MEETING: Washington County Coordinating Committee (WCCC)  
DATE: Monday, May 11, 2015  
TIME: 12:00 – 1:30 p.m.  
LOCATION: Beaverton Library Cathy Stanton Conference Room  
12375 SW 5th St., Beaverton

AGENDA

1. Visitors Comments (5 min)

✓ 2. Consideration of WCCC Minutes for April 6, 2015  
Action (5 min)

✓ 3. Sherwood TDT and TIF Expenditure Request  
Purpose: Provide a recommendation to WCCC on the funding request for the West Fork of the Ice Age Tonquin Trail – Cedar Creek Trail Project.  
Presenter: Jason Waters, City of Sherwood

✓ 4. MSTIP Opportunity Fund Request  
Purpose: City of Beaverton is requesting MSTIP Opportunity Funds to use as match for a TIGER VII grant.  
Presenter: Todd Juhasz, City of Beaverton  
Action (10 min)

✓ 5. 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the 2019-2021 Regional Flexible Fund Allocation (RFFA) Policy Update  
Purpose: Overview of the goals, key topic areas for discussion, timeline, and background for developing the 2018-2021 MTIP and the 2019-2021 RFFA policy direction.  
Presenter: Dan Kaempf, Metro  
Discussion (20 min)

✓ 6. Special Transportation Fund  
Purpose: Update on funding needs for transit for seniors and people with disabilities.  
Presenter: Alan Lehto, TriMet  
Presentation (15 min)

✓ 7. Washington County Transportation Futures Study  
Purpose: Present key observations from the Taking Stock Report  
Presenter: Frank Angelo, Angelo Planning Group  
Presentation (15 min)

* 8. MPAC Agenda  
Presenter: Mayor Peter Truax, City of Forest Grove  
Information (5 min)

* 9. JPACT Agenda  
Presenter: Mayor Denny Doyle, City of Beaverton  
Information (5 min)

^ 10. Other Business and Agency Updates  
Information (5 min)

✓ Material included in packet  
* Material will be distributed at the meeting  
^ Material available electronically and/or distributed in advance of the meeting
<table>
<thead>
<tr>
<th>Date (Monday)</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 8</td>
<td>Beaverton Library / Cathy Stanton</td>
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<td>August 6</td>
<td>Beaverton Library / Cathy Stanton</td>
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<td>August 10</td>
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<td>August 31</td>
<td>Beaverton Library / Cathy Stanton</td>
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<tr>
<td>October 5</td>
<td>Beaverton City Hall / Council</td>
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<tr>
<td>November 9</td>
<td>Beaverton City Hall / Council</td>
</tr>
<tr>
<td>December 7</td>
<td>Beaverton Library / Cathy Stanton</td>
</tr>
</tbody>
</table>

For agenda and schedule information, contact Dyami Valentine at 503.846.3821  
email: dyami_valentine@co.washington.or.us
WASHINGTON COUNTY COORDINATING COMMITTEE  
POLICY GROUP SUMMARY  
April 6, 2015

Voting Members:
Denny Doyle, Beaverton  
Jef Dalin, Cornelius  
Gery Schirado, Durham  
Rob Foster, Forest Grove  
Jerry Willey, Hillsboro  
Ken Gibson, King City  
Martha DeBry, North Plains  
Krisanna Clark, Sherwood  
John Goodhouse, Tigard  
Monique Beikman, Tualatin  
Roy Rogers, Washington County  
Miranda Bateschell, Wilsonville

Non-Voting Members:
Susie Lahsene, Port of Portland  
Kathryn Harrington, Metro  
Bernie Bottomly, Tri-met  
Craig Dirksen, Metro

Attendees:
Andrew Singelakis, Washington County  
Chris Deffebach, Washington County  
Steve Szigethy, Washington County  
Susan Aguilar, Washington County  
Joy Chang, Washington County  
Dick Schouten, Washington County  
Jonathan Schlueter, Washington County  
Bill Barber, King City  
Kelly Brooks, ODOT  
Alan Snook, ODOT  
Buff Brown, City of Tigard  
Rob Massar, Washington County  
James Reitz, City of Forest Grove  
Marc San Soucie, Beaverton City Council  
Anne Debbaut, DLCD  
Todd Juhasz, City of Beaverton  
Rob Dixon, City of Hillsboro  
Lisa Frank, Bicycle Transportation Alliance  
Zoe Monahan, City of Tualatin  
Liz Newton, City of Tigard  
Andy Cotugno, Metro  
Mark Bernard, City of Tigard  
Pam Treece, WEA  
Stacy Shetler, Washington County  
Steve Kelley, Washington County

Chairman Roy Rogers called the Washington County Coordinating Committee (WCCC) meeting to order at 12:05 p.m.

Visitor Comments
Joy Chang from Washington County announced a Safe Routes to School (SRTS) Breakfast Summit is scheduled for May 21, 2015. The event highlights are to raise awareness of the SRTS program, and to meet staff and community partners. Contact Joy to register for this event.

Consideration of Minutes
Martha DeBry moved to approve the minutes from March 9, 2015 WCCC meeting. Monique Beikman seconded. Vote: Unanimous

Transportation System of Regional Funding Interest
Craig Dirksen from Metro presented background information regarding a consideration for regional transportation funding. A JPACT finance subcommittee was formed last year to review the work of the Oregon Transportation Forum working on the transportation package.
The subcommittee also reviewed and made considerations for the Federal Transportation Policy. In the midst of reviewing federal and state transportation issues/planning and funding, the subcommittee suggested the idea of a regional collaboration to consider more efficient ways of funding transportation projects and the creation of a regional funding source.

