
Wednesday, April 17, 2019

7:30 AM – 9:00 AM

Development Services Building

Main Floor Auditorium, Room 120

150 Beavercreek Road, Oregon City, OR 97045

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. MPAC Issues

- Metro Regional Parks and Nature Bond Framework
Presented by Councilor Lewis

8:00 a.m. JPACT Issues

- Metro Regional Flexible Funding Allocation (RFFA) process

8:20 a.m. T2020 Corridor Discussion

8:50 a.m. Other business

- Cities Caucus
 - MPAC “Other Cites” alternate selections

9:00 a.m. Adjourn

Attachments:	JPACT/MPAC Work Programs	Page 02
	Regional Parks and Nature Bond Framework	Page 06
	RFFA Process Memo and Materials	Page 09
	T2020, Updated Corridor Map	Page 24
	MPAC “Other Cities” alternate selections	Page 25
	TPAC Memo	Page 26



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 Portland, OR 97232-2736
 oregonmetro.gov

2019 JPACT Work Program
As of 4/8/19

Items in italics are tentative

<p><u>April 18, 2019</u></p> <ul style="list-style-type: none"> • Resolution No. 19-4983, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving One Project Impacting SMART (AP19-08-APR) (consent) • Discussion of Regional Federal Legislative Agenda (Tyler Frisbee, Metro, and Bernie Bottomly, TriMet; 20 min) • Jurisdictional Transfer Assessment (John Mermin, Metro; 20 min) • ODOT 100% Fix-It Leverage List (Mandy Putney, ODOT; 15 min) 	<p><u>May 16, 2019</u></p> <ul style="list-style-type: none"> • 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) • T2020 Transportation Regional Investment Measure (Andy Shaw and Tyler Frisbee, Metro; 15 min) • <i>Emergency Transportation Routes Update</i> • <i>Enhanced Transit/STIF Funding For Project Development (with TriMet)</i> • <i>TV Highway Corridor Plan</i> • <i>Congestion Pricing (ODOT & City of Portland; 15 min)</i>
<p><u>June 20, 2019</u></p> <ul style="list-style-type: none"> • <i>RTO/Safe Routes to Schools</i> • <i>Freight Commodity</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</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 3/22/2019

Items in italics are tentative

<p><u>Wednesday, April 10, 2019</u></p> <ul style="list-style-type: none"> • 2020 Census (Commissioner Lori Stegmann, Multnomah County; 30 min) • Parks and Nature Investment Measure (Jon Blasher, Metro; 45 min) 	<p><u>Wednesday, April 24, 2019</u></p>
<p><u>Wednesday, May 8, 2019</u></p>	<p><u>Wednesday, May 22, 2019</u></p> <ul style="list-style-type: none"> • 2040 Growth Concept: 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>

5.2 Regional Parks and Nature Bond: Potential Framework

Information and Discussion Items

Metro Policy Advisory Committee
Wednesday, April 10, 2019
Metro Regional Center, Council Chamber

MPAC Worksheet

Agenda Item Title: Regional Parks and Nature Bond: Potential Framework

Presenter: Jon Blasher or Brian Kennedy, Metro Parks and Nature

Contact for this worksheet/presentation: Craig Beebe, craig.beebe@oregonmetro.gov

Purpose/Objective

Provide an update on framework of potential bond measure to fund continued investments by Metro and partners in water quality, fish and wildlife habitat, parks and natural areas.

Action Requested/Outcome

Questions and advice regarding bond framework and next steps toward Metro Council action.

What has changed since MPAC last considered this issue/item?

Along with affordable housing and a safe, reliable transportation system, parks and nature are critical to the promise of livability Metro seeks to deliver to the region's residents – for which voters have affirmed their support through two parks and nature bonds, two levies and, most recently, the regional affordable housing bond measure.

With voters' support, Metro now manages more than 17,000 acres of parks, trails and natural areas across greater Portland, including beloved parks like Oxbow and Blue Lake, as well as lesser-known but nonetheless significant natural areas that help protect vital habitat, prevent floods and improve water quality. Metro has also provided millions of dollars to local partners to protect and maintain parks and natural areas and to provide new access for people from across the region to access nature close to home. Together, Metro and partners have made greater Portland healthier, more resilient and more prosperous.

Although much has been accomplished, there is more to do. People need places to relax and enjoy beautiful natural areas, parks and trails that are close to home and accessible to all, regardless of race, ethnicity or income. As more people come to the Portland region, it's more important than ever to protect natural areas for wildlife and people alike, especially children, people of color and families with lower incomes. And as climate change puts our communities and natural areas at risk, investing in parks and natural areas can help reduce carbon pollution, improve air quality, protect important habitat, and limit harm from flooding and extreme weather.

The region's voters last considered and approved a parks and nature bond in 2006. At the Metro Council's direction in late 2017, staff initiated a work plan to engage partners and the community in developing a potential measure that would continue our bond authority, build on existing momentum and advance new priorities. Considering regional policy and the priorities of partners and the communities, the Metro Council directed that future bond investments must advance racial equity and help make communities more resilient to climate change.

As with previous investment measures, community and partner input is playing an important role in shaping what's next. At MPAC on July 25, 2018, Metro staff presented plans for engagement with partners and the community to inform the creation of a potential bond framework, and received MPAC's feedback on priorities and issues to explore in the work.

In fall 2018, the Metro Chief Operating Officer convened a Stakeholder Table to advise staff on the development of a bond framework, and Metro staff conducted focused engagement with many key stakeholders and partners including local park providers, the Indigenous community, conservation

advocates, communities of color, and the working lands community. Staff presented the results of this engagement and Stakeholder Table process to MPAC on Nov. 14, 2018.

Through work sessions in January and February 2019, the Metro Council directed that the potential natural areas bond measure deliver the following outcomes:

- Inclusive engagement, transparency and accountability.
- Advance racial equity through bond investments.
- Protect clean water for people, fish and wildlife.
- Protect and restore culturally significant plant communities.
- Protect, connect and improve habitat for native fish and wildlife.
- Take care of what we have.
- Make parks and natural areas more accessible and inclusive.
- Connect more people to the land and rivers of our region.
- Build trails for biking and walking.
- Support community-led parks and nature projects.

