

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: TPAC
Date: Friday, January 6, 2017
Time: 9:30 a.m. to noon
Place: Council Chamber

- | | | | |
|----------------|-------------|---|--|
| 9:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | Tom Kloster, Chair |
| 9:35 AM | 2. | COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS | Tom Kloster, Chair |
| 9:40 AM | 3. | CITIZEN COMMUNICATIONS ON AGENDA ITEMS | |
| 9:45 AM | 4. * | CONSIDERATION OF THE TPAC MINUTES FOR NOVEMBER 18, 2016 | |
| 9:55 AM | 5. * | SW CORRIDOR PROJECT AND LRT PLAN UPDATE <ul style="list-style-type: none">• Purpose –Provide an overview of the SW Corridor Plan and an update on the light rail transit status. <u>Information/Discussion</u> | Chris Ford, Metro |
| 10:30 | 6. * | REGIONAL FLEXIBLE FUND ALLOCATION <ul style="list-style-type: none">• Purpose – Discuss current status and next steps of RFFA Step 2 project selection process. <u>Recommendation</u> | Dan Kaempff, Ted Leybold, Metro |
| 12:00 | 7. | ADJOURN | Tom Kloster, Chair |

Upcoming TPAC Meetings:

- Friday, January 27, 2017
- Friday, February 24, 2017
- Friday, March 31, 2017

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

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បើសិនជាអ្នកត្រូវការអនុបកប្រែភាសានៅពេលអង្គ
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2017 TPAC Work Program

As of 12/30/16

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

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| <p><u>January 6, 2017</u></p> <ul style="list-style-type: none"> • Southwest Corridor Plan and LRT project update <u>Information/Discussion</u> (Ford, 30 mins) • Regional Flexible Fund Allocation Recommendation to JPACT (Leybold/Kaempff, 60 mins) | <p><u>January 27, 2017</u></p> <ul style="list-style-type: none"> • Draft Unified Planning Work Program (UPWP) 2017-2018 Information/Discussion (Myers; 20 min) • MTIP Formal Amendment 17-01F -Recommendation (Lobeck; 20 min) • Special Transportation Fund Allocation Process - <u>Information/Discussion</u> (Cho, Quinsey, 20 mins) • <i>2018 RTP: System Evaluation Measures Information/Discussion</i> (Mermin and Cho; 45 min) • 2018 RTP: Vision Zero and Safety Crash Data Analysis <u>Information/Discussion</u> (McTighe; 30 mins) • Division BRT Locally Preferred Alternative Resolution/RTP Amendment Introduction <u>Information/Discussion</u> (Mros -O'Hara, 30 mins) |
| <p><u>February 24, 2017</u></p> <ul style="list-style-type: none"> • Final Unified Planning Work Program (UPWP) 2017-2018 Recommendation to JPACT (Myers; 20 min) • 2017 MPO Endorsement Process for National Grants – Approaches and Criteria <u>Info/Discussion</u> (Cho, 30 min) • Regional SRTS program. <u>Information/Discussion</u> (Kaempff, 40 mins) • 2018 RTP: Regional Transit Strategy Vision <u>Information/Discussion</u> (Snook, 40 mins) • 2018 RTP: Building the RTP Investment Strategy <u>Information/Discussion</u> (Ellis, 30 min.) | <p><u>March 31, 2017</u></p> <ul style="list-style-type: none"> • Designing Livable Streets Update (McTighe, 30 min.) • 2018 RTP: Regional Freight Plan (Collins, 30 min.) • 2018 RTP: Building the RTP Investment Strategy <u>Recommendation to JPACT</u> (Ellis, 45 min.) |
| <p><u>April 28, 2017</u></p> <ul style="list-style-type: none"> • Division BRT Locally Preferred Alternative Resolution/RTP Amendment <u>Recommendation to JPACT</u> (Mros -O'Hara, 20 mins) | <p><u>May 26, 2017</u></p> |

Parking Lot

- TAP project delivery contingency fund pilot update (Leybold, Cho)
- Federal Training Group Concept (Lobeck)
- Vehicle Electrification Project Options Information/Discussion (Leybold, Winter)
- Digital mobility
- Resiliency

*For agenda and schedule information, call Lisa Hunrichs at 503-797-1839. e-mail: lisa.hunrichs@oregonmetro.gov
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2017 JPACT Work Program

As of 12/30/16

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

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|---|--|
| <p><u>January 19, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) <ul style="list-style-type: none"> ○ Regional Leadership Forum #3 Recap • Special Transportation Fund/5310 Allocation/Process – Information/Discussion (TriMet; 15 min) • JPACT Legislative Agenda – Action • Regional Flexible Fund Step 2 Project Allocation – Final Discussion & Action (Ted Leybold/Dan Kaempff, Metro) <p><u>Jan. 30, 7:30-9am:</u> JPACT Finance Subcommittee</p> | <p><u>February 16, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP Update: Building the RTP Investment Strategy – Information/Discussion (Ellis, Metro; 45 min) • 2018 RTP Update: Vision Zero and Safety Crash Data Analysis (Lake McTighe, Metro; 20 min) <p><u>Feb. 25 – Mar. 1:</u> National Association of Counties Legislative Conference, Washington, D.C.</p> |
| <p><u>March 16, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Draft Unified Planning Work Program (UPWP) 2017-2018 – Information/Discussion (Chris Myers, Metro; 15 min) • 2018 RTP: Regional Transit Vision (Jamie Snook, Metro; 30 min) • 2018 RTP: Regional Freight Plan Update (Tim Collins, Metro; TBD) • <i>Powell-Division Transit LPA and RTP Amendment – Recommendation (Elizabeth Mros-O’Hara, Metro; 30 min)</i> <p><u>Mar. 11-15:</u> National League of Cities Conference, Washington, D.C.</p> <p><u>Mar. 26-31:</u> Spring Break</p> | <p><u>April 20, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Draft Unified Planning Work Program (UPWP) 2017-2018 – Recommendation (Chris Myers, Metro; 15 min) • 2018 RTP Update: Building the RTP Investment Strategy – Recommendation (Ellis, Metro; TBD) |

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| <p><u>May 18, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Powell-Division Transit LPA and RTP Amendment – Recommendation (Elizabeth Mros-O’Hara, Metro; 40 min) | <p><u>June 15, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) 2018-2021 Metropolitan Transportation Improvement Program (MTIP) – Information/Discussion (Ted Leybold/Grace Cho, Metro; TBD) |
| <p><u>July 20, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP: Digital Mobility (Ellis, Metro; TBD) • 2018 RTP: Resilience (Ellis, Metro; TBD) • 2018-2021 Metropolitan Transportation Improvement Program (MTIP) – Recommendation (Ted Leybold /Grace Cho, Metro; TBD) | <p><u>August 17, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) |
| <p><u>September 21, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) | <p><u>October 19, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) |
| <p><u>November 16, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP: Analysis Findings and Background on Regional Leadership Forum #4 (Ellis, Metro; TBD) | <p><u>December 21, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) |

RTP Regional Leadership Forums:

- **April 2016:** RTP Regional Leadership Forum #1 (Exploring Big Ideas for Our Transportation Future)
- **September 2016:** RTP Regional Leadership Forum #2 (Building the Future We Want)
- **December 2016:** RTP Regional Leadership Forum #3 (Connecting Our Priorities to Our Vision)
- **December 2017:** RTP Regional Leadership Forum #4 (Drafting Our Shared Plan for the Region)
- **June 2018:** RTP Regional Leadership Forum #5 (Finalizing Our Shared Plan for the Region)

Parking Lot:

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



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
November 18, 2016
Metro Regional Center, Council Chamber

MEMBERS PRESENT

John Williams, Chair
Karen Buehrig
Don Odermott
Charity Fain
Adrian Esteban
Eric Hesse
Michael Williams
Katherine Kelly
Nancy Kraushaar
Rachel Tupica
Judith Gray

AFFILIATION

Metro
Clackamas County
Cities of Hillsboro and Washington County
Community Representative
Community Representative
TriMet
WSDOT
Cities of Gresham and Multnomah County
City of Wilsonville and Cities of Clackamas County
Federal Highway Administration
City of Portland

MEMBERS EXCUSED

Dave Nordberg
Patricia Kepler
Jared Franz
Heidi Guenin
Cora Potter
Lynda David

AFFILIATION

ODEQ
Community Representative
Community Representative
Community Representative
Community Representative
SW Washington Regional Transportation Council

ALTERNATES PRESENT

Phil Healy
Jon Makler
Erin Wardell
Jessica Berry

AFFILIATION

Port of Portland
ODOT
Washington County
Multnomah County

Guests Present: Julie Hajduk (Sherwood), Adam Coombs (PSU student), Shoshana Cohen (PBOT), Dayna Webb (PBOT), Zef Wagner (PBOT), Stephan Lashbrook (SMART), M Long (Brentwood Darlington)

Metro Staff Present: Kim Ellis, Dan Kaempff, Tom Kloster, Ted Leybold, Lake McTighe, Mike Serritella, Chris Myers, Grace Cho, Ken Lobeck, Jamie Snook,

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Williams called the meeting to 9:30 a.m. and declared a quorum was present.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

- Chair Williams noted that in response to policy direction from the Metro Council and JPACT, Metro is working with agency and community partners to develop a Menu of “ready-to-go”

regional active transportation projects that decision-makers can draw from to leverage federal, state and regional funding opportunities. Over the last month agencies submitted projects to be included in the menu to develop a draft menu of 243 projects. A regional work group meeting on November 18 will provide opportunity to discuss the draft menu and next steps for developing it to bring to the JPACT finance sub-committee on January 30. The work group will also discuss the nomination process for identifying projects to receive RFFA bond proceeds (up to \$2 million) to support project development for the menu of projects.

Questions about the process can be directed to Lake McTighe, Ted Leybold or Dan Kaempff.

- The committee's attention was directed to a memo and attachments that provided quarterly summary reports for the Metropolitan Transportation Improvement Program (MTIP) State Fiscal Year 2016, and the Unified Planning Work Program (UPWP). Further questions may be directed to Ken Lobeck at Metro.
- Chair Williams reminded committee members about the Regional Leadership Forum #3 to be held on December 2, and provided a brief overview of objectives and agenda for the event.
- A flyer was discussed that provided a brief overview of timeline and process for the Division Bus Rapid Transit/Locally Preferred Alternative and its consideration by city and county commissions and boards.
- Ms. Judith Gray noted that at a recent conference she learned more about shared and electric vehicles and noted that Portland will be incorporating policy language into their plans and suggested that other start considering the same.
- Mr. Eric Hesse stated that TriMet has received an FTA "Sandbox Grant" which provides funding to explore open share trip planner source information. TriMet is partnering with Lyft and Uber, that information will be shared with those partners as well.
- Mr. Jon Makler noted that some highway project development projects which have received FASTLANE grants (for example, one of the I-205 projects) will require some RTP amendments as they are not in the current financially constrained 2014 RTP. Metro staff provided clarification and agreed to discuss further with ODOT staff.
- Chair Williams also noted that TPAC Citizen Recruitment is underway for three citizen appointments in January 2017. Application materials are provided online. The deadline to submit applications is December 9.