Discussion
- Concern that local jurisdictions will be double taxed
- Priority is to focus on initial steps and later consider funding source options
- Other possible funding sources to do a regional type package

Highway (Hwy) 217: Past, Present and Future
Kelly Brooks and Alan Snook from Oregon Department of Transportation (ODOT) provided a PowerPoint presentation sharing information on past studies, present, and future focuses regarding Hwy 217.

Past studies from 2005 and forward included the Hwy 217 Corridor study which identified a lot of expensive fixes and solutions. ODOT continued the study which resulted in the Oregon 217 Energy Management study. This study focused on small scale investment solutions regarding system and brand management, surface street improvements, interchange modernization, and Intelligent Transportation System (ITS) solutions. Other studies mentioned included the Interchange and the Corridor Bottleneck Operation studies.

The present focus is a strategic package investing 8 to10 million dollars in ITS solutions on Hwy 217. These solutions are focused on various travelers information signs including highway speed, queue warning, weather related issues and improvements in mobility plus safety. Six months of information gathered from July to December 2014 show travel time reliability has improved by 50 percent and weather related crashes are down 25 percent.

Another ITS related investment is funded by the TIGER (Transportation Investment Generating Economic Recovery) program and was a joint grant submittal by ODOT and Washington County. This ITS project also includes Washington County and ODOT roads.

Phase I and II are STIP (Statewide Transportation Improvement Program) projects. Phase I will focus on better mobility and safety on Carmen Drive. Phase II focuses on an auxiliary lane on to I-5 southbound to Lower Boones Ferry Road. Another project identified in the 2015/18 STIP is the Allen Boulevard, and Denney Road southbound split diamond.

A future focus will be Phase III, and will target Boones Ferry Road and I-205.

Pre-JPACT Trip to Washington D.C
Jonathan Schlueter from Washington County shared information on the JPACT trip to Washington D.C, and items on the 2015 Federal Legislative Agenda. The seismic stability and protection of Scoggins Dam and Henry Hagg Lake remain the top priority for Washington County. Additional agenda items include the Community Development Block Grant, Homeless Assistance grants, and the Home Investment Program.

MPAC Agenda
Kathryn Harrington from Metro reported the April 8, 2015 meeting topics will include:
- 2015 Solid Waste Roadmap Work Plan (Information/Discussion)
- Update on Climate Smart Strategy Submittal to land Conservation and Development Commission (Information)
- Urban Growth Management Decision: Portland’s Comprehensive Plan Update (Information/Discussion)

JPACT Agenda
Mayor Jef Dalin of City of Cornelius reported the April 9, 2015 meeting topics will include:
- Resolution No. 15-4617: Reallocating Unspent Transit Project Development funds on Current Regional Priority Projects (Action)
- Draft 2015-16 Federal Unified Planning Work Program (Information/Discussion)
- 2016 TriMet Budget and MTIP (Metropolitan Transportation Improvement Program) Coordination (Information)
- Update on Climate Smart Strategy Submittal to Land Conservation and Development Commission (Information)

Other Business and Agency Updates
Bernie Bottomly from TriMet shared that Sept 12 is set for the opening of the orange line – many invited including the president of the United States.

Chris Deffebach gave an update on Washington County Transportation Futures Study. The Board of Commissioners appointed the Study Advisory Committee members. Ms. Deffebach provided a handout containing information on committee members and mentioned the county is pleased with the depth of knowledge, experience and perspectives the group brings. The Study Advisory Committee will advise staff on key milestones throughout the project.

There being no other business, Chair Rogers adjourned the meeting at 1:23 p.m.

Andrew Singelakis, Secretary
Washington County Coordinating Committee
PG 04/06/2015
Memorandum

Date: May 4, 2015

To: Washington County Coordinating Committee

From: Andrew Singelakis, Director

RE: City of Sherwood TDT/TIF Expenditure Request

The City of Sherwood has requested WCCC approval for expenditure of its Traffic Impact Fee (TIF) and Transportation Development Tax (TDT) revenue on a regional trail project within city limits. County staff have confirmed that the project elements are eligible for TIF and TDT expenditures as described in the attached letter. At its April 23 meeting the WCCC TAC voted unanimously to recommend WCCC approval of the request.

Attachment: City of Sherwood Request to Expend TIF and TDT Funds
April 15, 2015

Steve Szigethy
Washington County
Department of Land Use & Transportation
155 North First Avenue, Suite 350, Mailstop 14
Hillsboro, OR 97124-3072

Re: Request to Expend TIF and TDT Funds

The City of Sherwood requests approval from the Washington County Coordinating Committee (WCC) and the Washington County Board of Commissioners to expend Transportation Development Tax (TDT) and Traffic Impact Fee (TIF) funds collected by the City on a regional trail project located within city limits. The trail project involves components from multiple TIF and TDT projects; projects that are also listed in the City Transportation System Plan (TSP), County TSP, and Regional Transportation Plan (RTP). The project is funded primarily through Federal Regional Flexible Funds (RFF) and will be kicking off preliminary design efforts this spring. The affected TDT and TIF projects are summarized below along with a summary of the funds requested:

- **TIF Eligible Collector Project Description:** SW Oregon Street (Murdock to 1st St)\(^1\)
  - The project will add pedestrian and bicycle facilities that will increase capacity on an approved collector street.
  - $411,000 in TIF funds are requested for the SW Oregon St segment of the trail.

- **TDT Project ID's #4000 and 4001\(^2\). RTP Project ID #10701. West Fork of the Ice Age Tonquin Trail – Cedar Creek Trail. Bicycle and pedestrian improvements at Pacific Highway.
  - The project will add a pedestrian crosswalk where none existed before, reconfigure an existing signalized intersection at SW Meinecke Road, and construct a multi-use path adjacent to Pacific Highway.
  - The City requests $730,000 in TDT be allocated to segments 1-3 of the Cedar Creek Trail project (see attached location map).

