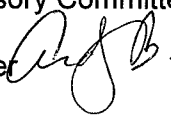




WASHINGTON COUNTY OREGON

December 29, 2010

TO : WCCC Transportation Advisory Committee
FROM : Andy Back, Principal Planner 
SUBJECT: **WCCC TAC MEETING**

DATE: Thursday January 6, 2011
TIME: 1:30 – 3:00 p.m.
PLACE: Beaverton Library Conference Room
12375 SW Fifth Street -- Beaverton

A G E N D A

- * 1. Transportation Development Tax: "Previous Use" Definition Options Action
- * 2. Transportation Development Tax: Amending the TDT Project List Action
- * 3. FY2012 Federal Appropriations Priorities Action
- * 4. TPAC Meeting Information/
* -- Regional Flexible Funds Allocation process Discussion
- 5. Updates: Information
ODOT, Metro, TriMet,
THPRD, Port of Portland
- 6. Other Business

No WCCC TAC meeting is scheduled in December, 2010. The next regular WCCC TAC meeting is scheduled for **1:30 PM Thursday January 27, 2011.**

* -- Material enclosed in packet



Memorandum

To: Washington County Coordinating Committee – Transportation Advisory Committee
From: *AK* Steve L Kelley, Transportation Planner
Date: December 20, 2010
Re: Transportation Development Tax – Previous Use Change Options

At the November meeting, the WCCC TAC discussed the previous use language. At the meeting, the Home Builders Association of Metropolitan Portland representative requested that a specific start date be set. There was discussion about the equity of the previous use provisions. The committee voted to adjust the previous use language in the TDT code to set a specific date (January 1, 2005) after which development would be considered as existing. The vote was conditioned upon further review by County Counsel, particularly to determine whether there would be an opportunity to change this date at some point in the future. County Counsel has responded that such an adjustment to the ordinance would become a permanent limit, and could not be shortened in the future unless such a change was approved by the voters. The reason is that a reduction in the established time period would increase the tax in some cases, and a vote is required on all tax increases.

Therefore, county planning staff recommends that a specific time period be included in order to limit the need for lengthy historic research. Discussion of length of this time period has occurred at various TAC meetings, and has thus far been rejected. Given this, County staff recommends the TDT code be modified to include a specific date based on the WCCC TAC recommendation, and should continue to set a specific time period during which a previous use can be considered. Example language is provided on the following page.

Please note this proposed administrative amendment is not a reduction in the TDT rates or otherwise a TDT policy change. All Transportation Development Tax provisions continue to apply as adopted. This is a proposed procedural clarification of the provisions applicable only for instances of redevelopment. This is a staff directed/initiated housekeeping topic, intended to proactively clarify a potential issue.

Example PROPOSED language:

3.17.050.B "For new development for which a previous use existed on the property, the amount of the TDT due shall be determined by calculating the TDT of the previous use(s) on the property and subtracting that sum from the TDT for all of the proposed use(s) as provided in Paragraph A above. Except as provided for in subsection C of this section, the proposed use and the previous use shall be determined based on the rates listed in Appendix B."

"AA. "Previous use" means the most intensive lawful, permitted use existing at a particular property ~~within the past 36 months~~ since January 1, 2005 or within 10 years prior to the date of application for a building permit, whichever is later. Where the site was used simultaneously for several different uses (mixed use) then, for the purposes of this Chapter, all of the specific use categories shall be considered. Where the previous use is composed of a primary use with one or more ancillary uses that support the primary use and are owned and operated in common, that primary use shall be deemed to be the sole use of the property."

AB. "Proposed use," means the use proposed by the applicant for the new development. Where the applicant proposes several different uses (mixed use) for the new development then, for purposes of this Chapter, all of the specific use categories shall be considered. Where the proposed use is composed of a primary use with one or more ancillary uses that support the primary proposed use and are owned and operated in common, that primary use shall be deemed to be the sole proposed use of the property."

For example, given the above proposed language, on September 19, 2013 the January 1, 2005 date would be applied; while on March 4, 2019 the 10 year time period would be applied.

