



Metro  
600 NE Grand Ave.  
Portland, OR 97232-2736

## Joint Policy Advisory Committee on Transportation (JPACT) agenda

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Thursday, February 20, 2020

7:30 AM

Metro Regional Center, Council chamber

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1. **Call To Order, Declaration of a Quorum & Introductions**
2. **Public Communication on Agenda Items**
3. **Update from Chair & JPACT Members**
4. **Consent Agenda**
  - 4.1 Resolution No. 20-5062, For the Purpose of Amending the FY 2019-20 Unified Planning Work Program (UPWP) to Add Funding for the Regional Mobility Policy Update  
Attachments: [Resolution No. 20-5062](#)  
[Exhibit A to Resolution No. 20-5062](#)  
[Staff Report](#) [COM](#)  
[20-0307](#)
  - 4.2 Resolution No. 20-5076, For the Purpose of Adding a New Project to the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) Supporting Project Development Activities for TriMet's New Southwest Corridor Light Rail Project (FB20-08-FEB)  
Attachments: [Resolution No. 20-5076](#)  
[Exhibit A to Resolution No. 20-5076](#)  
[Memo: February 2020 MTIP Formal Amendment](#) [COM](#)  
[20-5883](#)
  - 4.3 Consideration of January 16, 2020 Minutes  
Attachments: [January 16, 2020 Minutes](#) [20-5372](#)
5. **Information/Discussion Items**
  - 5.1 I-5 Bridge Replacement Update [COM](#)  
[20-0308](#)  
  
Presenter(s): Travis Brouwer, ODOT  
Carley Francis, WSDOT

5.2 Regional Transportation Funding Measure Update [COM](#)  
[20-0311](#)

Presenter(s): Margi Bradway, Metro  
Andy Shaw, Metro

Attachments: [Memo: Regional Transportation Funding Measure Update](#)  
[Transportation Funding Task Force Tier 1 Investments](#)

5.3 Regional Barometer [COM](#)  
[20-0310](#)

Presenter(s): Cary Stacey, Metro

Attachments: [Regional Barometer Information Sheet](#)  
[Regional Barometer Phase 1 Measures](#)

## 6. Adjourn

### Upcoming JPACT Meetings:

- *Thursday, March 19, 2020*
- *Thursday, April 16, 2020*
- *Thursday, May 21, 2020*

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### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានការបណ្តឹងរើសអើងសម្រាប់សេវាសេវាសេវា [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលការបកប្រែលោកអ្នក ។

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## 2020 JPACT Work Program

*As of 02/03/20*

*Items in italics are tentative*

<p><b><u>February 20, 2020</u></b></p> <ul style="list-style-type: none"> <li>• <b>Resolution No. 20-5062</b>, For the Purpose of Amending the FY 2019-20 Unified Planning Work Program (UPWP) to Add Funding for the Regional Mobility Policy Update (Action Requested – <b>consent</b>)</li> <li>• <b>Resolution No. 20-5076</b>, For the Purpose of Adding a New Project to the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) Supporting Project Development Activities for TriMet's New Southwest Corridor Light Rail Project (FB20-08-FEB) (<b>consent</b>)</li> <li>• I-5 Bridge Replacement Update (Travis Brouwer, ODOT/Carley Francis, WSDOT; 20 min)</li> <li>• Regional Transportation Measure (Margi Bradway/Andy Shaw, Metro; 20 min)</li> <li>• Regional Barometer (Cary Stacey, Metro; 20 min)</li> </ul>	<p><b><u>March 19, 2020</u></b></p> <ul style="list-style-type: none"> <li>• <b>Resolution No. 20-5082</b>, For the Purpose of Adding or Amending Existing Projects to the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) Supporting the Advancement into FY 2020 Ten ODOT 2021-2024 Draft STIP Projects and Adding TriMet's New Operator Safety and Rider Awareness Project (MR20-09-MAR) (<b>consent</b>)</li> <li>• Regional Priorities for Federal Funding – Prep for JPACT Trip to D.C. (10 min)</li> <li>• Congestion Pricing Study Update (30 min)</li> <li>• Emergency Transportation Routes (Kim Ellis, Metro; 20 min)</li> <li>• UPWP Discussion (1<sup>st</sup> Read; 10 min)</li> </ul>
<p><b><u>April 16, 2020</u></b></p> <ul style="list-style-type: none"> <li>• <i>Regional Priorities for Federal Funding – Prep for JPACT Trip to D.C. (10 min)</i></li> <li>• <i>Update on SW Corridor and/or Division Transit (10 min)</i></li> <li>• <i>Regional Transportation Measure (20 min)</i></li> <li>• <i>Jurisdictional Transfer Assessment (10 min)</i></li> <li>• <b>Resolution No. 20-XXXX</b>, to Approve UPWP (Action Requested; 5 min)</li> </ul> <p><u>April 27-30</u>: JPACT Trip to Washington D.C.</p>	<p><b><u>May 21, 2020</u></b></p> <ul style="list-style-type: none"> <li>• <i>Mobility Policy Update</i></li> </ul>

<p><b><u>June 18, 2020</u></b></p> <ul style="list-style-type: none"> <li>• <i>Congestion Pricing Study Update (20 min)</i></li> <li>• <i>Freight Commodity Study/Planning (20 min)</i></li> </ul>	<p><b><u>July 16, 2020</u></b></p> <ul style="list-style-type: none"> <li>• 2021-2024 Metropolitan Transportation Improvement Program (Grace Cho, Metro) (Action Requested; 20 min)</li> <li>• <i>Mobility Policy Update (20 min)</i></li> <li>• <i>Jurisdictional Transfer Update (20 min)</i></li> </ul>
<p><b><u>August 20, 2020</u></b></p>	<p><b><u>September 17, 2020</u></b></p> <ul style="list-style-type: none"> <li>• <i>Mobility Policy Update (20 min)</i></li> </ul>
<p><b><u>October 15, 2020</u></b></p> <ul style="list-style-type: none"> <li>• <i>Emergency Transportation Routes Update (20 min)</i></li> </ul> <p><u>October 15-17</u>: League of Oregon Cities Conference, Salem  <u>October 15</u>: Oregon Mayor’s Association Meeting, Salem</p>	<p><b><u>November 19, 2020</u></b></p> <ul style="list-style-type: none"> <li>• <i>Jurisdictional Transfer Assessment – Draft Recommendations (20 min)</i></li> </ul>
<p><b><u>December 17, 2020</u></b></p>	

**Parking Lot:**

- *Freight Commodity Study (Tim Collins, Metro; 20 min)*
- *Congestion Pricing (Malu Wilkinson, Metro)*
- *Corridor Planning (Malu Wilkinson, Metro)*
- *2040 Refresh (Elissa Gertler/Megan Gibb, Metro)*
- *Freight Commodity Plan (Tom Kloster/Tim Collins, Metro)*
- *TSMO Plan Update (Ted Leybold/Caleb Winter, Metro)*
- *Emerging Technology (Ted Leybold/Eliot Rose, Metro)*

***4.1 Resolution No. 20-5062, For the Purpose of  
Amending the FY 2019-20 Unified Planning Work  
Program (UPWP) to Add Funding for the Regional  
Mobility Policy Update***

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, February 20, 2020  
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY ) RESOLUTION NO. 20-5062  
2019-20 UNIFIED PLANNING WORK )  
PROGRAM (UPWP) TO ADD FUNDING FOR ) Introduced by Acting Chief Operating Officer  
THE REGIONAL MOBILITY POLICY UPDATE ) Andrew Scott in concurrence with Council  
) President Lynn Peterson  
)

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2019-20 ; and

WHEREAS, the FY 2019-20 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, approval of the budget elements of the FY 2019-20 UPWP is required to receive federal transportation planning funds; and

WHEREAS, mobility into and through the Portland region affects both residents across the region and users across the state, from freight and economic perspectives, as well as access to health care, universities, entertainment and other destinations of regional and statewide importance; and

WHEREAS, the 2018 Regional Transportation Plan (RTP) identified the need for this planning effort because the plan failed to meet state requirements for demonstrating consistency with the Oregon Highway Plan (OHP) Highway Mobility Policy (Policy 1F) for state-owned facilities; and

WHEREAS, the Oregon Department of Transportation (ODOT) agreed to partner with Metro to update the 20-year old “interim” mobility policy that is used to define and measure mobility in regional and local transportation system plans (TSPs) and during the plan amendment process in the Portland area; and

WHEREAS, Metro included a Regional Mobility Policy Update project in the FY 2019-20 UPWP with an expected budget of \$558,718, and

WHEREAS, the first phase of the Regional Mobility Policy update included a formal scoping period, from April to December 2019, to build agreement on the overall approach for the Regional Mobility Policy update, including the project objectives to be addressed and ways to engage stakeholders and the public in the process; and

WHEREAS, on November 21, 2019, the Joint Policy Advisory Committee on Transportation (JPACT) approved and recommended Metro Council approval of the Work Plan and the Stakeholder and Public Engagement Plan for the Regional Mobility Policy Update; and

WHEREAS, on December 5, 2019 the Metro Council approved the Work Plan and the Stakeholder and Public Engagement Plan for the Regional Mobility Policy Update, directing staff to move forward with the to move forward with the next phase of the project and to finalize the project agreement between Metro and the Oregon Department of Transportation (ODOT); and

WHEREAS, this amendment updates the project description, objectives and deliverables to reflect the work plan and engagement plan approved by JPACT and the Metro Council as well as an additional \$560,000 that is anticipated to be available for consultant services; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2019-20 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2019-20 UPWP to revise the Regional Mobility Policy Update project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 20th day of February, 2020

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney



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## Regional Mobility Policy Update

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**Staff Contact:** Kim Ellis, kim.ellis@oregonmetro.gov

### Description

In 2018, Metro completed an update to the regional transportation plan. [In early 2019, Metro and the Oregon Department of Transportation \(ODOT\) began working together to update the policy on how the region defines and measures mobility in regional and local transportation system plans \(TSPs\) and during the local comprehensive plan amendment process in the Portland region. The current “interim” 20-year old mobility policy is contained in both the 2018 Regional Transportation Plan \(RTP\) and Policy 1F \(Highway Mobility Policy\) of the Oregon Highway Plan \(OHP\). The current policy is vehicle-focused and measures congestion levels using the ratio of motor vehicle volume to motor vehicle capacity during peak travel periods.](#)

[The need for this project was identified in the 2018 RTP in part because the Portland region cannot meet the current mobility policy targets and standards as they are now set in the 2018 RTP and OHP for the Portland region. The 2018 RTP failed to demonstrate consistency with Policy 1F of the OHP for state-owned facilities, particularly for the region’s throughway system. Congestion and its impacts on mobility and the region’s economic prosperity and quality of life are a top public concern. The update identified current traffic congestion on many of the region’s throughways and arterials, and predicts that many of these facilities are unlikely to meet adopted interim regional mobility policy targets in the future, including I-5, I-205, I-84, OR 217 and US 26. Moreover, growing congestion on Portland area throughways is impacting economic competitiveness for the region and entire state and is of regional and statewide concern.](#)

Recognizing a number of limitations with the current adopted mobility policy, ODOT and Metro prioritized moving forward with a focused look at the [Interim Regional Mobility Policy adopted in the RTP and the Oregon Highway Plan \(OHP\) Policy 1F3 \(Highway Mobility Policy\)](#) in advance of the next update to the RTP (due in 2023).

The purpose of this effort is to update the interim mobility policy framework for the Portland metropolitan area in the RTP and OHP Policy 1F, including development of alternative mobility measures and targets. The updated policy framework will define clear mobility expectations and a decision-making framework that will guide the development of and updates to regional and local transportation system plans and the evaluation of plan amendments subject to the Transportation Planning Rule (TPR) -0060 during development review. The updated framework will also guide future monitoring and reporting in support of the region’s congestion management process and MAP-21/FAST Act performance-based planning.

The project [is expected to result in will recommend](#) amendments to the RTP and regional functional plans and [Policy 1F of the OHP Policy 1F3](#) for consideration by JPACT, the Metro Council and the Oregon Transportation Commission prior to initiating the 2023 RTP update.

Additional background information on this project can be found in Chapter 8 (Section 8.2.3.1) of the 2018 RTP [and the work plan and engagement plan approved by JPACT and the Metro Council in Fall 2019.](#)

## Overall Objectives

- Metro Council and Oregon Transportation Commission consider approval of the updated mobility policy framework prior to initiating the 2023 RTP update.
- Advance the region's desired outcomes and local, regional and state efforts to implement the 2040 Growth Concept and 2018 RTP policy goals for advancing equity, mitigating climate change, improving safety and managing congestion.
- Support implementation of the region's Climate Smart Strategy, the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and related policies.
- Provide a clear policy basis for management of and investment in the throughway<sup>1</sup> and arterial system to better manage growing motor vehicle congestion in the region in order to maintain interstate and statewide mobility on the throughway system while providing for intra-regional mobility and access by transit, freight and other modes of travel on the arterial roadway system and other modal networks.
- ~~Develop an a holistic~~ alternative mobility policy and associated measures, targets and methods for the Portland ~~metropolitan~~-region that focuses on system completeness for all modes and system and demand management activities to serve planned land uses~~define mobility expectations for multiple modes users, and time periods, and that-~~. The updated policy will:
  - Clearly and transparently communicate mobility expectations for multiple modes, users and time periods, and provide clear targets for local, regional and state decision-making.
  - Provide mobility equitably and help eliminate disparities historically marginalized communities<sup>2</sup> face in meeting their travel needs.
  - Addresses all modes of transportation in the context of planned land uses.
  - Address the diverse mobility needs of ~~and~~ both people and goods movement.
  - Use transportation system and demand management to support meeting mobility needs.
  - Help decision-makers make decisions that advance multiple policy objectives.
  - Distinguish between throughway and arterial performance and take into account both state and regional functional classifications for all modes and planned land uses.
  - ~~Are-Be~~ financially ~~realistic~~ achievable.
  - Balance mobility objectives. Reflect and are consistent with other adopted state, regional and community policy objectives, especially policy objectives for land use, affordable housing, safety, equity, climate change and economic prosperity.<sup>3</sup>
  - Build-Be broadly understood and local government buy-in and supported by federal, state, regional and local governments, key stakeholders and decision-makers, including JPACT, the Metro Council and the Oregon Transportation Commission for the updated policy and implementation.
  - ~~Address growing motor vehicle congestion in the region and its impacts on transit, freight and other modes of travel.~~ Recognize that mobility into and through the

<sup>1</sup> Throughways are designated in the 2018 RTP and generally correspond to Expressways designated in the OHP.

<sup>2</sup> Historically marginalized communities are defined as people of color, people who do not speak English well, low income people, youth, older adults and people living with disabilities.

<sup>3</sup> Including the Oregon Transportation Plan, state modal and topic plans including OHP Policy 1G (Major Improvements), Oregon Transportation Planning Rule, Metro 2040 Growth Concept, Metro Regional Transportation Plan, Metro Regional Transportation Functional Plan and the Metro Congestion Management Process.

Portland region affects both residents across the region and users across the state, from freight and economic perspectives, as well as access to health care, universities, entertainment and other destinations of regional and statewide importance.

- Be legally defensible for implementing jurisdictions.
  - Are-Be innovative and advance ~~the~~ state of the art practices related to measuring multimodal mobility beyond the current motor vehicle v/c-based measures and targets.
  - Consider-Evaluate system completeness and facility performance for all modes to serve planned land uses in the alternative mobility policy, as well as financial, environmental, greenhouse gas and community impacts of the policy, including impacts of the policy on traditionally underserved communities and public health.
  - AreBe applicable and useful at the system plan, mobility corridor, and plan amendment (development review) scales.
- Ground policy development and implementation in community, regional and state goals for land use and transportation, public values and mobility expectations, sound technical analysis and input from partners, stakeholders and the public.
  - Communicate complete, accurate, understandable, and timely information to partners and stakeholders throughout the project.
  - PEnsure an inclusive engagement approach that provides meaningful opportunities for input from policymakers, community and business leaders and organizations, local jurisdictions, transit and Port districts key stakeholders and the public to provide input and demonstrate how input influenced the process prior to key milestones.
  - Increase collaboration and coordination among state, regional and local partners.
  - Ensure compliance with all public participation requirements and consistency with state requirements and plans, including relevant statewide planning goals, the State Agency Coordination Program (OAR 731-015-0055) and the OHP Policy 1F3 and associated Operational Notice PB-02.

#### **Previous Work (through June 2019)**

- Adoption of the Oregon Highway Plan in 1999.
- Adoption of the Interim Regional Mobility Policy for the region in the 2000 RTP.
- Ongoing implementation of the region's CMP since adoption of the 2000 RTP.
- Adoption of the Interim Regional Mobility Policy in Table 7 and Policy 1F3 in the OHP in 2002.
- Adoption of the Oregon Transportation Plan (OTP) in 2006, the policy document that frames and organizes all of the state's modal plans for transportation.
- Adoption of the "Regional Mobility Corridors Concept" and "System Completion" policy frameworks in the 2010 RTP as tools for diagnosing and monitoring mobility needs in 24 subareas that contain the region's multimodal travel corridors – an integrated multimodal transportation system of throughways, arterials, transit routes, freight routes and regional active transportation routes, including regional trails, that serve planned land uses identified in the 2040 Growth Concept and Regional Framework Plan.
- Publication of the Regional Mobility Corridor Atlas in 2010 and 2015 to identify gaps and deficiencies for all modes of travel within each regional mobility corridor.
- Updates to the Oregon Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP) in 2011.
- Publication of the ODOT Region 1 Corridor Bottleneck Operations Study (CBOS) in 2013 to identify bottleneck locations on the region's throughway system and potential solutions.

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- Publication of the ODOT Region 1 Active Traffic Management (ATM) Atlas in 2016.
  - Publication of ODOT Region 1 Portland Transportation Performance Report in 2016 and 2018, documenting growing congestion and crash rates on the region's throughways and impacts on system reliability.
  - Publication of Regional Transportation Snapshots in 2016 and 2017, documenting changes in travel behavior and overall transportation system performance for all modes of travel.
  - Collaboration with ODOT, TriMet and SMART to meet federal performance-based planning requirements in 2017 and 2018.
  - Adoption of the Regional Transportation Safety Strategy, the Regional Freight Strategy and the Regional Transit Strategy in 2018.
  - Adoption of the 2018 Regional Transportation Plan, including near-term safety and congestion-related performance monitoring targets as required by MAP-21/FAST Act and long-term performance targets related to safety, congestion, system completion, mode share, vehicle miles traveled and vehicle emissions. The RTP also identifies the need to update the Interim Regional Mobility Policy prior to the next scheduled RTP update (due in 2023).
  - Project agreement between Metro and ODOT.

### Methodology

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This effort will be completed in two broad phases:

- **Phase 1 | Project Scoping | ~~May-April to September-December 2019~~** -Metro and ODOT work together with assistance from a consultant to engage local, regional and state partners and stakeholders to develop a refined problem statement, glossary of terms, work plan and public engagement plan to be for considered for adoption by JPACT and the Metro Council. Engagement activities in this phase will include stakeholder interviews, TPAC workshop(s), a Community Leader's Forum, Metro Council briefings and local elected official briefings through JPACT and City of Portland and County Coordinating Committees.
- **Phase 2 | Project Implementation | ~~October 2019~~January 2020 to June-Fall 2021** Metro and ODOT work together with assistance from a ~~contractor~~consultant, to engage local, regional and state partners and stakeholders to develop the alternative regional mobility policy, measures, targets, and methods for consideration by JPACT, Metro Council and the Oregon Transportation Commission.

The project will rely on existing regional technical and policy advisory committees and decision-making processes that is supplemented with briefings to the OTC and targeted outreach to coordinating committees, business and freight associations, transportation, environmental justice and environmental advocacy groups and historically marginalized communities.

The project will produce two major policy amendments to the RTP and Policy 1F3 in the OHP:

- A mobility policy framework will be developed for the region's throughways, which generally correspond with expressways designated in the Oregon Highway Plan (OHP). This policy will be incorporated into the RTP, Regional Transportation Functional Plan and OHP Policy 1F3 for the purpose of evaluating the performance of throughways in the region.
- A mobility policy framework will be developed for regional arterial streets. This policy will be incorporated into the RTP and Regional Transportation Functional Plan for county and city-owned arterials, and in OHP Policy 1F3 for the purpose of evaluating the performance of state-owned arterials.