- **Overall project funding:**
  - $411,000 TIF balance *current request
  - $730,000 TDT *current request
  - $5,112,000 Federal Regional Flexible Funds (RFF)

- **Funds from both requests will be used to construct off-street components that meet the transit access guidelines outlined for TIF/TDT projects. Specifically the project:**
  1. is part of the pedestrian and bicycle network in the 2014 Regional Active Transportation Plan;
  2. is designated as a regional trail in the Washington County TSP;
  3. provides direct access to frequent bus service (Tri-Met Route #93);

---

\(^1\) TIF Base Report, Table 4, Eligible Collector Projects, Jurisdiction Sherwood

\(^2\) TDT Project List as amended by R&O 15-3, January 20, 2015
4. is well within a half-mile of multiple bus stops;
5. requires 24-hour use to qualify for federal funding.

The TIF request will expend the remaining TIF fund balance at the City. Do not hesitate to contact me should you have questions regarding this request.

Sincerely,

[Signature]

Bob Galati, P.E.
City Engineer
503-925-2303
galatib@sherwoodoregon.gov

Attachments: project vicinity map (1 page), project map for TIF request (1 page), project map for TDT request (1 page)
Cedar Creek Trail Segment 5 overlaps with:
TDT project ID 4022 and
TIF collector project "Oregon - Murdock to 1st St"
Total collector street project costs per TSP full build out = $3.3M for PE/ROW/Construction.
Cedar Creek Trail
Segment 1.
Total cost = $250,000
PE/ROW/Const

Cedar Creek Trail
Segment 2
Total cost = $460,000
PE/ROW/Const

Cedar Creek Trail
Segment 3
Total cost associated with
4000 = $120,000
(P/ROW/Const)

Cedar Creek Trail
Segment 4

Shaded rectangular area w/
dashed perimeter represents
the footprint of TDT Project
ID 4001 and 4000.
Cedar Creek Trail Segment
1 is part of project #4000.
Segment 2 is ancillary to
#4001.
Memorandum

Date: May 4, 2015

To: Washington County Coordinating Committee

From: Andrew Singelakis, Director

RE: Canyon Road MSTIP Opportunity Fund Request and Future Considerations

City of Beaverton is requesting $1.5 million from the Major Streets Transportation Improvement Program (MSTIP) Opportunity Fund to add to local matching funds for a federal TIGER VII grant request for the Canyon Road Safety & Complete Corridor project. The WCCC TAC recommended approval of the funds at its April 23 meeting and asked staff to provide a summary of MSTIP Opportunity Fund allocations to date (see attached Allocation Summary). Additional information about the project is attached and will be presented by Todd Juhasz, Principal Transportation Planner at City of Beaverton. Staff supports the request.

<table>
<thead>
<tr>
<th>Sponsor(s)</th>
<th>Project</th>
<th>MSTIP request</th>
<th>Other local match (City+ODOT)</th>
<th>TIGER grant request</th>
<th>Total cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Beaverton</td>
<td>Canyon Road Safety &amp; Complete Corridor</td>
<td>$1.5M</td>
<td>$4.5M</td>
<td>$10M</td>
<td>$16M</td>
</tr>
</tbody>
</table>

The WCCC has endorsed the project twice in the past – once for Regional Flexible Funds in May 2013 and once for TIGER VI (including a MSTIP Opportunity Fund request) in April 2014. The WCCC also was informed of the City’s TIGER V application for the project in June 2013. The project received the Regional Flexible Funds for earlier project phases but did not receive TIGER V or VI funds for full implementation.

If this grant request and Washington County’s Nature in Neighborhoods grant request (endorsed by the WCCC in January) are both successful, the Opportunity Fund would be drawn down to approximately $41,000 (see attached Allocation Summary). The Board and WCCC will have the opportunity to renew and potentially increase funding for the Opportunity Fund program when discussions about MSTIP 3e take place starting this year, for funding beginning in FY 18-19.

TIGER is highly competitive so the likelihood of an award is low, however, if awarded it would bring significant resources to the County and would also advance a needed project.
MSTIP Opportunity Fund – Background

As part of the MSTIP 3d program adopted in July 2012, the Board established a $5 million Opportunity Fund for the purpose of leveraging federal, state and other funding opportunities as they arise, beginning FY 13-14. The MSTIP Opportunity Fund is available on a continual basis through FY 17-18; there is no official "call for projects" to spend the funds. Project applicants work with county staff to schedule a presentation before the WCCC. For a project to move forward, the WCCC must endorse it by formal vote. The Board then endorses the project by entering into an intergovernmental agreement (IGA) with the project applicant at the appropriate time. Direct participation in the program is limited to the county and cities, but other entities (such as park districts, transit agencies and non-profits) can partner with a city or county “sponsor.” The Opportunity Fund is flexible and can be applied to a variety of different projects and activities, including (but not limited to) pedestrian, bicycle, transit and travel demand management projects.

The following guiding principles help the WCCC and Board make decisions about the allocation of Opportunity Funds:

1. Allocate no more than $1.5 million per year to keep funds available for future opportunities.
2. Consider opportunities to enhance and/or include innovative design with the intent of constructing a “signature” project.
3. Take into account the amount of local match when considering and soliciting projects.
4. Illustrate the project benefits to the countywide transportation system.
5. Improve transportation mobility.