3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS

- Ms. Meesa Long, a citizen and teacher in the Brentwood Darlington area, one of the RFFA grant applicant areas, appeared before the committee to advocate for the community's application. She noted safety issues due to the lack of sidewalks in the area and showed photographs of the neighborhood and children walking to school in the streets and bike lanes. She noted that the lack of infrastructure and inequity creates numerous hazards and asked the committee to carefully consider the grant application for this historically underserved community.

4. CONSIDERATION OF THE TPAC MINUTES FOR OCTOBER 28, 2016

MOTION: Mr. Eric Hesse moved to approve the TPAC minutes October 28, 2016. Ms. Judith Gray seconded the motion.

ACTION: The motion passed unanimously.

5. REGIONAL FLEXIBLE FUND ALLOCATION

Mr. Dan Kaempff called the committee's attention to the memo provided in the packet, and briefed the committee on the RFFA process to date, detailing the steps leading to adoption of a final package of RFFA investments. He reminded committee members of the schedule and next steps:

- Nov. 18 – TPAC: discuss approach to developing package
- Dec. 6 – Council work session: update on status, get input
- Dec. 15 – JPACT: input on TPAC approach
- Dec. 16 – TPAC: discuss JPACT input
- Jan. 6 – TPAC: discuss, make recommendation
- Jan. 19 – JPACT: action on TPAC recommendation
- Feb. 2 – Council meeting: public hearing and action

He said that two possible approaches could be considered: a portion of the available funding could be used to fully fund two freight and nine active transportation projects, or the entire funding amount could be strategically allocated to fund portions of three freight and ten active transportation projects. Historically, the region has followed the second, more difficult approach.

Mr. Kaempff also noted that the recommendation should consider:

1. Technical merit – the technical scores reflect how well the projects adhere to the criteria via scores
2. Local benefit - public comments are reflective of local support and need
3. Sub-regional benefit - sub-regional prioritization indicates the support of county coordinating committees and City of Portland for a project or group of projects
4. Regional and federal policy alignment - how it aligns with RFFA objectives and the package of projects adheres to regional and federal policy

TPAC will need to determine how to use these four sources of input to develop a package of recommended projects. Recommended funding amounts will need to be balanced to fit within total available in each project category. Based on TPAC input, staff will work with applicants to develop a draft recommendation for discussion at upcoming TPAC meetings

Committee members appreciated the update and provided feedback about the draft process and procedural questions related to regional policy objectives, project readiness, criteria, staff resources, obligation of funds, regional freight planning, and mitigation strategy.

The committee will discuss the process and draft recommendation further at the next TPAC meeting on December 16.

6. 2018 RTP: CALL FOR PROJECTS UPDATE

Ms. Kim Ellis provided a brief update regarding the schedule for the Regional Transportation Plan Update Call for Projects. She called the committee's attention to the memo provided in the packet: "2018 Regional Transportation Plan (RTP) – Update on RTP Call for Projects". She reminded the committee that in 2017, Metro and local, regional and state partners will be updating the region's near-term and long-term transportation priorities as part of the 2018 Regional Transportation Plan (RTP) update. The RTP Call for Projects will be formally issued from May 1 to June 23, 2017, pending Metro Council direction to staff in April 2017.

The region's cities, counties, TriMet, the South Metro Area Regional Transit (SMART), the Oregon Department of Transportation (ODOT) and the Port of Portland are formally requested to review the adopted 2014 RTP list of projects and programs and submit a list of completed and committed RTP projects to Rebecca Hamilton by January 6, 2017 at rebecca.hamilton@oregonmetro.gov.

Committee members appreciated the update and the graphics which are very helpful for understanding regional needs. Ms. Ellis will return to TPAC in January with a more detailed overview and opportunity for discussion.

7. 2018 RTP: UPDATE ON REVENUE FORECAST

Mr. Ken Lobeck presented the committee with an update on development of the draft revenue forecast and next steps to complete the process. He reminded the committee that the RTP is required to include a forecast of federal, state, and local revenues that are expected to be "reasonably available" over the course of the RTP planning years. Revenues that meet the "reasonably available" definition become the RTP Constrained Revenue Forecast. The RTP Constrained Revenue Forecast establishes the regional transportation investment checkbook for the RTP planning years (2018 to 2040). For this RTP Update, the constrained revenue years will be divided into two divisions to help shape short- and long- term project prioritization needs. Those year divisions are: 2018-2027 and 2028-2040.

8. ADJOURN

Chair Williams noted that the next TPAC meeting would be held December 16, 2016. The meeting was adjourned at 12:00 pm.

Respectfully submitted,

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

Lisa Hunrichs
Planning & Development

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 18, 2016

| ITEM | TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT NO. |
|-------------|----------------------|-----------------|---|---------------------|
| 1 | Agenda | 11/18/16 | 11/18/16 TPAC Agenda | 111816T-01 |
| 2 | Work Program | 11/8/16 | 2016 TPAC Work Program | 111816T-02 |
| 3 | Work Program | 11/10/16 | 2016 JPACT Work Program | 111816T-03 |
| 4 | Meeting Summary | 10/28/16 | 10/28/16 TPAC meeting summary | 111816T-04 |
| 5 | Flyer | 11/9/16 | 2018 Regional Transportation Plan Update – Regional Leadership Forum 3 Draft Agenda | 111816T-05 |
| 6 | Memo and attachments | 11/3/16 | To: TPAC and Interested parties From: Ken Lobeck, Funding Programs Lead Re: MTIP FY 2016 1 st Quarter Amendment and UPWP Summary Report | 111816T-06 |
| 7 | Memo and attachments | 11/14/16 | To: TPAC and Interested parties From: Dan Kaempff Re: Development of RFFA Step 2 Project recommendation | 111816T-07 |
| 8 | Memo | 11/17/16 | To: TPAC and Interested parties From: Ted Leybold, Resource Development Manager and Ken Lobeck, Funding Programs Lead Re: 2019-21 RFFA Call Project Readiness Review – Next Steps | 111816T-08 |
| 9 | Memo and attachments | 11/15/16 | To: TPAC and Interested parties From: Tim Collins, Senior Transportation Planner Re: Potential regional freight planning studies for RFFA 2019-21 | 111816T-09 |
| 10 | Flyer | n/a | To: TPAC and Interested parties From: Jeff Raker, Investment Areas Project Manager Re: Prospective projects for RFFA 2019-2021 – Economic Value Atlas | 111816T-10 |
| 11 | Flyer | n/a | Please support Brentwood-Darlington’s Safe Routes to School Project! | 111816T-11 |
| 12 | Letters | Various | RFFA Support Letters: Clackamas County Coordinating Committee, Washington County, East Multnomah County Transportation Committee, Multnomah County, City of Gresham, City of Portland, | 111816T-12 |

| ITEM | TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT NO. |
|-------------|----------------------|-----------------|---|---------------------|
| 13 | Memo and attachments | 11/15/16 | To: TPAC and Interested parties From: Kim Ellis, RTP Project Manager Re: 2018 Regional Transportation Plan (RTP) – Update on RTP Call for Projects | 111816T-13 |
| 14 | Memo and attachments | 11/14/16 | To: TPAC and Interested parties From: Kim Ellis, RTP Project Manager and Ken Lobeck, Funding Programs Lead Re: 2018 Regional Transportation Plan (RTP) – Update on Financially Constrained Revenue Forecast | 111816T-14 |
| 15 | Flyer | n/a | Division BRT Locally Preferred Alternative Recommendation | 111816T-15 |
| 16 | Presentation | 11/17/16 | 2019-21 RFFA Project Recommendation Development | 111816T-16 |
| 17 | Presentation | 10/28/16 | 2018 RTP Update – Finance Plan and Constrained Revenue Forecast Update | 111816T-17 |

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, Jan. 6, 2017
To: TPAC and interested parties
From: Chris Ford, SW Corridor Project Manager
Subject: Southwest Corridor Plan update

In June 2016, the Southwest Corridor Steering Committee selected light rail (LRT) as the preferred mode for the high capacity transit project at the core of the Plan. The steering committee also proposed a narrowed set of LRT alignments and related pedestrian, bicycle and roadway connections to be considered for environmental review. The environmental review process is a necessary step required under the National Environmental Policy Act (NEPA) to receive federal funding toward construction of the proposed LRT project.

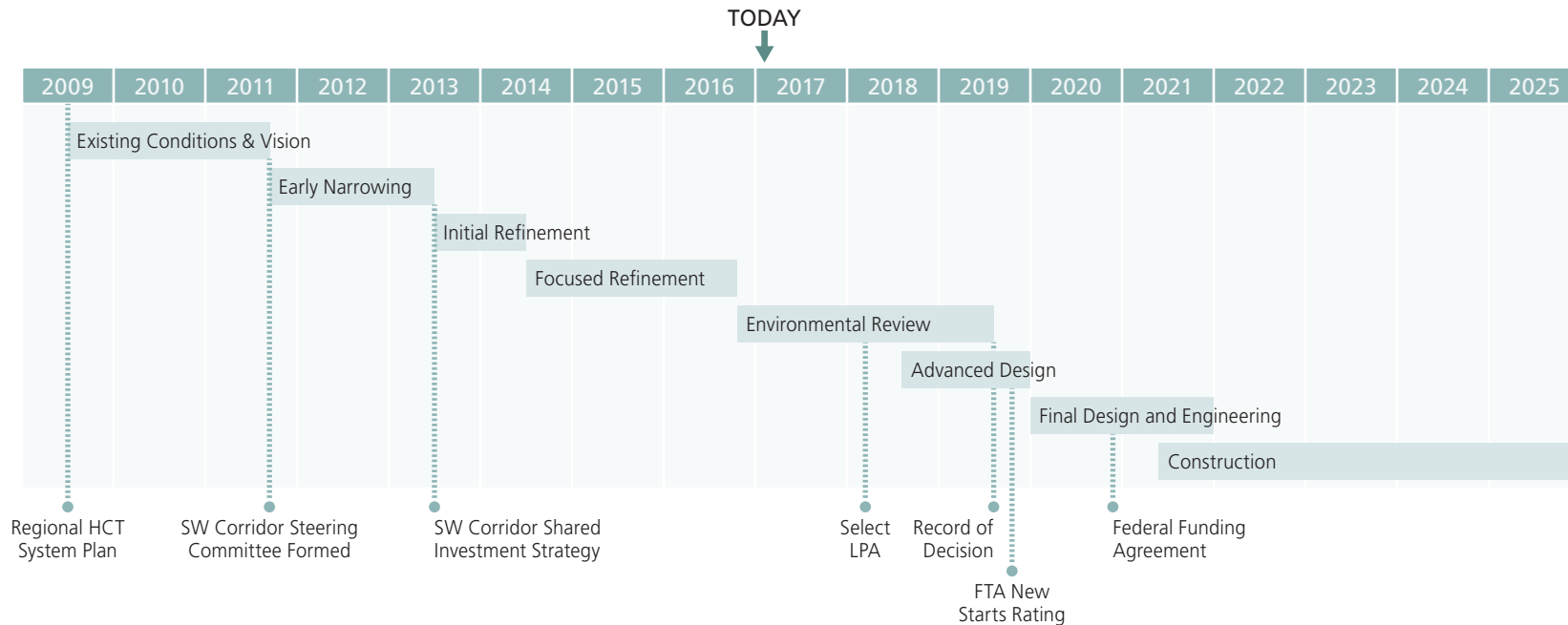
Since then, the environmental review process has begun in earnest, starting with a formal scoping period in September to gather public and agency comments on what project components and issues to study. In December, the steering committee took this input into account when making a final decision on what to study in the environmental review.