The Metro Council directed that the potential bond measure renew current property tax rates at existing levels, creating a total potential investment of 400 to 450 million dollars.

The Metro Council also directed staff to further refine six program areas for capital investment, with potential allocation ranges as follows:

- Protecting and restoring natural areas and habitat: \$130-140 million
- Taking care of and completing visions for Metro parks: \$100-105 million
- Supporting local parks and nature projects: \$65-70 million
- Awarding Nature in Neighborhood capital grants to community projects: \$25-30 million
- Creating trails for walking and biking: \$40-55 million
- Advancing large-scale community visions that increase access to nature: \$40-50 million

Each program area will include criteria to advance racial equity and improve climate resiliency.

Through April, Metro will begin a broad phase of engagement with partners, the Stakeholder Table and the public to refine investment priorities, programs and processes that could be included in a final bond package. On April 10, staff will present draft priorities and programs to MPAC and receive feedback to help shape this final package.

The Metro Council is expected to review the results of this engagement and consider whether to refer the bond measure to voters in late May.

What packet material do you plan to include?

None

C4 Metro Subcommittee Staff Memo

To: C4 Metro Subcommittee
From: TPAC Reps – Dayna Webb, Oregon City and Karen Buehrig, Clackamas County
Re: 2022-24 Regional Flexible Fund Allocation Guidance and Funding Calendar
Date: April 17, 2019

Overview:

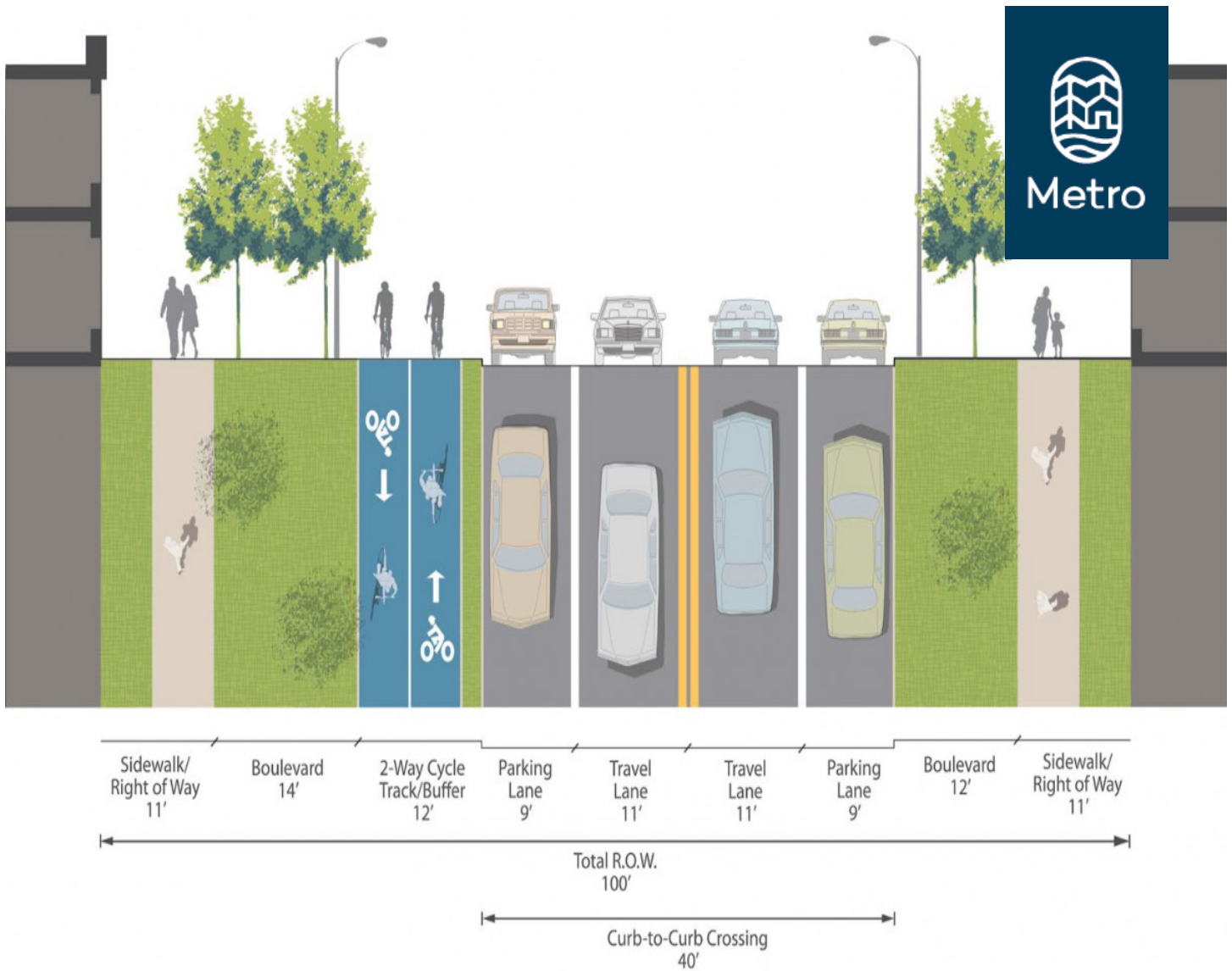
Regional Flexible Funds Allocation (RFFA) Application

- The 2022-2024 Regional Flexible Funds Allocation (RFFA) project application instruction and guidance, as well as the Project Application is now available [here](#).
- Applications are due June 21, 2019 by 4pm. A proposer workshop scheduled for May 10, 2019.
- An estimated \$39.65 million is currently forecasted for Step 2 Community Investment Fund project categories in the 2022-2024 funding cycle.
 - *Active Transportation and Complete Streets* - \$29.74 million: This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users.
 - *Regional Freight and Economic Development* - \$9.91 million: This project focus area supports the development of the region's economy through investment in key freight projects or programs.
- The project application instruction and guidance document limits the number of total applications to 30, and further defines the number of applications that can be submitted by Clackamas County and the cities within the County to 7 applications. Metro encourages the local coordinating committees to coordinate this.