Attachments: MSTIP Opportunity Fund Request from City of Beaverton
MSTIP Opportunity Fund Allocation Summary
MSTIP Opportunity Fund Request: $1.5m for Beaverton Canyon Road Safety and Complete Corridor Project TIGER VII Application

The **Canyon Road Safety and Complete Corridor Project** will establish downtown Beaverton as a sustainable and pedestrian-friendly regional destination fostering a vibrant retail and pedestrian street environment and additional investment in housing and employment.
Project Update

- The City has secured funds for Phases 1 and 2 of Canyon Road improvements
- TIGER VII application is to complete Phase 3
- US DOT TIGER staff noted that the Canyon Road project placed in “Highly Recommended” based on TIGER VI criteria

Canyon Road Project Area: SW Hocken Ave to SW 117th
Canyon Road Phase 1: Canyon Engineering & and Alternative Bike Network (FY 14-15)

Design and pre-engineering of Phase 3 improvements
Alternative east/west bike route on Millikan Way & Broadway Avenue

- **Phase 1**
  - HUD funds $340,000
  - City Funds $700,000
  - Total $1.04 million

Funded
Canyon Road Phase 2: RFFA/MTIP- Funded Safety Improvements (FY 16-18)

Engineering and construction of key pedestrian safety enhancements on Canyon

**Phase 2**
$3.5 million RFFA/MTIP plus $400,000 City match
Total $3.9 million
Canyon Road Phase 3: Canyon Road Safety & Complete Corridor (TIGER VII project)

Engineering and construction: access management, street trees, stormwater, sidewalk enhancements, intersections, road resurface, lighting street furniture & utility undergrounding

Phase 3
$4.5 million City & ODOT match
$1.5m MSTIP Opp Fund request
$10 million TIGER VII grant request
Total ~$16 million
Thank you!
### Disbursed Funds
These funds have been awarded and are being used currently or have been used in the past.

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project/ Activity</th>
<th>Total Cost</th>
<th>MSTIP Request</th>
<th>WCCC Approval</th>
<th>Other Funding</th>
<th>Other Funding Source</th>
<th>Timing*</th>
<th>Project/Activity Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington County</td>
<td>TDM Project Implementation</td>
<td>$290,000</td>
<td>$50,000</td>
<td>12/17/12</td>
<td>$250,000</td>
<td>RTO</td>
<td>FY 13-14</td>
<td>Implement countywide TDM strategies. Westside Transportation Alliance partnering organization.</td>
</tr>
<tr>
<td></td>
<td>Disbursed Sub Total</td>
<td>$290,000</td>
<td>$50,000</td>
<td></td>
<td>$250,000</td>
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### Obligated Funds
These funds have been obligated and are awaiting disbursement.

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project/ Activity</th>
<th>Total Cost</th>
<th>MSTIP Request</th>
<th>WCCC Approval</th>
<th>Other Funding</th>
<th>Other Funding Source</th>
<th>Timing*</th>
<th>Project/Activity Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Forest Grove</td>
<td>Hwy 8/47 Intersection Improvements</td>
<td>$4,341,000</td>
<td>$318,000</td>
<td>11/05/12</td>
<td>$4,023,000</td>
<td>STIP, MTIP, City of F.G.</td>
<td>FY 16-18</td>
<td>Construct a southbound right-turn lane from Hwy 47 to Hwy 8, a right-turn lane from Hwy 8 northbound onto Hwy 47 and a new crosswalk on the east leg of the intersection.</td>
</tr>
<tr>
<td>City of Tualatin</td>
<td>Tualatin River Greenway Gap Completion</td>
<td>$3,102,300</td>
<td>$750,000</td>
<td>11/04/13</td>
<td>$2,352,000 ($1,585,000 in Connect OR funds)</td>
<td>Connect Oregon V, local public and private funding</td>
<td>FY 14-16</td>
<td>The Tualatin River Greenway Gap Completion project is a multimodal trail that fills a missing link in Tualatin’s bike and pedestrian network. The project will complete the Tualatin River Greenway in Tualatin’s eastern and central areas between Nyberg Lane and Martinazzi Avenue.</td>
</tr>
<tr>
<td>Washington County</td>
<td>TriMet Westside Bike &amp; Ride Access Project</td>
<td>$1,915,572</td>
<td>$250,000</td>
<td>11/04/13</td>
<td>$1,665,572</td>
<td>Connect Oregon V, TriMet, private funds</td>
<td>FY 14-16</td>
<td>Bike and Ride facility at Beaverton Creek MAX Station and a new trail crossing at Beaverton Creek to connect to the proposed Nike woods trail.</td>
</tr>
<tr>
<td>Washington County / ODOT</td>
<td>Regional Active Transportation Management</td>
<td>$13,600,000</td>
<td>$1,500,000</td>
<td>04/07/14</td>
<td>$12,100,000</td>
<td>Tiger VI, ODOT</td>
<td>FY 15-17</td>
<td>Improve freeway and arterial flow, traveler information, and traffic management for the West-side Economic Corridor.</td>
</tr>
<tr>
<td>Sponsor</td>
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<td>-----------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Washington County</td>
<td>TDM Project Implementation</td>
<td>$253,500</td>
<td>$50,000</td>
<td>11/10/14</td>
<td>$203,500</td>
<td>Region Travel Options</td>
<td>FY 15-16</td>
<td>Continue the strong support to implement countywide TDM strategies. Fund a portion of Westside Transportation Alliance 2015-2017 scope of work budget ($25K/year).</td>
</tr>
<tr>
<td>City of Tigard</td>
<td>Safe Routes to School Program Coordinator</td>
<td>$516,000</td>
<td>$41,000</td>
<td>11/10/14</td>
<td>$475,000</td>
<td>Region Travel Options, City of Tigard</td>
<td>FY 15-16</td>
<td>Fund a Safe Routes to School Coordinator position in the City of Tigard for fiscal years 2016 and 2017</td>
</tr>
</tbody>
</table>

**Pending Funds**
These projects have received endorsement from WCCC to seek other funding opportunities. Applicants are waiting to hear if they will be awarded grant funds.