*The above language is preliminary and subject to change and clarification after review by county counsel. The proposed language would NOT be retroactive, and would go into effect 30 days after adoption of the ordinance. **The existing TDT language continues to apply to all development applications received until such an ordinance has been passed and gone into effect.***

A question was asked about the January 1, 2005 date and the start of the TDT. While TDT was developed based on a 2005 base-year and 2030 forecast, the base start date in the TDT methodology was 2008 (intended to replicate the year the charge was adopted).

Please bring any questions or concerns to the TAC meeting.



Memorandum

To: WCCC Transportation Advisory Committee
From: *SK* Steve L Kelley, Transportation Development Tax Coordinator
Date: December 20, 2010
Re: Transportation Development Tax – Project List Amendment

Several jurisdictions have commented that amendments to the Transportation Development Tax (TDT) project list are desired. Amendments to the project list normally happen in the winter after the annual report. Since amending the project list may change the percentage of the need that the TDT will cover, county staff believes it would be useful to consider project list amendments in relation to the percentage of total need covered.

Recall that the TDT, like the TIF before it, is primarily intended to address growth-related capacity needs on the major transportation system. The TDT complements other programs that focus more directly on existing system performance deficiencies, such as the MSTIP. To the extent additions to the project list increase costs they will dilute the effectiveness of TDT revenues. Since many capacity improvements on major system arterials remain unfunded, staff believes it is important to have a policy discussion about the nature of project list additions and their potential impacts on program effectiveness.

The following options for amendments to the project list are presented for discussion purposes:

- 1) All new projects must be on roadways identified as arterials on an adopted Transportation System Plan. Under this option, only improvements to arterials could be added. Any improvement no longer necessary could be removed.
- 2) All new projects must be on roadways identified as arterials or collectors on an adopted Transportation System Plan. Under this option, only improvements to arterials or collectors could be added, and any improvement no longer necessary could be removed.
- 3) Jurisdictions are free to amend the project list based on approval of the WCCC. Under this option, any amendment would be allowed so long as it is included on an adopted Transportation System Plan.
- 4) The overall change in the total percentage of need covered should be less than 1%. This currently means total project list amendments could range plus or minus about \$80 million (for motor vehicle costs only). Under this option, the total change allowed in a single year could be no more than 1% of the total need. Changes greater than 1% could be discussed, as more than an administrative adjustment, at a policy level. All projects must be included on an adopted Transportation System Plan. This option could stand alone or be used in conjunction with any of the above options.

All amendments to the project list must not decrease the total costs such that over 100% of the need would be recovered by the charge. The necessary administrative procedures for any amendment to the TDT project list, regardless of the policy option chosen, are outlined on the following page.

Procedurally, a jurisdiction wishing to amend the Transportation Development Tax project list, should submit a request to the County Transportation Development Tax Coordinator that includes the following information:

- Jurisdiction,
- Road name,
- Project Limits,
- Brief Project Description,
- Project Cost (in current year dollars –not year of expenditure),
- Other project funding sources expected, and;
- Expected project completion timeframe.

Additionally Washington County staff shall need to determine the proportion of the project related to capacity (see table below), and assess the future growth share.

GUIDELINE FOR DETERMINING PROPORTION OF IMPROVEMENT RELATED TO CAPACITY

Type of Improvement	Percent of Improvement Related to Need for Extra Capacity*			
	100%	75%	50%	25%
Add through-lane	✓			
Add turn lane	✓			
Extend existing or construct new roadway	✓			
Grade separate intersection	✓			
Reconfigure intersection (e.g., roundabout)	✓			
Add signal interconnect or adaptive Signal system	✓			
Add new signal, upgrade existing traffic signal, or change signal phasing		✓		
Do minor lane widening requiring reconstruction			✓	
Realign roadway				✓
Add backage road to improve access				✓

*For projects with multiple improvement elements, percentage of improvement related to extra-capacity need is equal to the element having the highest individual assigned percentage. Improvements not listed on this table have no significant extra-capacity element which would qualify them for SDC eligibility.

