

# Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, April 29, 2016  
Time: 9:30 a.m. to 12 p.m. (noon)  
Place: Metro Regional Center, Council Chamber

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| 9:30 AM  | 1.  | <b>CALL TO ORDER AND DECLARATION OF A QUORUM</b>   | <b>John Williams, Chair</b>                                |
| 9:35 AM  | 2.  | * <b>COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS</b><br>- 3rd Quarter FY2015-16 MTIP Amendment Report and UPWP Summary Report (Lobeck)<br>- Coordinated Transportation Plan and Special Transportation Fund Allocation Update (Mills)<br>- RTP Update (Ellis)  | <b>John Williams, Chair</b>                                |
| 9:45 AM  | 3.  | <b>CITIZEN COMMUNICATIONS ON AGENDA ITEMS</b>  |  |
| 9:50 AM  | 4.  | * <b>CONSIDERATION OF THE TPAC MINUTES FOR MARCH 25, 2016</b>  |  |
| 9:50 AM  | 5.  | * <b>SW CORRIDOR STAFF RECOMMENDATION</b><br>• Purpose - Discuss staff recommendations on transit mode (BRT or light rail) and continued study of light rail tunnel to PCC Sylvania campus. <a href="#">Information/Discussion</a>   | <b>Chris Ford, Metro</b>                                   |
| 10:15 AM | 6.  | * <b>WSDOT UPDATE</b><br>• Purpose - Provide an update on practical solutions and new design policy for WSDOT. <a href="#">Information/Discussion</a>  | <b>John Donahue, WSDOT</b>                                 |
| 10:40 AM | 7.  | * <b>DRAFT STRATEGIC PLAN TO ADVANCE RACIAL EQUITY, DIVERSITY AND INCLUSION</b><br>• Purpose – Report on feedback received on the draft Strategic Plan, provide an update on current status of plan completion, and conduct a small group discussion on topics related to equity at the TPAC members’ jurisdictions, organizations and communities. <a href="#">Information/Discussion</a> | <b>Juan Carlos Ocaña-Chiu,<br/>Scotty Ellis,<br/>Metro</b> |
| 11:05 AM | 8.  | * <b>2017-2019 RTO GRANT PROGRAM</b><br>• Purpose – Provide an overview of the 2017-19 RTO Grant program. <a href="#">Information/Discussion</a>   | <b>Dan Kaempff,<br/>Ted Leybold, Metro</b>                 |
| 11:45    | 9.  | * <b>2015-18 MTIP AMENDMENT – NEW INTERSTATE 205: STAFFORD ROAD TO OR-99E WIDENING PROJECT</b><br>• Purpose – Amend the 2015-18 MTIP and FY 2015-16 UPWP to include the I-205: Stafford Road to OR-99E Widening Project. <a href="#">Recommendation to JPACT</a>   | <b>Ken Lobeck , Metro<br/>Kelly Brooks, ODOT</b>           |
| 12:00 PM | 10. | <b>ADJOURN</b>   | <b>John Williams, Chair</b>                                |

Upcoming TPAC Meetings:

- Friday, May 27, 2016
- Friday, June 24
- Friday, July 29

- \* Material will be emailed with meeting notice
- \*\* Material will be emailed at a later date after notice
- # Material will be distributed at the meeting.

For agenda and schedule information, call 503-797-1750.  
To check on closure/cancellations during inclement weather please call 503-797-1700.





## 2016 TPAC Work Program

**As of 4/15/16**

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

<p><b><u>April 29, 2016</u></b></p> <ul style="list-style-type: none"> <li>• SW Corridor Staff Recommendation (<u>Information/Discussion</u> (Ford; 30 min))</li> <li>• WSDOT Update <u>Information/Discussion</u> (John Donahue; 25 mins)</li> <li>• DEI - Strategic Plan to Advance Racial Equity, Diversity and Inclusion <u>Information/Discussion</u> (Ocaña-Chú; 30 mins)</li> <li>• 2017-2019 RTO Grant Program <u>Information/Discussion</u> (Kaempff, 50 mins)</li> <li>• <b>MTIP Amendment Recommendation (Lobeck, Brooks, 20 mins)</b></li> </ul> <p>Event: April 22 – 8am-11am at OCC: RTP Regional Leadership Forum #1 (Trends, Challenges and Vision for the Future)</p>	<p><b><u>May 27, 2016</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP Update: Background for Regional Leadership Forum #2 <u>Information/Discussion</u> (Kim Ellis, 40 mins)</li> <li>• DEI - Strategic Plan to Advance Racial Equity, Diversity and Inclusion <u>Information/Discussion</u> (Ocaña-Chú; 30 mins)</li> <li>• Portland Streetcar Update <u>Information/Discussion</u> (Dan Bower, 30 mins)</li> <li>• Vehicle Electrification Project Options <u>Information/Discussion</u> (Ted Leybold, Caleb Winter, 20 mins.)</li> </ul>
<p><b><u>June 24, 2016</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP Update: Transportation Equity Priority Outcomes <u>Information/Discussion</u> (Cho; 35 mins)</li> <li>•</li> </ul>	<p><b><u>July 29, 2016</u></b></p> <ul style="list-style-type: none"> <li>•</li> </ul>
<p><b><u>August 26, 2016</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP Update: Performance Targets <u>Information/Discussion</u> (John Mermin; 40 mins)</li> <li>• 2018 RTP Update: Background for Regional Leadership Forum #2 <u>Information/Discussion</u> (Kim Ellis, 40 mins)</li> <li>• <i>Draft Regional Transit Vision &amp; Service Enhancement Plans Update <u>Information/Discussion</u> (Snook, Hesse, Lashbrook; 60 mins)</i></li> </ul> <p>Event: RTP Regional Leadership Forum #2 (September 23) Navigating Our Funding Landscape</p>	<p><b><u>September 30, 2016</u></b></p> <ul style="list-style-type: none"> <li>• 2018-2021 MTIP and 2018 RTP Air Quality Conformity Consultation (Cho, 15 mins)</li> <li>• <i>Highway Freight Bottlenecks <u>Information/Discussion</u> (ODOT, 40 mins)</i></li> </ul>

# 2016 TPAC Work Program

*As of 4/15/16*

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

<p><b><u>October 28, 2016</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP Update: Background for Regional Leadership Forum #3 <u>Information/Discussion</u> (Kim Ellis, 30 mins)</li> <li>• Regional Flexible Fund Allocation – Discussion (Ted Leybold/Dan Kaempff, 55 mins)</li> </ul>	<p><b><u>November 18, 2016</u></b></p> <ul style="list-style-type: none"> <li>• Regional Flexible Fund Allocation – Recommendation to JPACT (Ted Leybold/Dan Kaempff, 45 mins)</li> <li>•</li> </ul> <p>Event: RTP Regional Leadership Forum #3 (December 2) Transforming Our Vision into Regional Priorities</p>
<p><b><u>December 16, 2016</u></b></p>	

## Parking Lot

- TAP project delivery contingency fund pilot update (Leybold, Cho)
- Special Transportation Fund Allocation Process (Cho)
- Coordinated Transportation Plan for Elderly and People with Disabilities (Cho)



**TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**  
**March 25, 2016**  
**Metro Regional Center, Council Chamber**

MEMBERS PRESENT

John Williams  
Judith Gray  
Nancy Kraushaar  
Katherine Kelly  
Joanna Valencia  
Chris Deffebach  
Karen Buehrig  
Don Odermott  
Jared Franz  
Cora Potter  
Heidi Guenin  
Nick Fortey  
Lynda David  
Eric Hesse

AFFILIATION

Metro  
City of Portland  
City of Wilsonville, representing Cities of Clackamas County  
City of Gresham  
Multnomah County  
Washington County  
Clackamas County  
City of Hillsboro, representing Cities of Washington County  
Community Representative  
Community Representative  
Community Representative  
Federal Highway Administration  
Southwest Washington Regional Transportation Council  
TriMet

MEMBERS EXCUSED

Dave Nordberg  
Patricia Kepler  
Adrian Esteban  
Charity Fain

AFFILIATION

Oregon Department of Environmental Quality  
Community Representative  
Community Representative  
Community Representative

ALTERNATES PRESENT

Phil Healy  
Jason Gibben  
Alan Snook

AFFILIATION

Port of Portland  
WSDOT  
ODOT

STAFF: Ted Leybold, Dan Kaempff, Kim Ellis, Grace Cho, Ken Lobeck, Jeffrey Raker, Jamie Snook, Lisa Hunrichs, Lake McTighe, Elissa Gertler, Tom Kloster, Chris Myers, Caleb Winter.

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair John Williams declared a quorum and called the meeting to order at 9:32 a.m.

**2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS**

Ms. Kim Ellis (Metro) reminded members that the RTP Regional Leadership Forum for elected officials and regional leaders will be held on April 22, and provided additional information about goals for the workshop.

Mr. Alan Snook (ODOT) provided a copy of the “Freight Highway Bottlenecks List” and provided further information about how ODOT is working to identify and prioritize bottlenecks that affect freight movement throughout the region. Members requested opportunities for MPO and local jurisdiction input and involvement.

Don Odermott reminded members and shared a flyer about the Road to Smart Mobility Workshop to be held at Intel on Tuesday, April 26.

Ms. Cora Potter noted that the Community Transportation Association of America would be holding their annual Expo May 22-27. Members are encouraged to visit [www.expo.ctaa.org](http://www.expo.ctaa.org) for more information.

Mr. Ken Lobeck provided an update on the local revenue sources request recently sent out. This information will be used to inform and build a revenue forecast for the RTP Update. Many transportation system plans are online and from those, templates will be developed for review. Mr. Odermott noted that many Transportation System Plans also include Operations and Maintenance revenues which are dedicated to maintaining systems and arterials.

Chair Williams provided an update on Transportation Analysis Zone (TAZ) growth distributions. Oregon law requires that every six years Metro forecast the region’s population and employment growth over the following 20 years as part of periodic review of the Urban Growth Boundary. Following the Metro Council’s growth management decision, Metro coordinates with local governments to distribute the projected growth to the TAZ level for use in updating local and regional land use and transportation plans. This work has been underway since Fall 2015 and is now moving through the adoption process with MTAC and MPAC providing formal recommendations to the Metro Council. Staff will continue to update TPAC on the adoption process.

Mr. Ted Leybold (Metro) provided an update regarding the “Fostering Advancements in Shipping and Transportation for Long-term Achievement of National Efficiencies” (FASTLANE) Grants and a summary of the application meeting. This is an opportunity to apply for this year’s competitive freight program. A meeting summary was provided and members expressed appreciation for the update and noted several suggestions for coordination opportunities, leveraging funds, and financing strategies. Applications are due April 14. Mr. Fortey also noted the importance of having a freight plan and a prioritized list of projects.

Mr. Leybold encouraged members to participate in a discussion to discuss TIGER allocations so that Metro and the region can respond to the criteria in an effective way.

Another recently announced grant opportunity is focused on intelligent transportation. A conversation will be initiated at the next Regional Transport Subcommittee Meeting to discuss a regional approach to this issue.

### **3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS.**

There were no citizen communications.

### **4. CONSIDERATION OF THE TPAC MINUTES FOR FEBURARY 26, 2015**

Ms. Judith Gray noted a revision to the representation at the meeting from Cities of Washington County. Ms. Kraushaar noted a revision in the spelling of her name.

**MOTION:** Ms. Gray moved and Mr. Phil Healy seconded the motion to adopt the TPAC minutes from February 26, 2015 with the above amendments.

**ACTION:** The motion passed with Mr. Hesse abstaining from the vote.

## **5. 2015-18 MTIP AMENDMENT – I-84 GRAHAM RD. BRIDGE REPLACEMENTS PROJECT**

Mr. Ken Lobeck presented information and requested a recommendation to JPACT to approve an amendment to the Metropolitan Transportation Improvement Program (MTIP) to include I-84 Graham Rd. Bridge Replacements Project. He reminded members that TPAC acts as conduit to complete federal programming requirements.

The westbound bridge deck on I-84 at the Graham Road is considered to be “thin” and the rigid overlay applied in 2001 is now worn, and the eastbound bridge requires a width expansion to be compatible with the nearby Sandy River Bridge. Due to the safety concerns and the traffic demand on westbound and eastbound I-84 bridges, both bridges will be replaced as part of the project. The proposed funding for this total \$15 million project will be a combination of State Surface Transportation Program funds, State general funds, Job and Transportation Act - HB2001B Bond Funds, plus National Highway Preservation Program funds. The Oregon Transportation Commission (OTC) has approved the funding at their February 18, 2016 meeting, and the MTIP’s financial constraint finding will not be impacted as a result of adding the new I-84 Graham Road Bridge Replacements project.

Members expressed support for the project and noted particular safety concerns and issues that are important to be addressed.

MOTION: Ms. Gray moved and Mr. Alan Snook seconded the motion to recommend JPACT approval of the amendment the MTIP to include the I-84 Graham Rd. Bridge Replacements Project.

ACTION: The motion passed.

## **6. 2016-17 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Mr. Chris Myers presented an overview and requested a recommendation to JPACT for the Unified Planning Work Program (UPWP). This federally-required document is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area and serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning July 1.

The UPWP is developed by Metro with input from local governments, TriMet, ODOT, the Port of Portland, FHWA, and FTA. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities.

Every four years Metro undergoes certification review as an MPO with the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) to ensure compliance with federal transportation planning requirements. The next quadrennial certification review will take place in 2016. In the intervening years Metro undergoes a required self-certification process with the FHWA and FTA, to ensure Metro’s planning process is in compliance with specific Federal requirements as a prerequisite to receiving Federal funds.

Ms. Deffebach noted her preference that that the UPWP be provided as a draft. Mr. Myers stated that the feedback in the previous years was that doing so was redundant. Mr. Myers noted that he could return to that method if that met members’ preference.

MOTION: Ms. Kraushaar moved and Mr. Eric Hesse seconded the motion to recommend JPACT approval of the UPWP.

ACTION: With all in favor, the motion passed.

## **7. ODOT REGION 1 ENHANCE FUNDS/ACT PRIORITIZATION**

Ms. Grace Cho and Mr. Ted Leybold provided a presentation regarding the Portland metropolitan region's technical evaluation of 2019-2021 STIP Enhance non-highway candidate investments. Staff provided a memo detailing the proposed investments and noted that Metro, as the MPO, recognizes the five proposed investments each align with regional policies and contributes to the region achieving its vision for the active transportation system. TPAC is asked to approve the letter and recommend that JPACT endorse all five Portland metro area investments and recommend to Metro Council for full funding through additional available funding and/or through the scoping process in refining project elements and costs.

Members appreciated the information. ODOT staff (Andrew Plambeck) provided clarifications about the recent action of the OTC. Suggestions were made to work with the ACT to clarify the processes and intentions as new opportunities come up, better understand the role of geographic equity considerations in the allocation process, and to strengthen the language in the letter to stress that safety concerns are of paramount importance. Metro staff agreed to incorporate those elements to the comment letter.

MOTION: Mr. Eric Hesse moved to approve the recommendation and Ms. Katherine Kelly seconded the motion.

ACTION: After further discussion, the motion to approve the recommendation PASSED with the amendments discussed.

## **8. TRANSIT BUDGET PROCESS UPDATE**

Mr. Eric Hesse provided an update regarding the FY17 transit agency budget proposal and an overview of coordination on federal programs and projects. He noted that the purpose of MTIP is to ensure financial capacity for projects, coordinates project implementation to planning activities and between agencies, provides public transparency of funding process, and is required to maintain federal funding. The region's MPOs lead the development of the MTIP, of which transit funding is one of three funding components.

Federal transit funding continues to support focus on capital maintenance, and investments are guided by TIP policies, asset management, planning activities and budget process. Public engagement opportunities are provided during the programming phases of projects and budget processes.

Mr. Hesse and Mr. Stephen Lashbrook will return to TPAC/JPACT in summer 2016 to discuss service enhancement plans and additional updates.

## **9. MTIP & RFFA POLICY UPDATE**

Mr. Ted Leybold and Mr. Dan Kaempff (Metro) provided an overview of the draft MTIP/RFFA Policy Report. The report defines the expectations of JPACT and Metro Council in coordinating the three different funding allocations approved in the MTIP and implementing regional transportation policies. The policy direction also defines the policy objectives for the 2019-2021 Regional Flexible Funds Allocation.

The committee discussed and recommended advancement of the policy report to JPACT for approval, contingent upon TPAC's edits and additional clarifying statements. Those changes will be reflected in an updated draft of the Policy Report that JPACT will consider at their meeting on April 21.



MOTION: Mr. Eric Hesse moved to recommend that JPACT adopt the policy and Ms. Judith Gray seconded the motion.

Members asked for clarification regarding the framework for how the funds are spent. Staff clarified that this is a policy rather than a process, and noted that it defines which things will be considered and the lenses through which they will be viewed. Ms. Buehrig provided a comment document for consideration.

The committee members discussed issues related to the funding splits, criteria for bonding, accountability and transparency. Members and staff also discussed flexibility and consistency and the process and timing for weighting the criteria.

ACTION: Following discussion, the motion to approve the recommendation PASSED with the amendments discussed, with Ms. Buehrig opposed.

**10. ADJOURN** Chair Williams noted that the next meeting be held on April 29, 2016. The meeting was adjourned at 12:25 p.m.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Lisa Hunrichs", is written over a light blue horizontal line.

Lisa Hunrichs, Planning and Development

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 25, 2016**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
1	Agenda	3/25/16	3/25/16 TPAC Agenda	032516T-01
2	Work Program	3/18/16	2016 TPAC Work Program	032516T-02
3	Meeting Summary	2/26/16	2/26/16 TPAC meeting summary	032516T-03
4	Handout	undated	Road to Smart Mobility Workshop Flyer	032516T-04
5	Handout	2/18/16	2018 RTP Getting there with a connection region flyer	032516T-05
6	Handout	2/24/16	To: TPAC and Interested parties From: Kim Ellis, RTP Project Manager Re: RTP Update – Technical Work Group Meetings	032516T-06
7	Handout	January 2016	Freight Highway Bottlenecks Flyer (ODOT)	032516T-07
8	Letter	3/14/16	To: All Agencies Transportation Staff From: Ken Lobeck (Metro) Re: RTP Revenue Forecast	032516T-08
9	Draft Resolution	n/a	Draft Resolution 16-XXXX and attachments Re: 2016-17 UPWP	032516T-09
10	Draft Resolution	n/a	Draft Resolution 16-4691 and attachments Re: 2015-18 MTIP Amendment to include the new I-84 at Graham Rd. Bridge Replacements Project	032516T-10
11	Memo and attachments		To: TPAC and Interested parties From: Grace Cho and Ted Leybold Re: 2018-2021 MTIP Coordination – MPO Input to the 2019-2021 STIP Enhance Allocation	032516T-11
12	Memo and attachments	2/19/16	To: TPAC and Interested parties From: Grace Cho and Daniel Kaempff, Regional Flexible Funds Project Manager Re: 2018-2021 MTIP and 2019-2021 RFFA Policy Report	032516T-12
13	Presentation	3/23/16	TPAC – Agenda Item 5 – MTIP Amendment	032516T-13
14	Presentation	3/24/16	2016-17 Unified Planning Work Program	032516T-14

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
15	Presentation	3/24/16	STIP Enhance Non-highway: 2019-2021 Allocation MPO Evaluation	032516T-15
16	Presentation	3/25/16	Transit Coordination with the Metropolitan Transportation Improvement Program (MTIP)	032516T-16
17	Presentation	3/25/16	2018-21 MTIP RFFA Policy	032516T-17
18	Handout	Undated	Grant Funding and Expenditure Plans: FYE 2016-17	032516T-18
19	Handout	n/a	The Age of Automotive Electronics	032516T-19
20	Handout	3/24/16	Comments on 2018-2019 MTIP and 2019-2021 RFFA Policy Report (Beuhrig)	032516T-20
21	Report	3/18/16	DRAFT 2016-2017 Unified Planning Work Program	032516T-21
22	Handout	3/25/16	Fostering Advancement in Shipping and Transportation for Long-term Achievement of National Efficiencies (FASTLANE) Grants Overview	032516T-22
23	Handout	3/15/16	Summary of FASTLANE Grant Applications Meeting – March 15, 2016	032516T-23



Date: April 21, 2016  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: Metropolitan Transportation Improvement Program (MTIP) Federal Fiscal Year 2015  
Quarterly Obligations and Unified Planning Work Program (UPWP) Summary  
Report

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## **BACKGROUND:**

Attached with this staff memo for your review are the following:

- 3<sup>rd</sup> Quarter MTIP Amendment Report (January 1 2016 to March 31, 2016).
- 3<sup>rd</sup> Quarter UPWP Summary Report (January 1, 2016 to March 31, 2016).

Attachment 1 lists MTIP amendments accomplished during the 3<sup>rd</sup> quarter. A total of twenty-one Administrative amendments and one “Other” amendment were processed and completed. Administrative amendments reflect minor needed changes to projects that do not impact air conformity or the financial constraint finding in the MTIP. An “Other” amendment reflects very minor technical corrections (e.g. spelling correction, typo, etc.) where approval is not needed. The reasons for the amendments included:

- Shifting funds between phases to cover phase cost increases.
- Adding a new Construction phase to projects now that the construction funding plan was completed.
- Adding a few new projects to the MTIP that were ready to be implemented.
- Updating and adjusting phase costs as better estimates became available.
- Shifting Preliminary Engineering (PE) funding back into the Planning phase to allow for needed pre-NEPA project development activities to occur as a result of project review scoping meetings.

The second attachment provides a summary of the regionally significant FY 2015-16 Cycle UPWP projects. A total of ten are shown on the list. Each quarter, the lead agency provides a status update concerning their project. For some projects, Metro also requested a short update from the ODOT Local Agency Liaisons (LAL) as well. A short status update is provided for each project.

Please contact Ken Lobeck at if you have any questions.

Attachment 1 to TPAC Staff Memo  
 3<sup>rd</sup> Quarter (January 1, 2016 to March 31, 2016) Metropolitan Transportation Improvement (MTIP) Amendment Report



AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	AGENCY	REQUESTED BY	REQUESTED ACTION
1098	19723	HSIP City of Portland BikePed	70840	Administrative	Portland	Vaughan Rademeyer	Add K19723 HSIP 2016 Signalized Improvements (Portland) by splitting \$1,463,940 from regional funds.
1099	19149	Morrison Bridge Deck Lift Replacement	70822	Administrative	Multnomah County	Vaughan Rademeyer	Add CN to Key 19149 & increase PE by \$50K with funds transferred from Key 18383 (CN) per request of Multnomah Co. with concurrence from Local Agency Bridge Selection Committee. Total transfer is \$9,037,000. CN for 19149 will also include \$561,585 Other.
1100	18383	Burnside St: Willamette River Br Painting & Rehabilitation	70667	Administrative	Multnomah County	Vaughan Rademeyer	Add CN to Key 19149 & increase PE by \$50K with funds transferred from Key 18383 (CN) per request of Multnomah Co. with concurrence from Local Agency Bridge Selection Committee. Total transfer is \$9,037,000. CN for 19149 will also include \$561,585 Other.
1101	19290	Regional Travel Options Program	70672	Administrative	Metro	Dianne Hutchins	Amend K19290 Regional Travel Options Program (2016) to split \$527,998 to K19706 TriMet Employer Program 2016 and \$85,411 to K19707 SMART Employer Program 2016.
1102	19706	TriMet Employer Program 2016	70841	Administrative	TriMet	Dianne Hutchins	Amend K19290 Regional Travel Options Program (2016) to split \$527,998 to K19706 TriMet Employer Program 2016 and \$85,411 to K19707 SMART Employer Program 2016.
1103	19707	SMART Employer Program 2016	70842	Administrative	SMART	Dianne Hutchins	Amend K19290 Regional Travel Options Program (2016) to split \$527,998 to K19706 TriMet Employer Program 2016 and \$85,411 to K19707 SMART Employer Program 2016.
1104	19359	Washington County Arterial Pedestrian Crossings	70691	Administrative	Washington County	Vaughan Rademeyer	Amend K19359 Washington County Arterial Pedestrian Crossings to combine PE into PL for a new total of \$708,793
1105	19722	HSIP 2016 Signalized Improvements (Portland)	70843	Administrative	Portland	Vaughan Rademeyer	Add K19722 HSIP 2016 Signalized Improvements (Portland) by splitting \$2,572,162 from K19589. Cancel K19589 and move the balance to regional funds for transfer to K19523. .
1106	19721	I-205 NB: MP13.3 - Sunnybrook Exit	70844	Administrative	ODOT	Vaughan Rademeyer	Add Key 19721 I-205 NB: MP13.3 - Sunnybrook Exit as a child project of K12454 Sunrise Corridor for PE of \$500,000 JTA funds from K15555
1107	19720	OR224 (Milwaukie Expressway): SE Rusk Rd - I-205	70845	Administrative	ODOT	Vaughan Rademeyer	Add K19720 OR224 (Milwaukie Expressway): SE Rusk Rd - I-205 as a child project of K12454 Sunrise Corridor for PE of \$1.5M JTA funds savings from K15555
1108	19719	OR212/214 Sunrise Corridor: 122nd Ave - 172nd Ave	70846	Administrative	ODOT	Vaughan Rademeyer	Add K19719 OR212/224 Sunrise Corridor: 122nd Ave - 172nd Ave as a child project of K12454 Sunrise Corridor for ROW of \$5,000,000 JTA funds from K15555
1109	18833	NE 238th Dr: NE Halsey St - NE Glisan St	70775	Other	Multnomah County	Vaughan Rademeyer	Amend K18833 NE 238th Dr: NE Halsey St - NE Glisan St to correct match on MTIP funds to 10.27% and rounding correction to Enhance funds.
1110	19280	SE 129th Avenue - Bike Lane and Sidewalk Project	70683	Administrative	Happy Valley	Jodie Kotrlík	Amend K19280 SE 129th Avenue - Bike Lane and Sidewalks to swap \$141,236 federal TAP for STP funds. (CN phase)



1111	19100	US26 ATMS/ITS	70786	Administrative	ODOT	Vaughan Rademeyer	Amend K19100 Region 1 Active Traffic Management (ATM) Increase PE to \$2M by moving Washington County funds from CN and adjusting CN federal and state funds to show correct balance from PE obligation.
1112	19277	Clackamas County ITS Plan Phase 2B	70680	Administrative	ODOT	Vaughan Rademeyer	Amend K18001 Clackamas County Regional Freight ITS Project to slip PE and CN to 2017 and combine K19277 Clackamas County ITS Plan Phase 2B into this project.
1113	18001	Clackamas County Regional Freight ITS Project	70478	Administrative	ODOT	Vaughn Rademeyer	Amend K18001 Clackamas County Regional Freight ITS Project to slip PE and CN to 2017 and combine K19277 Clackamas County ITS Plan Phase 2B into this project.
1114	19297	East Portland Access to Employment and Education	70675	Administrative	Portland	Rich Watanabe	Amend the STIP to add K19690 US26 (Powell Blvd): SE 122nd Ave - SE 136th Ave as a new project with \$17M award from Oregon HB5005 and \$3M (fed) transferred from K19297. Adjust remaining funds on K19297 between phases.
1115	19690	US26 ( Powell Blvd): SE 122nd Ave - 136th Ave	70847	Administrative	ODOT	Vaughan Rademeyer	Amend the STIP to add K19690 US26 (Powell Blvd): SE 122nd Ave - SE 136th Ave as a new project with \$17M award from Oregon HB5005 and \$3M (fed) transferred from K19297. Adjust remaining funds on K19297 between phases.
1116	19201	2016 Interstate Sign Replacement	70821	Administrative	ODOT	Vaughan Rademeyer	Add \$709,479 from K17679 to increase PE to \$1M and CN to \$3,849,479 Notification Message Add \$709,479 to K19201 2016 Interstate Sign Replacement to increase PE to \$1M and CN to \$3,849,479
1117	19749	Beef Bend Culvert Replacement	70848	Administrative	Washington County	Vaughan Rademeyer	Add K19749 Beef Bend Culvert Replacement an ER project to repair damage from the December 2015 event.
1118	19204	I-205 Pacific Hwy - Abernathy Bridge	70800	Administrative	ODOT	Anna Dunlap	Add \$142,117 to PE phase & \$1,513,546 to CN phase for deck work on 4 bridges in project limits. To be funded from bottom line of State Bridge FP. New PE total is \$692,117 & CN total is \$8,513,546.
1119	19149	Morrison Bridge Deck Lift Replacement	70822	Administrative	Multnomah County	Anna Dunlap	Move \$40K from CN to PE. Project total remains the same.

Notes:

1. Requested Actions phase abbreviations:
  - a. Key XXXXX = The five position numeric code ODOT assigns each project in the STIP. It is often identified by a K followed by the assigned numbers (e.g. K19749).
  - b. CN = Construction phase. Example: "Add CN to Key 19149 & increase..." means adding the Construction phase to project through the amendment.
  - c. PE = Preliminary Engineering phase. PE consists of NEPA and (or PA&ED Project Approvals and Environmental Document) plus final design activities (Project Specifications, and Estimates).
  - d. ROW or R/W = Right-of-Way phase.
  - e. Other = A unique MTIP implementation phase for certain project types where the activities do not fit into the PE or Construction phases. Programming funds in this phase is by FHWA and FTA approval. It is primarily use for Transit and ITS projects.
  - f. Planning: This phase is used for various planning studies or pre-NEPA project development activities that will lead directly into the PE so the project can begin NEPA. All projects will planning phase programming become a UPWP project.
2. Modification Type: Authorized MTIP project changes are categorized in three areas: Administrative, Formal, and Other.
  - a. Administrative changes are minor and have no impact to conformity or financial constraint.
  - b. Formal amendments do not impact conformity, but may have significant policy impacts and require formal approval by Metro's JPACT and Council. Demonstration that no impact to financial constraint is also required. USDOT provides final approval of Formal amendments.
  - c. Other: These are programming technical corrections (e.g. typos, correcting financial rounding errors, etc.) that do not require formal approvals or reviews.

Attachment 2

UPWP Regionally Significant Projects Summary Update – 3<sup>rd</sup> Quarter 2015-16 Reporting Cycle



#	Lead Agency & Project Name	Description	ODOT Key	Project Contact	Quarterly Report Received	Metro Liaison Contact	ODOT Liaison/ Grant Manager	Planning Phase Programming Summary		Snapshot Update
								Fund	Amount	
1	<b>Gladstone</b> Trolley Trail Bridge: Gladstone to Oregon City	Feasibility study of replacing the Portland Ave Trolley Bridge as an extension of the Trolley Trail, a shared-use path for bicyclists and pedestrians  Funds Source: 2016-18 RFFA	19278	Eric Swanson	No	Chris Meyers  Ken Lobeck	Mahasti Hastings	STP <u>Local</u> Total	\$201,892 <u>\$ 23,107</u> \$224,999	*A preliminary scope of work needs to be developed and submitted to ODOT for review before follow-on steps can occur.
2	<b>Hillsboro</b> Oak and Baseline: S 1 <sup>st</sup> – SE 10 <sup>th</sup> St	Design option alternatives for traffic calming  Funds Source: 2014-15 RFFA	18004	Karla Antonini	Yes	Ted Leybold	Michele Thom	STP <u>Local</u> Total	\$500,000 <u>\$ 57,227</u> \$557,227	Hillsboro, Metro and ODOT staff are in progress of refining the project scope and scheduled to meet in April.
3	<b>Metro</b> Lake Oswego – Portland Trail: Tyron Creek – Elkwood Rock Tunnel	Metro Planning study looking at potential trail connections between Foothills Park, Tryon Cove, Tryon Creek State Natural Area, Fielding Road and Elk Rock Tunnel (south portal).  Funds Source: 2008-11 RFFA	17466	Lisa Goorjian	No	Jamie Snook	Bret Richards	STP <u>Local</u> Total	\$100,000 <u>\$ 11,445</u> \$111,445	*IGA in draft development and under review. IGA delays due to sensitive nature of the studies around Tyron Creek and culvert under the highway. Completed and executed IGA target is mid to late May with fund obligation target by early summer 2016.
4	<b>Portland</b> Southwest in Motion (SWIM)	The project will develop a five year active transportation implementation strategy for all of southwest Portland.  Funds Source: 2016-18 RFFA	19301	Rich Newlands  Dan Layden	No	Chris Ford	Reem Khaki	STP <u>Local</u> Total	\$272,000 <u>\$ 31,132</u> \$303,132	*Final draft IGA being coordinated at ODOT for final signatures. STP fund obligation should occur shortly with notice to proceed to follow.
5	<b>Portland</b> Portland Central City Multi-modal Safety Project	Develop a strategy that identifies multi-modal safety projects and priority investments.  Funds Source: 2016-18 RFFA	19299	Dan Layden	No	Dan Kaempff	Bret Richards	CMAQ <u>Local</u> Total	\$852,000 <u>\$97,515</u> \$94,515	*FHWA has been completing a CMAQ eligibility review for the Planning phase. Recently, FHWA passed on their determination that the Pre-NEPA project development activities are eligible for CMAQ funding. Development and approval of the IGA along with CMAQ obligation can now proceed.

Attachment 2

UPWP Regionally Significant Projects Summary Update – 3<sup>rd</sup> Quarter 2015-16 Reporting Cycle



#	Lead Agency & Project Name	Description	ODOT Key	Project Contact	Quarterly Report Received	Metro Liaison Contact	ODOT Liaison/ Grant Manager	Planning Phase Programming Summary		Snapshot Update
								Fund	Amount	
6	<b>Portland</b> Regional Over Dimensional Truck Route Plan	Identify frequently traveled over dimensional routes and document minimum clearances  Funds Source: 2014-15 RFFA	18024	Bob Hillier	No**	Tim Collins	Tony Coleman	STP <u>Local</u> Total	\$125,000 <u>\$ 14,307</u> \$139,307	<i>STP Obligation: 8/24/2015</i> <i>EA: C4265202</i>  Tasks 1-3 completed including: - Stakeholder advisory meeting - Stakeholder interviews - Stakeholder final report - Completed over dimensional truck routes mapping, - Completed existing conditions Report
7	<b>Portland State University</b> Vehicle Electrification Project	Electric vehicle acquisition and infrastructure development  Market research & public readiness for transportation electrification  Funds Source: TSMO allocation	18006	John MacArthur	Yes	Caleb Winter	Bret Richards	STP <u>Local</u> Total	\$200,000 <u>\$ 22,891</u> \$222,891	<i>STP obligated: 9/25/15</i> <i>EA: C3385202</i>  Outreach plan established with Energized Oregon Coalition and meetings initiated. Development of a statewide survey of EV and hybrid owners begun to hopefully be launched in May/June 2016. PSU also received EV and hybrid information and numbers from the state to start tracking and report EV data for the state.
8	<b>Sherwood</b> Cedar Creek/ Tonquin Trail: Roy Rogers Rd – OR99W	Planning for trail section: Design and construct a multi-use trail through Sherwood  Funds Source: 2014-15 RFFA	18280	Michelle Miller	Yes	John Mermin	Michele Thom	CMAQ <u>Local</u> Total	\$419,039 <u>\$ 47,961</u> \$467,000	<i>CMAQ obligated: 6/10/15</i> <i>EA: None</i>  Prepared Opportunities and Constraints Analysis for Alignment Alternatives Prepared Screening Criteria. Meeting 2 and 3 with LTAC and TTAC. Open Houses 1 and 2 Developed recommended Alignment for Further Study and endorsed by Parks Board.



Attachment 2

UPWP Regionally Significant Projects Summary Update – 3<sup>rd</sup> Quarter 2015-16 Reporting Cycle



#	Lead Agency & Project Name	Description	ODOT Key	Project Contact	Quarterly Report Received	Metro Liaison Contact	ODOT Liaison/ Grant Manager	Planning Phase Programming Summary		Snapshot Update
								Fund	Amount	
9	<b>Washington County</b> Washington County Arterial Pedestrian Crossings	Study specific roadway segments to enhance existing and create new designated arterial crossings along multiple avenues.  Fund Source: 2016-18 RFFA	19359	Patrick Oaks	Yes	Lake McTighe Ken Lobeck	Michele Thom	STP <u>Local</u> Total	\$636,000 <u>\$ 72,793</u> \$708,793	MTIP/STIP amendment completed to shift PE back to Planning. IGA in development. Fund obligation possible by summer 2016 along with project study initiation.
10	<b>Wilsonville</b> French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Project development for construction of bike/ped/emergency vehicle bridge crossing over Willamette River  Funds Source: 2010-13 RFFA	17264	Zach Weigel	Yes	Chris Myers	Tom Weatherford David Arena	STP <u>Local</u> Total	\$1,250,000 <u>\$ 143,068</u> \$1,393,068	<i>STP obligated: 6/10/2015 EA: C4035201</i>  City of Wilsonville has concluded the scope of work and fee negotiation with the consultant selected through ODOT mini-RFP process. ODOT is processing final consultant contract.

Notes:

\* Project updates obtained from ODOT Local Agency Liaisons or summaries from recent project review meetings Metro staff have participated with ODOT.

\*\* Report submission received late and incomplete.