<table>
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<th>Project/ Activity</th>
<th>Total Cost</th>
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<th>Other Funding Source</th>
<th>Timing*</th>
<th>Project/Activity Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington County</td>
<td>Augusta Lane Pedestrian and Bicycle Bridge</td>
<td>$1,493,400</td>
<td>$500,000</td>
<td>01/05/15</td>
<td>$993,400</td>
<td>Nature in Neighborhoods</td>
<td>FY 15-16</td>
<td>Construct a pedestrian and bicycle bridge over Beaverton Creek within existing Augusta Lane right-of-way to improve access to nature, schools, and transit.</td>
</tr>
</tbody>
</table>

**Pending Sub Total** $1,493,400 $500,000 $993,400

**Total Pending, Disbursed and Obligated** $25,511,772 $3,459,000 $23,556,172

*Based on project schedule and contract agreement. Fiscal year (FY) is July 1-June 30.
Date: April 28, 2015  
To: Washington County Coordinating Committee  
From: Ted Leybold, Resource Development Manager  
Dan Kaempff, Principal Transportation Planner  
Grace Cho, Transportation Planner  

Purpose
To provide stakeholders an overview of the goals, the key topic areas for discussion, timeline, and background information for developing the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the 2019-2021 Regional Flexible Fund Allocation (RFFA) policy direction.

Introduction
The MTIP is a federally required schedule of transportation investments administered by Metro, ODOT, TriMet and SMART, and monitors implementation of federal policies for the Portland metropolitan region during a four-year cycle. It is the process of selecting the projects included in the Regional Transportation Plan that will be funded during that four-year cycle. The current effective MTIP addresses the transportation investment programmed for fiscal years 2015 through 2018.

Setting the policy direction is the first step in developing the 2018-2021 MTIP and the 2019-2021 RFFA. The policy direction defines the expectations of JPACT and Metro Council in coordinating the four different funding allocations approved in the MTIP, and defines the policy objectives for the prioritization of federal transportation discretionary funding for the RFFA. The preliminary estimated funding forecast for the 2019-2021 RFFA is $125 million. Using existing funding categories, $48 million is dedicated to continuing of the High Capacity Transit bond payments, $31 million is required to maintain regional programs at their existing levels (Step 1), and $46 million is available for projects (Step 2).

Objectives of establishing policy direction
The objectives of establishing the MTIP and RFFA policy direction are:

1. Defining JPACT and Metro Council’s role in coordinating with the ODOT and Transit (TriMet and SMART) administered prioritization processes for the MTIP adoption; and
2. Defining objectives, criteria, and other policy direction of the RFFA

Summary of process and anticipated timeline
The major policy update discussions begin in March 2015 and lead up to a formal public comment period scheduled for late summer 2015 (July/August). The main topics for discussion include:

1. The role JPACT and Metro Council wish to establish for coordination with and input into:
   a. ODOT’s Enhance and Fix-it prioritization process;
   b. TriMet’s prioritization process in the CAMIP; and
   c. SMART’s transit segment of the City of Wilsonville’s budget prioritization process
2. Based on feedback on the previous allocation process, updated regional plans and new data development, how existing MTIP and RFFA policy should be updated
3. The criteria used to evaluate candidate transportation investments for regional flexible funds

Input gathered from these discussions will help shape the policy direction for the 2018-2021 MTIP and 2019-2021 RFFA. Metro staff anticipates gathering feedback on the policy direction and criteria to shape a final proposal for JPACT and Council action in fall 2015. The timeline below illustrates the key milestones in the upcoming year.

**Anticipated timeline**

<table>
<thead>
<tr>
<th>Activity</th>
<th>General Date/Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completion and Acknowledgement of Draft Financial Forecast</td>
<td>March 2015</td>
</tr>
<tr>
<td>Release MTIP/ RFFA Draft Work Program</td>
<td>March 2015</td>
</tr>
<tr>
<td>Begin Policy Update Discussions</td>
<td>March - June 2015</td>
</tr>
<tr>
<td>Meet with Sub-Regional Coordinating Committees</td>
<td>May 2015</td>
</tr>
<tr>
<td>Begin TPAC and interested stakeholder workshops</td>
<td>April - June 2015</td>
</tr>
<tr>
<td>Public Comment Period (45 days) on MTIP / RFFA Policy Update</td>
<td>July/August 2015</td>
</tr>
<tr>
<td>Revision Period for MTIP/RFFA Policy Update</td>
<td>August/September 2015</td>
</tr>
<tr>
<td>Council Work Session, TPAC and JPACT Presentations of Final MTIP/RFFA Policy Update</td>
<td>October/November 2015</td>
</tr>
</tbody>
</table>

Staff anticipates the 2018-2022 MTIP and the 2019-2021 RFFA policy update will result in robust discussions and have scheduled time during late summer and early fall 2015 as a refinement period to the policy update and the process.

**Stakeholder engagement and public involvement**

Metro planning and communications staff are refining an engagement approach for gathering input from elected officials, technical staff from jurisdictions, and interested stakeholders, including community-based organizations and advocacy organizations. At this time, identified engagement activities are proposed to include:

- Stakeholder engagement through Metro’s engagement committees and sub-regional coordinating committees;
- Regularly scheduled workshops for members of TPAC and interested stakeholders not represented on the engagement committees, including community-based organizations and advocacy groups, to participate and provide feedback in the policy direction for the MTIP and RFFA;
- A 45-day public comment period;
- Depending on the need, gathering feedback through an Opt In survey

**Next steps**
The regularly scheduled workshops for interested TPAC members and stakeholders will begin in late April. Metro staff will present the work program, process, and timeline to the sub-regional coordinating committees in May.
Date: March 25, 2015
To: Board of Directors
From: Neil McFarlane