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Together, the new policy frameworks will guide transportation system planning as part of future RTP and local TSP updates in support of the region's ongoing congestion management process. The policy frameworks will also be applied to the evaluation of transportation impacts of plan amendments during development review, and will provide guidance for operational decisions.

The project will follow the process set forth in OHP Policy 1F3 and associated Operational Notice PB-02 and must include findings to demonstrate compliance. That means the project will set forth a Portland area-specific process(es) and documentation requirements and identify measures and targets for identifying needs and for demonstrating the adequacy of regional and local actions and projects in transportation system plans, and of mitigation measures for plan amendments during development review.

Proposed measures and targets will generally be taken from existing measures and past research efforts, including the RTP, Climate Smart Strategy, ODOT Key Performance Measures, Federal performance measures and targets, Washington County TGM project on performance measures and standards, and the ODOT Region 1 Highway Performance Project and Traffic Performance Report. A targeted review of best practices from California, Washington, Florida, and other states and MPOs will be conducted.

Measures to explore may include motor vehicle, freight and transit travel time and reliability, active transportation network completeness, street connectivity, transit coverage and frequency, mode share, accessibility [to jobs, services and travel options](#), trip length, vehicle miles traveled, and mobility corridor person and goods movement capacity and throughput. Measures, targets, and methods may vary in how they apply system-wide, to multimodal mobility corridors, to throughways, to arterials, and to plan amendments, but will not result in 24 mobility corridor-specific measures or targets.

The project will apply the proposed measures and targets to selected mobility corridors at the mobility corridor and development review scale through case studies. The case studies will involve a technical assessment to determine the feasibility and adequacy of the proposed measures, [methods](#) and targets. Following the case studies, the project will define an updated alternative mobility policy for the Portland region, including measures and targets for use in the 2023 RTP update.

In addition to becoming a part of the 2023 RTP, this effort will be coordinated with and supportive of other state and regional initiatives, including the ODOT Value Pricing Project, 2020 Transportation System Management and Operations (TSMO) Strategy, Regional Congestion Pricing Technical Analysis, Enhanced Transit Corridors implementation, the Jurisdictional Transfer Assessment Project and ongoing implementation of the region's congestion management process.

This work is anticipated to continue in FY 20-21, concluding in [June-Fall](#) 2021 prior to initiating the 2023 RTP update. [More detail about the project methodology is provided in the work plan and engagement plan approved by JPACT and the Metro Council in Fall 2019.](#)

FY 2019-20 Unified Planning Work Program

<b>Major Project Deliverables/ Milestones</b>	
<b>1<sup>st</sup> Quarter</b>	<ul style="list-style-type: none"> <li>• <a href="#">Scoping engagement activities, including Community Leaders' Forum</a></li> <li>• <del>Work plan and public engagement plan with a refined problem statement, project approach and glossary of terms</del></li> <li>• <del>Contractor scope(s) of work</del></li> <li>• <del>Background report(s) including existing regional and state mobility policy framework and performance measures, and related studies and plans by ODOT Region 1, Washington County, and others.</del></li> <li>• <a href="#">Scoping public engagement report</a></li> </ul>
<b>2<sup>nd</sup> Quarter</b>	<ul style="list-style-type: none"> <li>• <a href="#">Stakeholder Interviews Report</a></li> <li>• <a href="#">Scoping Engagement Report</a></li> <li>• <a href="#">Work plan and public engagement plan approved by JPACT and the Metro Council</a></li> <li>• <a href="#">Metro/ODOT Intergovernmental Agreement</a> <del>Guiding principles for updating regional mobility policy framework</del></li> </ul>
<b>3<sup>rd</sup> Quarter</b>	<ul style="list-style-type: none"> <li>• <a href="#">Consultant procurement</a></li> <li>• <a href="#">Final consultant scope of work</a></li> <li>• <a href="#">Background report(s) and factsheets</a> <del>Policy framework elements defined (e.g., desired performance targets, evaluation measures and methods)</del></li> </ul>
<b>4<sup>th</sup> Quarter</b>	<ul style="list-style-type: none"> <li>• <a href="#">Policy framework elements defined (e.g., desired performance targets, evaluation measures and methods)</a></li> <li>• <del>Direction for case studies</del></li> <li>• Public engagement report</li> </ul>
<b>Ongoing</b>	<ul style="list-style-type: none"> <li>• Quarterly reports</li> <li>• Maintain project website</li> </ul>

**Project Leads**

- Metro and the Oregon Department of Transportation

**Project Partners**

- Oregon Transportation Commission
- Metro Council
- Joint Policy Advisory Committee on Transportation
- Transportation Policy Alternatives Committee
- Oregon Department of Land Conservation and Development
- Cities and Counties
- Ports of Portland and Vancouver
- TriMet, SMART, C-TRAN and other transit providers in the region
- SW Washington Regional Transportation Council
- Bi-State Coordination Committee
- Federal Highway Administration
- Federal Transit Administration
- Business associations, community-based organizations, transportation and environmental advocacy groups

FY 2019-20 Unified Planning Work Program

**FY 2019-20 Cost and Funding Sources**

**Requirements:**

Personal Services	\$ 354,894
Interfund transfers	\$ 190,223
Materials & Services	\$ <del>13,600</del> <u>573,600</u>

**Resources:**

STBG	\$ 501,337
Metro	\$ 57,380
<u>ODOT SPR</u>	<u>\$ 250,000</u>
<u>Other anticipated funds</u>	<u>\$ 310,000</u>

**TOTAL \$ ~~1,118,717~~558,718**

**TOTAL \$ ~~1,118,717~~558,718**

**Full Time Equivalent Staffing:**

Regular Full Time FTE: 2.6

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 20-5062 FOR THE PURPOSE OF  
AMENDING THE FY 2019-20 UNIFIED PLANNING WORK PROGRAM (UPWP) TO  
ADD FUNDING FOR THE REGIONAL MOBILITY POLICY UPDATE

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Date: December 17, 2019  
Department: Planning  
Meeting Date: February 20, 2019

Prepared by: John Mermin, 503.797.1747,  
[john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov)

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### ISSUE STATEMENT

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

This legislation amends the project description and objectives to reflect the work plan and the stakeholder engagement plan approved by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in fall 2019 and increases the amount of funds anticipated to be available for consultant services.

### ACTION REQUESTED

Approval of the requested amendment to the 2019-20 UPWP.

### IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activity proposed to be amended in the 2019-20 UPWP is consistent with 2018 RTP policies and will help the region achieve each of these outcomes. As directed by the 2018 RTP, this project will update the 20-year old “interim” mobility policy that is used to define and measure mobility in regional and local transportation system plans (TSPs) and during the plan amendment process in the Portland area. The project will develop a holistic alternative mobility policy and associated measures, targets, and methods for the Portland region that focuses on system completeness for all modes and system and demand management activities to serve planned land uses. The project will advance the RTP policy goals for addressing equity, climate, safety and congestion as well as support other state, regional and local policy objectives, including implementation of the 2040 Growth Concept and the region’s Climate Smart Strategy.



## **STAFF RECOMMENDATIONS**

Approve Resolution No. 20-5062 and amend the FY 2019-20 UPWP.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

When the mobility policy update was defined and adopted unanimously in Chapter 8 of the 2018 RTP, the JPACT and the Metro Council recognized this work must holistically advance the RTP policy goals for addressing equity, climate, safety, and congestion as well as support other state, regional and local policy objectives, including implementation of the 2040 Growth Concept and the region's Climate Smart Strategy. This understanding was reflected in the draft project objectives and proposed approach prepared by Metro and ODOT staff for further stakeholder review as part of the project's scoping phase.

From April to November 2019, Metro and ODOT worked closely together and with local, regional and state partners to scope the project, seeking feedback on the project objectives and proposed approach. Overall, there is broad support and enthusiasm for an updated policy that accounts for all modes of travel and a broader array of outcomes beyond the level of congestion. Stakeholders also broadly supported the draft project objectives and the need for an updated policy. The comments and feedback received throughout the scoping phase shaped the final work plan and the stakeholder engagement plan approved by JPACT and the Metro Council in fall 2019.

### Known Opposition

No known opposition

### Legal Antecedents

- Metro Council Resolution No. 19-5048 (For the Purpose of Approving the Work Plan and Stakeholder Engagement Plan for Updating the Regional Transportation Plan (RTP) Mobility Policy), adopted on December 5, 2019.
- Metro Council Resolution No. 19-4979 (For the Purpose of Adopting the Fiscal Year 2019-20 Unified Planning Work Program), adopted on May 16, 2019.
- Metro Council Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted on December 6, 2018.

### Anticipated Effects

Approval will mean that contracts can be executed so work can commence on this planning project between now and June 30, 2020, in accordance with established Metro priorities.

### Financial Implications

This project is accounted for in the 2019-20 budget approved by the Metro Council on June 20, 2019 and the 2019-2020 Unified Planning Work Program (UPWP) approved by the Metro Council on May 16, 2019. The project will rely on a combination of Metro's federal transportation planning grants and additional anticipated funds identified by ODOT and Metro.

***4.2 Resolution No. 20-5076, For the Purpose of  
Adding a New Project to the 2018-2021  
Metropolitan Transportation Improvement  
Program (MTIP) Supporting Project Development  
Activities for TriMet's New Southwest  
Corridor Light Rail Project (FB20-08-FEB)***

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, February 20, 2020  
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING A NEW ) RESOLUTION NO. 20-5076  
PROJECT TO THE 2018-21 METROPOLITAN )  
TRANSPORTATION IMPROVEMENT ) Introduced by: Chief Operating Officer  
PROGRAM SUPPORTING PROJECT ) Andrew Scott in concurrence with  
DEVELOPMENT ACTIVITIES FOR TRIMET'S ) Council President Lynn Peterson  
NEW SOUTHWEST CORRIDOR LIGHT RAIL )  
PROJECT (FB20-08-FEB)

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; 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 U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, TriMet is ready to initiate and complete project development work in support of the new Southwest Corridor Light Rail Line project which proposes to construct a light rail line from downtown Portland to Tigard and Bridgeport Village in Tualatin along with other required roadway, bicycle, and pedestrian related projects and has an estimated total project cost of \$2.85 billion dollars; and

WHEREAS, TriMet will be the lead agency to deliver the project which proposes a construction schedule from September 2023 through December 2026 with service implementation planned to start during the fall of 2027; and

~~WHEREAS, the Southwest Corridor Light Rail Line will provide a much need fast, and reliable transit service to the Southwest Corridor that will maintain its travel time even as the population grows by 70,000 in the corridor by 2035; and~~

WHEREAS, the programming of the project develop scope of work into the Preliminary Engineering (PE) phase will support efforts to complete the NEPA Final Environmental Impact Statement (FEIS), selection of the final route alignment, complete up to 30% design and determine cost estimates to move forward into final engineering which is scheduled to commence as of February/March 2021; and

WHEREAS, the Southwest Corridor Light Rail Line will serve a projected ~~43,000~~ **37,500** average weekday rides as of 2035, carry one-in-five southbound commuters leaving downtown Portland in the PM peak as of 2035, and

**WHEREAS, the SW Corridor Light Rail Line will expand multi-modal commuting alternatives to the personal vehicle and help to keep shorter commuting times and lower congestion cost to Tigard and Tualatin residents for an area that is projected to grow by 75,000 residents and create 65,000 new jobs by 2035; and**

WHEREAS, the Southwest Corridor Light Rail Line will create the required transportation infrastructure to support local and regional plans such as the Tigard Triangle Strategic Plan, Barbur Concept Plan and 2040 Growth Concept enabling these plans to accommodate continued population and job growth without a proportionate increase in traffic congestion by supporting transit-oriented development; and

**WHEREAS, the Southwest Corridor Light Rail Project will contribute to the local economy during and after construction with the project expecting to bring nearly \$1.3 billion in Federal matching funds, generating over 20,000 jobs, and with MAX costs less to operate per ride than buses, making the Southwest Corridor Light Rail Project Line an economically sustainable investment; and**

WHEREAS, the Southwest Corridor Light Rail Line will connect existing and future jobs and homes along with Portland State University, Oregon Health & Science University, National University of Natural Medicine and Portland Community College at Sylvania; and

WHEREAS, the Southwest Corridor Light Rail Line will provide a new transit “backbone” for the local bus system in southeastern Washington County including new transit centers plus park-and-ride lots to enable people to easily switch between travel modes; and

WHEREAS, the Southwest Corridor Light Rail Line will result in the construction in up to thirteen stations with six planned to include park-and-ride lots; and

**WHEREAS, with the expected approval by the Federal Transit Administration (FTA), these funds will be eligible for use toward required local match for federal New Starts funding on the project; and**

WHEREAS, the a review of the approved and constrained 2018 Regional Transportation Plan (RTP) affirms consistency between the Southwest Corridor Light Rail Line being programmed in the MTIP and the RTP; and

WHEREAS, the MTIP’s financial constraint finding is maintained as proof of funding has been supporting the planned project development work from TriMet; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the February 2020 Formal MTIP Amendment consisting of the Southwest Corridor Light Rail Line project; and

WHEREAS, the Southwest Corridor Light Rail Line project development project successfully completed a required 30-day public notification/ opportunity to comment period without any significant issues raised; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification, amendment summary overview, and recommended approval to Metro Joint Policy Advisory Committee on Transportation (JPACT) on February 7, 2020; and

WHEREAS, JPACT received their notification on February 20, 2020 and provided an approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on March 5, 2020 to formally amend the 2018-21 MTIP to include TriMet's Southwest Corridor Light Rail Line Project Development project.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2020.

\_\_\_\_\_  
Lynn Peterson, Council President

Approved as to Form:

\_\_\_\_\_  
Carrie MacLaren, Metro Attorney

DRAFT

**2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 20-5076**



Proposed February 2020 Formal Amendment Bundle					
Amendment Type: <b>Formal/Full</b>					
Amendment #: <b>FB20-08-FEB</b>					
Total Number of Projects: <b>1</b>					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 <b>Key TBD New Project</b>	TBD	TriMet	<b>Southwest Corridor Light Rail Project Development</b>	Implement project development actions to complete NEPA environmental, final Local preferred alternative, design, and costs for the SW Corridor Light Rail project	<b>ADD NEW PROJECT:</b> The formal amendment adds the Preliminary Engineering (PE) phase for the new Southwest Corridor Light Rail project



**Metro  
2018-21 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment  
ADD NEW PROJECT  
Initial Project Programming**

<b>Lead Agency:</b> TriMet	<b>Project Type:</b> Transit	<b>ODOT Key:</b> TBD
<b>Project Name:</b> Southwest Corridor Light Rail Project Development	<b>ODOT Type:</b>	<b>MTIP ID:</b> TBD
<b>Project Status:</b> T21 = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	<b>Performance Meas:</b> Yes	<b>Status:</b> T21
<b>Short Description:</b> Implement project development actions to complete NEPA environmental, final route alignment, design and costs for the new SW Corridor Light Rail project	<b>Capacity Enhancing:</b> No	<b>Comp Date:</b> 11/30/2027
	<b>Conformity Exempt:</b> Yes	RTP ID: 10907
	<b>On State Hwy Sys:</b> No	RFFA ID: N/A
	<b>Mile Post Begin:</b> N/A	RFFA Cycle: N/A
	<b>Mile Post End:</b> N/A	UPWP: N/A
	<b>Length:</b> N/A	UPWP Cycle: N/A
	<b>1st Year Program'd:</b> 2020	Past Amend: 0
	<b>Years Active:</b> 1	OTC Approval: No
<b>Detailed Description:</b> In the southwestern Portland region, complete Preliminary engineering/project development actions to complete NEPA, the final route alignment, station locations/design, and termini to construct the new Southwest Light Rail Line from downtown Portland to Bridgeport Village north of Tualatin		
<b>STIP Description:</b> TBD		

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ -</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
<b>Other</b>	<b>Local</b>	<b>2020</b>		<b>\$ 21,854,403</b>				<b>\$ 21,854,403</b>
								\$ -
							<b>Local Total</b>	<b>\$ 21,854,403</b>
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	<b>\$ 21,854,403</b>	\$ -	\$ -	\$ -	\$ -	<b>\$ 21,854,403</b>	
Total Estimated Project Cost - Year of Expenditure (YOE):								\$ 2,850,000,000

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

The formal amendment adds approximately 43% of required funding in support of project development activities in support of Preliminary Engineering requirements for the new SW Corridor Light Rail Line project. The estimated full cost to complete all project development activities is about \$50 million. The remaining \$28 million for PE will be added later. The estimated full cost to construct and complete the new SW Corridor Light Rail Line project is \$2.85 billion. The Southwest Corridor Plan and Shared Investment Strategy 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. Major tasks to be completed during the PE phase are required project development actions to complete the Final Environmental Impact Statement (FEIS) for the National Environmental Protection Act (NEPA), evaluation and selection of the final route/alignment alternative, locations and designs of the require stations, and determination of the project costs.

> Will Performance Measurements Apply: No - not to complete PE actions

**RTP Reviews and References:**

- > RTP ID: 10907 - High Capacity Transit - Southwest Corridor - Project Development
- > RTP Description: Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Tualatin via Tigard.
- > RTP Consistency Verified: Yes
- > RTP & Submitted Project Costs Consistent: Yes
- > Proof of Funding Verified: Yes
- > Supports RTP Goals and Strategies: Yes - Goal #3, Transportation Choices, Objective 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.
- > Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Other - Planning and Technical Studies

**Fund Codes:**

> Other = Local agency funds committed to the project (can be from various sources). Used in addition to required local or state matching funds to federal funds and referred to as overmatch. If no federal funds are present, then the local Other funds represent the funding commitment to the phase.

**Other MTIP/RTP Consistency Review Items:**

- > Why Formal/Full amendment: Per the Amendment Matrix, new projects added to the MTIP require a formal/full amendment
- > Metro Legislation Required: Yes, the amendment falls under Resolution 20-5076
- > Regionally Significant Project: Yes
- > MTIP Programming Required: Yes as a regionally significant project
- > Can be included within the ODOT O&M Project Groupings: No
- > Eligible ODOT O&M Project Grouping: N/A
- > Located on the NHS: No
- > Metro Transportation Modeling System: Yes
- > Model Type: Transit. The SW Corridor is included in the current Transit Model and is identified as a HCT improvement in progress
- > OTC Approval Required: No
- > Metro Council approval Required: Yes - projected to Thursday, March 5, 2020



# Memo

Date: February 10, 2020  
 To: JPACT and Interested Parties  
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
 Subject: February 2020 MTIP Formal Amendment & Resolution 20-5076 Approval Request  
 Adding TriMet’s Preliminary Engineering phase Programming for the Southwest Corridor Light Rail Project

## FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF ADDING A NEW PROJECT TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM SUPPORTING PROJECT DEVELOPMENT ACTIVITIES FOR TRIMET’S NEW SOUTHWEST CORRIDOR LIGHT RAIL PROJECT (FB20-08-FEB)

### BACKGROUND

#### What This Is:

The February 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment programs TriMet’s Preliminary Engineering phase consisting of project development activities for the Southwest Corridor Light Rail project through approval of Resolution 20-5076.