**Projects Joining the UPWP Family  
During the Upcoming 4<sup>th</sup> Quarter (April 1-June 30 2016)**

1	<b>Metro</b> Livable Streets Policy and Guidebook Update	The project will update and provide new design guidance for roadways and regional trails to support achieving regional land use and transportation goals and policies.  Funds Source: Older UPWP allocation	New	Lake McTighe	N/A	Lake McTighe	TBD	STP <u>Local</u> Total	\$250,000 <u>\$ 28,614</u> \$278,614	Scope of work under review. Working with ODOT to assign appropriate grant manager to develop IGA MTIP programming in progress.
2	<b>Tualatin Hills PRD</b> Beaverton Creek Trail Westside Trail – SW Hocken Ave	The project will design and construct a 1.4-mile multiuse off-street trail along the TriMet light rail corridor between the Westside Regional Trail and SW Hocken Avenue in Beaverton  Fund Source: 2016-18 RFFA	19357	Brad Hauschild	N/A	TBD	Michele Thom	STP <u>Local</u> Total	\$800,000 <u>\$ 91,564</u> 891,564	MTIP amendment to shift PE funding phase to Planning to complete pre-NEPA project development activities In progress as first step.

Attachment 2

UPWP Regionally Significant Projects Summary Update – 3<sup>rd</sup> Quarter 2015-16 Reporting Cycle



#	Lead Agency & Project Name	Description	ODOT Key	Project Contact	Quarterly Report Received	Metro Liaison Contact	ODOT Liaison/ Grant Manager	Planning Phase Programming Summary		Snapshot Update
								Fund	Amount	
3	<b>ODOT</b> I-205: Stafford Road to OR-99E Widening Project	The project will initiate planning work to seismically upgrade the Abernethy Bridge and add a third lane on I-205 in each direction between Stafford Road and OR-99E.  Funding Source: FAST Act National Highway Freight Program	19786	Not identified yet	N/A	N/A	Not identified yet	NHFP State Total	\$2,305,500 \$ 194,500 \$2,500,000	A Formal MTIP amendment is in progress to add the Planning phase to the MTIP. Approval by OTC to add the project to the STIP occurred on April 21, 2016. Only the Planning phase is being added to the MTIP and STIP at this time.

Notes:

- 1) The above list does not include the proposed FY 16-17 Cycle UPWP projects Approval of these projects is scheduled to occur during May 2016. Subsequent MTIP programming actions will then for the required stand alone projects.
- 2) UPWP Regionally Significant projects are awarded federal funds from various sources which are committed to the Planning phase in the MTIP/STIP to complete various planning and pre-NEPA project development activities. Generally, they are unique with focused objectives, and are not annually recurring projects. These projects normally will be programmed in the MTIP/STIP as stand-alone projects for IGA development and obligation purposes.
- 3) Any project with funding programmed in the Planning phase becomes a UPWP project.
- 4) If other phases are programmed (e.g. PE, ROW, Construction), the project is removed from the UPWP system once the Planning phase is completed and moves into a later phase.
- 5) Projects with funding programmed in the Preliminary Engineering phase are not UPWP projects. Their activities as part of NEPA and/or Preliminary Specifications & Estimates (PS&E). They are monitored through the regular federal capital project delivery process managed as part of the federal capital project delivery process by the ODOT Local Agency Liaisons (LALs).
- 6) Programming summary: If not already obligated, the identified funding is programmed in 2016 in the MTIP/STIP.
- 7) Fund Code Notes:
  - i) CMAQ = Congestion Mitigation Air Quality improvement funds.
  - ii) STP = Surface Transportation Program funds.
  - iii) NHFP = FAST Act National Highway Freight Program funding.

# How could the Southwest Corridor Plan help you get around by foot, bike, car or transit?







The Southwest Corridor Plan includes a broad package of investments to help keep people moving in Southwest Portland, Tigard and Tualatin as this region continues to grow.





Project staff recommends a new MAX light rail line as the spine of these improvements, but the Plan is about much more than one new transit line. From filling sidewalk gaps to building new road connections, the Southwest Corridor Plan will provide a range of transportation solutions for every trip – no matter how you get around.

These maps shows a sampling of the potential walk, bike, road and transit improvements that the Plan could bring to the Southwest Corridor communities in the coming years.

*Look for these colors and symbols on the maps to indicate different kinds of projects:*

-  Walk/bike
-  Bus
-  Roadway
-  High capacity transit

#### SOUTHWEST CORRIDOR LAND USE VISION

-  retail / commercial
-  employment / industrial
-  mixed use
-  higher-intensity residential



New ADA-compliant **walk/bike link** between Barbur/Naito and Marquam Hill



one possible connection concept: elevators + ramps



Paved transitway could **allow buses to bypass traffic**



Line 44 **upgrade to frequent service**



**Sidewalks and bikeways** on Capitol Highway and Taylors Ferry Road



sketch of potential Capitol Highway improvements



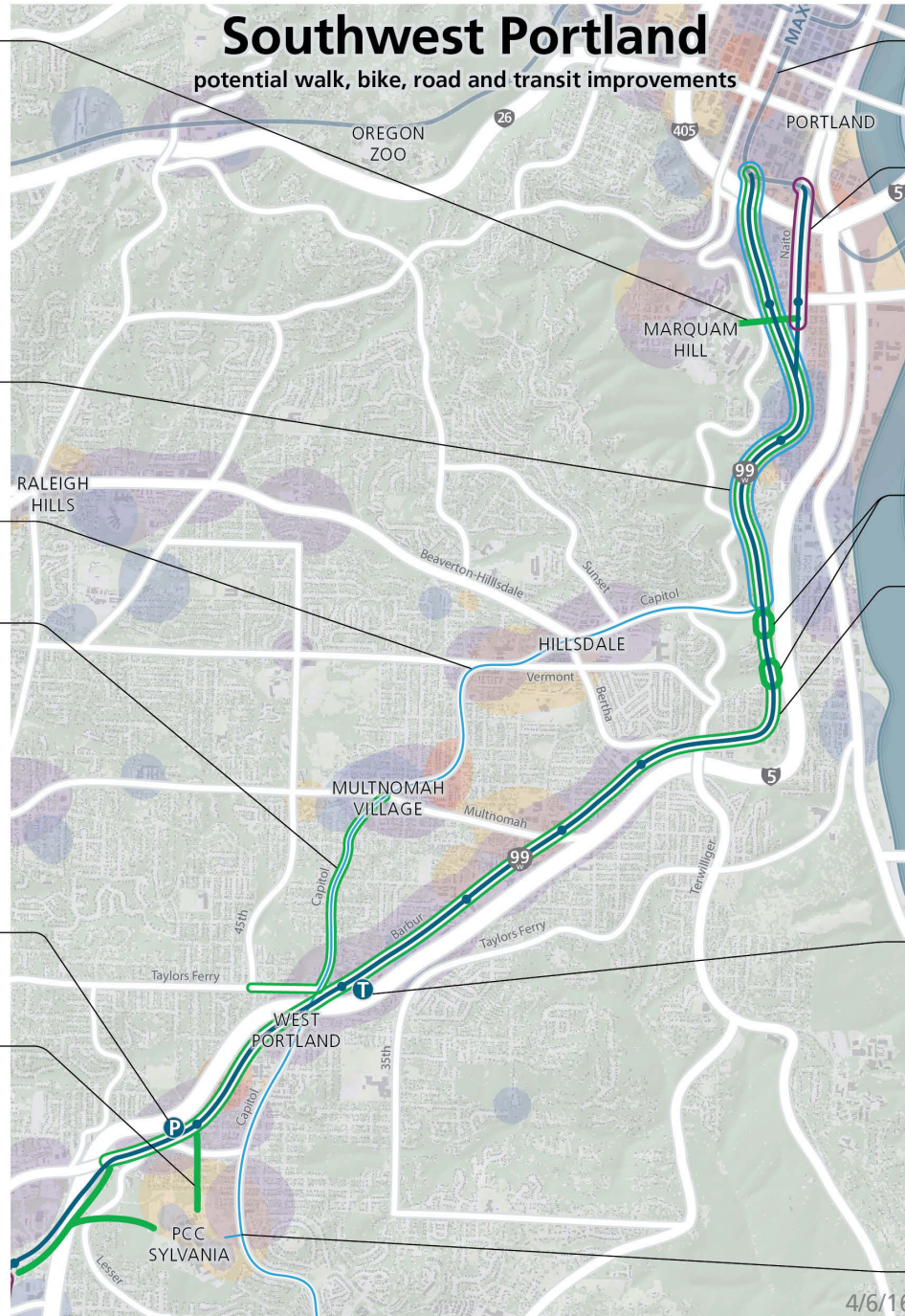
**New park-and-ride lot** at Barbur & 53rd (about 18 min to PSU)



**Enhanced walk/bike connection** to Sylvania campus via 53rd Ave



current connection to campus via 53rd Avenue



4/6/16



New Southwest Corridor light rail line would **connect to regional MAX network**



**Reconnected street grid** at Naito Parkway and Ross Island Bridge access reconfiguration



Naito Parkway today



Reconstructed viaducts with **full bike lanes**



Complete **sidewalks, bike lanes and safe crossings** along full length of Barbur



existing sidewalk gap on Barbur Boulevard



**Increased park-and-ride capacity** at Barbur Transit Center (about 16 min to PSU)



potential structured parking at Barbur Transit Center



**Improved transit service** to PCC Sylvania (e.g. shuttle to light rail, additional bus lines)



**New park-and-ride lot** at Barbur & 53rd  
(about 18 min to PSU)



**New street connections**  
in the Tigard Triangle



**HCT connection** to WES and Tigard TC



Tigard WES station



**Extension of Ash Street**  
across railroad tracks



**MAX light rail extension** to Tigard  
and Tualatin via Southwest Portland



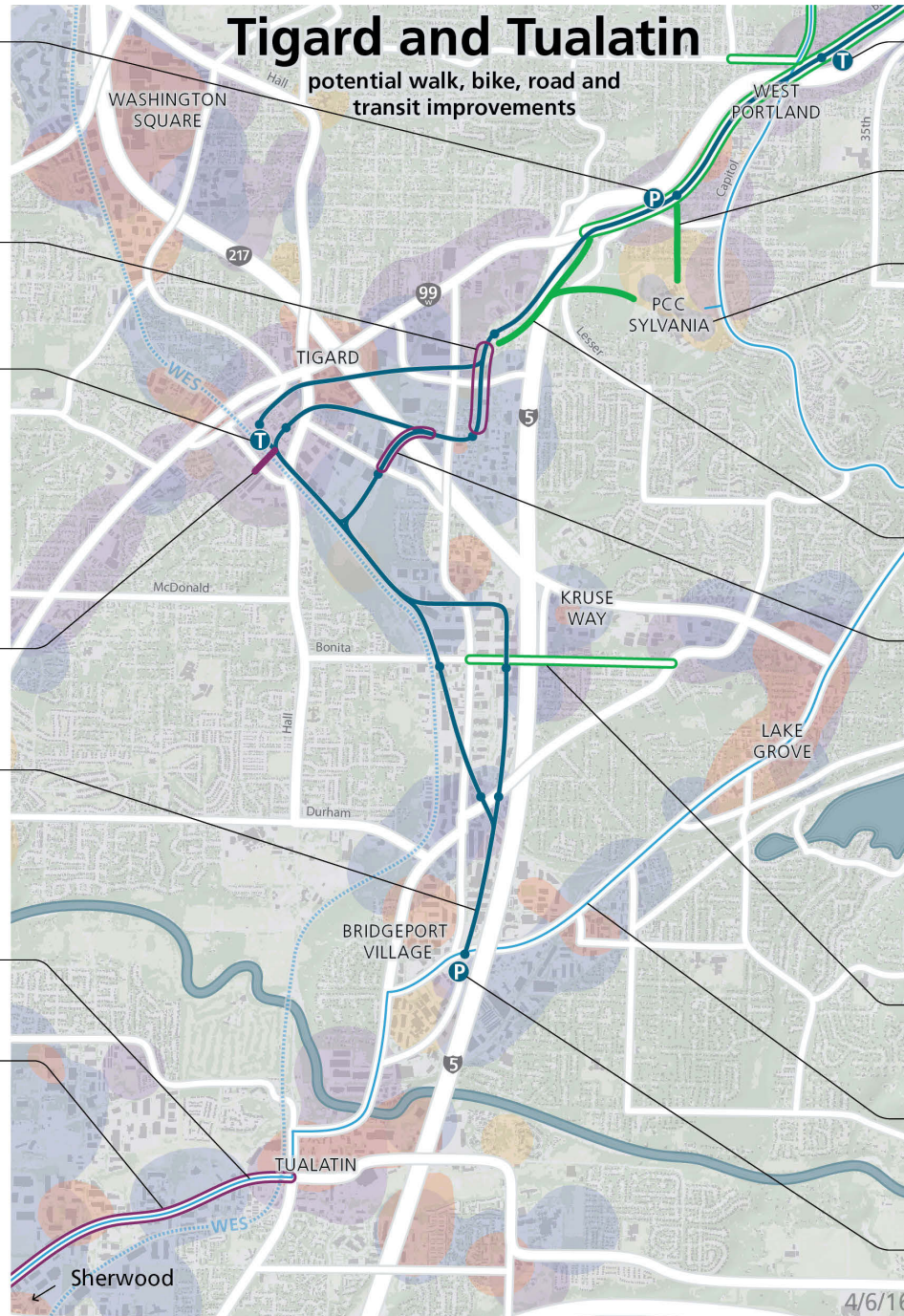
**New bus line** serving Tualatin-Sherwood  
Road (opening June 2016)



**Tualatin-Sherwood Road widening**



rendering of roadway with added lanes and new bus service



**Increased park-and-ride capacity**  
at Barbur Transit Center  
(about 16 min to PSU)



**Enhanced walk/bike connection** to  
Sylvania campus via 53rd Ave



**Improved transit service** to PCC Sylvania  
(e.g. shuttle to light rail, additional bus lines)



currently the line 44 terminates at PCC Sylvania



**Improved walk/bike connection** to the  
Tigard Triangle from Barbur and/or PCC



**New auto, bike and pedestrian crossing**  
over OR-217 between Beveland and Hunziker



potential new bridge over 217 for driving, biking and walking



**Sidewalks and bike lanes**  
on Bonita Road



**Line 44 extension** through Mountain Park,  
Lake Grove, Bridgeport Village and Tualatin

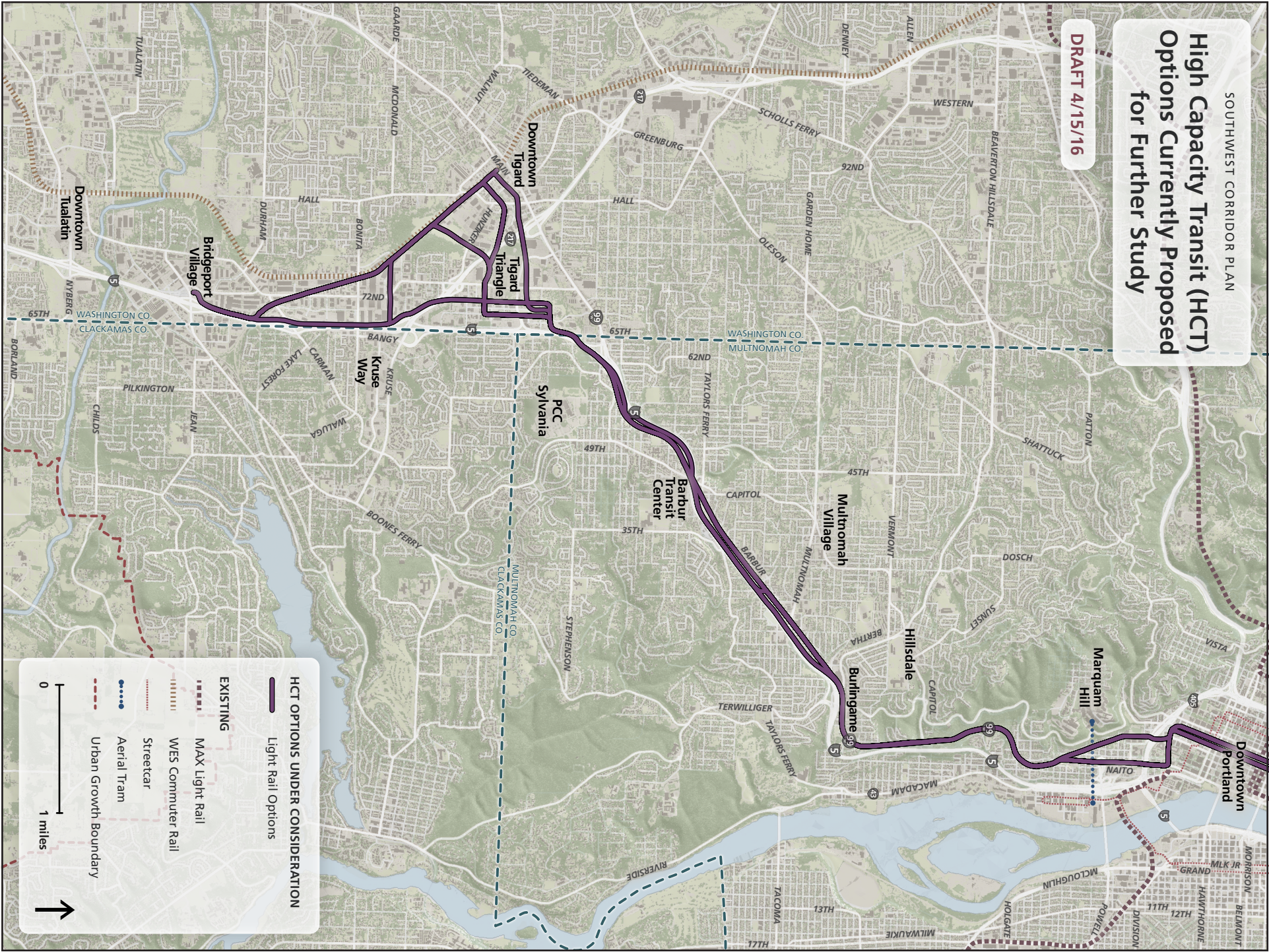


**Increased park-and-ride capacity** at  
Bridgeport Village (about 32 min to PSU)

# SOUTHWEST CORRIDOR PLAN

## High Capacity Transit (HCT) Options Currently Proposed for Further Study

DRAFT 4/15/16



## Southwest Corridor Plan

# Staff Recommendations for May 2016 Decisions Transit Mode and PCC Sylvania Tunnel

April 4, 2016

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## Overview

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The Southwest Corridor Plan is a package of transit, roadway, bicycle and pedestrian projects that can help reduce congestion, increase transportation options, improve safety and enhance quality of life in Southwest Portland and southeastern Washington County. The Plan defines investments to help realize the local land use visions adopted by each community in this area. These visions include the City of Portland's *Barbur Concept Plan*, the *Tigard High Capacity Transit Land Use Plan*, *Linking Tualatin* and the *Sherwood Town Center Plan*. A major component of the planning process has been the analysis and evaluation of both bus rapid transit (BRT) and light rail transit (LRT) performance on potential alignments to link Central Portland, Southwest Portland, Tigard and Tualatin.

The Plan is being developed by a group of partners, including jurisdictions in the project area and agencies involved in funding, constructing and operating the selected transportation investments. A steering committee consisting of elected leaders and appointees from these partners is leading the planning process. Past decisions of the Southwest Corridor Steering Committee include:

- 2013, adopting a Shared Investment Strategy that prioritizes key investments in transit, roadways, active transportation, parks, trails and natural areas to support the local land use visions.
- 2014, narrowing the high capacity transit design options under consideration and directing staff to develop a Preferred Package of transportation investments to support community land use goals.
- July 2015, removing high capacity transit (HCT) tunnels to Marquam Hill and Hillsdale from further consideration and adopting several technical modifications to transit alignments.
- January 2016, removing two HCT alignment options in downtown Tigard, a terminus in downtown Tualatin and the adjacent to I-5 alignment north of SW 13<sup>th</sup> Avenue from further consideration, and making Bridgeport Village the preferred HCT terminus.

### Project goals

The Southwest Corridor Plan Purpose and Need statement, adopted January 2014, includes thirteen project goals:

1. Serve the existing and projected transit demand in the corridor
2. Improve transit service reliability in the corridor
3. Improve transit frequency and travel times
4. Provide options that reduce overall transportation costs
5. Improve multimodal access to a range of housing types and businesses in growing communities
6. Improve potential for housing and commercial development in the corridor and encourage development in centers and transit-oriented development at stations along the corridor
7. Ensure benefits and impacts promote community equity
8. Increase multimodal transportation options and improve mobility in the corridor
9. Complete multimodal transportation networks in the corridor
10. Advance transportation projects that increase active transportation and encourage physical activity
11. Provide transit service that is cost effective to build and operate with limited local resources
12. Advance transportation projects that are sensitive to the environment, improve water and air quality and help reduce carbon emissions
13. Catalyze improvements to natural resources, habitat and parks in the corridor



## May 2016 Decisions

The decisions on mode and the PCC tunnel will complete the 18-month workplan established by the steering committee in December 2014. The workplan calls for the development of a Preferred Package of transportation investments to support community land use goals, including a preferred transit mode and terminus. The Preferred Package outlines what proposed actions will be studied in the Draft Environmental Impact Statement (DEIS) under the National Environmental Policy Act.

On May 9, 2016, the Southwest Corridor Plan Steering Committee will consider two major, inter-related questions: What is the preferred high capacity transit mode, BRT or light rail, for the Southwest Corridor? If light rail is the preferred mode, should a light rail tunnel directly serving the PCC Sylvania campus be advanced into the DEIS?

## Summary of Staff Recommendations

Based on direction from the committee, technical analysis, and consideration of input from community and business groups and the general public, staff proposes the following recommendations for steering committee consideration:

- Light rail is the preferred high capacity transit mode for the Southwest Corridor
- Remove the light rail tunnel alignment to PCC Sylvania from further consideration
- Continue to explore and refine alternative options for improved transit connections to the Sylvania campus

### The main reasons to select light rail are:

#### *Greater long-term carrying capacity*

- Growth in ridership demand beyond 2035 could be accommodated with light rail, but not with BRT.
- The lack of long-term peak hour capacity for BRT implies it could not be extended to other destinations in the future. The high volume of BRT buses during peak service (20 per hour) would also impact vehicular traffic on roadways throughout the corridor.

#### *Better transit performance*

- Light rail would provide faster and more reliable transit service than bus rapid transit.
- Light rail would attract more riders to the HCT line and more new riders to the overall transit system than bus rapid transit.
- Light rail would be more cost-effective to operate, with a projected lower cost per boarding.

#### *Ability to integrate into the existing light rail system*

- Light rail would have little effect on existing Transit Mall operations because a Southwest Corridor LRT line would interline with an existing MAX line (Green line or Yellow Line).
- Concerns exist about the number of BRT buses needed to serve the 2035 peak hour demand and subsequent impacts to bus traffic and light rail operations on SW Lincoln, through the Jackson Street Terminus, and along the Portland Transit Mall.

- During peak periods in 2035, Southwest Corridor BRT would add up to 20 buses an hour to the Transit Mall in each direction, utilizing capacity that light rail would preserve for future transit service needs.

*Higher level of public support*

- Input gathered through community engagement efforts shows a clear public preference for light rail over BRT for the Southwest Corridor.

**The main reasons to remove the PCC tunnel from further study are:**

- Ridership gains are not commensurate with the cost of tunnel construction, thereby reducing the project's cost effectiveness.
- The capital cost of a tunnel option could substantially reduce funding available for station connectivity projects throughout the alignment, such as locally desired bike and pedestrian investments.
- A tunnel option would likely result in a light rail terminus at the Tigard Transit Center due to the additional capital cost of the tunnel, resulting in no LRT service to Bridgeport Village and a significant drop in line ridership and cost effectiveness compared to a "no tunnel" LRT alignment.
- Tunnel construction would result in greater construction-period noise and traffic impacts along and near SW 53<sup>rd</sup> Avenue, compared to a surface alignment on Barbur/I-5, as well as residential displacement in an established neighborhood.
- Future investment on the Sylvania campus in response to an on-campus station is unclear.
- Several viable options that would connect the Sylvania campus to the light rail line on Barbur/I-5 have been developed and analyzed. These options would not perform as well as a tunnel and on-campus station, but would improve convenience, system ridership and travel times for campus transit users over existing conditions at a much lower construction cost.

## High Capacity Transit Mode

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Staff evaluated two high capacity transit modes for the Southwest Corridor: BRT and light rail. On December 31, 2015, staff released a comparative analysis of the mode options, the *Southwest Corridor High Capacity Transit Mode Comparison* document, which is available on the project website, [www.swcorridorplan.org](http://www.swcorridorplan.org), and at this location:

<http://www.oregonmetro.gov/sites/default/files/SWCP-ModeComparisonMemo-20151231b.pdf>

The *Mode Comparison* document explains the modes and assumptions made in the analysis. The analysis evaluated the modes against twenty criteria:

- Thirteen criteria measured the modes against the project goals identified in the Southwest Corridor Plan Purpose and Need.<sup>1</sup>
- Seven criteria measured the modes against logistical considerations that reflect operational and financial realities—vehicle capacity, service frequency, Transit Mall capacity, transit signal treatment, interlining, federal funding and local funding.

The *Mode Comparison* found that both modes would support Southwest Corridor goals for the corridor and the region. The analysis also noted that each mode has some advantages but found some major concerns related to long-term capacity of BRT to meet future travel demand in the Southwest Corridor.

The steering committee is being asked to select a preferred mode because studying both modes in the DEIS would require substantial additional time and money due to the greater scope and complexity of analysis required.

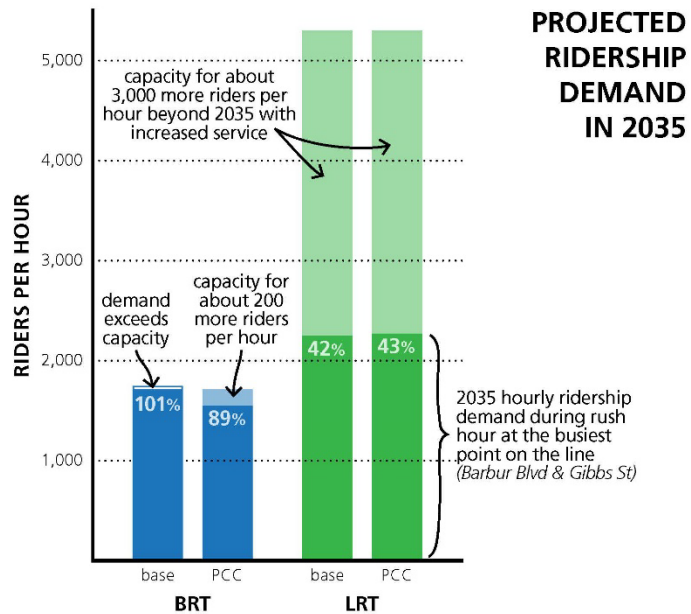
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<sup>1</sup> The criteria used follow, with the related project goal(s) as listed on page one noted: land use and development (5, 6), access to key places (8), travel time (3), reliability (2), rider experience, capacity for current and future demand (1), road bike & pedestrian projects (8, 9, 10), local bus service (8), public opinion, equity (7), ridership (1), capital cost (11), and operating and maintenance costs (11).

## Light rail benefits

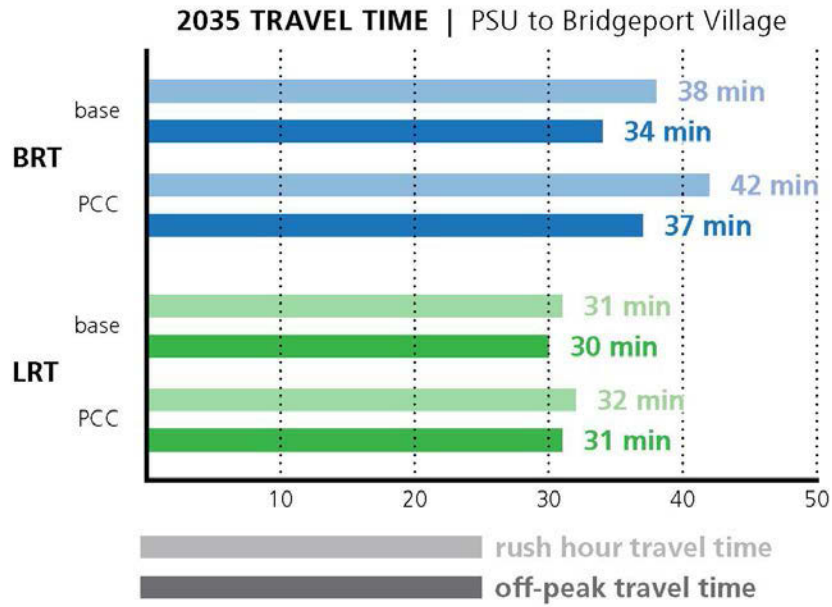
The primary advantage of light rail is its superior rider capacity and resulting ability to accommodate future transit ridership growth.

- A light rail vehicle can carry 266 people per two-car train while BRT can carry about 86 people per bus. Therefore, it would require far fewer light rail trips than BRT trips to meet rush hour demand.
- As a result, light rail could operate at about 7 minute frequencies to accommodate rush hour demand in 2035, while BRT would need to run every 3 minutes during rush hour.
- A 3-minute service frequency is roughly the maximum frequency for transit service to effectively operate in the corridor and on the Transit Mall. Consequently, as shown on the adjacent chart, BRT would already be at rush hour capacity in 2035, ten years after opening, while light rail would have capacity far beyond 2035. Light rail could add extra capacity by running more frequent trains, while BRT would already be at the maximum frequency.
- In addition, a 3-minute frequency means 20 articulated BRT bus vehicles in each direction during rush hour, navigating in mixed-use traffic segments of Barbur Boulevard and the Tigard Triangle, and possibly Capitol Highway and SW 49<sup>th</sup> Avenue. This volume of buses would likely affect local traffic operations.
- Due to its greater ridership capacity, a light rail line in the Southwest Corridor has the ability to be extended to other destinations in a later phase. Because BRT would be at rush hour capacity by 2035, it would be impractical to extend the line.

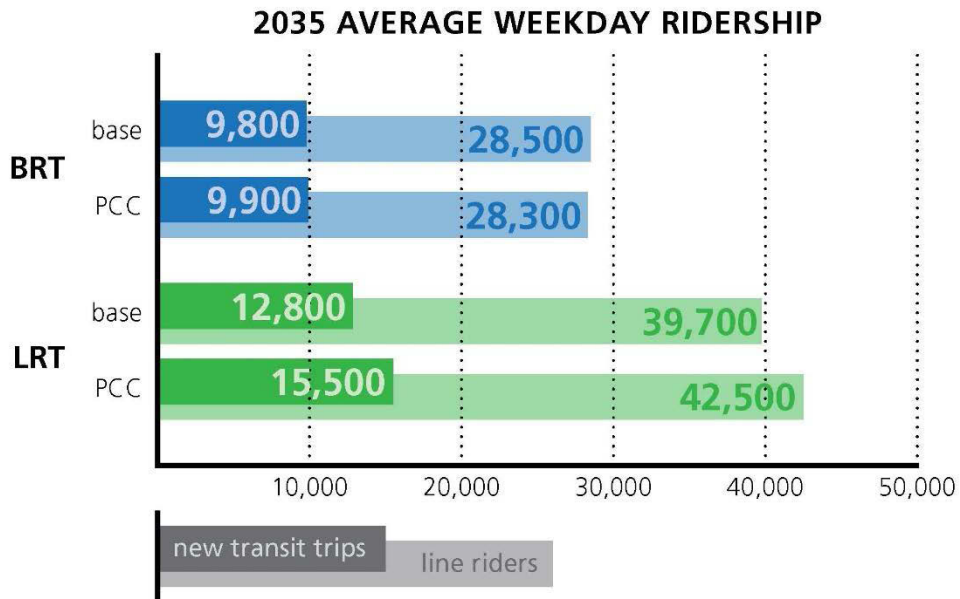


Light rail would also provide faster and more reliable transit service through the corridor, due to its use of a 100% exclusive right-of-way and greater ability to gain traffic signal priority. The following chart shows 2035 travel times during rush hour and other times, both a “base” alignment along Barbur/I-5 and an alignment that directly connects to the PCC Sylvania campus. Light rail would be faster on the base alignment by 7 minutes during rush hour and 4 minutes at other times.

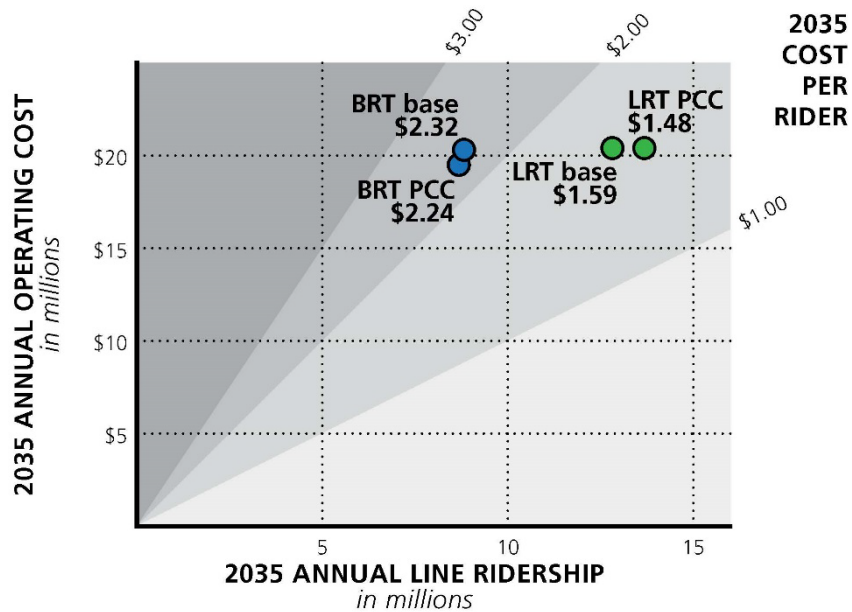
Staff analyzed whether placing BRT in a fully exclusive right-of-way would eliminate these differences, but found that a notable discrepancy in travel time and reliability would persist due to required vehicle frequencies to meet projected demand.



As a result of its better travel time, higher rider preference (per federal modeling guidelines) and greater vehicle capacity, light rail is projected to attract nearly 40 percent more daily line riders than BRT in the year 2035. The below chart shows that light rail is projected to have around 11,000 more daily riders than BRT in 2035 on the base alignment.



The differences in ridership and service frequency would also affect operating costs, with a light rail cost per rider about 55 percent lower than BRT in 2035, as shown in the following chart.



Finally, light rail would be able to interline with the existing regional MAX system and avoid adding many additional vehicles on the Transit Mall.

- Just as the Orange line MAX operates as an extension of the Yellow Line, a Southwest Corridor LRT line could utilize Green line MAX vehicles that already travel along the Transit Mall. As a result, few if any new light rail vehicles would be added to the Transit Mall.
- In contrast, BRT would add up to 20 additional buses per hour onto the Transit Mall because it could not interline with TriMet’s only other anticipated BRT line, the Powell-Division line (both BRT lines would enter and exit the Transit Mall from the south).



## **Bus rapid transit benefits**

Although staff does not recommend BRT as the preferred HCT mode for the Southwest Corridor due to the high future travel demand, BRT does offer some benefits. The chief benefit of a BRT alignment would be its lower capital cost. BRT does not require construction of tracks or electrification systems and has less substantial utility relocation requirements. BRT would also require fewer structures and result in slightly less property acquisition because trains require a slightly wider transitway and a wider turn radius. BRT can also operate in mixed traffic, reducing capital costs and property impacts by avoiding the need to widen the roadway in places. The capital costs of the base BRT alignment assumed in the analysis would be about 44 percent lower than the capital costs of the base light rail alignment.

Another advantage of BRT in the Southwest Corridor is the ability to connect directly to PCC Sylvania without an underground tunnel. Due to the steep grades between the campus and the Tigard Triangle, a direct light rail connection would require a tunnel that would increase construction costs for an alignment that goes to both Tigard Transit Center and Bridgeport Village by 21 percent compared to an alignment that is in Barbur Blvd or adjacent to I-5. BRT could be routed along SW Capitol Highway and SW 49<sup>th</sup> Avenue to reach the campus without significant differences in costs compared to a route remaining on Barbur Boulevard below the campus.

## Public Input: Light rail or bus rapid transit

Throughout the last year there were several opportunities to connect with stakeholders to understand their questions, concerns and preferences regarding whether bus rapid transit (BRT) or light rail is the best choice to serve residents in the Southwest Corridor and surrounding communities. To date, project partners have collected public input on a preferred mode through open-ended questionnaires, online surveys and in-person dialogues.

During all types of public outreach, four themes consistently rise to the top when the public is asked what benefits they want a Southwest Corridor project to deliver:

- shorter travel time,
- higher ridership,
- greater reliability,
- increased access to employment and education centers.

When asked specifically about the choice between light rail and bus rapid transit respondents echoed the above themes and added additional factors that people feel are important when making the mode decision:

- capacity to serve future rush hour demand,
- capacity to extend line in the future,
- lower ongoing cost to operate per rider,
- flexibility under road blockages and extreme weather.