The presentation on January 6 will clarify schedule and next steps for our current work, which includes environmental review, facilitation of a newly created Community Advisory Committee, and efforts related to equitable housing and development in the corridor.

The attached graphics provide additional information regarding next steps for the proposed LRT project. These visual aids include an overall project timeline and both a map and a conceptual diagram of the LRT alignments and station alignments being studied.

Southwest Corridor Light Rail Project Timeline

Figure 1

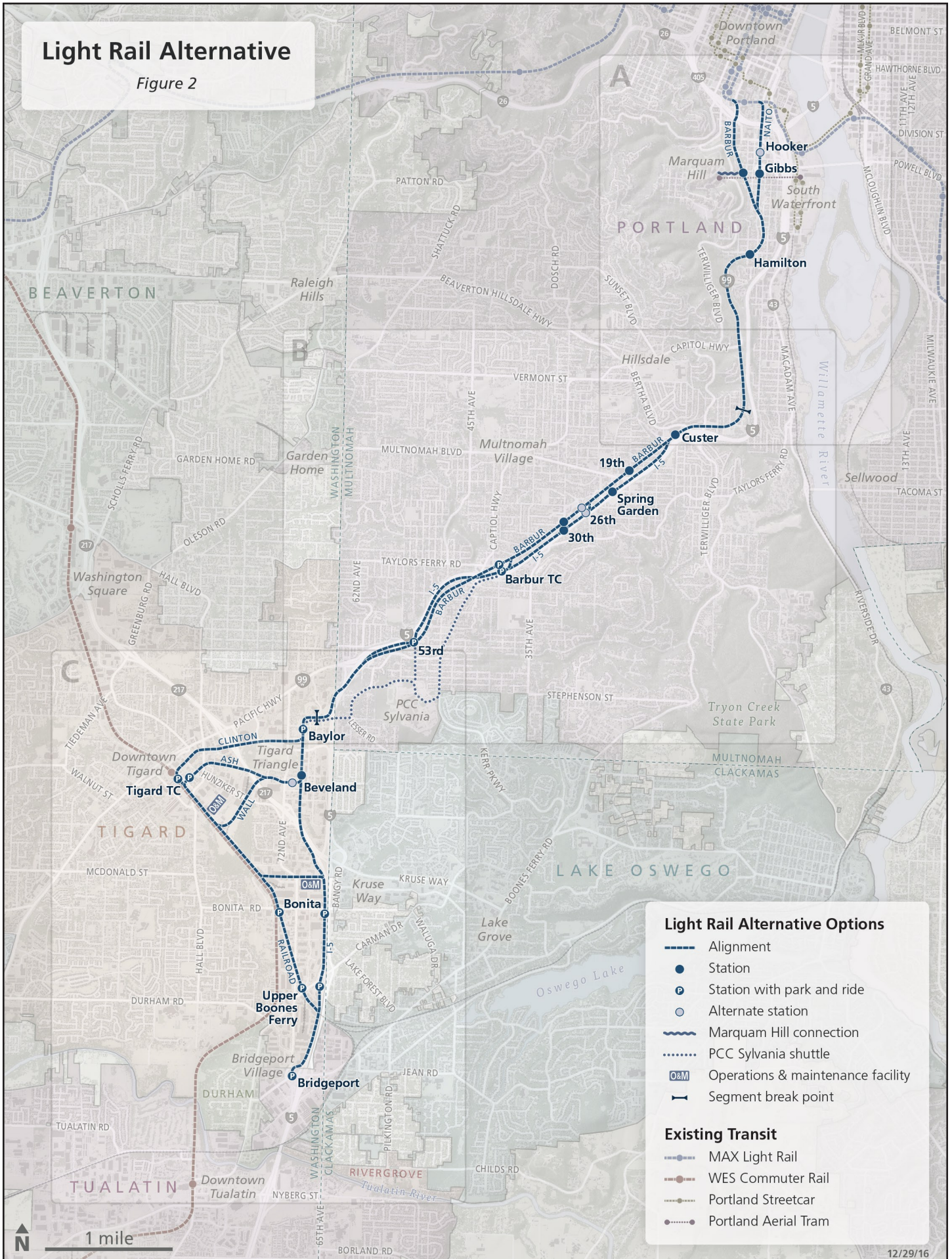


NOTES: HCT = High Capacity Transit; LPA = Locally Preferred Alternative; FTA = Federal Transit Administration

DISCUSSION DRAFT 12/29/16

Light Rail Alternative

Figure 2



Light Rail Alternative Options

- Alignment
- Station
- ⊕ Station with park and ride
- Alternate station
- ~ Marquam Hill connection
- ⋯ PCC Sylvania shuttle
- O&M Operations & maintenance facility
- | Segment break point

Existing Transit

- MAX Light Rail
- WES Commuter Rail
- Portland Streetcar
- Portland Aerial Tram

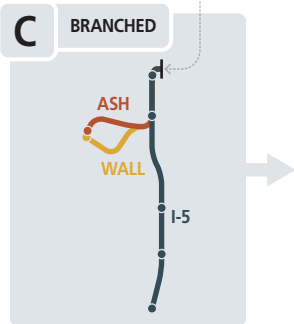
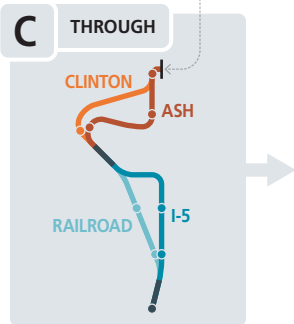
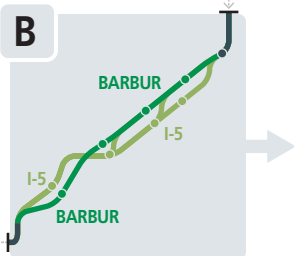
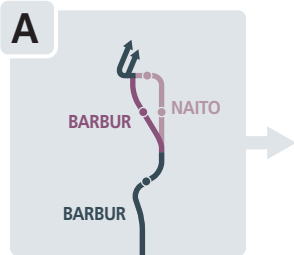
1 mile

Overview of Light Rail Alternatives and Options

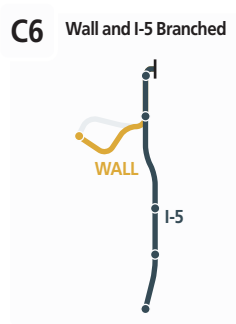
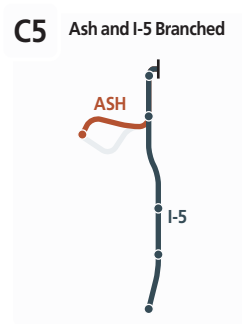
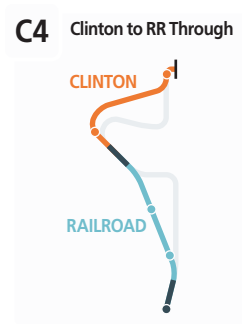
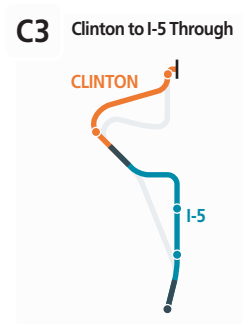
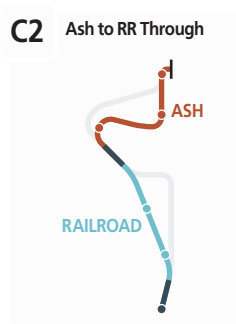
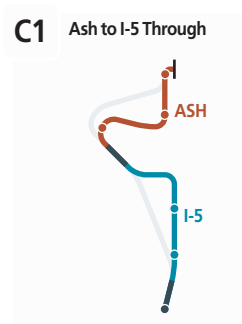
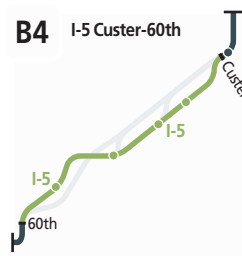
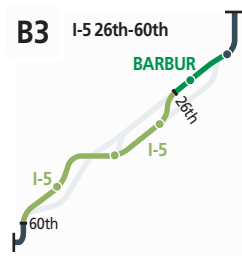
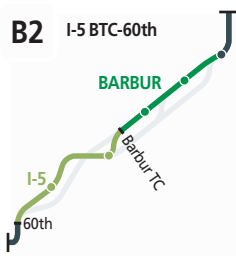
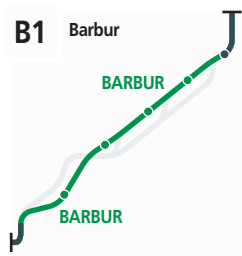
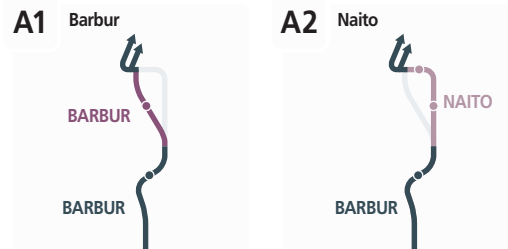
Figure 3

NOTES: Alignment alternatives A1, B2, C1 and C5 are assumed as a baseline when necessary for comparison; TC = Transit Center

SEGMENTS & ROUTE CONFIGURATION



ALIGNMENT ALTERNATIVES



OPTIONS

ROSS ISLAND BRIDGEHEAD

- Barbur Bridgehead
- Naito Bridgehead

ALTERNATE STATIONS

- Hooker Naito
- 26th Barbur
- 26th Naito
- Beveland Ash Through

MARQUAM HILL CONNECTION

- Elevator/Bridge and Path
- Elevator/Bridge and Trench
- Elevator/Bridge and Tunnel
- Full Tunnel

PCC SYLVANIA SHUTTLE

- Barbur TC/Baylor Shuttle
- 53rd Shuttle

OPERATIONS AND MAINTENANCE FACILITY

- Hunziker Facility – three variations:
- Full Hunziker
 - Hunziker and Ruby, Option A
 - Hunziker and Ruby, Option B
- 72nd Facility – two variations:
- Through 72nd
 - Branched 72nd

STATION ACCESS PROJECTS

Separate table and map of the station access projects pending.



Memo

Date: Wednesday, December 28, 2016
To: TPAC and interested parties
From: Dan Kaempff, Principal Transportation Planner
Subject: DRAFT 2019-21 RFFA Step 2 Project Recommendation

Background

At their December 22, 2016 meeting, JPACT indicated its support for the preferred TPAC approach to developing a draft 2019-21 RFFA Step 2 project recommendation. Subsequently, staff has prepared a draft package of projects for TPAC's discussion.

Description of draft recommendation (Example C)

The projects identified in the draft recommendation were selected based on feedback from stakeholders as well as input from TPAC and JPACT. Part of the TPAC discussion will be to affirm these are the projects they wish to advance in a recommendation to JPACT.

Previously, Metro staff prepared two example project packages to give TPAC and JPACT an idea of how the technical evaluation, sub-region priorities and public comment could be used to develop project packages.

Example A followed the technical scoring as the prime indicator of a project's inclusion in the package. Example B used subregional priorities and public comment more extensively to better reflect regional goals and objectives. Both illustrative packages contained funding requests beyond the available amounts in both project categories.

