
Thursday, June 14, 2017

7:30 AM – 9:00 AM

Development Service Building
Main Floor Auditorium, Room 401
150 Beaver Creek Road, Oregon City, OR 97045

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. MPAC Issues

8:15 a.m. JPACT Issues

- *JPACT public comment letter to the Army Corps of Engineers about the Willamette Falls Locks Disposition Study*
- *MTIP Amendment No. 17-4811:OR99E Kellogg Creek Preliminary Engineering project (Nancy Kraushaar)*
- *JPACT Resolution Supporting State Transportation Legislation*
- *Metro 2018 RTP Call for Projects (Karen Buehrig/Steve Williams)*
 - *Schedule*
 - *Project Evaluation*
- *Metro-area Clackamas Cities Support for ODOT 2018 RTP Projects (Wilsonville)*

9:00 a.m. Adjourn

Attachments:

JPACT/MPAC Work Programs	Page 02
Public Notice and Draft Letter re Willamette Falls Locks	Page 06
Staff Memo: MTIP Formal Amendment	Page 08
JPACT Resolution on Transportation Legislation	Page 12
Staff Memo: Building the RTP Investment Strategy	Page 19
Draft JPACT Cities Letter to ODOT	Page 22



2017 JPACT Work Program

As of 6/8/17

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

June 15, 2017 ****starting at 7:00am**

- Chair comments TBD (5+ min)
- Finding and Recommendations from Southwest Washington Regional Transportation Council’s Bus on Shoulder (BOS) Feasibility Study – Information/Discussion (Bob Hart, SW Washington Regional Transportation Council (SWRTC) and Jeff Hamm (C-TRAN) 10 min)
- 2018-2021 Metropolitan Transportation Improvement Program (MTIP) – Information/Discussion (Ted Leybold/Grace Cho, Metro; 10 min)
- Comments on US Army Corps of Engineers Final Disposition Study for Willamette Falls Locks – Recommendation (Trent Wilson, Clackamas County; 10 min)
- **Resolution No. 17-4811**, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Modify and/or Add New Projects as Part of the May 2017 Formal MTIP Amendment (MY17-04-May) Involving a Total of Nine Affected Projects for ODOT, Metro, TriMet, and Ride Connection – Recommendation (Ken Lobeck, Metro; 20 min)
- **Resolution No. 17-4818**, For the Purpose of Endorsing 2017 State Transportation Legislation – Recommendation (Andy Shaw, Metro; 15 min)
- Draft Recommendations for Metro Congestion Relief District Project Selection Process – Information/Discussion (Andy Shaw, Metro; 30 min)

July 20, 2017

- Chair comments TBD (5+ min)
- 2018 RTP: Regional Freight Plan Update – Information/Discussion (Tim Collins, Metro; 20 min)
- 2018 RTP: Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 20 min)
- 2018-2021 Metropolitan Transportation Improvement Program (MTIP) – Recommendation (Ted Leybold /Grace Cho, Metro; 15 min)

June 22-23: JPACT L.A. Trip

<p><u>August 17, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) 	<p><u>September 21, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP: Digital Mobility (Tyler Frisbee, Metro; 30 min)
<p><u>October 19, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Regional Travel Options (RTO) Strategy Update – Information/Discussion (Kaempff, Metro; 10 min) • 2018 RTP: Project Update and Transportation Resiliency (Kim Ellis, Metro; TBD) 	<p><u>November 16, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min)
<p><u>December 21, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) 	

RTP Regional Leadership Forums:

- **April 2016:** RTP Regional Leadership Forum #1 (Exploring Big Ideas for Our Transportation Future)
- **September 2016:** RTP Regional Leadership Forum #2 (Building the Future We Want)
- **December 2016:** RTP Regional Leadership Forum #3 (Connecting Our Priorities to Our Vision)
- **February 2018:** RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

Parking Lot:

- Southwest Corridor Plan
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements
- All Roads Safety Program (ODOT)
- Air Quality program status update
- Washington County Transportation Futures Study (TBD)



2017 MPAC Work Program

As of 5/1/17

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

<p><u>Wednesday, May 10, 2017</u></p> <ul style="list-style-type: none"> • Powell-Division Transit LPA and RTP Amendment – Recommendation (Elizabeth Mros-O’Hara, Metro; 20 min) • 2018 RTP Update: Building the RTP Investment Strategy – Recommendation (Ellis, Metro; 30 min) • 2018 RTP: Regional Freight Plan Update – Information/Discussion (Tim Collins, Metro; 30 min) 	<p><u>Wednesday, May 24, 2017</u></p> <ul style="list-style-type: none"> • <i>2018 RTP: Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 30 min)</i> <p>Eco-Industrial Strategies and Lessons Learned from Gresham Vista Business Park – Information/Discussion (Shannon Stadey, City of Gresham/Ken Anderton, Port of Portland; 30 min)</p>
<p><u>Wednesday, June 14, 2017</u></p>	<p><u>Wednesday, June 28, 2017</u></p> <ul style="list-style-type: none"> • Legislative Session Recap – Information/Discussion (Randy Tucker, Metro; 20 min) • <i>Update on Metro’s Build Small Coalition and PSU’s Institute for Sustainable Solution’s ADU Pilot Program (Emily Lieb, Metro/Robert Liberty, PSU; 45 min)</i> <p><i>Update on Equitable Housing Grant Project Scopes (Emily Lieb, Metro; 30 min)</i></p>
<p><u>Wednesday, July 12, 2017</u></p>	<p><u>Wednesday, July 26, 2017</u></p> <ul style="list-style-type: none"> • <i>2018 RTP: Digital Mobility (Tyler Frisbee, Metro; TBD)</i> • <i>2018 RTP: Resilience (Kim Ellis, Metro; TBD)</i>
<p><u>Wednesday, August 9, 2017</u></p> <p>Regional Business Food Scraps Policy Update (Jennifer Erickson/Pam Peck, Metro; 30 min)</p>	<p><u>Wednesday, August 23, 2017 – cancelled</u></p>