The table is used to determine of the proportion of improvement related to capacity. Once that determination has been made, Washington County staff will assess the future growth share based on a methodology similar to the one used during the development of the TDT.

The process for adding projects to the TDT project list has defined by both the adopted TDT Ordinance (A-Engrossed Ordinance 691, as amended by Ordinance 729); and the Inter-Governmental Agreements established between Washington County and each City within Washington County. The general procedure is outlined below:

1. Review and recommendation by Washington County transportation planning staff,
2. Review by the WCCC Transportation Advisory Committee,
3. Review and recommendation by the Washington County Coordinating Committee, and
4. Adoption by the Washington County Board of Commissioners via Resolution and Order.



WASHINGTON COUNTY OREGON

December 29, 2010

To: WCCC TAC Members
From: Clark Berry, Senior Planner *CB*
Subject: **FFY2012 Appropriations Project Prioritization**

Attached for your consideration is the most current (as of Dec. 29th) table of *Washington County and Cities of Washington County FFY2012 Appropriations Request Prioritization*. This table reflects all post-Dec. 6th WCCC meeting comments from jurisdictions, which are shown in blue. High priority projects in each project category are based upon a project's total score, and are highlighted in purple.

Although the likelihood of there being any earmarks is still very uncertain, on the chance that there are earmarks, we have been directed by Metro staff to submit no more than two projects for inclusion on a regional list that is scheduled to be endorsed by JPACT on Jan. 13. The attached prioritization table shows US 26/Helvetia/Brookwood Interchange, OR 217 Improvements, 95th/Boones Ferry/Commerce Circle Intersection Improvement and the Fanno Creek Trail as being the highest priorities. The US 26/Helvetia/Brookwood Interchange project will be submitted as one of the Port of Portland's submittals, which leaves the remaining three projects (two Road/Bridge projects and one Active Transportation project) to be considered for possible Washington County submittals. Based upon the WCCC's previously expressed desire that submittals be from different project categories, the Fanno Creek Trail would then seem to be an appropriate submittal. This leaves either the OR 217 Improvements or the 95th/Boones Ferry/Commerce Circle Intersection project as the remaining submittal. The highly regional nature of the OR 217 Improvement project as well as the demonstrated public support this project has received from Rep. Wu would appear to make this project the appropriate choice as Washington County's other submittal. Therefore, we intend to propose on Jan. 6th that the WCCC TAC forward a recommendation to the WCCC to endorse the Fanno Creek Trail and the OR 217 Improvements projects as Washington County submittals to JPACT.

If you have questions or comments concerning the prioritization or the proposed recommendation, please feel free to contact me. Thank you.


Attachment

Washington County and Cities of Washington County FFY2012 Appropriations Request Prioritization

