

## **Exhibit A**

# **Draft 2014-15 Regional Flexible Fund Allocation Process and Procedures Summary**

### **July 2010 JPACT/Council action:**

1. Provided more specific up-front policy direction to local projects than in previous funding cycles:

- Established "project focus areas" to complement existing programs
- Defined outcome based objectives
- Established funding targets for project focus areas
- Established task force to recommend means and criteria to further coordinate projects and achieve desired outcomes

2. Endorsed creating a new project nomination and selection process based on Metro staff collaborating with local and regional agencies on the development of projects rather than ranking and recommending projects to JPACT and the Council.

3. Set aside funding to prepare for future regional mobility funding from other sources and for support of vehicle electrification.

4. Affirmed proceeding to decision process with existing programs at current funding levels. Requested JPACT review of the existing programs prior to decision process.

### **Task Force recommendation (To JPACT/Council in February)**

#### Approach to Active Transportation & Complete Streets project focus area

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridors/area within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.
- recommended criteria and relative importance (high, medium, lowest importance) by which to develop, nominate and evaluate projects.

#### Approach to Green Economy & Freight Initiatives focus area

Implement the following types of projects:

- regional strategy development,
- project development on regional freight system arterials/collectors,

## Exhibit A

- small capital projects and system management on regional freight system arterials/collectors,
- recommended criteria and relative importance (high, medium, lowest importance) by which to develop, nominate and evaluate projects.

### Project development, nomination and selection process

(To JPACT/Council in February)

Metro staff met with technical staff within the region to consider alternative approaches for development, nomination and selection of projects. The objectives in developing this process are to:

- Effectively implement approach and criteria as recommended by RFF Task Force
- Create collaborative relationship between regional and local agencies
- Utilize local expertise of area conditions, local planning/vision, and project development & management
- Utilize regional expertise of program policies, data and analysis, and operation of transit and port services.

### Active Transportation & Complete Streets

Options considered:

1. A regional process to prioritize corridors and select funding strategy (full HCT model)
  2. Sub-regional allocation & consensus recommendation: workshops in sub-regions with policy/design requirements for projects
  3. Sub-regional allocation & competitive: workshops, several applications per sub-region, Metro evaluates and recommends within each sub-region
  4. Regionally competitive: project minimum/maximum size set, several applications per sub-region, Metro evaluates and recommends across region
- **Option #2** recommended as best alternative to meet process objectives.

#### **Process to implement Option #2:**

- Regional kick-off meeting
  - Process description & instructions
    - i. Sub-regional allocation target
    - ii. Project scope direction (see approach to project focus area)
    - iii. Project cost minimum/maximums
    - iv. Direction on number construction or PE only applications
    - v. Nomination materials and schedule
  - Data addressing criteria objectives
  - Identification of any areas that cross sub-regional boundaries that should be considered in sub-region workshops
  - Illustrative project and project development process description

## Exhibit A

- Sub-regional workshops
  - Mapping exercise to identify priority corridors/areas
  - Identification of topics for intra-agency or intra-bureau coordination during project development (project scope, lead agency, etc.)
- Project nomination material
  - Application that solicits information on how the nominated project addresses criteria and process directions
  - Lead agency presentation of project nominations to Task Force and JPACT
- Project nomination
  - Action by Transportation Coordinating Committees and Portland City Council to nominate project(s) consistent with nomination process instructions
- Project evaluation
  - Assessment of project nomination relative to project criteria (see below: Criteria for evaluating projects post nomination)
- Public comment process
  - Metro to provide summary of comments
  - Applicants to provide response to comment summary issues
- Decision process

### Green Economy & Freight Initiatives

Options considered to identify construction and project development proposals:

1. Regional freight technical advisory committee to recommend a pool of potential projects consistent with priorities from the Regional Freight Plan and other sources for local agencies to submit applications to develop or construct.
2. Set project criteria and application limits by sub-region. Utilize the Regional freight technical advisory committee to evaluate and form an initial recommendation on projects for funding as nominated by local agencies through the Transportation Coordinating Committees and City of Portland.
3. Conduct a regional process to develop and prioritize a freight project list that reflects current needs.

Regardless of the option chosen for construction and project development, the regional strategy development proposals would be addressed by Metro freight staff working with the Regional Freight technical advisory committee to develop a proposal for consideration by JPACT and the Metro Council. The proposal would be designed to address priority strategy development issues from the options identified in the Regional Flexible Fund task force deliberations.

- **Option #2** was a preferred approach by the Regional Freight Technical Advisory Committee.

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**The process to implement this option will be further developed in consultation with TPAC members.**

### **Applying the criteria**

In addition to direction on the approach to developing projects, the criteria developed by the Task Force will be used to inform the project nomination process and help determine how well projects have been defined by eligible agencies prior to the final funding decision. The following explains how the criteria will be used in the process.