<u>Wednesday, August 23, 2017 - cancelled</u>	<u>Wednesday, September 27, 2017</u>
<u>Wednesday, October 11, 2017</u>	<u>Wednesday, October 25, 2017</u>
<u>Wednesday, November 8, 2017</u>	<u>Wednesday, November 22, 2017 - cancelled</u>
<u>Wednesday, December 13, 2017</u>	<u>Wednesday, December 27, 2017 - cancelled</u>

Upcoming events:

- February 2017: RTP Regional Leadership Forum #4 (Drafting Our Shared Plan for the Region)

Parking Lot:

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- "Unsettling Profiles" presentation by Coalition of Communities of Color
- Washington County Transportation Futures Study
- System development charges (SDCs)
- City of Portland inclusionary housing
- Economic Value Atlas
- Affordable housing grants



US Army Corps
of Engineers ®
Portland District

PUBLIC NOTICE

DRAFT ENVIRONMENTAL ASSESSMENT

Draft Willamette Falls Locks Integrated Disposition Study/Environmental Assessment

30 Day Notice

CENWP-PM-E-17-01

Issue Date: May 22, 2017

Expiration Date: June 21, 2017

Interested parties are hereby notified that the U.S. Army Corps of Engineers, Portland District (Corps) is seeking public comments on the *Draft Willamette Falls Locks Integrated Disposition Study/Environmental Assessment* (EA).

The Corps proposes to recommend Congressional de-authorization and disposal of the Willamette Falls Locks (Locks) after performing minor modification for seismic retrofits and to install perimeter fencing and debris and boat barriers.

The draft EA has been prepared for the proposed Federal action in accord with the Council on Environmental Quality's National Environmental Policy Act regulations [Federal Register 40 C.F.R. 1508.9(a)]. At the end of the public comment period, the Corps will consider all comments received or post marked by the expiration date of this public notice and make a determination of significance of impacts resulting from the proposed action.

Environmental Document: The draft document for the proposed action is available for public review and comment on the Willamette Falls Locks section of the Corps' website at nwp.usace.army.mil/willamette/locks.

Water Quality Certifications: State Water Quality Certification, pursuant to Section 401 of the Clean Water Act is required from the Oregon Department of Environmental Quality. A 404(b1) evaluation will be prepared and submitted to this agency.

Additional Information and Comments: Questions or comments regarding the draft document should be directed to Ms. Kelly Janes, (503) 808-4771, willamettefallslocks@usace.army.mil or at the address below. Mailed comments must be postmarked by the above closing date and sent to:

District Engineer
U.S. Army Corps of Engineer District, Portland
Attn: CENWP-PM-E/Kelly Janes
P.O. Box 2946, Portland, Oregon 97208-2946

In your response, please refer to the above public notice number (CENWP-PM-E-17-01), title, and date. A "no comment" response will be assumed if no response is received prior to or postmarked by the above expiration date.

DATE: **DRAFT**DRAFT**DRAFT**

U.S. Army Corps of Engineers, Portland District
Attn: CENWP-PM-E/Kelly Janes
P.O. Box 2946
Portland, OR 97208-2946

RE: Comments on the Willamette Falls Locks Section 216 Preliminary Draft Disposition Study with Integrated Environmental Assessment; CENWP-PM-E-17-01

On behalf of the Joint Policy Advisory Committee on Transportation (JPACT), we are pleased to submit comments to the Corps of Engineers on the recently released Final Disposition Study for the Willamette Falls Locks. JPACT is an advisory committee of Metro comprised of city and county elected officials and state and local transportation providers charged with addressing regional transportation issues.

We understand that the Corps of Engineers finds that the Willamette Falls Locks are no longer of sufficient national significance to justify continued investment by the Corps for ongoing operating and capital costs. As a result, the facility has been closed to marine traffic since 2011 for life/safety concerns resulting from deterioration. Due to the lack of nationally significant benefit, it is the Corps intent to permanently divest of the facility, preferably through a transfer to a state or local entity or through permanent decommissioning and closure and subsequent abandonment.

Overall, we support the fundamental direction the Corps is recommending, that is to seek a transfer to a state or local entity. We believe the Locks should be repaired and returned to public service allowing them to be returned to use as a transportation facility. We believe the Locks can benefit the region's transportation system by providing a freight movement alternative to the region's already congested highways. We also understand that marine transportation can be delivered more cost-effectively than by truck and with lower emissions. Access to the Upper and Lower Willamette River may also prove to be a useful mode of transportation in the event the region's highway system is crippled during a major seismic event.

We are, however, concerned that the Corps is not proposing to repair the Locks to a good operating condition. Rather, the extent of repairs proposed in the Final Disposition Study are limited to issues that represent a long-term liability to the Corps. We urge the Corps to place a greater emphasis on successfully implementing a transfer to a state or local entity enabling the Locks to be repaired and returned to public service. With the minimal level of repair proposed by the Corps and the resulting high repair and operating cost that would need to be borne by a transferee, we are doubtful a willing transferee will be found. As such, we recommend that the Corps commit to a greater share of the needed repairs and focus on assisting a new state or local entity in implementing the capabilities required to take on this new endeavor.

Thank you for your consideration.

C4 Metro Subcommittee Staff Memo

Re: Metro Council Resolution No. 17-4811 – Formal MTIP Amendment

Date: Next JPACT meeting

Summary

ODOT proposes cancelling its OR99E Kellogg Creek Preliminary Engineering project and assigning the funding to three other culvert projects; one in each of Regions 1, 2, and 5. The C4 Metro Subcommittee will become informed about the issue, discuss develop position for JPACT meeting.