#### What is the requested action?

**TPAC requests JPACT approve Resolution 20-5076 to add the new Preliminary Engineering phase for the Southwest Corridor Light Rail project and requests JPACT provide Metro Council their approval recommendation enabling the project to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.**

Proposed February 2020 Formal Amendment Bundle					
Amendment Type: <b>Formal/Full</b>					
Amendment #: <b>FB20-08-FEB</b>					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key <b>TBD</b> New Project	TBD	TriMet	<b>Southwest Corridor Light Rail Project Development</b>	Implement project development actions to complete NEPA environmental, final Local preferred alternative, design, and costs for the SW Corridor Light Rail project	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the Preliminary Engineering (PE) phase consisting of project development scope of work activities for the Southwest Corridor Light Rail project

**TPAC Discussion and Requested Adjustments (as of Friday, February 7, 2020):**

TPAC member support the Resolution 20-5076 that will add \$21.8 million of TriMet local funds to establish the TriMet Southwest Corridor Light Rail Line project in the MTIP. The amendment reflects the project moving out of “planning” and beginning its trek through the federal implementation and delivery process. However, through a friendly amendment to the staff approval recommendation TPAC requested additional employment and economic clarification statements added to draft Resolution 20-5076. Staff does not object and supports TPAC request. Below is a summary of adjustments made to draft Resolution 20-5076:

- Corrects the projected average weekday ridership number from ~~43,000~~ to **37,500**.
- Adds the following economic and employment reference statements to draft Resolution 20-5076:
  - **WHEREAS, the Southwest Corridor Light Rail Line will expand multi-modal commuting alternatives to the personal vehicle and help to keep shorter commuting times and lower congestion cost to Tigard and Tualatin residents for an area that is projected to grow by 75,000 residents and create 65,000 new jobs by 2035; and**
  - **WHEREAS, the Southwest Corridor Light Rail Project will contribute to the local economy during and after construction with the project expecting to bring nearly \$1.3 billion in Federal matching funds, generating over 20,000 jobs, and with MAX costs less to operate per ride than buses, making the Southwest Corridor Light Rail Project Line an economically sustainable investment; and**
- Adds a clarifying financial statement to the draft Resolution as follows:
  - **WHEREAS, with the expected approval by the Federal Transit Administration (FTA), these funds will be eligible for use toward required local match for federal New Starts funding on the project; and**

Second, Metro received a formal comment from TriMet requesting minor clarification updates to the staff report. They have been incorporated where feasible throughout the staff report.

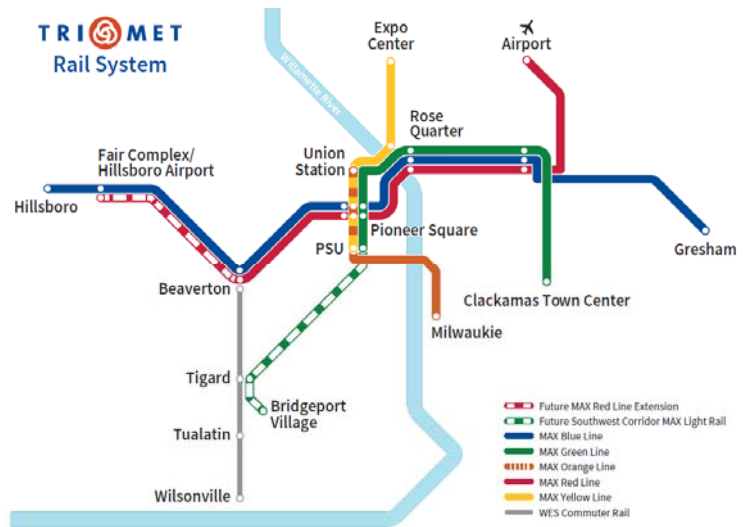
A detailed summary of the new proposed amended project is provided below.

<b>Project 1:</b>	<b>Southwest Corridor Light Rail Project Development (New Project)</b>		
Lead Agency:	TriMet		
ODOT Key Number:	TBD	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: <ul style="list-style-type: none"> <li>• Proposed improvements: By programming the PE phase of the Southwest Corridor Light Rail Line, TriMet will implement project development actions to complete the NEPA process, approve and adopt the LPA, complete up to 30% design and complete materials necessary to move into the FTA New Starts program Engineering phase (PS&amp;E completion by Summer 2021).</li> <li>• Source: New project to the MTIP</li> <li>• Funding:</li> </ul>		

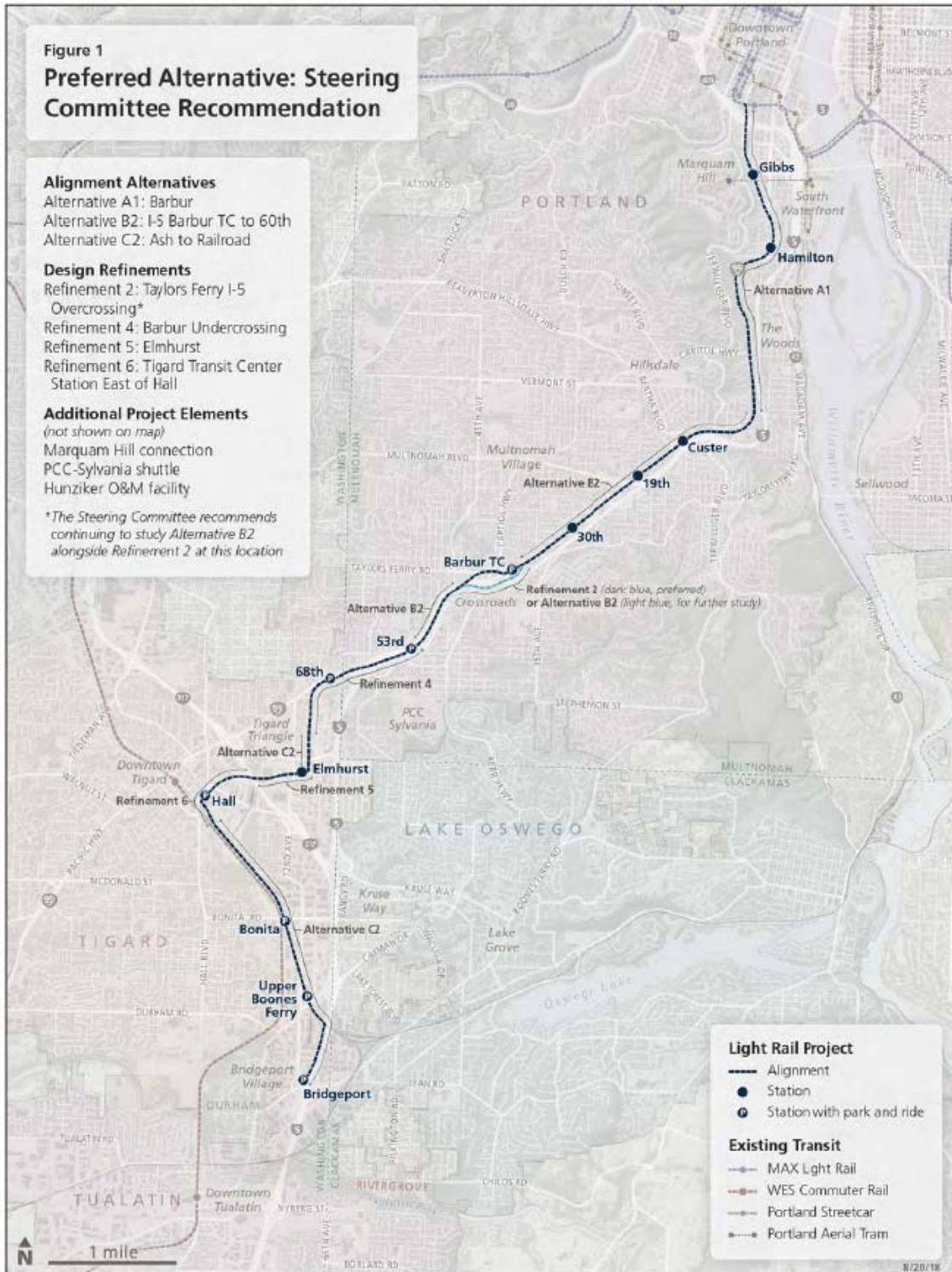
	<p>The source of funding for project development activities being programmed in the PE phase through this amendment are TriMet local funds. The total project funding composition is projected to be a mixture of federal (FTA New Starts, possible additional Metro committed federal funds), State funds, and local funds.</p> <ul style="list-style-type: none"> <li>- Added note: Pre –NEPA project development work (e.g. to identify the Local preferred alignment) has resulted in the commitment of federal and local funds in support of this effort.</li> <li>- The Southwest Corridor Light Rail Line project has been considered a federalized project will continue to be a federalized project.</li> </ul> <ul style="list-style-type: none"> <li>• Project Type: Transit (multi-modal improvements to also include bicycle and pedestrian improvements)</li> <li>• Location: Local Preferred Alignment: In the southwestern Portland region from downtown Portland to Bridgeport Village north of Tualatin reflecting a 12 mile MAX line extension from downtown Portland through southwest Portland to Tualatin via Tigard</li> <li>• Cross Street Limits: N/A</li> <li>• Overall Mile Post Limits: N/A</li> <li>• Current Status Code: = Transit status “T21” = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP</li> <li>• STIP Amendment Number: TBD</li> <li>• MTIP Amendment Number: FB20-08-FEB</li> </ul>
<p>What is changing?</p>	<p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>The formal amendment adds only the Preliminary Engineering (PE) phase funding supporting project development activities for the Southwest Corridor Light Rail project. While the project reflects an extension of the Green MAX line, the MTIP programming rules considers the Southwest Corridor Light Rail Line to be a new project that is beginning to proceed through the federal implementation and delivery process. The new project will be a stand-alone project in the MTIP reflecting the first implementation step. Therefore, both MTIP and the draft resolution refer the project as a “new” project.</p> <p>The major project development scope elements of the PE phase are to:</p> <ul style="list-style-type: none"> <li>• Complete the environmental process by publishing a Final Environmental Impact Statement (FEIS) and subsequent issuance of the Record of Decision (ROD).</li> <li>• Finish evaluation of the Local Preferred Alternative to select the project’s Final Preferred Alternative:             <ul style="list-style-type: none"> <li>- The Local Preferred Alternative for SW Corridor was approved by Metro Council 11/15/18 and adopted into the constrained 2018 Regional Transportation Plan which was adopted by Council on 12/6/18.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>• Complete the preliminary design package up to a 30% level of design and engineering and develop project cost estimates.             <ul style="list-style-type: none"> <li>- The 30% level of engineering is scheduled to be completed in September 2020 with cost estimates completed in October 2020.</li> <li>- Proceed into Final Engineering phase of the New Starts Process (final design and PS&amp;E) in 2021.</li> </ul> </li> <li>• Prepare materials necessary for a New Starts Rating. This includes cost estimates, completion of the Standard Cost Category spreadsheets, finance plan, ridership estimates and project justification materials.             <ul style="list-style-type: none"> <li>- The project has a target schedule to submit materials for a New Starts Rating in November 2020.</li> </ul> </li> <li>• The project must complete the deliverables necessary to request and receive entry into the Engineering Phase of the FTA New Starts Process             <ul style="list-style-type: none"> <li>- The project is scheduled to begin the process necessary to gain entry into the Engineering phase in fall 2020. One requirement for entry into Engineering is securing commitment for 30% of the non-Capital Investment Grant funds. The commitment of these funds is anticipated to be made by the Regional Transportation Funding Measure that is assumed to be voted on November 3, 2020.</li> </ul> </li> </ul>
<p>Additional Details:</p>	<p>The estimated project development cost within the PE phase is approximately \$50 million. The remaining local funds will be added to the project through a later amendment. The cost to complete final engineering will be on top of the project development costs and added later</p> <p>The total estimated cost to construct the Southwest Corridor Light Rail Line project is \$2.85 billion dollars.</p> <p>The summary estimated schedule for the project is as follows:</p> <ul style="list-style-type: none"> <li>• The project formally entered the FTA New Starts Project Development on February 13, 2019.</li> <li>• Final project engineering (completion of PS&amp;E) will move forward around February/March 2021.</li> <li>• Once NEPA is completed and the Record of Decision (ROD) for the Final Environmental Impact Statement obtained (expected around July 2020), Right of Way (ROW) activities are allowed to begin under pre-award authority.</li> <li>• Utility Relocation actions are assumed to begin about December 2021.</li> <li>• The Construction phase actions are scheduled to occur from September 2021 through January 2027.</li> <li>• The Southwest Corridor MAX Rail Line is estimated to be ready for revenue services in the fall of 2027.</li> </ul>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment.</p>

<p>Total Programmed Amount:</p>	<p>Only partial PE is being programmed through this amendment. The remaining PE funding will be added to the project through a later amendment. The Southwest Corridor Light Rail project is estimated to cost \$2.85B which includes vehicles, construction, ROW, staffing, interim borrowing, contingency and inflation.</p>
<p>Added Notes:</p>	<p>TriMet will be the lead agency to implement and delivery the project through all remaining phases (PE trough Construction and into Revenue service.)</p>



### Project Location Map



Note: The Amendment Matrix located on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
  - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP
  - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
<b>FULL AMENDMENTS</b>	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> <li>• Change in project termini - greater than .25 mile in any direction</li> <li>• Changes to the approved environmental footprint</li> <li>• Impacts to AQ conformity</li> <li>• Adding capacity per FHWA Standards</li> <li>• Adding or deleting worktype</li> </ul>	
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> <li>• FHWA project cost increase/decrease:                             <ul style="list-style-type: none"> <li>• Projects under \$500K – increase/decrease over 50%</li> <li>• Projects \$500K to \$1M – increase/decrease over 30%</li> <li>• Projects \$1M and over – increase/decrease over 20%</li> </ul> </li> <li>• All FTA project changes – increase/decrease over 30%</li> </ul>	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
<b>ADMINISTRATIVE/TECHNICAL ADJUSTMENTS</b>	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
- Is eligible for special programming exceptions periodically negotiated with USDOT as well.
- Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
  - Safety
  - Asset Management - Pavement
  - Asset Management – Bridge
  - National Highway System Performance Targets
  - Freight Movement: On Interstate System
  - Congestion Mitigation Air Quality (CMAQ) impacts
  - Transit Asset Management impacts
  - RTP Priority Investment Areas support
  - Climate Change/Greenhouse Gas reduction impacts
  - Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
  - Completion of the required 30 day Public Notification period:
  - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
  - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the February 2020 Formal MTIP amendment (FB20-08-FEB) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	January 28, 2020
● TPAC notification and approval recommendation.....	February 7, 2020
● <b>JPACT approval and recommendation to Council.....</b>	<b>February 20, 2020</b>
● Completion of public notification process.....	February 26, 2020
● Metro Council approval.....	March 5, 2020

Notes:

\* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Amendment bundle submission to ODOT for review.....	March 10, 2020
● Submission of the final amendment package to USDOT.....	March 10, 2020
● ODOT clarification and approval.....	Late March, 2020
● USDOT clarification and final amendment approval.....	Early April 2020



**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (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. **Metro Budget Impacts:** None to Metro

**RECOMMENDED ACTION:**

**TPAC recommends JPACT approved for Resolution 20-5076 and sent their approval recommendation to Metro Council allowing the MTIP to add the new PE phase supporting project development activities for TriMet's Southwest Corridor Light Rail project.**

- TPAC recommendation date: Friday, February 7, 2020

Attachments:

1. Metro Approved Resolution 17-4848 (Supporting proof of funding verification)
2. TriMet Capital Grant Revenue Bonds Series 2018A – Cover Pages (Supporting proof of funding verification)
3. FTA Project Development Initiation Approval Letter
4. TriMet Approved Resolution 18-09-66 supporting the Locally Preferred Alternative for the Southwest Corridor MAX Light Rail project
5. Southwest Corridor Light Rail Project Steering Committee Preferred Alternative Report – Summary Pages

**Attachment 1: Approved Metro Resolution 17-4848**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING AN  
INCREASED MULTI-YEAR COMMITMENT OF  
REGIONAL FLEXIBLE FUNDS FOR THE  
YEARS 2019-34, FUNDING THE DIVISION  
TRANSIT PROJECT, THE SOUTHWEST  
CORRIDOR TRANSIT PROJECT, ARTERIAL  
BOTTLENECK PROJECTS, ACTIVE  
TRANSPORTATION PROJECTS, AND  
ENHANCED TRANSIT PROJECTS, AND  
AUTHORIZING EXECUTION OF AN  
AMENDMENT TO INTERGOVERNMENTAL  
AGREEMENT AMENDMENT WITH TRIMET  
REGARDING THE INCREASED MULTI-YEAR  
COMMITMENT OF REGIONAL FLEXIBLE  
FUNDS

) RESOLUTION NO. 17-4848

) Introduced by Chief Operating Officer Martha  
Bennett in concurrence with Council  
President Tom Hughes

WHEREAS, Metro is the Metropolitan Planning Organization (MPO) for the Portland metropolitan region, authorized by the U.S. Department of Transportation to program federal transportation funds in the Portland region through the Metropolitan Transportation Improvement Program (MTIP);

WHEREAS, Metro is authorized by the Federal Highway Administration (FHWA) to allocate and program Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds and by the Oregon Department of Transportation (ODOT) to sub-allocate and program federal Congestion Mitigation/Air Quality (CMAQ) funds in the MTIP that are allocated to the Portland metropolitan region by ODOT;

WHEREAS, TriMet is the authorized public transportation provider for the Portland region and is an eligible recipient of federal transportation funds through the MTIP;

WHEREAS, on June 16, 2016, as recommended by JPACT, the Metro Council adopted Resolution No. 16-4702, “For the Purpose of Adopting the 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement for the Portland Metropolitan Area,” which resolution and policy statement sets forth how the region will identify and select transportation projects to receive federal transportation funds, including CMAQ funds as a portion of the regional flexible funds (the “RFFA Policy Statement”);

WHEREAS, the RFFA Policy Statement supports committing federal transportation funds over years 2019-21 for the following purposes: (a) high-capacity transit regional bond commitments for the Division Street Project and the Southwest Corridor Project, (b) bond commitments for developing projects to address regional congestion bottlenecks and active transportation/Safe Routes to Schools projects, (c) region-wide programs, such as transit oriented development and corridor and systems planning, and (d) regional freight investments and active transportation/complete streets;

WHEREAS, JPACT has also requested a proposal for its consideration to provide funding for an “Enhanced Transit” program of on-street capital improvements to facilitate better bus service;

WHEREAS, pending resolution of how ODOT would resolve sub-allocation of CMAQ funds throughout the eligible areas of the state with two additional eligible areas established in 2016, a first phase allocation of funds was allowed to proceed through Metro Resolution 17-4800;

WHEREAS, ODOT has agreed to a new sub-allocation formula approach that stabilizes CMAQ funding levels for 2019 and beyond but reduces the amount of funding to the Portland metropolitan region from levels forecast during the original RFFA policy deliberations;

WHEREAS, the payment of RFFA revenues in Table 1 of Exhibit A to this resolution will accommodate the reduced amount of funding from the new CMAQ sub-allocation while providing bond proceeds for the purposes and amounts shown in Table 2 of Exhibit A;

WHEREAS, JPACT approved the revised payment schedule and amounts set forth in Table 1 and Table 2 of Exhibit A to this resolution on October 19, 2017; and

WHEREAS, TriMet anticipates issuing revenue bonds secured by the commitment of federal transportation funds set forth on Exhibit A, and an amended agreement between Metro and TriMet regarding these funds will facilitate borrowing by TriMet that pledge these increased funds; now therefore

BE IT RESOLVED that the Metro Council hereby:

- Approves the revised commitment of federal transportation funds recommended by JPACT and shown in Table 1 of Exhibit A; and
- Authorizes the execution of an amendment to intergovernmental agreement between Metro and TriMet, in a form approved by the Office of Metro Attorney and consistent with this Resolution, that incorporates the increased multi-year commitment of regional flexible funds shown in Table 1 of Exhibit A for the uses and amounts set forth in Table 2 of Exhibit A.

ADOPTED by the Metro Council this 2nd day of November, 2017.