Project Request & Description	Request (mil\$)	Sponsor(s)	Project Activity	Evaluation Criteria										
				1. Request is consistent with what is likely to be earmarked: (High = Request is \$500,000 to \$1 million, Medium = Request is less than \$500,000, Low = Request is more than \$1 million)	2. Project should be consistent with interests of member of Congress: (Yes = Strong support for project or project area has been stated by congressman or senator; No = Support for project or project area from congressman or senator has not been demonstrated or is unknown)	3. Job Creation during construction and on-going support of permanent jobs: (High = Request directly results in creation of construction jobs and provides on-going support for a significant number of permanent jobs; Medium = Request does not directly result in creation of construction jobs but does provide on-going support for a significant number of permanent jobs; Low = Request does not directly result in creation of construction jobs and does not provide on-going support for a significant number of permanent jobs)	4. Project must be deliverable within reasonable timeframe: (High = Project has high certainty of being obligated by end of FY2012 due to large amount of preparatory work already completed on project; Medium = Project has some uncertainty of being obligated by end of FY2012 due to partial lack of preparatory work or existence of minor outstanding concerns; Low = Project has high uncertainty of being obligated by end of FY2012 due to complete lack of preparatory work and existence of significant outstanding concerns)	5. Project must be included in the Financially Constrained element of the new RTP: (Yes = Project is on the Financially Constrained List; No = Project is not on the Financially Constrained List)	6. Non-federal funds have been identified: (Yes = Funds have been identified, No = Funds have not been identified)	7. Ability to proceed with partial earmark: (High = Project is likely to have resources to backfill partial earmark to complete construction or all requested project phases; Medium = Project is unlikely to have resources available to backfill partial earmark but is able to be completed by downsizing project scope and reducing costs; Low = Project does not have resources available to backfill partial earmark and is unable to be downsized)	8. Likelihood of proposed earmark category to be earmarked because it is not over-subscribed: (High = Request is in New Starts/Small Starts earmark category having greater likelihood of receiving funding; Medium = Request is in Active Transportation category having lesser likelihood of receiving earmark funding; Low = Request is in Road or Bridge category that is least likely to be funded)	9. Linkage to regional land use and transportation strategies and relationship to other federal, state or local funds: (High = Direct relationship, Medium = Indirect relationship, Low = Little or no relationship)	Priority	
Transit Category														
Hillsboro to Forest Grove Smart Growth Corridor Transportation Study - Further define corridor expansion policies, costs of HCT and corridor options.	\$0.500	Forest Grove	Planning	High	No	Low	Medium	Yes	No	Medium	High	Medium	Medium	
Road/Bridge Category														
US 26/Helvetia/Brookwood Interchange - Complete Interchange Area Management Plan, NEPA and design elements leading to expansion of interchange and relocation of adjacent roads.	\$2.000	Hillsboro	ROW, Construction	Low	Yes	High	High	Yes	Yes	High	Low	Medium	High	
OR 217 Improvements - Implement some or all of the following on Hwy. 217 between Walker Rd. and Greenburg: variable speed limit, targeted shoulder widening, variable message signs, adaptive signal timing and improved incident management and clearing strategies.	\$3.000	Wash. Co./ODOT	Construction	Low	Yes	High	High	Yes	Yes	High	Low	High	High	
95th/Boones Ferry/Commerce Circle Intersection Improvement - Construct dual left and right turn lanes, improve signal synchronization, access management and sight-distance.	\$1.000	Wilsonville	Construction	High	No	High	High	Yes	Yes	High	Low	Medium	High	
OR47 and Pacific Ave. Intersection Improvements - Additional channelization, crosswalk and traffic signal improvements	\$1.500	Forest Grove	Construction	Low	No	High	Medium	Yes	Yes	Medium	Low	High	Medium	
99W/Elwert/Kruger/Sunset Intersection - Realign Elwert Rd. approach to 99W; relocate	\$1.000	Sherwood	Design, ROW	High	No	Medium	Medium	Yes	No	Medium	Low	Medium	Medium	