The Kellogg Creek project was identified as a potential project for funding from the Large Culvert and Fish Passage Culvert Programs for the 2016-18 State Transportation Improvement Program (STIP) and was awarded \$495,000 for Preliminary Engineering. The project involves replacing the Kellogg Creek Dam, a major fish passage barrier, with a bridge.

In-house ODOT evaluation determined the project would cost \$8 to 11.9 million and included high project risks such as unknown environmental mitigation costs associated with the dam removal. The Statewide Culverts Program Manager in Salem concluded it is best to not pursue the project at this time and return the funds to the program for re-allocation. OTC approval is planned at their June 2017 meeting.

Based on information provided by Chuck Eaton, City of Milwaukie Engineering Director (see in Exhibit 1), at the May TPAC meeting, Nancy Kraushaar conveyed and explained why the City of Milwaukie opposed the reassignment of the funding to other culvert projects. The ODOT representative, Jon Makler, reported that the \$495,000 is insufficient to complete the project, ODOT believes the funds will be better used to complete other projects, and another funding strategy will need to be pursued. TPAC discussion points included:

- Kelly Brooks of ODOT has reached out to Mayor Gamba to discuss and hopefully resolve the proposed action before the JPACT meeting.
- It is difficult to make a recommendation on the project because TPAC is not well-informed about this program or its projects.
- Better communication is needed with impacted local agencies and agreement should be reached before these changes come to TPAC for recommendation.
- It is undesirable to be moving money out of Region 1.
- These are ODOT discretionary “culvert funds” that are administered by ODOT for which perhaps Metro should have little standing and approval should be a

formality. However, the rules require Metro to amend the MTIP (Metro Transportation Improvement Program) to be consistent with STIP amendments for projects in the region.

TPAC voted to recommend approval of the MTIP project amendments, excluding the 99E culvert project. TPAC voted to not make a recommendation on the 99E culvert project due to the circumstances. The minutes will reflect that there is a request for further communication between Milwaukie and ODOT prior to JPACT.

For additional information, please contact:

Nancy Kraushaar, City of Wilsonville

Chuck Eaton, City of Milwaukie

Exhibit 1 – 5/25/2017 Email from Chuck Eaton to Nancy Kraushaar

Nancy,

Thanks for the heads up.

The City of Milwaukie is not in support of the transfer of funds from the Kellogg Creek project (Key #19402). This project is a top priority of the City and we feel that preliminary work can be accomplished that will further the ultimate goal to replace the box culvert and dam by eliminating unknowns that have plagued the project for several years. To this end, the City has been continuously pursuing various aspects of the project with City funds and sees the availability of Federal funds as critical to narrowing in on the final project scope and costs associated with the work required. The City is interested in pursuing the project as programmed for preliminary engineering of OR99E Kellogg Creek Culvert replacement and requests that you present our position at tomorrow's meeting and recommend against the transfer funds away from the project as proposed in resolution 17-4811.

Thank you again.

Please pardon any typos.

Charles Eaton, PE

Engineering Director

o: 503.786.7605 f: 503.774.8236

City of Milwaukie

6101 SE Johnson Creek Blvd • Milwaukie, OR 97206

2. Project:	REGION 1 BRIDGE SCREENING PROJECT (NEW PROJECT)
Lead Agency:	ODOT
ODOT Key Number:	21019
Project Description:	Installation of bridge protective screening and bridge rail repair/replacement.
Changes Needed/ Additional Details:	<p>Add full project to the 2015 MTIP: Add \$148,959 of federal National Highway Performance Program (NHPP-FAST) funds plus state match (Total PE = \$166,008) for PE in 2017 and \$2,444,957 of NHPP-FAST plus State match (Total construction =\$2,724,794 for Construction phase.</p> <p>Oregon Revised Statutes (ORS) 366.462 requires that all freeway overpasses constructed after November 4, 1993, have fences that are designed to deter persons from throwing objects from the overpasses onto the freeways. This ORS also requires that Oregon Department of Transportation (ODOT) develop a prioritization system to construct fences first on those overpasses that involve the greatest risks, and to construct at least 15 fences per year on existing freeway overpasses. Constructing fences on these 12 freeway overpasses in Region 1 and three freeway overpasses in Region 2 will improve safety for motorists and move ODOT closer to substantial completion of this program.</p>
Why a Formal amendment?	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal/full MTIP amendment.
Total Programmed Amount:	Total programmed amount will be \$2,890,802.
Other and Notes:	<p>OTC approval at their December 2016 meeting. Stated locations for the 12 fences:</p> <ol style="list-style-type: none"> 1. I-205 at MP 20.4 to 20.6: SE Washington St 2. I-5 at MP304.1 to 304.9: Alberta Street 3. I-5 at MP 302.8 to 303.1 4. OR-212 at MP 8.43 to 8.51 5. OR-217 at MP 2.95 to 3.09: Denny Road 6. OR-217 at MP 7.19 to 7.25 7. OR-224 at MP 2.39 to 2.45: Harmony Road 8. OR-43 at MP 0.03 to 0.15 9. US-26 at MP 0.42 to 1.12 10. US-26 at MP 1.0 to 1.02 11. US-26 at MP 17.53 to 17.58: Boring Road 12. US-30BY at MP 5.31 to 5.35

3. Project:	OR99E: KELLOGG CREEK
Lead Agency:	ODOT
ODOT Key Number:	19402
Project Description:	Design for culvert replacement
Changes Needed/ Additional Details:	<p>Cancel project in the MTIP by de-programming all funding and transfer the \$495,000 to three new culvert design projects, one in Region 5 , one in Region 2, and one in Region 1 and part of this amendment - <i>US Route 30 Corridor (Mile post 9.00 to 18.10) to receive 196,000for PE design activities.</i></p> <p>The Kellogg Creek project was identified as a potential project for funding from the Large Culvert and Fish Passage Culvert Programs for the 2015-2018 STIP and was selected with an award of \$495,000 for Preliminary Engineering from the 2015-2018 Shelf Program. The project involved removal of the Kellogg Creek Dam, a major fish passage barrier at Oregon 99 East and Kellogg Creek, and replacement with a bridge.</p>