  
 Tom Hughes, Council President



Approved as to Form:

  
 Alison R. Kean, Metro Attorney

**Attachment 2: TriMet Capital Grant Revenue Bonds Series 2018A – Cover Pages****OFFICIAL STATEMENT DATED JANUARY 30, 2018****New Issue — Book-Entry-Only****RATINGS: (See “RATINGS” herein)****MOODY’S: A3****S&P: A**

*In the opinion of Hawkins Delafield & Wood LLP, Bond Counsel to TriMet (“Bond Counsel”), under existing statutes and court decisions and assuming continuing compliance with certain tax covenants described herein, (i) interest on the Series 2018 Bonds is excluded from gross income for federal income tax purposes pursuant to Section 103 of the Internal Revenue Code of 1986, as amended (the “Code”), and (ii) interest on the Series 2018 Bonds is not treated as a preference item in calculating the alternative minimum tax imposed on individuals under the Code. In the opinion of Bond Counsel, interest on the Series 2018 Bonds is exempt from State of Oregon personal income tax under existing law. See “TAX MATTERS” herein for a discussion of the opinion of Bond Counsel.*

**\$113,900,000**

**TRI-COUNTY METROPOLITAN  
TRANSPORTATION DISTRICT OF OREGON  
CAPITAL GRANT RECEIPT REVENUE BONDS  
SERIES 2018A**

**DATED: Date of Delivery****DUE: As Shown on Inside Cover**

This Official Statement describes the Tri-County Metropolitan Transportation District of Oregon (“TriMet”) and its \$113,900,000 aggregate principal amount of Capital Grant Receipt Revenue Bonds, Series 2018A (the “Series 2018 Bonds”). The Series 2018 Bonds are being issued on parity with TriMet’s Capital Grant Receipt Revenue Bonds, Series 2011A (the “Series 2011A Bonds”) and Capital Grant Receipt Revenue Refunding Bonds, Series 2017A (the “Series 2017A Bonds”). The Series 2018 Bonds, together with the Series 2011A Bonds, the Series 2017A Bonds, and any series of additional Parity Bonds and any Parity Exchange Agreements that may be issued in the future under the Master Trust Agreement, are collectively referred to as the “Bonds.” The Series 2018 Bonds are special obligations of TriMet secured solely by a pledge of and a lien on the Pledged Property. The Pledged Property includes the Grant Receipts and all amounts credited to the Debt Service Account. The Grant Receipts consist of federal grant funds that are required to be paid to TriMet under intergovernmental agreements that have been pledged to pay the Bonds and federal grant funds that are due to TriMet under Section 5307 of Title 49, subtitle III, Chapter 53 of the United States Code, as that section may be amended from time to time, and any replacement federal funding programs. **The Series 2018 Bonds are not a general obligation of TriMet, and no other revenues or funds of TriMet are pledged as security for the payment of the Series 2018 Bonds.**

The Series 2018 Bonds are being executed and delivered pursuant to a Master Capital Grant Receipt Revenue Bond Trust Agreement dated as of June 1, 2005, as amended (the “2005 Master Trust Agreement”), between TriMet and Wells Fargo Bank, National Association, as trustee (the “Trustee”) and the Third Supplemental Trust Agreement dated as of February 1, 2018 (the “Third Supplemental Trust Agreement”), between TriMet and the Trustee. The Series 2018 Bonds are being issued to pay (i) costs of certain transit and transit supportive projects, (ii) capitalized interest, and (iii) the costs of issuing the Series 2018 Bonds.

Interest on the Series 2018 Bonds from the date of delivery is payable semiannually on October 1 and April 1 of each year, commencing April 1, 2018. The Series 2018 Bonds are subject to redemption prior to maturity as described herein.

The Series 2018 Bonds are being issued as fully registered bonds, registered initially in the name of Cede & Co., as nominee for The Depository Trust Company, New York, New York (“DTC”). Purchases of beneficial interest in the Series 2018 Bonds will be made in book-entry form in denominations of \$5,000 and integral multiples thereof. Individual purchasers of Series 2018 Bonds will not receive physical delivery of bond certificates.

**THIS COVER PAGE CONTAINS CERTAIN INFORMATION FOR QUICK REFERENCE ONLY. IT IS NOT A SUMMARY OF THE ISSUE. INVESTORS MUST READ THE ENTIRE OFFICIAL STATEMENT TO OBTAIN INFORMATION ESSENTIAL TO THE MAKING OF ANY INFORMED INVESTMENT DECISION.**

The Series 2018 Bonds are offered when, as and if issued, subject to prior sale, withdrawal or modification of the offer without notice, and subject to receipt of the approving opinion of Hawkins Delafield and Wood, LLP, Portland, Oregon, Bond Counsel to TriMet. Certain legal matters will be passed upon for TriMet by Shelley Devine, General Counsel to TriMet, and for the Underwriters by their counsel Orrick, Herrington & Sutcliffe LLP, Portland, Oregon. The Series 2018 Bonds are expected to be available for delivery through the facilities of DTC in New York, New York or to the Trustee, as agent for DTC for Fast Automated Securities Transfer, on or about February 6, 2018.

**J.P. Morgan****Citigroup**

\$113,900,000  
**TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON**  
**CAPITAL GRANT RECEIPT REVENUE BONDS**  
**SERIES 2018A**

Due October 1	Principal Amount	Interest Rate	Yield	CUSIP <sup>†</sup> 89546R
2020	\$ 395,000	5.000%	1.800%	PF5
2021	410,000	5.000	1.950	PG3
2022	1,660,000	5.000	2.050	PH1
2023	1,730,000	5.000	2.200	PJ7
2024	1,785,000	5.000	2.370	PK4
2025	1,855,000	5.000	2.520	PL2
2026	1,930,000	5.000	2.650	PM0
2027	2,010,000	5.000	2.780	PN8
2028	12,620,000	5.000	2.870*	PP3
2029	13,235,000	5.000	2.930*	PQ1
2030	13,875,000	5.000	3.010*	PR9
2031	14,550,000	5.000	3.070*	PS7
2032	15,245,000	5.000	3.100*	PT5
2033	15,990,000	4.000	3.440*	PU2
2034	16,610,000	3.250	3.640	PV0

<sup>†</sup> CUSIP® is a registered trademark of the American Bankers Association. CUSIP Global Services ("CGS") is managed on behalf of the American Bankers Association by S&P Capital IQ. Copyright© 2018 CUSIP Global Services. All rights reserved. CUSIP® data herein is provided by CUSIP Global Services. This data is not intended to create a database and does not serve in any way as a substitute for the CGS database. CUSIP® numbers are provided for convenience of reference only. None of TriMet, the Underwriter or their agents or counsel assume responsibility for the accuracy of such numbers.

\* Priced to the call date of April 1, 2018

**Attachment 3: FTA Project Development Initiation Approval Letter**

U.S. Department  
Of Transportation  
**Federal Transit  
Administration**

Headquarters

1200 New Jersey Avenue S.E.  
Washington DC 20590

FEB 13 2019

Mr. Doug Kelsey  
General Manager  
Tri-County Metropolitan Transportation District of Oregon (TriMet)  
1800 SW 1<sup>st</sup> Avenue, Ste 300  
Portland, OR 97201

Re: Project Development Initiation – Southwest Corridor Light Rail Transit

Dear Mr. Kelsey:

Thank you for your letter, dated December 14, 2018, requesting entry into the New Starts Project Development (PD) phase under the Federal Transit Administration's (FTA) Capital Investment Grants (CIG) program for Tri-County Metropolitan Transportation District of Oregon's (TriMet) Southwest Corridor Light Rail Transit (LRT) project. After reviewing your initial letter, FTA requested additional information that was submitted on January 28, 2019. FTA determined that the information provided at that time was sufficient to enter the PD phase.

Please note that TriMet undertakes the PD work at its own risk, and that the project must still progress through further steps in the CIG program to be eligible for consideration to receive CIG funding.

In accordance with Federal public transportation law at 49 U.S.C. 5309(d)(1)(ii)(I), the following activities must be completed during PD:

- Select a locally preferred alternative;
- Have the locally preferred alternative adopted into the fiscally constrained long-range transportation plan;
- Complete the environmental review process; and
- Complete the activities required to develop sufficient information for evaluation and rating under the CIG criteria.

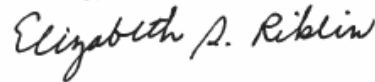
FTA encourages you to familiarize yourself with the information found on the CIG program webpage at <https://www.transit.dot.gov/funding/grant-programs/capital-investments/about-program>. There you will find more details and information on the activities mentioned above including answers to frequently asked questions and the information that must be provided to FTA for eventual project evaluation and rating.

FTA will be in contact to discuss its technical assistance and project oversight plans as the project moves through PD. FTA would appreciate periodic updates from TriMet on the status of completion of PD activities.

With this entry into PD, TriMet has pre-award authority to incur costs for PD activities prior to grant approval and to retain eligibility of those activities for future FTA grant assistance. PD activities include the work necessary to complete the environmental review process and as much engineering and design activities as TriMet believes are necessary to support the environmental review process. Upon completion of the environmental review process, FTA extends pre-award authority to project sponsors in PD to incur costs for as much engineering and design as necessary to develop a reasonable cost estimate and financial plan for the project, utility relocation, and real property acquisition and associated relocations. This pre-award authority does not constitute a commitment that future Federal funds will be approved for PD or any other project cost. As with all pre-award authority, relevant Federal requirements must be met prior to incurring costs in order to preserve eligibility of the costs for future FTA grant assistance.

If you have any questions or comments, please contact Faisal Chowdhury at 202-366-9851 or [Faisal.Chowdhury@dot.gov](mailto:Faisal.Chowdhury@dot.gov).

Sincerely,



Elizabeth S. Riklin  
Acting Associate Administrator for Planning  
and Environment

cc: Linda M. Gehrke, Regional Administrator, FTA Region X


**Attachment 4:**  
**TriMet Approved Resolution 18-09-66 supporting the Locally Preferred Alternative for the Southwest Corridor MAX Light Rail project**



## Memo

**Date:** September 26, 2018

**To:** Board of Directors

**From:** Doug Kelsey 

**Subject:** RESOLUTION 18-09-66 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING CONFIRMATION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT

---

**1. Purpose of Item**

The purpose of this item is to request that the TriMet Board of Directors (Board) approve a resolution recommending that the Metro Council adopt the Locally Preferred Alternative (LPA) for the Southwest Corridor Light Rail Transit project (Project).

**2. Type of Agenda Item**

- Initial Contract  
 Contract Modification  
 Other: LPA Recommendation

**3. Reason for Board Action**

Metro Council requests endorsement by TriMet and other local jurisdictions before adopting the LPA for the Project. Demonstration of local support for the Project by TriMet and local jurisdictions is very important for moving the Project forward into the Project Development phase. Such support is necessary because it both ensures consensus for the Project at the local level and demonstrates to the Federal Transit Administration (FTA) that there is local consensus and support for the Project. This action selects an alignment that will be further studied in the federal environmental review process, and eliminates other alignments from future study.

**4. Type of Action**

- Resolution  
 Ordinance 1<sup>st</sup> Reading  
 Ordinance 2<sup>nd</sup> Reading  
 Other \_\_\_\_\_

**5. Background**

The proposed Project would construct a light rail line from downtown Portland to Tigard and Bridgeport Village in Tualatin, along with other transportation improvements, including roadway, bicycle, and pedestrian projects. The Project has an extensive history. In June 2010,



Metro adopted the High Capacity Transit System Plan, which named the Southwest Corridor as the region's highest transit priority. In December 2011, the Southwest Corridor Plan Steering Committee (Steering Committee) was formed, which includes representatives from Sherwood, Tualatin, King City, Tigard, Durham, Beaverton, Lake Oswego, Portland, Multnomah and Washington Counties, ODOT, TriMet and Metro. In 2013, each of the Steering Committee members expressed formal support for the Southwest Corridor Shared Investment Strategy, a document that brings together local land use, transportation and community-building projects already advanced in project partners' plans that support development consistent with the future land use vision for the corridor.

In June 2014, the Steering Committee unanimously adopted the *Southwest Corridor Transit Design Options*, which were then adopted by Metro, and in December 2014 the Steering Committee directed staff to implement an 18-month work plan for the focused refinement of the *Southwest Corridor Transit Design Options* using a place-based approach to narrow alignment options and select a preferred transit mode and terminus. In June 2016, the Steering Committee endorsed a *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review* that describes the high capacity transit mode, preferred terminus, and transit alignments, as well as associated roadway, bicycle, and pedestrian projects.

In August and September 2016, Project staff held a public scoping process for the federal environmental impact study to solicit public and agency comments on the *Proposed Range of Alternatives for Environmental Review*, prior to commencing work on the Draft Environmental Impact Statement (EIS). In July 2016 the Metro Council endorsed the *Southwest Corridor High Capacity Transit Proposed Range of Alternatives for Environmental Review*, and the Southwest Corridor Equitable Development Strategy was initiated to ensure that housing, jobs, and learning opportunities are available to a diverse range of people and incomes as investments occur in the corridor.

In June 2018, the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement* was published, followed by a 45-day public comment period. During the comment period, approximately 1,015 comments were submitted via the internet, emails, and letters, or at one of 33 hearings, open houses, information sessions, and other meetings that were held. In July 2018, the Southwest Corridor Community Advisory Committee, which represents businesses, community groups, and institutions in Portland, Tigard, Tualatin, and Washington County, and which met monthly since February 2017, provided a consensus recommendation for a light rail alignment in the corridor. On August 13, 2018, the Project Steering Committee made recommendations for a Preferred Alternative including the mode of transportation, alignment, and station locations, which are described in the LPA.

The Project would provide much-needed fast, reliable transit service to the Southwest Corridor. The corridor currently has 11 percent of the Portland Metropolitan region's population and 26 percent of the region's employment, and about 23,800 people commute between Portland and Tigard/Tualatin for work. Further, as the Portland region continues to grow by a projected 500,000 people and 365,000 jobs by 2035, the corridor is projected to grow as well, by 70,000 people and 65,000 jobs by 2035. Transit demand in the corridor is projected to grow by over 70 percent in that time. Given the high levels of congestion in the corridor today, which is expected to grow to 13 to 17 hours of congestion per day on I-5 between Portland and Tigard

by 2035, additional transit options are essential, and the Project is projected to carry 43,000 daily weekday light rail riders in 2035.

The LPA for the Project generally includes the following:

- Twelve miles of light rail between Portland and Tualatin via Tigard, running primarily at grade but including up to 2.6 miles of elevated trackway or bridges and up to four cut-and-cover undercrossings;
- Up to 13 light rail stations;
- Up to seven park and rides with up to 4,200 parking spaces;
- Two relocated or reconfigured transit centers;
- Up to 32 light rail vehicles;
- Up to two miles or shared transitway to allow express use by buses to and from downtown Portland;
- A shuttle route connecting Portland Community College Sylvania to nearby light rail stations;
- A new operations and maintenance facility for light rail vehicles; and
- Roadway improvements and modifications, including the addition or reconstruction of bicycle lanes and sidewalks.

The Project Steering Committee has recommended that the Board recommend that Metro adopt the LPA.

**6. Financial/Budget Impact**

The Project will be funded by many different sources. These are expected to include a federal Full Funding Grant Agreement with FTA as well as local funding sources including TriMet, City of Portland, ODOT, Washington County, and regional flexible funds, plus money from a regional bond measure which will appear on the ballot in November 2020.

**7. Impact if Not Approved**

The City of Tualatin has already endorsed the LPA, and the City of Tigard, City of Portland, and Washington County are expected to endorse it by October 10, 2018. The Metro Council is expected to adopt the LPA in November. Failure to recommend confirmation of the LPA could significantly slow the Project, jeopardizing optimal timing to seek federal funding for Project construction.

**RESOLUTION 18-09-66**

**RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING CONFIRMATION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT**

**WHEREAS,** TriMet is authorized by Oregon statute to plan, construct, and operate fixed guideway light rail systems; and

**WHEREAS,** on June 1, 2018, Metro, TriMet and the Federal Transit Administration (FTA) published the Southwest Corridor Light Rail Project Draft Environmental Impact Statement (the Southwest Corridor DEIS), evaluating light rail alignment options from downtown Portland through Tigard to a terminus near Bridgeport Village in Tualatin; and

**WHEREAS,** the public was invited to comment on the Southwest Corridor DEIS during the public comment period from June 1, 2018 through July 16, 2018, and comments received during the comment period, including at hearings, open houses, information sessions, and via letter, email, and online, are documented in the *Southwest Corridor Light Rail Project DEIS Public Comment Report* dated June 1, 2018 with comments favorable toward light rail and mostly favorable toward the alignment, stations and terminus proposed; and

**WHEREAS,** the Southwest Corridor Steering Committee and the City of Tualatin have recommended, and the City of Tigard, City of Portland, and Washington County have scheduled actions to recommend, that the Locally Preferred Alternative (LPA) for the Southwest Corridor Light Rail project be confirmed;

**NOW, THEREFORE, BE IT RESOLVED:**

1. That the Board of Directors recommends to Metro Council the adoption of a resolution confirming the LPA of light rail on the Southwest Corridor Light Rail Project as shown in Exhibit A.
2. That the General Manager is authorized to request authority from FTA to enter into Project Development in support of light rail on the Southwest Corridor Project.

Dated: September 26, 2018

Attest:

\_\_\_\_\_  
Presiding Officer

\_\_\_\_\_  
Recording Secretary

Approved as to Legal Sufficiency:  
  
\_\_\_\_\_  
Legal Department

**Attachment 5:**  
**Southwest Corridor Light Rail Project**  
**Steering Committee Preferred Alternative Report – Summary Pages**



**Southwest Corridor Light Rail Project**  
**Steering Committee Preferred Alternative Report**

## 1. RECOMMENDATION

This report presents the Southwest Corridor Steering Committee’s recommended Preferred Alternative for the proposed Southwest Corridor light rail project. The Preferred Alternative must include the transit mode (light rail), route, stations and termini.

### Summary of alignment chosen

This recommendation represents a commitment to identifying a cost-effective transit project that extends from downtown Portland to Bridgeport Village and meets the adopted project Purpose & Need. It is based on the project staff recommendation, analysis documented in the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement* (EIS), input from the public and agencies, and also takes into consideration the Federal Transit Administration’s (FTA) rating criteria for large transit projects.

The recommended Preferred Alternative is shown on Figure 1 and includes the following alternatives and refinements described in the Draft EIS:

- Alternative A1, Barbur
- Alternative B2, I-5 Barbur Transit Center to 60th
  - Refinement 2, Taylors Ferry I-5 Overcrossing, which modifies Alternative B2\*
  - Refinement 4, Barbur Undercrossing, which modifies Alternative B2
- Alternative C2, Ash to Railroad
  - Refinement 5, Elmhurst, which modifies Alternative C2
  - Refinement 6, Tigard Transit Center Station East of Hall, which modifies Alternative C2

\*The committee recommends a preference for Refinement 2, but with Alternative B2 as studied in the Draft EIS, or a modification of either, remaining in consideration.

In addition, the committee directs staff to continue to work together to evolve and finalize the work plan for further design and environmental review, keeping members of this or a subsequent steering committee informed on its progress and contents. If the design and environmental review finds a “fatal flaw” with any project component, staff will present the issue to TriMet’s future project steering committee for guidance.

This Preferred Alternative would provide a number of benefits to the SW Corridor and the Portland region. These include:

- Providing a reliable, fast travel option between Bridgeport, Tigard, SW Portland and downtown Portland that will maintain its travel time even as the population grows by 70,000 in the corridor by 2035.
- Serving a projected 43,000 average weekday riders in 2035.
- Carrying 1 in 5 southbound commuters leaving downtown Portland in the PM peak in 2035.
- Connecting existing and future jobs and homes, along with Portland State University (PSU), Oregon Health & Science University (OHSU), National University of Natural Medicine (NUNM) and Portland Community College-Sylvania (PCC).
- Providing a new transit “backbone” for the local bus system in southeastern Washington County, including new transit centers and park and rides to enable people to easily switch between travel modes.
- Creating a new pedestrian connection to the jobs, medical services and educational opportunities on Marquam Hill at OHSU, the Veterans Administration and Shriners hospitals.
- Creating an improved bike and pedestrian link to PCC Sylvania campus and a quick shuttle connection between the campus and MAX.
- Building a shared transitway in South Portland to allow buses from Hillsdale to bypass congestion to more quickly reach downtown Portland, and vice versa.
- Building continuous sidewalks and bike lanes where light rail would be located within an existing roadway, such as on SW Barbur Boulevard and SW 70th Avenue.
- Creating the required transportation infrastructure to support local and regional plans such as the Tigard Triangle Strategic Plan, Barbur Concept Plan and 2040 Growth Concept. These plans aim to accommodate continued population and job growth without a proportionate increase in traffic congestion by supporting transit-oriented development.

#### Implications

The Preferred Alternative will be evaluated in the Final EIS, which will document the significant beneficial and adverse effects of the project, commit to mitigation strategies and document their effects, and respond to comments submitted on the Draft EIS. Appropriate review and analysis of the Preferred Alternative will also be undertaken under Sections 106, 4(f), 6(f) and 7, which address historic resources, parks and endangered species.