Subject: RESOLUTION 15-03-13 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) APPROVING 2015-2017 BIENNIAL SPECIAL TRANSPORTATION FUND FORMULA AND SUPPLEMENTAL GRANT FUNDING AND ENDORSING FEDERAL 5310 FUNDS DISBURSEMENT TO PROVIDE COORDINATED PUBLIC TRANSPORTATION SERVICES FOR SENIORS AND PERSONS WITH DISABILITIES AND AUTHORIZING AGREEMENTS WITH TRANSPORTATION PROVIDERS

1. Purpose of Item

The purpose of this Resolution is to approve the Special Transportation Fund Advisory Committee (STFAC) recommended funding levels for the 2015-2017 biennium Special Transportation Funds (STF) and Supplemental STF Funds and to endorse federal section 5310 funds disbursement to support coordinated transportation services for seniors and persons with disabilities in the three-county region. The Resolution also authorizes the General Manager to enter into funding disbursement agreements with transportation providers.

2. Type of Agenda Item

☐ Initial Contract
☐ Contract Modification
☑ Other: Approve STFAC recommended STF and Supplemental STF funding levels and to endorse federal section 5310 funds disbursement for support of transportation programs and services for seniors and persons with disabilities, and authorize agreements with transportation providers.

3. Reason for Board Action

TriMet, as the state-designated STF Agency must distribute STF and Supplemental STF grant funds to transportation providers.

4. Type of Action:

☑ Resolution
☐ Ordinance 1st Reading
☐ Ordinance 2nd Reading
☐ Other [ ]
5. Background

The State STF and Supplemental STF grant programs are intended to provide a reliable and continuing source of revenue in support of transportation services for seniors and persons with disabilities.

Pursuant to state laws and Public Transit Division (Division) administrative rules (Rules) implementing the STF grant program, TriMet is the state-designated Special Transportation Fund Agency (STF Agency) for Multnomah, Clackamas and Washington counties. TriMet is also the federally-designated agency to disburse 5310 funds. As the STF agency, TriMet is responsible for receiving applications from transportation providers in the tri-county area; then reviewing, evaluating and developing a disbursement plan which is carried out by the Oregon Department of Transportation (ODOT) Public Transit Division.

The STFAC assists TriMet in its duties as the STF Agency by evaluating applications received by TriMet, and advising on recommended levels and distributions of STF and Supplemental STF funding. The STFAC includes all interested members of the Committee on Accessible Transportation (CAT), Clackamas, Multnomah and Washington Counties aging and disabilities service agencies, out-of-district transit providers, seniors and persons with disabilities from the three Counties, seniors and persons with disabilities representing out-of-district consumers, Ride Connection, TriMet and at large members.

The STF funding distributed through the process that the STFAC helps inform goes to vitally needed transportation services in the region, including but not limited to:
  - Supports additional TriMet LIFT service as well as paratransit provided by agencies such as Wilsonville SMART
  - Ride Connection-operated services including GroveLink, Shuttle in the Woods and various U-Ride services
  - Special service for seniors and persons with disabilities in Sandy, Canby, and Molalla
  - American Red Cross service recipients transportation
  - Mt Hood Express service for seniors and persons with disabilities
  - A range of services provided by Clackamas County Consortium for those with special needs
  - Various shuttles and transportation programs by a variety of organizations including NW Pilot Project, Portland Impact, Providence Elderplace, and others.

The STFAC also provided advice regarding the disbursement of federal section 5310 funding, which supports capital, capitalized preventative maintenance, and contracted service for seniors and persons with disabilities.

The total amount of STF and supplemental funding available is $12,219,039 for which providers applied for a total of $14,953,346. As part of the same process, federal 5310 funds available totaled $10,732,954 for which providers applied for a total of $18,162,986.
6. Decision Process

Transportation providers in the region were notified of the availability of the STF grant funds and federal section 5310 funds. The STFAC reviewed applications for these funds, and evaluated them on the criteria defined in the *Coordinated Transportation Plan for Elderly and People with Disabilities*. The following four criteria were used:

1. Project preserves existing services.
2. Project is coordinated between providers avoiding duplication.
3. Project is cost-effective.
4. Project implements one of the strategies recommended in the Tri-County Coordinated Transportation Plan for Elderly and Disabled Transportation Plan (Plan) or improves service coverage as recommended in the Plan.

The STFAC reviewed the applications and also asked questions of the applicants regarding their application projects. The STFAC then discussed and approved the STF and Supplemental STF funding and federal section 5310 funds distributions shown in Exhibit A.

7. Financial/Budget Impact

TriMet acts as the “pass-through” agency for these funds – with the large majority going to other non-profit and governmental service providers in the region. TriMet’s funds are not part of the STF and 5310 disbursement. However, this disbursement of funds provides $2,150,062 from STF to provide for TriMet LIFT service to seniors and those with disabilities as well as $2,165,608 for LIFT vehicle replacement and preventative maintenance to support this service.

Much of the other funding represents service that provides for needs that would otherwise have to be met by TriMet LIFT service. Therefore, this process supports efforts that represent a substantial improvement in services targeted for seniors and persons with disabilities, while reducing what would otherwise be likely costs to TriMet’s budget for those services and in addition providing funding for some of TriMet’s direct services to seniors and persons with disabilities.