2019-22 Metro transportation funding allocation calendar

1/14/2019

		2019											2020				2021				2022					
Grant program		J	F	M	A	M	J	J	A	S	O	N	D	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	
RFFA	Regional Flexible Funds Allocation			<ul style="list-style-type: none"> Policy direction based on RTP priorities Funding framework and project selection criteria 	<ul style="list-style-type: none"> Nomination packet and resources available 		<ul style="list-style-type: none"> Project proposals submitted by jurisdictions and regional agencies 		<ul style="list-style-type: none"> Technical evaluation, risk assessment report 	<ul style="list-style-type: none"> Public comment opportunity 	<ul style="list-style-type: none"> Present technical evaluation, risk assessment, public comment report to TPAC and JPACT 	<ul style="list-style-type: none"> Receive priority projects from County Coordinating Committees and City of Portland 		<ul style="list-style-type: none"> Discuss and develop draft recommended list of projects - TPAC JPACT to recommend 2022-2024 RFFA project list and conditions of approval Project programming (scope, schedule, budget) Council action on JPACT recommendation 		<ul style="list-style-type: none"> MTIP adopted with RFFA projects 	<ul style="list-style-type: none"> Project obligation and spending begins 					<ul style="list-style-type: none"> Project obligation and spending begins 				<ul style="list-style-type: none"> Project obligation and spending begins
	RTO	Emerging Partner	<ul style="list-style-type: none"> Application available (Jan. 1) 			<ul style="list-style-type: none"> Applications scored, awarded beginning April 1 until closed or all funds awarded (\$450,000 available) 									<ul style="list-style-type: none"> Applications close on April 1 										<ul style="list-style-type: none"> All grant activity complete by June 30, final reports and invoices due by July 31 (or when funds are depleted) 	
		Marketing	<ul style="list-style-type: none"> Application available (Jan. 1) 		<ul style="list-style-type: none"> Applications due for FY19-20 cycle (Mar. 31) 	<ul style="list-style-type: none"> Applications scored, awarded beginning April 1 until closed or all funds awarded (\$80,000 available) 									<ul style="list-style-type: none"> Application available (Jan. 1) 	<ul style="list-style-type: none"> Applications due for FY20-21 cycle (Mar. 31) 	<ul style="list-style-type: none"> Applications scored, awarded beginning April 1 until closed or all funds awarded (+\$80,000) 		<ul style="list-style-type: none"> Application available (Jan. 1) 	<ul style="list-style-type: none"> Applications due for FY21-22 cycle (Mar. 31) 	<ul style="list-style-type: none"> Applications scored, awarded beginning April 1 until closed or all funds awarded (+\$80,000) 				<ul style="list-style-type: none"> All grant activity complete by June 30, final reports and invoices due by July 31 (or when funds are depleted) 	
		Infrastructure/Innovation	<ul style="list-style-type: none"> Application available (Jan. 1) 		<ul style="list-style-type: none"> Applications due for FY19-20 cycle (Mar. 31) 	<ul style="list-style-type: none"> Applications scored, awarded beginning April 1 until closed or all funds awarded (\$350,000 available) 									<ul style="list-style-type: none"> Application available (Jan. 1) 	<ul style="list-style-type: none"> Applications due for FY20-21 cycle (Mar. 31) 	<ul style="list-style-type: none"> Applications scored, awarded beginning April 1 until closed or all funds awarded (+\$350,000) 		<ul style="list-style-type: none"> Application available (Jan. 1) 	<ul style="list-style-type: none"> Applications due for FY21-22 cycle (Mar. 31) 	<ul style="list-style-type: none"> Applications scored, awarded beginning April 1 until closed or all funds awarded (+\$350,000) 				<ul style="list-style-type: none"> All grant activity complete by June 30, final reports and invoices due by July 31 (or when funds are depleted) 	
		Sponsorship	<ul style="list-style-type: none"> Application available (Jan. 1) 						<ul style="list-style-type: none"> Applications scored, awarded in order received beginning July 1 until closed or all funds awarded (\$26,500 available) 						<ul style="list-style-type: none"> Additional +\$26,500 available on Jan. 1 	<ul style="list-style-type: none"> Additional +\$27,250 available on July 1 		<ul style="list-style-type: none"> Additional +\$27,250 available on Jan. 1 	<ul style="list-style-type: none"> Additional +\$28,000 available on July 1 		<ul style="list-style-type: none"> Additional +\$28,000 available, closed when all funds in final round are 				<ul style="list-style-type: none"> All grant activity complete by June 30, final reports and invoices due by July 31 (or when funds are depleted) 	
TSMO	Transportation System Management and Operations	<ul style="list-style-type: none"> Project guidance 	<ul style="list-style-type: none"> Discuss draft criteria (through Mar.) 	<ul style="list-style-type: none"> Announce solicitation 		<ul style="list-style-type: none"> Project applications due 																				



2022 – 2024 Regional Flexible Funds Allocation (RFFA) project application instruction and guidance

April 2019

oregonmetro.gov/rffa

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ABOUT THE REGIONAL FLEXIBLE FUND ALLOCATION

Every three years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend the region's allotment of federal transportation money, known locally as the Regional Flexible Funds. The Regional Flexible Fund Allocation (RFFA) is the process to identify which transportation projects and programs will these funds. In this cycle, Metro anticipates allocating approximately \$142 million, comprised of federal Surface Transportation Block Grant (STBG) and Congestion Mitigation/Air Quality (CMAQ) program funds, to be obligated in the 2022-2024 timeframe.