TPAC indicated their preference for a package based on the approach followed in Example B. The resultant Example C is included in the materials for the January 6 meeting. The one change from the projects illustrated in Example B shown at the previous TPAC meeting is the inclusion of the Division St. project and the elimination of the Cleveland St. project.

There are three columns in Example C which indicate the best information we have to date on what ways a project's funding request may be reduced, either by defederalizing the project funding, reducing the project scope, or putting additional funding from local or other sources into the project. A request has been sent out to project applicants to provide this information by January 5. Applicants that have already responded with a reduced funding request are indicated with the appropriate box in the "Proposed for TPAC Recommendation" column highlighted in green. An updated version of Example C and a description of project funding request reductions will be made available prior to the January 6 TPAC meeting.

Further discussion is also expected for the potential scope and funding of Regional Freight Studies to support investment in a strong regional economy and follow-up to the Economic Value Atlas work. A specific funding proposal is not identified now but further information will be provided by the January 6th meeting.

Defederalization of project cost estimates

The flexible funds are comprised of various sources of federal transportation funding. Swapping the flexible funds for eligible non-federal funding sources can result in lowered project cost requests due to the lower amount of restrictions and requirements from those associated with using federal funds.

RFFA project candidate jurisdictions are being requested to indicate whether or not their requested project(s) phases could potentially be completed using non-federal funding sources. Of those who indicate the ability and willingness to use non-federal funds, Metro staff will work with applicants to negotiate a reduced, defederalized RFFA award. Metro is also working with TriMet and ODOT on determining the total dollar figure that could be defederalized. The defederalization discussion will be ongoing up until the TPAC meeting.

Discussion at TPAC meeting

TPAC will have two outcomes to achieve at the January 6 meeting. First will be to affirm that the projects included in Example C are the ones they wish to include in their recommendation to JPACT.

Upon confirming the projects to be included, the second step will be to identify how to trim the RFFA funding request levels in order to make the project package balance to the available funding amounts (Freight: \$7.34 million; Active Transportation: \$25.81 million).

If a level of project cost cuts sufficient to balance the package in both categories has not been identified by applicants, using the three methods described above, TPAC will need to determine where the final project cuts must be made. Other means of reducing the total package costs could include:

- Reducing all projects that have not already taken a cut by a percentage sufficient to balance the package (approximately 7-10 percent)
- Reducing project amounts where a sub-regional priority switch for another project that was rated higher for meeting program policy objectives increased requested funding
- Reducing project amounts starting from the lowest technically ranked projects that have not already identified a cut.

A final recommendation by JPACT and affirmed by the Metro Council commits the lead agency to complete the project as described with the federal funds allocated, making up any project cost difference with local or other funds. Substantive changes in scope or additional federal funds from a future allocation to complete the project must be approved by JPACT and Metro Council.

JPACT will consider and take action on TPAC's recommended package of projects at their January 19 meeting.

Example C - Balanced, w/updated prioritized projects

Total RFFA Funding available: \$33,150,000

| Regional Freight Initiatives: available funding = \$7,340,000 | | | | | | | | Requested total | Proposed for TPAC recom. total | Amount needed to balance |
|---|-------------------|-------------------------|--------------|--------|---------------|--------------|--------------------------|-----------------|--------------------------------|--------------------------|
| Project name | Applicant | Sub-region | RFFA request | Defed? | Reduce scope? | Other funds? | Proposed for TPAC recom. | | | |
| Hunziker Road Industrial Area | City of Tigard | Washington | \$1,851,740 | N | | | \$1,851,740 | \$7,854,173 | \$7,854,173 | (\$514,173) |
| Central Eastside Access & Circulation Improvements | City of Portland | Portland | \$3,002,433 | ? | | | \$3,002,433 | | | |
| Basalt Creek Parkway Extension | Washington County | Washington | \$3,000,000 | N | | | \$3,000,000 | | | |
| Columbia Blvd Intelligent Transportation System | City of Portland | Portland | \$600,000 | | | | \$0 | | | |
| Regional Freight Studies | Metro | Regional | \$500,000 | | | | \$0 | | | |
| | | Total requested: | \$8,954,173 | | | | \$7,854,173 | | | |

| Active Transportation/Complete Streets: available funding = \$25,810,000 | | | | | | | | Requested total | Proposed for TPAC recom. total | Amount needed to balance |
|--|---------------------|-------------------------|--------------|--------|---------------|--------------|--------------------------|-----------------|--------------------------------|--------------------------|
| Project name | Applicant | Sub-region | RFFA request | Defed? | Reduce scope? | Other funds? | Proposed for TPAC recom. | | | |
| Halsey Street Safety and Access to Transit | City of Portland | Portland | \$2,992,800 | N | Y | Y | \$2,400,000 | \$29,945,365 | \$26,612,062 | (\$802,062) |
| Cully Walking and Biking Parkway | City of Portland | Portland | \$2,998,153 | Y | Y | Y | \$2,300,000 | | | |
| I-5 Walking and Biking Bridge | City of Wilsonville | Clackamas | \$1,550,000 | N | | | \$1,550,000 | | | |
| Jade and Montavilla Connected Centers | City of Portland | Portland | \$3,941,500 | N | Y | Y | \$3,200,000 | | | |
| Beaverton Creek Trail | THPRD | Washington | \$3,892,399 | N | | | \$3,892,399 | | | |
| Molalla Avenue Walking and Biking Improvements | City of Oregon City | Clackamas | \$3,985,379 | Y | | | \$3,985,379 | | | |
| Herman Road Walking and Biking Improvements | City of Tualatin | Washington | \$625,000 | Y | N | | \$625,000 | | | |
| Brentwood-Darlington Safe Routes to School | City of Portland | Portland | \$3,100,850 | Y | Y | Y | \$2,200,000 | | | |
| Highway 43 Walking and Biking Improvements | City of West Linn | Clackamas | \$3,400,000 | N | | Y | \$3,000,000 | | | |
| Complete Division Street | City of Gresham | Multnomah | \$3,459,284 | ? | | | \$3,459,284 | | | |
| Outer Stark/Halsey Complete Streets | City of Portland | Portland | \$300,000 | | | | \$0 | | | |
| Monroe Street Walking and Biking Improvements | Clackamas County | Clackamas | \$3,000,000 | | | | \$0 | | | |
| Complete Cleveland Street | City of Gresham | Multnomah | \$3,141,156 | | | | \$0 | | | |
| Cornfoot Road Walking and Biking Path | Port of Portland | Portland | \$3,327,672 | | | | \$0 | | | |
| Westside Trail Walking and Biking Bridge Design | Washington County | Washington | \$800,000 | | | | \$0 | | | |
| Hillsdale Town Center Pedestrian Connections | City of Portland | Portland | \$2,346,000 | | | | \$0 | | | |
| Cornelius Pass Walking and Biking Bridge Design | Washington County | Washington | \$800,000 | | | | \$0 | | | |
| David Douglas Safe Routes to School | City of Portland | Portland | \$3,048,000 | | | | \$0 | | | |
| Sandy Boulevard Walking and Biking Improvements | Multnomah County | Multnomah | \$5,319,631 | | | | \$0 | | | |
| North Portland Greenway Trail | City of Portland | Portland | \$2,909,680 | | | | \$0 | | | |
| Fanno Creek Greenway Regional Trail | City of Tigard | Washington | \$6,700,600 | | | | \$0 | | | |
| Monroe Street Neighborhood Greenway | City of Milwaukie | Clackamas | \$2,320,000 | | | | \$0 | | | |
| Johnson Street Access to School | Washington County | Washington | \$4,700,000 | | | | \$0 | | | |
| Designing Hogan Road | City of Gresham | Multnomah | \$9,633,428 | | | | \$0 | | | |
| Designing Highland Dr/Pleasant View Dr/190th Ave | City of Gresham | Multnomah | \$8,487,054 | | | | \$0 | | | |
| Highway 99W Sidewalk Safety Improvements | City of Sherwood | Washington | \$2,168,000 | | | | \$0 | | | |
| I-205 Walking and Biking Trail | City of West Linn | Clackamas | \$2,778,873 | | | | \$0 | | | |
| | | Total requested: | \$91,725,459 | | | | \$26,612,062 | | | |

Example C - Balanced, w/updated prioritized projects

Total RFFA Funding available: \$33,150,000

| Regional Freight Initiatives: available funding = \$7,340,000 | | | | | | | | | | | | |
|---|-------------------|-------------------------|--------------|--------------------------|----------------------|-------------------------|---|------------------------|------------|-----------------|-------------------|--------------------------|
| Project name | Applicant | Sub-region | RFFA request | Proposed for TPAC recom. | Technical evaluation | | Subregion prioritization Identified as subregional priority? | Public comment | | Requested total | TPAC recom. total | Amount needed to balance |
| | | | | | Total (330 max.) | Technical score ranking | | # of comments received | % positive | | | |
| Hunziker Road Industrial Area | City of Tigard | Washington | \$1,851,740 | \$1,851,740 | 264 | 1 | Yes | 19 | 42% | \$7,854,173 | \$7,854,173 | (\$514,173) |
| Central Eastside Access & Circulation Improvements | City of Portland | Portland | \$3,002,433 | \$3,002,433 | 263 | 2 | Yes | 90 | 66% | | | |
| Basalt Creek Parkway Extension | Washington County | Washington | \$3,000,000 | \$3,000,000 | 233 | 3 | Yes | 15 | 60% | | | |
| Columbia Blvd Intelligent Transportation System | City of Portland | Portland | \$600,000 | \$0 | 204 | 4 | | 67 | 52% | | | |
| Regional Freight Studies | Metro | Regional | \$500,000 | \$0 | n/a | n/a | | n/a | n/a | | | |
| | | Total requested: | \$8,954,173 | \$7,854,173 | | | | | | | | |