				Evaluation Criteria										
Project Request & Description	Request (mil\$)	Sponsor(s)	Project Activity	1. Request is consistent with what is likely to be earmarked: (High = Request is \$500,000 to \$1 million, Medium = Request is less than \$500,000, Low = Request is more than \$1 million)	2. Project should be consistent with interests of member of Congress: (Yes = Strong support for project or project area has been stated by congressman or senator, No = Support for project or project area from congressman or senator has not been demonstrated or is unknown)	3. Job Creation during construction and on-going support of permanent jobs: (High = Request directly results in creation of construction jobs and provides on-going support for a significant number of permanent jobs; Medium = Request does not directly result in creation of construction jobs but does provide on-going support for a significant number of permanent jobs; Low = Request does not directly result in creation of construction jobs and does not provide on-going support for a significant number of permanent jobs)	4. Project must be deliverable within reasonable timeframe: (High = Project has high certainty of being obligated by end of FY2012 due to large amount of preparatory work already completed on project; Medium = Project has some uncertainty of being obligated by end of FY2012 due to partial lack of preparatory work or existence of minor outstanding concerns; Low = Project has high uncertainty of being obligated by end of FY2012 due to complete lack of preparatory work and existence of significant outstanding concerns)	5. Project must be included in the Financially Constrained element of the new RTP: (Yes = Project is on the Financially Constrained List; No = Project is not on the Financially Constrained List)	6. Non-federal funds have been identified: (Yes = Funds have been identified, No = Funds have not been identified)	7. Ability to proceed with partial earmark: (High = Project is likely to have resources to backfill partial earmark to complete construction or all requested project phases; Medium = Project is unlikely to have resources available to backfill partial earmark but is able to be completed by downsizing project scope and reducing costs; Low = Project does not have resources available to backfill partial earmark and is unable to be downsized)	8. Likelihood of proposed earmark category to be earmarked because it is not over-subscribed: (High = Request is in New Starts/Small Starts earmark category having greater likelihood of receiving funding; Medium = Request is in Active Transportation category having lesser likelihood of receiving earmark funding; Low = Request is in Road or Bridge category that is least likely to be funded)	9. Linkage to regional land use and transportation strategies and relationship to other federal, state or local funds: (High = Direct relationship, Medium = Indirect relationship, Low = Little or no relationship)	Priority	
Kruger/Elwert intersection; install/upgrade traffic signal, crosswalks, sidewalks, bike lanes, streetlights, striping and signage.														
124th Extension - Conduct design of interim 3-lane arterial between Tualatin-Sherwood Rd. and Tonquin Road.	\$4.000	Wash. Co./Tualatin	Design	Low	No	Medium	Medium	Yes	Yes	Medium	Low		Medium	Medium
David Hill Rd. Extension - Extend road from OR47 to Thatcher Rd.	\$3.000	Forest Grove	Construction	Low	No	Medium	Medium	Yes	No	Low	Low		Medium	Low
OR47 and Purdin Rd. Intersection Improvements	\$1.500	Forest Grove	Construction	Low	No	Medium	Medium	Yes	No	Low	Low		Low	Low
Active Transportation Category														
Fanno Creek Trail - Complete three sections of the Fanno Creek Trail serving downtown Tigard and public library areas.	\$1.000	Tigard	Construction	High	No	High	High	Yes	Yes	Medium	Medium		High	High

Notes:
 Shading indicates High priority projects in each category. US 26/Helvetia/Brookwood Interchange project will be a Port of Portland request, and does not count as one of Wash. Co.'s allowable two requests.
 Pre-Dec. 6, 2010 WCCC meeting comments from staff in red
 Post Dec. 6, 2010 WCCC meeting revisions in blue

 **Metro | Agenda**

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, January 7, 2011
Time: 9:30 a.m. to noon
Place: Council Chambers

- | | | | |
|----------|-----|---|-------------------------------------|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | John Williams, Chair |
| 9:30 AM | 2. | Comments from the Chair and Committee Members <ul style="list-style-type: none">• Welcome and Introduce New TPAC Citizen Members• Mobility Corridor Atlas Web Site Update• 2035 RTP approved by DLCDC on Nov. 24, 2010 | John Williams, Chair |
| 9:35 AM | 3. | Citizen Communications to TPAC on Non-Agenda Items | |
| 9:40 AM | 4. | <u>CONSENT AGENDA</u> <ul style="list-style-type: none">* • Approval of the TPAC Minutes for October 29, 2010* • Approval of the TPAC Minutes for November 19, 2010 | |
| | 5. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 9:45 AM | 5.1 | # Climate Smart Communities Scenarios – <u>INFORMATION / DISCUSSION</u> <ul style="list-style-type: none">• <i>Purpose:</i> Brief TPAC on proposed scenario development approach and upcoming discussion topics.• <i>Outcome:</i> TPAC input on proposed approach and committee’s role. | Kim Ellis |
| 10:15 AM | 5.2 | * Oregon Sustainable Transportation Initiative (OSTI) – <u>INFORMATION / DISCUSSION</u> <ul style="list-style-type: none">• <i>Purpose:</i> Brief TPAC on the 1st round of scenarios for the Statewide Transportation Strategy for reducing greenhouse gas emissions (GHGs).• <i>Outcome:</i> TPAC understanding of the GreenSTEP model, state-level scenarios assumptions, initial scenario results and next steps for setting GHG targets for the Metro region. | Brian Gregor, ODOT |
| 11:15 AM | 5.3 | * Regional Flexible Fund Task Force Strategy Draft Report – <u>INFORMATION / DISCUSSION</u> <ul style="list-style-type: none">• <i>Purpose:</i> Brief TPAC on the draft RFFA task force report• <i>Outcome:</i> TPAC understanding of the direction the RFFA task force is recommending for the allocation of 2014-15 funds. | Dylan Rivera
Ted Leybold |