#### Active Transportation & Complete Streets

##### **1. Criteria to guide scope development and for identifying priority locations for projects - pre nomination**

Data and maps will be provided to nominating agencies that exemplify the criteria. This information will be distributed at Metro sponsored workshops to aid in the identification of locations that:

- Improves access to and from priority destinations:
  - Mixed-use centers
  - Large employment areas (# of jobs)
  - Schools
  - Essential services for EJ/underserved communities
- Improves safety
  - addresses site issue(s) documented in pedestrian/bike crash data
  - separates pedestrian/bike traffic from freight conflicts
- Serves underserved communities

##### **2. Criteria for evaluating projects - post nomination**

Following the nomination of projects, Metro staff will evaluate projects for consistency with the criteria. Specific measures for evaluating projects will be developed. A well defined project:

- Improves access to and from priority destinations
- Improves safety
- Serves underserved communities
- Removes conflicts with freight and/or provides safety mitigation for any potential freight and/or vehicular conflicts
- Completes the “last mile”
- Increase in use/ridership
- Serves high density or projected high growth areas
- Includes outreach/education/engagement component
- Reduces need for highway expansion

## **Exhibit A**

### Green Economy & Freight Initiatives

#### **1. Criteria to guide scope development and for identifying priority locations for projects - pre nomination**

Data and maps will be provided to nominating agencies that exemplify the criteria. This information will be distributed at Metro sponsored workshops to aid in the identification of where:

- Project increases freight access to:
  - Industrial lands
  - Employment centers & local businesses
  - Rail facilities for regional shippers

#### **2. Criteria for evaluating projects - post nomination**

Following the nomination of projects, Metro staff will evaluate projects for consistency with the criteria. Specific measures for evaluating projects will be developed. A well defined project:

- Increases freight access to priority destinations
- Reduces freight vehicle delay
- Projects that help green the economy and offer economic opportunities for EJ/underserved populations
- Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
- Reduces air toxics or particulate matter
- Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
- Increases freight reliability
- May not get funding otherwise
- Can leverage (or prepare for) future funds
- Reduces need for highway expansion
- Multi-modal component

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# Regional Flexible Fund Task Force Report

Recommendations for the allocation of  
2014-15 funds

January 13, 2011

## About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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### **Metro Council President**

Tom Hughes

### **Metro Councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Robert Liberty, District 6

### **Auditor**

Suzanne Flynn

## About the Joint Policy Advisory Committee on Transportation

The Joint Policy Advisory Committee on Transportation (JPACT) is the

[www.oregonmetro.gov/JPACT](http://www.oregonmetro.gov/JPACT)

### **JPACT Chair**

Carlotta Collette

### **JPACT Members**

Kathryn Harrington, Metro Councilor

Rex Burkholder, Metro Councilor

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## INTRODUCTION

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council to decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should be more coordinated and focused.

To achieve this, JPACT created two project "focus areas": Green Economy & Freight initiatives and Active Transportation & Complete Streets. The committee also endorsed Chair Carlotta Collette to appoint a task force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying: transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further development of these focus areas, and potential opportunities for collaboration between the two focus areas.

The task force met five times to develop policy recommendations for coordinating and focusing the impact of these funds. Staff helped it consider five ways it could direct staff to select projects within the two focus areas. First was to provide direction on what types of projects (e.g. sidewalks, traffic signal improvements) should be funded. Second was whether there were particular types of destinations (e.g. mixed-use centers, transit stops, industrial areas) that should be prioritized for access improvements. Third was whether projects should be dispersed or concentrated geographically. Fourth, was whether any funds should be set aside for the development of a regional strategy to advance long-term goals for facilities too expensive to be constructed with these funds. Finally, the task force considered what criteria staff should use to develop the project scopes (definition of project elements and location) and compare the relative priority of projects to receive funds.

Staff used a series of identification and prioritization exercises to gather input from the task force on these issues. Following is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas.

## RECOMMENDATIONS

### **Active Transportation & Complete Streets**

#### **Recommended approach to developing projects**

For this project focus area, the task force recommended an approach of selecting travel corridor/areas and identifying project elements that would address the most critical barriers to completing non-auto trips in the corridor/area or a concentrated portion of the corridor/area. Examples of barriers could be the lack of direct pedestrian or bicycle

facilities to key destinations in the corridor, inability to safely cross streets to access destinations, or lack of access to transit stop improvements.

To implement this approach with available funding, the following parameters will be utilized:

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- improvements will be limited to a few travel corridor/areas within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.

**Recommended criteria for scoping and prioritization of projects**

To help define the scope (project elements and geographic reach) of projects to be considered for funds and to prioritize among candidate projects, the following criteria will be utilized.