| Active Transportation/Complete Streets: available funding = \$25,810,000 | | | | | | | | | | | | |
|--|---------------------|-------------------------|--------------|--------------------------|----------------------|-------------------------|---|------------------------|------------|-----------------|-------------------|--------------------------|
| Project name | Applicant | Sub-region | RFFA request | Proposed for TPAC recom. | Technical evaluation | | Subregion prioritization Identified as subregional priority? | Public comment | | Requested total | TPAC recom. total | Amount needed to balance |
| | | | | | Total (315 max.) | Technical score ranking | | # of comments received | % positive | | | |
| Halsey Street Safety and Access to Transit | City of Portland | Portland | \$2,992,800 | \$2,400,000 | 288 | 1 | Yes | 101 | 96% | \$29,945,365 | \$26,612,062 | (\$802,062) |
| Cully Walking and Biking Parkway | City of Portland | Portland | \$2,998,153 | \$2,300,000 | 285 | 2 | Yes | 332 | 95% | | | |
| I-5 Walking and Biking Bridge | City of Wilsonville | Clackamas | \$1,550,000 | \$1,550,000 | 280 | 3 | Yes | 28 | 86% | | | |
| Jade and Montavilla Connected Centers | City of Portland | Portland | \$3,941,500 | \$3,200,000 | 274 | 4 | Yes | 125 | 94% | | | |
| Beaverton Creek Trail | THPRD | Washington | \$3,892,399 | \$3,892,399 | 270 | 5 | Yes | 54 | 81% | | | |
| Molalla Avenue Walking and Biking Improvements | City of Oregon City | Clackamas | \$3,985,379 | \$3,985,379 | 268 | 6 | Yes | 68 | 96% | | | |
| Herman Road Walking and Biking Improvements | City of Tualatin | Washington | \$625,000 | \$625,000 | 256 | 9 | Yes | 33 | 82% | | | |
| Brentwood-Darlington Safe Routes to School | City of Portland | Portland | \$3,100,850 | \$2,200,000 | 248 | 11 | Yes | 1718 | 100% | | | |
| Highway 43 Walking and Biking Improvements | City of West Linn | Clackamas | \$3,400,000 | \$3,000,000 | 238 | 17 | Yes | 69 | 77% | | | |
| Complete Division Street | City of Gresham | Multnomah | \$3,459,284 | \$3,459,284 | 233 | 21 | Yes | 30 | 77% | | | |
| Outer Stark/Halsey Complete Streets | City of Portland | Portland | \$300,000 | \$0 | 268 | 6 | | 51 | 94% | | | |
| Monroe Street Walking and Biking Improvements | Clackamas County | Clackamas | \$3,000,000 | \$0 | 262 | 8 | | 40 | 83% | | | |
| Complete Cleveland Street | City of Gresham | Multnomah | \$3,141,156 | \$0 | 251 | 10 | Yes | 17 | 59% | | | |
| Cornfoot Road Walking and Biking Path | Port of Portland | Portland | \$3,327,672 | \$0 | 245 | 12 | | 64 | 78% | | | |
| Westside Trail Walking and Biking Bridge Design | Washington County | Washington | \$800,000 | \$0 | 243 | 13 | Yes | 71 | 86% | | | |
| Hillsdale Town Center Pedestrian Connections | City of Portland | Portland | \$2,346,000 | \$0 | 243 | 13 | | 48 | 71% | | | |
| Cornelius Pass Walking and Biking Bridge Design | Washington County | Washington | \$800,000 | \$0 | 240 | 15 | | 54 | 74% | | | |
| David Douglas Safe Routes to School | City of Portland | Portland | \$3,048,000 | \$0 | 239 | 16 | | 63 | 94% | | | |
| Sandy Boulevard Walking and Biking Improvements | Multnomah County | Multnomah | \$5,319,631 | \$0 | 238 | 17 | Yes | 35 | 83% | | | |
| North Portland Greenway Trail | City of Portland | Portland | \$2,909,680 | \$0 | 237 | 19 | | 216 | 95% | | | |
| Fanno Creek Greenway Regional Trail | City of Tigard | Washington | \$6,700,600 | \$0 | 234 | 20 | | 41 | 80% | | | |
| Monroe Street Neighborhood Greenway | City of Milwaukie | Clackamas | \$2,320,000 | \$0 | 233 | 21 | | 84 | 82% | | | |
| Johnson Street Access to School | Washington County | Washington | \$4,700,000 | \$0 | 226 | 23 | | 37 | 78% | | | |
| Designing Hogan Road | City of Gresham | Multnomah | \$9,633,428 | \$0 | 220 | 24 | | 26 | 42% | | | |
| Designing Highland Dr/Pleasant View Dr/190th Ave | City of Gresham | Multnomah | \$8,487,054 | \$0 | 196 | 25 | | 23 | 39% | | | |
| Highway 99W Sidewalk Safety Improvements | City of Sherwood | Washington | \$2,168,000 | \$0 | 178 | 26 | | 46 | 76% | | | |
| I-205 Walking and Biking Trail | City of West Linn | Clackamas | \$2,778,873 | \$0 | 111 | 27 | | 38 | 50% | | | |
| | | Total requested: | \$91,725,459 | \$26,612,062 | | | | | | | | |



Memo

Date: Thursday, January 5, 2017
To: TPAC and interested parties
From: Dan Kaempff, Principal Transportation Planner
Subject: Addendum to DRAFT 2019-21 RFFA Step 2 Project Recommendation

Background

Attached are scenarios for TPAC discussion that reflect responses and discussion on what projects to fund, and at what levels through the 2019-21 Regional Flexible Funds Allocation.

Staff will lead TPAC through a discussion today of these projects and funding scenarios to develop and take action on a recommendation to JPACT for their consideration and action at their January 19 meeting. The scenarios are intended to be a starting point for further discussion and refinement. They reflect adjustments to funding levels that project applicants and stakeholders have indicated they are or could be willing to accept. TPAC can make adjustments to these scenarios that they determine is in the best interest of the region, and that serve to balance the two funding categories. Details on the scenarios are as follows.

Active Transportation/Complete Streets

One scenario has been developed for TPAC discussion. Based on communications with the City of Gresham, the package of projects included “above the line” includes the Cleveland Street project replacing the Division Street project. This reduces the amount needed to balance from \$802,062 to \$483,934.

Two project applicants have indicated they could accept a reduced funding amount, and still deliver their project.

- Tualatin Hills Parks and Recreation District offered to increase their local match for the Beaverton Creek Trail project to 20% (\$923,303) by contributing an additional \$199,187 in THPRD SDC funds. This reduces their RFFA requested amount to \$3,693,212.
- The City of Oregon City is willing to defederalize the Molalla Avenue project. Estimated project cost savings reduce their RFFA requested amount to \$3,800,632, a reduction of \$184,747 from the original request.

This leaves \$100,000 yet to trim from the remaining projects in order to balance the AT package. Applicants will be requested to self-identify means by which their project could be delivered with less RFFA funding, either by defederalization, providing additional local match or other funding, or by project scope element reduction.

Regional Freight Investments

Staff has developed two scenarios for TPAC consideration. In both scenarios, all projects above the line are facing reductions in funding. The Cities of Tigard and Portland have both indicated they could defederalize their projects as a means of managing the reduced funding in either scenario. However, the anticipated cost savings from defederalizing these two projects alone is not enough to balance the freight package.

- Scenario 1 – All projects take a 6.55% reduction in order to balance the funding.
- Scenario 2 – All projects contribute \$70,000 and further reductions totaling a 6.73% reduction, funding added for Regional Freight Studies.

Conditions of approval

Regardless of funding level received, recipients are expected to deliver the project as defined in the scope of work submitted with their application. Any major changes or reductions in scope will need to be approved by JPACT prior to a final funding agreement being put into effect. Any cost overruns or funding shortfalls are the responsibility of the recipient to address.

DRAFT 2019-21 RFFA Step 2 Project Recommendation - for discussion

Total RFFA Funding available: \$33,150,000

| Active Transportation/Complete Streets: available funding = \$25,810,000 | | | | | For TPAC Discussion | |
|---|---------------------|---------------------------------|------------------------------|--------------------------|----------------------------|---------------------------|
| <u>Project name</u> | <u>Applicant</u> | <u>Sub-region</u> | <u>Original RFFA request</u> | <u>Example C package</u> | <u>Amount</u> | <u>Cut from Example C</u> |
| Halsey Street Safety and Access to Transit | City of Portland | Portland | \$2,992,800 | \$2,400,000 | \$2,400,000 | \$0 |
| Cully Walking and Biking Parkway | City of Portland | Portland | \$2,998,153 | \$2,300,000 | \$2,300,000 | \$0 |
| I-5 Walking and Biking Bridge | City of Wilsonville | Clackamas | \$1,550,000 | \$1,550,000 | \$1,550,000 | \$0 |
| Jade and Montavilla Connected Centers | City of Portland | Portland | \$3,941,500 | \$3,200,000 | \$3,200,000 | \$0 |
| Beaverton Creek Trail | THPRD | Washington | \$3,892,399 | \$3,892,399 | \$3,693,212 | \$199,187 |
| Molalla Avenue Walking and Biking Improvements | City of Oregon City | Clackamas | \$3,985,379 | \$3,985,379 | \$3,800,632 | \$184,747 |
| Herman Road Walking and Biking Improvements | City of Tualatin | Washington | \$625,000 | \$625,000 | \$625,000 | \$0 |
| Brentwood-Darlington Safe Routes to School | City of Portland | Portland | \$3,100,850 | \$2,200,000 | \$2,200,000 | \$0 |
| Highway 43 Walking and Biking Improvements | City of West Linn | Clackamas | \$3,400,000 | \$3,000,000 | \$3,000,000 | \$0 |
| Complete Cleveland Street | City of Gresham | Multnomah | \$3,141,156 | \$3,141,156 | \$3,141,156 | \$0 |
| Outer Stark/Halsey Complete Streets | City of Portland | Portland | \$300,000 | \$0 | \$0 | |
| Monroe Street Walking and Biking Improvements | Clackamas County | Clackamas | \$3,000,000 | \$0 | \$0 | |
| Cornfoot Road Walking and Biking Path | Port of Portland | Portland | \$3,327,672 | \$0 | \$0 | |
| Westside Trail Walking and Biking Bridge Design | Washington County | Washington | \$800,000 | \$0 | \$0 | |
| Hillsdale Town Center Pedestrian Connections | City of Portland | Portland | \$2,346,000 | \$0 | \$0 | |
| Cornelius Pass Walking and Biking Bridge Design | Washington County | Washington | \$800,000 | \$0 | \$0 | |
| David Douglas Safe Routes to School | City of Portland | Portland | \$3,048,000 | \$0 | \$0 | |
| Sandy Boulevard Walking and Biking Improvements | Multnomah County | Multnomah | \$5,319,631 | \$0 | \$0 | |
| North Portland Greenway Trail | City of Portland | Portland | \$2,909,680 | \$0 | \$0 | |
| Fanno Creek Greenway Regional Trail | City of Tigard | Washington | \$6,700,600 | \$0 | \$0 | |
| Complete Division Street | City of Gresham | Multnomah | \$3,459,284 | \$0 | \$0 | |
| Monroe Street Neighborhood Greenway | City of Milwaukie | Clackamas | \$2,320,000 | \$0 | \$0 | |
| Johnson Street Access to School | Washington County | Washington | \$4,700,000 | \$0 | \$0 | |
| Designing Hogan Road | City of Gresham | Multnomah | \$9,633,428 | \$0 | \$0 | |
| Designing Highland Dr/Pleasant View Dr/190th Ave | City of Gresham | Multnomah | \$8,487,054 | \$0 | \$0 | |
| Highway 99W Sidewalk Safety Improvements | City of Sherwood | Washington | \$2,168,000 | \$0 | \$0 | |
| I-205 Walking and Biking Trail | City of West Linn | Clackamas | \$2,778,873 | \$0 | \$0 | |
| | | totals | \$91,725,459 | \$26,293,934 | \$25,910,000 | \$383,934 |
| | | amount remaining to cut: | | (\$483,934) | (\$100,000) | |

additional match
defederalization

| Regional Freight Initiatives: available funding = \$7,340,000 | | | | | For TPAC Discussion | | | |
|--|-------------------|---------------------------------|------------------------------|--------------------------|---------------------------------------|---------------------------|---|---------------------------|
| <u>Project name</u> | <u>Applicant</u> | <u>Sub-region</u> | <u>Original RFFA request</u> | <u>Example C package</u> | <u>Scenario 1 6.55% reduction</u> | | <u>Scenario 2 Freight Studies + 6.73% reduction</u> | |
| | | | | | <u>Amount</u> | <u>Cut from Example C</u> | <u>Amount</u> | <u>Cut from Example C</u> |
| Hunziker Road Industrial Area | City of Tigard | Washington | \$1,851,740 | \$1,851,740 | \$1,730,516 | \$121,224 | \$1,661,894 | \$189,846 |
| Central Eastside Access & Circulation Improvements | City of Portland | Portland | \$3,002,433 | \$3,002,433 | \$2,805,879 | \$196,554 | \$2,735,188 | \$267,245 |
| Basalt Creek Parkway Extension | Washington County | Washington | \$3,000,000 | \$3,000,000 | \$2,803,605 | \$196,395 | \$2,732,918 | \$267,082 |
| Regional Freight Studies | Metro | Regional | \$500,000 | \$0 | \$0 | | \$210,000 | |
| Columbia Blvd Intelligent Transportation System | City of Portland | Portland | \$600,000 | \$0 | \$0 | | \$0 | |
| | | Total requested: | \$8,954,173 | \$7,854,173 | \$7,340,000 | | \$7,340,000 | |
| | | amount remaining to cut: | | (\$514,173) | \$0 | | \$0 | |

Materials following this page were distributed at the meeting.