“Not completing the [MAX] system would be unfair to the thousands of daily SW commuters who have so far supported MAX to every other part of the metro area.”

“High speed bus service can change with the times.”

“Simply adding more buses is not going to provide any relief to the growing congestion in that coridor.”

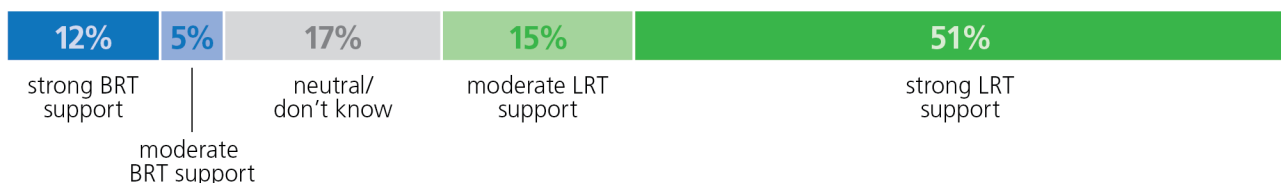
“This is about improving transportation and supporting neighborhood development for the next 50 years. It makes sense to go big.”

“Expanding the light rail system is prohibitively expensive to build and operate, and inflexible for changing transportation needs.”

Open-ended survey questions and in-person discussions provided a sense of how the public views the trade-offs between the mode options and their perspectives in selecting their preferred mode. The largest number of open-ended comments were in support of light rail, citing the need to think long-term, higher ridership capacity, automatic exclusive right of way and more positive public perceptions of light rail as comfortable and modern. Comments in support of BRT cite the perception that BRT is more flexible, it doesn't require fixed infrastructure, that the fleet is easier to upgrade than MAX, lower construction costs and public perception that MAX is unreliable.

## What is your opinion about whether bus rapid transit or light rail is better for the Southwest Corridor?

Results from Jan-Feb 2016 online survey (2,412 responses)





## Staff Recommendation

### ***What is the preferred high capacity transit mode for the Southwest Corridor?***

Staff recommends light rail for these reasons:

- **Long-term carrying capacity:** The additional construction cost of light rail is justified by its ability to meet demand while maintaining capacity for future transit projects on the Transit Mall. The *Mode Comparison* finds that BRT would not meet rush hour ridership demand in the Southwest Corridor after 2035 and therefore would not be an effective investment for this corridor despite its lower construction costs.
- **Better transit performance:** Light rail would provide faster and more reliable transit service, attract more riders to the HCT line and more new riders to the overall transit system, and be more cost-effective to operate.
- **Ability to integrate into the existing light rail system:** Light rail would have little effect on existing Transit Mall operations because a Southwest Corridor LRT line would interline with an existing MAX line, preserving future capacity for future transit service needs.
- **Higher level of public support:** Input gathered through community engagement efforts shows a clear public preference for light rail over BRT for the Southwest Corridor.

Overall, light rail would best meet the project's Purpose and Need. Compared to BRT, it would be better at serving the existing and projected transit demand in the corridor, improving transit service reliability in the corridor, improving transit travel times and providing transit service that is cost effective to build and operate with limited local resources.

Staff notes this recommendation is specific to the Southwest Corridor. Mode decisions for future HCT alignments each need analysis that accounts for unique features in a project area. In particular, BRT may be a promising option for corridors with lower ridership projected than in the Southwest Corridor.

The implications of this recommendation are:

- BRT would no longer be studied as part of the Southwest Corridor Plan. Only light rail would be evaluated in the DEIS.
- Alignment options that are unique to BRT, including a direct surface connection to PCC Sylvania, would be removed from further consideration.
- The steering committee will consider a separate action on whether to continue study of a light rail tunnel to PCC Sylvania. The staff recommendation on this decision is outlined in the following section.

## Tunnel to PCC Sylvania campus

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The PCC Sylvania campus is a major regional destination and direct HCT service would serve its employees and students, who travel from across the region. PCC Sylvania was identified as an “essential place” in the SW Corridor during existing conditions analysis in 2012, and project partners are in strong support of improving transit access to the campus. Better transit connections would allow PCC to further develop the campus and reduce its expenditures on inter-campus shuttles, lower transportation costs and/or travel times for students, and help meet climate action goals related to vehicle greenhouse gas emissions.

The Sylvania campus, however, is difficult to reach by light rail, requiring a tunnel for access. In June 2014, the steering committee identified a cut-and-cover option as the most promising tunnel approach to serve the campus. The committee removed from consideration longer bored tunnels via SW Barbur Boulevard and via SW Capitol Highway because both would cost considerably more than the cut-and-cover option without providing significantly greater benefits in terms of ridership and travel time.

In July 2015, the steering committee directed project staff to conduct additional analysis and public outreach to better understand trade-offs of direct service versus cost and construction impacts, and to learn more about future campus planning efforts. In response, staff:

- Explored additional tunnel designs that would reduce neighborhood impacts and indirect connection options to the campus
- Worked with PCC to develop campus visioning and identify potential redevelopment in response to an investment in an light rail station on campus, and collect student and staff travel data
- Engaged the neighborhoods surrounding the campus and the college community
- Met with PCC staff to define an ongoing partnership in support of the Southwest Corridor Plan.

Staff documented its efforts in a series of published reports:

On August 14, 2015, staff released the *PCC Sylvania Light Rail Options Technical Memo* (<http://www.oregonmetro.gov/sites/default/files/SWCP-PCC-Tunnel-Technical-Memo-20150814-web.pdf>). This document reported research on different tunnel design options and possible mechanized and pedestrian connection options from a station on SW Barbur Boulevard to the campus. A bored tunnel option under SW 53rd Avenue was introduced as a way to reduce neighborhood impacts at a comparable cost to a cut-and-cover tunnel design.

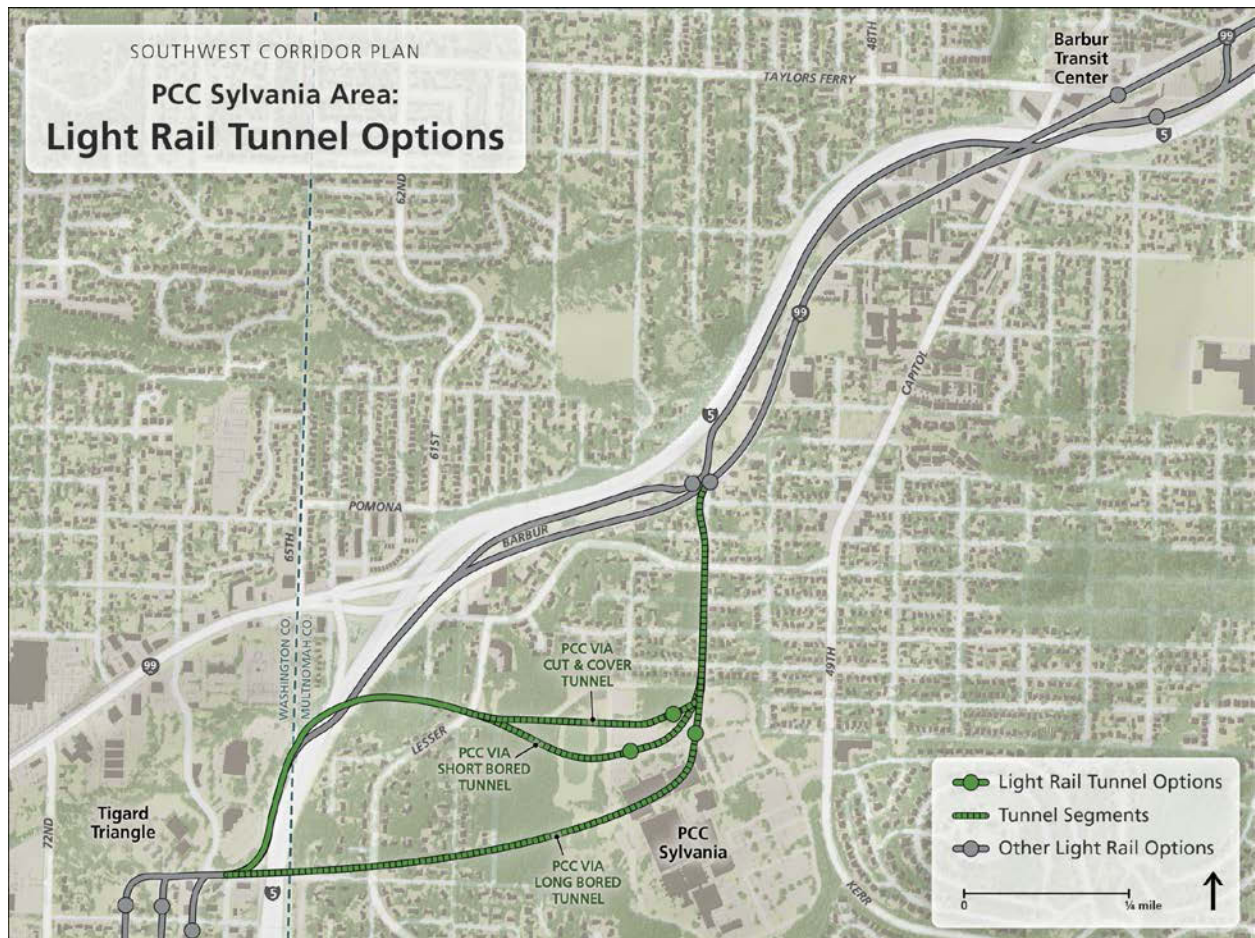
On September 11, 2015, staff released the *PCC Sylvania Connection: Status of Further Investigation* (<http://www.oregonmetro.gov/sites/default/files/SWCP-PCC-Status-Memo-20150911.pdf>). This document reported staff’s progress refining tunnel designs and exploring alternative connection options; PCC’s progress in developing campus visioning and providing student and staff travel data; and joint progress in engagement with surrounding neighborhoods and the campus community as well as defining a formal partnership.

On December 31, 2015, staff released the *PCC Sylvania Enhanced Connection Options Technical Memo* (<http://www.oregonmetro.gov/sites/default/files/SWCP-PCCConnections-TechnicalMemo-20151231.pdf>). This document described potential non-HCT connections to PCC Sylvania and provided basic information on relative performance and feasibility.

On March 11, 2016, staff released the *High Capacity Transit Technical Evaluation: Direct and Indirect Connection Options to PCC Sylvania Campus* (<http://www.oregonmetro.gov/sites/default/files/SWCP-PCC-connection-options-tech-evaluation-20160311.pdf>). This document quantitatively assessed the tradeoffs and comparative performance between various options for direct and indirect HCT access to the campus.

## Tunnel options

There are three tunnel designs under consideration—a cut-and-cover tunnel, a short bored tunnel with a bridge over I-5 and a long bored tunnel that would pass under I-5. All of the tunnel options would include a station and park-and-ride lot near Barbur and 53<sup>rd</sup> and an underground station in the northern portion of the PCC Sylvania campus. The tunnel designs would vary in their impacts on surrounding neighborhoods, but would be similar in cost and performance.



A tunnel would provide the best transit access for the campus compared to an indirect connection. According to 2035 projections, a light rail tunnel to PCC Sylvania would improve transit mode share at the campus compared to an alignment along Barbur, with almost 70 percent more transit ons and offs. That increase is mainly because, compared to a walking connection to station at Barbur and 53rd, a tunnel would provide a notably faster travel time between the Sylvania campus and regional destinations such as Portland State University (saves 6 minutes), Barbur Transit Center (3 minutes), Tigard Transit Center (6 minutes), Bridgeport Village (7 minutes) and other PCC campuses (7 to 9 minutes). A tunnel would increase travel time for light rail riders traveling between downtown Portland and Tigard by about one minute.

Input provided by the campus community has indicated strong support for a direct HCT connection to PCC Sylvania, and general public input shows interest in further study of a tunnel.

Despite these advantages, the tunnel would result in numerous issues that would threaten the Southwest Corridor Plan's ability to operate effectively and reach other destinations:

- **Overall cost, shortened alignment and lower ridership:** A tunnel to PCC Sylvania would increase total light rail project construction costs by about 21 percent. This capital cost would exceed the project's ability to reach Bridgeport Village within projected funding levels, so staff modeled a tunnel alignment that terminates at the Tigard Transit Center and would cost about the same as a light rail alignment along Barbur with a walk/bike connection to the campus and terminus at Bridgeport Village. The analysis, documented in *Direct and Indirect Connection Options*, found that in comparison, the cost-constrained tunnel alignment would have many more transit boardings on the campus (+69%, about 2,200 more boardings) and more households within a 60 minute transit trip of the campus (+2%), but would result in
  - Fewer system and line riders (18% and 6% less, respectively)
  - Higher operating costs per rider (10% higher)
  - Fewer households with a one-seat ride to campus (3% less)
- **Reduced bike/walk network investments:** High construction costs may preclude funding for complementary pedestrian, bike and roadway projects in the SW Corridor—both priority Shared Investment Strategy projects and locally identified needs for station access

In addition, the Far Southwest Neighborhood Association, representing the area most affected by a tunnel, has indicated strong opposition to a tunnel alignment for the following reasons:

- **Substantial construction-period impacts** (noise and traffic, among others) to surrounding neighborhoods
- **Possible permanent noise and vibration** impacts to nearby residences
- **Displacement of residences** from an established neighborhood

The return on a tunnel investment is also unclear:

- **Seasonal use of Sylvania campus:** An on-campus station would have limited use during weekends and in summer when classes are not in session
- **No updated campus plan:** There is no specific plan for a campus response to this major regional investment. PCC staff has discussed possibilities for the Sylvania campus, but the College's long-term vision for the campus and development in response to an HCT investment remain undefined.

## Alternative connections

Staff has developed and analyzed several enhanced ways to connect the campus to a light rail station around 53<sup>rd</sup> and Barbur. (The indirect connection scenarios all assumed a light rail mode, because a direct BRT alignment to PCC Sylvania would have been possible without a tunnel.) These alternative connections include:

- A bus hub, which would re-route local buses and/or add new bus service to the campus, thereby providing one-seat rides (no transfer) to PCC Sylvania from all directions (north, east, south and west).
- A TriMet shuttle, which would run frequent dedicated buses between PCC Sylvania and the light rail stations at Barbur Transit Center and in the Tigard Triangle. Unlike the bus hub option, the shuttle would only need to run when the campus is in session and could be timed with light rail train arrivals in order to minimize waiting time.
- An aerial tram or some other mechanized connection between a light rail station at 53<sup>rd</sup>/Barbur and the campus.

In addition, an enhanced pedestrian and bicycle connection between a light rail station around 53<sup>rd</sup> and Barbur and the Sylvania campus would be included in any light rail alignment.

See *Direct and Indirect Connection Options* (dated March 11, 2016) for further description and comparison of these options. Based on the analysis to date, there are multiple viable alternatives to a direct tunnel connection. The alternatives do not provide the same level of transit ridership or travel time savings for the campus as an underground on-campus station, however they would:

- Cost substantially less to construct and have a lower level of neighborhood impacts than a tunnel
- Result in higher line ridership, system ridership, and comparative operational costs per rider and household access to the campus, compared to the cost-constrained tunnel (Tigard Transit Center terminus)
- Save time for PCC Sylvania transit riders and increase system ridership, compared to a walk/bike connection only

Additional technical analysis is required for a final assessment of performance.

## Access to PCC Sylvania campus

The public has a diverse set of opinions about the need to improve transit access to PCC Sylvania and what direct and indirect options are most preferred. Staff generated input through open-ended questionnaires, online surveys and in-person discussions from winter 2015-winter 2016.

### Key overall themes

- A majority of people who responded online and in person felt that directly serving the campus with high capacity transit or increased bus service was important.
- Many people online and in person felt that the high cost of tunnels exceeded their benefits. Others felt the cost was worth it to create opportunity and deliver the most benefit to the region over the long term.
- People who participated in-person at meetings felt more strongly than online respondents that construction impacts to communities should be a major factor for decision makers to consider.
- Many respondents felt that improved local buses or campus shuttles were the best way to connect to campus.
- Many respondents wanted the project to improve campus connections from communities in Washington County.



### January-February 2016 online survey (2,424 respondents)

We presented high-level details and links to additional technical information on each of the eight options to directly or indirectly serve the PCC Sylvania campus with high capacity transit or improved local bus service. We asked respondents to select any and all options that they felt were promising.

- 25-38% of respondents selected bored light rail tunnel (38%), light rail on Barbur Blvd. with local bus hubs (38%), improved walk/bike facilities on SW 53rd Ave. (32%), cut-and-cover tunnel (30%), use of shared transit way and “branded” buses (26%) as promising options.
- 11-23% of respondents selected aerial tram plus walk/bike improvements along SW 53rd Ave. (22%) and bus rapid transit options on Capitol Hwy. (23%) and Barbur Blvd. (19%) as promising options.

The input highlighted in this report occurred throughout many months during which new options for serving the campus were added or refined. Not all surveys asked about the same set of connection options.

Spring 2015: cut-and-cover tunnel to campus, light rail on Barbur Blvd with SW 53rd Ave. walk/bike improvements and bus rapid transit on Capitol Hwy. or Barbur Blvd.

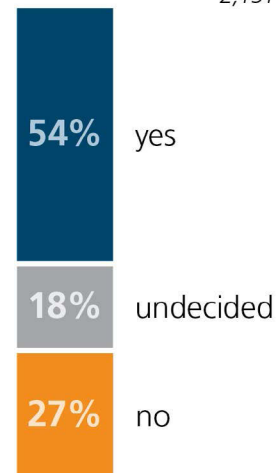
Fall 2015: light rail bored tunnel option and mechanized connections from Barbur Blvd. to campus added

Winter 2015: aerial tram, local bus improvements using shared transitway, bus hub and branded lines added

Spring 2016: additional evaluation of all options being considered

### Should the steering committee continue more detailed study of the light rail tunnel options?

2,151 responses



## West Portland Park Neighborhood Association

Neighborhood leaders developed their own online survey in September 2015 that generated 69 responses.

- Survey results indicated overall support for the Southwest Corridor project (83%), and support in general for a high capacity transit connection to PCC Sylvania and the West Portland Park area (74% support).
- Support was split somewhat evenly between a light rail tunnel (42%) and bus rapid transit (52%) as the preferred high capacity transit option for the area.

## Far Southwest Neighborhood Association

Neighborhood leaders developed their own online survey in September 2015 that generated 58 responses.

- Results show a majority opposition to both a bored tunnel (67% oppose) and a cut-and-cover tunnel (79% oppose) to directly serve the Sylvania campus.
- A majority of respondents (65%) and many open-ended comments favored increasing the frequency of current bus lines or creating new express bus lines to PCC Sylvania from downtown Portland.
- Respondents were divided in their support (56%) or opposition (40%) for Metro continuing plans for any high capacity transit.

“I understand the need to improve access to PCC. However, I urge the committee to focus its efforts on the other options [than the tunnel].”

“Tunnels always greatly exceed budget predictions.”

“PCC or bust. Not serving a major regional destination with a major regional transit line would be a huge mistake.”

“A light rail line [to campus] would greatly assist students and decrease excessive on-campus parking.”

“Please keep in mind that Sylvania is in session something like 180 days a year. It’s not a business where employees go on a daily basis.”

## PCC student and staff survey

Project staff engaged in person and developed an online survey for PCC students, faculty and staff in September-October 2015. The survey generated 676 responses.

### Key findings:

- Most respondents (78%) would use transit more if there was improved transit service to PCC Sylvania.
- A majority of respondents (61%) think a light rail tunnel is the most viable way to serve campus.
- A majority of respondents (60%) said they were somewhat likely or very likely to use improved bike and pedestrian access along SW 53rd Ave. to campus.
- Open-ended comments addressed a variety of issues including a need to improve frequency and reliability of existing TriMet routes and campus shuttles, and concerns regarding cost and neighborhood disruption with tunnel construction.

You can read the previously published full summaries of these online surveys and public discussions, and appendices of all survey data at the project library, [www.swcorridorplan.org](http://www.swcorridorplan.org).

## Staff Recommendation

### ***Should a light rail tunnel directly serving the PCC Sylvania campus be advanced into the Draft Environmental Impact Statement?***

PCC is an important partner and the Sylvania campus is a high-profile destination that needs to be well-served by transit for the Southwest Corridor Plan to be successful. A tunnel would clearly succeed in growing transit ridership to the campus. However:

- The **significant cost** of constructing a tunnel and **potentially high neighborhood impacts** would not be commensurate to the ridership benefits and would jeopardize construction of a cost-effective LRT project that includes station connectivity projects and local pedestrian, bike and roadway investments.
- Preliminary analysis suggests there are **viable other ways to link the Sylvania campus to light rail** which would improve convenience, system ridership and travel times for campus transit users over existing conditions at a much lower cost than a tunnel.
- Because the **long-term plan for the Sylvania campus is unclear**, it is not possible to evaluate the amount and type of new development that would result from a direct versus an indirect LRT connection. Project and PCC staff have been meeting to discuss the benefits and disadvantages of a tunnel compared to indirect connection options. PCC staff has stated its preference for a direct HCT connection, but also acknowledged the issues listed above. The **College is willing to support an alternative connection** that greatly improves upon its existing transit service in lieu of a direct tunnel connection.

Overall, a light rail alignment on Barbur/I-5 with an improved link to the PCC Sylvania campus would best meet the project's Purpose and Need. Due to the cost trade-offs of a tunnel option, an alignment without a tunnel would be the better option to serve the existing and projected transit demand in the corridor, increase multimodal transportation options and improve mobility in the corridor, complete multimodal transportation networks in the corridor, advance transportation projects that increase active transportation and encourage physical activity, and provide transit service that is cost effective to build and operate with limited local resources.

Staff therefore recommends:

- Removing a light rail tunnel to PCC Sylvania from further consideration.
- Continued exploration and refinement of alternative transit connections to the campus, working with PCC to plan appropriate service improvements.
- Renewed emphasis on the importance of robust bike and pedestrian connectivity both to the Sylvania campus and throughout Southwest Portland.

As a result of this recommendation, the DEIS would include light rail alignments in Barbur Boulevard and adjacent to I-5 in the area from Barbur Transit Center to Portland city limits. Both alignments include a station at or around SW 53<sup>rd</sup> Avenue, a park-and-ride facility near the station, and enhancements to SW 53<sup>rd</sup> Avenue to improve the pedestrian and bike connection from light rail to the campus.



## Next Steps

Project staff will present these recommendations to the Southwest Corridor Steering Committee at the April 6, 2016 steering committee meeting, which will be followed by a public forum allowing for discussion of these recommendations. Staff will also provide opportunities for online public feedback on these recommendations, and will reach out to PCC as well as community members in neighboring areas to solicit their comments. One week prior to the May 9, 2016 meeting, staff will share any feedback regarding these recommendations and report any adjustments for steering committee consideration.

After the May 9, 2016 decisions, staff will publish a *Draft Preferred Package* document summarizing the HCT project resulting from the refinement decisions made in July 2015, January 2016 and May 2016. At its June 13, 2016 meeting, the steering committee will review the *Draft Preferred Package* and make any adjustments necessary to finalize and endorse it. That will conclude the Refinement Phase of the Southwest Corridor Plan and initiate the beginning of the Environmental Review and Project Development Phase. The below table summarizes the currently anticipated schedule.

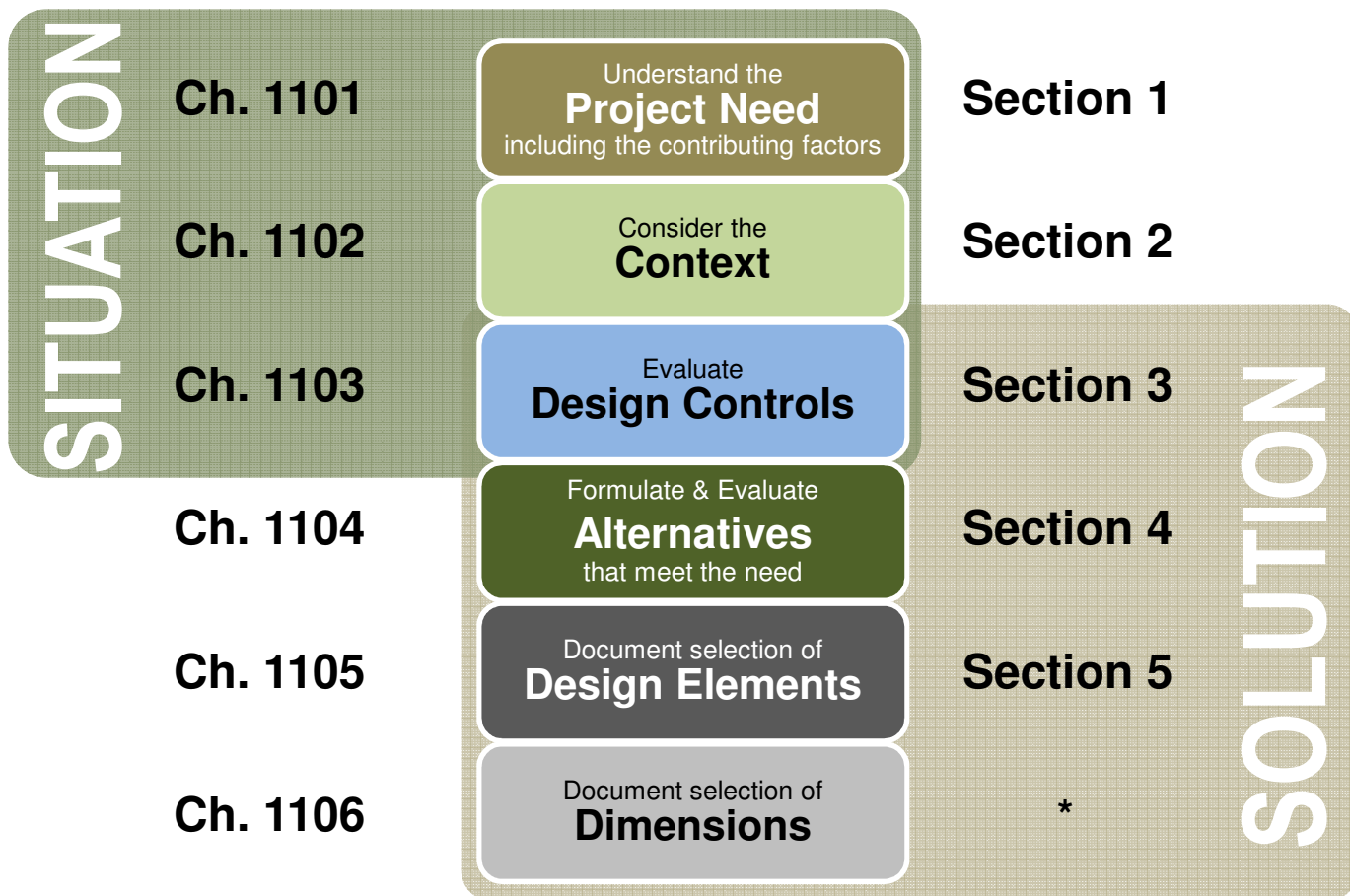
The Preferred Package as well as selected roadway, bicycle and pedestrian projects<sup>2</sup> will receive full environmental review in an Environmental Impact Statement (EIS) under the National Environmental Policy Act. Public input on the scope of the EIS is currently anticipated to occur in August and September, 2016. Further details on the EIS process and schedule will be released in upcoming months.

<b>Upcoming Southwest Corridor Plan Schedule</b>	
April 2016	<ul style="list-style-type: none"> <li>• Public comment on staff recommendations for mode and PCC Sylvania tunnel</li> <li>• April 6 steering committee meeting and public forum – presentation and discussion of staff recommendations</li> </ul>
May 2016	<ul style="list-style-type: none"> <li>• May 2 – release of steering committee packet, including summary of public input received on staff recommendations</li> <li>• May 9 steering committee meeting – decisions on mode and PCC Sylvania tunnel</li> <li>• Publication of <i>Draft Preferred Package</i></li> <li>• Public engagement on road/bike/pedestrian projects</li> </ul>
June 2016	<ul style="list-style-type: none"> <li>• June 13 – adjustments to and endorsement of <i>Draft Preferred Package</i></li> <li>• Publication of <i>Final Preferred Package</i></li> <li>• End of Refinement Phase, Start of Environmental Review and Project Development</li> <li>• Public engagement on road/bike/pedestrian projects</li> </ul>

<sup>2</sup> A public input process will occur in spring and summer 2016 to help select which roadway, bicycle and pedestrian projects are studied in the DEIS. These road/bike/pedestrian projects will be largely drawn from the set of priority Shared Investment Strategy projects adopted by the steering committee in July 2013, and may include other projects identified locally.

# Design Manual 2015 Update "Roadmap"

Design Manual



**Basis of Design**

\* Document dimensions on the Design Parameter Sheets

*Although shown as linear, in reality many activities are iterative and interrelated*

**For More Information**

Contact the WSDOT HQ Development Division (Design Policy unit or Assistant State Design Engineer)

**Design Policy unit at WSDOT**

John Donahue, [DONAHJO@wsdot.wa.gov](mailto:DONAHJO@wsdot.wa.gov)  
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## Before beginning,

- Review any planning documents
- Consider the need for a Multiagency Interdisciplinary & Stakeholder Advisory (MAISA) Team

## Understand the Project Need

Including the contributing factors

- Establish baseline and contextual needs
- Express needs in terms of performance metrics and targets
- Understand the contributing factors
- Engage the community

## Consider the Context

- Understand the land use context
- Identify the transportation context
- Consider existing and future contexts
- Understand the community design vision
- Consider the needs of all modes

## Evaluate Design Controls

- Choose appropriate design year, design users, modal priorities, target speed and terrain classification
- Consider phased solutions, such as building what is needed now without precluding future expansion
- Verify the current access control level is appropriate

## Formulate & Evaluate Alternatives That meet the need

- Use performance metrics and targets to evaluate alternatives
- Document tradeoffs using Alternatives Comparison Table

## Document Selection of Design Elements

- Select those elements that will be changes or employed by the project
- Consider related elements
- Consider required elements

## Document Selection of Dimensions

- Use a “design up” approach
- Use the quantitative analysis method where possible
- Otherwise, use the criteria-based evaluation method
- Document changed dimensions on the Design Parameter Sheets

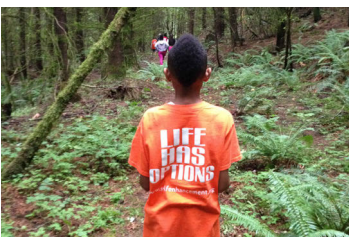
### Look for solutions that:

- *Address the project need*
- *Are context appropriate*
- *Consider all modes*
- *Reflect community engagement*
- *Are consistent with the long-term vision*
- *Don't compromise safety*

### Be prepared to answer the questions:

- *Have operational solutions been considered?*
- *Have Travel Demand Management solutions been considered?*

*The Practical Solutions approach requires that non-capital solutions are considered prior to making the investment in a capital project.*




**Metro** | **STRATEGIC PLAN TO ADVANCE RACIAL EQUITY, DIVERSITY AND INCLUSION EXECUTIVE SUMMARY**

**HELP SHAPE THE STRATEGY!**

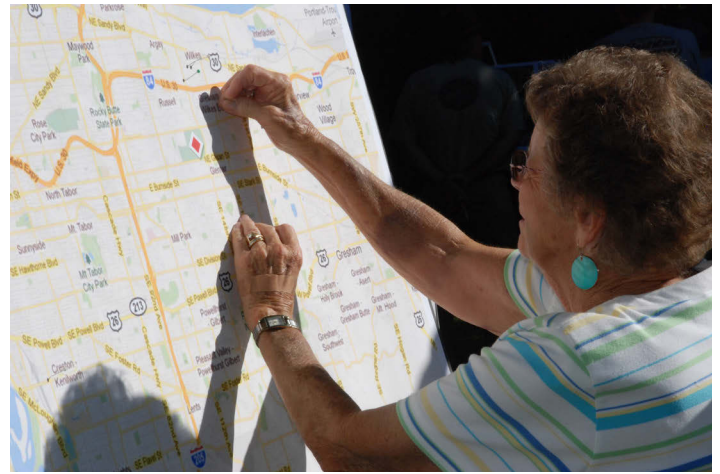
Learn more about the Strategic Plan to Advance Racial Equity, Diversity and Inclusion and add your voice by taking a short survey and by visiting:

[oregonmetro.gov/equity](http://oregonmetro.gov/equity)



## METRO IS COMMITTED TO WORKING TOGETHER WITH PEOPLE, BUSINESSES, NONPROFIT ORGANIZATIONS AND PUBLIC PARTNERS TO CREATE A PORTLAND REGION WHERE:

- All individuals and communities benefit from a strong economy with quality, living-wage jobs, stable and affordable housing, safe and reliable transportation, and a healthy environment with clean air and water.
- Racial equity is recognized as the backbone of good governance. To ensure the success of everyone, we must work together to end inequities that affect historically marginalized communities. We must remove barriers so that everyone can realize their full potential and contribute to and participate in our collective community and economy.
- Our public structures, institutions and processes address social and economic disparities for people of color. Those disparities are rooted in a history of discriminatory laws, policies and practices.
- Diversity is celebrated and all communities meaningfully participate in public decision-making.



## THE STRATEGY

Metro will implement interrelated strategies to create long-term institutional, structural and cultural change:

- **Lead with racial equity:** Focusing on eliminating the disparities that people of color experience in all aspects of social well-being, especially in those related to Metro's policies, programs, services and public spaces.
- **Broaden the impact:** Addressing the disparities that affect the most marginalized to generate solutions that address the needs of all other historically marginalized groups.
- **Generate support to create real and lasting cultural change:** Building a structure for Metro leaders, staff and region partners including community to engage in conversations about race, make concrete and measurable institutional changes and create a foundation for on-going reflection and needed change within the organization and Portland region.
- **Partner with communities of color:** Ensuring that members of these communities are involved in Metro's equity efforts to create greater trust and accountability.
- **Measure progress:** Measuring and recognizing milestones and improvements to increase and maintain momentum along the route to greater racial equity and change.



## WHY RACIAL EQUITY?

The Portland metropolitan area's population is growing and changing. Like most of the nation, our cities and counties are becoming more diverse. It is projected that by the year 2045, people of color will be the majority.

Our current and future diversity will help develop and maintain sustainable economic growth if we proactively address the issue of racial equity. Research shows that places that attain more economic growth are those with greater racial inclusion and smaller racial income gaps.

Unfortunately, most communities of color in the Portland area currently experience the worst economic and social outcomes of any demographic group, due to a long history of exclusionary and discriminatory policies.

To prepare for a healthy and prosperous future, Metro, other cities and counties, schools, community and philanthropic organizations, and businesses are taking a long, hard look at equity. It's not only the right thing to do; it's the smart way to improve our present and plan for our future.

There is no need to choose between equity and economic growth. Equity and community diversity positively impact the larger economy and have become the superior economic growth model across the country.

**By addressing the barriers experienced by people of color in the Portland metropolitan area, we will effectively also identify solutions and remove barriers for other groups, like low-income residents, people with disabilities, LGBTQ community, older adults and young people.** The result will be that all people in the Portland area will experience better outcomes.

## ORGANIZATIONAL GOALS, OBJECTIVES AND ACTIONS

This strategic plan is built around five long-term goals. The goals are deliberate guideposts that direct Metro in creating specific objectives, actions and measures of evaluation and accountability as the agency works to help the Portland area reach its equitable and prosperous destination.

The proposed actions are centered on those that the entire agency can do to advance racial equity, diversity and inclusion. A major deliverable of this strategic plan is for each Metro department and venue to develop its own equity action plan specific to their programs, policies and services within 18 months of the adoption of this strategic plan.

The strategic plan will also be better integrated with Metro's existing Diversity Action Plan; however, this will be done during the implementation phase to thoughtfully coordinate the racial equity strategy with the work to remove barriers for other marginalized communities, which is included in the Diversity Action Plan.

## Equity and Equality

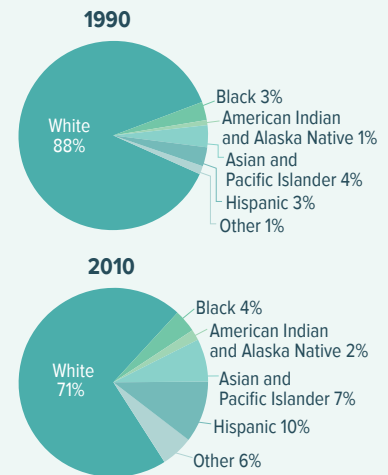
Not everyone needs glasses to see. But those that do require a specific prescription to enable them to see. Some people are severely visually impaired or are blind.

**Equality:** Believing that everyone should get the same glasses regardless of their specific need.

**Equity:** Understanding that some have greater visual difficulties than others, therefore only those that need glasses get them and each prescription fits that person's specific needs. Some people are blind, so they need entirely different solutions to perceive things that seeing people experience through sight.

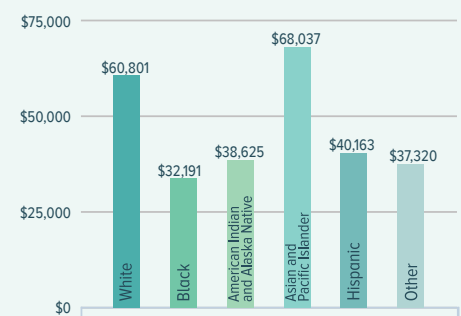
## The region is diversifying ...