This process allocates money both to region-wide investments that make our communities more livable and give people choices in how they travel, and to individual projects planned and built by local transportation agencies. Following the adoption of the 2018 Regional Transportation Plan (RTP)¹, JPACT and the Metro Council decided that Regional Flexible Funds for individual projects should be focused on achieving the four primary RTP investment priorities²:

- advancing **Equity**
- improving **Safety**
- implementing the region's **Climate Smart Strategy**³
- managing **Congestion**

Specific investment direction for the 2022-2024 Regional Flexible Funds can be found in the 2022-2024 RFFA Policy Report⁴ (Resolution 19-4959) adopted by Metro Council on April 4, 2019.

This document explains the process and the project nomination guidelines for local jurisdictions to apply for RFFA project funding as defined in Step 2 of the RFFA Policy Report. It also provide guidance for public engagement and project design best practices.

RFFA POLICY FRAMEWORK

The following policies have been adopted for the 2022-2024 allocation of regional flexible funds by Metro Resolution No 19-4959.

Recurring process and administrative policies

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

1. Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.

¹ oregonmetro.gov/rtp

² 2018 RTP (December 2018), Chapter 6.2

³ oregonmetro.gov/climate-smart-strategy

⁴ oregonmetro.gov/rffa

3. Address air quality requirements by ensuring State Implementation Plan for air quality requirements are met and that an adequate pool of CMAQ-eligible projects is available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an areas stage of development (developed, developing, undeveloped) consistent with RTP Table 2.2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
9. Ensure agencies have qualifications for leading federal aid transportation projects.
10. Identify opportunities for leveraging, coordinating, and collaboration.

Summary of Regional Transportation Spending

Regional flexible funds represent approximately five percent of the ongoing state and federal transportation funds that come into the regional annually. They receive a relatively high degree of attention and scrutiny, because unlike most sources of transportation revenue that are limited to specific purposes, regional flexible funds may be spent on a wide variety of transportation projects or programs.

Along with the adoption of the 2018 RTP, JPACT and Metro Council also adopted updated and new modal and topical strategies for Transportation Safety, Freight, Transit and Emerging Technology in 2018. These strategies more fully articulate the integrated multi-modal regional transportation system and investments needed to improve the existing system, complementing the Regional Travel Options Strategy (2018), Regional Active Transportation Plan (2014), Climate Smart Strategy (2014) and Regional Transportation System Management and Operations Action Plan (2010). They provide guidance for how the region can thoughtfully direct funding through the RFFA process to advance these four near-term investment priorities.

The 2022-2024 RFFA policy direction builds upon previous RFFA policy established by JPACT and Metro Council. It has been updated to align with new regional policy from the 2018 RTP and the supportive modal and topical strategies, specifically focusing on the four investment priorities noted above. It continues the two-step funding approach adopted for the 2014-2015 allocation cycle, which directs funding towards region-wide investments and supports construction of capital projects in specific focus areas. Unlike previous cycles, the RFFA policy document is now a stand-alone document, separate from the 2021-2024 MTIP Policy Report.

Federal funding sources

Regional flexible funds come from two federal funding programs; Surface Transportation Block Grant Program (STBG) which now contains the Transportation Alternatives (TA) funding program,

and Congestion Mitigation/Air Quality (CMAQ). Each program's funding comes with unique restrictions.

STBG funds may be used for virtually any transportation project or program except for construction of local streets. STBG grant funds represent approximately 65 percent of the funds available.

The TA funds are a sub-component of the STBG funds and as such, are partially sub-allocated to large MPOs. Eligible activities include biking, walking and Safe Routes to Schools projects and environmental mitigation as eligible activities. These funds represent approximately 3 percent of the funds available and must be distributed through a competitive allocation process. This competitive process will be conducted as part of the Step 2 Community Investment solicitation process.

CMAQ program funds cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program. CMAQ grant funds represent approximately 32 percent of the funds available.

As in previous allocations, the region expects to select a variety of projects so that funding conditions may be met by assigning projects to appropriate funding sources after the selection of candidate projects. Applicants do not need to identify from which program they wish to receive funding.

Should actual federal allocations be less than the amount forecasted, changes to programming will be accommodated through programming adjustments (delaying implementation of one or more projects selected to receive funds) or through a comprehensive allocation and project adjustment by JPACT and the Metro Council.

Fund exchange

Metro staff will pursue opportunities to help exchange these federal funds for a local source of funding. As these opportunities are constrained by the exchange capacity of local agencies and the federal restrictions on fund exchange eligibility, fund exchange should not be assumed in the cost estimation of the project. In developing their proposals and cost estimates, agencies should assume the full costs of delivering a project under the federal-aid process.

Funding description

The amount of regional flexible funds available to be allocated is determined through the Congressional authorization and appropriation process. In 2015, Congress passed a five-year transportation bill, known as the Fixing America's Surface Transportation (FAST) Act. A forecast is made to estimate how much funding may be available for projects and programs for 2022-2024. The forecast utilizes an estimated increase of three percent annually to the 2009 funding level. The three percent escalation rate is based on the historical pattern of funding levels over the life of the past several authorization bills.

An estimated \$39.65 million dollars is currently forecast to be available for projects in the Portland metropolitan region during the years 2022-2024 after meeting existing and new commitments for bond payments. Should actual funding levels from federal fiscal year 2019 forward differ from this or previous forecasts, adjustments to the project allocations may need to be made. Changes would be made through programming adjustments (delaying implementation of one or more projects selected to receive funds) or through a comprehensive allocation and project adjustment decision by JPACT and the Metro Council.

Two step project nomination framework

This policy framework affirms the two-step allocation process, establishes project focus areas, and directs the development of a process for nominating projects for funding.

Step 1 is the process to affirm regional bonding commitment and set funding levels for region-wide programs. Step 2 is the process to allocate funds to locally generated Community Investment projects. A total of \$39.65 million is targeted for Community Investment Fund projects, divided into two project categories and funding targets.

Step 2 Community Investment Fund project categories

- **Active Transportation and Complete Streets** - \$29.74 million: This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users.
- **Regional Freight and Economic Development** - \$9.91 million: This project focus area supports the development of the region's economy through investment in key freight projects or programs.