This recommendation would end further analysis of Alternatives A2-BH (Naito with Bridgehead Reconfiguration), A2-LA (Naito with Limited Access), Design Refinement 1, B1 (Barbur), B3 (I-5 26th to 60th), B4 (I-5 Custer to 60th), C1 (Ash to I-5), C3 (Clinton to I-5), C4 (Clinton to Railroad), C5 (Ash and I-5 Branched) and C6 (Wall and I-5 Branched), as well as Refinement 3 (I-5 Undercrossing). This recommendation would also end further work on aspects of Alternative B2: a new light rail bridge near the Portland/Tigard city boundary crossing over I-5 and Pacific Highway to enter the Tigard Triangle, and

traveling adjacent to SW Atlanta Street to connect to SW 70th Avenue; and of Alternative C2: the east-west alignments along SW Beveland Street and SW Ash Avenue.

#### Further action recommended

In preparation for the Final EIS, the Steering Committee directs staff to continue work to identify ways to avoid, minimize, or mitigate the adverse effects documented in the Draft EIS, including:

- The relocation of households and businesses along the alignment. TriMet will update designs to avoid or minimize property effects but when that is not possible then property owners, tenants and businesses will receive fair market financial compensation and relocation assistance.
- Increased traffic congestion and queuing at several locations throughout the corridor. Additional traffic analysis will be performed where necessary, including at highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets. Specific locations may include:
  - South Portland in the vicinity of the Bridgehead Reconfiguration
  - The Barbur/Bertha/I-5 off-ramp
  - The Crossroads area in the vicinity of Refinement 2
  - Downtown Tigard in the vicinity of Refinement 6
  - The SW Upper Boones Ferry at-grade crossing area, with consideration of a grade-separate crossing
  - The greater Bridgeport area
- Routing over wetlands and floodplains in Tigard, and the generation of additional storm water runoff. These effects must be mitigated to levels that meet federal and local requirements.
- Various effects on historic resources and public parks, largely in South Portland. These properties receive special federal protection and extra public engagement and analysis will be undertaken on these impacts.
- Tree removal along the route, particularly in Segment A.

Design work on the Preferred Alternative should also address detailed questions relating to station locations and designs, park and rides, station connections and other issues.

The Southwest Corridor Equitable Development Strategy should continue to explore policy options and investments to address the potential for existing and future displacement, including its current funding of pilot programs to promote housing and workforce development options in SW Corridor.

***4.3 Consideration of January 16, 2020 Minutes***

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, February 20, 2020  
Metro Regional Center, Council Chamber



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

January 16, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)  
Bob Stacey  
Tim Knapp  
Doug Kelsey  
Carley Francis  
Karylenn Echols  
Roy Rogers  
Jessica Vega Pederson  
Anne McEnerny-Ogle  
Denny Doyle  
Paul Savas

AFFILIATION

Metro Council  
Metro Council  
City of Wilsonville, Cities of Clackamas County  
TriMet  
Washington State Department of Transportation  
City of Gresham, Cities of Multnomah County  
Washington County  
Multnomah County  
City of Vancouver  
City of Beaverton, Cities of Washington County  
Clackamas County

MEMBERS EXCUSED

Rian Windsheimer  
Chloe Eudaly  
Nina DeConcini  
Craig Dirksen

AFFILIATION

Oregon Department of Transportation  
City of Portland  
Oregon Department of Environmental Quality (ODEQ)  
Metro Council

ALTERNATES PRESENT

Mandy Putney  
Chris Warner  
Michael Orman  
Jef Dalin

AFFILIATION

Oregon Department of Transportation  
City of Portland  
Oregon Department of Environmental Quality  
City of Troutdale, Cities of Multnomah County

OTHERS PRESENT: Mark Graf, Jean Senechal Biggs, Jennifer John and Katherine Kelly

STAFF: Margi Bradway, Carrie MacLaren, Marlene Guzman, Nellie Papsdorf, John Mermin, Randy Tucker, Lake McTighe, Cindy Pederson, Malu Wilkinson and Eryn Kehe



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

JPACT Chair Shirley Craddick called the meeting to order at 7:32 am. She asked members, alternates and meeting attendees to introduce themselves.

**2. PUBLIC COMMUNICATION ON JPACT ITEMS**

*There were none.*

**3. UPDATES FROM THE CHAIR AND JPACT MEMBERS**

Chair Shirley Craddick introduced Nellie Papsdorf, the Interim Legislative and Engagement Coordinator.

Ms. Mandy Putney noted that Mr. Brendan Finn was recently hired at the Oregon Department of Transportation's (ODOT) Office of Urban Mobility and Mega Project Delivery. She noted that the Deputy Director was Della Moiser who has worked with ODOT in various roles over the past 10 years. Ms. Putney explained that Lucinda Broussard was also hired as the Tolling Program Manager. She stated that the Oregon Transportation Commission directed ODOT to move forward with convening an advisory committee to support their tolling work.

Councilor Bob Stacey noted that Metro Council approved Task Force recommendations and submitted a referral to Metro staff for further research.

**4. CONSENT AGENDA**

**MOTION:** Councilor Stacey and Seconded by Mayor Anne McEnery-Ogle

**ACTION:** With all in favor, motion passed.

**5. INFORMATION/DISCUSSION ITEMS**

**5.1 Resolution No. 20-5062, For the Purpose of Amending the FY 2019-20 Unified Planning Work Program (UPWP) to Add Funding for the Regional Mobility Policy Update**

Chair Craddick introduced John Mermin, Senior Transportation Planner, to present on Resolution No. 20-5062.

*Member discussion included:*

- Mr. John Mermin noted that the Unified Planning Work Program (UPWP) was a federally required document used to summarize regionally significant planning projects occurring each fiscal year. He explained that Metro had a \$200,000 threshold for amending the UPWP. Mr. Mermin stated that JPACT approved the Regional Mobility Policy Update work program and Resolution No. 20-5062 aimed to formalize that work program.

## **5.2 Update on Transportation Provisions of Proposed State Climate Legislation**

Chair Craddick introduced Mr. Randy Tucker to provide an update on transportation provisions for the proposed state climate legislation. She noted that last February 2019 JPACT and the Metro Council approved legislation to adopt a Climate Cap invest system and direct proceeds to the implementation of the Climate Smart Strategy. She explained that Oregon leadership had remarked that passing a Climate Bill was a top priority for the 2020 session. She noted that the first draft of the Climate Bill was circulated last month and included language to implement provisions called for by JPACT and the Metro Council.

*Key elements of the presentation included:*

Mr. Tucker summarized the components of the Memo he submitted to JPACT members. He described the elements of the revised Climate Bill, including efforts to phase in the transportation elements of the bill. Mr. Tucker explained that the provisions directed twenty percent of transportation-specific auction proceeds to ODOT and eighty percent to local jurisdictions for implementation of metropolitan climate plans. He noted that the provisions called for half of Portland region's proportionate share to be distributed directly to Metro and half to be distributed directly to cities and counties of the region.

Mr. Tucker recalled that the provisions required Metro to consult with JPACT. He explained that it also required cities and counties to consult with Metro to implement the Climate Bill. Mr. Tucker stated that the provisions demanded that money be spent in ways to achieve the greatest reduction in greenhouse gas emissions.

*Member discussion included:*

- Commissioner Paul Savas expressed concerns about Metro's jurisdictional boundaries and the distribution of funds. Mr. Tucker noted that the original draft of the bill focused on Metro's urban growth boundary and he suggested using the metropolitan planning area. Mr. Savas noted that the metropolitan planning area was not a broad enough area for the implementation of the Climate Bill.

- Commissioner Paul Savas expressed concerns about the distribution of funds and Mayor Tim Knapp concurred with Commissioner Savas' comments and suggested creating reciprocal work areas outside of the metropolitan planning area. He asked whether or not all the cities in the urban growth boundary were required to develop their own implementation plans for the Climate Bill. Mr. Tucker noted that the existing Climate Smart Strategy guided implementation plans. He noted that the bill required consultation between Metro and JPACT as well as jurisdictions and Metro.
- Mayor Denny Doyle noted that creating an inclusive implementation process was important. He raised concerns about disjointed solutions and proposed efforts to encourage continuity.
- Commissioner Savas noted that jurisdictions should be able to customize implementation strategies based on various needs and interests. He argued that the Climate Smart Strategy needed to be updated to reflect the current pressures facing the region. Ms. Margi Bradway noted that Metro updated the Climate Smart Strategy in conjunction with the Regional Transportation Plan. Mr. Tucker acknowledged the various needs of local jurisdictions and pointed out the proposed provisions' efforts to address these various needs.
- Councilor Stacey expressed his approval of the updates to the Climate Bill. He noted that the 2020 Census informed and incentivized planning efforts.

### **5.3 Designing Livable Streets and Trails Guide**

Councilor Craddick introduced Ms. Lake McTighe, Senior Transportation Planner, to present on Designing Livable Streets and Trails Guide. Councilor Craddick noted the Designing Livable Streets and Trails Guide was helpful to jurisdictions seeking Metro funding.

*Key elements of the presentation included:*

Ms. McTighe provided an overview of the guidelines for designing livable streets and trails. She noted that it provided guidance for regional streets and trails to help implement the 2040 Growth Concept and the Regional Transportation Plan. Ms. McTighe explained that agencies developing transportation projects funded by Metro used the guidelines to plan, design and construct their projects. She added that the guide was developed by regional partners and was available on Metro's website.

*Member discussion included:*

- Commissioner Jessica Vega Pederson thanked Ms. McTighe for the presentation. She asked if the designs in the guide were required. Ms. McTighe noted that Metro

had historically required jurisdictions to adhere to these guidelines when receiving funding. She noted that the guidelines were very flexible.

- Mr. Doug Kelsey expressed his appreciation for Metro's efforts to create a consistent design framework across the region. He asked about the region's use of queue jump lanes. Ms. McTighe described Metro's work on enhance transit corridors. Mr. Kelsey noted the importance of resilience based design.
- Commissioner Savas expressed the importance of investing in areas with transportation infrastructure gaps. He talked about the economic benefits of investing in underserved areas. Ms. McTighe noted that in the decision making process jurisdictions should consider the full life cycle of construction costs.
- Mayor Tim Knapp raised concerns about the design guidelines. Ms. McTighe provided more information about Metro's tree guidelines.

#### **5.4 MAX Tunnel Study**

Councilor Craddick introduced Ms. Eryn Kehe, Communications Supervisor and Matt Bihn, Principal Transportation Planner.

*Key elements of the presentation included:*

Mr. Bihn provided an overview for the purpose of the MAX Tunnel Study. He explained that the project aimed to address light rail capacity and reliability. Mr. Bihn also noted that the study aimed to provide preliminary info for stakeholders and the public. He added that the study determined the cost of the project in order to advance it through the National Environmental Policy Act (NEPA).

Mr. Bihn noted that the study did not aim to determine station locations or include a comprehensive public engagement process. He explained the motivations for studying a MAX Tunnel. Mr. Bihn remarked that the Portland central city area was a bottleneck for regional light rail operations. He noted that the bottleneck occurred mainly between Goose Hollow and Lloyd Center. Mr. Bihn explained that frequent stops in the downtown area resulted in longer travel times.

Mr. Bihn discussed the impacts of the steel bridge on on-time performance. He noted several of the potential options for addressing the set backs to the MAX system. Mr. Bihn explained that according to the study the tunnel was presented as a promising option to address bottleneck issues on regional light rail operations.

Ms. Kehe discussed Metro's stakeholder engagement process and the three phases. She explained that early scoping began on July 22, 2019 with an open house. Ms. Kehe shared that comments on the study centered on what to consider and potential

downtown destinations. She remarked that the online survey received 2,500 responses and many respondents displayed a high level of support for the study. She spoke to the findings that emerged from the tunnel study.

Mr. Bihn expressed that the tunnel was projected to improve transit travel time for trips across and to downtown Portland. He noted that the tunnel would also address the anticipated increases in demand for cross-regional travel. Mr. Bihn spoke to the equity concerns and stated that most new transit trips created by MAX tunnel would originate in Metro-identified equity areas. He shared the projected costs of the tunnel and Metro's next steps.

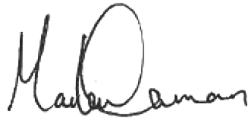
*Member discussion included:*

- Commissioner Savas asked if the tunnel was an express system that complimented the above ground transit system. Mr. Bihn noted that the tunnel was modeled between Lloyd center and Goose Hallow. He explained that the rest of the Blue and Red Line tracks would remain the same. Mr. Bihn shared other potential opportunities for street car operations with the proposed tunnel construction.
- Mr. Chris Warner asked about the limitations for light rail trains in the Portland downtown area. Mr. Bihn noted that Metro's preliminary designs of the tunnel accommodated four car trains. He noted the limitations of retrofitting the rest of the system to accommodate four car trains.
- Mr. Kelsey expressed his appreciation for the study and urged members to consider the regional impacts on transit reliability. He explained the connection between transit reliability, resiliency and future investments in densification.
- Commissioner Vega Pederson expressed her appreciation for the study.
- Mayor Denny Doyle expressed his appreciation for the study and advised Metro to consider the potential changes to the ground transit system.
- Councilor Echols asked about the impacts of the tunnel on ground traffic in the Portland downtown area. Mr. Bihn noted that the Environmental Impact Statement provided more in-depth information about the potential impacts. She concurred with Mr. Kelsey's comments on the tunnel as a regional solution.
- Councilor Stacey spoke about the limitations to transit reliability in the downtown area. He expressed the potential impacts of the tunnel on regional transit reliability.
- Mayor Tim Knapp raised concerns about the lack transit accessibility in the cities of Clackamas County. He noted that Metro has yet to develop a transit system that expands around the metropolitan region. Mayor Knapp noted that the entire system needed to identify how transit gaps were going to be filled.

**6.0 ADJOURN**

Chair Craddick adjourned the meeting at 9:00 am.

Respectfully Submitted,



Marlene Guzman  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF January 16, 2020**

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.4	Presentation	01/16/2020	MAX Tunnel Study	011620j-01

***5.1 I-5 Bridge Replacement Update***

*Information/Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, February 20, 2020  
Metro Regional Center, Council Chamber

**5.2 Regional Transportation Funding Measure Update**

*Information/Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, February 20, 2020  
Metro Regional Center, Council Chamber



# Memo

**Date:** Friday, Feb. 7, 2020  
**To:** Joint Policy Advisory Committee on Transportation members and interested parties  
**From:** Andy Shaw, Government Affairs and Policy Development Director  
 Margi Bradway, Deputy Director of Planning & Development  
**Subject:** Regional Transportation Funding Measure Update

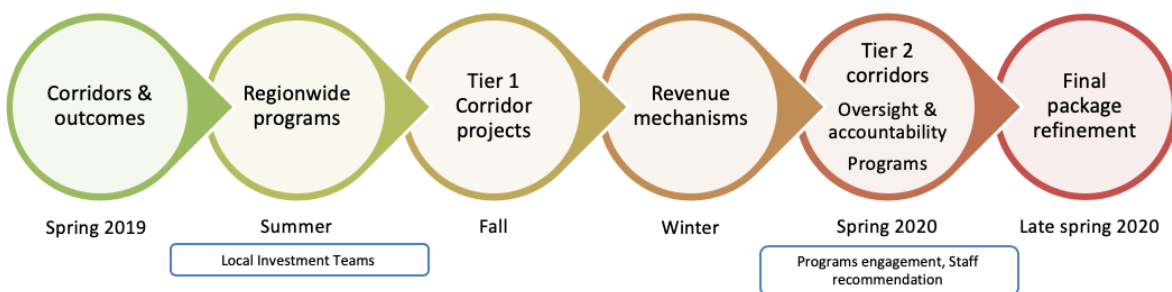
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Everybody in greater Portland deserves safe and reliable ways to get to work, school, and other destinations, and back home again. However and wherever we travel, we need roads, buses, trains and streets that work for everyone, as the region continues its rapid growth.

Metro has been working since early 2018 to lay the foundation of a collaborative, comprehensive investment plan that makes getting around safer, faster and more affordable for everyone. The Metro Council has directed that this plan include investments throughout the region that support the many ways residents travel today and in the future. The council has been clear that this work must place advancing racial equity and addressing climate change at its core. The council also seeks to engage a wide range of community members, partners and leaders to identify smart solutions supported by a broad coalition.

At JPACT’s Feb. 20, meeting, staff will provide an update on ongoing work to develop this potential measure with partners and communities throughout the region. This memo provides an overview of engagement and decision-making to date, as well as developments since JPACT’s last discussion.

A high-level of the decision-making process is below. Each of the steps below includes opportunities for feedback and/or recommendations from the Transportation Funding Task Force, and direction from the Metro Council. All are also informed by engagement with the public and key stakeholders and communities.



## Background and Metro Council direction

In December 2018, JPACT and the Metro Council adopted the Regional Transportation Plan, following years of conversation included over 19,000 engagements with residents, community and business leaders, and regional partners. Through this engagement, Metro heard clear desires for safe, smart, reliable and affordable transportation options for everyone and every type of trip. Built around key values of equity, climate, safety, and congestion relief, the 2018 Regional Transportation Plan recognizes that a growing and changing region demands a new vision for serving people’s transportation needs.

# Memo

The themes of this engagement have led directly to the key outcomes and values driving a potential 2020 transportation funding measure. In January 2019, the Metro Council provided direction on key outcomes, principles and the structure of a potential transportation investment measure that could help advance this vision.

## **Task Force**

The Metro Council is ultimately responsible for what could be referred to the region's voters in 2020, but its decision-making is closely informed by the recommendations of a Transportation Funding Task Force with nearly three dozen leaders representing perspectives and communities throughout the region. Several JPACT members serve on this Task Force.

The Task Force, appointed by the Metro Council President and co-chaired by Multnomah County Commissioner Jessica Vega Pederson and Washington County Commissioner Pam Treece, will have met 18 times by the date of this JPACT discussion to identify shared values, discuss investment priorities, and provide recommendations and feedback to the Metro Council. The Task Force will continue meeting into April.

## **Update on measure development**

### *Corridors*

In June, with input from the Task Force and an online survey that attracted over 3,500 responses, the Metro Council selected thirteen Tier 1 travel corridors for further project identification, development and engagement. An additional sixteen corridors were designated as Tier 2 priorities.

Through the summer, three Local Investment Teams of community members with lived experience in each of the counties met to tour the Tier 1 corridors, review potential investments, and provide feedback to inform Task Force and Metro Council discussions about projects to advance for further consideration for the potential investment measure.

Based on this input, as well as detailed assessments of project risks, readiness and potential outcomes in partnerships with project delivery agency staff, Metro released a preliminary Tier 1 corridor projects staff recommendation to the Transportation Funding Task Force on Oct. 18, 2019.

The Task Force discussed these recommendations, proposed amendments, and voted on their own recommendations to the Metro Council – most of them unanimous – on Dec. 19, 2019. These investments include about \$3.8 billion in proposed investments by the measure, with the vast majority supporting enhanced transit and safety improvements. The recommendations would leverage approximately \$2.2 billion in additional federal and local funds. The Task Force's recommendations are attached to this packet.

Following a public hearing on Jan. 13, 2020 and discussion at two January work sessions, the Metro Council furthered most of the Task Force's recommendations, while also directing staff to continue exploring concerns regarding several proposed projects. Staff will provide an update on these questions at the council's Feb. 18 work session.

Metro continues to work with partners on project development, including risk and cost assessments. Staff are also working on an expenditure plan and letters of commitment with project partners to ensure that corridor projects are delivered as envisioned in a final investment package.

On Feb. 19, the Transportation Funding Task Force begins discussion of possible investments proposed by local jurisdictions in several of the Tier 2 corridors. This conversation will continue at the Task Force's March 18 meeting. The Metro Council is expected to provide direction on these corridors at a work session on April 7.



# Memo

## *Regionwide programs*

Metro conducted community forums in spring 2019 to begin scoping potential regionwide programs that would invest in key priorities beyond the measure's identified corridors. These forums were created in partnership with a cohort of community organizations and also included discussion of the affordable housing bond implementation and the parks and nature bond then in development. In July and August 2019, the Task Force provided input on these programs, which the Metro Council has directed should constitute the second primary element of the potential measure.