PERCENT OF POPULATION BY RACE/ETHNICITY  
Tri-county region. Source: US Decennial Census, 1990, 2010 SF1-QTP6



## ... but regional inequities persist.

MEDIAN HOUSEHOLD INCOME, BY RACE/ETHNICITY  
Portland MSA, 2011-2013. Source: US Census, American Community Survey three-year estimates





## FIVE STRATEGIC GOALS

The five long-term strategic goals identified in this plan are:

### A. METRO CONVENES AND SUPPORTS REGIONAL PARTNERS TO ADVANCE RACIAL EQUITY.

Metro brings together diverse partners from across the Portland metropolitan region to reduce racial disparities and improve outcomes in communities of color through coordinated and innovative approaches. Metro leads by convening decision-makers and providing research and technical support to assist local cities and counties in equity initiatives.

### B. METRO MEANINGFULLY ENGAGES COMMUNITIES OF COLOR.

Community relationships based on trust, policies that strengthen community involvement, and clear accountability work to ensure that communities of color are meaningfully engaged and influence decisions and programs that impact their lives. Metro commits to co-creating with the community, learning from the collective wisdom and building the capacity of community leaders.

### C. METRO HIRES, TRAINS AND PROMOTES A RACIALLY DIVERSE WORKFORCE.

Metro has an organizational culture that is welcoming and inclusive to all people of color. Through training and hiring practices that break down barriers for applicants of color, Metro will achieve a racially diverse workforce with opportunities for advancement and strong retention and promotion rates for staff of color. All Metro staff will receive the training and support necessary to become culturally proficient and equitably serve all residents of the Portland metropolitan region.

### D. METRO CREATES SAFE AND WELCOMING SERVICES, PROGRAMS AND DESTINATIONS.

Communities of color are aware of and feel welcome to access Metro's diverse services, programs and destinations. Through better understanding the needs of culturally specific communities and the impacts of its programs and services, Metro will provide safe and welcoming environments and experiences that enrich the lives of community members.

### E. METRO'S RESOURCE ALLOCATION ADVANCES RACIAL EQUITY.

Metro advances economic opportunities for communities of color through various avenues including equitable contracting practices, distribution of investments, grant programs, apprenticeships and proactive convening of regional partners to support a racially diverse construction workforce.

To learn more visit  
[oregonmetro.gov/equity](http://oregonmetro.gov/equity)

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# **Advancing Racial Equity Online Survey Report**

February 22 to March 18, 2016

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*Prepared for Metro by  
JLA Public Involvement, Inc.*



# I. EXECUTIVE SUMMARY

## 1) INTRODUCTION

Metro hosted an online survey between February 22 and March 18, 2016 to solicit feedback from the public about Metro's equity strategy. In 2010, the Metro Council adopted equity as one of the region's six desired outcomes. The equity strategy is an organizing framework initiated by the Metro Council in 2012 to incorporate and apply equity more consistently across its program, policies and services – in collaboration with community, city and county partners. The online survey asked *three key questions* related to actions Metro can take to improve its policies, programs and services in order to advance equity:

- What should Metro *prioritize* in order to advance equity?
- What should Metro *measure* in order to know it is successful in advancing equity?
- What else can Metro do to address equity in the region?

1,194 survey responses were submitted. This executive summary outlines the main themes provided by the public through the online survey. The full report provides a summary of responses to each question in the online tool.

## 2) EQUITY PRIORITIES

Participants were asked to choose three areas that Metro should prioritize in order to advance equity. Over half (55%) said that **collaborating more with communities of color** should be a top priority. 45% said that Metro should prioritize hiring, training and promoting a **racially diverse workforce**, and 36% said Metro should prioritize providing more **investment opportunities** to support small businesses owned by or community based organizations that serve people of color.

## 3) MEASURES OF SUCCESS

Participants provided suggestions for what Metro should measure to determine whether it is successfully advancing equity. The survey listed three example measures of success, and these received a high level of support by many participants. They included:

- A higher percentage of Metro contracts are awarded to minority/woman owned firms.
- Racial diversity is increased at all employment levels at Metro, including management positions.
- More people of color visit Metro destinations and participate in services.

Participants provided many other potential measures. Overall, the greatest support was for the following measures of success:

- **An increase in racial diversity at all employment levels at Metro—particularly** at the management and decision-making level. Many noted that the makeup of Metro’s workforce should reflect the diversity of the region’s community, and that a more diverse workforce will be better able to provide programming and services that meets the needs of the broader community.

While most of the comments supported increased racial diversity and contracts as a measure of success, there was some **concern about hiring and contracting based on race**. Some noted that the main qualification for employment or contracting should be merit and skill—not ethnicity, and would prefer a “color-blind” hiring practice.

- **More people of color visit Metro destinations and participate in services.**
- **A higher percentage of Metro contracts are awarded to minority/woman owned firms.**
- **An increase in participation and feedback from communities of color**—particularly participation in decision-making and advisory roles. Survey participants suggested that Metro track engagement levels of people of color at its meetings, forums, surveys, workgroups, committees, and other efforts. In particular, participation at the decision-making level should be tracked. A successful outcome would be when the demographic participation at Metro’s forums, meetings, and advisory boards reflects the diversity of the Metro area.
- **Workforce/employment levels in the region reflect the diversity of the population.** An increase in regional workforce diversity and a general increase in minority employment—especially in management positions— would be a measure of success.
- **Increase in the number of minority-owned small businesses** in the region, and their level of long-term success.
- **Reduction in racial disparities across major life outcomes.** This includes areas such as income equality, graduation rates, unemployment rates, and crime rates—as well as increased affordable housing and homeownership by minorities. Success could be measured by reduced disparities between minority and white residents, as well as more targeted investments in areas that have been traditionally underserved.
- **Increased number of Metro staff that attend trainings to increase cultural awareness and proficiency,** and that can show that they have a good understanding of diversity and equity issues. This could include monitoring outcomes of the trainings to determine how trainings change the way Metro provides services and programming.

## 4) OTHER ACTIONS METRO CAN TAKE

Participants provided suggestions for what else Metro can do to advance equity in the region. Their responses ranged from comments on the types of programs or policy areas that Metro should focus on;

how Metro conducts business and internal hiring; how Metro can support other businesses and partners; outreach and engagement techniques; and Metro's role in equity-related work.

## Support for Program and Policy Areas that Metro Should Focus On

Many people supported efforts to **increase the availability of affordable housing** and to address the housing crisis and shortage of housing in the Metro region—noting that housing security is a crucial first step to improving the quality of life for minority and low-income populations.

Many people supported efforts to **improve the quality of education and access to education** in the region. They noted that good quality public schools is the best way to pull people out of the cycle of poverty, and is an equitable way to improve opportunities for all people.

Many comments support efforts to **promote and support jobs** in the region. People would like to see increased focus on jobs creation and infrastructure that supports jobs and economic development. Many people supported efforts to increase the availability, access and quality of **public transportation to serve low-income and minority communities**.

## Defining Equity and Metro's Role

Some expressed concern that **promoting equity is not part of Metro's charter** and that Metro should not use funding to promote equity in the region. Some of these people felt that it might be appropriate for Metro to promote diversity within its own workplace, but not beyond that. They suggested that Metro **focus on equality and fair treatment** of all people rather than treating some races differently.

## Outreach and Engagement

Many suggested that Metro focus on efforts to get input from and **directly engage with racially diverse/minority organizations and individuals**. They suggested that Metro specifically seek out hard-to-reach communities using non-traditional and creative methods. They showed support for efforts by Metro to develop information and marketing targeted to low-income and minority individuals, to help make them more aware of Metro services and opportunities.

## Doing Business

Many suggested that Metro focus on internal **equitable hiring practices** such as focused recruitment of minority job applicants, valuing cultural competency and equity-building skills as a means for promotion, and ultimately hiring a more diverse workforce, particularly at the management level.

Many would like to see Metro **engage in more partnerships** (especially paid partnerships) with **organizations that serve people of color** and minority-owned businesses.

## II. SUMMARY OF RESPONSES

### 1) WHAT SHOULD METRO PRIORITIZE IN ORDER TO ADVANCE EQUITY?

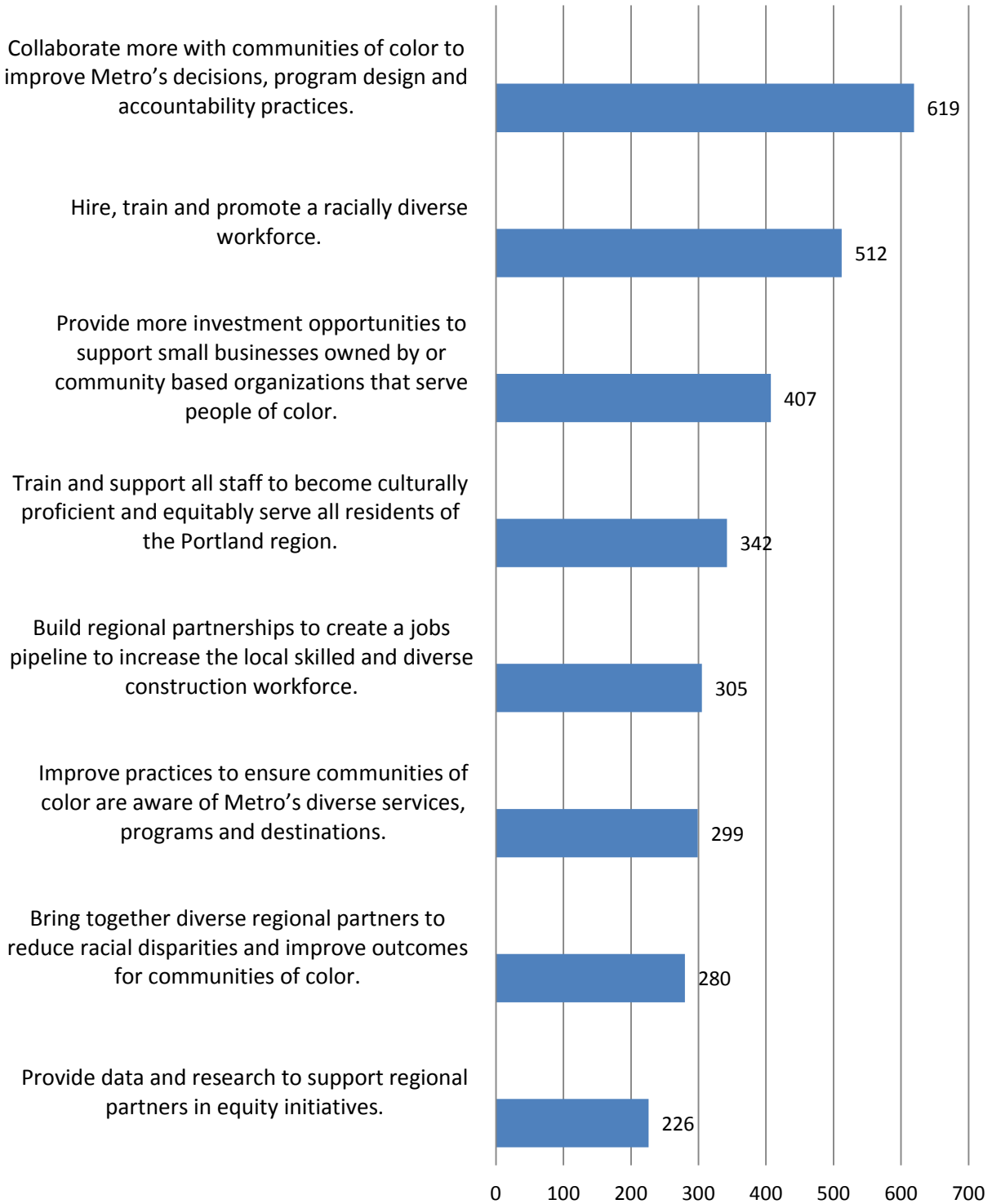
Participants were asked to choose three areas that Metro should prioritize in order to advance equity, from the following list of nine priority areas:

- Bring together **diverse regional partners** to reduce racial disparities and improve outcomes for communities of color.
- Provide **data and research** to support regional partners in equity initiatives.
- **Collaborate more with communities of color** to improve Metro’s decisions, program design and accountability practices.
- Hire, train and promote a **racially diverse workforce**.
- Train and support all staff to become **culturally proficient and equitably serve** all residents of the Portland region.
- Improve practices to ensure **communities of color are aware** of Metro’s diverse services, programs and destinations.
- Create safe, welcoming and multicultural **environments and experiences** at Metro destinations.
- Provide more **investment opportunities** to support small businesses owned by or community based organizations that serve people of color.
- Build regional partnerships to create a **jobs pipeline** to increase the local skilled and diverse construction workforce.

1,134 people provided a response to this question. Over half (55%) said that **collaborating more with communities of color** should be a top priority. 45% said that Metro should prioritize hiring, training and promoting a **racially diverse workforce**, and 36% said Metro should prioritize providing more **investment opportunities** to support small businesses owned by or community based organizations that serve people of color.

The chart below shows how many people selected each of the nine options as a top priority:

## What should Metro prioritize in order to advance equity?



## 2) WHAT SHOULD METRO MEASURE BASED ON YOUR PREVIOUS CHOICES? IN OTHER WORDS, HOW WOULD WE KNOW IF WE'RE SUCCESSFUL?

845 people provided a response to this open-ended question. Many people agreed with the three evaluation measures provided as examples in the survey:

- A higher percentage of Metro contracts are awarded to minority/woman owned firms.
- Racial diversity is increased at all employment levels at Metro, including management positions.
- More people of color visit Metro destinations and participate in services.

Below is a summary of the measures of success suggested by survey participants for each of the priority areas. Additionally, some participants suggested measures that apply more broadly to regional equity.

### **Priority Area #1: Bring together diverse regional partners to reduce racial disparities and improve outcomes for communities of color.**

Most suggestions centered on two types of evaluation measures: 1) reducing racial disparities across major life outcomes, and 2) an increase in the number of regional partnerships made.

Many said that an indicator of success would be that **racial disparities across major life outcomes are reduced**. This includes areas such as income equality, graduation rates, unemployment rates, and crime rates. Some suggested that Metro map out a baseline of these outcomes as they exist today to determine where disparities exist, and whether areas are being equitably served. This mapping could help Metro and regional partners target investments and monitor results over time.

Another indicator of success would be an **increase in number of regional partnerships with minority groups** and groups that represent communities of color. Participants suggested that Metro track the number of partnerships that it develops, as well as the workforce diversity of these partners.

### **Priority Area #2: Provide data and research to support regional partners in equity initiatives.**

Comments centered on two main themes: 1) the quality of data and research and 2) the need to involve people of color in research design and measuring.

Many stressed the importance of **well-designed measures and data collection methods**. Respondents noted that poorly designed research or under-developed measures could skew results. They suggested

setting up statistically valid ways to measure Metro’s equity goals, and involving neutral outside agencies to validate research design. Some also suggested continuous monitoring every few years and reporting out results in order to track progress and make course corrections as needed.

Some respondents suggested **involving diverse community members in developing measures** and data collection. They noted that, in particular, the conversation about priorities, desired outcomes, and what to measure should involve the affected populations. A couple of people suggested that Metro contract with data scientists of color in determining research design.

A few people suggested that Metro **track how it is publishing and distributed data** and research to regional partners; and how partners are using the data to support their equity initiatives.

### **Priority Area #3: Collaborate more with communities of color to improve Metro’s decisions, program design and accountability practices.**

Nearly half of respondents that commented on this priority area said that a measure of success would be **increased participation and feedback from communities of color**. Participants suggested that Metro track engagement levels of people of color at its meetings, forums, surveys, workgroups, committees, and other efforts. In particular, participation at the decision-making level should be tracked. A successful outcome would be when the demographic participation at Metro’s forums, meetings, and advisory boards reflects the diversity of the Metro area. Some added that Metro could survey **how people of color feel when they attend these events**, including questions on whether they feel welcome and heard. A few commented that Metro should measure *all* forms of diversity of participation—including racial, income, gender and age.

Many also said that a measure of success would be an **increase in number of people of color involved in decision making** and program/policy design at Metro, including involvement in leadership and advisory roles, such as on Metro Council and higher level advisory committees.

Some suggested that Metro track the **number of meetings it conducts specifically for people of color**—such as listening sessions, focus groups, and meetings held in diverse neighborhoods; as well as the **number of community based organizations and communities of color that Metro works with** and their engagement level. Success would be measured by an increase in these targeted meetings and an increase in Metro's engagement with leaders of minority communities. Some noted that Metro should ask community leaders how they would want to be involved, and provide them with leadership role in developing goals and outreach programs for their communities.

Some suggested that Metro measure **what percentage of ideas** that come from communities of color are implemented.

A few suggested that Metro **hire minority consultants** or groups to help Metro find better ways to collaborate to address equity and to evaluate Metro's practices. They noted the need for external monitoring to increase transparency and accountability.

#### **Priority Area #4: Hire, train and promote a racially diverse workforce.**

Over half of the respondents that commented on this priority area agreed that success could be measured by an **increase in racial diversity at all employment levels at Metro**. Many noted that it is especially important that diversity be increased at the management and decision-making level. Many said that the makeup of Metro's workforce should reflect the diversity of the region. Some suggested that Metro measure not only racial diversity—but other minority classifications such as age, gender, and sexual identity.

About a quarter of respondents agreed that Metro would know it is successful in this priority area if a **higher percentage of Metro contracts are awarded to minority/woman owned firms**. Some noted that the percentage of contracts should reflect the demographic makeup of the region, while some wanted an even greater percentage of contracts to be awarded to minority/woman owned firms.

While most of the comments supported increased racial diversity and contracts as a measure of success, some were **concerned about hiring and contracting based on race**. They noted that the main qualification for employment or contracting should be merit and skill—not ethnicity, and would prefer a “color-blind” hiring practice. They were concerned about reverse discrimination, and about the negative perception that a race-based hiring practice could create (i.e., a perception that people of color were hired to fill a quota, not because they have the requisite skill).

Participants provided these other measures related to promoting a racially diverse workforce:

- Level of **targeted outreach and recruitment to communities of color** so that they know about job and contracting opportunities (such as outreach targeted to low-income neighborhoods and schools).
- **Equal pay** across races and genders in the same position at Metro, as well as equity in promotions.
- **Increase in job applications** from minority applicants.
- Level of **job retention** by minorities at Metro (including racial and gender minorities).
- Number of **trainings by Metro to minority-owned contractors** on the bidding process.



## **Priority Area #5: Train and support all staff to become culturally proficient and equitably serve all residents of the Portland region.**

Nearly all of the suggested measures for this priority area centered on measuring **the number of Metro staff that successfully complete trainings to increase cultural proficiency and awareness, as well as monitoring outcomes** of the trainings. Some suggested that Metro require diversity training for all new employees, or require annual diversity training with all Metro staff. Some suggested that a measure of success would be the percentage of staff that can pass cultural competency tests, and that cultural competency be considered in promotions and performance reviews.

Some participants suggested that Metro monitor the outcomes of trainings. For example, staff could periodically be surveyed on how they are using the diversity training, and whether/how they have changed procedures or attitudes as a result of training. Metro could provide mentoring and coaching for staff who need additional support, as shown by continual monitoring.

## **Priority Area #6: Improve practices to ensure communities of color are aware of Metro's diverse services, programs and destinations.**

Nearly three-quarters of participants who commented on this priority area agreed that a measure of success would be **more people of color visit Metro destinations and participate in services**. Some suggested that participation levels should mirror the ethnic makeup of the region.

Some people suggested **surveys or interviews with people of color** to measure their level of awareness of Metro's services and programs, as well as their perceptions and experiences with Metro services. Some suggested targeted surveys with people of color before and after they experience Metro's services, programs and marketing to rate their experience. Others suggested that Metro interview or survey a representative sample of people of color to assess their feelings on Metro's impact on their lives and their understanding of Metro's role in the region.

Some respondents said that a measure of success would be an increase in the **amount of targeted marketing/outreach** that Metro conducts using techniques to reach diverse populations, including immigrant populations. This could include direct outreach at churches, grocery stores, libraries, and other locations that diverse communities use; as well as outreach materials written in simple, easy-to-understand language. Some suggested that Metro locate more services and events in racially diverse communities.

## **Priority Area #7: Create safe, welcoming and multicultural environments and experiences at Metro destinations.**

Nearly all comments on this priority area suggested that Metro **measure how communities of color rate their experience of Metro destinations**. This could take the form of surveys with communities of color, to ask them how they feel about the services Metro provides; whether environments are safe and multicultural—and what could be done better. Another measure could be a decrease in complaints and charges of discrimination from people of color, as well as more accolades of Metro from people of color and organizations that represent people of color.

Other measures suggested include:

- Provide more resources in different languages and translations at Metro destinations.
- Document efforts made to create safe, welcoming and multicultural environments. This could include, for example, diverse staff and programming at Metro destinations and special events held to celebrate different cultures.
- Increase in collaborations with communities of color to make destinations more welcoming.

## **Priority Area #8: Provide more investment opportunities to support small businesses owned by or community based organizations that serve people of color.**

Participants identified two main measures of success: 1) increase in the number of minority-owned small businesses, and 2) increase in financial and mentoring resources to support new minority-owned businesses.

Many suggested that Metro **measure the increase in the number of new small businesses created**, especially those owned by people of color and other minorities. Metro could also continue to monitor these businesses to see how many remain successful and stay in business long-term. Similarly, Metro could measure the number of minority-owned businesses that move out of the Portland area due to gentrification.

The second main measure of success suggested is an **increase in the resources—financial and otherwise—to support minority-owned businesses**. Many suggested that Metro track the number of small businesses that seek and receive support, and the degree of support. Many would like to see programs to provide leadership skills and other skills to help businesses succeed. Some suggested an increase in financial assistance, grants, and low-interest loans to support new minority-owned businesses and community based organizations that serve people of color. Some also suggested that Metro check in with small business owners to see if their opportunities and success improved as a result of receiving resources. A few would like to see a mentorship program in which established business community members provide guidance to new business owners.

## **Priority Area #9: Build regional partnerships to create a jobs pipeline to increase the local skilled and diverse construction workforce.**

Most respondents said that a measure of success would be an **increased number of minorities gaining construction jobs** and being awarded contracts. Some suggested that the goal should be a construction worker pool that matches the region's racial diversity, as well as an increase in the number of minorities in leadership and management positions. Others noted that increased wages in the construction field should be the goal.

A few respondents suggested that **Metro work with partners and organizations to support more training and hiring of minority employees**. This could include, for example, working towards some tax incentive or funding source to organizations and businesses to hire and train minority employees; or working with school districts to provide career training. The goal of such a program would be to create a larger pool of skilled, qualified minority employees and to decrease minority unemployment.

### **General Measures**

Many people provided measures of success that could apply across a wide range of priority areas, or that spoke to broader equity concerns in the region. The top measures of success included:

- **Workforce/employment levels in the region reflect the diversity of the population.** Many respondents said that an increase in regional workforce diversity and a general increase in minority employment—especially in management positions— would be a measure of success. Some noted that the goal should be similar employment rates for whites and ethnic minorities. A few wanted to see balanced employment rates and levels of pay across the region among men and women.
- **Increased access to education and better education outcomes.** Some suggested that Metro measure whether all people and neighborhoods in the region have the same access to education, as well as high school graduation rates by demographics. Some added that equal access and usage of educational opportunities will decrease racial inequalities across other key life outcomes.
- **Increased investments in areas/neighborhoods that have been traditionally underserved.** Some suggested that Metro map access to opportunity across the region to a broad range of needs and services, such as jobs, schools, transportation and parks—as well as mapping out the level of investments made in communities. Levels of investment could be adjusted based on findings that some communities are not being adequately served. Some also suggested that Metro measure spending on programs (including grants) that benefit minorities against total program spending.
- **Reduced displacement and increased neighborhood diversity.** Some suggested that Metro map out and track where people of color are living, to measure the intensity of gentrification and to

determine if Metro projects are contributing to displacement. A measure of success would be fewer people moving out of inner Portland due to increases in rent and housing costs, as well as more integrated neighborhoods with low-income and affordable housing interspersed in existing neighborhoods.

- **Increase in wages and earnings of people of color in the region.** A measure of success would be income growth for minorities and a close in the median income gap between white and non-white workers.
- **Increase in access to affordable housing** and decreased level of homelessness by minorities.

A few people mentioned that other measures of success would include a reduction in health disparities, lower crime rates, increased safety, reduced number of minorities in prisons, reduced pollution in the region, increased access to fresh foods, and an increase in racial diversity of the Portland area.

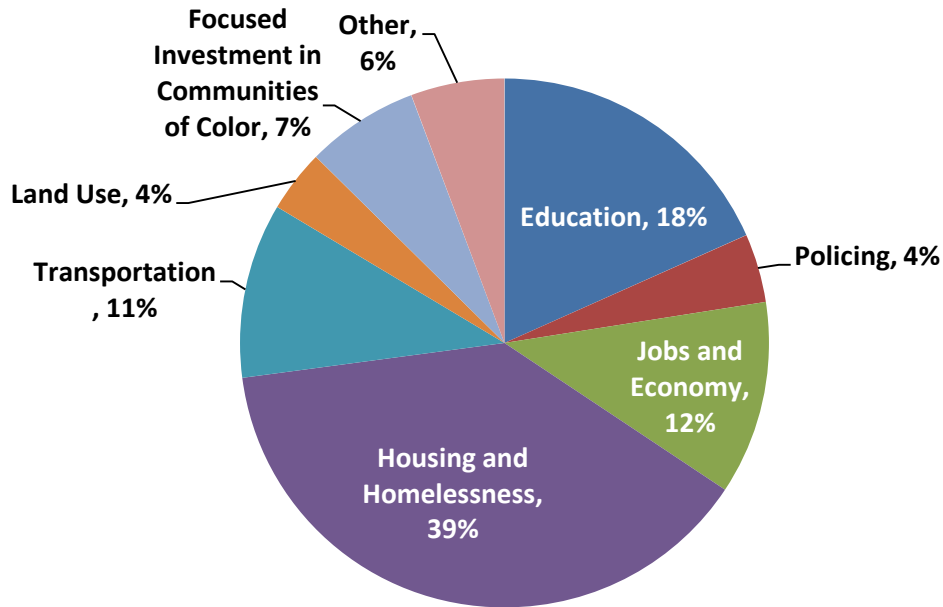
Additionally, approximately 5% of survey participants who answered Question #2 expressed that they do not support Metro's efforts to advance equity in the region. Many of these people said that advancing regional equity is not part of Metro's role or charter. Some noted that the goal should be equality, and that giving special treatment to some races is discriminatory to others. Others were concerned about use of tax dollars for this work.

### 3) WHAT ELSE CAN METRO DO TO ADDRESS EQUITY IN THE REGION?

683 people provided a response to this question. The responses ranged from comments on the types of programs or policy areas that Metro should focus on; how Metro conducts business and internal hiring; how Metro can support other businesses and partners; outreach and engagement techniques; and Metro's role in equity-related work.

#### Support for Program and Policy Areas

Approximately half of all people who responded to this question made comments related to the kinds of programs and policy areas that Metro should focus on. The chart below shows the percentage of people that supported investment in various policy and program areas. Most commonly, people want to see Metro address issues related to **housing and homelessness**, and to promote **education** as a means to break the cycle of poverty. There was also heavy support for investment that **support and promote jobs** and investing in, particularly **public transportation** in low-income and minority areas.



### Housing and Homelessness

Many people supported efforts to **increase the availability of affordable housing** and to address the housing crisis and shortage of housing in the Metro region. Participants noted that housing security is a crucial first step to improving the quality of life for minority and low-income populations. Most commonly, people supported **rent control** or measures to reduce rent increases; **increased supply of affordable housing** within existing areas and close to jobs and transportation to create mixed-income and diverse neighborhoods. People provided support for actions to **reverse the effects of historic redlining**, and calling on Metro to **support inclusionary zoning**. Some want to see Metro work with cities to establish rental projections and help people of color find affordable housing.

Many people also supported policies and efforts to **reduce or reverse gentrification**. They would like to see efforts made to reduce the number of historic homes that are torn down and replaced with more expensive dwellings. They also support programs or subsidies to help displaced people of color to return to their historic neighborhoods. Some suggested that Metro work on efforts to require developers to abide by equity-building rules, such as requiring developers to build some set percentage of new units as affordable housing.

Several people also support efforts to address **homelessness** in the region by providing more shelters and services to the homeless population.

### Education

Many people supported efforts to **improve the quality of education and access to education** in the region. They noted that good quality public schools is the best way to pull people out of the cycle of poverty, and is an equitable way to improve opportunities for all people. While some supported a focus on education for all, others supported efforts to **improve schools in low-income and minority areas** and

underperforming schools through grants and targeted assistance. Some also supported afterschool programs and early childhood education, particularly for low-income and minority students.

Some wanted to see Metro use schools as an avenue to provide information to students and their parents about Metro and its services. There were also some comments in support of specific types of education outside of the K-12 environment, such as English classes and financial education classes.

## **Jobs and Economy**

Many comments support efforts to **promote and support jobs** in the region. People would like to see increased focus on jobs creation and infrastructure that supports jobs and economic development. Comments in support of jobs went one of two ways. On one hand, many support **job training programs** and incentives to companies that provide job training, as well as job training and placement programs for youth and teens. On the other hand, many suggested that Metro support efforts to **place fewer restrictions on employers** so they can hire more employees. They would like to see Metro be more pro-business.

Some suggested that Metro provide courses or presentations at community colleges and high schools on **how to get work at public agencies**, and the types of available opportunities. Some suggested that Metro staff of color do the presentations to encourage minority interest in government jobs.

Some comments expressed support for efforts to create higher paying jobs and **address income inequality** between whites and minorities

## **Transportation**

Many people supported efforts to increase the availability, access and quality of **public transportation to serve low-income and minority communities**. People noted that good transit is crucial to provide access to jobs and needed services. Several also supported investment in biking and walking. Some advocated for more **affordable transit fares**.

## **Focused Investment in Underserved Areas**

Some people supported efforts to **focus investments in minority and low-income neighborhoods**, particularly transportation and housing projects. They noted that the historic lack of investment in neighborhoods such as East Portland warrants increased attention to lift up these areas.

Some also noted that, generally, Metro should engage in efforts to find root causes and solutions for the **most pressing issues for communities of color**. These include issues such as job access, food security, affordable housing, and education. Some noted that people of all demographics should have equal access to great services.

## Land Use

Some people made comments related to Metro's role in land use decisions. Some suggested that Metro **consider race and poverty when making land use decisions**; for example, by considering where jobs and housing are placed and access for low-income and minority neighborhoods. Several people wanted to see limited expansion of the Urban Growth Boundary and limited sprawl, so that people can live closer to jobs and services. Some also advocated for more efforts to **reduce environmental racism**.

## Policing

Some people supported efforts to work with local cities and counties to **reduce discrimination by law enforcement**. They suggested programs to reduce racial profiling by police and TriMet officials. Some suggested more **community policing** so that officers and the community would have stronger relationships.

## Other Policy Areas

Some people made other comments, suggesting that Metro focus on programs to:

- Support families and parenting, since strong family relationships can help reduce the effects of poverty.
- Improve safety, especially neighborhood safety.
- Improve access for people with disabilities.
- Reduce government subsidies and welfare. Instead, encourage people to work.

## Defining Equity and Metro's Role

Nearly a quarter of responses focused on defining Metro's role in addressing equity, as well as the need to define equity goals.

Approximately 5% of respondents who answered Question #3 expressed concern that **promoting equity is not part of Metro's charter** and that Metro should not use funding to promote equity in the region. Some of these people felt that it might be appropriate for Metro to promote diversity within its own workplace, but not beyond that. Another 5% were concerned that focusing on race and differences between people only results in **creating more inequality**; they would prefer that Metro **focus on equality and fair treatment** of all people rather than treating some races differently, in an effort to be "color blind." They expressed that including race in decision-making leads to discriminating against other people.

On the other hand, there were some that would like to see Metro address equity in the region, but wanted clearer definitions around what that means. Some said that Metro should be sure to **define equity**, have **clear goals** around equity, and supporting documents and research that confirm the racial inequities that exist in the region. Several were concerned that focusing on **racial equity is too**

**limiting**—and would like to see Metro’s efforts expanded to consider inequity related to income, age, LGBTQ status, disability, etc.

Several people expressed support for addressing equity in the region, and suggested that Metro **apply an equity lens** to all of its major projects and decisions. Some supported Metro’s efforts in **gathering and providing data and research** to other groups and jurisdictions to support their equity and diversity efforts. Several people want to see Metro support local government and partners to help them research and implement their local equity initiatives; noting that **Metro should be a model for how to "do equity" and inspire others**.

Several commented that Metro should focus on gathering quantifiable data and statistics to learn about the most pressing needs related to equity and diversity, and to focus its efforts on the highest priorities. Several also commented that Metro has done sufficient studying and planning, and should move towards **taking action** to address equity as soon as possible.

## **Outreach and Engagement**

Around 20% of responses focused on ways that Metro can improve outreach and engagement to better serve and include diverse participants.

### **Direct and Targeted Engagement**

Most of the comments related to engagement suggested that Metro focus on efforts to get input from and **directly engage with racially diverse/minority organizations and individuals**. They suggested that Metro specifically seek out hard-to-reach communities using non-traditional and creative methods. Some suggested that Metro meet individuals in their own communities, and ask questions or discuss topics that the communities care about. They suggested that Metro staff of color lead the engagement, and that Metro have **more of a presence in neighborhoods of color** and at events that minorities attend. The goal of engagement should be to involve people of color in decision-making and to actually implement their ideas. Some suggested partnering with churches, providing interpretation at meetings, and siting more Metro services and events in diverse neighborhoods.

### **Information and Marketing**

Many comments supported efforts by Metro to develop information and marketing targeted to low-income and minority individuals, to help make them more aware of Metro services and opportunities. They noted that materials should be easy to understand and translated into different languages so that communities of color, low income, and immigrant communities can understand and know about services. Some also suggested that Metro written materials include more inclusive languages and images of minority people.



## Other Comments on Outreach and Engagement

Several people suggested that Metro implement these other ideas to increase engagement by diverse communities in Metro events and services:

- Keep up the conversation on racial equity and get more people to participate.
- Sponsor and coordinate more cultural celebrations and events so that people learn to tolerate and respect other cultures. This could include food, cultural displays, and art-based programs to bring communities together and honor diversity and heritage.
- Provide reduced ticket prices for zoo and other Metro destinations so that people with lower incomes can participate.
- Implement programs to bring youth of color to visit Metro parks and natural spaces.
- Focus on engagement that brings diverse people together in the same room so they can hear each other's perspectives.
- Participate in equity-related events and forums hosted by communities of color.

## Doing Business

Around 15% of comments related to how Metro can be more equitable in the way it does business and hires employees, or how Metro can support minority-owned businesses and employees.

Many suggested **equitable hiring practices** such as focused recruitment of minority job applicants, valuing cultural competency and equity-building skills as a means for promotion, and ultimately hiring a more diverse workforce, particularly at the management level.

Many would like to see Metro **engage in more partnerships** (especially paid partnerships) with **organizations that serve people of color** and minority-owned businesses. Some suggested that Metro contract with local/minority-owned businesses whenever possible, provide larger-value contracts to partner community based organizations to conduct equity-related work, and provide more financial support to community organizing groups. On the other hand, a few people commented that Metro should hire and contract with the best qualified candidates and organizations—regardless of race.

Some suggested that Metro focus on offering or requiring **cultural competency and diversity training** for its staff, including information on existing inequities in the region and best practices for engaging people of color.

Other suggestions around ways that Metro could improve its internal and business practices include:

- Require Metro contractors and vendors to meet equity and diversity goals or standards.
- Seek more diversity and minority leadership on Metro Council.
- Develop a Metro summer jobs/internship program for youth, especially youth of color.

A few people provided suggestions for how Metro can **support minority-owned businesses**, including:

- Providing grants and financial resources to support minority owned businesses
- Establish mentorship and leadership-building programs for new woman and minority-owned businesses.

## 4) ADDITIONAL COMMENTS ABOUT THE TOPICS OR QUESTIONNAIRE.

224 people provided additional comments.

Many participants felt that **minority and underrepresented communities should have the most influence over this type of process** in order to promote equity. It would be beneficial to improve Metro's transparency by increasing information output and ensuring that the materials provided are not simplified based on the communities being targeted. They suggested that Metro consider developing strategies to encourage and build minority representation at Metro meetings. There was also strong support for increasing the diversity of Metro employees.

There was general support for Metro's equity efforts, with many feeling that a main priority should be unifying the different communities throughout Portland. However some felt that Metro should not be involved in this type of process and stressed that equality should be the city's focus, not just equity.

Many participants identified **housing** as well as **unemployment** as key components of inequity in Portland. It was suggested that Metro promote these policy areas by providing incentives to developers and job suppliers to provide affordable housing options and increasing job opportunities. Some felt that the issue with hiring from at-risk communities is that often individuals lack the experience and qualifications necessary to compete. It was suggested that Metro invest in educating these populations in order to better prepare them for success in the future. **Homelessness** was an issue mentioned often, with many expressing concern over the method of masking the homeless problem rather than addressing the causes. They said it would be beneficial for Metro to provide services to those immigrating to Portland from other countries to ensure their success. It was also mentioned that Metro seek to ease the transition for individuals exiting the prison system to ensure future success.