	<p>Region 1 conducted an in-house project evaluation to identify possible alternatives, refine the project scope and identify potential risks to the project schedule and budget. The results of the evaluation indicated the Kellogg Creek project would cost approximately \$8,000,000 to \$11,900,000 and identified several high risk areas. The estimates do not include the cost of likely impacts to Kellogg Lake and environmental mitigation associated with removal of the dam. The Statewide Culverts Program Manager decided not to pursue the project at this time given the high cost of the project, the limited available funding, and the high risk elements. The funds were returned to the culverts programs for re-allocation.</p> <p>Region 1's Geo-Environmental section coordinated with the Statewide Geo-Environmental group and the Statewide Culvert Leadership Team (SCLT) to evaluate culvert priorities and determine appropriate projects for the re-allocated Kellogg Creek funds. SCLT reviewed and approved the recommendations for the Statewide Culvert Program Manager to re-allocate funds from the Kellogg Creek project to the three projects noted above.</p>
Why Formal?	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal/full MTIP amendment.
Total Programmed Amount	The total project programming amount decreases from \$495,000 to \$0 and is cancelled.
Other and Notes:	The item is planned for OTC approval at their June 2017 meeting

4. Project:	U.S. Route 30 Corridor: (mile post 9.08 to 17.68)
Lead Agency:	ODOT
ODOT Key Number:	TBD
Project Description:	The project will replace or repair culverts in critical or poor condition by open cut/cover replacement, trenchless replacement methods, and trenchless repair methods.
Changes Needed/ Additional Details:	<p>The PE phase for this new project is added to the 2015 MTIP with a total \$196,000 of funds for culvert design work as a result of the deprogramming and cancellation of Key 19042, OR99E Kellogg Creek. Two projects outside of Region 1 will receive a portion of the \$495,000 of PE funding in Key 19042.</p> <p>The culverts along the US Route 30 corridor has been identified as either in critical or poor condition by ODOT's Drainage Facility Management System (DFMS) due to issues such as extensive corrosion and deterioration, open joints, barrel damage and collapse of the structure. The projects will replace or repair culverts in critical or poor condition by open cut/cover replacement, trenchless replacement methods, and trenchless repair methods.</p> <p>The proposed new projects are design only and will need to secure funding for construction. If we do not design these projects, ODOT could lose opportunities for funding construction should additional resources become available.</p>
Why Formal?	The PE phase for this new project is added to the 2015 MTIP. Adding or cancelling a federally funded and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal amendment.
Total Programmed Amount:	Total PE programming is \$196,000
Other and Notes:	The item is planned for OTC approval at their June 2017 meeting

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING 2017) RESOLUTION NO. 17-4818
STATE TRANSPORTATION LEGISLATION)
) Introduced by Councilor Craig Dirksen,
JPACT Chair

WHEREAS, the governments of the Portland metropolitan region recognize the importance of investing strategically in public infrastructure, particularly transportation infrastructure, as a way to support private investment, economic prosperity, livability and environmental sustainability; and

WHEREAS, transportation investments that support private investment, job creation and long-term economic prosperity also bring increased revenues to local and state government budgets; and

WHEREAS, our region has a track record of working together to creatively finance forward-looking transportation investments that address the needs of both the present and the future, and of combining smart investment with policy innovations that support good jobs, livable communities and a sustainable environment; and

WHEREAS, a combination of locational advantages, careful planning and strategic investments supported by local, regional, state and federal resources and partnerships has helped to make this region globally competitive, the economic engine of the state of Oregon and an example to the nation; and

WHEREAS, the region's continuing economic success has created new challenges in the form of congestion, air quality and safety concerns; and

WHEREAS, the region has identified the top transportation priorities across all modes and invested regional funds to develop a bundle of projects that aim to relieve congestion for Oregon's economy, even as state and federal funds have continued to decline; and

WHEREAS, the Climate Smart Strategy has demonstrated that with an increase in transportation funding for all modes, this region can accomplish its many goals for safety, economic prosperity, livability, social equity and environmental protection while reducing per capita greenhouse gas emissions from light-duty vehicles as directed by the Oregon Legislature; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) recommended adoption on February 16, 2017, and the Metro Council adopted on March 2, 2017, Resolution 17-4772 for the purpose of endorsing regional funding and policy priorities for 2017 state transportation legislation; and

WHEREAS, Resolution 17-4772 recommended adoption of a legislative funding package based on the following principles: Fix It First, Address Metropolitan Area Congestion, Invest in Multi-Modal Solutions for Congestion Relief, Prioritize Transit, Improve Regional Air Quality, and Support and Expand Local Options; and

WHEREAS, the Oregon Legislature has been working for over a year to develop a transportation package of sufficient scale to match the need that has been identified by the Governor's Transportation Vision Panel, the Oregon Transportation Commission, and local and regional governments around the state; and

WHEREAS, on May 31, 2017, the Legislature's Joint Committee on Transportation Preservation and Modernization released a draft of House Bill 2017, which, if enacted, would constitute the most ambitious transportation funding package in Oregon history; and

WHEREAS, a key element of the draft is a proposed structure for a joint regional-state effort to fund highway improvements to address key bottlenecks in the Portland region; and

WHEREAS, to fund these and other improvements, in addition to gas taxes and vehicle registration fees imposed statewide, additional taxes and fees would be imposed only in the Portland metropolitan region and spent on projects to relieve congestion in the region; and

WHEREAS, these state and regional taxes and fees would be phased in over the coming decade; and

