acutely by vulnerable populations, including lower income individuals and communities as well as people and communities of color; and

WHEREAS, the potential long-term costs of inaction on climate change vastly exceed the costs of prudent action to reduce the burning of fossil fuels and the emission of greenhouse gases; and

WHEREAS, many of the actions that can be taken to reduce climate impacts also have benefits to public health, as well as to job creation and overall economic competitiveness and resiliency; and

WHEREAS, the State of Oregon’s 2007 greenhouse gas emissions reductions goals direct Oregon to reduce emissions to at least 10 percent below 1990 levels by 2020, and reduce emissions to at least 75 percent below 1990 levels by 2050; and

WHEREAS, approximately 40 percent of greenhouse gas emissions in Oregon are generated by transportation; and

WHEREAS, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) have major responsibilities for and experience with planning and programming transportation investments in ways that improve safety, mobility and access to jobs and other destinations while reducing vehicle emissions and protecting air quality; and

WHEREAS, for that reason, the 2009 Oregon Legislature directed Metro to develop and implement a plan to reduce greenhouse gas emissions from passenger cars and light trucks to levels consistent with state climate goals; and

WHEREAS, Metro developed that plan, known as the Climate Smart Strategy, in collaboration and consultation with diverse local, regional and state partners, and found that the region would be able to achieve sufficient emissions reductions to meet its targets by implementing its existing local and regional land use and transportation plans; and

WHEREAS, the Climate Smart Strategy was adopted in 2014 with broad regional support and approved by the Oregon Land Conservation and Development Commission in 2015; and

WHEREAS, JPACT and the Metro Council incorporated key elements of the Climate Smart Strategy in the 2018 Regional Transportation Plan (RTP), making the RTP an important tool for implementing the Climate Smart Strategy; and

WHEREAS, many elements of the Climate Smart Strategy lack the funding needed to achieve required reductions in greenhouse gas emissions; and

WHEREAS, legislation is pending before the 2019 Oregon Legislature to create a climate “cap and invest” program that is expected to generate significant funding to be invested in ways that reduce greenhouse gas emissions from transportation; and

WHEREAS, the Portland metropolitan region has a track record of collaboration in strategically allocating transportation funds to projects and programs that improve access and mobility while also reducing per capita vehicle miles traveled, improving air quality and reducing greenhouse gas emissions; and

WHEREAS, Oregon cities and counties rely on the gas tax increases outlined in HB 2017 to fund transportation operations and maintenance, and any proposed cap and invest program should not preempt future gas tax increases; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) has recommended adoption of this resolution at their meeting on February 21, 2019; now therefore,

BE IT RESOLVED:

1. That the Metro Council and the Joint Policy Advisory Committee on Transportation urge the Oregon Legislature to enact a “cap and invest” program that will enable Oregon to meet its greenhouse gas reduction targets; and
2. That an appropriate share of transportation-related auction proceeds from this program should be dedicated to the implementation of the Climate Smart Strategy; and
3. That those proceeds should be spent in ways that will yield the greatest long-term reduction in greenhouse gas emissions per dollar; and
4. That those proceeds should be allocated through a strategic, transparent, and streamlined regional decision-making process; and
5. That in doing so, Metro conducts public outreach and follows through on Metro’s commitment to equity and protecting vulnerable populations.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2019.

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Lynn Peterson, Council President

Approved as to Form:

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Nathan A. S. Sykes, Acting Metro Attorney

## Memorandum

**To:** C4 Metro Subcommittee  
**From:** Trent Wilson, Government Affairs Specialist  
**Re:** AOC Synopsis of HB 2020 – Oregon Climate Action Program (Cap and Trade)  
**Date:** February 20, 2019

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### Association of Oregon Counties Synopsis of HB 2020 – Oregon Climate Action Program (Cap and Trade)

Key program elements:

- **Statewide GHG Goals:**
  - 2035 – 45% below 1990 emission levels
  - 2050 – 80% below 1990 emission levels
  - The cap on regulated entities will decline each year by a constant tonnage amount to achieve the 45% reduction
- **Sectors covered:**
  - Greenhouse gases
  - Fossil Fuels – natural gas, gas, diesel and propane
  - Electricity
  - Industrial processes – landfills, manufacturing – cement, pulp and paper, iron and steel and certain chemicals
- **Exemptions:**
  - Public universities and OHSU
  - Landfills closed before the effective date of bill
  - Consumer owned utility or entity importing electricity averaging less than 25,000 tons/year over past 3 years
  - Methane emissions from landfill captured and used to create renewable energy
  - GHG emissions from combustion of municipal solid waste to create renewable energy
  - GHG emissions from generation of electricity – delivered to another state
  - GHG emissions from aviation, watercraft or locomotives
  - Temporary exemption for fluorinated gases generated from semiconductor manufacturing through 1/1/2026 (Intel)
- **Allowances (direct allocation)**
  - IOUs – 100% of allowances through 2030; decline annually 2031-2050
  - Public Power – 2021 100% of allowances; 2022-2025 declines annually
  - Natural Gas - allowances needed to cover low-income residential customers
  - Emissions Intensive, Trade Exposed (EITE) – 100% of allowances required in 2021 then decline annually
- **Market Design**
  - Will include minimum price for allowances and maximum (floor and ceiling)
  - Entities allowed to bank for future compliance
  - Compliance on a 3-year cycle
- **Oregon Off-sets**
  - State will develop offset protocols for natural and working lands
  - Advisory Committee: ODA, Board of Forestry Environmental Justice Task Force and OR Watershed Enhancement Board