Participants felt that **creating connections and access to services for at-risk communities is a priority**. They said it is important to address the underlying and systemic racism that has caused gentrification and lack of success. Tackling these issues is crucial to providing equity.

Many felt that **identifying communities based on race or ethnicity is ineffective and could result in further divisiveness**. Some at risk communities may not trigger concern based on race or ethnicity, but due to culture, suffer similar inequities. They cautioned that Metro should ensure that the identification process does not disregard these communities during this effort.

Some noted that **younger generations** have proven to have a stronger interest in equity and diversity issues and their input should be sought out.

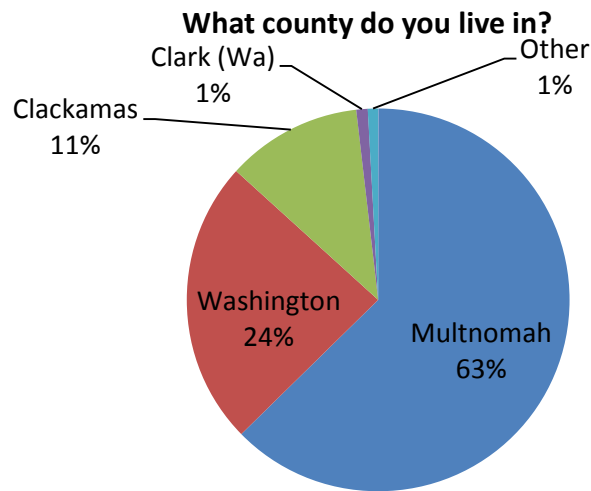
## 5) DEMOGRAPHIC INFORMATION

Participants were asked to provide demographic information to help Metro know if we are hearing from people across all races/ethnicities, ages and income levels on these important decisions

### Geography: County

Most respondents (63%) said that they live in Multnomah County, 24% said they live in Washington County, and 11% said they live in Clackamas County.

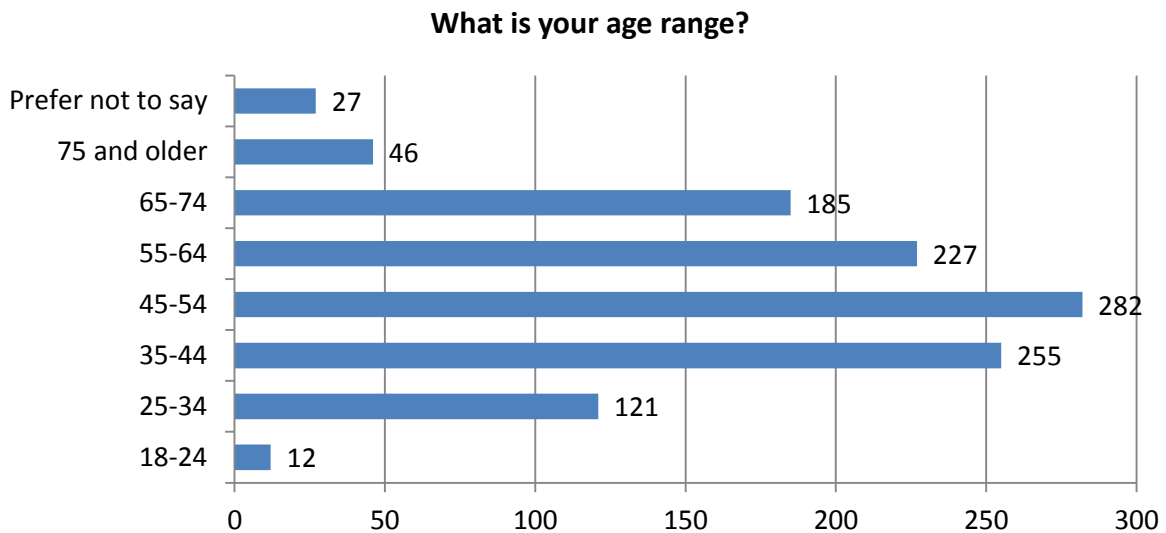
	Count	Percent	Regional population
<i>Respondents to this demographic question</i>	<b>1146</b>		
<b>Clackamas</b>	131	11%	17%
<b>Multnomah</b>	718	63%	49%
<b>Washington</b>	276	24%	34%
<b>Clark (Washington State)</b>	11	1%	n/a
<b>Other</b>	10	1%	n/a



## Age

Participants indicated their age range. 25% said they are between the ages of 45-54, 23% between 35-44, and 20% between 55-64.

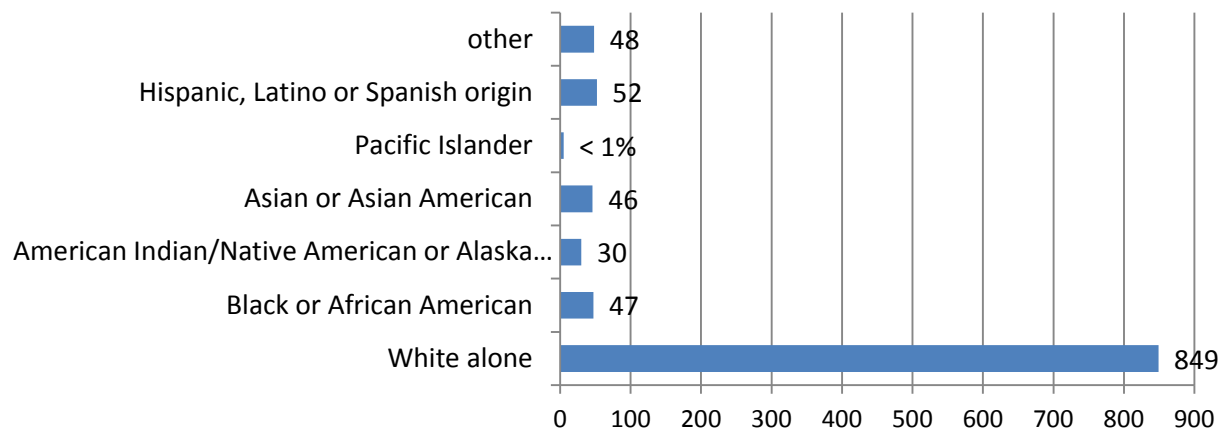
	Count	Percent	Regional population
<i>Respondents (1155) minus "Prefer not to answer" (27)</i>	<b>1128</b>		
<b>Younger than 18</b>	n/a	n/a	23%
<b>18 to 24</b>	12	1%	9%
<b>25 to 34</b>	121	11%	16%
<b>35 to 44</b>	255	23%	15%
<b>45 to 54</b>	282	25%	14%
<b>55 to 64</b>	227	20%	12%
<b>65 to 74</b>	185	16%	6%
<b>75 and older</b>	46	4%	5%



## Race/Ethnicity

	Count	Percent	Regional population
<p>Respondents were asked to pick all that apply and choose “other” or offer more specificity.<sup>1 2</sup></p> <p><i>Respondents (1150) minus “prefer not to answer” or similar comment expressing dissatisfaction with the inclusion of the question (114)<sup>3</sup></i></p>	<b>1036</b>		
<b>White alone<sup>4</sup></b>	849	82%	73%
<b>Black or African American</b>	47	5%	5%
<b>American Indian/Native American or Alaska Native</b>	30	3%	2%
<b>Asian or Asian American</b>	46	4%	9%
<b>Pacific Islander</b>	5	<1%	1%
<b>Hispanic, Latino or Spanish origin</b>	52	5%	12%
<b>other (please describe) or offer more specificity</b>	48	5%	6%

### What is your race/ethnicity?



<sup>1</sup> Race/ethnicity categories were simplified to allow for correlation with U.S. Census data on race and ethnicity.

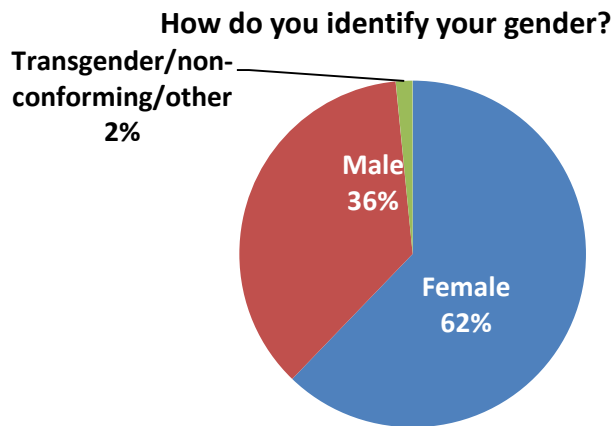
<sup>2</sup> Since respondents could choose more than one ethnicity, totals add to more than 100 percent.

<sup>3</sup> Eighteen comments questioning, objecting to or protesting the inclusion of this question were removed from the “other” category, including “human” or the like, and were added as tallies to “prefer not to answer,” as appropriate. Responses such as “American,” or “American of European descent” were left as self-identified ethnicities in the “other” tally.

<sup>4</sup> Since the ethnicity question is asked to determine if Metro is reaching diverse communities, responses were reviewed to calculate the number of respondents who were white and no other ethnicity.

## Gender

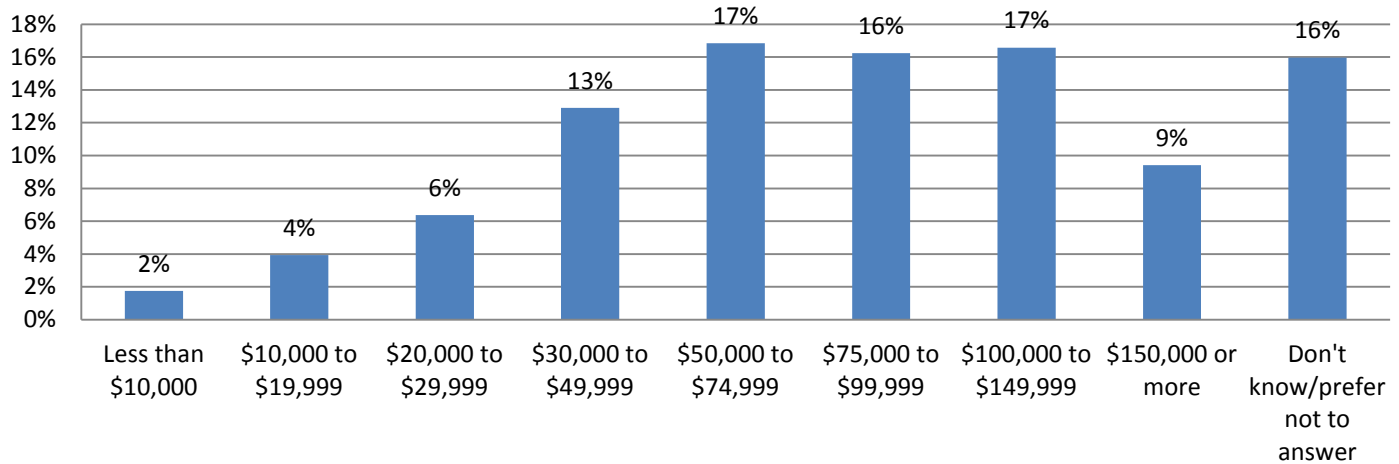
	Count	Percent	Regional population
Respondents (1145) minus “prefer not to answer” (60) <sup>5</sup>	<b>1085</b>		
female	675	63%	51%
male	393	36%	49%
transgender/non-conforming/other	17	2%	n/a



## Annual Income

Participants provided the range of their annual income.

**Which of the following best represents the annual income of your household before taxes?**



<sup>5</sup> Though no U.S. Census correlation for additional gender categories, these categories were expanded to include additional gender identifications.

## Disability

Participants indicated whether they live with a disability. 87% said no or prefer not to answer.

- 3% said they have a hearing difficulty (deaf or having serious difficulty hearing)
- 1% said they have a vision difficulty (blind or having serious difficulty seeing, even when wearing glasses)
- 3% said they have a cognitive difficulty (because of a physical, mental or emotional problem, having difficulty remembering, concentrating or making decisions)
- 4% said they have a ambulatory difficulty (having serious difficulty walking or climbing stairs)
- Less than 1% (2 people) said they have a self-care difficulty (having difficulty bathing or dressing)
- Less than 1% (4 people) said they have independent living difficulty (because of a physical, mental or emotional problem, having difficulty doing errands alone)



Date: April 21, 2016  
To: Transportation Policy Alternatives Committee and Interested Parties  
From: Dan Kaempff, Principal Transportation Planner  
Subject: 2017-19 Regional Travel Options Grant Program

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#### **PURPOSE**

Lead a discussion with TPAC on federally required and potential changes to the 2017-19 Regional Travel Options (RTO) grant program.

#### **BACKGROUND**

Every two years, the RTO program solicits grant proposals to fund projects that help fulfill the goals and objectives of the RTO Strategic Plan.

The current strategic plan was originally intended to guide the program through the end of fiscal year 2017. Since that plan was written and adopted, a number of policy and funding process developments have either occurred or are yet to occur that may significantly impact the RTO program:

- Consideration of additional funding to the RTO program from the 2019-21 Regional Flexible Funds Allocation (RFFA) for the purpose of regional investment in Safe Routes to School education and outreach
- Consideration of additional RFFA funding for the purpose of increasing the program's grantmaking capacity in response to adoption of the Climate Smart Strategies in 2014
- Development of the 2018 Regional Transportation Plan (RTP), with potential new policies around how the region's transportation system is managed

Given these potential impacts to the program, staff is recommending delaying the development and adoption of a new RTO strategic plan and beginning the planning process in 2017, once the 2019-21 RFFA process is complete, and further work has been accomplished on the 2018 RTP.

Because of this recommended delay in developing a new strategic plan, staff also recommends conducting the 2017-19 RTO grant program using criteria and process based on the 2015-17 grant program. Changes in federal guidance will be incorporated into the updated grant program. In addition, staff is recommending a number of changes based on lessons learned from previous grant cycles.

#### **FEDERAL CHANGES AFFECTING GRANT PROGRAM**

Technical adjustments are to be made to the grant program incorporating several mandatory changes based on new federal guidance. These adjustments strengthen oversight of federal awards to reduce the risk of waste, fraud and abuse, and increase standards for accountability of grant recipients. They do not affect project eligibility, but they will place additional requirements up-front for applicants to



provide information sufficient to comply with federal direction. More details on requirements will be included in the application materials.

### **STAFF-RECOMMENDED CHANGES FOR TPAC DISCUSSION**

Based on input and experience gained from previous grant rounds, staff is asking for TPAC input on the following proposed changes to the grant program.

1. Create a more open and transparent technical evaluation and selection process. A larger selection committee (8-10 people) comprised of both TPAC and external subject-matter experts will be asked to score grant proposals. Proposal scores will be made public once the technical evaluation is completed.
2. The sub-regional prioritization process should consider the project's technical scores. The sub-regional prioritization process will be conducted after the technical evaluation is complete and the scores are shared with the sub-regions, so the project scores can help inform the prioritization process. An explanation of how projects were prioritized will be included with a sub-region's identification of their priority.
3. Consider increasing the minimum two-year grant award to an amount within a recommended range of \$75,000 to \$100,000. Experience has shown that it is difficult to achieve meaningful results with grant awards of less than the recommended levels. Nor do project applications with lower funding requests score particularly well. In addition, there is a growing concern regarding challenges in staff capacity to manage the number of grants open at a given time. Often, smaller grants require much more investment of staff time, due to a lack of experience on the grantee's part as well as the increased reporting and fiscal requirements associated with using federal funds.

Increasing the grant minimum can also help to encourage more project applications that are intended to fund the creation and development of local RTO program capacity. The goals and objectives of the 2012-17 RTO Strategic Plan identified the need for Metro to support partners in their work to reduce drive-alone auto trips for commuting as well as for other trip purposes. It defined Metro's role as a supporter of local program efforts, putting cities, counties and non-government organizations out in front of the public to conduct educational and public outreach efforts. At a minimum, \$50,000 annually is a realistic grant request to pay a part-time staff person and provide a budget for required materials and other local program needs to conduct this work.

4. Limit the number of prioritized projects to one per sub-region. Over the past two grant cycles, sub-regions have had the opportunity to identify multiple projects for funding, provided the grant could be entirely funded with the sub-regional target.

### **ADDITIONAL POTENTIAL CHANGES TO CONSIDER**

Discuss the two small funding buckets added to the 2015-17 grant solicitation; \$75,000 for planning, and \$50,000 for small infrastructure projects. Is there interest/need for continuing these funding opportunities? If so, are these the correct amounts and funding criteria? Specifically,

- Should we limit the planning category to only one project? We split the funding between two projects in the previous round, which resulted in both projects not able to be fully funded.
- What parameters should we put on small infrastructure projects so they do not run into lengthy processes required when working on capital projects.

- Should we consider expanding the small infrastructure category to include short-term demonstration/outreach projects, intended to illustrate and engage the public on how changes in the streetscape could improve conditions for active transportation (i.e. Better Block)?

**NEXT STEPS**

Based on TPAC input, staff will update the 2015-17 grant packet and develop a timeline for application solicitation, evaluation and award. Grant agreements need to be in place by July 1, 2017 to enable projects to begin at the outset of the grant period and be completed within a two-year timeframe, meaning that grant awards must be made by December 2016 or January 2017. The RTO grant timeline will be coordinated with the RFFA project solicitation process, also occurring during the latter half of 2016.

DRAFT

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18 ) RESOLUTION NO. 16-4705  
METROPOLITAN TRANSPORTATION )  
IMPROVEMENT PROGRAM (MTIP) AND THE ) Introduced by: “Chief Operating Officer  
2015-16 UNIFIED PLANNING WORK PROGRAM ) Martha Bennett in concurrence with  
(UPWP) TO INCLUDE THE NEW INTERSTATE ) Council President Tom Hughes”  
205: STAFFORD ROAD TO OR-99E WIDENING )  
PROJECT )

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2015-18 MTIP on July 31, 2014; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the Unified Planning Work Program (UPWP) describes all Federally-funded transportation activities for the Portland-Vancouver metropolitan area to be conducted in FY 2015-16; and

WHEREAS, the FY2015-16 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY2015-16 UPWP is required to receive Federal transportation funds; and

WHEREAS, JPACT and the Metro Council approved the 2015-16 UPWP Update in May of 2015; and

WHEREAS, this resolution amends the 2015-16 UPWP to include \$2,305,500 of National Highway Freight formula funds from the Fixing America’s Surface Transportation (FAST) Act and \$194,500 of State matching funds for a total of \$2,500,000 for needed planning and pre-National Environmental Policy Act (NEPA) project development activities for the I-205 Stafford Road to OR-99E Widening Project; and

WHEREAS, all Federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2015-16 UPWP; and

WHEREAS, approximately 80,000-100,000 vehicles travel daily on I-205 between Stafford Road and OR99-E; and

WHEREAS, I-205 from Stafford Road to OR-99E narrows from six through lanes (3 lanes in each direction) to four (2 lanes in each direction) creating a dangerous driving safety hazard that has resulted in approximately 261 vehicle collisions over a five year period; and

WHEREAS, the approved funding will enable planning work to begin on a project to seismically upgrade the Abernethy Bridge and add a third lane in each direction on I-205 between Stafford Road and OR99-E; and

WHEREAS, the Oregon Transportation Commission (OTC) approved 2015-18 Statewide Transportation Improvement Program (STIP) amendment request to include the I-205: Stafford Road to OR99-E Widening Project on April 21, 2016; and

WHEREAS, with only the Planning phase being added to the MTIP at this time, the new I-205: Stafford Road to OR-99E Widening Project qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of "Planning and Technical Studies," and therefore is exempt from needing to demonstrate conformity with the air quality emissions budget; and

WHEREAS, the MTIP's financial constraint finding will not be impacted as a result of adding the new I-205: Stafford Road to OR-99E Widening Project, as the project is being funded with approved non-Metro funding; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to formally amend the 2015-18 MTIP and the FY 2015-16 UPWP to include the new I-205: Stafford Road to OR-99E Widening Project.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2016.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

**Exhibit A to Resolution No. 16-4705**

**2015-18 Metropolitan Transportation Improvement Plan Chapter 5 Tables Amendment**

**Action:** Amend MTIP to include the Planning phase for the new I-205: Stafford Road to OR-99E Widening Project.

**Existing programming:** None – New project

**Amended programming:**

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local (State) Match	Other Funds	Total Funding
I-205: Stafford Road to OR-99E Widening Project	Initiate planning activities to seismically upgrade the Abernethy Bridge and add a 3 <sup>rd</sup> lane in each direction on I-205 between Stafford Road and OR-99E	19786	ODOT	\$275-\$300 million	Planning	NHFP	2016	\$2,305,500	\$194,500	\$0	\$2,500,000
<b>Totals:</b>								\$2,305,500	\$194,500	\$0	\$2,500,000

Notes:

1. Fund code notes:
  - a. NHFP = FAST Act National Highway Freight Program funds.
  - b. State = State funds.
  
2. Phase references:
  - a. MTIP phases are divided into five possible categories to differentiate how project how project funding will be applied.
  - b. The MTIP programming phases include:
    - i. Planning = Planning activities including pre-NEPA project development work. These projects are added to the UPWP.
    - ii. PE phase = Preliminary Engineering (NEPA + PS&E, plans specifications & estimates).
    - iii. RW = Right-of-Way – activities involving needed right of way acquisition and utility relocation
    - iv. Construction = Represents the key project implementation phase that includes pre and post construction work.
    - v. Other = Generally reserved for ITS and transit project implementation phases that do not fit into the regular capital project construction phase logic. Also used when necessary for utility relocation programming needs.



With approval by the OTC, Metro will complete the Federal MTIP programming requirements IAW 23 CFR 450.300-336 to amend the MTIP and add the Planning phase for the new I-205: Stafford Road to OR-99E Widening Project. The MTIP is the Federally mandated four-year schedule of expenditures of Federal transportation funds as well as significant state and local funds in the Portland metropolitan region. The MTIP represents the first-four year implementation document of the long range Regional Transportation Plan (RTP). Development, management, updates, and amendments to the MTIP are the responsibility of the Metropolitan Planning Organization (MPO).

Amending the MTIP to add a new project can be accomplished via an Administrative or Formal Amendment. Administrative amendments involve minor “administrative-type” changes to projects that clearly demonstrate that no impact to financial constraint or the conformity finding is occurring as a result of the programming changed. Formal amendments require JPACT and Metro Council formal resolution, plus USDOT approval. Formal amendments propose eligible changes (no financial constraint or conformity impact), but potential RTP policy significance and need to demonstrate compliance with Federal & state regulations must be addressed as a condition of approval. Formal amendments must demonstrate through the documentation and approval process that the conformity finding and financial constraint are maintained correctly. Table 6.1 in the MTIP outlines examples and exceptions between Administrative and Formal amendments.

*Project Review for MTIP Inclusion:*

The MTIP is a Federal document and must comply with programming guidelines identified in 23 CFR 450.300-336. Adding a new project to the MTIP involves an initial review process that includes the following seven steps:

1. Project Funding Justification, Eligibility, and Verification. Yes:
  - a. Reference 23 CFR 450.324(e), and (f)(3) & (4), plus (g)(2),(3), & (4).
  - b. The I-205: Stafford Rd to OR-99E Widening Project completed a formal review and approval process through the OTC.
  - c. The OTC has provided formal approval supporting the commitment of the Federal National Highway Freight Program funding and State funds for the Planning phase totaling \$2.5 million. Through this action, funding justification and verification has been accomplished.
  - d. These funds are under the management of ODOT.
  - e. The project is located on the Interstate system, has Federal funds and is considered a major regionally significant project. It is required to be programmed in the MTIP.
  
2. Regional Transportation Plan (RTP) Verification. No:
  - a. New projects proposed for submission in the MTIP must be consistent with current long range Regional Transportation Plan (RTP) per 23 CFR 450.324(f)(2). The term “consistent” means that the project needs to be included in the current financially constrained component to the RTP before it can be added to the MTIP.

- b. The I-205: Stafford Rd to OR-99E Widening Project is not included in the constrained RTP. It is included in the unconstrained strategic element, but not the financially constrained component of the current RTP.
  - c. However, a planning study for I-205 with the same limits is identified in the RTP, ID #11497. Since only the Planning phase is being programmed at this time and a planning project entry exists in the current RTP, adding the planning phase to the MTIP is acceptable even though the full project is not identified in the RTP constrained component.
  - d. Assuming full project funding will be secured, ODOT is recommended to add the entire project to new 2018 RTP financially constrained component to ensure the project complies with air conformity modeling requirements IAW 23 CFR 450.322(6) which states the following: *“Include design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of the source of funding, in nonattainment and maintenance areas to permit conformity determinations under the U.S. EPA conformity regulations at 40 CFR Part 51. In all areas, all proposed improvements shall be described in sufficient detail to develop cost estimates.”*
  - e. In order to add later project phases, specifically R/W and Construction phases once funding has been secured, the air conformity modeling analysis in the financially constrained component of the RTP must have been completed.
3. Consistency with RTP Goals and Strategies Verification. Yes:
- a. As part of the Federal and state performance measurements compliance requirement, projects in the RTP and MTIP must be consistent with the RTP’s approved strategies and goals IAW 23 CFR 450.322(a) & (b) (1) to (5), (7) & (9).
  - b. The I-205: Stafford Road to OR-99E Widening Project meets two key RTP goals:
    - i. Goal 2: Sustain Economic Competitiveness and Prosperity and the following objectives:
      - 1. Objective 2.1 – Reliable and Efficient Travel and Market Area Access: Provide for reliable and efficient multi-modal regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.
      - 2. Objective 2.3 – Metropolitan Mobility: Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.
    - ii. Goal 5: Enhance Safety and Security, Objective 5.1, Operational and Public Safety – Reduce fatal and severe injuries and crashes for all modes of travel.
4. MTIP Formal or Administrative Amendment Verification – A Formal Amendment is Required:
- a. The I-205: Stafford Road to OR-99E Widening Project is a new project. Although only the Planning phase with a total programming cost of \$2.5 million is being



added to the MTIP through this amendment, the determination of whether or not a new project is exempt from a Formal MTIP amendment is based on the estimated total project cost, and if the project requires air conformity analysis. The total project cost for the I-205: Stafford Road to OR-99E Widening Project is estimated at \$275-\$300 million dollars. Even if it qualified as a “preservation project on the Interstate System”, the exemption limit is \$5 million for these types of projects.

- b. The project is a capacity enhancing project and will require air conformity modeling analysis as well. There are no exemptions in the 2015-18 MTIP, Chapter 6, Table 6.1 for new capacity enhancing projects that have not completed an air conformity modeling analysis.
  - c. The I-205: Stafford Road to OR99E Widening Project requires a Formal MTIP Amendment, plus JPACT and Metro Council approval. Once approved by Metro Council, the Formal amendment will require final approval from USDOT.
5. Conformity Verification. Yes:
- a. Federal air conformity exemption requirements are outlined in 40 CFR 93.126, Exempt Projects, Tables 2 and 3.
  - b. Only the Planning phase for the I-205: Stafford Road to OR-99E Widening Project is being added to the MTIP through this amendment. Therefore, it is considered a “Planning” project from a conformity viewpoint at this time.
  - c. Planning projects are exempt from having to complete air conformity modeling analysis per 40 CFR 93.126, Table 2, within the category of “Other” in the subcategory of “Planning and Technical Studies”.
  - d. Generally, the “Planning” exemption stated in 40 CFR 93.126, Table 2 has allowed the Planning or Preliminary Engineering (PE) phases to be added to the MTIP for capacity enhancing projects or other projects that require air conformity modeling analysis, but have not completed the requirement. The historical precedent has been when the Right-of-Way (R/W) or Construction phases are ready to be added to the MTIP, proof that the air conformity modeling analysis was completed needs to be demonstrated at that time. However, this is subject to USDOT’s interpretation. USDOT can determine that the air conformity modeling compliance requirement line is at PE and not R/W.
6. Financial Constraint Verification. Yes:
- a. The Federal and state funds committed to the project are under the management of ODOT. The OTC has reviewed and approved the funding request on April 21, 2016. Therefore, the funds are considered available and may be considered part of the FY 2016 financial constraint finding.
  - b. There is not a negative impact to the financial constraint finding as a result of adding the Planning phase for the I-205: Stafford Road to OR-99E Widening Project.
7. Metro Programming Responsibilities: As the MPO, Metro is completing the required MTIP programming actions for ODOT. The project’s proposed funding does not impact any appropriated funding Metro receives.

Summary:

Staff will complete the MTIP programming action upon final approval from the Metro Council and monitor subsequent required approvals up and through USDOT for final inclusion in the MTIP/STIP. The programming summary is shown in Exhibit A to the Resolution 16-4705.

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2015-2018 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 14-4532 on July 31, 2014 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded Federal funds.
4. **Budget Impacts:** None

**RECOMMENDED ACTION:**

Staff recommends the approval of Resolution 16-4705.

Attachments:

1. OTC April 21, 2016 Agenda
2. OTC STIP Amendment Request Staff Report
3. Project Location Map
4. I-205 Stafford Rd to OR-99E Widening Project Brochure

**OREGON TRANSPORTATION COMMISSION**  
**AGENDA**  
**April 20-21, 2016**  
**Redmond, Oregon**

**Wednesday, April 20**

***TOUR***

**12:00 PM**                    The Oregon Transportation Commission and ODOT staff to participate on a tour of ODOT Region 4 projects and the Daimler Truck Facility in Madras. The tour will depart from the Eagle Crest lobby. *(4 hours)*

***FORMAL MEETING***  
***Eagle Crest Conference Center***  
***1552 Cline Falls Road***  
***Redmond, Oregon 97756***  
***(503) 986-3450***  
***(See directions on the last page)***

**4:30 PM**                    W1)    Welcome and Introductions. *(5 mins., City of Redmond Mayor **George Endicott** and Deschutes County Commissioner **Alan Unger**)*

**4:35 PM**                    W2)    Participate in a panel discussion with members of the Central Oregon Area Commission on Transportation (COACT) and approve its updated Operating Guidelines and biennial report. **Action.** *(60 mins., ODOT Central Oregon Area Manager **Gary Farnsworth** and Members of the **COACT**)*

**5:35 PM**                    ADJOURN

***DINNER***  
***Eagle Crest Conference Center***  
***1552 Cline Falls Road, Juniper Room***  
***Redmond, Oregon 97756***

**5:35 PM**                    No-host dinner with members of the Oregon Transportation Commission, ODOT staff, members of Central Oregon Commission on Transportation, and local officials in the Juniper Room at Eagle Crest Conference Center.

# OREGON TRANSPORTATION COMMISSION

## AGENDA

### April 20-21, 2016

### Redmond, Oregon

**Thursday, April 21**

**FORMAL MEETING**  
*Eagle Crest Conference Center*  
 1552 Cline Falls Road  
 Redmond, Oregon 97756  
 (503) 986-3450

**8:00 AM** Agenda review and briefing session in the Board Room.

*Note: The Commission may choose to take agenda items out of order, pull, defer or shorten presentation time of agenda item(s) to accommodate unscheduled business needs. All portions of the meeting are open to the public unless noted as an executive session. Anyone wishing to be present for a particular item should arrive when the meeting begins to avoid missing an item of interest.*

**Website address to view agendas/minutes on the Internet:** [http://www.oregon.gov/ODOT/COMM/otc\\_main.shtml](http://www.oregon.gov/ODOT/COMM/otc_main.shtml)

*The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Jacque Carlisle, Commission Assistant, at (503) 986-3450.*

- 9:00 AM** A) Oregon Transportation Commission welcome. **Informational.** (5 min., OTC Chair)
- 9:05 AM** B) Director's Report. **Informational.** (5 min., ODOT Director **Matthew Garrett**)
- 9:10 AM** C) Public Comments. **(Up to 15 min.)**  
*(The Commission values public testimony. **Please note:** This part of the agenda is for comments on topics not scheduled elsewhere on the agenda. General guidelines: provide 10 copies of your written summary or other materials to the Commission Assistant prior to your testimony; and limit your comments to three minutes.) Please sign up on the public comment sheet provided at the meeting handout table.*
- 9:25 AM** D) Receive an informational update about the work of the Central Oregon Regional Solutions Team. **Informational.** (30 min., ODOT Region 4 Manager **Bob Bryant**, ODOT Central Oregon Area Manager **Gary Farnsworth**, and Members of the **Central Oregon Regional Solutions Team**)
- 9:55 AM** E) Receive an informational quarterly report on key highway projects in Region 4. **Informational.** (30 min., ODOT Region 4 Manager **Bob Bryant**)
- 10:25 AM** F) Request approval of applications and letters of support for TIGER 2016 funding from the Oregon Department of Transportation. **Action.** (15 min., ODOT Assistant Director **Travis Brouwer**)

# OREGON TRANSPORTATION COMMISSION

## AGENDA

### April 20-21, 2016

### Redmond, Oregon

#### Thursday, April 21, (continued)

- 10:40 AM** G) Request permission to appear before the May 2016 Legislative Emergency Board to seek approval to apply for federal grants. **Action.** **15 min., ODOT Assistant Director *Travis Brouwer***)
- 10:55 AM** H) Receive an informational update about the Oregon Department of Transportation's (ODOT) climate change work, including efforts to reduce greenhouse gas emissions (mitigation) and deal with floods, fires, and other results of the changing climate (adaptation). **Informational.** **(45 mins., ODOT Transportation Planning Unit Manager *Amanda Pietz* and ODOT Sustainability Program Coordinator *Geoff Crook*)**
- 11:40 AM** *Lunch and briefing session in Board Room (60 mins.)*
- 12:40 PM** I) Request approval of the City of Rainier's request to assign its \$2,996,264 ConnectOregon V grant to the Portland & Western Railroad, Inc. (P&WRR). The A-Street Safety Corridor Rail Improvement Project is located in the City of Rainier, in Columbia County. The total estimated project cost is \$5,290,830. **(20 mins., ODOT Rail and Public Transit Division Administrator *Hal Gard*, ODOT Region 2 Area Manager *Tim Potter*)**
- 1:00 PM** J) Receive an informational update of the Oregon Department of Transportation's Research Program. **Informational.** **(30 min., ODOT Transportation Development Division Administrator *Jerri Bohard* and ODOT Research Manager *Michael Bufalino*)**
- 1:30 PM** K) Receive an informational presentation of the Transportation Options for At-Risk Drivers program. **Informational.** **(40 mins., ODOT Rail and Public Transit Division Administrator *Hal Gard*, ODOT Transit Operations Manager *Robin Bjurstrom*, ODOT DMV Field Services Group Manager *Stefanie Coons*, ODOT DMV Customer Services Manager *Terri Anderson* and Commute Options Executive Director *Jeff Monson*)**
- 2:10 PM** L) Consider approving items on the Consent Calendar. **Action.** **(5 min., ODOT Director *Matthew Garrett*)**
- 2:15 PM** M) **ADJOURN**

# OREGON TRANSPORTATION COMMISSION

## AGENDA

### April 20-21, 2016

### Redmond, Oregon

**Thursday, April 21, (continued)**

## CONSENT CALENDAR

1. Approve the minutes of the March 17, 2016, Commission meeting in Salem.
2. Confirm the next two Commission meeting dates:
  - Thursday, May 19, 2016, meeting in Salem.
  - Thursday, June 16, 2016 in Hood River, and Friday, June 17, 2016, Tri-State Commission meeting in Portland.
3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request approval the following rules:
  - a) Adoption of 731-007-0500, 731-007-0510, 731-007-0520, 731-007-0530, 731-007-0540, 731-007-0550, 731-007-0560, 731-007-0570 and the repeal of 734-010-0200, 734-010-0220, 734-010-0230, 734-010-0240, 734-010-0250, 734-010-0260, 734-010-0270, 734-010-0280 relating to contractor prequalification.
  - b) Amendment of 735-061-0210 relating to the pilot program for Class C third-party testing.
  - c) Amendment of 735-062-0007 relating to the definition of mother and father.
5. Repeal obsolete Oregon Transportation Commission policies on Demand Management/Rideshare and Federal Reauthorization Highway Program Earmark requests.
6. Request approval to commit, in State Fiscal Year 2017, funding to the state's Metropolitan Planning Organizations (MPOs). The MPOs will use the funds to carry out transportation planning programs in order to meet the requirements of federal and state law. The funding amounts to be passed through to the MPOs are illustrated in Attachment 1, and request to authorize the Transportation Development Division Administrator to sign the necessary agreements for the disbursement of the above noted funds.
7. Request approval to appear at the May 2016 meeting of the Emergency Board, to request an increase in the Maintenance Limitation of \$16,966,375 and an increase in the Local Government Limitation of \$10,732,666, to help offset the damages resulting from winter storms and the standoff in Harney County.
8. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program to add a new project, Oregon 540: Miner Creek Culvert Replacement project, located in, Region 3. Funding will come from Region 3's Financial Plan. The total estimated cost of this project is \$786,175.