8. Impact if Not Approved

As the designated STF Agency, TriMet is required to disburse STF and Supplemental STF funds in accordance with STF grant program requirements. Failure to approve the STF and Supplemental STF disbursements would jeopardize transportation programs and services to seniors and persons with disabilities provided by TriMet and by other jurisdictions and non-profits around the region both inside TriMet’s district and beyond (including Wilsonville, Canby, Sandy, and other portions of Clackamas County outside the TriMet district). The Board could defer the Resolution and provide revised direction to the STFAC and/or staff regarding the list of projects or the amounts recommended.
RESOLUTION 15-03-13

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) APPROVING 2015-2017 BIENNIAL SPECIAL TRANSPORTATION FUND (STF) FORMULA AND STF SUPPLEMENTAL GRANT FUNDING AND ENDORSING FEDERAL 5310 FUNDS DISBURSEMENT TO PROVIDE COORDINATED PUBLIC TRANSPORTATION SERVICES FOR SENIORS AND PERSONS WITH DISABILITIES AND AUTHORIZING AGREEMENTS WITH TRANSPORTATION PROVIDERS

WHEREAS, the Oregon Department of Transportation ("ODOT") has allocated $10,167,408 in Special Transportation Fund ("STF") Formula Funds and $2,051,631 in Supplemental STF Funds to the Tri-County area for FY2016 and FY 2017 to improve transportation for seniors and persons with disabilities; and

WHEREAS, TriMet is designated under state law as the STF Agency for the Tri-County region under the STF program, and the TriMet Board of Directors ("Board") has appointed a Special Transportation Fund Advisory Committee ("STFAC"); and

WHEREAS, TriMet also looks to the STFAC for feedback and endorsement of disbursement of federal section 5310 funds; and

WHEREAS, the STFAC has evaluated STF funding applications from transportation providers and recommended service and project prioritizations set forth in Exhibit A to this Resolution; and

WHEREAS, TriMet will be required to enter into agreements with transportation providers to distribute STF funds ("Agreements"); and

WHEREAS, the total amount of one or more of the Agreements will exceed $500,000; and

WHEREAS, the TriMet Board, by Resolution dated November 25, 2009, adopted a Statement of Policies requiring the Board to approve intergovernmental agreements and goods or services contracts obligating TriMet to pay in excess of $500,000; and

WHEREAS, in order to efficiently and effectively execute TriMet's statutory duties as the STF agency, the Board desires to authorize the General Manager to execute the Agreements;

NOW, THEREFORE, BE IT RESOLVED:

1. That the TriMet Board hereby approves the list of planned distribution of STF and STF Supplemental funds and endorses the list of planned distribution of section 5310 funds as shown in the attached and incorporated Exhibit A, and directs that the projects in Exhibit A be forwarded to the Oregon Department of Transportation for funding. The General Manager or his designee(s) is authorized to execute any documents necessary to the foregoing.
2. That the General Manager or his designee(s) are authorized to execute Agreements to disburse allocated funds to providers.

Dated: March 25, 2015

Presiding Officer

Attest:

Kelly Runyon
Recording Secretary

Approved as to Legal Sufficiency

Legal Department
The STFAC recommends the following distribution of funds for STF and Supplemental STF funding:

### STF Funds

<table>
<thead>
<tr>
<th>Program/Project</th>
<th>Biennial Total for FY16 &amp; FY17</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Sandy STAR Operations for Seniors and Persons with Disabilities</td>
<td>$252,873</td>
</tr>
<tr>
<td>Wilsonville SMART Service – Medical Transportation for Seniors and Persons with Disabilities</td>
<td>$215,900</td>
</tr>
<tr>
<td>Canby – CAT Dial-A-Ride Service</td>
<td>$245,500</td>
</tr>
<tr>
<td>Molalla (SCTD) - Intracity Bus Service (Senior &amp; Persons with Disabilities Operations)</td>
<td>$241,265</td>
</tr>
<tr>
<td>Mountain Express Service Continuation (Base)</td>
<td>$20,600</td>
</tr>
<tr>
<td>Ride Connection – Support Network</td>
<td>$2,261,461</td>
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<tr>
<td>Ride Connection – Washington County Service (U-Ride &amp; ARC)</td>
<td>$850,112</td>
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<tr>
<td>Ride Connection – Multnomah County Service (ARC, East Co U-Ride, NW Portland, Floor of Service)</td>
<td>$706,154</td>
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<tr>
<td>David’s Harp</td>
<td>$67,745</td>
</tr>
<tr>
<td>Metropolitan Family Services</td>
<td>$144,585</td>
</tr>
<tr>
<td>Neighborhood House</td>
<td>$132,319</td>
</tr>
<tr>
<td>NW Pilot Project</td>
<td>$120,000</td>
</tr>
<tr>
<td>Impact NW</td>
<td>$156,815</td>
</tr>
<tr>
<td>Providence Elderplace</td>
<td>$38,036</td>
</tr>
<tr>
<td>Clackamas Co Coalition – Transit Reaching People - Paid Driver</td>
<td>$209,443</td>
</tr>
<tr>
<td>Clackamas Co. Coalition – Transit Reaching People - Volunteer Mileage Reimbursement</td>
<td>$59,273</td>
</tr>
<tr>
<td>Clackamas Co. Coalition – Transit Reaching People School - Work Access</td>
<td>$59,921</td>
</tr>
<tr>
<td>Clackamas Co. Coalition – Specialized Service – Hoodland, Milwaukie, Molalla &amp; Sandy (Senior Centers)</td>
<td>$299,957</td>
</tr>
<tr>
<td>Clackamas Co. Coalition – Out of District Services</td>
<td>$310,799</td>
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<tr>
<td>TriMet LIFT Operations – Base</td>
<td>$2,150,062</td>
</tr>
<tr>
<td>Title XIX Match for Non-Medical Medicaid Trips</td>
<td>$1,624,588</td>
</tr>
<tr>
<td><strong>Total to be disbursed</strong></td>
<td><strong>$10,167,408</strong></td>
</tr>
</tbody>
</table>
RESOLUTION 15-03-13
Exhibit A