## 2040 PLANNING AND DEVELOPMENT GRANTS PROGRAM

Everyone in the metro region benefits when all of greater Portland's communities can reach their full potential. 2040 Planning and Development grants help communities implement our region's long-range vision, create new housing and commercial opportunities, revitalize town centers, develop employment areas, reduce barriers to equitable housing and plan for future infrastructure and development in new urban areas. The program, formerly known as the Community Planning and Development Grants (CPDG) Program, has been in place since 2006. Prior grant cycles have awarded over \$24 million to fund more than 100 projects across the region. The grants are funded by a regional excise tax on certain construction projects in greater Portland.

### INVESTMENT TARGETS FOR THE 2019 APPLICATION CYCLE

The Metro Council establishes a policy emphasis for each grant cycle to help align the grant program with current trends and issues affecting development in the region. Presently, the region continues to have a crisis in adequate housing supply, especially for residents with lower incomes. Multiple tools, strategies, and approaches are needed to provide more equitable housing throughout the region. Complementary strategies for employment growth, redevelopment, and land readiness are also important to address other current regional growth and development issues. The policy and investment emphasis for the 2019 grant cycle is as follows:

- \$1 million of grant funds will be targeted for qualified projects that will facilitate implementation of equitable development projects inside the Urban Growth Boundary, which may include but are not limited to:
  - Planning or pre-development work for equitable housing (diverse, physically accessible, affordable housing choices with access to opportunities, services, and amenities);
  - Planning or pre-development work for facilities and community investments that will advance quality of life outcomes for marginalized communities, including communities of color, such as quality education, living wage employment, healthy environments, and transportation;
  - Facilitation of development-related efforts in partnership with a community organization whose primary mission is to serve communities of color;
  - Planning or pre-development for projects that will serve a specific neighborhood or geography with a high percentage of residents that are people of color or historically marginalized communities;
- \$250,000 of funds will be targeted for qualified projects to facilitate development in centers, corridors, station areas and employment/industrial areas.
- \$750,000 of grant funds will be targeted for qualified concept planning and comprehensive planning projects in urban reserves or new urban areas.

In the event that there are not sufficient strong applications in any target area, grant funds may be allocated to other types of applications.

## ELIGIBLE APPLICANTS

Local cities and counties within Metro’s service district may submit applications. They may apply as sole applicants, or in partnership with other government entities or private, non-profit or community-based organizations. Other local governments (as defined in ORS 174.116) or private organizations may also submit grant applications for projects in the public interest within the Metro service district, provided that they have the endorsement of a local city or county government. Further details regarding the local endorsement process are described in the application handbook.

Neighboring jurisdictions embarking on similar community planning and development planning projects are encouraged to coordinate or combine their projects. If two or more government entities apply for one grant, one must be lead for the application and only one application for the project should be submitted. Up to 4 project letters of intent and 3 full grant applications may be submitted per jurisdiction during each grant cycle. In addition, city and county governments may endorse one additional grant request for a project in their jurisdiction per grant cycle. Metro is not eligible to endorse, apply for or receive grant funds.

## TIMELINE FOR THE 2019 GRANT APPLICATION CYCLE

<b>Feb. 8, 2019</b>	Metro begins to accept draft Letters of Intent.
<b>Feb. 8 - March 8</b>	Scheduling of required pre-application conferences with Metro staff. <b>Required draft Letter of Intent due to Metro no later than March 8</b>
<b>March 22</b>	Deadline to submit final Letters of Intent.
<b>April 19</b>	Deadline to submit Full Application.
<b>May – June</b>	Staff/screening committee evaluations and recommendations.
<b>July – Aug.</b>	Metro Council action to award grants.
<b>Aug. – Jan. 2020</b>	Negotiation of inter-governmental agreements (IGAs) between Metro and grantees; procurement/selection of project consultant teams; finalization of project scopes, milestones, and timelines.
<b>Feb. 2020</b>	Grant application Cycle 8 to begin.

## QUESTIONS?

Applications and general information	<b>Laura Dawson-Bodner</b>	503-797-1756
Projects inside the urban growth boundary	<b>Lisa Miles</b>	503-797-1877
Projects in urban reserves and new urban areas	<b>Tim O’Brien</b>	503-797-1840

## Memorandum

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

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### 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 will caucus to select the members to fill the respective seats.