The Metro Council directed staff to move ten programs forward at a work session on Sept. 24; these include programs that would invest in safe and livable streets, transit and community stability. One program, Community Strengthening, would be funded through planning for each corridor included in the measure, to ensure that strong equitable development and anti-displacement strategies are in place for each.

Metro is working with community partners to conduct a variety of engagement activities regarding the regionwide programs. These include three community workshops to hear from communities of color and other marginalized groups; an online input opportunity; focused discussions with a variety of stakeholders and practitioners; and a Task Force discussion on March 4.

This engagement will inform a staff programs recommendation to the Metro Council in April.

## *Revenue mechanisms*

Following Task Force discussions on Dec. 11 and Jan. 15, the Metro Council discussed potential revenue mechanisms for the measure at a work session on Jan. 28. Based Task Force input and findings of revenue potential, feasibility and possible public support, the Council directed staff to continue exploring possible combinations of employer payroll taxes, regional vehicle registration fees, and business and personal income taxes as options for raising the funds needed to implement the measure. Staff are continuing engagement and research of these options and will make a recommendation to the Council later in the spring.

## *Oversight, accountability and outcomes*

A final piece of the potential measure are structures for oversight and accountability, to ensure key outcomes are advanced and promises to voters are kept throughout measure implementation.

Staff are developing oversight and accountability proposals for discussion with the Task Force, community partners and other stakeholders throughout the spring. Additionally, staff are conducting analyses how the measure's investments could address key priorities including racial equity, climate change, safety and job creation. Findings will be shared with the Task Force and Metro Council as they are available.

## **Reaching a referral decision**

Later this spring, the Metro Council will align anticipated revenue and proposed investments with an implementation plan, and oversight and accountability mechanisms. The Council will seek Task Force, partner and community input in this process, prior to an expected referral decision in the late spring.



2020 TRANSPORTATION FUNDING MEASURE

# Task Force Recommendations for Tier 1 Corridor Investments

In early 2019 the Task Force identified several key values and desired outcomes for the measure. These provided a key guide for the staff recommendation. These values include the following. More details can be found at [oregonmetro.gov/transportation](https://oregonmetro.gov/transportation).

- Improve safety
- Prioritize investments that support communities of color
- Make it easier to get around
- Support resiliency
- Support clean air, clean water, and healthy ecosystems
- Support economic growth
- Increase access to opportunity for low-income Oregonians
- Leverage regional and local investments



# Memo

Date: January 3, 2020  
To: Metro Council  
From: Commissioner Jessica Vega Pederson and Commissioner Pam Treece, Task Force Co-Chairs  
Subject: Tier 1 Corridor Investment Recommendations

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**Early in 2019, the Metro Council assembled a diverse group of community leaders from throughout greater Portland.** You asked us to provide you with advice and recommendations on a potential 2020 transportation funding measure that could make much-needed regional investments in helping people go places reliably and safely in a growing, increasingly congested region. In your charge, you directed us to apply “honest, solutions-focused dialogue” in representing the needs of our constituencies and communities.

It has been an honor for us to serve as the co-chairs of this Task Force. Through sixteen meetings to date, this unique group has articulated shared values, considered community needs, and explored potential priorities for investment. We have thought big, sought consensus as much as possible, and respected the remarkably few places where our views diverge.

## Developing our recommendations

In June, with input from the Task Force, the Metro Council prioritized 13 of the region’s busiest and most dangerous travel routes as Tier 1 Corridors for the potential measure; an additional 16 corridors were identified as Tier 2.

Following a summer of engagement with community and jurisdictional partners, Metro staff submitted Tier 1 corridor investment recommendations to the Task Force in October. These recommendations were informed by Council and Task Force outcomes; input from Local Investment Teams and partner jurisdictions; and assessments of readiness, risk and benefits of potential investments. They proposed approximately \$3.11 billion in investments from the measure, leveraging an expected \$2.13 billion in expected federal and local funds.

On Nov. 6 and 20, the Task Force discussed the staff recommendations and amendments proposed by several Task Force members. At our Dec. 18 meeting in Clackamas, we took votes on several motions to formalize our own Tier 1 project recommendations to the Metro Council. We sought to achieve a 75% share of present members in order to advance formal Task Force recommendations. Additionally, as co-chairs we pledged to share the full discussion directly with you to inform your ongoing discussion and direction regarding the potential measure.

The attached packet summarize our Tier 1 project recommendations and key themes of discussion. In addition, staff will send to you the Dec. 18 meeting notes as soon as they are available.

## Key themes of Task Force recommendations and discussions

There are several key points we would like to highlight in these recommendations and the Task Force discussions that shaped them.

**Remarkable consensus on almost all recommended projects in the Tier 1 corridors.** These recommendations increase the total proposed for Tier 1 corridor investments by approximately \$700 million beyond the Metro staff recommendations. Including potential leveraged funds of \$2.2 billion, this increases the total to approximately \$6 billion. Task Force members voting at the December 18 meeting were in unanimous consent about the overwhelming majority of these investments—approximately 99 percent of the total investment. This consensus is testament to both the scale of need and the considerable common ground the Task Force has found in our work together.

One proposed investment, the 82nd Avenue and Airport Way intersection project, reached the 75% support threshold to be an official Task Force recommendation, but did not achieve unanimous consensus. Finally, just one proposed investment—the new connector road from SE 172nd to SE 190th Avenue in the Clackamas-to-Columbia corridor—failed to reach the 75% support threshold to be an official Task Force recommendation, though a majority on Dec. 18 did support this investment.

**Prioritizing safer streets and better transit for everyone.** The Task Force agreed unanimously on recommending approximately \$650 million dollars in safety and transit investments beyond those included in the initial Tier 1 staff recommendation. These additional recommendations are a clear declaration of the Task Force’s priorities to make key arterials safer for people walking, bicycling, and getting to transit, and to make transit a more reliable, competitive and comfortable option for people throughout the region.

**Thinking of a greater regional system.** Hundreds of thousands of people in the greater Portland region travel across city and county lines on a daily basis—whether we’re commuting to work or school, running errands or going to appointments, our travel patterns stitch us together as one region with common interests and needs. So it’s no surprise that the Task Force recommendations reflect a truly regional funding measure, with investments across the metropolitan area will help create a more reliable, safer regional transportation system no matter where we live, work or travel—and no matter how we reach the places we need to go.

**Contributing to the region’s racial equity, climate and safety goals.** The Task Force wants to ensure a transportation investment measure helps advance the region’s ambitious goals for advancing racial equity, reducing carbon emissions, and reducing deaths and serious injuries from crashes. Staff have provided preliminary data on how the Task Force’s Tier 1 recommendations support these goals. Task Force members are eager for more information and contextualization of this data alongside other strategies and policies the region has undertaken in pursuit of its climate, racial equity and safety goals. The Task Force also wants to ensure the measure includes clear commitments and enough funding to implement effective, community-based anti-displacement strategies alongside transportation investments.

**Maintaining and aligning with funding for regionwide programs.** While these Task Force recommendations focus on Tier 1 corridor investments, Task Force members have voiced their desire to keep funding for the proposed regionwide programs at the scale previously discussed—at least \$50 million per year. These programs would make vital investments in safety, reliability, racial equity and community beyond the identified corridors, extending the proposed measure’s benefits even further across the region.

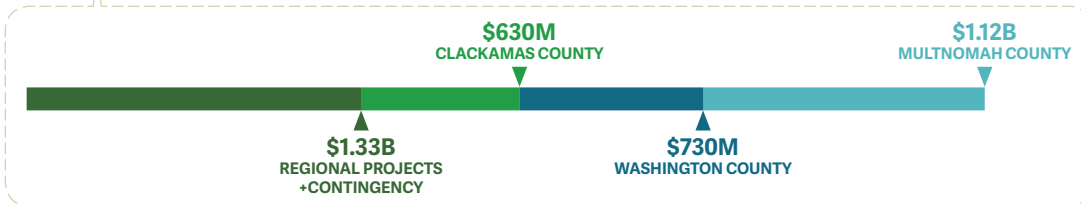
## Conclusion

The Task Force has made these recommendations recognizing there is more work ahead to align Tier 1 investments with viable revenue mechanisms, potential Tier 2 corridor investments, and overall measure scale. The Task Force looks forward to supporting the Metro Council in this process of alignment. We are pleased to submit these recommendations and feedback on behalf of the Transportation Funding Task Force. We thank you for the opportunity to serve as co-chairs and look forward to continuing to support and advise the Metro Council in the months ahead.

Let’s get moving.

# Corridor Scenario Investment Summary

**PROPOSED CORRIDOR FUNDING** + **POTENTIAL LEVERAGED FUNDS** = **TOTAL CORRIDOR INVESTMENT**  
**\$3.81B** + **\$2.22B** = **\$6.03B**



CORRIDOR	PROPOSED REGIONAL MEASURE FUNDING	EXPECTED LEVERAGED FUNDS	IDENTIFIED CORRIDOR NEED
Southwest Corridor	\$975M	\$1.4B	\$2.4B
McLoughlin	\$280M	\$20M*	\$350M
Clackamas to Columbia/181st	\$50M / \$100M		\$280M
Sunrise/Hwy 212	\$180M		\$570M
Tualatin Valley Highway	\$520M	\$50M	\$630M
185th Ave	\$200M	\$20M*	\$250M
82nd Ave	\$35M / \$80M / \$395M	\$160M	\$840M
Burnside	\$150M / \$??M / \$120M	\$540M	\$890M
Central City	\$50M / \$170M	\$50M	\$390M
122nd Ave	\$90M		\$160M
162nd Ave	\$90M	\$10M	\$170M
Albina Vision	\$55M		\$75M
Powell	\$140M		\$230M

\*TO BE CONFIRMED

REGIONAL PROJECTS | CLACKAMAS COUNTY | WASHINGTON COUNTY | MULTNOMAH COUNTY

## DELIVERY AGENCIES

- ODOT** Oregon Department of Transportation
- M** Metro
- TM** TriMet
- PBOT** Portland Bureau of Transportation
- WC** Washington County
- CC** Clackamas County
- PP** Port of Portland
- G** City of Gresham
- MW** City of Milwaukie
- GL** City of Gladstone
- OC** Oregon City

Projects in black have been recommended by the Task Force.

Projects in gray are a future need.

**9** **Portland Ave Streetscape Abernethy to Arlington (.5 miles)**  
 Redesign Gladstone main street to improve walking, biking, and downtown revitalization.  
**\$5-8M**

**3** **Kellogg Creek Dam**  
 Remove Kellogg dam, drain lake, replace bridge, add multi-use underpass to address major fish passage barrier and add pedestrian and bike facilities.  
**(\$10-30M)**

**MW** **ODOT**

# SW Corridor

**Southwest Corridor Light Rail** will address congestion in the I-5 corridor and expand the MAX system to growing communities in SW Portland, Tigard and Tualatin, serving more people with fast, affordable high-capacity transit. It will increase access to living wage jobs in Tigard and Tualatin and connect to educational opportunities at PCC Sylvania, OHSU and PSU.

The project includes bicycle and pedestrian network improvements, like protected bike lanes and better sidewalks on Barbur Boulevard. Bus service improvements will complement light rail, including a two-mile shared trackway near Downtown Portland where buses can drive on the tracks to avoid traffic delays. The project will improve safety in a corridor where **42** serious injuries and fatalities occurred between 2007-2017. **32%** of this corridor is in an equity focus area.

The project is paralleled by the **Southwest Corridor Equitable Development Strategy (SWEDS)**, a collaboration of public and private partners working to generate equitable economic opportunity, and preserve and expand affordable housing along the light rail route.



*[SEE PROJECT MAP NEXT PAGE]*



# SW Corridor

## SW Corridor MAX Portland to Tigard to Bridgeport Village (11 miles)

Construct light rail line to improve transit in key regional corridor, including stations and multimodal roadway features.

**\$975M**

[leverages \$1.4B federal/other funds]

**TM**

- Light rail route
- Station
- P Station with park and ride

### Marquam Hill connector

Build a new connection between Barbur and Marquam Hill to improve access to medical services, jobs and educational opportunities.

### Shared trackway for buses

Allow buses from Hillsdale, Multnomah Village and Beaverton to avoid traffic delays by driving on 2 miles of paved trackway.

### Barbur bridges

Rebuild the 85-year-old Newbury and Vermont trestle bridges on Barbur to current seismic standards with sidewalks and bike facilities.

### PCC-Sylvania access

Improve 53rd Avenue to allow people to safely walk and bike between light rail and the Portland Community College Sylvania Campus.

### Walking and biking improvements

Build continuous high quality sidewalks, bike facilities and crossings on Barbur between I-405 and the Barbur Transit Center.

### Tigard Triangle street improvements

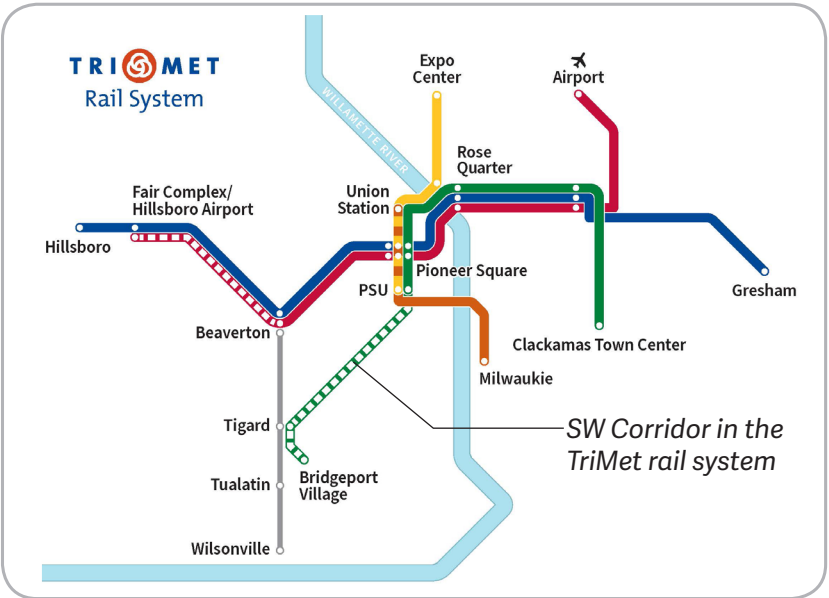
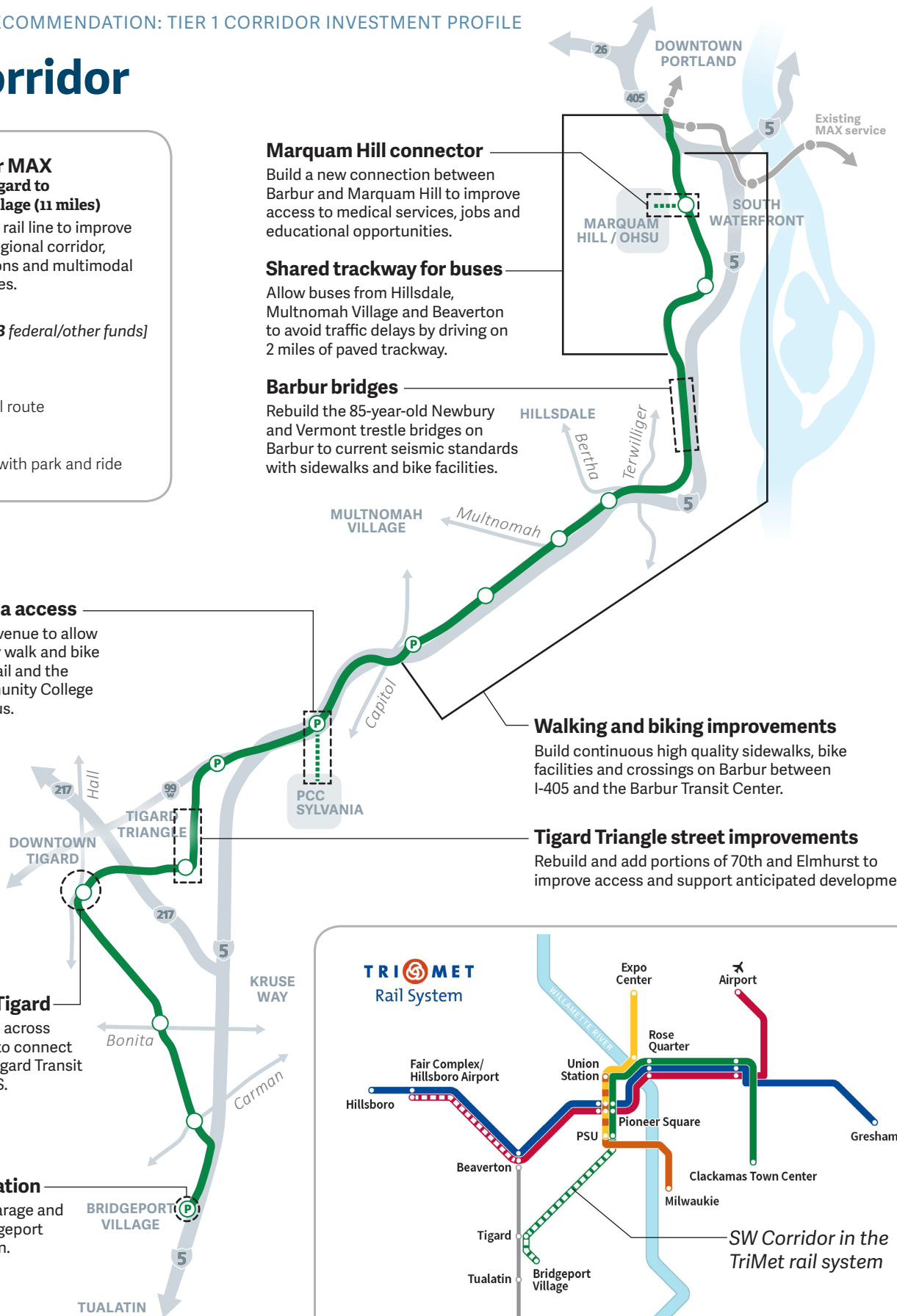
Rebuild and add portions of 70th and Elmhurst to improve access and support anticipated development.

### Downtown Tigard

Improve access across Hall Boulevard to connect people to the Tigard Transit Center and WES.

### Terminus station

Build parking garage and bus hub at Bridgeport terminus station.



# McLoughlin Blvd

**McLoughlin Boulevard** connects communities in Clackamas and Multnomah counties to jobs, housing, and transit. The corridor serves as an alternative to I-205 and other routes between Portland and Clackamas County, and has been identified by TriMet as a key corridor to increase ridership. Locally, it is a main street for various communities, and provides local access and circulation. There were **133** serious injuries and fatalities on this corridor between 2007-2017. **59%** of this corridor is in an equity focus area.



*[SEE PROJECTS MAP NEXT PAGE]*

# McLoughlin Blvd

**8 Park Ave Park & Ride Expansion**

Add two levels to existing park & ride facility at current Orange Line terminus.

**\$16-19M**



**1 Enhanced Transit Milwaukie to Oregon City (6.5 miles)**

Bus enhancements for Lines 33 and 99 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience.

**\$110-132M**



**2 Safety Milwaukie to Oregon City (6.5 miles)**

Add/improve sidewalks, crossings and lighting to reduce severe injury and fatal crashes.

**\$50-75M**



**10 Corridor Planning Milwaukie to Oregon City (6.5 miles)**

Design for longer term transportation improvements including transit.

**\$5M**



not on map

**6 Reedway Bike Overcrossing**

Create bike/ped bridge over McLoughlin to cross railroad barrier.

**\$12-18M**



**3 Kellogg Creek Dam**

Remove Kellogg dam, drain lake, replace bridge, add multi-use underpass to address major fish passage barrier and add pedestrian and bike facilities.

**(\$10-30M)**



**9 Portland Ave Streetscape Abernethy to Arlington (.5 miles)**

Redesign Gladstone main street to improve walking, biking, and downtown revitalization.

**\$5-8M**



**5 Trolley Trail**

Design and construction to extend Trolley Trail over Clackamas River to create a more direct trail connection between Gladstone and Oregon City.