**OREGON TRANSPORTATION COMMISSION**  
**AGENDA**  
**April 20-21, 2016**  
**Redmond, Oregon**

**Thursday, April 21, (continued)**

9. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program to add the Region 1 Mumble Strip Pilot project on a 4.45 mile section of U.S. 26-Mt Hood Highway in Multnomah and Clackamas County and a five mile section of Interstate 205-East Portland Freeway in Clackamas County. The project goal is to reduce the severity and frequency of roadway departure crashes, and test the constructability and traffic noise in comparison to conventional rumble strips. The funds will come from the 2016 Traffic Safety Grant Program's roadway departure funds in the amount of \$75,000. The total estimated cost of this project is \$75,000.
10. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add a new Development STIP (D-STIP) project, Interstate 5: Woodburn-Salem, located in Marion County in Region 2. Funding will come from the 2015-2018 Fix-It Interstate Maintenance funds. The total estimated cost of the project is \$469,800.
11. Request approval to amend the 2015-2018 Statewide Transportation Improvement Program to add project development funding for the Interstate 205: Stafford Road to Oregon 99E Widening project in Clackamas County. The funding will come from FAST Act freight funds. The total estimated cost of this project is \$2,500,000.
12. Accept the Oregon Department of Transportation (ODOT) Quarterly Program Report for January 1-March 31, 2016.

**OREGON TRANSPORTATION COMMISSION  
AGENDA  
April 20-21, 2016  
Redmond, Oregon**



Directions below are to the formal meeting location.  
Eagle Crest Resort – Hotel and Conference Center  
1522 Cline Falls Road, Redmond OR 97756  
541-923-9644

From the West (Heading east on Oregon 22):

Continue on Oregon 22E/Santiam Hwy SE for 80 miles. Once in Sisters take a sight left to continue on Oregon 126 E toward Redmond. Take exit toward Cline Falls Highway. Turn right onto SW Cline Falls Road. Turn left onto Falcon Crest Drive. Turn right onto Mountain Quail Drive.

From the North West (Heading southeast on U.S. 26 from Portland):

Continue straight on U.S. 26 for 103 miles. Once in Madras continue onto U.S. 97 S for 24.3 miles. Turn right onto SW Glacier Ave. Continue onto Oregon 126 W/SW Highland Ave. Take the Cline Falls Hwy exit toward NW 74<sup>th</sup> St. Turn right onto Cline Falls Road. Turn left onto Falcon Crest Drive. Turn right onto Mountain Quail Drive.





# Oregon

Kate Brown, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** April 7, 2016

**TO:** Oregon Transportation Commission

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Consent** - Amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add project development funding for I-205: Stafford Road to OR-99E Widening Project.

**Requested Action:**

Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add the I-205: Stafford Road to OR-99E Widening Project in Clackamas County.

<b>Project Name</b>	<b>I-205: Stafford Road to OR-99E (KN 19786) U.S. 26: MP 3.3-9.3</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>
Planning	2017	\$2,500,000
Right of Way	2016	\$0
Utility Relocation	2016	\$0
Construction	2017	\$0
<b>TOTAL</b>		<b>\$2,500,000</b>

**Background:**

Interstate 205 has six lanes for most of its 37-mile length but only four lanes between exit 3 (Stafford Road, Lake Oswego) and exit 9 (OR-99E, Oregon City). Between 80,000 and 100,000 vehicles travel this narrow section of the highway on an average day; 261 vehicle collisions have been attributed to traffic congestion over a five-year period (2009-2013).

The proposed amendment will provide \$2,500,000 in National Highway Freight Program funding provided by the FAST Act to initiate planning work on a project to seismically upgrade the Abernethy Bridge and add a third lane on I-205 in each direction between Stafford Road and OR-99E. The Region 1 Area Commission on Transportation provided a letter to the commission in March supporting the addition of this project to the 15-18 STIP. The Oregon Freight Advisory Committee was also consulted on allocating Freight program funding to this project and expressed support.

Oregon Transportation Commission

April 7, 2016

Page 2

With Commission approval ODOT has applied for a FASTLANE grant provided under the FAST Act for the Abernethy Bridge portion of the project. Adding the project to the STIP will ensure this application receives full and fair consideration.

Attachments:

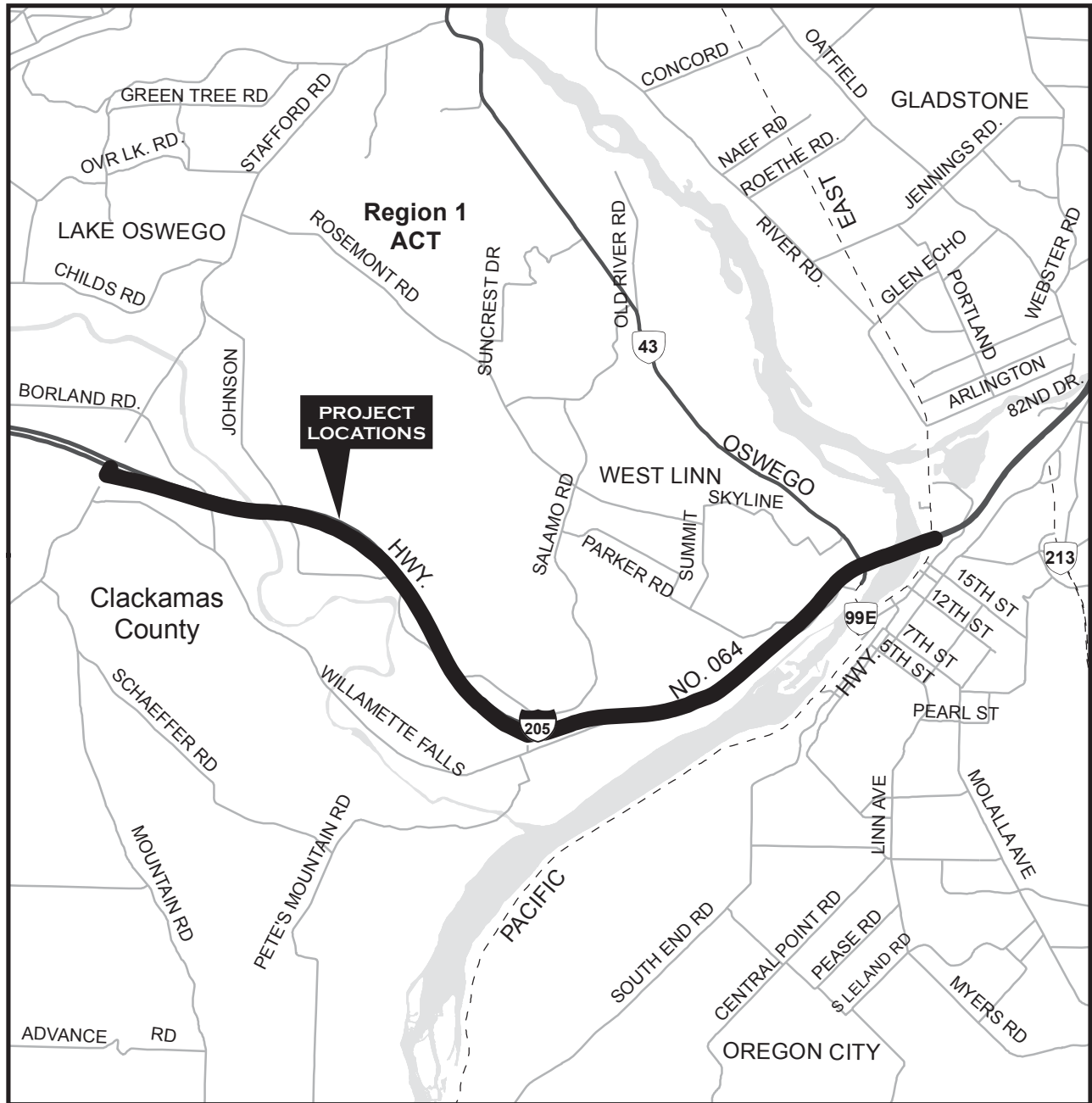
- Attachment 1 - Location and Vicinity Map

Copies (w/attachment) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Kurtis Danka
Paul Mather	Rian Windsheimer	Jeff Flowers	Kelly Brooks
Mac Lynde	Sue D'Agnesse	Rich Watanabe	Talena Adams
Vaughan Rademeyer	Kelly Jacobsen	Arlene Santana	

# STIP PROJECT LOCATION

## ODOT REGION 1



**LEGEND**

- PROJECT LOCATION**
- STATE HIGHWAY CLASSIFICATION**
- INTERSTATE
- STATEWIDE
- REGIONAL / DISTRICT
- REGIONAL BOUNDARY
- COUNTY BOUNDARY
- ACT BOUNDARY

**I-205: STAFFORD RD - OR99E  
EAST PORTLAND FREEWAY  
KEY NO. 19786**

"This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information."




0 0.75 Miles  
 PRODUCED BY ODOT - GIS UNIT  
 (503) 986-3154 - MARCH 2016  
 GIS No. 23-52

# I-205: STAFFORD ROAD TO OR-99E WIDENING PROJECT

Supplying safety and reliability to a regional economic engine



**261**   
**CRASHES IN THIS CORRIDOR 2009-2013**

**99%**   
**FORECAST EMPLOYMENT GROWTH IN CLACKAMAS INDUSTRIAL AREA 2005-2030**

**15%**   
**ABERNETHY BRIDGE TRAFFIC GOING ONLY ONE EXIT**

## PROBLEM

- Interstate 205 has six lanes for most of its 37-mile length but only four lanes between exit 3 (Stafford Road, Lake Oswego) and exit 9 (OR-99E, Oregon City).
- 80,000 - 100,000 vehicles travel this narrow section of the highway on an average day; 261 vehicle collisions have been attributed to traffic congestion over a five-year period (2009-2013).

## SOLUTION

- Adding a third lane on I-205 in each direction between Stafford Road and OR-99E will improve traffic operations and reduce vehicle collisions. It will also provide consistency throughout the corridor.
- Widening the Abernethy Bridge across the Willamette River in Oregon City will maintain both through capacity as well as a lane for the direct connection between OR-43 and OR-99E.



## PROJECT BACKGROUND

When I-205 was constructed in the early 1970's, only four lanes were built between I-5 and Oregon City because of topographical constraints and anticipated demand. According to the Regional Transportation Plan, the standard for this kind of freeway is six lanes. Regional growth and increased use of I-205 now strain the highway's capacity, especially at peak times and key chokepoints. The results are delay, unreliability and frequent crashes.

The worst traffic problems are near Oregon City, where the proximity of interchanges with OR-99E and OR-43 create stop and go conditions between three and six hours per day. This is expected to increase to almost 17 hours per day in 2035. The Abernethy Bridge is also a priority safety location because of the frequency and severity of crashes that occur there.

This project has regional significance is that access to I-5 from the Clackamas Regional Center and Clackamas Industrial Area is critical for freight mobility and the metropolitan area's economic vitality. The industrial area has become a major hub of shipping and distribution. Reliable and safe travel on I-205, two-thirds of which is long distance, is essential to the metropolitan area's economic success.

## IMPLEMENTATION STRATEGY

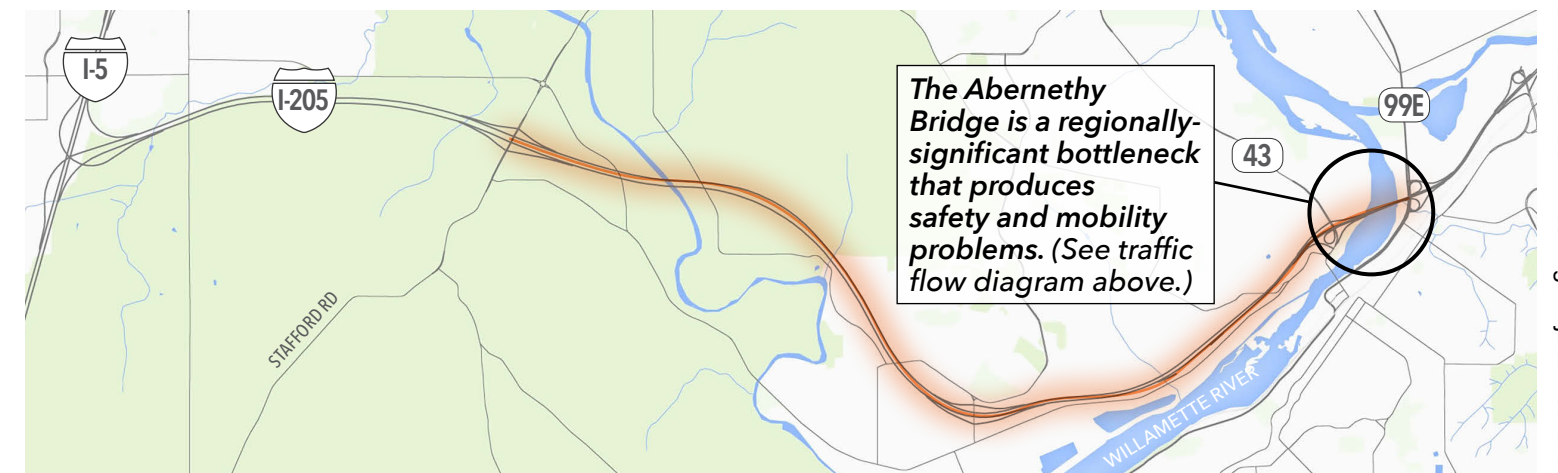
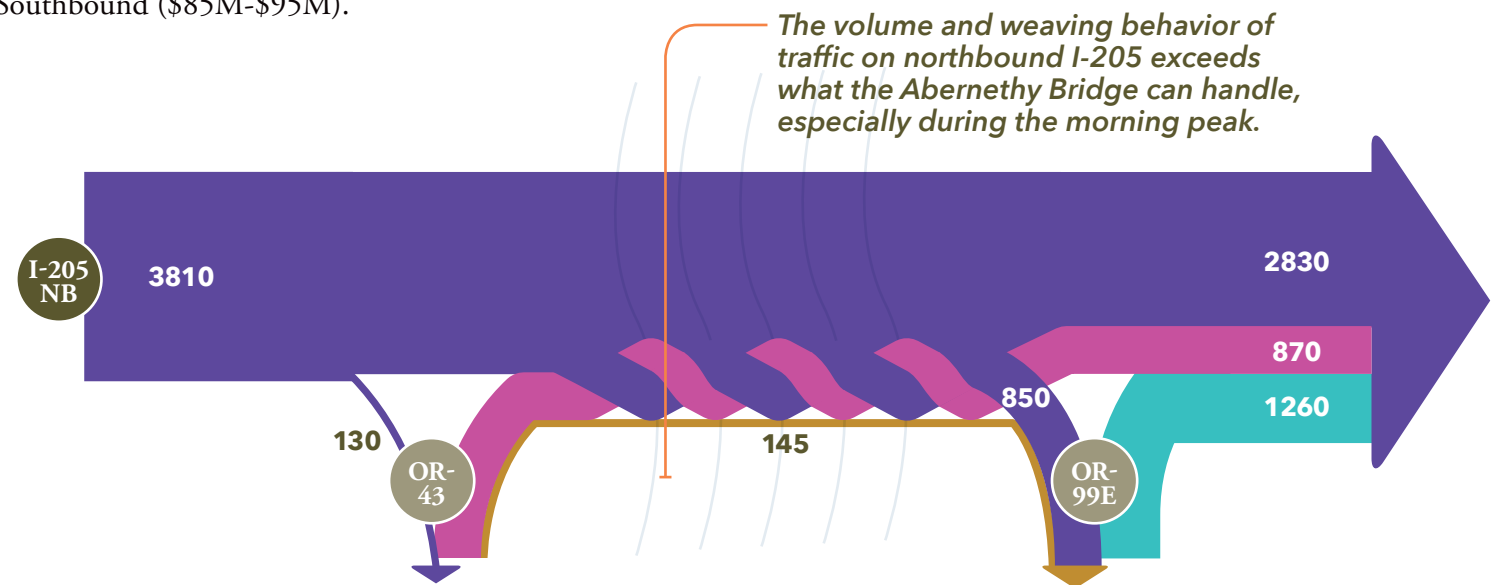
Safety and reliability in this corridor make it necessary to overcome the physical obstacles of widening I-5 between Oregon City and Wilsonville. Preliminary cost estimates are based on three distinct phases: Abernethy Bridge (\$80M-\$85M), Northbound (\$100M-\$125M) and Southbound (\$85M-\$95M).

## KEY ELEMENTS

In each direction, this project will add a third lane between Stafford Road (exit 3) and OR-43 (exit 8); on the Abernethy Bridge, the project will add a fourth lane to help separate through and local traffic.

## SPECIAL FEATURES

This project represents an opportunity to improve the safety and efficiency of the existing roadways while increasing capacity to accommodate anticipated growth and traffic volumes.



### PROJECT COST ESTIMATE

**\$275-\$300 MILLION OVERALL:**

- **ABERNETHY BRIDGE: \$80-\$85M**
- **NORTHBOUND I-205: \$110-\$125M**
- **SOUTHBOUND I-205: \$85-\$90M**

### PROJECT READINESS

PROBLEM ID  SHOVEL READY

### VALUES & GOALS



Materials following this page were submitted at the meeting

Getting there with a connected region



Safe • Reliable • Affordable

2018 REGIONAL TRANSPORTATION PLAN UPDATE

**STATUS REPORT FOR  
MARCH – APRIL 2016**

April 28, 2016

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

Our region’s economic prosperity and quality of life depend on a transportation system that provides every person and business access to safe, reliable and affordable ways to get around. Through the 2018 Regional Transportation Plan update, the Metro Council is working with communities of the Portland metropolitan region to update the region’s shared vision and strategy for investing in the transportation system for the next 25 years.

A list of accomplishments and activities that are underway for different elements of the update follows.

<p><b>Outreach and public engagement</b></p>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ Convened Regional Leadership Forum #1 on April 22, 2016 to engage the Metro Council, MPAC, JPACT, state legislators, and community and business leaders in exploring possible Big Solutions to address trends and challenges affecting the region’s transportation future; the forum featured former Minneapolis mayor, <b>R.T. Rybak</b></li> <li>✓ Community interviews, speakers series and video production to support regional snapshot on transportation trends and challenges at <a href="http://oregonmetro.gov/regional-snapshots">oregonmetro.gov/regional-snapshots</a></li> <li>✓ Ongoing updates to regional technical and policy committees</li> <li>✓ Project website maintained at <a href="http://oregonmetro.gov/rtp">oregonmetro.gov/rtp</a></li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Preparing summary report of 30-day online survey results</li> <li><input type="checkbox"/> Identification of future Regional Snapshots speaker series transportation topics and speakers (e.g., safety, technology, freight trends, seismic and disaster preparedness, congestion)</li> </ul>
<p><b>Safety</b></p>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ Published on-line Metro Crash Map at <a href="http://crashmap.oregonmetro.gov/file/index.html">crashmap.oregonmetro.gov/file/index.html</a></li> <li>✓ Received input from Transportation Equity work group</li> <li>✓ Regional Transportation Snapshot support</li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Updating safety data and Regional High Injury Network</li> <li><input type="checkbox"/> Status review of Regional Transportation Safety Plan</li> <li><input type="checkbox"/> Conducting safety policy review</li> <li><input type="checkbox"/> First work group meeting scheduled for May 20</li> </ul>
<p><b>Transportation equity</b></p>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ Synthesized comments from work group brainstorm and winter on-line public comment to inform transportation equity outcomes to measure in the 2018 RTP</li> <li>✓ Completed two policy memos outlining federal, state, and regional policies pertaining to social equity and the connection to transportation planning</li> <li>✓ Coordination between RTP work groups; provided feedback to Performance work group</li> <li>✓ Regional Transportation Snapshot support</li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Development of draft transportation equity measures for the 2018 RTP</li> <li><input type="checkbox"/> Planning spring engagement activities with historically underrepresented communities to</li> </ul>

	validate draft transportation equity measures
<b>Transit</b>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ Coordination between 2018 RTP work groups</li> <li>✓ Regional Transportation Snapshot support</li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Continue preparing existing conditions report on transit</li> </ul>
<b>Freight</b>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ Prepared Draft of Key Freight Trends and Logistics Issues Report</li> <li>✓ Identified individual freight modal needs, for trucks, rail, air, freight, marine and river, and constraints in the freight system</li> <li>✓ Regional Transportation Snapshot support</li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Continue updating draft of Key Freight Trends and Logistics Issues Report</li> <li><input type="checkbox"/> Review of existing 2010 freight action plan, freight vision and freight policies</li> <li><input type="checkbox"/> Second work group meeting scheduled for May 23, 2016</li> </ul>
<b>Finance</b>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ Developed a methodology and template for documenting existing local revenue sources</li> <li>✓ Meetings with local agency staff to identify local revenue sources</li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Participating in ODOT Long Range Funding Assumptions (LFRA) work group to develop statewide funding assumptions for RTP</li> <li><input type="checkbox"/> Development of future federal and state revenue forecasts using historical funding allocations for comparison with the State forecast once it is released</li> <li><input type="checkbox"/> Local agencies review of draft local revenue sources for inclusion in the financial constraint portion of the RTP finance plan</li> <li><input type="checkbox"/> Second work group meeting changed to May 12, 2016</li> </ul>
<b>Performance</b>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ Coordination between 2018 RTP work groups</li> <li>✓ Convened second Performance work group meeting on April 25, 2016</li> <li>✓ Completed draft Performance Measures Scoping report, summarizing federal and state requirements, recent local, regional and national efforts and best practices, the scope of RTP performance work, and an assessment of current RTP measures</li> <li>✓ Reviewed 2014 RTP and Climate Smart Strategy performance using adopted RTP performance targets</li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Finalizing Performance Measures Scoping report to respond to work group feedback</li> <li><input type="checkbox"/> Continue reviewing modeling results and performance of 2014 RTP and Climate Smart Strategy Investments</li> <li><input type="checkbox"/> Began review of draft Federal System Performance rule released on April 22, 2016 at <a href="http://fhwa.dot.gov/tpm/rule/pm3_nprm.cfm">fhwa.dot.gov/tpm/rule/pm3_nprm.cfm</a></li> </ul>
<b>Design</b>	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>✓ Stakeholder interviews, scoped cases studies, and engagement plan</li> </ul> <p><u>Underway</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Developing visual library</li> <li><input type="checkbox"/> Developing calendar of forums, workshops and best practice tours</li> <li><input type="checkbox"/> First work group meeting changed to Nov. 15, 2016</li> </ul>
<b>Policy actions</b>	<i>This work will begin in 2017.</i>

## 2018 RTP UPDATE | Technical Work Group Meetings

2016	Equity	Finance	Transit	Freight	Performance	Safety	Design
January	<b>Jan. 8</b> 9-11 a.m. Room 401, MRC		<b>Jan. 7</b> 10 a.m.-noon Room 401, MRC	<b>Jan. 20</b> 8-9:30 a.m. Room 370, MRC			
February	<b>Feb. 18</b> 1-3 p.m. Room 401, MRC	<b>Feb. 29</b> 2:30-4:30 p.m., Room 501, MRC	<b>Feb. 24</b> 1 - 3 p.m., Room 401, MRC		<b>Feb. 22</b> 2-4 p.m. Room 501, MRC		
March							
April					<b>April 25</b> 2-4 p.m. Room 501, MRC		
May	<b>May 12</b> 1-3 p.m. Room 401, MRC	<b>May 12</b> 9-11 a.m., Council Chamber, MRC		<b>May 23</b> 10 a.m.-noon Room 401, MRC		<b>May 20</b> 9 a.m.-noon Room 270, MRC	
June	<b>June 30</b> 1-3 p.m. Room 401, MRC	<b>June 14</b> 9-11 a.m., Room 401, MRC	<i>TBD thru work group doodle poll</i>		<b>June 27</b> 2-4 p.m. Room 501, MRC		
July			<i>TBD thru work group doodle poll</i>			<b>July 26</b> 9-11 a.m., Room 370A, MRC	
August		<i>TBD thru work group doodle poll</i>					
September	<b>Sept. 15</b> 1-3 p.m. Room 401, MRC		<i>TBD thru work group doodle poll</i>	<i>TBD thru work group doodle poll</i>	<b>Sept. 12</b> 2:30-4:30 p.m. Room 501, MRC		
October			<i>TBD thru work group doodle poll</i>			<b>Oct. 25</b> 9-11 a.m. Room 370B, MRC	
November	<b>Nov. 17</b> 1-3 p.m. <i>(if needed)</i>						<b>Nov. 15</b> 9 a.m.-noon Room 370A, MRC
December							

Meetings of the Policy Actions Work Group begin in 2017. Meeting materials will be posted at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp) and [oregonmetro.gov/calendar](http://oregonmetro.gov/calendar)



# MAKING A GREAT PLACE



Part of Metro's Regional Snapshot Speaker Series. Learn more about the Snapshots at [oregonmetro.gov/snapshot](http://oregonmetro.gov/snapshot)

Co-Sponsored by:



## Metro Regional Center

Council Chamber  
600 NE Grand Ave., Portland

Metro is accessible via Green, Red and Blue MAX lines, the A + B Loop streetcar and the No. 6 bus. Bike parking is available on the premises. Car parking is available at the Metro garage on NE Grand & Irving for \$6.

Printed on recycled-content paper.

# 12 Lessons from the Vision Zero Cities Conference

Noon to 1 p.m.

Tuesday, May 10

Metro Regional Center, Council Chamber

## A discussion with local experts about big ideas – and how to implement them here.

In March 2016, a group of experts from the Portland region traveled to New York to attend the first Vision Zero Cities Conference. This conference brought together people from cities across the country to talk about best practices for implementing Vision Zero – the traffic safety approach that traffic crashes are preventable and that even one death or serious injury is too many.

Join these local experts in an informative discussion of lessons learned. The panelists will share the most successful strategies that cities across the county have used to work towards Vision Zero. The panelists will have new ideas and precise tactics that can be implemented in our own communities to work towards safer streets for all.

This panel will be introduced by Metro Councilor Bob Stacey and moderated by Joe Marek, Transportation Safety Program Manager for Clackamas County. Joe is leading Clackamas County's Drive to Zero initiative towards reducing fatal and serious traffic injuries.

Opening Remarks

**Bob Stacey**, Metro Councilor

Moderator

**Joe Marek**, Transportation Safety Program Manager, Clackamas County

Panelists

**Clay Veka** – Vision Zero program manager, Portland Bureau of Transportation

**Kristi Finney-Dunn** – Founder of Oregon & SW Washington Families for Safe Streets

**Sgt. Bret Barnum** – Traffic Division, Portland Police Bureau

**Noel Mickelberry** – Executive director of Oregon Walks

### Get Involved

Metro is working with local, regional and state partners and the public to update the Regional Transportation Plan, our region's shared vision and strategy for investing in the transportation system for the next 25 years.

Sign up here for occasional email updates about the 2018 Regional Transportation Plan update, including hearing about opportunities to tell planners and decision-makers what you think:

<http://www.oregonmetro.gov/subscribe>

Getting there with a connected region



Safe • Reliable • Affordable

 Metro | Memo

Date: April 27, 2016  
To: TPAC, JPACT and Interested Parties  
From: Elissa Gertler, Planning and Development Director  
Subject: Next Steps for JPACT action on MTIP/RFFA Policy

---

In order to complete the MPO action of adopting the 2019-21 MTIP/RFFA Policy, this memorandum is intended to clearly outline the remaining steps for JPACT and Metro Council adoption of the policy.

#### **WHERE WE LEFT OFF**

At the last JPACT meeting, staff described five new policy choices as part of the 2019-21 MTIP/RFFA Policy and recommended adoption of the policy document. A motion was made to accept the staff policy recommendation. Two separate amendments modified the policy document to include an attachment with specific investment targets (McFarlane), to include the Powell-Division project with the Southwest Corridor project on policy language about integrating pedestrian and bicycle connections to the project design (McKeel), and to clarify that TriMet will seek to de-federalize Safe Routes to Schools capital projects (Knapp). The policy document accompanying this memo now has those adopted changes incorporated. The original motion, as amended, has not yet been voted on by JPACT.

#### **THE NEXT JPACT MEETING**

At the May JPACT meeting, discussion of the pending motion will resume. After staff restates the pending motion including the new amendments, additional amendments to the pending motion can be considered. Any JPACT member proposing an amendment should come prepared with the specific language proposed in the amendment and should be able to describe the specific section in the document the amendment addresses. Each amendment with a second will be considered, and then JPACT will be asked to vote on the pending motion as amended.

#### **METRO COUNCIL ACTION**

JPACT's action is one of two necessary steps to approve the MTIP/RFFA Policy. Metro Council is also required to approve the MTIP/RFFA Policy to complete the MPO decision process. After JPACT's action, Metro Council will be asked to take action. If the Metro Council disagrees with JPACT's action, it is possible for Metro Council to choose not to approve the policy as described by JPACT, which would require additional JPACT discussion and consideration of a revised recommendation.

#### **STEP 2 PROJECT SELECTION**

Regardless of final policy priorities, it is essential that the region continue with the next steps in the MTIP/RFFA process, the development of criteria for project selection. This process will commence prior to the final adoption of policy direction, in order to allow local jurisdictions ample time to prepare for the project selection process. The next steps in this process are detailed below.

A work group – tasked to provide input on technical evaluative tools and project selection – is being formed now, in anticipation of final policy direction being in place soon.

The work group will be comprised of a subset of TPAC members. Duties include providing input and advising Metro on the development of a technical evaluation tool from adopted RFFA policy criteria, and conducting a technical evaluation on submitted project proposals.

### **INVITED PARTICIPANTS**

Eleven members have been invited to participate in this work group. The work group composition is intended to provide a representation of the various interests and perspectives of stakeholders represented on TPAC. Agencies may assign staff other than those listed to accommodate scheduling conflicts. Invited TPAC representatives include:

Adrian Esteban – Citizen Rep  
Jared Franz – Citizen Rep  
Heidi Guenin – Citizen Rep  
Cora Potter – Citizen Rep  
Eric Hesse – TriMet  
Phil Healy – Port of Portland  
TBD – ODOT  
Judith Gray – City of Portland  
(1 from each):  
TBD – Clackamas County and its cities  
TBD – Multnomah County and its cities  
TBD – Washington County and its cities

### **PROCESS/SCHEDULE**

There will be two meetings of the work group in May to help prepare application materials and refine the project selection process. Once the project applications have been submitted by August 12, the work group will independently review and score the projects using the criteria and technical evaluation tools.

After work group participants have scored the applications, a third meeting of the work group will take place in September to review and discuss project scores, and to submit a description of the project evaluation to TPAC at their September 30 meeting.

All meetings will be held at Metro Regional Center. A more detailed schedule is below.

## 2019-21 RFFA Project Proposal Evaluation Process & Timeline

<p><b><u>2016</u></b>  <b>May 6, 9:30 a.m. – WORK GROUP MEETING #1</b>   <b>May 20, 9:30 a.m. – WORK GROUP MEETING #2</b></p>	<p>Metro will convene a work group comprised of TPAC and regional stakeholders to refine and prepare an evaluation tool through which Step 1 &amp; 2 project proposals will be defined, evaluated and scored</p> <p>The May 6 meeting focus will be a discussion of technical measures and scoring methodology</p> <p>The May 20 meeting will be a review of draft application materials and process</p>
<p><b>June 9 – Application materials released</b>  <b>June 28 – RFFA Workshop</b>  <b>August 12 – Proposals due</b></p>	<p>Jurisdictions will prepare project proposals and submit to Metro.</p>
<p><b>September 12 – WORK GROUP MEETING #3</b>   <b>September 30 – TPAC discussion</b></p>	<p>Once the deadline for proposal submission has passed, applications will be distributed to work group members for their evaluation and scoring. They will have approximately four weeks to review and score the proposals.</p> <p>In their September 12 meeting, the work group will discuss project scores and forward a final list of scored projects to TPAC.</p> <p>TPAC will review and discuss the project list at their September 30 meeting.</p>
<p><b>October 1-31</b></p>	<p>The list of projects and their technical evaluative scores will be put out for a 30-day public comment period.</p>
<p><b>November 9 – Materials sent to CCCs, COP</b>  <b>November 17 – JPACT (moved from 11/24, not sure we present here)</b>  <b>November 17 – Priorities due</b>  <b>November 18 – TPAC discussion</b></p>	<p>The list of projects, along with their technical scores and public comment, will be provided to the county coordinating committees and the City of Portland. Those entities will consider this input in their deliberations on indicating their priority projects.</p>
<p><b>December 15 – JPACT discussion</b>  <b>December 16 – TPAC recommendation</b></p>	<p>A list of projects, including technical scores, public comment and indicated priority status (if applicable) will be forwarded to TPAC for their recommendation. The TPAC</p>

	recommendation will be made available for a public comment opportunity prior to action by JPACT.
<b><u>2017</u></b> <b>January 19 - JPACT Action</b> <b>January 26 - Council Action</b>	Metro Council takes action on the JPACT recommended project list.

DRAFT

**MAKING A  
GREAT  
PLACE**



**2018-21 Metropolitan  
Transportation Improvement  
Program & 2019-21 Regional  
Flexible Funds Allocation  
Policy Report - DRAFT**

Adoption draft – May 2016

# Transportation Policy Alternatives Committee (TPAC)

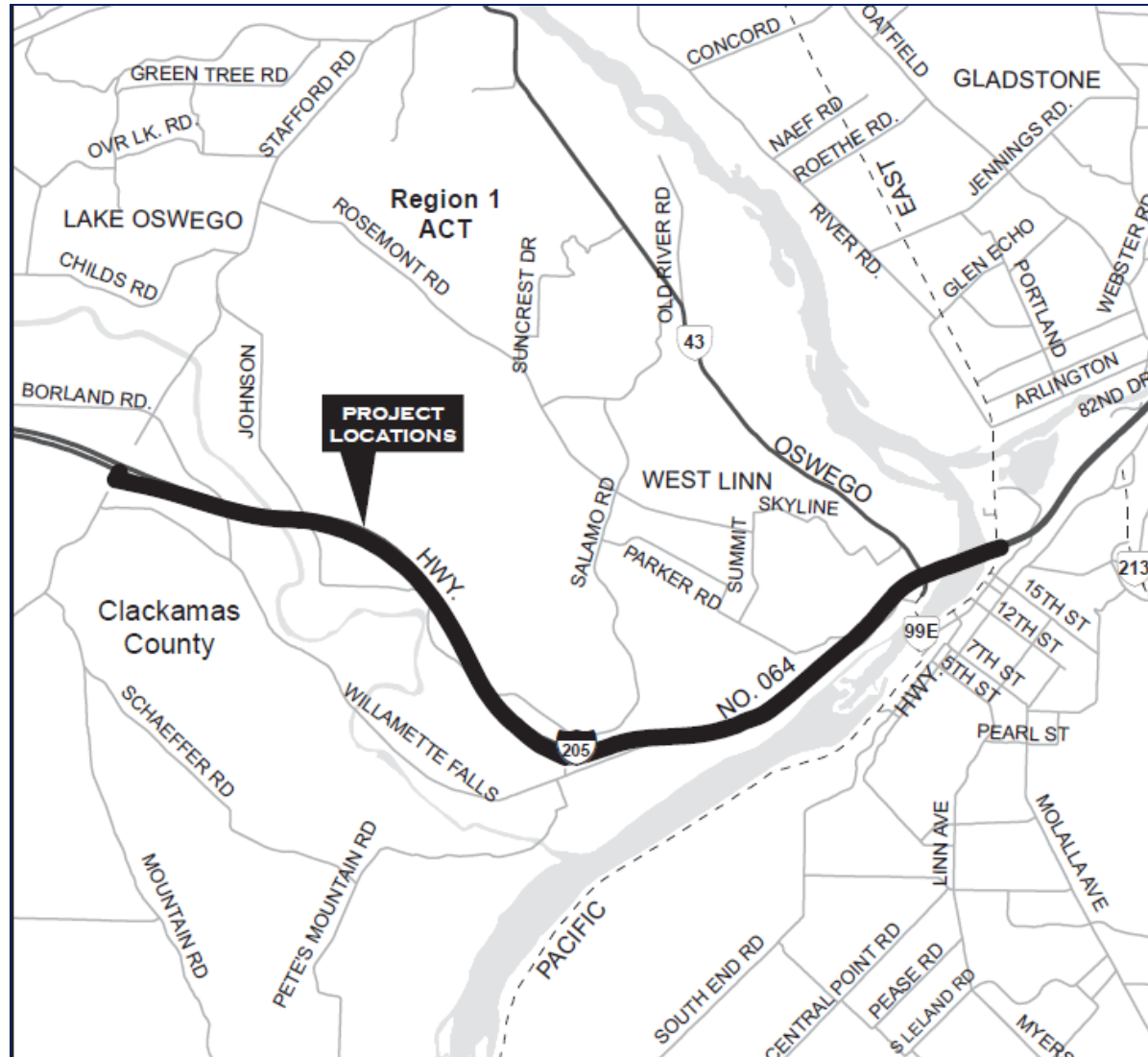
## Agenda Item 9:

- This item seeks approval to:
  - Amend the 2015-18 MTIP.
  - Amend the FY 2015-16 UPWP.
  - Add ODOT's I-205: Stafford Road to OR-99E Widening Project (Planning phase only at this time) to the MTIP and UPWP.
- Discussion:
  - Project overview.
  - Background why only the Planning phase.
  - MTIP review steps.
  - ODOT project comments.