G R E A T P L A C E S

Corridor

Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City
Washington County • ODOT • TriMet • Metro

Southwest Corridor Plan Update

Transportation Policy Alternatives
Committee

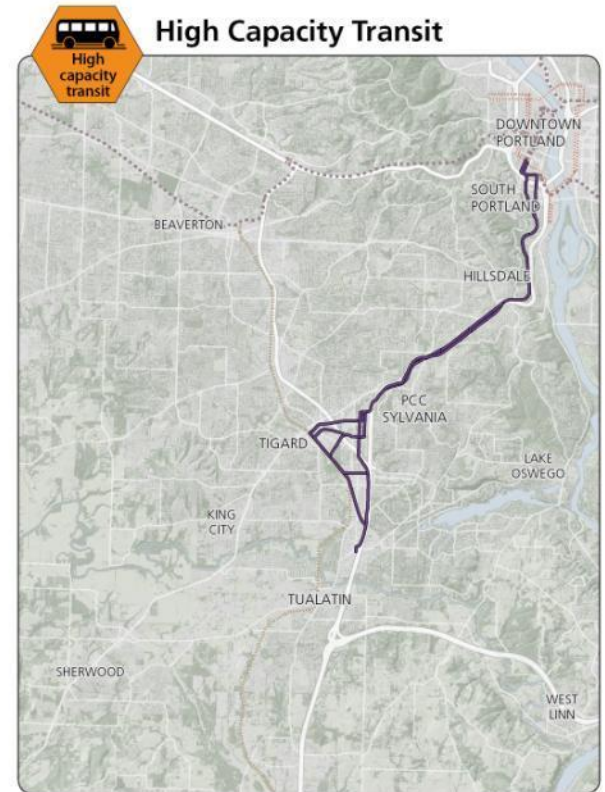
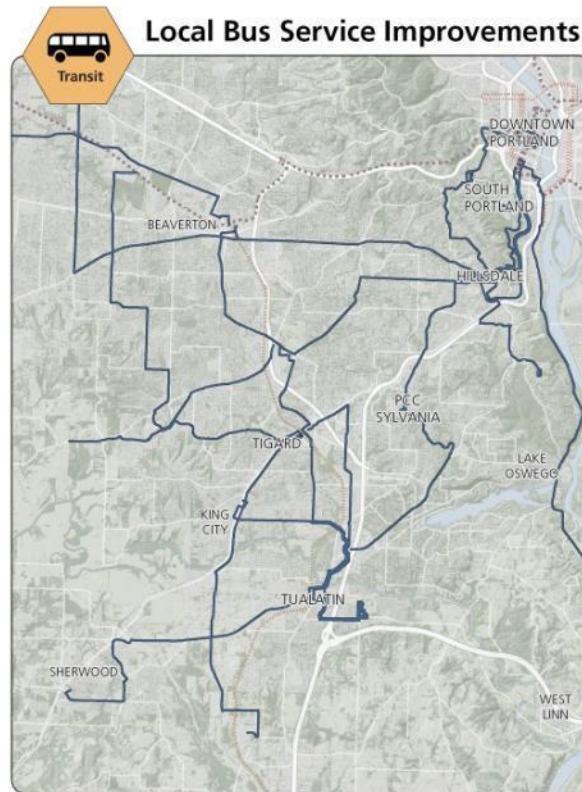
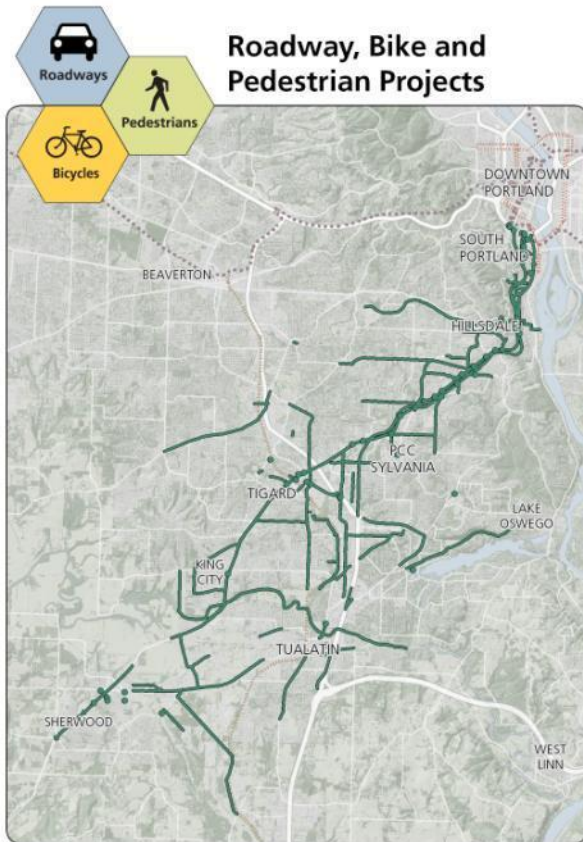
January 6, 2017

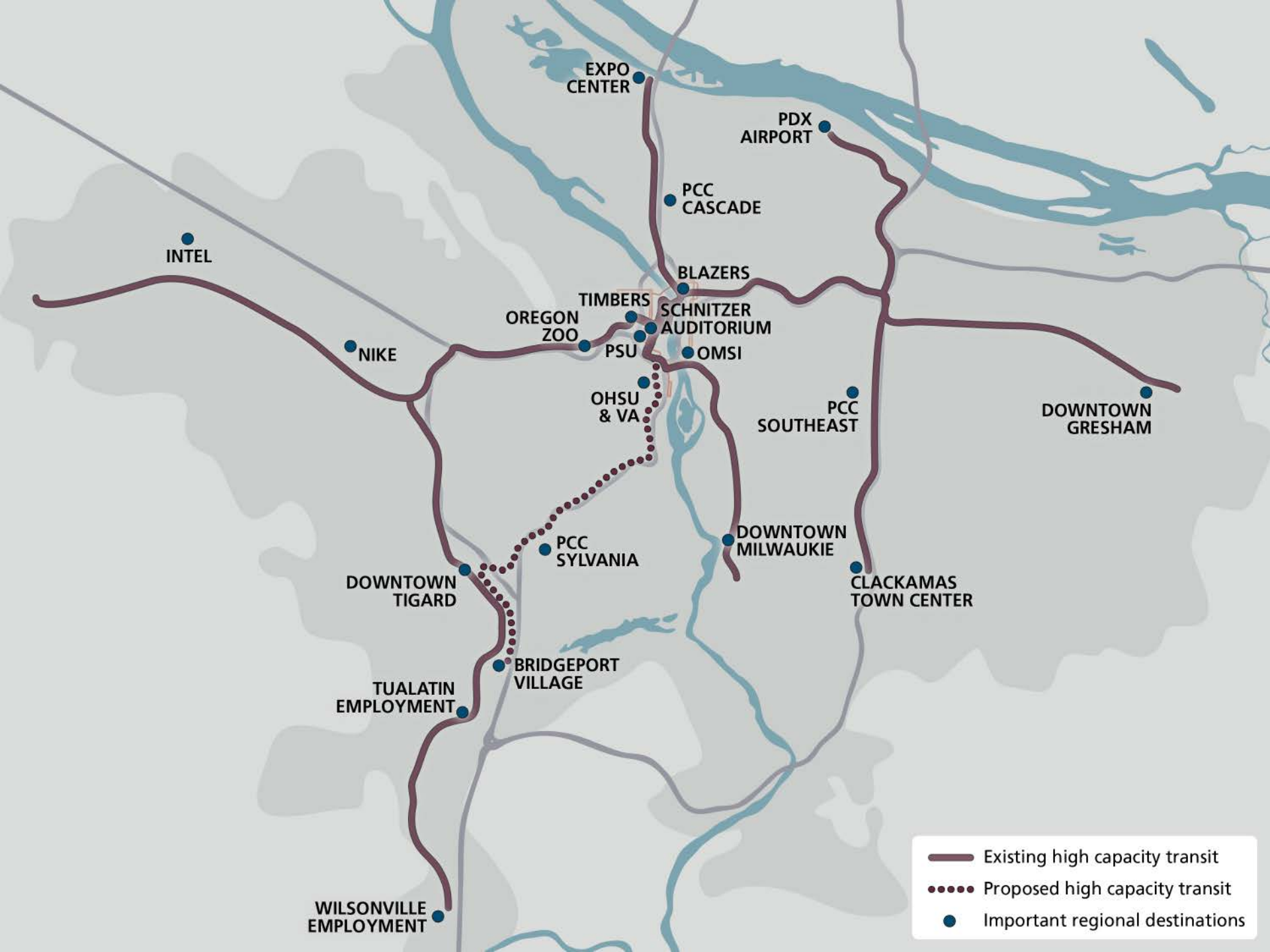
Content

- Project overview
- Status update
- Environmental Review explained
- Next steps
- Questions