WHEREAS, the proposed state and regional gas tax increases could total 23 cents per gallon at full implementation in 2026; and

WHEREAS, state and regional vehicle registration fees could increase by a total of \$45 or more at full implementation in 2026; and

WHEREAS, to provide increased ongoing funding for transit operations around the state, the draft proposes a new employee payroll tax of one-tenth of one percent; and

WHEREAS, the proposed package also contains other elements that reflect the region's priorities as expressed in Resolution 17-4772, including critical ongoing funding for basic road maintenance, multimodal freight investments, active transportation and Safe Routes to Schools; and

WHEREAS, the proposed package also includes elements that would advance innovative approaches like jurisdictional transfer, congestion pricing and variable tolling; now, therefore

BE IT RESOLVED:

1. That the Metro Council and JPACT endorse the Legislature's proposed transportation funding package; and
2. That the Metro Council and JPACT pledge to continue working with the Legislature to enact a transportation package that meets the needs of the people and communities of our region and our state.

ADOPTED by the Metro Council this _____ day of June 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 17-4818, FOR THE PURPOSE OF ENDORING 2017 STATE TRANSPORTATION LEGISLATION

Date: June 8, 2017

Prepared by: Randy Tucker

BACKGROUND

For many years, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council have adopted an agenda prior to each legislative session that lays out a set of principles, and urges the Oregon Legislature to enact certain measures, with respect to transportation policy and funding. On February 16, 2017, JPACT passed Resolution 17-4772, which articulated the following set of principles for 2017 transportation legislation, as well as specific desired actions associated with each principle:

1. **Fix It First**
2. **Address Metropolitan Area Congestion**
3. **Invest in Multi-Modal Solutions for Congestion Relief**
4. **Prioritize Transit**
5. **Improve Regional Air Quality**
6. **Support and Expand Local Options**

The Metro Council adopted Resolution 17-4772 on March 2.

Late in the 2016 legislative session, leadership of the Oregon House and Senate created the Joint Committee on Transportation Preservation and Modernization. This committee embarked on a significant work program that involved, among other things, holding public hearings in many areas of the state during the legislative interim and chartering a number of work groups to develop specific provisions of a package. Regional lobbyists have worked closely with legislators on certain elements, notably a “regional surcharge” of additional taxes and fees that would apply, and be spent, only in the Portland region. Proposed language for a bill, appropriately numbered House Bill 2017, was released on May 31.

The draft package, if enacted, would represent the most ambitious transportation funding effort in Oregon history. By January 1, 2026, it would raise the state gas tax by 14 cents/gallon and the state vehicle registration fee by at least \$30/year (the bill includes a sliding scale of registration fees based on vehicle fuel efficiency, with more efficient vehicles paying a higher fee to offset their lower contribution of gas tax revenues). A new Metro Congestion Relief District (MCRD) would have the authority to raise gas taxes an additional 9 cents and registration fees an additional \$15 in the Portland metropolitan region. Surcharge revenues would be matched with state funds to address three key freeway bottlenecks in the region, with any additional surcharge dollars to be allocated by the MCRD to other regional projects.

The draft package also contains many other elements, including a new employee payroll tax to support transit operations statewide on an ongoing basis; a new “privilege tax” on vehicle sales to provide ongoing funding to support the ConnectOregon program of capital investments in air, marine, rail, bicycle and pedestrian facilities; and new revenue to address a statewide backlog of road maintenance.

While it does not address every element of the region’s agenda, the proposed package nevertheless represents a bold statement by the Legislature’s transportation leaders. Precisely because the package is so bold and entails significant political risk for legislators, it is important that the region make its own strong and specific statement of support.

ANALYSIS/INFORMATION

1. **Known Opposition:** none
2. **Legal Antecedents:** Resolution 17-4772, For the Purpose of Endorsing Regional Policy and Funding Priorities for 2017 State Transportation Legislation
3. **Anticipated Effects:** Express regional support for a transportation policy and funding package being developed by the Oregon Legislature
4. **Budget Impacts:** None

RECOMMENDED ACTION

Staff recommends approval of Resolution No. 17-4818.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, June 8, 2017
To: Members of the Joint Policy Advisory Committee on Transportation (JPACT)
From: Randy Tucker, Legislative Affairs Manager
Subject: Draft recommendations for Metro Congestion Relief District project selection process

The Oregon Legislature’s proposed transportation bill includes a section that would create a “congestion relief district” for each metropolitan planning organization (MPO) in the state. For the Portland MPO, the bill would establish the Metro Congestion Relief District (MCRD), the governing body of which would consist of the Oregon members of JPACT (only elected members would vote). The MCRD would have the authority to levy gas taxes and vehicle registration fees within Metro’s urban growth boundary at a level specified in the bill.

The first use of revenues from any taxes and fees imposed by the MCRD would be to match state funds for projects addressing freeway bottlenecks on I-5, I-205 and OR-217. However, any revenues not used to address the bottlenecks would be allocated by the MCRD. These revenues would be constitutionally restricted to investments within the road right-of-way.

The accompanying document is a draft of an exhibit to a resolution that could be considered by JPACT after the passage of the transportation package. It provides a basis for JPACT discussion about how the region would like to work together to propose an investment program to the MCRD. While the structure of the MCRD itself would be fixed in statute, the development of a process to make recommendations to the MCRD would, at least for now, constitute a nonbinding statement of regional intent.

Because (as of this writing) the transportation package has not yet passed and could still change, staff recommends that JPACT begin its discussion by focusing on the goals it would like to achieve through the process of allocating these revenues. Those goals might include fair representation, transparency of the process, opportunities for meaningful public input, flexibility for different parts of the region to prioritize different types of investments, efficient use of government resources and/or other objectives.