# I-205: Stafford Road to OR-99E Widening Project

## Location





# I-205: Stafford Road to OR-99E Widening Project

## Proposed Project

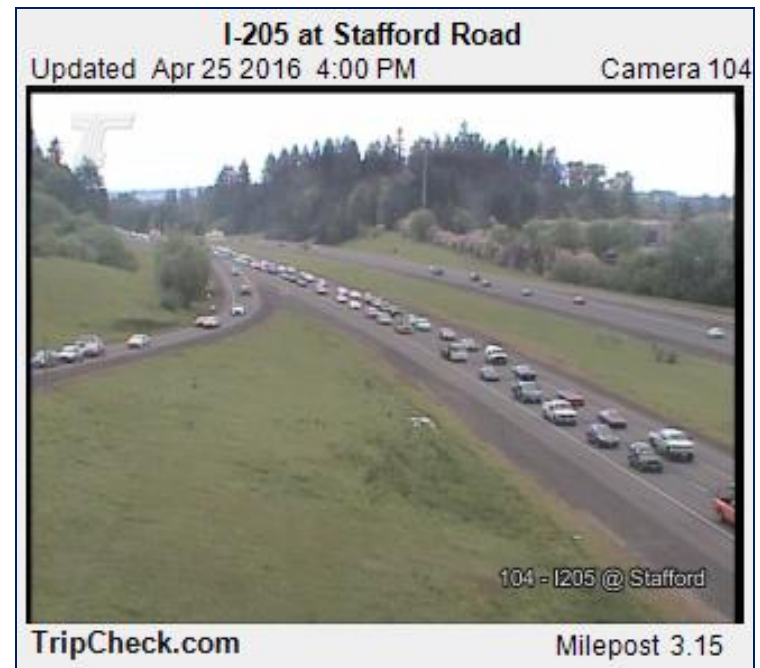
- Full project will widen I-205:
  - From 4 through-lanes (2 in each direction).
  - To 6 through lanes (3 in each direction).
  - From Stafford Road to OR-99E.
  - Project Limits are approximately 6 miles (PM 3.3 to 9.3).
  - Add 4<sup>th</sup> lane on Abernethy bridge to help separate through and local traffic.
  - Complete seismic upgrades to the Abernethy Bridge.
- Estimated cost is \$275-\$300 million.



# I-205: Stafford Road to OR-99E Widening Project

## Need for the Project

- Purpose: Relieve a bottleneck, improve mobility, safety, and reduce congestion.
- 80,000-100,000 daily vehicle travel.
- Provides freight mobility access.
- Area of stop-and-go congestion.
- 261 vehicle collisions over 5-year period.



# MTIP Review Criteria

## Adding Only the Planning Phase

- This item proposes to:
  - Amend the 2015-18 MTIP to add only the Planning phase for the project.
  - Amend the 2015-16 Cycle UPWP to include the Planning phase.
- Reason:
  - I-205 Stafford to OR-99E Widening project is not in the RTP Financially Constrained list.
  - The project is listed in the unconstrained Strategic element to the RTP.
  - A project must be in the Financially Constrained RTP to be added to the MTIP.



## MTIP Review Criteria

### Adding Only the Planning Phase

- To be added to the RTP Financially Constrained section:
  - The I-205 new 3<sup>rd</sup> through lane requires air conformity modeling analysis to be completed.  
- Not yet occurred.
  - A solid funding plan beyond Planning is required to meet the “Reasonable Availability of funds” definition to move the project to the RTP Financially Constrained component.
- However, adding only the Planning phase to the MTIP is allowable.



# MTIP Review Criteria

## Adding Only the Planning Phase

- Why?
  - No conformity impact from a Planning study.
  - Purpose is to complete required pre-NEPA project development activities needed for PE phase.
  - Develop the funding strategy, design requirements, possible alignments, etc.
  - The Preliminary Engineering (PE) phase usually can be added as well if consistent with the RTP and if proof of funding exists supporting PE.
  - USDOT can set conditions or limits on adding the PE phase.



## MTIP Review Criteria

### The Seven Review Factors for New MTIP Projects

- I-205: Stafford Road to OR-99E reviewed as a planning project.
- Project funding justification, eligibility, and verification: **Yes.**
  - OTC approved the STIP amendment to add the project on April 21, 2016.
  - Approved the \$2.5 million of FAST Act National Highway Freight Program funding.
- RTP verification: **Yes**
  - Yes: Planning phase is allowable.
  - Existing RTP planning phase project, ID#:11497.

# MTIP Review Criteria

## The Seven Review Factors for New MTIP Projects

- Consistency with RTP Goals and Strategies:  
Yes.
  - Supports Goal 2 – Sustain Economic Competitiveness and Prosperity:
    - Objectives 2.1: Reliable and Efficient Travel and Market Area Access
    - Objective 2.3: Metropolitan Mobility
  - Supports Goal 5: Enhance Safety and Security, Objective.
- MTIP Formal or Administrative Amendment:
  - **Formal**: Planning studies exemption limit is \$200,000.



# MTIP Review Criteria

## The Seven Review Factors for New MTIP Projects

- Conformity verification: **Yes** - Exempt project as a Planning project only.
- Financial constraint verification: **Yes**
  - OTC approval acts as the verification the funds are available and committed to the project.
  - Not Metro funds. No budget impact to Metro or negative MTIP financial constraint impact.
- Metro responsibilities compliance: **Yes**
- The UPWP will be amended as well to include the I-205: Stafford Rd to OR-99E Widening Project.





# MTIP Formal Amendment I-205: Stafford Road to OR-99E Widening Project

## ODOT Additional Comments



# MTIP Formal Amendment I-205: Stafford Road to OR-99E Widening Project

## Questions

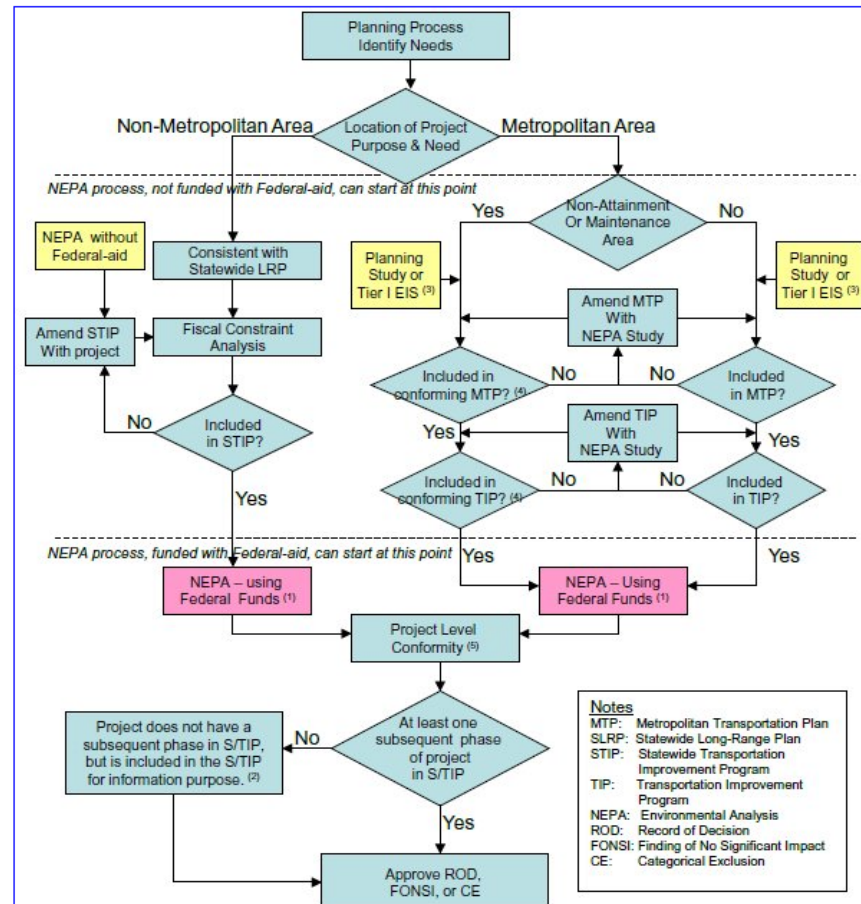


# MTIP Formal Amendment

## I-205: Stafford Road to OR-99E Widening Project

Transportation Planning Requirements and Their Relationship to NEPA Approvals

Planning and NEPA Flow Chart (2/9/2011)



# WSDOT Practical Solutions / A New Design Policy for 2016



John Donahue, P.E., A.I.C.P.  
Design Analysis and Policy Manager  
April, 2016

# Our Many Accomplishments

- The interstate system is, pretty much, done
- National design guidance has improved consistency
- Vastly improved safety
- At WSDOT, we are completing the largest capital delivery program in our history



# The world of transportation is changing

- The interstate system is done
- New trends and themes are emerging
  - Autonomous Vehicles
  - Connected Vehicles
  - Intelligent Transportation Systems
  - Millennials
- Aging infrastructure
- More problems than \$\$ to fix



# We're adjusting with these changes

- Transforming approach – finding practical transportation solutions
- Goal: fix more problems, system wide



# WSDOT Practical Solutions

## Capital Project Development Process

Develop  
Need  
Statement

Alternatives  
Analysis /  
NEPA

Project  
Definition

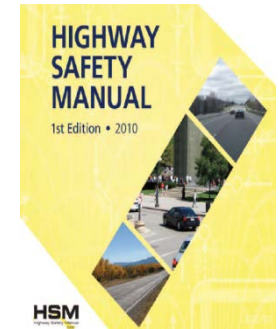
Design

PS&E

Contract Ad  
& Award



# WSDOT Practical Solutions



- **Performance Based** vs. Standards Based
- Focuses on **need** and **least cost solution**
- Results that benefit our **Transportation System**
- Identifies **operations/demand mgt** strategies first
- Emphasizes **Community Engagement**
- **Interdisciplinary** and **collaborative** decision making
- Designs that reference project **context**
- **Supports staff** (training/tools)
- *Does **not** compromise safety*



# WSDOT Practical Solutions

- Policy development
  - Support decisions that focus on project need
- Technical guidance
  - Move from standards based to performance
  - Incorporate quantitative tools
  - Update the agency design manual
- Training and supporting staff
  - Project Development with Practical Soln. Appr.
  - Multimodal Design
  - Highway Safety Manual
  - Design Manual Update Training

# Connecting Washington ESHB 2012

## The Practical Design Connection

- Transportation new revenue package 2015
- Allows for \$16 billion in new construction
- Improves port access
- Adds capacity
- Improves east/west trade corridors
- Helps reliability of ferry system
- Helps trucks and trains move safely and quickly through new freight grade-crossings



# Connecting Washington ESHB 2012

## The Practical Design Connection

RCW 47.01.480

Connecting Washington project delivery—Transportation future funding program—Report.

**“...future funding program...beginning in FY2024.. based on savings from application of practical design and any retired risk or unused contingency funding on connecting Washington projects.”**

investments, beginning in fiscal year 2024, based on savings accrued from the application of practical design and any retired risk or unused contingency funding on connecting Washington projects.

(b) Beginning July 1, 2016, the department must submit a report to the state treasurer and the transportation

# New Design Policy for 2016

## New Process Highlights

Which one performs the best?



Alternative 1



Alternative 2



Alternative 3



Alternative 4

# New Design Policy for 2016

Previous Practice / Program Based

*It ALL STARTED  
with the MATRIX*



↓ Project Type	Main Line								
	Horizontal Alignment	Vertical Alignment	Lane Width	Shoulder Width	Lane Transition	On / Off Connection	Median Width	Cross Slope Lane	Cross Slope Shoulder
(3-1) Preventative Maintenance Presentation									
Roadway									
(3-2) BBT									
(3-3) Milling With HMA Inlays									
(3-4) HMA Overlay									
(3-5) Replace HMA w/ PCCP at IS			EU/M	EU/M	EU/F			EU/M	EU/M
Structure									
(3-6) Bridge Replacement	F <sup>(2)</sup>	F <sup>(2)</sup>	F <sup>(2)</sup>	F <sup>(2)</sup>	F	F <sup>(2)</sup>	F <sup>(2)</sup>	F <sup>(2)</sup>	F <sup>(2)</sup>
(3-7) Bridge Deck Rehab.									
Improvements <sup>(1)(2)</sup>									
Mobility									
(3-8) Non-Interstate Freeway	F	F	F	F	F	F	F	F	F

# New Design Policy for 2016

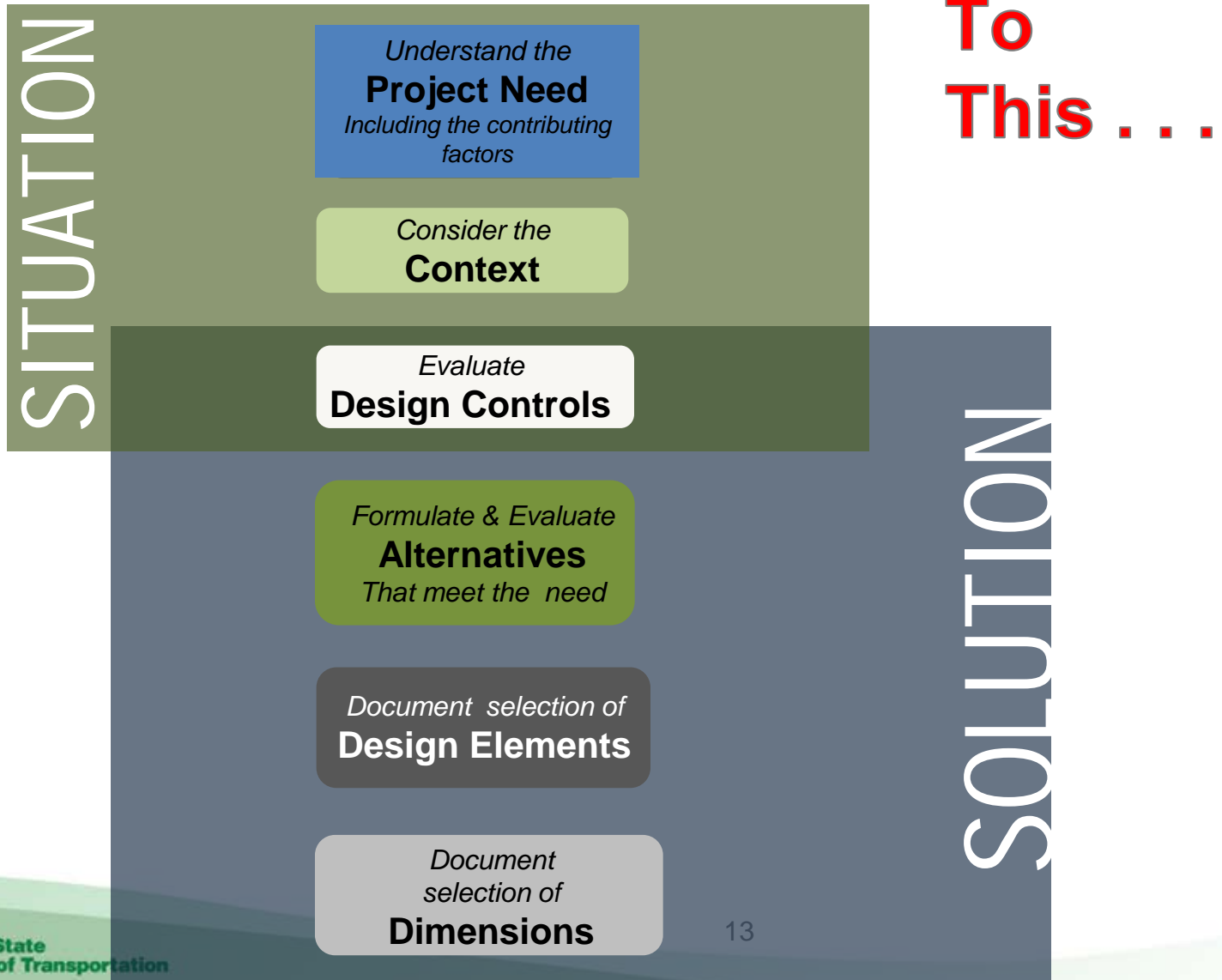
## Previous Practice / Program Based

From  
This . . .

↓ Project Type	Main Line													Bridges <sup>[11]</sup>			Intersections		Barriers							
Design Elements ↓	Horizontal Alignment	Vertical Alignment	Lane Width	Shoulder Width	Lane Transition	On / Off Connection	Median Width	Cross Slope Lane	Cross Slope Shoulder	Fill / Ditch Slopes	Access <sup>[3]</sup>	Clear Zone <sup>[18]</sup>	Sign., Del., Illum., & ITS	Basic Safety	Bike & Ped.	Lane Width	Shoulder Width	Vertical Clearance	Structural Capacity	Turn Radii	Angle	I/S Sight Distance	Term. & Trans. Section <sup>[12]</sup>	Standard Run	Bridge Rail <sup>[14] [19]</sup>	
(3-1) Preventative Maintenance																										
<b>Preservation</b>																										
<b>Roadway</b>																										
(3-2) BST													[15]													
(3-3) Milling With HMA Inlays								B					[15]		M											
(3-4) HMA Overlays								B	B				[15]		M			EU/F						B	B	
(3-5) Replace HMA w/PCCP at I/S			EU/M	EU/M	EU/F			EU/M	EU/M				[15]		M			F		EU/F	EU/F				B	
<b>Structures</b>																										
(3-6) Bridge Replacement	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>		F	F	F	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F	F	F	F	F
(3-7) Bridge Deck Rehab.													[15]		M			F	[11]							
<b>Improvements<sup>[16]</sup></b>																										
<b>Mobility</b>																										
(3-8) Non-Interstate Freeway	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
(3-9) Urban	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F	F	F	F	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F	F	F	F
(3-10) Rural	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F	F	F	F	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F	F	F	F
(3-11) HOV	F <sup>[4]</sup>	F <sup>[4]</sup>	F <sup>[4]</sup>	F <sup>[4]</sup>	F	F <sup>[4]</sup>	F <sup>[4]</sup>	F <sup>[4]</sup>	F <sup>[4]</sup>	F <sup>[4]</sup>	F	F	F	F	F	F <sup>[4]</sup>	F <sup>[4]</sup>	F	F	F <sup>[4]</sup>	F <sup>[4]</sup>	F	F	F	F	F
(3-12) Bike/Ped. Connectivity <sup>[5]</sup>			F <sup>[2]</sup>	F <sup>[2]</sup>											F	F <sup>[2]</sup>	F <sup>[2]</sup>									
<b>Safety</b>																										
(3-13) Non-Interstate Freeway	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
(3-14) Intersection <sup>[1]</sup>			F <sup>[2]</sup>	F <sup>[2]</sup>	F					F <sup>[2]</sup>	F	F	F		M					F	F	F	F	F	F	F
(3-15) Corridor <sup>[1][24]</sup>	M <sup>[4]</sup>	M <sup>[4]</sup>	M <sup>[4]</sup>	M <sup>[4]</sup>	F	F <sup>[17]</sup>	M <sup>[4]</sup>	M <sup>[4]</sup>	M <sup>[4]</sup>	M <sup>[4]</sup>	F	F	F	F	M <sup>[4]</sup>	M <sup>[4]</sup>	F		M <sup>[4]</sup>	M <sup>[4]</sup>	F	F	F	F	F	
(3-16) Median Barrier				DE/F																				F <sup>[20]</sup>	F <sup>[20]</sup>	
(3-17) Guardrail Upgrades				DE/F																				F	F <sup>[23]</sup>	
(3-18) Bridge Rail Upgrades																							F	F <sup>[22]</sup>	F	
(3-19) CAL/CAC/IAL	Design Elements determined based on identified Counter Measures <sup>[27]</sup>																									
<b>Economic Development</b>																										
(3-20) Freight & Goods (Frost Free) <sup>[8]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	EU/F	F	F	EU/F <sup>[26]</sup>	DE/F	DE/F	F	F	EU/F	EU/F	EU/F	F	F	F	F	F
(3-21) Four-Lane Trunk System	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
(3-22) Rest Areas (New)	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
(3-23) Bridge Restrictions <sup>[25]</sup>		F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>		F	F	EU/F <sup>[26]</sup>	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F	F <sup>[2]</sup>	F <sup>[2]</sup>	F	F	F	F	F	
(3-24) Bike Routes (Shoulders)			EU/M	[7]	EU/F				EU/M	EU/M		[28]	[28]	B	F	EU/M	EU/M	F					[28]	F	[28]	EU/F

# New Design Policy for 2016

## New Process Highlights





# New Design Policy for 2016

## New Process Highlights

- Baseline & contextual needs
- Contributing factors
- New design controls
- Metrics and targets
- Performance trade-offs
- Consent-based decisions (MAISA)

L



*Team)*



# New Design Policy for 2016

## New Process Highlights

- **Baseline & contextual needs**
  - Does design alternative address baseline need?
- **Contributing factors**
  - Is the root cause of the need understood and addressed?
- **New design controls**
  - Design year, access control, modal priority
- **Metrics and targets**
  - Have these been identified by MAISA Team?
- **Performance trade-offs**
  - Are recommendations based on a comparative analysis?

# New Design Policy for 2016

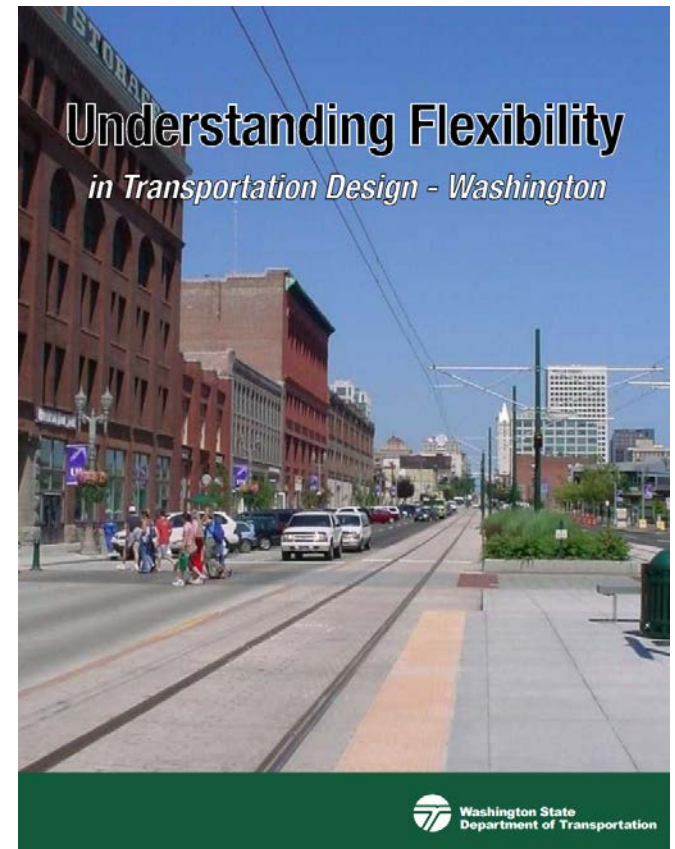
Functional Class is Replaced by Context



# New Design Policy for 2016

## Functional Class is Replaced by Context

- Urban Centers
- Urban Corridors
- Suburban Corridors
- Industrial/Manufacturing
- Rural Town Centers
- Rural Corridors
- Residential Areas
- Transitional Areas



<http://www.wsdot.wa.gov/research/reports/600/638.1.htm>

# New Design Policy for 2016

## Functional Class is Replaced by Context

**Exhibit II-1.5 – Relative Volumes of Users in Rural Town Centers (by mode)**

High Volume	Medium Volume	Low Volume
<ul style="list-style-type: none"> <li>• Pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>• Trucks</li> <li>• Automobiles</li> <li>• Bicycles</li> </ul>	<ul style="list-style-type: none"> <li>• Transit</li> </ul>

**Exhibit II-1.6 – Relative Volumes of Users in Rural Town Transitional Areas (by mode)**

High Volume	Medium Volume	Low Volume
<ul style="list-style-type: none"> <li>• Automobiles</li> </ul>	<ul style="list-style-type: none"> <li>• Trucks</li> <li>• Bicycles</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrians</li> <li>• Transit</li> </ul>

Understanding Flexibility  
Transportation Design - Washington

**Exhibit II-1.2 – Relative Volumes of Users in Urban Corridors and Nodes (by mode)**

High Volume	Medium Volume	Low Volume
<ul style="list-style-type: none"> <li>• Automobiles</li> <li>• Transit</li> <li>• Trucks</li> </ul>	<ul style="list-style-type: none"> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>	

**Exhibit II-1.8 – Relative Volumes of Users in Residential Areas (by mode)**

High Volume	Medium Volume	Low Volume
<ul style="list-style-type: none"> <li>• Pedestrians</li> <li>• Bicycles</li> </ul>	<ul style="list-style-type: none"> <li>• Automobiles</li> </ul>	<ul style="list-style-type: none"> <li>• Transit</li> <li>• Trucks</li> </ul>

**Exhibit II-1.5 – Relative Volumes of Users in Rural Town Centers (by mode)**

High Volume	Medium Volume	Low Volume
<ul style="list-style-type: none"> <li>• Pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>• Trucks</li> <li>• Automobiles</li> <li>• Bicycles</li> </ul>	<ul style="list-style-type: none"> <li>• Transit</li> </ul>

**EXHIBIT II-1.4 – Relative Volumes of Modal Users in Industrial Corridors (by mode)**

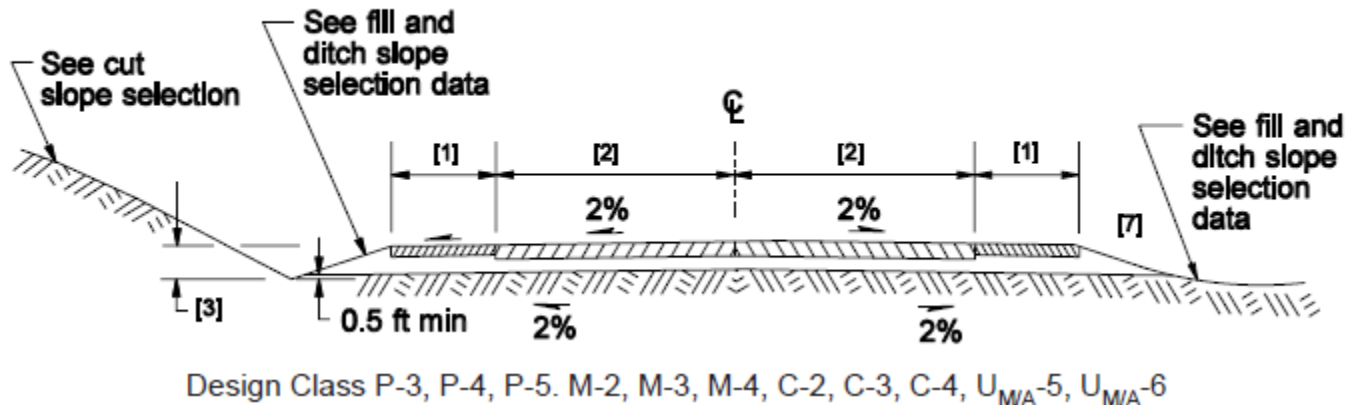
High Volume	Medium Volume	Low Volume
<ul style="list-style-type: none"> <li>• Trucks</li> <li>• Automobiles</li> </ul>	<ul style="list-style-type: none"> <li>• Transit</li> </ul>	<ul style="list-style-type: none"> <li>• Bicycles</li> <li>• Pedestrians</li> </ul>



<http://www.wsdot.wa.gov/research/reports/600/638.1.htm>

# New Design Policy for 2016

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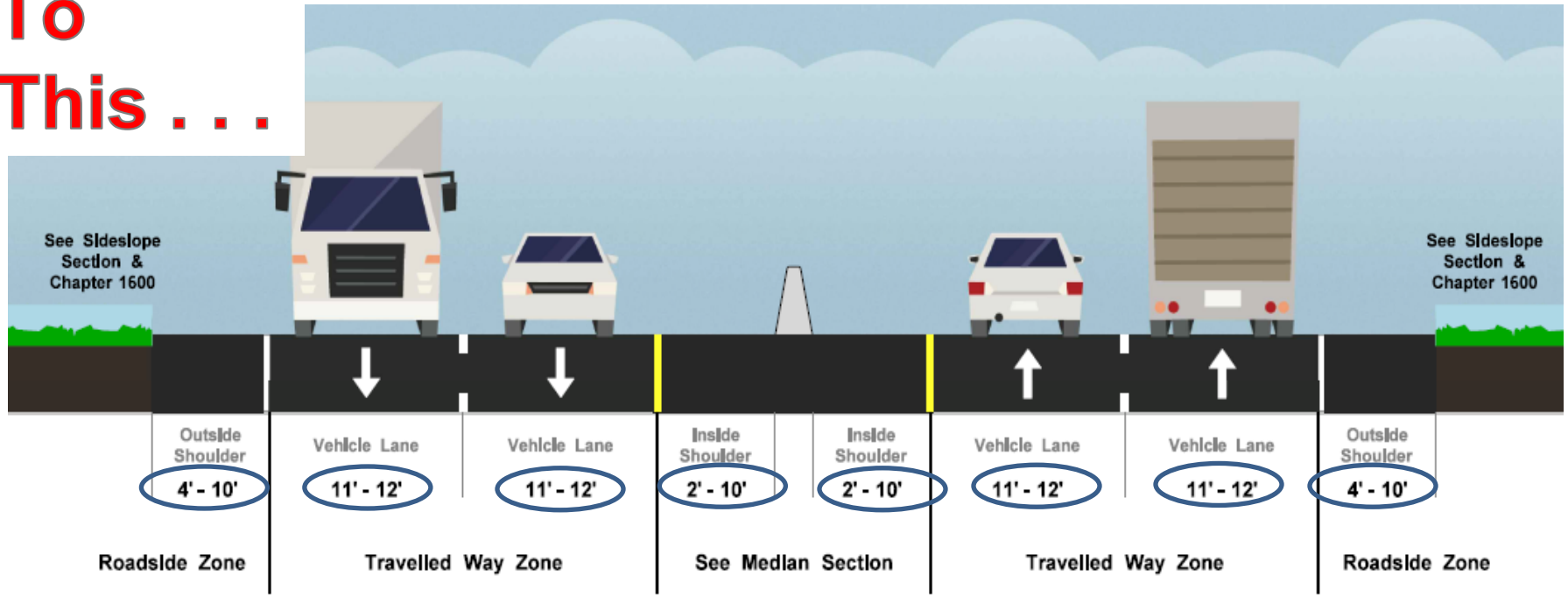


## Two-Lane Highway Roadway Sections *Exhibit 1230-3*

*Modal priority – motor vehicles*

# New Design Policy for 2016

To  
This . . .

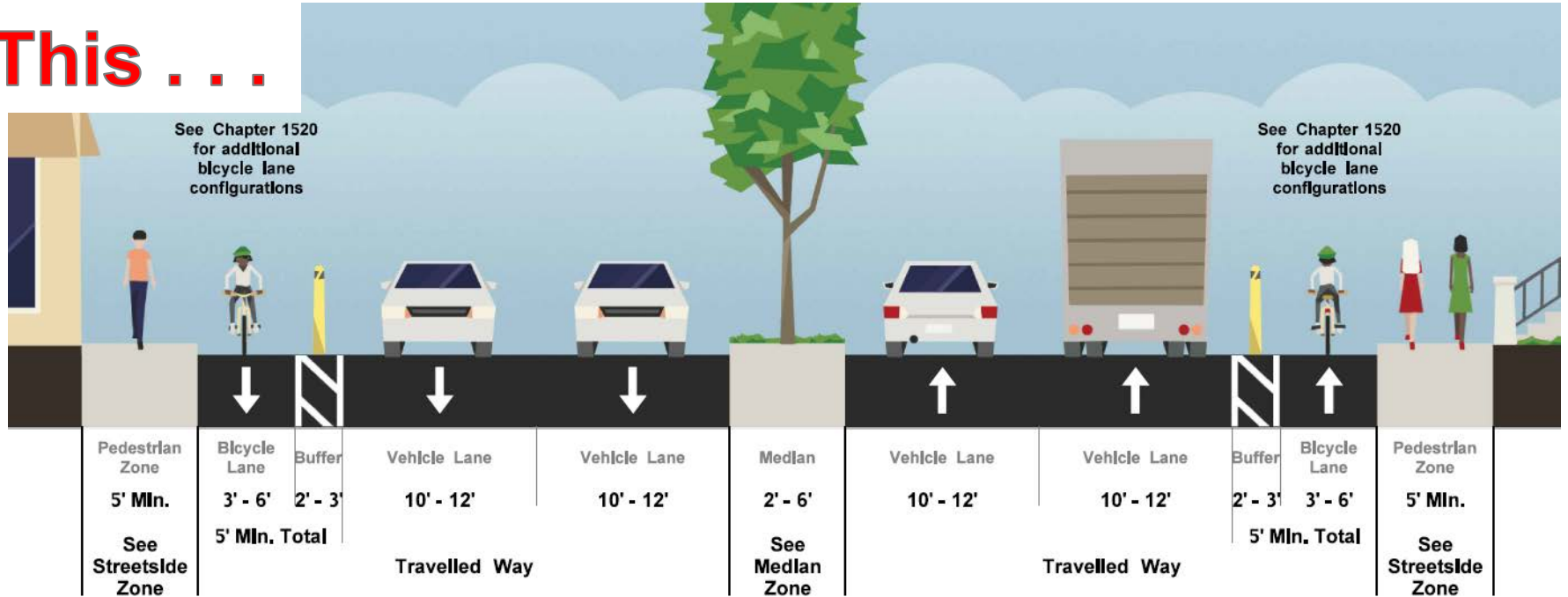


## Motor Vehicle Oriented Cross Section

*“Design up” using performance*

# New Design Policy for 2016

And  
This . . .