- 11:35 AM 5.4 * Region wide Flexible Funds (Step 1) Review: **Deena Platman**
Transportation System Management & Operations (TSMO) **Dan Kaempff**
programs - Regional Transit Options (RTO) and Regional
Mobility - INFORMATION
- Purpose: Provide review of the Regional Travel Options and Regional Mobility programs as a component of the regional flexible fund allocation process.
 - Outcome: Clear understand of strategic direction and program activities.

12 PM 6. ADJOURN **John Williams, Chair**

- * Material available electronically.
- ** Materials will be distributed at prior to the meeting.
- # Material will be distributed at the meeting.

*For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700#.*

Upcoming JPACT action items:

- FY12 Federal Appropriations and Authorization (**January 2011**)
- Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) (**February 2011**)

Future TPAC discussion items:

- MOVES update
- On-street Bus Rapid Transit
- The State of Travel Models and how to use them
- Active Transportation update
- High Speed Rail – ODOT funds, alignment and station areas, etc.
- Update on the Columbia River Crossing Project
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor's *Tracking Transportation Project Outcomes* report

2011 TPAC Work Program

12/29/10

<p><u>January 7, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none">• Region wide Flexible Funds (Step 1) Review: Transportation System Management & Operations (TSMO) and Regional Transit Options (RTO)• Climate Smart Communities Scenarios Development Approach – Information/Discussion• Oregon Sustainable Transportation Initiative (OSTI) Briefing – Discussion on Round 1 State Strategy Scenario Analysis• RFFA Task Force Strategy Recommendation – Briefing and Discussion	<p><u>January 28, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none">• Climate Smart Communities Scenarios – Discussion on Policy Toolbox and Evaluation Framework• Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) Briefing – Information• Draft Unified Planning Work Program – Discussion• Opt In – Internet Opinion Panel – Information• Regional Flexible Funds Allocation: Criteria and Measures – Discussion• Active Transportation Projects Criteria and Evaluation – Information• ODOT State Freight Plan – Information
<p><u>February 25, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none">• Climate Smart Communities Scenarios – Discussion on Policy Options and Evaluation Framework• Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) – Recommendation to JPACT• Oregon Sustainable Transportation Initiative – Discussion on State Transportation Strategy and Draft Metro Region Targets• Making the Greatest Place – Information/ Discussion<ul style="list-style-type: none">○ State of the Centers Report and 2040 Context Tool○ Interim HCT System Expansion Policy Guidance (draft)○ Local Plan Implementation Guidance (RTP and Title 6)	<p><u>March 25, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none">• 2011 – 2012 UPWP and Annual MPO Self-Certification – Recommendation to JPACT• Interim HCT System Expansion Policy Guidance – Discussion <p><u>FYI: April 1 Joint JPACT/MPAC Meeting</u></p> <p>Climate Smart Communities Scenarios</p> <ul style="list-style-type: none">• Public Opinion Research Findings• Policy Options to Test
<p><u>April 29, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none">• Climate Adaptation Framework – Information/Discussion• Climate Smart Communities Scenarios Evaluation – Recommendation to JPACT• Interim HCT System Expansion Policy Guidance – Recommendation to JPACT	<p><u>May 27, 2011 – Regular Meeting</u></p>
<p><u>July 1, 2011 – Regular Meeting</u></p>	<p><u>July 29, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none">• 2014-15 Regional Flexible Fund Allocation – Recommendation to JPACT Climate Smart Communities Scenarios - Discussion on Preliminary Results