The particular structure described in this document emerged from several informal discussions among JPACT members, other regional partners, and staff of regional jurisdictions and agencies in the context of the work surrounding the transportation package. It is a work in progress that has changed as the legislative proposal has taken shape. It has not been endorsed by anyone.

Recommendations for Metro Congestion Relief District Project Selection Process

The Metro Council and JPACT offer the following recommendations to the Metro Congestion Relief District (MCRD) to guide the development of priorities for how the district will invest any resources not needed to address highway bottlenecks on I-5, I-205 and OR-217. These recommendations reflect the region's intent to deploy these resources fairly, efficiently and effectively based both on regional priorities and on local priorities in different areas of the region.

1. **Eligible projects:** Projects must be located in the road right-of-way. Project types could include:

- Regional arterials
- Enhanced transit investments
- Bicycle and pedestrian improvements within the right-of-way
- Highways and bridges

All projects must be included in the Regional Transportation Plan and consistent with local and regional land use plans.

2. **Funding cycle:** The MCRD should consider selecting projects on a multi-year funding cycle, possibly in coordination with other allocation processes such as JPACT's Regional Flexible Funds Allocation (RFFA) and ODOT's Enhance project selection cycles. The benefits of this approach include efficiency, scale, and the potential to align investments.
3. **Allocation:** Over time, the allocation of funds should be roughly proportional to the respective shares of the district's combined population, employment and number of registered vehicles in Clackamas County, East Multnomah County, Washington County and the City of Portland.
4. **150% list/coordinating committees:** Coordinating committees representing Clackamas County, East Multnomah County, Washington County and the City of Portland should receive preliminary allocations based on their respective shares of the district's population, employment and registered vehicles. Based on these allocations, the coordinating committees should develop "150% lists" of recommended investments. Additional recommendations for multijurisdictional investments or other investments of regional significance may be developed in coordination with Metro, the Port of Portland, TriMet, the Oregon Department of Transportation (ODOT), or South Metro Area Regional Transit (SMART).
5. **100% list/Congestion Relief Advisory Committee:** The coordinating committees and, if applicable, regional agencies, should forward their recommended project lists to the Congestion Relief Advisory Committee. That committee should consist of one JPACT member from each of the following jurisdictions and agencies:

- Cities of Clackamas County
- Cities of Multnomah County
- Cities of Washington County
- City of Portland
- Clackamas County
- Multnomah County
- Washington County
- Metro
- Oregon Department of Transportation (ODOT)
- Port of Portland
- TriMet

The Congestion Relief Advisory Committee should consider the recommendations of the coordinating committees and the recommendations, if any, of regional agencies, and develop a “100% list” of recommended investments that can be funded by the MCRD.

In developing its recommendation to the MCRD, in addition to any factors the district is statutorily required to consider, the Congestion Relief Advisory Committee should consider project readiness and the opportunity for projects to leverage additional funds to the region.

6. **Metro Council review:** The Congestion Relief Advisory Committee should submit its recommendations to the Metro Council, which should review them for consistency with local, regional and state land use and transportation plans. Following its review, the Metro Council may not change the recommendation, but should either forward the recommendations to the MCRD for adoption or return them to the Congestion Relief Advisory Committee for reconsideration. If the Metro Council returns the recommendations to the Congestion Relief Advisory Committee, the Council should provide an explanation that describes its reasons for doing so.
7. **Metropolitan Congestion Relief District action:** The MCRD should consider the recommendations forwarded from the Metro Council and will take action to allocate the available funding in the manner provided for in statute.

C4 Metro Subcommittee Staff Memo

Re: Building the RTP Investment Strategy: Call for Projects Schedule and Project Evaluation

Date: June 7, 2017

Summary

Over the past few months, we have been discussing the Metro process for Building the RTP Investment Strategy, and specifically the Call for Projects. Included in your packet is the schedule activities for summer and fall of 2017. At the C4 Metro Subcommittee meeting, we will provide an overview of the schedule, discuss input opportunities and talk about the timing of the “Project Evaluation” work for projects of greater than \$10 million in cost.

For additional information, please contact:

Karen Buehrig, Transportation Planning Supervisor



2018 Regional Transportation Plan

Schedule and timeline for building the 2018 RTP Investment Strategy

June 1, 2017	Call for Projects released
July 21, 2017	Agencies submit projects and information by 5 p.m.
July-October 2017	RTP Technical Evaluation Process (Round 1)
Aug. 2017	Metro reviews submittals for completeness and compiles draft project lists for TPAC and MTAC review
Aug. 25, 2017	Agencies submit project endorsements from governing bodies by 5 p.m.
Nov. – Dec. 2017	Draft RTP Findings & Recommendations Report released for technical review by TPAC, MTAC, RTP work groups and technical coordinating committees to discuss findings and deficiencies, and recommend changes, if any, that are needed. The technical discussions will inform materials being prepared for discussion by the Metro Council and regional policy advisory committees, through an on-line comment opportunity and at the Regional Leadership Forum 4. Metro provides corridor-level and other technical evaluation information to agencies and coordinating committees to use to inform potential refinements to projects in Spring 2018 Coordinating committees prepare to refine project lists in Spring 2018 in response to the system evaluation, transportation equity analysis, project evaluation and public input
Jan. – Feb. 2018	On-line public comment opportunity on draft projects and key findings
Feb. 2018	Regional Leadership Forum 4 <ul style="list-style-type: none"> a. Discuss regional findings and deficiencies, project information and public input on draft projects lists b. Discuss updated funding information c. Provide direction on refining investment priorities (e.g., timing and/or constrained/strategic list) and updated evaluation measures and project criteria
Feb. to April 2018	Cities and counties work with Metro, ODOT, Port, TriMet and SMART through technical and policy coordinating committees to identify investment strategy refinements, if needed or desired
April 29, 2018	Agencies submit updated projects and required information by 5 p.m.
May – June 2018	RTP Technical Evaluation Process (Round 2) Metro compiles refined draft project lists and reviews updated project submittals with TPAC and MTAC Metro evaluates refined draft project lists and updates regional-level findings on system performance and transportation equity analysis