Eligible applicants

Applications may be submitted on behalf of eligible sponsors for projects located within the region's Metropolitan Planning Organization (MPO) boundary, including: Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities, and City of Portland, Oregon DEQ, TriMet, ODOT, Port of Portland and Parks and Recreation Districts.

Local Agency Certification

Agencies applying for these funds will need to plan for project delivery. Agencies that are certified by ODOT for parts or all project delivery may lead the delivery for project development tasks they are certified to lead. If an agency is not certified for all or portions of project delivery tasks, they will need to arrange for a certified local agency or for ODOT to lead delivery of the project. This is a new requirement per the ODOT agreement with the Association of Oregon Counties and League of Oregon Cities (the AOC/LOC agreement). The project budget should account for the costs of project delivery administration by the certified agency or ODOT and the risk of that agency implementing federal guidance in a manner that may be more expensive than an applicant agency previously presumed as a lead agency with local funds.

For more information on ODOT’s role in the administration of federal funding programmed to local agencies, see: <https://www.oregon.gov/ODOT/LocalGov/Pages/index.aspx>

For more information on the ODOT certification process, see: <https://www.oregon.gov/ODOT/LocalGov/Pages/Certification.aspx> and <https://www.oregon.gov/ODOT/LocalGov/Pages/certification-guidance-forms.aspx>

Additional information is included in the Local Agency Guidelines manual on the ODOT website at: <http://www.oregon.gov/ODOT/TD/AT/Pages/LAG.aspx>

Applicants must demonstrate capacity to provide required local match. This will include the ability to execute an agreement with the Oregon Department of Transportation (ODOT) to govern the implementation of the project and the financial capacity to place local match funds on deposit and carry project costs until reimbursement of eligible expenses is approved.

Regional Flexible Fund Allocation information and RFFA packet, applications, and data files can be downloaded from the Metro website: <http://www.oregonmetro.gov/rffa>

Minimum project costs

	ROW/Construction (total project cost)	Project Development only
AT/CS	\$3 million	\$200,000 ⁵
FR/ED	\$1 million	

Limits on number of project proposals

Enough applications must be submitted to meet the federal requirements of a conducting a competitive allocation process. In order to ensure sufficient time is available to evaluate applications, there is a limit of 30 applications that will be accepted. Each county and the City of Portland have the following limits to the number of applications they can submit:

- Portland: 9 applications
- Washington County and cities: 8
- Clackamas County and cities: 7
- Multnomah County and cities (exclusive of Portland): 6

⁵ Cost must be appropriate to project scope (PE phase will be more expensive than planning level work). Scope and budget must be reviewed for feasibility with Metro and ODOT staff prior to final nomination. Project development may include anything from a planning level "alternatives analysis" to preliminary engineering.

Jurisdictions may submit as many applications in either Step 2 category as they choose, up to the limit identified for their County. Prior to submitting, coordination between jurisdictions and identification of projects at the county coordinating committees is highly encouraged.

STEP 2 PROJECT PROPOSAL EVALUATION PROCESS & TIMELINE

All project funding proposals submitted through the Step 2 Call for Projects will be considered for selection using the following process:

1. **Call for Projects** – Metro will issue a call for project proposals within the two Step 2 funding categories in early April, 2019. Proposals will be due in early June. A workshop will be held early in the project call timeframe to provide direction to applicants and respond to questions. The project application is intended for the applicant to provide information about the proposed project to enable an evaluation of both technical merit (outcomes relative to the RTP investment priorities) and project readiness (risk assessment to determine likelihood of successful project delivery).
2. **Technical Evaluation** – A neutral technical evaluation committee comprised of TPAC community members and regional agency staff⁶ will review and evaluate the proposals. Proposals will be evaluated on how thoroughly and completely the project addresses each of the four investment priorities, Equity, Safety, Climate and Congestion. Applicant responses provided through the project application will be the primary source of information for the technical evaluation. Responses should include specific factual data when available (crash rates, demographics, inclusion on regional networks, etc.) Additional information to better clarify project details may be requested of the applicant. The committee’s evaluation of each proposed project will be documented in a matrix and accompanying report, in a manner similar to the example below.

Figure 1: Example project outcomes matrix

Project name	Priority areas			
	Equity	Safety	Climate	Congestion
Main St. Complete Street project				
Legend				
Completely meets				
Substantially meets				
Partially meets				
Does not meet				
Worsens conditions				

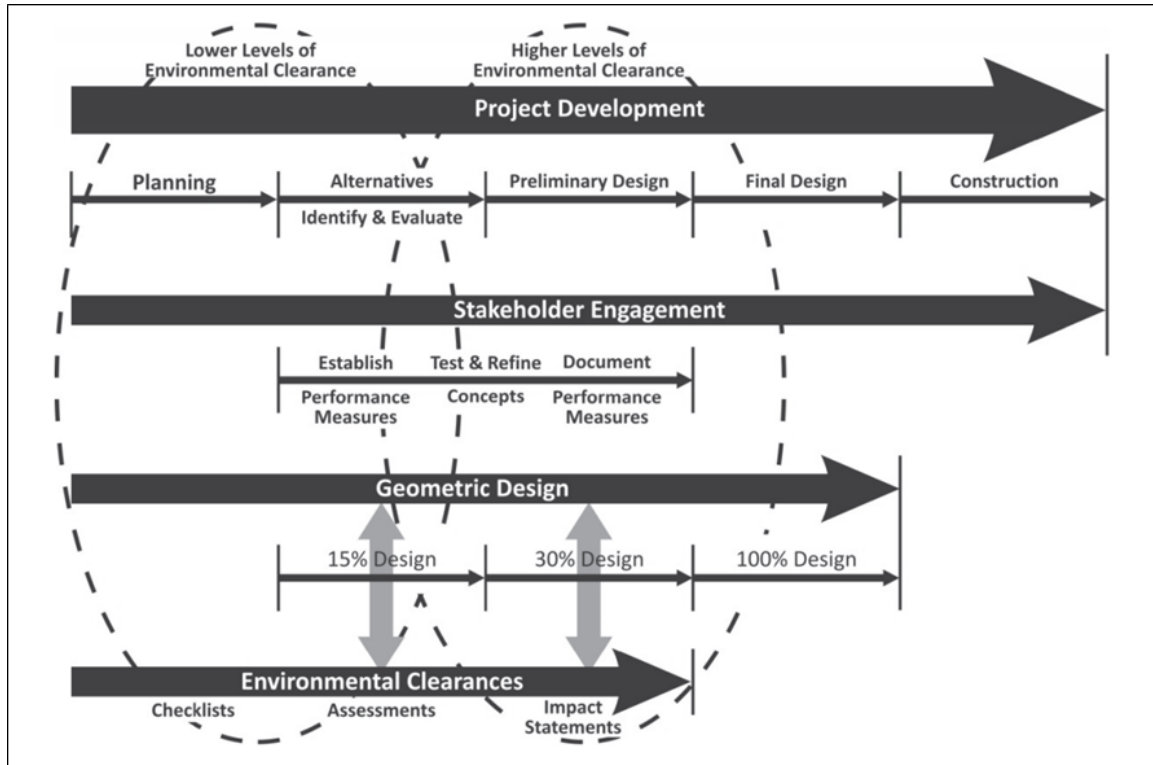
⁶ From agencies not applying for RFFA funds