Southwest Corridor Plan

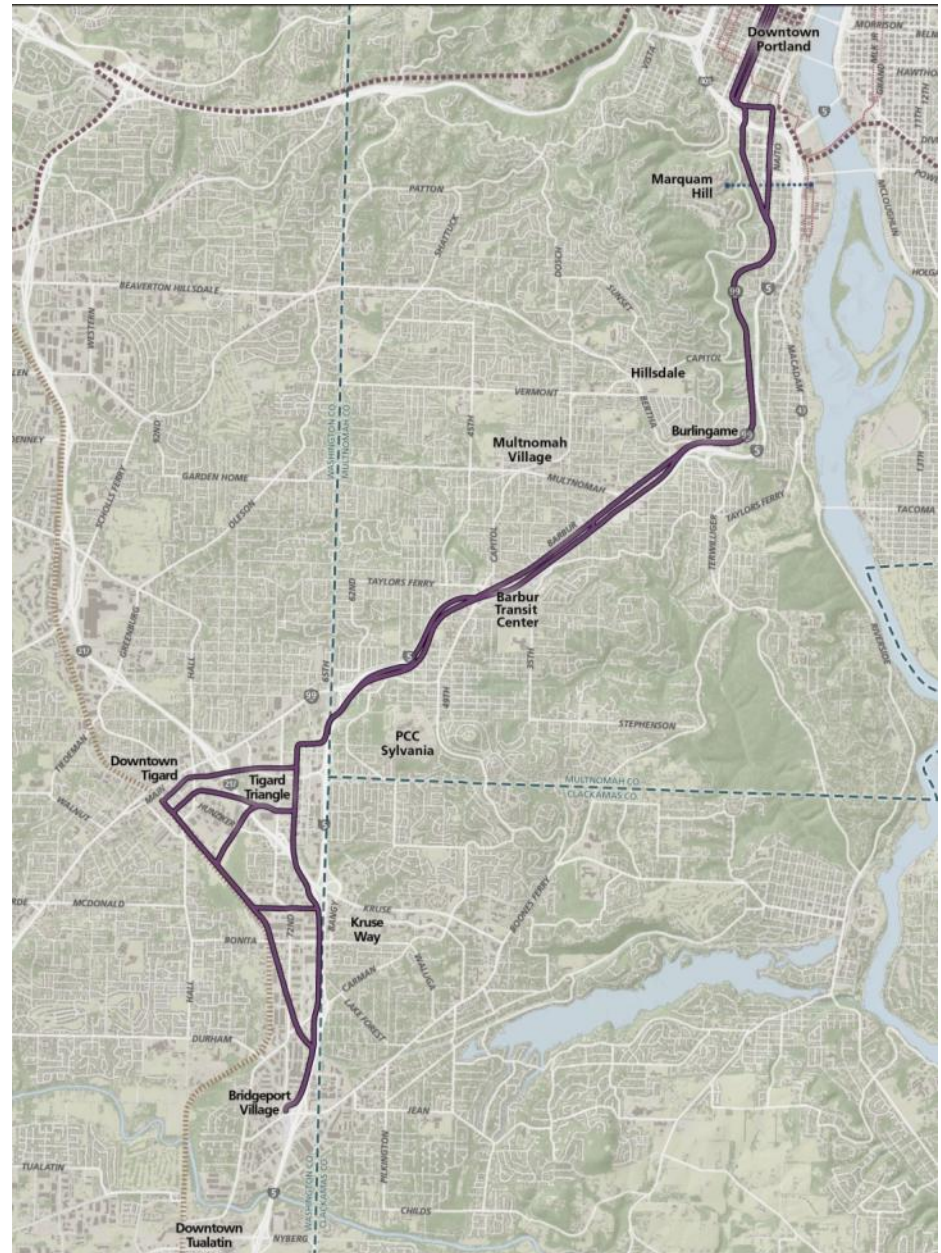
Shared Investment Strategy





- Existing high capacity transit
- Proposed high capacity transit
- Important regional destinations

- **Downtown Portland**
- **OHSU**
- **Hillsdale / Burlingame**
- **Barbur Transit Center**
- **PCC Sylvania**
- **Tigard Triangle + Downtown**
- **Bridgeport Village**



Southwest Corridor Light Rail Project Timeline

Figure 1



NOTES: HCT = High Capacity Transit; LPA = Locally Preferred Alternative; FTA = Federal Transit Administration

Since last visit (June)

SEPTEMBER

- Public scoping process for environmental review

DECEMBER

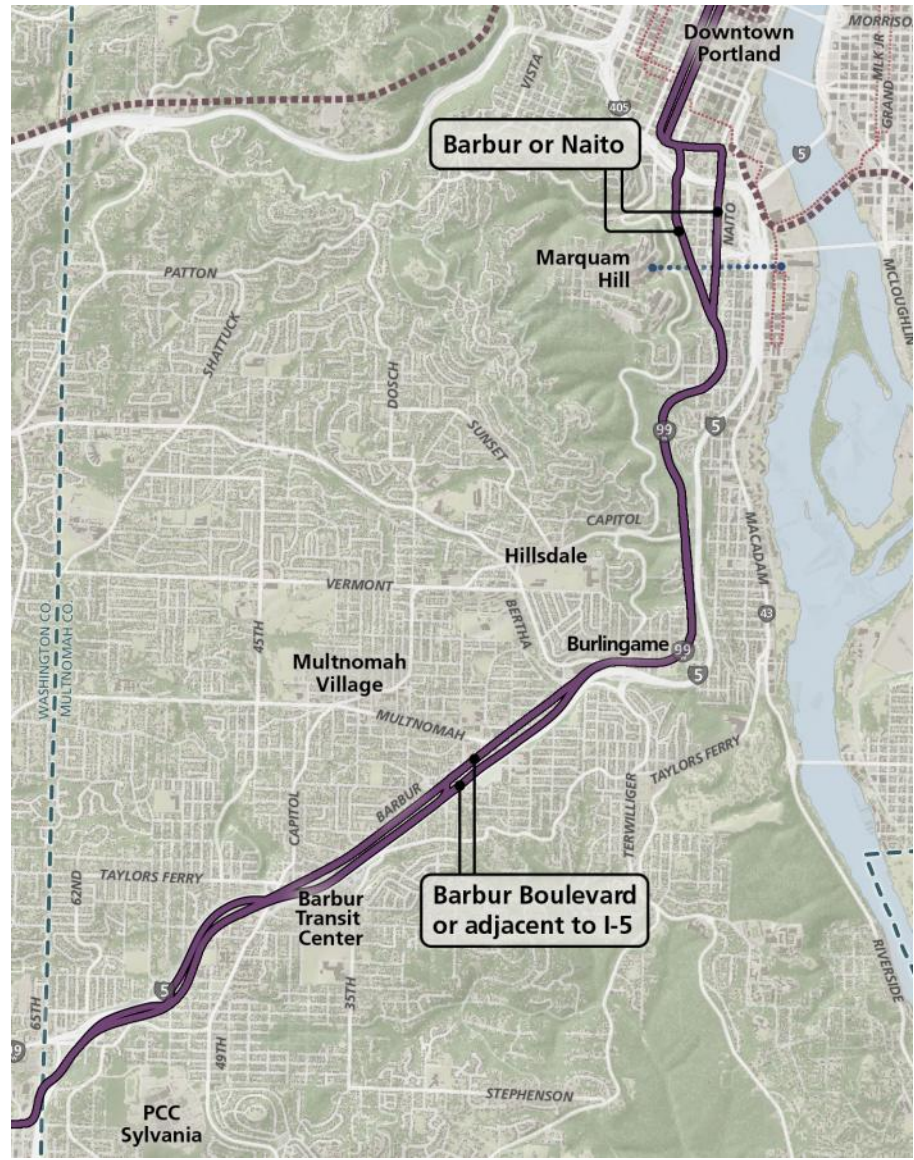
- Creation of Community Advisory Committee (CAC)
- Steering Committee selected LRT project components to study in environmental review



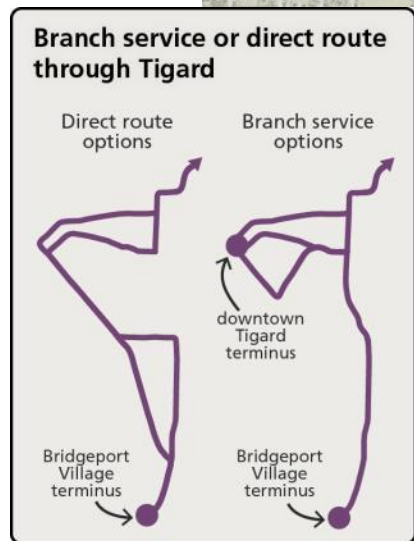
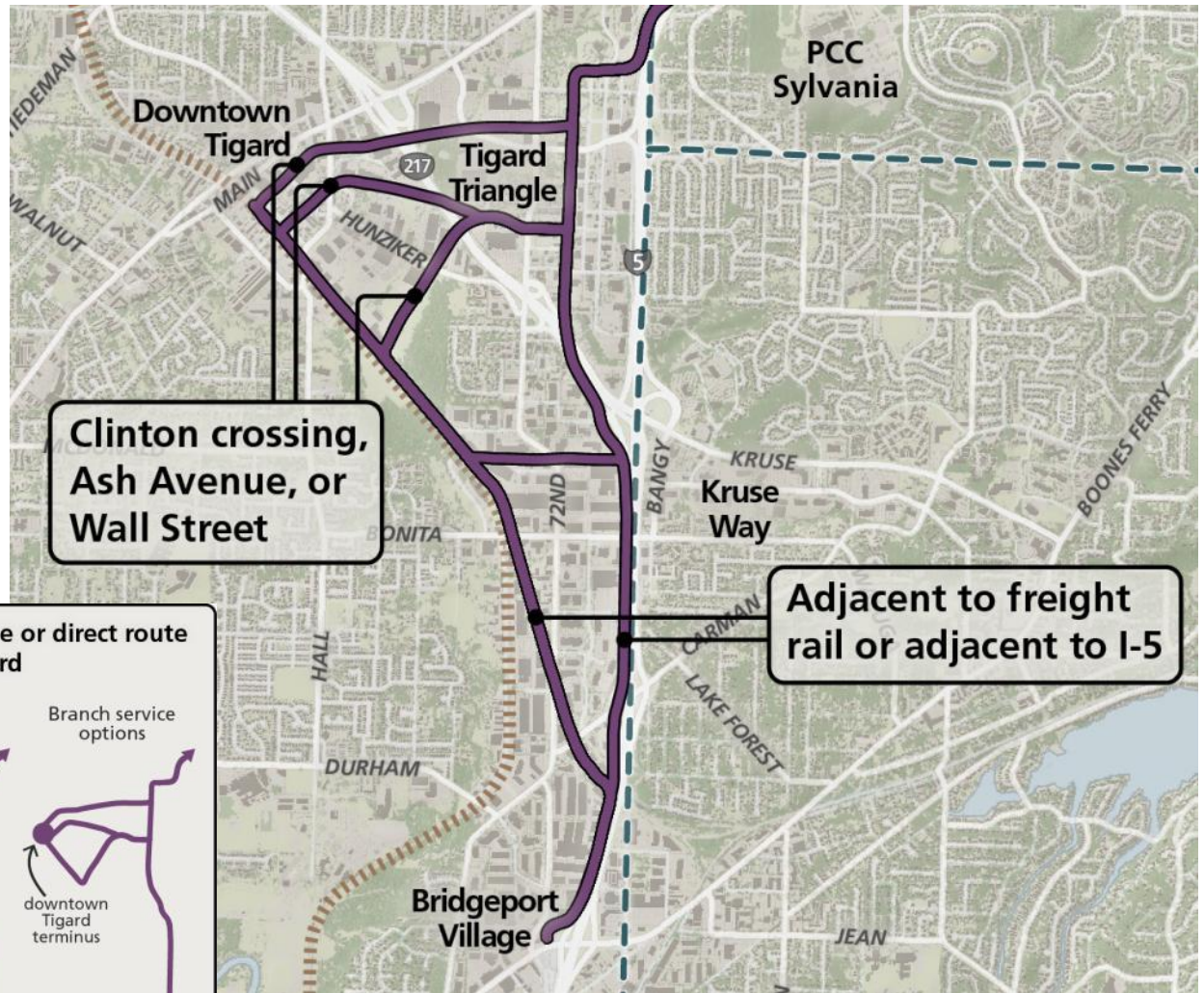
Community Advisory Committee

- Will advise SW Corridor Steering Committee on selection of LPA
- Meet monthly 10-12 times through March 2018
- Open application in November (47)
- 17 members appointed, 2 open seats
- Balance of interests, geography, gender