**\$10-14M**



**4 I-205 Ramp Improvements**

Add dual left turn lanes to McLoughlin at both I-205 ramps to ease congestion, and add bike/ped facilities.

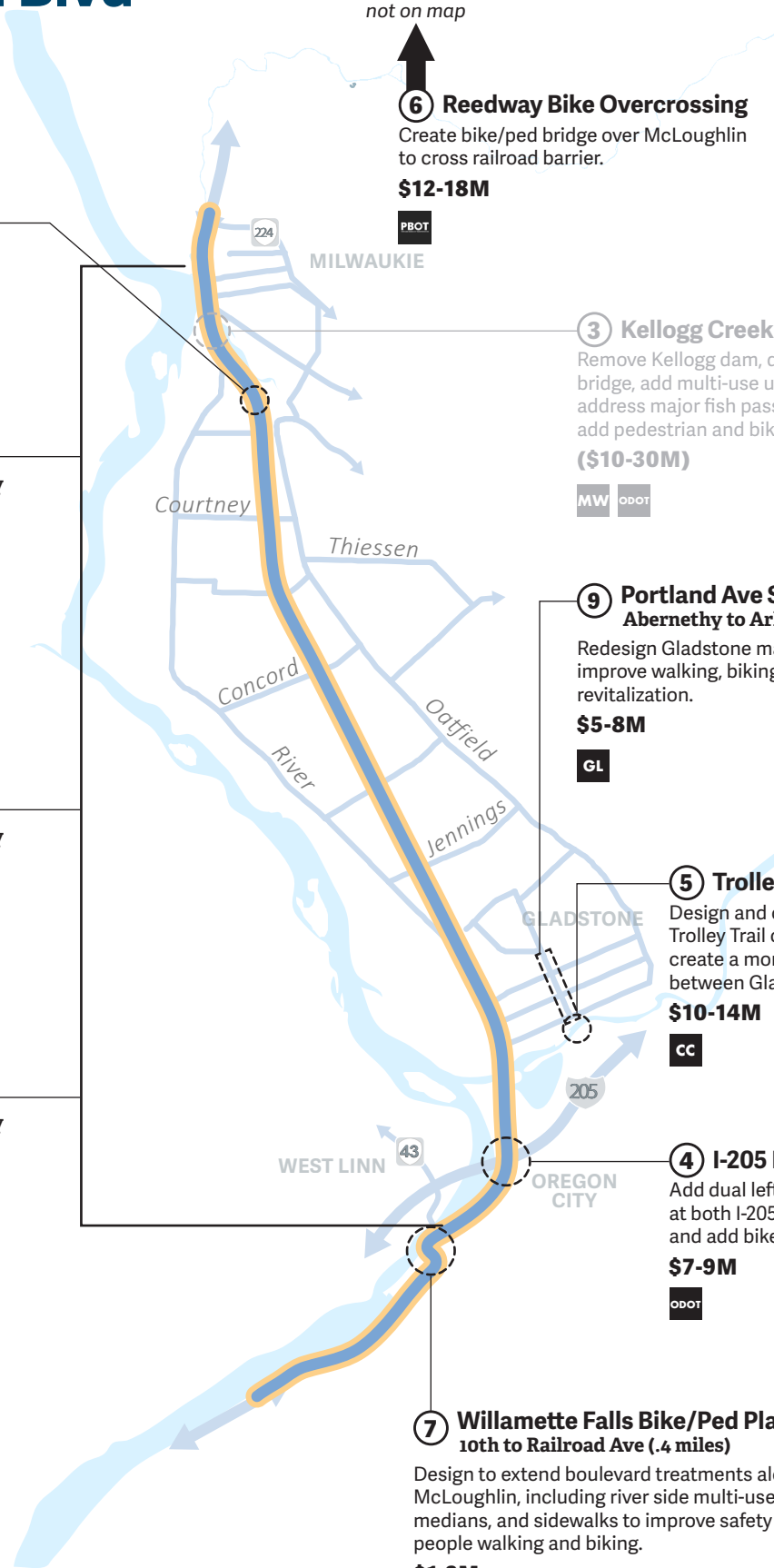
**\$7-9M**



**7 Willamette Falls Bike/Ped Plan 10th to Railroad Ave (.4 miles)**

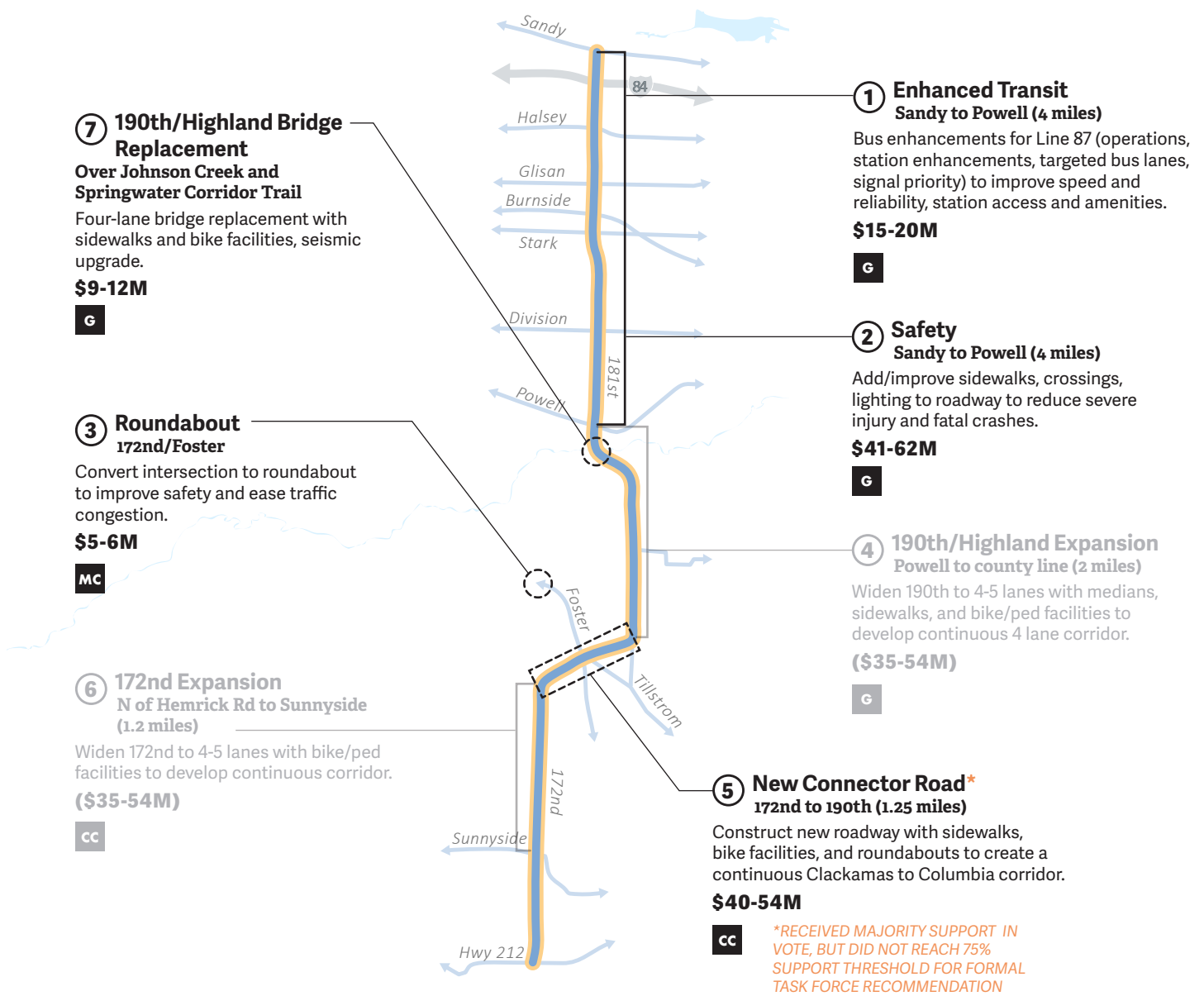
Design to extend boulevard treatments along McLoughlin, including river side multi-use path, medians, and sidewalks to improve safety for people walking and biking.

**\$1-2M**



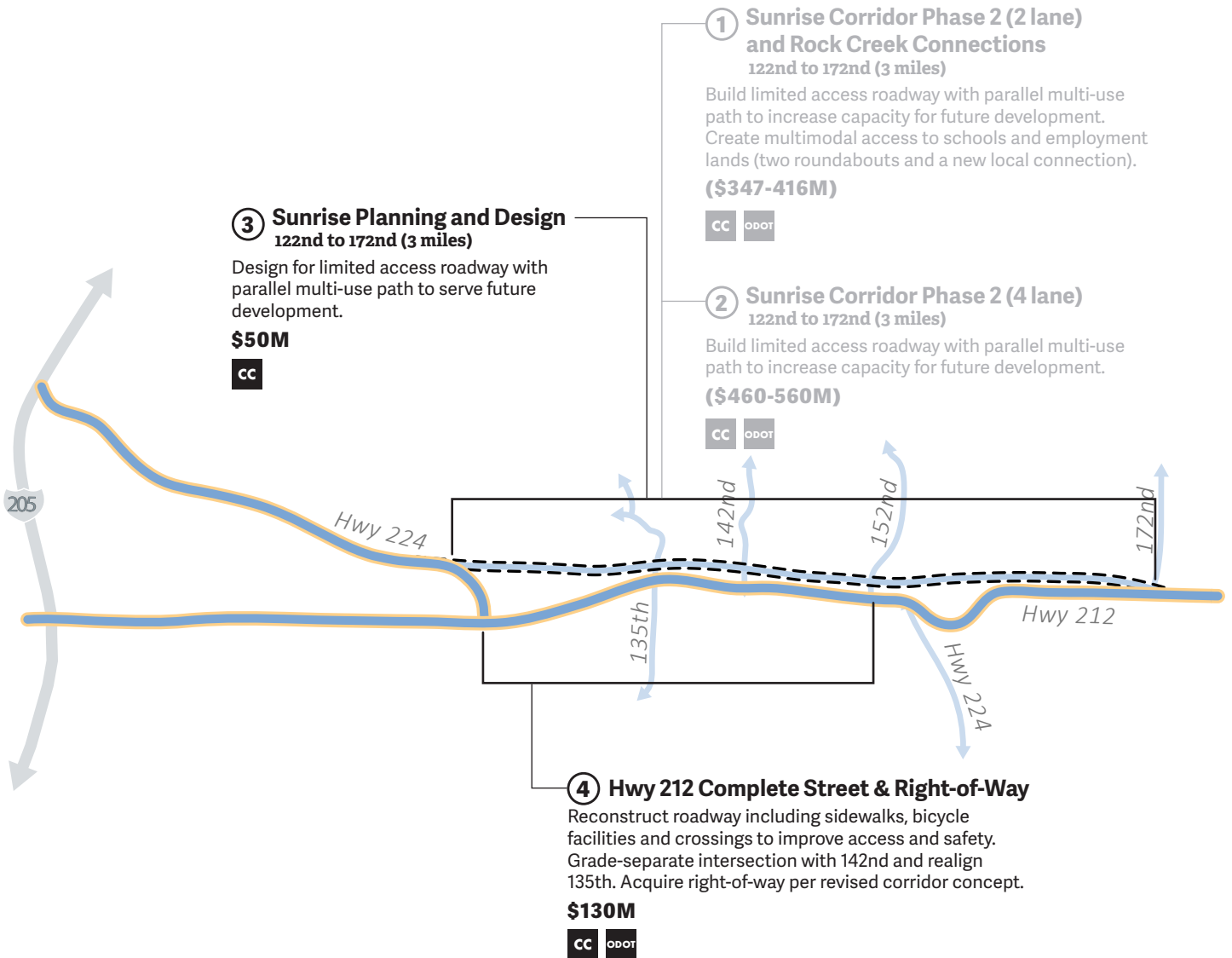
# C2C/181st Ave

**C2C (Clackamas to Columbia) /181st Avenue** is a major North-South connection between rapidly developing Happy Valley and the Columbia Corridor through Western Gresham. It connects I-84 and US 26 (Powell) and is a North-South alternative to I-205. This corridor also connects employment with low-income areas, affordable housing, schools, parks and other neighborhood amenities. There were **68** serious injuries and fatalities on this corridor between 2007-2017. **37%** of this corridor is in an equity focus area.



# Hwy 212/Sunrise Corridor

**Highway 212 and the Sunrise Corridor** connect future residential and employment areas to existing job centers near I-205. The potential future connection is intended to provide access to jobs and affordable housing in Clackamas County and serve as an alternative connection from the future Clackamas-to-Columbia corridor to I-205. The corridor supports freight movement to US 26, provides connections to recreation areas, and is an important bicycle connector. There were **48** serious injuries and fatalities on this corridor between 2007-2017. **32%** of this corridor is in an equity focus area.



# TV Highway

**Tualatin Valley (TV) Highway** connects multiple community centers, including Forest Grove, Cornelius, Hillsboro, Aloha, Beaverton and Portland. The corridor serves many communities of color, limited English proficiency speakers and lower income communities, and supports one of the highest ridership bus lines in the region. The corridor also supports significant freight movement. It has multiple regional trail crossings and serves several Urban Growth Boundary expansion areas. There were **204** serious injuries and fatalities on this corridor between 2007-2017. **85%** of this corridor is in an equity focus area.



*[SEE PROJECTS MAP NEXT PAGE]*

# TV Highway

**1 Enhanced Transit**  
**Forest Grove to Beaverton Transit Center (16 miles)**

Bus enhancements for Line 57 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities throughout the corridor.

**\$83M** [could leverage federal funds]

**WC TM**

**7 Canyon/West Slope**  
**117th to Camelot (2.9 miles)**

Add/improve walking and biking facilities including crossings.

**\$20-24M**

**WC ODOT**

**6 Council Creek Trail**  
**Hillsboro to Forest Grove (5.5 miles)**

Regional trail connecting Hillsboro, Cornelius and Forest Grove.

**\$25-38M**

**WC**

**8 Hillsboro Transit Center**

Convert transit center and adjacent streets to 2-way to allow buses to circulate more directly (traffic reconfiguration, signal replacements, platform modifications).

**\$10-12M**

**WC H TM**

**2 3 4 5 Safety and Multimodal Improvements**  
**Forest Grove to 117th in Beaverton**

Comprehensive street upgrades to include: pedestrian facilities (sidewalks, lighting, transit improvements, railroad "quiet zone"), bicycle facilities, safety features (medians, crosswalks), stormwater facilities.

**\$289-350M**

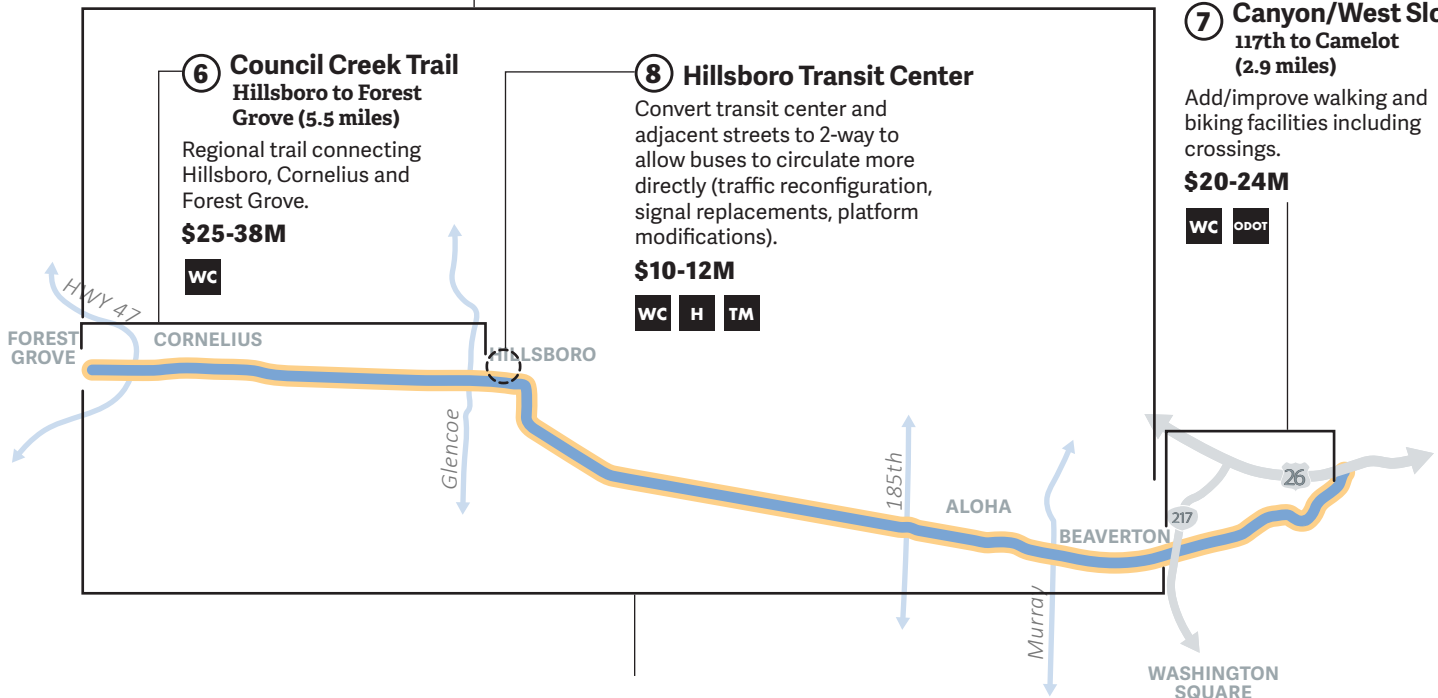
**WC ODOT TM**

**9 Corridor Planning**  
**Forest Grove to Portland Union Station (26 miles)**

Planning work for longer-term corridor investments including transit enhancements to improve speed and reliability, station access and amenities. Alternatives analysis for transportation, transit, land use, railroad interface.

**\$12-14M**

**M WC TM**



# 185th Ave

**SW 185th Avenue** carries up to 65,000 vehicles and over 3,900 people on transit a day. It serves a concentration of communities of color, lower-income communities and provides access to education centers and medical clinics. It has high transit ridership potential, a high safety need, and a concentration (90% of corridor) of equity focus areas. There were 45 serious injuries and fatalities on this corridor between 2007-2017.



**1 Enhanced Transit**  
**Rock Creek Blvd to Farmington**  
**(entire corridor, 5 miles)**

Bus enhancements for Line 52 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience throughout corridor.

**\$50-60M**



**2 MAX Overcrossing**  
**185th/Baseline**

Build bridge for MAX Blue Line over 185th to reduce traffic, and bus and train delays.

**\$70-87M**



**4 Intersection Improvements**  
**Alexander to Blanton (.25 miles)**

Fix intersections to improve safety and efficiency for all users (intersection alignment at Blanton, crossing signal at Alexander).

**\$10-14M**



**3 Mid-block Crossings**  
**Cascade to West Union**  
**(4 miles)**

Add actuated pedestrian crossings at four locations to improve access for people walking.

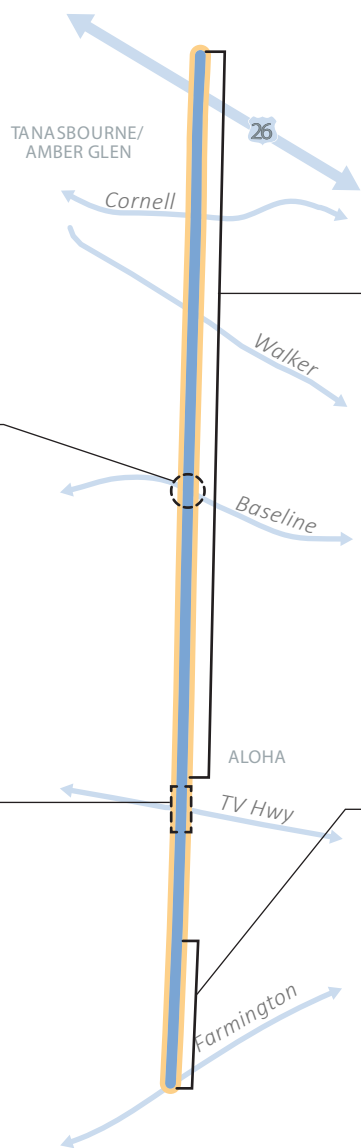
**\$8-11M**



**5 "Complete Street"**  
**Kinnaman to Farmington**  
**(.7 miles)**

Widen to 3 lanes, add curbs, sidewalks, crossings, lighting, bike facilities, stormwater facilities.