STF Supplemental Funds

<table>
<thead>
<tr>
<th>Program/Project</th>
<th>Biennial Total for FY16 &amp; FY17</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Sandy - Loss of JARC 5311 &amp; Vehicle Match 5339</td>
<td>$112,000</td>
</tr>
<tr>
<td>Wilsonville SMART Service- Medical Transportation for E&amp;D operations</td>
<td>$86,000</td>
</tr>
<tr>
<td>Canby - CAT Dial-a-Ride Service</td>
<td>$49,980</td>
</tr>
<tr>
<td>Molalla (SCTD) - Loss of JARC 5311 &amp; Vehicle Match 5339</td>
<td>$20,000</td>
</tr>
<tr>
<td>Mountain Express Villages Shuttle Service</td>
<td>$27,400</td>
</tr>
<tr>
<td>Mountain Express Vehicle Preventative Maintenance</td>
<td>$10,000</td>
</tr>
<tr>
<td>Ride Connection – Network Shortfall FY2015-16</td>
<td>$614,391</td>
</tr>
<tr>
<td>Ride Connection - Improving Dialysis Transportation</td>
<td>$239,022</td>
</tr>
<tr>
<td>Ride Connection- Vehicle Match</td>
<td>$127,579</td>
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<tr>
<td>Ride Connection Washington County Service Shortfalls FY2015-16 (U-Ride &amp; ARC)</td>
<td>$109,450</td>
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<tr>
<td>Ride Connection Rural Wash Co Match</td>
<td>$317,839</td>
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<tr>
<td>Ride Connection Multnomah County Service Shortfall (East Co U-Ride, NW Ptd, Floor Of Service)</td>
<td>$115,429</td>
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<tr>
<td>Ride Connection - Shuttle in the Woods - Saturday Service</td>
<td>$24,514</td>
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<tr>
<td>Metropolitan Family Services</td>
<td>$68,712</td>
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<tr>
<td>Neighborhood House</td>
<td>$15,275</td>
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<tr>
<td>Impact NW</td>
<td>$74,040</td>
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<tr>
<td>Clackamas Co. Coalition – Transit Reaching People - Volunteer Mileage Reimbursement</td>
<td>$40,000</td>
</tr>
<tr>
<td><strong>Total to be disbursed</strong></td>
<td>$2,051,631</td>
</tr>
</tbody>
</table>
RESOLUTION 15-03-13  
Exhibit A

The STFAC concurs with the following distribution of funds for Federal 5310 Funds:

**5310 Funds**

<table>
<thead>
<tr>
<th>Program/Project</th>
<th>Biennial Total for FY16 &amp; FY17</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Sandy – SAM – Purchased Service</td>
<td>$98,703</td>
</tr>
<tr>
<td>City of Sandy – Replacement Vehicles</td>
<td>$166,898</td>
</tr>
<tr>
<td>City of Sandy – Preventive Maintenance</td>
<td>$131,006</td>
</tr>
<tr>
<td>City of Sandy Contracted Service</td>
<td>$60,000</td>
</tr>
<tr>
<td>Friends of Canby Adult Center – Replacement Vehicle</td>
<td>$36,587</td>
</tr>
<tr>
<td>South Clackamas Transportation District (SCTD) Replacement vehicles</td>
<td>$179,460</td>
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<tr>
<td>SCTD Preventive Maintenance</td>
<td>$26,919</td>
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<tr>
<td>SCTD Contracted Service</td>
<td>$80,000</td>
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<tr>
<td>Clackamas County Preventive Maintenance</td>
<td>$61,914</td>
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<tr>
<td>Impact NW – Purchased Service</td>
<td>$230,222</td>
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<tr>
<td>Metropolitan Family Services – Mobility Management Project</td>
<td>$115,585</td>
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<tr>
<td>Ride Connection – Community Based Transportation – Purchased Service</td>
<td>$2,383,858</td>
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<tr>
<td>East County U-Ride – Purchased Service</td>
<td>$242,788</td>
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<td>Ride Connection – Michael’s Place – Right-Sizing Vehicle</td>
<td>$58,325</td>
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<td>Ride Connection – Preventive Maintenance</td>
<td>$441,202</td>
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<tr>
<td>Network Support – Joint Service Planning &amp; Coordination</td>
<td>$164,659</td>
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<tr>
<td>Ride Connection – Vehicle Replacement</td>
<td>$1,359,072</td>
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<tr>
<td>RideWise Mobility Management Project</td>
<td>$1,146,119</td>
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<tr>
<td>Ride Connection - Equipment – Technology Capital</td>
<td>$164,906</td>
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<tr>
<td>Ride Connection – IT infrastructure</td>
<td>$468,977</td>
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<tr>
<td>Ride Connection – Tualatin Service span improvement to service seniors and persons with disabilities</td>
<td>$115,000</td>
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<tr>
<td>Ride Connection – Coordination Technology</td>
<td>$75,000</td>
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<tr>
<td>New Technology Pilot for Coordinated Transportation Plan</td>
<td>$100,000</td>
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<tr>
<td>Clackamas County – Boring Lifeline Transportation Service</td>
<td>$73,065</td>
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<tr>
<td>City of Sandy – Sandy Service Center – Right-sizing vehicles</td>
<td>$48,499</td>
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<tr>
<td>City of Canby – CAT – Purchased Service</td>
<td>$110,000</td>
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<tr>
<td>City of Canby – Replacement vehicles</td>
<td>$117,546</td>
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<tr>
<td>City of Canby – Preventive maintenance</td>
<td>$132,441</td>
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<tr>
<td>Canby Dial-A-Ride Contracted Service</td>
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<tr>
<td>City of Wilsonville – SMART Replacement vehicles</td>
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<tr>
<td>TriMet – Vehicle Replacements</td>
<td>$2,165,608</td>
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<tr>
<td><strong>Total to be disbursed</strong></td>
<td><strong>$10,732,954</strong></td>
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