LRT options: Portland

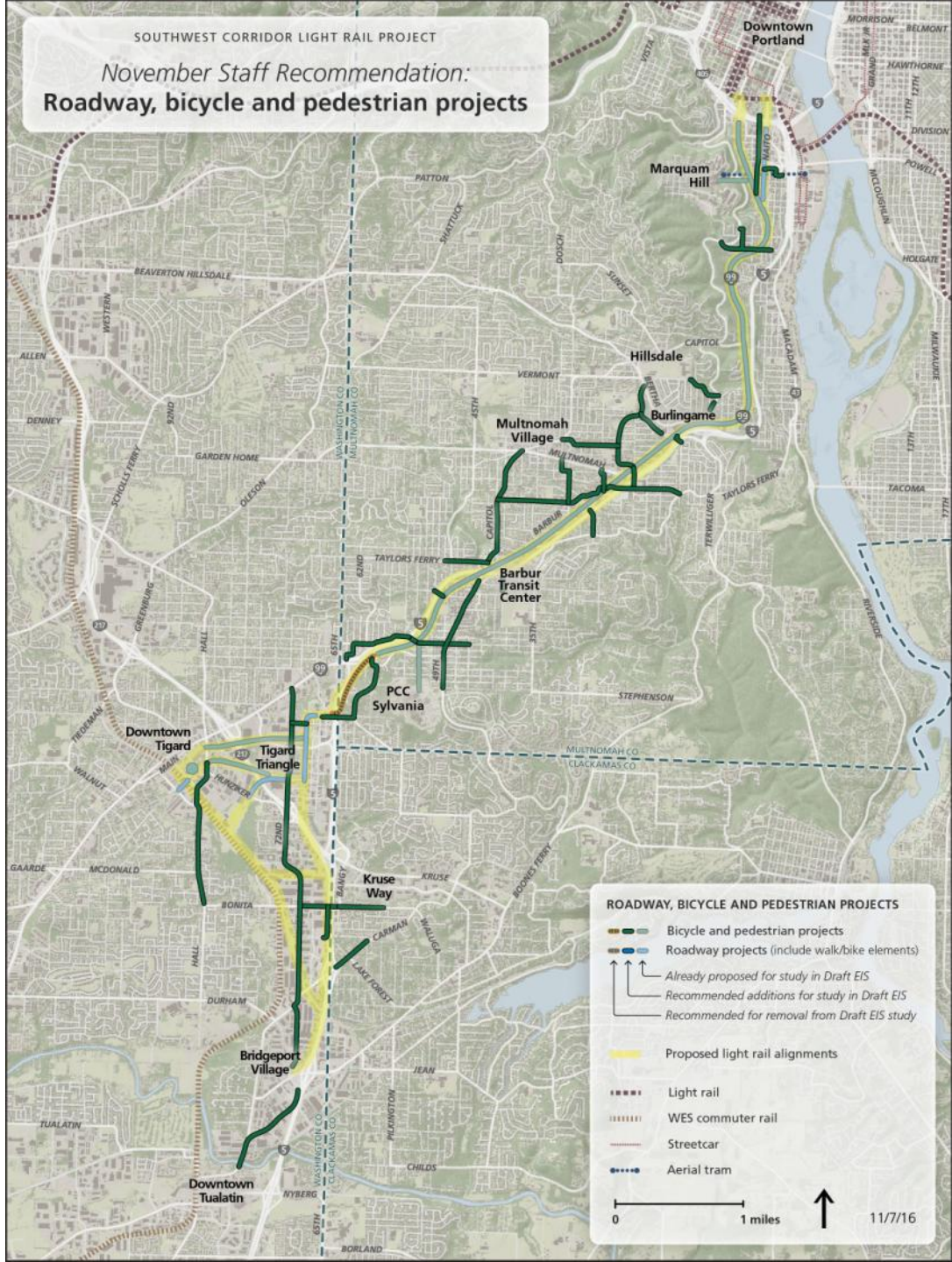


LRT options: Tigard and Tualatin



Station connections and related infrastructure

SOUTHWEST CORRIDOR LIGHT RAIL PROJECT
November Staff Recommendation:
Roadway, bicycle and pedestrian projects



NEPA objectives

- Help public officials understand the environmental consequences of the alternatives
- Inform public of potential impacts
- Identify actions to protect, restore and enhance the environment
- Consultation with relevant agencies



Draft EIS

December 2017

- Describe alternatives considered
- Define and apply methods for identifying significant impacts
- Compare project action to a future No Build Alternative
- Identify potentially significant impacts and ways to mitigate
- Reader-friendly, focused document

Comments on Draft EIS

Jan-Feb 2018 (45 days)

- Official public and agency comments on findings
- Considered by decision makers in selection of LPA
- Responded to in Final EIS

Preferred Alternative

February – June 2018

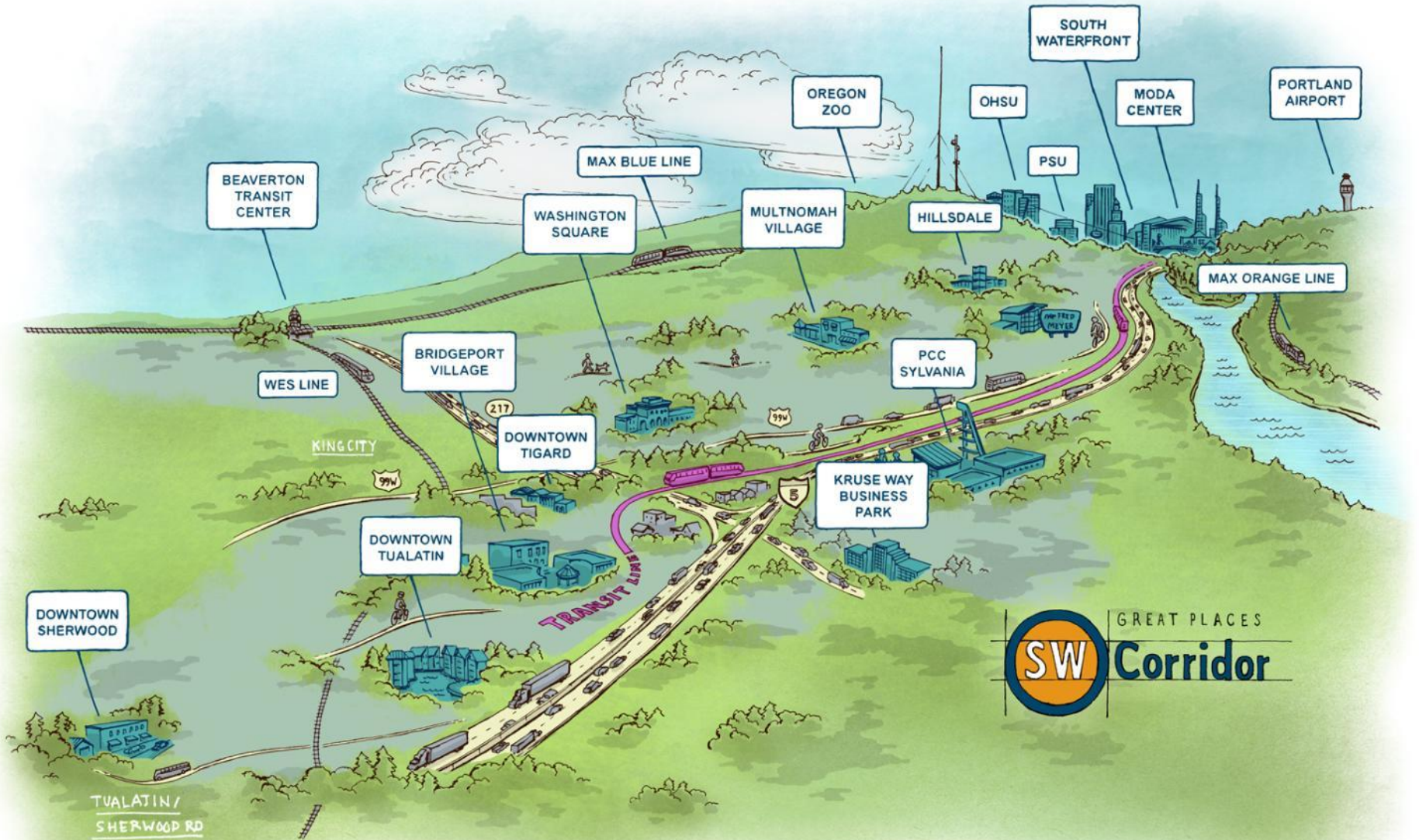
- CAC and Staff recommendations
- Steering Committee selection
- Adoption by affected agencies
 - ◆ County
 - ◆ Cities of Portland, Tigard and Tualatin
 - ◆ ODOT and TriMet
- Adoption by Metro Council and integration into RTP

Activities in 2017

- Draft Environmental Impact Statement
 - ◆ Identify significant impacts and mitigations
 - ◆ Discussions with partners and CAC toward draft preferred alternative
 - ◆ Reviews by participating agencies
- LRT funding strategy
- Planning efforts on other Southwest Corridor Plan components
 - ◆ Housing / equitable development
 - ◆ Station area planning

Future Milestones

- Jan-Feb 2018 Public review of Draft EIS
- Mar-June 2018 LPA adoption process
- Nov 2018 possible regional funding vote
- June 2019 Complete FEIS / ROD
- Sept 2019 Receive FTA project rating
- Dec 2020 Receive federal matching \$
- 2021-2025 Construction
- 2025 Opening!



GREAT PLACES
SW Corridor



G R E A T P L A C E S

Corridor

Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City
Washington County • ODOT • TriMet • Metro

Southwest Corridor Plan Update

Transportation Policy Alternatives
Committee

January 6, 2017



Metro

2019-21 RFFA Project Recommendation Development

Dan Kaempff - Metro

Presentation to TPAC

January 6, 2017

Today's purpose

Discuss how TPAC will develop a recommended package of RFFA Step 2 projects for JPACT and Metro Council action

Timeline

- Jan. 19 – JPACT: action on TPAC recommendation
- Feb. 2 – Council meeting: public hearing and action

Strategies for determining allocation reductions

- Cut funding to projects with lowest technical rankings or public support
- Balance across sub-regions, considering population, number of projects, or other factors
- Identify projects easiest to reduce
 - Reduce project development tasks
 - Segments of capital projects
 - Best candidates for cost savings through de-federalization
- Other strategies?

Ways to balance funding

- Reduce costs
 - Adjust project scope
 - Adjust project timing
 - Defederalizing project
- Increase revenue
 - Additional local match
 - Seek additional funds from other sources
- Other means?

Scenarios

- Developed to illustrate means of balancing funding categories
- Provide a base for discussion
- May be modified, adjusted, changed as needed
 1. Discuss, affirm package of projects
 2. Adjust funding levels as needed

Active Transportation/ Complete Streets

- One scenario, developed based on conversations with stakeholders
- Cleveland St. replaces Division St.
- THPRD: increase of local matching funds
- Oregon City: defederalized project
- Need to find \$100,000 in additional reductions

Regional Freight Initiatives

- Two scenarios, with and without funding for Regional Freight Studies
 - Scenario 1: 6.55% reduction to all projects
 - Scenario 2: \$70K from each project, plus reductions totaling 6.73% reduction to all, funds Regional Freight Studies
- Two of three projects are candidates for defederalization – Hunziker and Central Eastside



Metro

THANK YOU!!!