Questions on the application form will indicate with priority area(s) in which the response will be considered. Projects that demonstrate greater levels of positive impacts (serving higher number of people in Equity Focus Areas, increasing access to more jobs, incorporating more active transportation design elements, etc.) will be deemed to more completely meet the intent of the priority area.

3. **Risk Assessment** – Project applications will be analyzed on the completeness of their project development documentation and cost estimate for risks to on-time, on-budget delivery. Applicants will be able to respond and provide additional information or project modification to an initial analysis. After that response, a final assessment of the risk associated with the project will be provided for consideration during the funding allocation process. This may lead to recommendations regarding the scope, schedule, budget, or funding recommendation for the project.

For the purposes of this report, the project development process is defined as consisting of the following five stages. Federal, state, and local agencies may have different names or other nomenclature, with the objective being to advance from planning to implementation. Figure 2 shows conceptualized relationships of project development and representative relationships to various levels of environmental clearance. Lower levels of clearance can occur with lower levels of concept development. Higher levels of environmental clearance require more detailed evaluations to support project decision making. For the purposes of this application, the following generalized project development stages from *National Cooperative Highway Research Program (NCHRP) Report 785, Performance-Based Analysis of Geometric Design of Highways and Streets* are as follows:

Figure 2: Geometric design and environmental clearance during project development.
 (Source, NCHRP Report 785 Exhibit 2-3)



Planning – Planning could include limited geometric concepts of the general type or magnitude of project solutions to support programming.

Alternatives Identification and Evaluation – The project needs identified in prior planning studies inform concept identification, development, and evaluation. Geometric design decisions and geometric design performance become paramount considerations at this stage. Design elements may be developed to a 15% design level, and it is possible a single alternative could be selected at this stage. It is not uncommon for multiple alternatives to be advanced to preliminary design for additional review and evaluation before identifying a preferred alternative.

Preliminary Design - Concepts advancing from the previous stage are further refined and screened during preliminary design. In more complex, detailed, or high-impact projects, the preliminary design (30% plans) and subsequent documentation is used to support more complex state or federal environmental clearance activities. Preliminary design builds upon evaluations conducted as part of the previous stage (alternatives identification and evaluation).

Final Design – The design elements are advanced and refined in the final design stage. Typical review periods include 60%, 90%, and 100% plans before completing the final set of plans, specifications, and estimates.

Right of Way – A product of final design is establishing right of way needs and conducting activities that purchase needed right of way to allow construction to proceed.

Utilities – Coordination of utility impacts should be addressed early and throughout the development process to determine how impacts may influence designs.

Construction – Constructability will likely guide design decisions to facilitate construction and refining the ultimate project footprint. Construction decisions within the intended project outcomes and within the completed project should be consistent. Construction includes relocating utilities in at the time of, or in advance of the primary construction activities.

The Technical Evaluation and Risk Assessment processes will occur concurrently in June-August.

4. **Public Comment** – Following issuance of the Technical Evaluation and Risk Assessment reports, Metro will conduct a 30-day public comment period in September, focusing on outreach to community and neighborhood organizations, county coordinating committees and other stakeholders. A joint public meeting of JPACT and Metro Council is planned in September to give decision-makers the opportunity to hear public testimony on project proposals. A summary of input received through the public comment period will be made available along with the Technical Evaluation and Risk Assessment reports to inform the final RFFA decision making process.
5. **County Coordinating Committee/City of Portland Recommendations** – Each county coordinating committee and the City of Portland will have the opportunity to provide recommendations to decision-makers on which projects submitted from their jurisdictions best reflect their local priorities. Recommendations are to be provided to TPAC and JPACT in advance of the JPACT meeting on November 21, 2019.
6. **TPAC/JPACT Discussion and Action** – Following the above information gathering steps, TPAC will be asked to consider and discuss all of the input received, and to provide a recommendation to JPACT on a package of projects to be funded, including both Step 1 and Step 2 investments.

JPACT will consider and discuss the TPAC recommendation, and will be requested to take action to refer a package of projects to Metro Council. JPACT action is scheduled for December 19, 2019.

7. **Council Action** – Metro Council will consider and take action on the JPACT-referred package in January 2020.