## Bicycle Oriented Cross Section

*Design elements that meet the need*



# New Design Policy for 2016

## New Documentation Highlights

*Design matrices*

*replaced by*

*Basis of Design*

### Basis of Design

**Project Title:**

**PIN:**

Date

**Basis of Design Phase**  
(Identify the current project phase)

Planning

Scoping

Design

### Related Planning Documents and Technical Reports

### General Project Information

	SR	NHS (Y/N)	Functional Class	Current Posted Speed	Truck
<b>Route Information:</b>					
	<b>Begin MP</b>	<b>End MP</b>	<b>Sub-Program</b>	<b>County</b>	

# New Design Policy for 2016

## New Documentation Highlights

Alternatives Comparison Table - (Project Name Here) Date: \_\_\_\_\_

Performance Category	Baseline Performance Metrics						Contextual Performance Metrics						Cost
			Safety				Safety	Mobility	Economic Vitality	Environment	Preservation	OTHER Project Specific	
Mode			Ped	Bike	Autb	Transit - General	Freight - General						
Performance METRIC			# of Serious Injury and Fatal Crashes *										
ALTERNATIVE													
No Build													
A													
B													
C													

### The Alternatives Comparison Table

- 1) Select design option ->
- 2) Select design elements

# New Design Policy for 2016

## New Documentation Highlights

Section 6) Design Element Select				
<i>For each of the Design Elements in the checklist below, identify whether or not the design element is included in the preferred alternative.</i>		<i>Identify the Alignment where</i>		
↓ Design Element	Design Element Included in Preferred Alternative? (Yes or No)	Alignment #1	Alignment #2	Al
1. Lane				
2. Median / Buffer				
3. Shoulder				
4. Streetside/ Roadside Zone				
5. Pedestrian Facility				
6. Bicycle Facility				
7. Bridges				
8. Horizontal Alignment				
9. Vertical Alignment				
10. Cross Slope				
11. Side Slope				
12. Clear Zone				

### The Design Parameter Sheet

1) Select design option -> 2) Select design elements

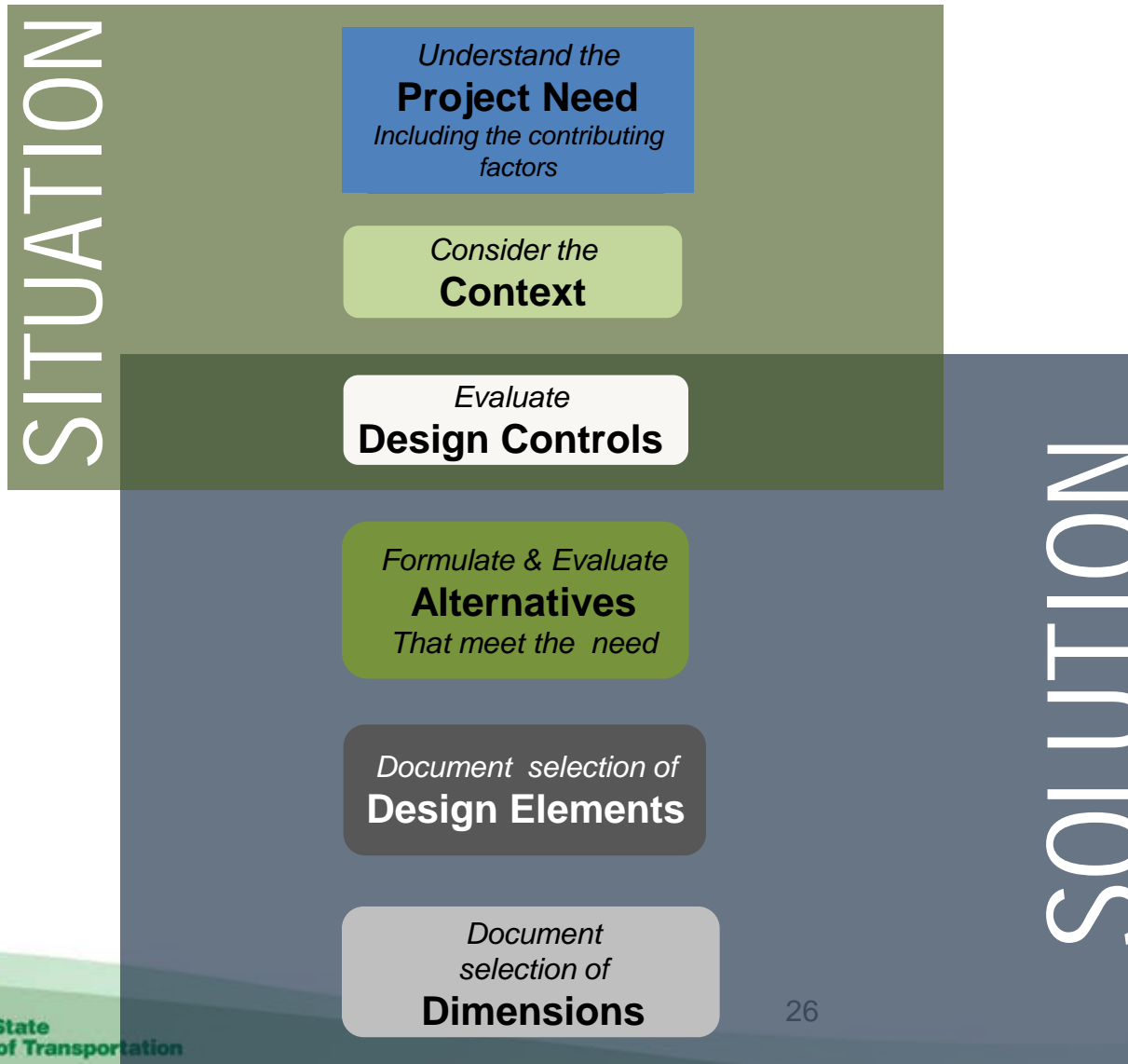
# New Design Policy for 2016

## Summary of Concepts

- Performance (*not* standards)
- Performance targets or target ranges
- Consider interim year solutions for best value
- Design elements that meet project need
- Document what you do (not what you don't do)
- “Design up” dimensions based on performance
- Consent-based decisionmaking

# New Design Policy for 2016

## Summary of Concepts



# Thank You

## **John Donahue, P.E., A.I.C.P.**

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## ***Practical Solutions***

- *Performance-Based designs*
- *Maximizing safety system-wide*
- *Encouraging innovation*
- *Cost-effective solutions*

# Resources

- [WSDOT's Gray Notebook](#)
- [WSDOT Before and After Folio](#)
- [Performance Measurement Folio](#)
- [Moving Washington Forward: Practical Solutions](#)
- [WSDOT Design Policy Site](#)
- [WSDOT Community Design](#)
- [FHWA's Performance-Based Practical Design](#)
- [FHWA's Context Sensitive Solutions](#)
- [The Innovative DOT: A Handbook of Policy and Practice](#)
- [Highway Safety Manual](#)

## 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 providing services, operating venues and 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.

Stay in touch with news, stories and things to do.

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

### **Metro Council President**

Tom Hughes

### **Metro Councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Brian Evans

## EXECUTIVE SUMMARY

Unlike past years, the Portland region has been presented with major opportunities to make significant investments in our transportation system to improve conditions for all users. With Congress' passage of the Fixing America's Surface Transportation (FAST) Act in late 2015, we have at our disposal new federal programs as well as a 5-year funding commitment. In addition, the Governor and state legislature have indicated that a new transportation funding bill will be considered in the 2017 session. And, encouraged by successful efforts in other parts of the country, the regional leaders are considering the possibility of asking voters to approve a local funding measure as well.

Given these opportunities, the discussions leading up to adoption of this MTIP/RFFA policy have centered on how these flexible funds can be used in a manner that puts the region in a strong position to compete for and leverage these additional sources of revenue. The choices laid out in this policy document collectively represent a way we can develop multi-modal projects that will address some of our major system bottlenecks, follow through on our region's commitment to reduce greenhouse gas emissions, continue developing our transit network, improve safety for users of all ages, and provide more travel choice to the public.

In order to take advantage of these opportunities, it is important for regional decision-makers to think strategically about how best to invest our flexible funds. Building on our region's past history of successfully working in partnership to bond these funds to generate significant up-front funding for transit system development, we can also consider a similar approach to do development work on a package of major projects in order to have a pipeline of specific projects that are ready to leverage these new funding opportunities. And, we can do this while continuing our region's commitment to building a multi-modal transportation system that benefits us all.

### 1.0 INTRODUCTION

The Metropolitan Transportation Improvement Program (MTIP) serves as the federally required schedule of transportation investments administered by Metro, ODOT, TriMet and SMART. The MTIP also monitors implementation of federal and regional policies for the Portland metropolitan region during a four-year cycle.

The MTIP is comprised of three major components: the transportation funding allocations administered by the state department of transportation (ODOT), transit agencies (SMART and TriMet), and the metropolitan planning organization (Metro). Additionally, the MTIP also includes state and local transportation programming which affects the regional transportation system. Metro's transportation funding allocation process is known as the Regional Flexible Funds. As the region prepares to prioritize transportation projects and program activities to receive Regional Flexible Funds available in the federal fiscal years 2019 through 2021, this report provides the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council's policy direction for the allocation of the regional flexible funds and the coordination activities to develop the MTIP.



The process for updating these policies began by engaging regional stakeholders, technical advisory committees, elected officials, and Metro Council members. Metro staff used the TPAC and JPACT meetings as well as supplementary policy workshops to discuss and define: 1) expected coordination activities between the MPO, state department of transportation, and transit partners on the funding allocation processes; and 2) provide policy direction to allocate the estimated **\$130.38 million** available in Regional Flexible Funds for federal fiscal years 2019-2021.

The approach to allocating Regional Flexible Funds proposed in this report is intended to develop a collaborative method for supporting transportation investments that achieve the region's vision and goals for the transportation system. The vision and goals including reducing the region's greenhouse gas emissions, keeping neighborhoods safe, supporting sustainable economic growth, and making the most of the existing investments our region has already made in public infrastructure.

## 2.0 REGIONAL SIX DESIRED OUTCOMES

In 2008, Metro Council and MPAC adopted Six Desired Outcomes<sup>1</sup> to form the framework of a performance-based approach for policy and investment decisions. Those outcomes are:

- **Vibrant communities:** People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
- **Economic prosperity:** Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- **Safe and reliable transportation:** People have safe and reliable transportation choices that enhance their quality of life.
- **Leadership on climate change:** The region is a leader in minimizing contributions to global warming.
- **Clean air and water:** Current and future generations enjoy clean air, clean water and healthy ecosystems.
- **Equity:** Equity exists relative to the benefits and burdens of growth and change to the region's communities.

The Six Desired Outcomes shape the way in which all regional plans and policies reflect and orient towards achieving the desired outcomes.

## 3.0 REGIONAL TRANSPORTATION SYSTEM PERFORMANCE TARGETS

In 2014, the region adopted the Regional Transportation Plan (RTP), which serves as the blueprint for the transportation system for the next 25 years. The RTP includes policies for the development of the transportation system and the list of transportation priority

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<sup>1</sup> Metro Resolution 08-3940

investments to implement the blueprint. The Six Desired Outcomes are incorporated as part of the RTP vision and blueprint and as a result they shaped and guided the development of RTP performance targets to measure progress towards the goals. The ten performance targets are shown below in Table 1.

**Table 1: 2014 Regional Transportation Plan Performance Targets**

Economy	<b>Safety</b> – By 2040, reduce the number of fatal and severe injury crashes for pedestrians, bicyclists, and motor vehicle occupants each by 50% compared to 2007 - 2011 average.
	<b>Congestion</b> – By 2040, reduce vehicle hours of delay (VHD) per person by 10 percent compared to 2010.
	<b>Freight reliability</b> – By 2040, reduce vehicle hours of delay per truck trip by 10 percent compared to 2010.
Environment	<b>Climate change</b> – By 2040, reduce transportation-related greenhouse gas emissions per capita below 2010 levels.
	<b>Active transportation</b> – By 2040, triple walking, biking and transit mode shares compared to 2010 modeled mode shares.
	<b>Basic infrastructure</b> – By 2040, increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional networks in 2010.
	<b>Clean air</b> – By 2040, ensure zero percent population exposure to at-risk levels of air pollution.
	<b>Travel</b> – By 2040, reduce vehicle miles traveled per person by 10 percent compared to 2010.
Equity	<b>Affordability</b> – By 2040, reduce the average household combined cost of housing and transportation by 25 percent compared to 2010.
	<b>Access to daily needs</b> – By 2040, increase by 50 percent the number of essential destinations accessible within 30 minutes by bicycling and public transit for low-income, minority, senior and disabled populations compared to 2005. <sup>2</sup>

#### 4.0 REGIONAL TRANSPORTATION FINANCE APPROACH

In May 2009, JPACT developed an approach to direct how the transportation needs of the region are to be addressed by existing or potential funding sources. The funding source approach to address the region’s transportation needs was updated by staff for this policy report to reflect administrative or process changes to certain sources (i.e. consolidation of certain federal fund sources under federal transportation funding reauthorizations (MAP-21 and FAST acts), restructuring of ODOT allocation programs). This approach is shown in Table 2 and provides a starting point for the various funding programs or sources that are addressed in the MTIP and State Transportation Improvement Program (STIP). The approach identifies funding mechanisms agencies use and a regional strategy for sources to

<sup>2</sup> Added with adoption of the 2014 RTP.

be pursued to address unmet needs of the different elements of transportation system in the region. The approach has been utilized in the development of Regional Flexible Fund allocation policies since the 2010-2013 cycle.

**Table 2: Existing Regional Transportation Finance Approach (updated to reflect changes in federal, state, regional policy)**

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Local/Arterial street reconstruction/maintenance	<ul style="list-style-type: none"> <li>• State pass through</li> <li>• Street utility fees</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax or VRF</li> <li>• New street utility fees or equivalent</li> </ul>
Active Transportation (includes bicycle, pedestrian, and small on-street transit capital improvements like bus shelters)	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> <li>• Connect Oregon</li> <li>• ODOT Region 1 competitive allocation – dedicated</li> <li>• Local contributions</li> <li>• Development (Frontage, Impact Fees, SDC’s)</li> </ul>	<ul style="list-style-type: none"> <li>• New federal program</li> <li>• State Urban Trail fund</li> <li>• New local funds</li> </ul>
Highway preservation	<ul style="list-style-type: none"> <li>• Interstate Maintenance</li> <li>• State gas &amp; weight/mile tax</li> <li>• ODOT Region 1 preservation, maintenance, and operations allocation program</li> <li>• NHPP</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax or VRF</li> <li>• New street utility fees or equivalent</li> </ul>
Transit Operations	<ul style="list-style-type: none"> <li>• Employer tax</li> <li>• Passenger fares</li> <li>• Section 5307</li> <li>• Section 5310</li> </ul>	<ul style="list-style-type: none"> <li>• Employer tax rate</li> <li>• New funding mechanism</li> <li>• Passenger fare increases</li> </ul>
Arterial Expansion	<ul style="list-style-type: none"> <li>• Development (Frontage, Impact Fees, SDC’s)</li> <li>• Urban Renewal</li> <li>• ODOT Region 1 competitive allocation program</li> <li>• <b>Regional Flexible Funds<sup>3</sup></b></li> <li>• TIGER</li> <li>• Local contributions</li> </ul>	<ul style="list-style-type: none"> <li>• SDC rate increases</li> <li>• Regionally raised revenue</li> <li>• Increase in state gas tax or VRF</li> </ul>
Highway expansion	<ul style="list-style-type: none"> <li>• ODOT Region 1 competitive</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> </ul>

<sup>3</sup> Limited to arterial freight facilities for ITS, small capital projects, and project development.

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
	<ul style="list-style-type: none"> <li>allocation program</li> <li>NHPP</li> <li>National Freight Program</li> <li>Modernization Program</li> <li>Fed/state earmarks</li> </ul>	<ul style="list-style-type: none"> <li>Pricing/tolling</li> <li>Increase in state gas tax or equivalent</li> <li>Regionally raised revenue</li> </ul>
HCT expansion	<ul style="list-style-type: none"> <li>Federal New Starts</li> <li>Federal Small Starts</li> <li>State lottery</li> <li><b>Regional Flexible Funds</b></li> <li>TriMet General Fund</li> <li>Local contributions</li> </ul>	<ul style="list-style-type: none"> <li>More from existing sources</li> </ul>
TSMO/Travel Options	<ul style="list-style-type: none"> <li>State operations</li> <li><b>Regional Flexible Funds</b></li> <li>TIGER</li> </ul>	<ul style="list-style-type: none"> <li>Regional VRF or equivalent</li> </ul>
Land Use – TOD	<ul style="list-style-type: none"> <li><b>Regional Flexible Funds</b></li> </ul>	<ul style="list-style-type: none"> <li>Strategy under development</li> </ul>

## 5.0 2018-2021 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM COORDINATION POLICY

Federal policy language in the United States Code (USC) of Federal Regulations<sup>4</sup> direct metropolitan planning organizations (MPOs), state departments of transportation (DOT), and transit agencies to work in cooperation with each other when using federal transportation funding to make investments in the region. These rules state:

*“For each metropolitan area in the State, the STIP shall be developed in cooperation with the MPO designated for the metropolitan area. Each metropolitan transportation improvement program (TIP) shall be included without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor.”<sup>5</sup>*

And

*“The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area.”<sup>6</sup>*

<sup>4</sup> Title 23 Highways, Chapter I Federal Highway Administration, Department of Transportation, Part 450 Planning Assistance and Standards.

<sup>5</sup> §450.216 Development and content of the statewide transportation improvement program (STIP).

<sup>6</sup> §450.324 Development and content of the transportation improvement program (TIP).

These rules, commonly referred to as the “Three C’s” (comprehensive, cooperative, and continuing) are intended to ensure required federal transportation planning and funding processes support shared local and federal goals. The “Three C’s” serve an important role because in each metropolitan region there is usually more than one entity which plans for the transportation network and has discretion over the allocation of federal transportation funding. For the Portland metropolitan region, the MTIP, as a federally required document, must be developed collaboratively with partners. Key partners involved with the development of the MTIP include ODOT, as the state department of transportation, TriMet and SMART as the region’s two transit operators. The MTIP has two main functions: 1) to serve as a tool to implement regional policies and ultimately federal policies addressing the federal planning factors; and 2) to demonstrate transportation investments comply with federal directives.

Therefore, in order to monitor and ensure the MTIP is implementing adopted regional policies across all federal transportation investments and meeting federal mandates, the entities which allocate federal transportation funding come to agreement on coordination activities to ensure the MTIP functions are being met. The agreement becomes the MTIP coordination policy and its development is facilitated by Metro, as the MPO. The policy is updated at the beginning of each new MTIP cycle.

As Metro prepares for the 2018-2021 MTIP cycle, a set of process and coordination activities have identified at the outset to ensure cooperation between partners in developing the MTIP. Many of these policies have been developed over multiple cycles and continue to be modified or expanded to reflect changes in federal regulations and guidance.

The following section further describes the 2018-2021 MTIP coordination policy, which is categorized under regional policy implementation and federal administrative compliance.

### **Regional policy implementation**

One of the main purposes of the MTIP is to implement adopted regional policies outlined in the Regional Transportation Plan (RTP). The RTP, as the blueprint for the region’s long-range transportation vision of the future, is required to embody federal planning requirements. As a tool to implement regional transportation policies, the MTIP includes: 1) a detailed list of transportation investments to be made in the next four years; and 2) narratives by Metro, ODOT, TriMet and SMART which demonstrate how the transportation investments make progress towards regional policies and comply with federal mandates.

For the 2018-2021 MTIP coordination policy, Metro, ODOT, TriMet and SMART run four funding allocation decision processes. These processes are the main focus of identifying how transportation investments are implementing regional policies. At the early stages of 2018-2021 MTIP process, Metro hosted a set of policy workshops with ODOT, TriMet, and SMART as well as local partners and interested stakeholders to gather input on activities and ways in which the entities can be better coordinated. Based on the feedback and input, a set of general coordination activities and protocols have been developed as a means for each process to provide opportunities for decision-makers, particularly JPACT and the

Metro Council, to check in on the processes and weigh in on behalf of the region's transportation priorities.

### **Demonstration of federal compliance**

Another key function of the MTIP is to demonstrate to federal oversight agencies the program of transportation investments in the region are in compliance with applicable regulations and guidance. Therefore, as part of the development of each new MTIP, sections are devoted to describing how the funding allocation decision-making process and the overall package of transportation investments in the MTIP are complying with federal regulations. Several of the federal regulations are specifically directed for the MTIP to address, while others are overarching federal compliance mandates across all federal programs. The follow list identifies the topic areas in which the MTIP documents federal compliance.

- Financial constraint of the funding decisions and overall package of investments
- Consideration of the following in funding decisions:
  - Congestion management process and strategies
  - Adequately operating and maintaining the transportation system
  - Transportation access and mobility needs of underserved communities
  - Implementation of air quality transportation control measures
- Environmental justice benefits and burdens of investments
- Title VI of the Civil Rights Act of 1964
- Air quality emissions impacts
- The process and technical considerations used to prioritize and make investment decisions.
- The public involvement process to support the investment decision making, In particular identify the opportunities for meaningful public involvement to underserved communities.
- How investments advance RTP implementation.

### **2018-2021 MTIP coordination policy implementation**

The implementation of the MTIP coordination policy and the specific details of coordination activities are documented and agreed upon by Metro, ODOT, TriMet, and SMART in the 2018-2021 MTIP charter. The 2018-2021 MTIP charter outlines the funding allocation process schedules, the specific coordination activities which will be conducted, and states the roles and expectations of each partner in the developing the 2018-2021 MTIP document and participation in funding allocation processes. The 2018-2021 MTIP charter was signed and placed into effect in January 2016 to allow partners to move forward with implementing coordination activities as the funding allocation processes are underway.

The charter is identified in the federally required planning agreement between Metro, ODOT, TriMet and SMART as a tool to identify specific coordination activities on large planning activities such as the development of an MTIP. The planning agreement outlines the overall roles and responsibilities of the four agencies in carrying out the federal transportation planning program and the 2018-21 MTIP charter has been developed consistent with the planning agreement.

## 6.0 REGIONAL FLEXIBLE FUND ALLOCATION OBJECTIVES

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

1. Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring air quality Transportation Control Measures (TCMs) for pedestrian and bicycle improvements are met and that an adequate pool of CMAQ-eligible projects is available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an area's stage of development (developed, developing, undeveloped) consistent with RTP Table 3.2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
9. Ensure agencies have qualifications for leading federal aid transportation projects.
10. Identify opportunities for leveraging, coordinating, and collaboration.

## 7.0 2019-2021 REGIONAL FLEXIBLE FUNDS STRUCTURE

There is a projected total of **\$130.38 million** available for investments and projects in the 2019-2021 timeframe. Funding ~~has historically been~~ is allocated in two steps, described below.

### NEW POLICY DIRECTION

Through a series of workshops conducted at the outset of the 2019-21 RFFA policy update process, ~~a series of several~~ options for investment of flexible funds was identified. These options are reflective of new regional policy adopted since the prior flexible funds policy update as well as regionally identified issues. In order for the region to consider additional investments in Steps 1 and 2, JPACT directs staff and project sponsors to develop specific funding proposals to further define these policy options. Funding proposals will be

considered and evaluated during the technical evaluation phase to be conducted during the summer and fall of 2016. These optional new investments are described below.

If Steps 1 & 2 funding levels from the 2016-18 RFFA cycle are continued at the same amounts (inflation adjusted), the remaining funding capacity in 2019-21 after meeting previous commitments is estimated to be \$17.43 million\* (\*estimates subject to final confirmation from ODOT). This additional capacity alone is not sufficient to accommodate all new policy proposals, so several approaches were considered to accommodate various scenarios:

- a. Limit new policy investments to the estimated remaining revenues of \$17.43 million, divided according to regional priority, recognizing that not all of the proposals can be funded at maximum amounts described below with this approach
- ~~b. Fund the project development proposal from the Step 2 funding capacity as it is already an eligible activity within Step 2. As the initial input has identified project development needs as larger-scale bottleneck projects on major freight corridors, the Regional Freight Investments category of Step 2 is identified as the source of funding this activity.~~
- ~~c. Consider bonding a portion of Step 2 Regional Freight Investments funding to accomplish project development work to reduce the funding impact from the 2019-21 funding cycle.~~

#### **STEP 1.A. BOND COMMITMENTS FOR REGIONALLY SIGNIFICANT PROJECT DEVELOPMENT**

Regional flexible funds have been used to help construct the region's high-capacity transit system. Since 1998, TriMet has issued bonds to pay for capital costs of high-capacity transit line construction, based on a regional commitment of flexible funds to repay the bonded debt. The repayment schedule for the existing bond commitment is \$16 million annually until 2027, thus the total existing amount in the 2019-21 RFFA committed to bond repayment is \$48 million.

##### **New policy direction #1 - Increase to bond commitment for transit**

The region has the opportunity to bond an additional amount of flexible funds to continue investing in the region's high-capacity transit (HCT) network. Bond proceeds ~~would~~ will enable the region to help fund project planning and capital construction costs for the Powell-Division and Southwest Corridor transit investments. A HCT funding proposal submitted for evaluation should show projected return on bonding investment, estimated payoff schedule and ongoing commitment of regional funds, and projection of additional funding sources to be leveraged by a commitment of regional funds. By showing local commitment of its flexible funds, the region will be well-positioned to qualify for additional federal as well as other funding sources. This policy option would ~~develop a bond payment schedule~~ direct a commitment of an additional \$15.43 million (\$5.14 million annually) from the 2019-21 RFFA, to provide: an estimated up front contribution of \$80 million to the



Southwest Corridor shared investment strategy and a \$25 million contribution to the Powell-Division Bus Rapid Transit corridor project.

- \$25 million for the final design and construction of the Powell-Division high capacity transit bus project
- \$80 million to the Southwest Corridor project for planning, design, engineering and construction

Metro and TriMet have agreed that, as the planning and design of the Southwest Corridor and Powell-Division projects moves forward, opportunities to incorporate cost-effective pedestrian and bicycle connections between station areas and adjacent neighborhoods and schools, particularly Title I schools, will be identified and that, to the extent consistent with federal project eligibility and funding limitations, will seek to integrate such meritorious elements into the project design.

**(Existing) High-capacity transit bond commitment**

Existing commitment (\$16M annually to 2027)	\$48.00 million
<u>New commitment</u>	<u>\$15.43 million<sup>7</sup></u>
<b>TOTAL</b>	<b>\$63.43 million</b>

**STEP 1.B. REGION-WIDE PROGRAM INVESTMENTS**

Region-wide programs have been defined over time by their regional scope, program administration, and policy coordination and a consistent allocation of regional flexible funds to support them. In previous cycles, the allocation of funding to these programs was competed in Step 1 of the process, prior to the allocation of funds to local projects.

Funding targets are set for the existing region-wide programs in this cycle based on their historical allocation levels plus a 3% inflationary increase to address program costs and purchasing power. The region-wide programs will be reviewed prior to the final funding decision scheduled for the fall of 2016. The review will provide the following information about each program:

- Program description – description of the program purpose and its major activities.
- Regional Funding Strategy Context – description of why the program is appropriate for regional flexible funding (see Table 2: RTP Finance Approach chart).
- Directly related RTP performance targets –description of how the program helps the region meet performance targets in the RTP.

<sup>7</sup> \$15.43 million is the total additional amount of funding committed to the high-capacity transit bond in the 2019-21 RFFA cycle. Future RFFA cycles will have a higher level of bond repayment commitment. See Table 3 for a complete bond repayment schedule and amounts.

- Program strategic plan or recent planning work completed to date – description of how the strategic plan helps set priorities for implementation.
- Program performance to date – description of specific accomplishments of the program.
- Additional opportunities – description of priorities or activities the program would pursue given additional resources.

### **New policy direction #2 – Increase to RTO for Safe Routes to School**

One of the needs identified through the stakeholder input process is funding to develop a regional Safe Routes to School (SRTS) program. ~~A means of overseeing~~ IPACT directed that regional activities and awarding grants to these programs would be through an additional funding allocation to the Regional Travel Options (RTO) program. The RTO program currently awards flexible funds through a grantmaking process. The policy proposal should define the elements necessary to create and sustain SRTS programs throughout the region, including local infrastructure needs identification, local program planning and technical assistance, local program funding, and a regional coordination role<sup>8</sup>. ~~Potential new New~~ new funding commitment ~~would be in the~~ is \$1.05-2.1 1.5 million (\$350-700 500K/yr) ~~range.~~

### **New policy direction #3 – Increase to RTO for Climate Smart Strategies**

The short list of Climate Smart Actions adopted through the Climate Smart Strategy policy identifies effective investments and activities the region can undertake in the 2015-16 timeframe to immediately begin following through on our regional commitment to reduce greenhouse gas emissions. ~~One of these actions is investing in the RTO program. IPACT directed that~~ IPACT directed that The policy proposal should define how an increased investment in the RTO program can assist and encourage more people to walk, bicycle, rideshare or take transit. ~~An an additional \$150-300,000 250,000 (\$50-100 83.3K/yr) will be directed towards grants to local government and community-based organizations to assist and encourage more people to walk, bicycle, rideshare or take transit. enable further progress to be made towards this goal.~~

### **New policy direction #4 – Increase to TSMO for Climate Smart Strategies**

The short list of Climate Smart Actions adopted through the Climate Smart Strategy policy identifies effective investments and activities the region can undertake in the 2015-16 timeframe to immediately begin following through on our regional commitment to reduce greenhouse gas emissions. One of these identified actions is to increase the regional funding commitment to the Transportation Systems Management and Operations (TSMO) program. IPACT directed that The policy proposal should define how an increased investment in the TSMO program can result in technological improvements that smooth traffic flow and

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<sup>8</sup> The intent is for Metro to make grants and manage the SRTS program activities using existing staff capacity. The technical assistance and regional coordination roles are to be contracted out to a third-party provider.

improve on-time performance and reliability. An additional ~~\$150-300,000~~ 250,000 (~~\$50-100~~ 83.3K/yr) will be directed towards technological improvements that smooth traffic flow and improve on-time performance and reliability. ~~enable additional investment to be made in this area.~~

**(Existing) Region-wide Program Funding Targets**

Transit Oriented Development	\$9.87 million
TSMO/ITS	\$4.99 million
<u>Additional TSMO/ITS – Climate Smart Strategies</u>	<u>\$0.25 million</u>
Regional Travel Options	\$7.54 million
<u>Additional RTO – Climate Smart Strategies</u>	<u>\$0.25 million</u>
<u>Additional RTO – Safe Routes to School</u>	<u>\$1.50 million</u>
Regional MPO Planning (In-Lieu of Dues)	\$3.96 million
Corridor & Systems Planning	\$1.66 million
<b>TOTAL</b>	<del><b>\$28.02 million</b></del> <b><u>\$30.02 million</u></b> <sup>9</sup>

**STEP 1.C. PROJECT DEVELOPMENT BOND**

**New policy direction #5 – Project development**

To prepare for new funding opportunities the region is proposing to use a portion of flexible funds in concert with other regional partners to conduct project development for improvements needed on several regionally significant freeways and their surrounding arterial networks. Regional flexible funds are to be used in a manner consistent with the Regional Transportation Finance Approach that targets these funds to the connecting arterial portions of these projects. A proposal is to be developed which describes a package of specific projects, including details of the proposed multi-facility project elements and the benefits of investing in these projects and is to be brought back to JPACT and Metro Council for approval. The proposal will be evaluated against technical criteria and considered as a whole by JPACT and Metro Council in the selection phase of the RFFA process.

By having a detailed list of identified priority projects that represent the spectrum of needed transportation investments, the region can demonstrate local funding commitment and position itself well to leverage potential new sources of funding at the federal, state and regional levels.

In response to new funding opportunities at the federal, state, regional and local levels, JPACT established a new bond commitment in the 2019-21 RFFA cycle for the purpose of project development. Regional flexible funds are to be used in a manner consistent with the Regional Transportation Finance Approach that targets these funds to the connecting arterial portions of freeway interchange projects and Active Transportation projects. Bonding a portion of the flexible funds will create \$12 million in bond revenue for a regional

<sup>9</sup> Target amount reflects a 3 percent increase from 2016-18 funding levels, maintaining purchasing power of these steps.

freight and Active Transportation project development program to advance a package of multi-modal and multi-facility projects that can leverage discretionary federal resources, support a 2017 legislative transportation funding effort and a 2018 regional transportation funding initiative:

- \$10 million to be allocated to support arterial and related improvements associated with efforts already initiated by ODOT to develop projects to address three major regional bottlenecks; I-205 Abernethy Bridge, I-5/I-84 at the Rose Quarter, and Hwy 217 improvements.
- \$2 million to be allocated to support Active Transportation project development of projects in regional Active Transportation corridors, including Safe Routes to School, trails and other bike and pedestrian facilities.

The region intends to use the project development and regional transit bonding allocations to position the region to successfully win federal, state and local transportation funding increases. This is intended to be an ongoing effort that not only will address the three named ODOT projects, but will be a foundation for addressing the funding needs of further priority projects in the Regional Transportation Plan such as the Sunrise Corridor Phase II, improvements associated with development of the Basalt Creek Parkway area and jurisdictional transfer efforts such as Powell Boulevard.

**Project Development Bond Commitment**

<u>Arterial/related improvements on bottlenecks</u>	<u>\$1.89 million</u>
<u>Active Transportation</u>	<u>\$1.89 million</u>
<b><u>TOTAL</u></b>	<b><u>\$3.78 million<sup>10</sup></u></b>

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<sup>10</sup> \$3.78 million is the total additional amount of funding committed to the project development bond in the 2019-21 RFFA cycle. Future RFFA cycles will have a higher level of bond repayment commitment. See Table 3 for a complete bond repayment schedule and amounts.

**Table 3: Regional Bond Commitment repayment schedule (millions)**

(Note: 4/28/16 TriMet still working on final repayment schedule)

	Existing transit bond commitment	New transit bond commitment	New project development bond commitment	Total bond commitment
2019	\$16	\$5.14	\$1.26	\$22.40
2020	\$16	\$5.14	\$1.26	\$22.40
2021	\$16	\$5.14	\$1.26	\$22.40
2022	\$16	?	\$1.26	?
2023	\$16	?	\$1.26	?
2024	\$16	?	\$1.26	?
2025	\$16	?	\$1.26	?
2026	\$16	?	\$1.26	?
2027	\$16	?	\$1.26	?
2028		?	\$1.26	?
2029		?	\$1.26	?
2030		?	\$1.26	?
2031		?	\$1.26	?
2032		?	\$1.26	?
2033		?	\$1.26	?
2034		?	\$1.26	?

**STEP 2. COMMUNITY INVESTMENT FUND PROJECT FOCUS AREAS**

The project focus areas established by JPACT during the 2014-15 RFFA for Step 2 were Active Transportation/Complete Streets and Regional Freight Investments. Funds for these projects targeted to a 75/25 percent split of Step 2 funding respectively. The 2019-21 RFFA cycle will continue to use the 2014-15 RFFA approach to investing in projects by focusing funds in order achieve greater regional impact.

JPACT and the Metro Council are continuing support for these project focus areas to create a more strategic approach to allocating funds, including:

- A topically or geographically focused impact rather than an array of disconnected projects
- Achieves appreciable impacts on implementing a regional scale strategy given funding amount available
- Addresses specific outcomes utilizing the Regional Transportation Plan Performance Targets
- Prioritizes catalytic investments (leveraging large benefits or new funding)

- Positions the region to take advantage of federal and state funding opportunities as they arise

As part of the 2014-15 RFFA, a task force was created to advise JPACT and TPAC on project focus area needs, priorities and project prioritization factors and developed direction for the project focus areas as part of the 2014-15 RFFA. This policy construct will continue as part of the 2019-21 RFFA but with some modifications identified below to respond to recent policy development work and input received as a part of this policy update process.

TriMet has agreed not to initiate projects to compete in the Step 2 process for the 2019-21 program allocations, although it may partner with others on applications. TriMet has expressed willingness to seek approval from its Board of Directors for approval for bonding or in other mechanisms to de-federalize funding that is directed by JPACT to be used for Safe Routes to Schools projects in the 2019-2021 program allocations.

**(Existing) Project Focus Area Funding Targets**

Regional Freight Investments	\$9.23 8.29 million
Active Transportation/Complete Streets	\$27.70 24.86 million
<b>TOTAL</b>	<b>\$36.93 33.15 million</b>

**REGIONAL FREIGHT INVESTMENTS**

**Recommended approach for 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**

Flexible funds may be used as a portion of project development costs. For the 2019-21 RFFA cycle, JPACT has directed that \$3.78 million of Step 2 funding be used to develop for a

selected package of freeway interchanges or arterials that are identified as significant system deficiencies, particularly in the areas of safety and freight delay. For projects coordinated with freeway mainline and associated interchange elements, flexible funds would be invested as a part of a multi-agency approach to addressing multiple transportation issues around the mainline facilities, and would focus on the multi-modal portions of these projects that are on the regional arterial network adjacent to the freeway interchange.

Funds may also be set aside to develop regional strategies. 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.

**Recommended criteria for scoping and prioritization of Regional Freight Investments projects**

<b>Relative priority</b>	<b>Criteria</b>
Highest	Can leverage (or prepare projects for) new or competitive funds
Highest	Reduces freight vehicle delay
Highest	Project increases freight access to: <ul style="list-style-type: none"> <li>• Industrial lands</li> <li>• Employment centers &amp; local businesses</li> <li>• Rail facilities for regional shippers</li> </ul>
Highest	Projects that help green the economy and offer economic opportunities for EJ/underserved communities
Higher	Improves safety by removing conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
Higher	Reduces air toxics or particulate matter
Higher	Reduces impacts to EJ communities (e.g., reduced noise, land use conflict, emissions)
Higher	Increases freight reliability
Priority	May not get funding otherwise
Priority	Reduces need for highway expansion
Priority	Addresses issues and improves connectivity among multiple freight modes

## ACTIVE TRANSPORTATION & COMPLETE STREETS

### Recommended approach for 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,
- project design will consider guidance found in Chapter 9 of the Regional Active Transportation Plan,
- 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.

### Criteria for scoping and prioritization of AT/CS projects

The adoption of the Regional Active Transportation Plan provides updated guidance on how active transportation investments should be prioritized. The following revisions to the AT/CS criteria reflect this input. A regional work group comprised of TPAC members will provide further input as to how these criterion are to be weighted and used in a technical evaluation exercise so as to reflect policy direction.

Weighting (tbd)	Criteria
	Adds a facility where one currently does not exist
	Serves above average underserved communities with lower bicycle or pedestrian network density
	Completes a gap or deficiency in an existing system
	Improves safety by removing conflicts with freight and or provides safety mitigation for any potential freight conflicts
	Improves safety, using the Regional Transportation Safety Plan to help identify high-crash areas



Weighting (tbd)	Criteria
	Improves access to and from priority destinations: <ul style="list-style-type: none"> <li>• Mixed-use centers</li> <li>• Employment areas (by # of jobs)</li> <li>• Essential services for EJ/underserved communities</li> <li>• Schools</li> </ul>
	Increase in use/ridership by providing a good user experience (refer to Active Transportation design criteria)
	Completes “last mile”
	Serves high density or projected high growth areas
	Includes outreach/education/engagement component
	Completes or makes meaningful contribution to funding package
	Reduces need for highway expansion

## 8.0 PROCESS

Over the next few months, Metro will conduct a process ~~by~~ through which projects will be selected. Staff will prepare a document subsequent to this policy report which describes this process in further detail. A general timeline and milestone listing is below:

<b>May 2016</b>	Metro will convene a work group comprised of TPAC members to refine and prepare an evaluation tool with which Step 1 and Step 2 project proposals will be evaluated and ranked.
<b>June - August</b>	Jurisdictions will prepare project proposals and submit to Metro.
<b>September</b>	The work group will conduct a technical evaluation of the proposals.
<b>October</b>	The list of projects and their technical evaluative scores will be put out for a 30-day public comment period.

<b>November</b>	The list of projects, along with their technical scores and public comment, will be provided to the county coordinating committees and the City of Portland. Those entities will consider this input in their deliberations on indicating their priority projects.
<b>December</b>	A list of projects, including technical scores, public comment and indicated priority status (if applicable) will be forwarded to TPAC for their recommendation. The TPAC recommendation will be made available for a public comment opportunity prior to an adoption action by JPACT.
<b>January 2017</b>	Metro Council takes action on the JPACT adopted project list.