\*\*Please submit your name and interest via email to [twilson2@clackamas.us](mailto:twilson2@clackamas.us) if you are interested in serving on either seat moving forward. Nominations can also be accepted at the C4 Metro Subcommittee meeting on February 20.

### Appointment of Cities of Clackamas County Representative and Alternate to JPACT

JPACT bylaws note the JPACT term is two years. The existing members include Wilsonville Mayor Tim Knapp (Primary Member) and Milwaukie Mayor Mark Gamba. The selected member and alternate cannot be from the same jurisdiction.

### Appointment of Other Cities of Clackamas County seat on MPAC

The MPAC bylaws do not require changes to Cities seats on MPAC unless a vacancy occurs or the cities wish to rotate representation. Cities at C4 Metro Subcommittee have asked to hold the latter consideration annually. The selected member and alternate cannot be from the same jurisdiction.

The County's two largest cities (Lake Oswego and Oregon City) have their own seats at MPAC, per Metro Bylaws. They are excluded from the selection of the MPAC – Other Cities appointments.

Please contact PGA staff or the elected officials mentioned above for additional information regarding nominations and expectations for serving on these positions.  
[twilson2@clackamas.us](mailto:twilson2@clackamas.us)

## 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:** February 1, 2019 TPAC Meeting  
**Date:** February 20, 2019

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### Overview

Following is a brief summary of the February 1, 2019 TPAC Meeting. The TPAC packet, as well as the full TPAC Work Program can be found here: <http://rim.metro-region.org/Webdrawer/Record/568911/File/document>

### Comments from the Chair and Committee Members

- STIP 2021-2024 & Fix-it Leverage Update (Jon Makler, ODOT): Jon shared that the first iteration of the STIP list should be available by the March TPAC meeting. This will not be a draft, but an iteration of the list. Cost estimates developed during scoping were much higher than the costs estimated during previous work. This is something that will impact how many projects can be funded. Additionally, this creates the need for an iterative process to determine which leverages projects can be included and that all available leverage funding is utilized.

### MTIP Formal Amendment Resolution 19-4965

Purpose: For the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program involving two projects impacting TriMet.

- TPAC recommended this be moved to JPACT.

### Metropolitan Transportation Improvement Program (MTIP) Policy Update

Purpose: To provide an overview of the revised 2021-2024 MTIP policy and request that TPAC make a recommendation to JPACT.

- Metro staff shared that previously the MTIP & Regional Flexible Funds Allocation (RFFA) policy were both in a single document. During this update, the MTIP & RFFA are being separated into two separate documents. This separation is to clarify that the RFFA is *one* funding source in the MTIP, but the MTIP has several funding sources.
- TPAC had a detailed discussion about the MTIP Policy 3 – Regional Finance Approach. There were concerns that the foot note references in Table 1 Regional Finance Approach, which limit the use of RFFA should be housed in the RFFA policy. TPAC requested that the Table 1 be included as an Exhibit and will be the “as adopted” table by JPACT (Finance Subcommittee) from approximately 2009, not an edited version as was presented to TPAC.
- TPAC also proposed an edit to MTIP Policy 1 – Regional Policy Direction for Investments, that included a more detailed reference to the policy priorities from the Regional Transportation Plan.
- TPAC approved a motion, that included the two items listed above, that forwards the MTIP to JPACT for discussion at its February Meeting.



- JPACT is expected to have a discussion on the MTIP Policy direction in February 2019, with approval scheduled for March 2019.

### 2022-2024 Regional Flexible Funds Allocation (RFFA) Update

Purpose: Provide TPAC with a framework and process for discussion of update to existing Regional Flexible Funds Allocation (RFFA) policy to guide selection of investments through the 2022-2024 RFFA.

- We did not get to this topic so a TPAC RFFA Workshop has been scheduled for February 20, 2019.

### TPAC 3-Month Work Program Look Ahead

- February 20, 2019 Special Meeting/Workshop: RFFA Policy – Information & Discussion
- March 1, 2019
  - RFFA Policy Framework – Recommendation to JPACT
  - STIP 100% & Leverage List, early iteration of the list.
  - Unified Planning Work Program – Information & Discussion
- April 5, 2019
  - Unified Planning Work Program -Recommendation to JPACT
  - RTP Amendments Process Discussion – Information & Discussion
- May 3, 2019
  - Solicitation for Regional Flexible Funds Allocation (RFFA) – Information & Discussion
  - Regional Mobility Policy Work Plan – Information & Discussion

### **Next Steps/Recommendation/Guiding questions**

#### **For additional information, please contact:**

Dayna Webb, City of Oregon City [dwebb@orc.org](mailto:dwebb@orc.org)

Jaimie Huff, City of Happy Valley [jaimiel@happyvalleyor.gov](mailto:jaimiel@happyvalleyor.gov)