Step 2 call for projects and selection timeline

Call for project proposals opens	April 8, 2019
Proposers workshop	May 10
Project call closes, proposals due	June 21
Proposal technical evaluation, risk assessment	July, August
Public comment period	September
Joint Council/JPACT public hearing	Sept. 19 or 26 ⁷
Report to TPAC/JPACT: Evaluation, Risk, Public Comment	October
Coordinating Committee/PBOT discussion, identification of priorities	October, November
TPAC/JPACT discussion, development of draft project package	November
TPAC recommendation/JPACT direction on final project package	December
Council action on JPACT direction	January 2020

DATA AND INFORMATION

Proposers meeting

Metro will host a meeting with local agency staff to describe the policy framework for the allocation process, review the data available to aid in project location and definition, and to discuss the project nomination guidelines and decision process. This workshop will take place May 10, 2019 at Metro Regional Center in Council Chambers.

Local coordinating committee engagement

If requested, Metro staff can attend local coordinating committee meetings to discuss the project nomination process. The discussions are intended to answer additional questions and provide guidance regarding potential project nominations.

Online map tool

Metro has assembled a series of online maps aimed at helping applicants identify the various system networks, equity and land use areas, and other geographic descriptions of their proposed projects. The map tool can be accessed at <https://arcg.is/1CKO4m>

Other Metro resources

There are a number of data and information resources on Metro's website that can assist in the project application process. These include:

- 2018 RTP, appendices and strategies: <https://www.oregonmetro.gov/rtp>

⁷ Date to be determined.

- 2018 RTP project list: <https://www.oregonmetro.gov/sites/default/files/2019/04/02/2018-RTP-Master-Project-List-All-Projects-20190315.xls>
- 2018 RTP Environmental Assessment and Potential Mitigation Strategies (Table 4 summarizes potential strategies by resource areas and pages 34 to 59 identify all RTP Projects that intersect with one or more environmental resource area): https://www.oregonmetro.gov/sites/default/files/2019/03/01/RTP-Appendix_F_EnvironmentalAnalysisMitigationStrategies190301.pdf
- Economic Value Atlas: <https://www.oregonmetro.gov/tools-partners/guides-and-tools/economic-value-atlas>
- Transportation System Management and Operations Plan: <https://www.oregonmetro.gov/regional-transportation-system-management-and-operations-plan>
- Regional Active Transportation Plan: <https://www.oregonmetro.gov/regional-active-transportation-plan>

Local data

The regional data available is intended to get the conversation started about where projects can be developed and defined to meet the criteria. However, there may be local sources of data that can help “ground truth” the regional data and provide additional information for aiding the nomination process. We encourage the use of additional data in this process.

SUBMITTING PROPOSALS

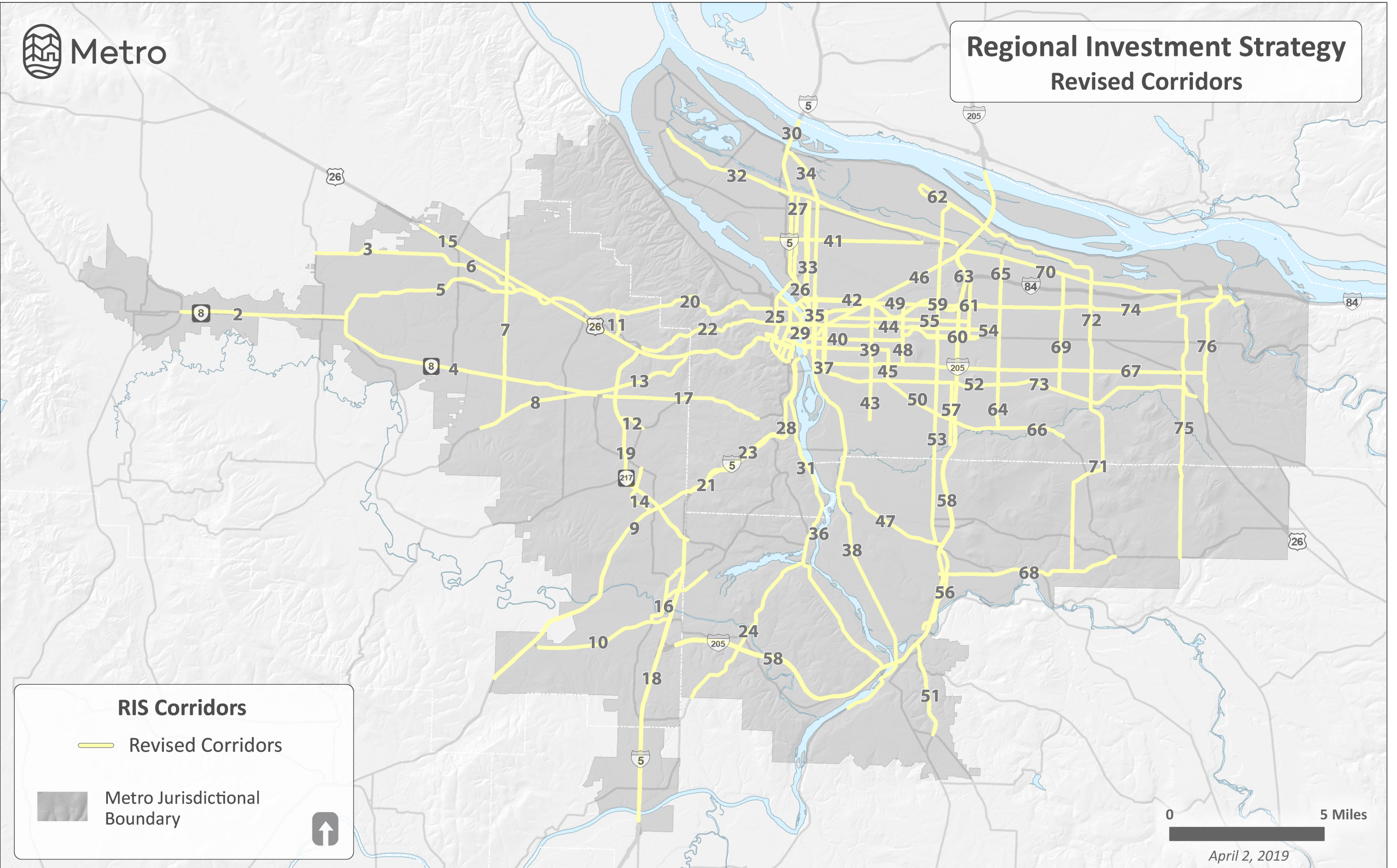
Regional Flexible Fund Allocation information and instructions, application form, and data files can be downloaded from the Metro website: <http://www.oregonmetro.gov/rffa>

To submit a complete application for consideration for RFFA funding, applicants need to include the following information:

1. Application form. The application form is a fillable Microsoft Word document. Indicate on the application if you wish for your project to be considered in the Active Transportation, Freight, or both funding categories.
2. Use the guidance in Appendix A to complete and submit the Public Engagement and Non-Discrimination Certification form
3. Prepare and submit project GIS datafile according to guidance in Appendix B
4. Submit your completed application and supporting materials via email to rffa@oregonmetro.gov.