	Metro reviews updated findings with TPAC and MTAC to frame tradeoffs and choices to highlight to the Metro Council, JPACT and MPAC
June 2018	Metro Council and JPACT recommend which draft project list (Round 1 or Round 2 or Hybrid) to be released during 45-day public comment period
June 29 to Aug. 13, 2018	Release public review draft RTP, Regional Framework Plan and Functional Plan amendments (if needed), and public review draft modal/topic plans for 45-day comment period & hearing
Sept. 2018	MTAC and TPAC consider public comment and make recommendations to MPAC and JPACT on 2018 RTP and modal/topical plans
Oct. 2018	MPAC and JPACT consider public comment and make recommendations to Council on 2018 RTP and modal/topical plans
Dec. 2018	Council action on 2018 RTP and Regional Transit Strategy, updated Regional Freight Plan, and updated Regional Safety Plan
Early 2019	Submit 2018 RTP to US DOT and LCDC for federal and state review

Agency contacts and Metro staff liaisons

Agency	Agency contact	Metro liaison
City of Portland	Courtney Duke (503) 823-7265 courtney.duke@portlandoregon.gov	Lake McTighe (503) 797-1747 lake.mctighe@oregonmetro.gov
Clackamas County and cities	Karen Buehrig (503) 742-4683 karenb@co.clackamas.or.us	Dan Kaempff (503) 813-7559 dan.kaempff@oregonmetro.gov
Multnomah County and cities (excluding City of Portland)	Joanna Valencia (503) 988-3043 x29637 joanna.valencia@multco.us	Jamie Snook (503) 797-1751 jamie.snook@oregonmetro.gov
Washington County and cities	Chris Deffebach (503) 846-3406 christina.deffebach@co.washington.or.us	Kim Ellis (503) 797-1617 kim.ellis@oregonmetro.gov
TriMet	Eric Hesse (503) 962-4977 hessee@trimet.org	Jamie Snook (503) 797-1751 jamie.snook@oregonmetro.gov
ODOT	Lidwien Rahman (503) 731-8229 lidwien.rahman@odot.state.or.us	John Mermin (503) 797-1747 john.mermin@oregonmetro.gov
Port of Portland	Phil Healy (503) 415-6512 philip.healy@portofportland.com	Tim Collins (503) 797-1762 tim.collins@oregonmetro.gov





June 14, 2017

Rian Windsheimer, Region 1 Manager
Oregon Department of Transportation, Region 1 Office
123 NW Flanders St.
Portland, OR 97209

Submitted via email to:
rian.m.windsheimer@odot.state.or.us

RE: Support for Proposed ODOT 2018 RTP Projects in Clackamas County

Dear Manager Windsheimer:

I am writing to you as the Metro Joint Policy Advisory Committee on Transportation (JPACT) Representative for the Cities of Clackamas County representing the cities of Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove, West Linn and Wilsonville. These cities participate actively with Clackamas County in the Clackamas County Coordinating Committee Metro Subcommittee, which also includes Tri-Met and SMART in advisory roles.

We strongly support the proposed ODOT 2018 RTP projects in Clackamas County, including:

<u>Map ID</u>	<u>Project Name</u>
1	I-5 SB: Wilsonville Interchange Wilsonville-Hubbard Hwy
5	I-5 NB: Braided Ramp at I-205
6	I-205: OR43 to Hwy 213
7	I-205: OR43 to Stafford Rd
8	I-205 NB: MP 13.3 to Sunnybrook
13	Sunrise Phase 2
14	Hwy 224 (Milwaukie Expressway): I-205 to Rusk Rd

We also request your active support for the proposed "South Metro I-5 Corridor Study" that is codified in the Metro 2014 RTP as Mobility Corridor #3, a next-tier corridor refinement plan. Thank you for your time and consideration.

Sincerely,

Tim Knapp, Mayor
City of Wilsonville
Cities of Clackamas County JPACT Representative

cc: City Councils of the cities of Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove, West Linn and Wilsonville
Clackamas County Board of Commissioners
Clackamas County Coordinating Committee Metro Subcommittee
Metro Council