<p><u>August 26, 2011 - Regular Meeting</u></p>	<p><u>September 23, 2011 - Regular Meeting</u></p> <p><u>FYI: Hold Joint JPACT/MPAC Meeting</u> Climate Smart Communities Scenarios Results and Preliminary Recommendations</p>
<p><u>October 28, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios – Discussion on Findings and Recommendations to be Submitted to 2012 Legislature 	<p><u>November 18, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • 2012-15 MTIP/STIP Approval and Air Quality Conformity – Recommendation to JPACT • Climate Smart Communities Scenarios – Recommendation to JPACT on Findings and Recommendations to be Submitted to 2012 Legislature

Parking Lot:


- MOVES update
- On-street Bus Rapid Transit
- The State of Travel Models and how to use them
- Active Transportation update
- High Speed Rail
- Update on the Columbia River Crossing Project
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor's *Tracking Transportation Project Outcomes* report
- Congestion Pricing Pilot Study



WASHINGTON COUNTY

OREGON

December 29, 2010

TO : WCCC Transportation Advisory Committee
FROM : Andy Back, Principal Planner 
SUBJECT: **Proposed Regional Flexible Funds Task Force 2014-15
Recommendations**

The attached draft of a proposed approach for allocating Regional Flexible Funds for 2014-15 will be considered by the Regional Flexible Funds task force at its next meeting, either January 5 or January 13.

Recall that the task force was appointed by JPACT Chair Carlotta Collette to advise JPACT on a wide range of issues associated with regional flexible funds allocation policy.

Metro staff will be providing TPAC with an update on the task force recommendations at its January 7 meeting. We've placed the item on your January 6 agenda for discussion to determine whether there are issues or concerns the WCCC TAC would like relayed to Metro staff at this point in the process.

Attachment



Metro | *Memo*

Date: December 27, 2010
To: TPAC & Interested Parties
From: Ted Leybold, Amy Rose, Dylan Rivera
Subject: Draft RFF Task Force Report

Attached is a draft report of the Regional Flexible Fund task force for their consideration at their next meeting. The committee will consider potential amendments to this report based on issues discussed and unresolved at their last meeting and any other issues members identify for consideration.

The task force is currently choosing between January 5th and January 13th for their last scheduled policy phase meeting. The meeting will be between 4:30 and 6:30 pm at Metro Regional Center. The meeting date will be notified to interested parties mailing list and posted on the Metro web site.

An update on the task force recommendation will be provided at this January 7th TPAC meeting. A discussion of the project nomination process and application of the criteria and technical measures is scheduled for the January 28th TPAC meeting.

Draft for Task Force Deliberation

www.oregonmetro.gov

Regional Flexible Fund Task Force Report

Recommendations for the allocation of
2014-15 funds

January 2011



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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.

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Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Robert Liberty, District 6

Auditor

Suzanne Flynn

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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 corridors and identifying project elements that would address the most critical barriers to completing non-auto trips in the corridor or a concentrated portion of the corridor. 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 or portion thereof,
- improvements will be limited to a few travel corridors within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor 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 priority destinations:
	o Mixed-use centers
	o Large employment areas (<u># of jobs</u>)
	o Schools
High	o Services for EJ/underserved
	Improves safety
High	o addresses site issue(s) documented in pedestrian/bike crash data
	o separates pedestrian/bike traffic from freight conflicts
Medium	Removes conflicts with freight and/or provides safety mitigation for any potential freight conflicts
Medium	Completes the "last mile"
Medium	Increase in use/ridership
Medium	Serves underserved communities
Medium	Serves high density or projected high growth areas
Low	Contracting opportunities for women, minority owned businesses

Low	Includes outreach/education/engagement component
Low	Can leverage funds
Low	Reduces need for highway expansion

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.

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

Relative priority Criteria	
High	Reduces freight vehicle delay
High	Project increases access to: <ul style="list-style-type: none"> o Help recruit/retain green industries o Industrial lands

- o Rail facilities for regional shippers
- o Economic opportunities for EJ/underserved populations

Medium	Removes 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
Low	Improves safety
Low	May not get funding otherwise
Low	Contracting opportunities for women, minority owned businesses
Low	Can leverage (or prepare for) future funds
Low	Reduces need for highway expansion
Low	Multi-modal component
Low	Storm water - addresses, reduces

NEXT STEPS

Metro staff will work with 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.