Please note: Applications are due to Metro by 4:00 p.m., Friday June 21, 2019. Late applications will not be accepted.

Regional Investment Strategy Revised Corridors



Memorandum

To: C4 Metro Subcommittee
From: Trent Wilson, Government Affairs Specialist
Re: JPACT and MPAC Appointments
Date: April 17, 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.

On March 20, metro cities agreed for Lake Oswego Councilor Teresa Kohlhoff would serve as the JPACT Cities Alternate, but left the MPAC – Other Cities alternate seat vacant, expecting a decision in April.

Actions

Cities will caucus to confirm their alternate selections for the MPAC – Other Cities seat.

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: April 5, 2019 TPAC Meeting
Date: April 17, 2019

Overview

Following is a brief summary of the April 5, 2019 TPAC Meeting. The TPAC packet, as well as the full TPAC Work Program can be found [here](#).

General Updates

- Metro – Metro is hosting Transportation Design for Community Outcomes – Policymakers’ Forum and Technical Workshop on April 22. The event will include two parts, in the morning policymakers will have a conversation about designing regional transportation projects to achieve desired outcomes. In the afternoon a technical workshop for professional staff and community members will explore using a performance-based design framework and discuss challenges and opportunities.
- Metro – Metro shared information on an upcoming training: Introduction to Environmental Justice, May 6-7, 2019
- Metro – Regional Flexible Funds Allocation (RFFA) Application
 - The 2022-2024 Regional Flexible Funds Allocation (RFFA) project application instruction and guidance, as well as the Project Application is now available [here](#).
 - Applications are due June 21, 2019 by 4pm. A proposer workshop scheduled for May 10, 2019.
 - An estimated \$39.65 million is currently forecasted for Step 2 Community Investment Fund project categories in the 2022-2024 funding cycle.
 - *Active Transportation and Complete Streets* - \$29.74 million: This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users.
 - *Regional Freight and Economic Development* - \$9.91 million: This project focus area supports the development of the region’s economy through investment in key freight projects or programs.
 - The project application instruction and guidance document limits the number of total applications to 30, and further defines the number of applications that can be submitted by Clackamas County and the cities within the County to 7 applications. Metro encourages the local coordinating committees to coordinate this.
- ODOT – 2021-2024 STIP Draft 100% Lists
 - The first iteration of the draft 100-percent list was shared, and is available in the full TPAC packet link above.
- ODOT – Innovation Grant??

MTIP Formal Amendment Resolution 19-4983

Purpose: Add/amend existing projects to the 2018-21 Metropolitan Transportation Improvement Program involving one project impacting SMART (AP19-08-APR).

- TPAC recommended item be moved to JPACT.

Unified Planning Work Program (UPWP)

Purpose: For the purpose of adopting the Fiscal Year 2019-2020 Unified Planning Work Program

- Concerns were voiced that the work load includes more work than Metro staff can accomplish and that TPAC can effectively review & provide valuable comments on with the limited number of hours of meeting we have within a year.
- TPAC requested that future work on the UPWP look to make this document more user friendly to address the ability for anyone to understand what work the MPO is planning to accomplish in the next year.
- As the final UPWP with all the exact changes proposed between the public review draft and now was not shared with TPAC, some members were concerned with seeing the final version before a final recommendation to JPACT. After discussion, TPAC made a motion to approve the staff recommendation with an amendment. The amendment was that TPAC be allowed to reaffirm at the May meeting their approval after seeing the actual text being shared with JPAT, not just the concepts. 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.

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.

Columbia to Clackamas (C2C) Project Overview

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

- Gresham & Happy Valley presented an overview of the joint work they have been doing related to the C2C corridor.
- This has been a multi-jurisdictional effort, which also included Multnomah County & Clackamas County, as well as ODOT, Metro & DLCD.
- The purpose of the work was to proactively address congestion east of I-205, serve growing communities, connect key employment land and residential areas & provide a safe multimodal future for all.

Obligation Targets Program

Purpose: To inform TPAC and receive input on a new ODOT procedure in managing transportation funds allocated by the state's largest Metropolitan Planning Organization.

- The proposed program would include both Rewards & Penalty situations based on MPO's ability to contractually obligate federal funds in a timely fashion.
- Oregon risks losing federal funding if we are not able to obligate funding.
- ODOT is working to resolve where the conflicts occur, that stop federally funded projects from being obligated within the timeframes identified. The Department of Justice (DOJ) is likely a holdup due to review times, but its not always the IGA that is the holdup in completing the projects on time.

- Metro is working on more ways to track project and confirm that the MPO is likely to meet the target.
- ODOT is looking at a phased approach (interim targets) to implementing this new program

Upcoming Agenda Highlights

- April 17, 2019 – TPAC/MTAC Joint Workshop
 - Designing Livable Streets and Trails Guidelines
 - Regional Emergency Transportation Routes Work Plan
- May 3, 2019
 - RFFA Solicitation – Information & Discussion
 - Regional Mobility Policy work plan – Information & Discussion
- June 7, 2019
 - RTP Amendments and Implementation Process – Information & Discussion
 - Update on Jurisdictional Transfer Project – 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