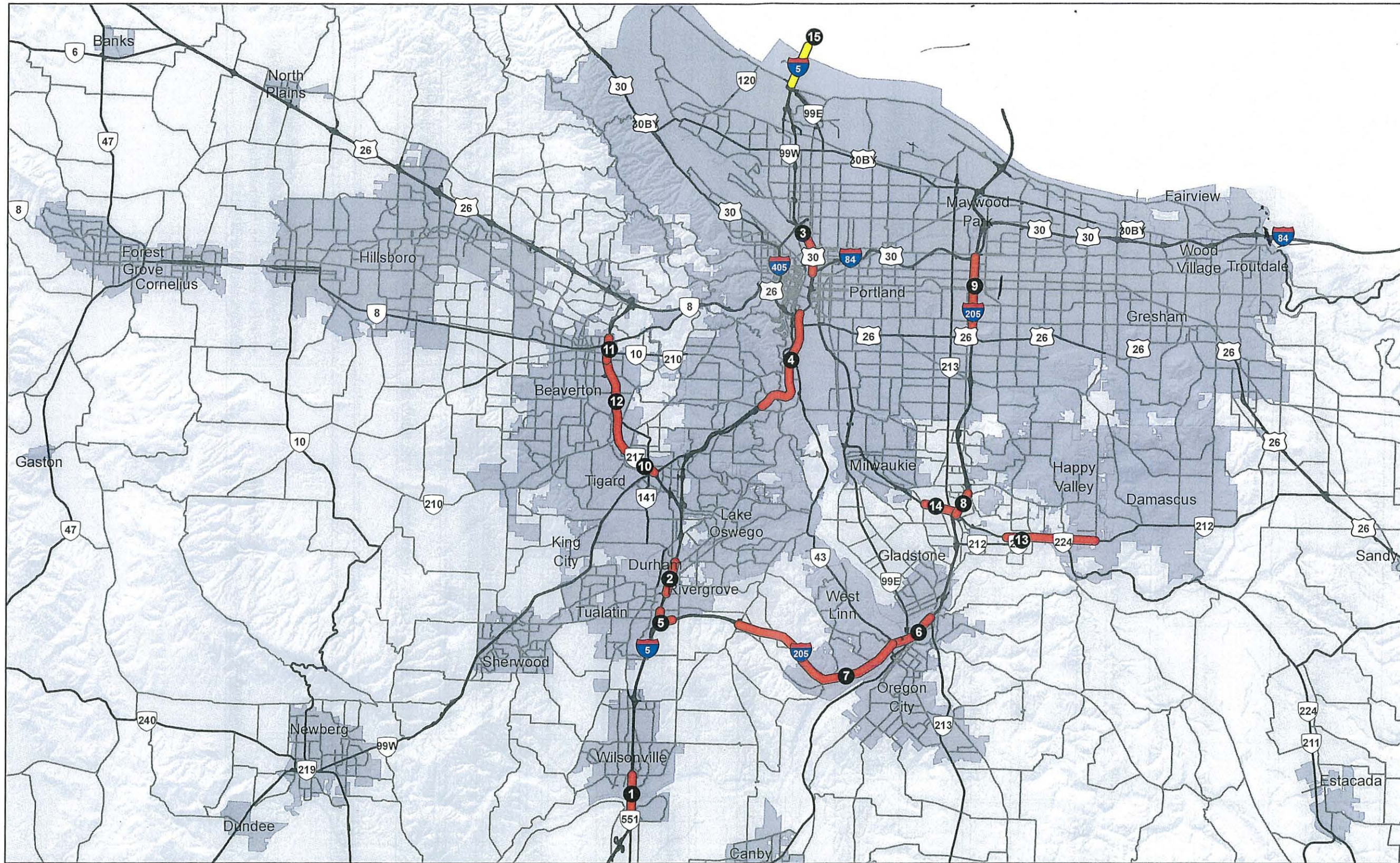
CITY OF WILSONVILLE • WILSONVILLE CITY COUNCIL

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Proposed ODOT 2018 RTP Projects



2018 RTP Fiscally Constrained Project List

Corridor	Map ID	County	Project Name	Phase	Project Description *
I-5					
	1	Clackamas	I-5 SB: Wilsonville Rd Interchange to Wilsonville-Hubbard Hwy	PE, ROW, CN	Auxiliary extension from I-5 Wilsonville Road to Hubbard Highway would include improvements to the Boones Bridge.
	2	Washington	I-5 NB Phase 2 Aux Lane	PE, ROW, CN	Extend NB auxiliary lane from Nyberg to Lower Boones Ferry
	3	Multnomah	I-5: Rose Quarter	PE, ROW, CN	Safety and operational improvements on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.
	4	Multnomah	I-5 SB Climbing Lane	PE, ROW, CN	I-5 Truck Climbing Lanes SB (Marquam to Multnomah)
	5	Clackamas	I-5 NB: Braided Ramp at I-205	RE, ROW, CN	Replace the inside merge at I-205 entrance by constructing braided ramps
I-205					
	6	Clackamas	I-205: OR43 to Hwy 213	PE, ROW, CN	Widen Abernethy Bridge and approaches to address recurring bottlenecks on the bridge. Install ATM on northbound and southbound I-205.
	7	Clackamas	I-205: OR43 to Stafford Rd	PE, ROW, CN	Widen highway from OR 43 to Stafford Rd. to address recurring bottlenecks.
	8	Clackamas	I-205 NB: MP 13.3 to Sunnybrook	CN	Provide NB auxiliary lane between Sunrise Expressway entrance ramp and the Sunnyside Road/Sunnybrook Blvd interchange exit ramp.
	9	Multnomah	I-205 NB Phase 2: Aux Lane Extension	PE, ROW, CN	Extend auxiliary lane from Powell St. entrance ramp to I-84 WB
OR 217					
	10	Washington	OR 217: NB Aux Lane	PE, ROW, CN	Extend NB aux lane from OR 99W to Scholls Ferry
	11	Washington	OR 217: SB Beaverton-Hillsdale Hwy to Allen Blvd	PE, ROW, CN	SB braided ramps at Canyon Rd and Beaverton-Hillsdale Hwy
	12	Washington	OR 217: SB Aux Lane	CN	Extend SB auxiliary lane from Beaverton-Hillsdale Hwy to OR99W
Hwy 224					
	13	Clackamas	Sunrise Phase 2	PE, ROW, CN	Design improvements and purchase right of way to construct Sunrise corridor consistent with FEIS/ROD
	14	Clackamas	Hwy 224 (Milwaukie Expressway): I-205 to Rusk Rd	CN	3rd WB lane on Milwaukie Expressway (Hwy-224) from I-205 to/past Webster Rd
Multi					
		Multi-County	ODOT Highways	PE, ROW and CN	Jurisdictional Transfer Leverage, grant (miscellaneous improvements)
		Multi-County	Interstate/ Highway Operations	PE, ROW and CN	Targeted bottleneck relief projects to improve safety and operations
		Multi-County	ATM - Region Wide	PE, ROW, CN	Deploy ATM recommendations from the ODOT active Traffic Management Strategy
CRC					
	15	Multnomah	Improve I-5 Columbia River Bridge		Replace I-5/Columbia River bridges and improve interchanges on I-5. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.