**Table 1: Active Transportation & Complete Streets criteria**

Relative priority	Criteria	
High	Improves access to and from priority destinations: <ul style="list-style-type: none"> <li>o Mixed-use centers</li> <li>o Large employment areas (# of jobs)</li> <li>o Schools</li> <li>o <u>Essential</u> services for EJ/underserved <u>communities</u></li> </ul>	
	Improves safety <ul style="list-style-type: none"> <li>o addresses site issue(s) documented in pedestrian/bike crash data</li> <li>o separates pedestrian/bike traffic from freight <u>and/or vehicular</u> conflicts</li> </ul>	
	<del>High</del> <u>Medium</u>	Serves underserved communities (to be further defined through analysis with help of EJ/underserved working group)
	Medium	Improves safety by removing conflicts with freight and/or provides safety mitigation for any potential freight conflicts
Medium	Completes the "last mile"	
Medium	Increase in use/ridership <u>by providing a good user experience</u>	
Medium	Serves high density or projected high growth areas	
Low	Includes outreach/education/engagement component	
Low	Can leverage funds	

Low	Reduces need for highway expansion
Low	Stormwater—addresses, reduces
Low	Contracting opportunities for women and minority-owned businesses

## Green Economy & Freight Initiatives

### Recommended approach to developing projects

For this project focus area, the task force recommended an approach of allocating funds for two components: construction type projects and planning/strategy development type projects. Eligible project types and criteria that could be utilized to scope and prioritize potential projects are described below.

#### Construction focus

Capital improvements will focus on:

- System management, such as Intelligent Transportation Systems (ITS), on arterial freight routes. This could include upgrading traffic signal equipment and timing or provide travel information to inform freight trip decisions.

- Small capital projects (e.g. spot widening or installation of mountable curbs to accommodate large truck turning movements). Technical measures should be developed that assess the regional impacts of nominated projects such as improving access to regionally significant industrial land or safe movements to/on the regional freight network to ensure a regional interest is served by the project.

#### Planning/strategy development focus

Project development for specific arterial freight routes would evaluate key barriers to the development of a green economy and freight movement and recommend operations and design improvements to address the barrier.

Funds may also be set aside to develop regional strategies for the following topics. These are areas that need further analysis and a policy development process to achieve a regional consensus on how to move forward on the issue. Potential topics include a strategy for how to pursue and accommodate higher speed inter-city passenger rail and improved freight rail facilities, and a strategy for the routing of hazardous materials in the region.

### Criteria for scoping and prioritization of projects

To help define the scope (project elements and geographic reach) of projects to be considered for funds and to prioritize among candidate projects, the following criteria will be utilized.

**Table 2: Green Economy & Freight Initiatives criteria**

<b>Relative priority</b>	<b>Criteria</b>
High	Reduces freight vehicle delay
High	Project increases <u>freight</u> access to: <ul style="list-style-type: none"> <li>o <del>Recruit/retain green industries</del></li> <li>o Industrial lands</li> <li>o <u>Employment centers &amp; local businesses</u></li> <li>o Rail facilities for regional shippers</li> </ul>
High	<u>Projects that <del>Help green the economy and</del> help green the economy and offer economic opportunities for EJ/underserved communities</u>
Medium	<u>Improves safety by</u> removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
Medium	Reduces air toxics or particulate matter
Medium	Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
Medium	Increases freight reliability
<del>Low</del>	<del>Improves safety</del>
Low	May not get funding otherwise
Low	Can leverage (or prepare for) future funds
Low	Reduces need for highway expansion
Low	Multi-modal component
<del>Low</del>	<del>Stormwater - addresses, reduces</del>
<del>Low</del>	<del>Contracting opportunities for women and minority owned businesses</del>

**NEXT STEPS**

Metro staff will work technical staff from transportation agencies in the region to design a collaborative project nomination process that utilizes these criteria to scope and prioritize projects to consider for funding. After this process has nominated projects for consideration, the task force will be reconvened to review and make a recommendation on the nominated projects.



*DRAFT*

## Calendar

### 2014-15 Regional Flexible Funding Allocation

#### 2010

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<b>October</b>	Kick-off meetings of RFFA Task Force and Environmental Justice/Underserved Work Group.  HCT development and Corridor Plan: region wide program review at TPAC & JPACT.  Regional Planning: region wide program review at TPAC.
<b>November</b>	Task Force meetings.  EJ Work Group input on needs completed.  Regional Planning: region wide program review at JPACT.  Transit Oriented Development: region wide program review at TPAC.
<b>December</b>	Transit Oriented Development: region wide program review at JPACT

#### 2011

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<b>January</b>	Task Force recommendation on investment strategy for project focus areas.  TPAC action on project prioritization criteria.  TSMO/RTO: region wide program review at TPAC & JPACT.
<b>February</b>	Regional kick-off meeting on project nominations for project focus areas
<b>March</b>	Sub-regional workshops on project nominations
<b>May</b>	Local project nominations due Project technical evaluation
<b>June</b>	Public comment on project proposals (including Task Force comments and EJ work group sponsored outreach).
<b>July</b>	Project scoping refinement by lead agency documenting response to comments.
<b>August</b>	Adoption process (TPAC recommendation/JPACT action/Council adoption).  Air quality conformity analysis begins.
<b>December</b>	Air quality conformity analysis completed - begin 30-day comment period in January.

#### 2012

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<b>February</b>	Adopt MTIP and Air Quality Conformity Report, including final Metro area state highway programming and TriMet and SMART Transit Investment Plan, and submit MTIP to Governor for approval. Governor approves incorporation of MTIP into STIP. OTC approves submittal of STIP to USDOT.
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