**\$24-32M**





# 82nd Ave

**82nd Avenue** connects Clackamas Town Center, the Jade District, Montavilla and Roseway neighborhoods, and the Portland International Airport. It is an alternative route to I-205 and serves one of the most diverse populations in the region. 82nd Avenue also has the highest bus line ridership in the region and provides access to the Blue, Red, and Green MAX lines. It serves as a main street for various communities, provides local access and circulation, and is a Civic Corridor within the City of Portland. There were **196** serious injuries and fatalities on this corridor between 2007-2017. **74%** of this corridor is in an equity focus area.



**4 Alderwood-Killingsworth Path Planning**

**(1 mile)**  
Design multi-use path to address complete lack of safe walking/biking facility.

**\$.5-.6M**



**3 Safety (Portland) Killingsworth to Clatsop (7 miles)**

Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes.

**\$140-168M**



**7 State of Good Repair Killingsworth to Clatsop (7 miles)**

Address maintenance issues (rebuild street and signals, address ADA needs) to facilitate jurisdictional transfer from ODOT to PBOT.

**\$30M [additional investments needed]**



**6 Safety (Clackamas) Clatsop to Sunnybrook (2 miles)**

Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes.

**\$50-83M**



**2 Airport Way Intersection with 82nd Ave**

Partial grade separation to reduce auto congestion and accommodate airport growth.

**\$35M [leverages Port of Portland funds]**



**5 MAX Station Access Planning 82nd Ave Station**

Design to improve station access to the west side of 82nd to reduce the need for dangerous pedestrian crossings.

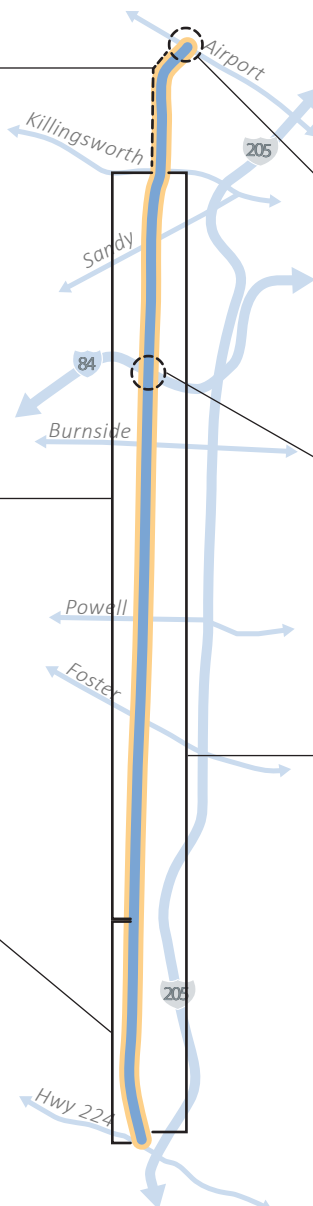
**\$1-1.5M**



**1 Enhanced Transit/ Bus Rapid Transit Killingsworth to Clackamas Transit Center (9 miles)**

Bus enhancements for Line 72 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities.

**\$200M [could leverage fed. funds]**



# Burnside

**Burnside Street** connects Washington County (where it's known as Barnes Rd) and East Multnomah County through downtown Portland. It is a designated "emergency lifeline" route and aids emergency vehicles during disaster recovery efforts. It is a critical Willamette River crossing for all users and a Main Street for numerous commercial centers. It also provides connections to MAX and Gresham Transit facilities. There were **141** serious injuries and fatalities on this corridor between 2007-2017. **71%** of this corridor is in an equity focus area.



**6 W 95th Ave Trail**  
Morrison to Sunset  
Transit Center

Multimodal trail along W 95th.  
**(\$10-13M)**

WC

**7 "Complete Streets"**  
89th to Portland city  
limit

Widen to 3-5 lanes and build to urban standard (curbs, sidewalks, lighting, bike and stormwater facilities).  
**(\$32-54M)**

WC

**2 Earthquake Ready Burnside Bridge**  
W 3rd to MLK

Replacement or seismic upgrade of Burnside Bridge to improve safety and lifeline route.  
**\$150M** [leverages state/county/federal funds]

MC

**3 Safety (Portland)**  
E 12th to Gresham city  
limit (8 miles)

Add sidewalks, crossings, lighting to reduce severe injury and fatal crashes.  
**\$10-15M**

PBOT

**4 Safety (Gresham)**  
Gresham city limit to  
Powell (5 miles)

Add sidewalks, crossings, lighting to reduce severe injury and fatal crashes.  
**\$10-15M**

G

**5 Transit Center Planning**  
Sunset and Gresham  
Transit Centers

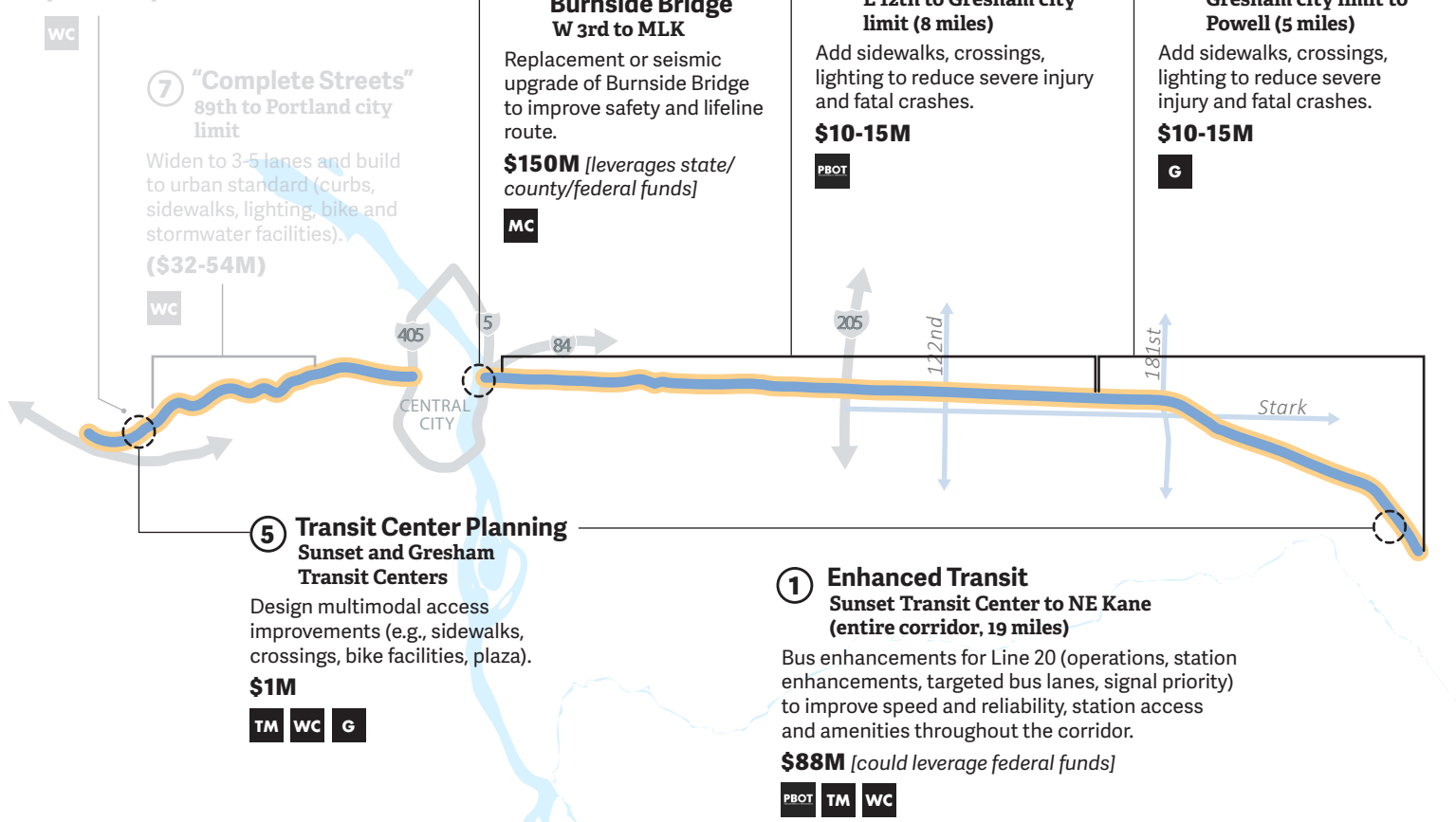
Design multimodal access improvements (e.g., sidewalks, crossings, bike facilities, plaza).  
**\$1M**

TM WC G

**1 Enhanced Transit**  
Sunset Transit Center to NE Kane  
(entire corridor, 19 miles)

Bus enhancements for Line 20 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities throughout the corridor.  
**\$88M** [could leverage federal funds]

PBOT TM WC



# Central City

The **Central City** is the center of the Metro region and a key engine of the state's economy. It has the largest concentration of jobs and affordable housing in the state and is expected to receive over 30% of the city's projected future growth. The corridor also has a multimodal transportation network with a wide variety of demands on the streets- walking, biking, MAX, streetcar, buses, scooters, freight delivery vehicles, cars and more. All MAX lines and 75% of the region's frequent bus lines serve and pass through the Central City. There were **101** serious injuries and fatalities on this corridor between 2007-2017. **97%** of this corridor is in an equity focus area.



**1 Central City in Motion**  
Across Central City

Treatments to improve walking, biking and transit to make it easier and safer to take transit, walk and bike in the Central City.

**\$80-96M**

PBOT TM

**4 Ross Island Bridgehead**  
Harrison to Barbur/Naito (1 mile)

Reconstruct streets at west end of Ross Island Bridge to improve access and reduce neighborhood barriers.

**\$50-75M**

PBOT

**3 MAX Tunnel Planning**  
Goose Hollow to Lloyd Center (3 miles)

Plan and design downtown tunnel to improve speed and reliability of MAX service, and address the region's most significant transit bottleneck.

**\$50M**

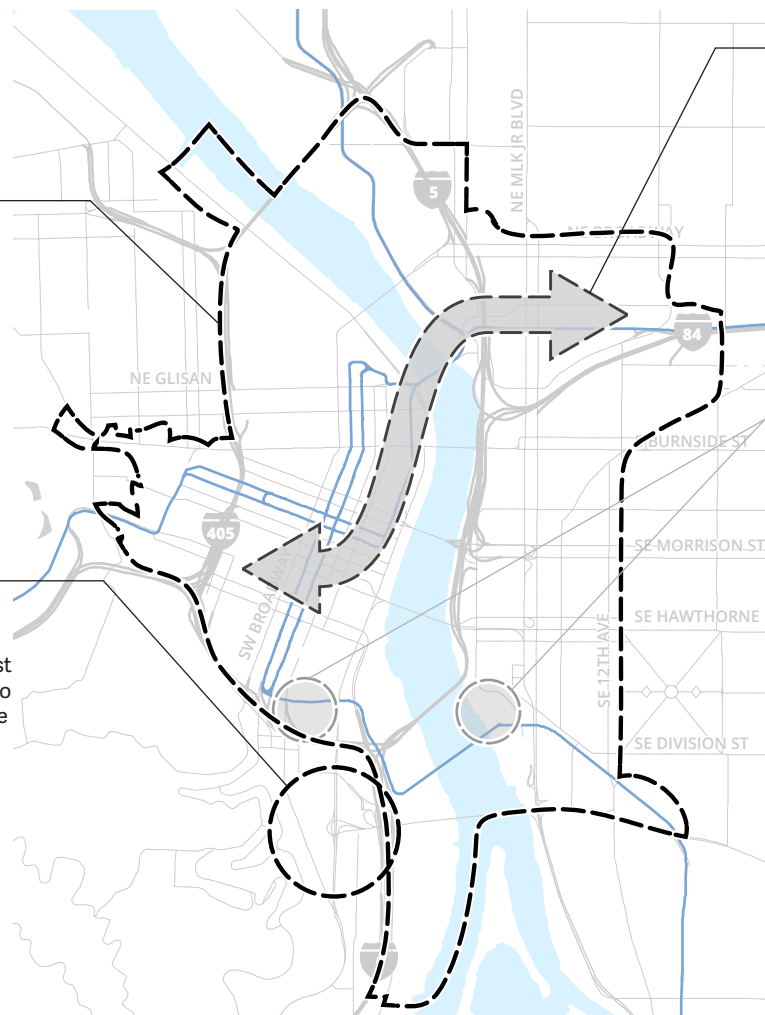
M TM

**2 Green Loop Key Connections**  
SE and SW quadrants

Create bike/ped connections across key barriers for future Green Loop.

**(\$10-40M)**

PBOT



# 122nd Avenue

**122nd Avenue** connects Foster Road to Marine Drive. The corridor serves TriMet Line 73 and connects to various East-West transit lines, including the MAX Blue line. It is identified as a Civic Corridor by the City of Portland from NE Sandy to Foster, and provides access to trails, including the Marine Drive trail, I-84 trail, and Springwater Corridor. There were **75** serious injuries and fatalities on this corridor between 2007-2017. **88%** of this corridor is in an equity focus area.

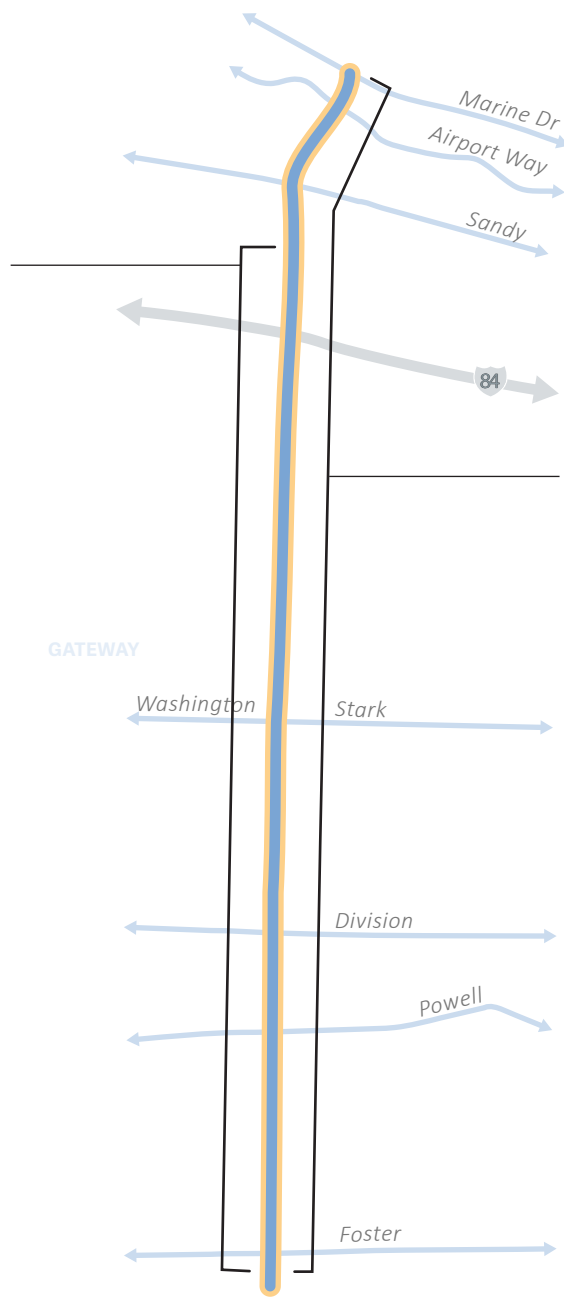


**1 Enhanced Transit**  
**Skidmore to Foster (5.5 miles)**  
 Bus enhancements for Line 73 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience.

**\$15-18M**

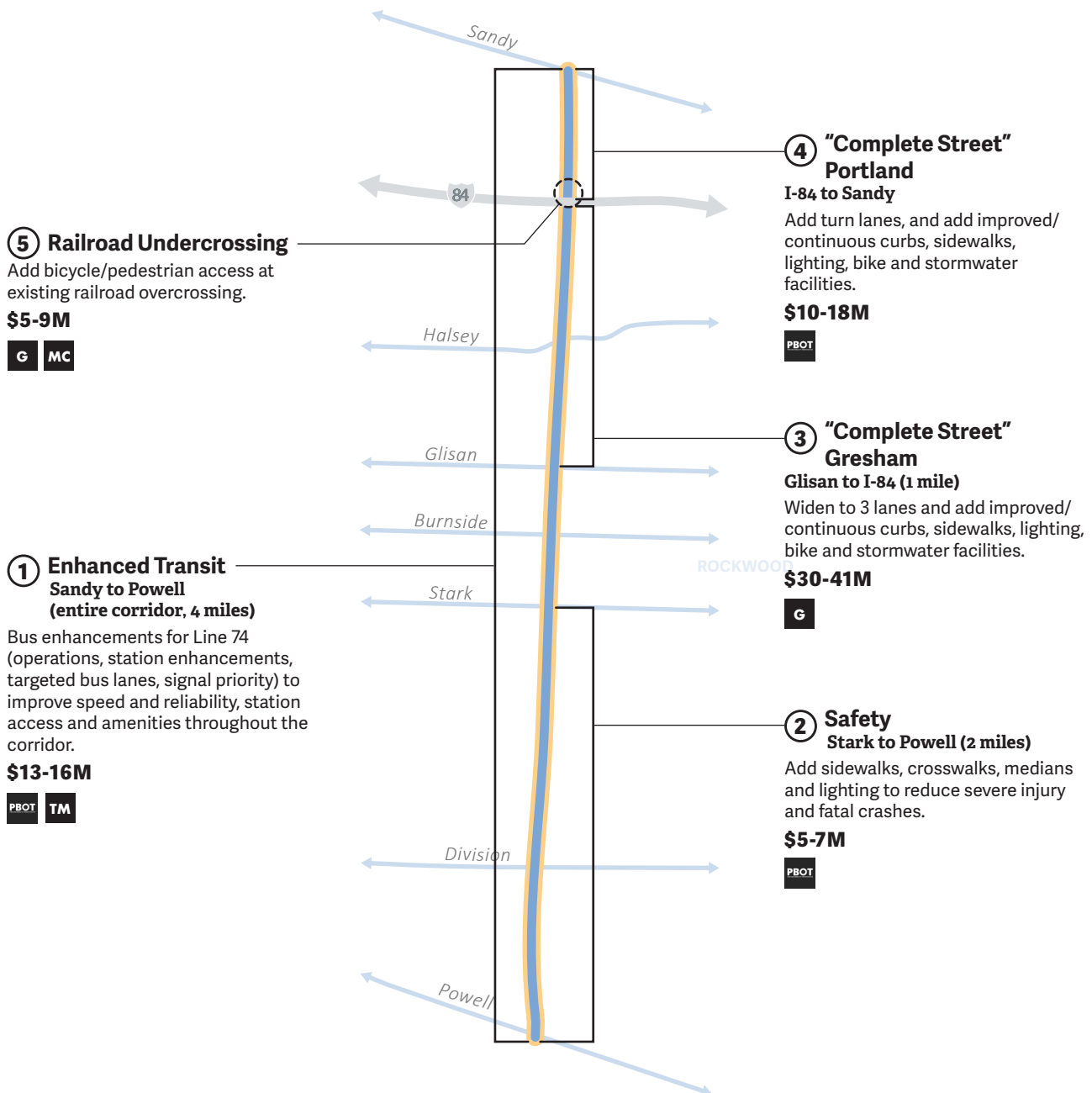
**2 Safety**  
**Marine Dr to Foster Rd**  
 Add proven safety countermeasures (sidewalks, crossings, lighting) to roadway to reduce severe injury and fatal crashes. May include **I-84 trail connection** (add two-way buffered or curb-protected bikeway to extend I-84 trail toward I-205 path), and **Sandy intersection reconfiguration** (convert highway-style ramps at 122nd/Sandy into an urban intersection with signals and crosswalks to improve access and safety).

**\$50-68M**



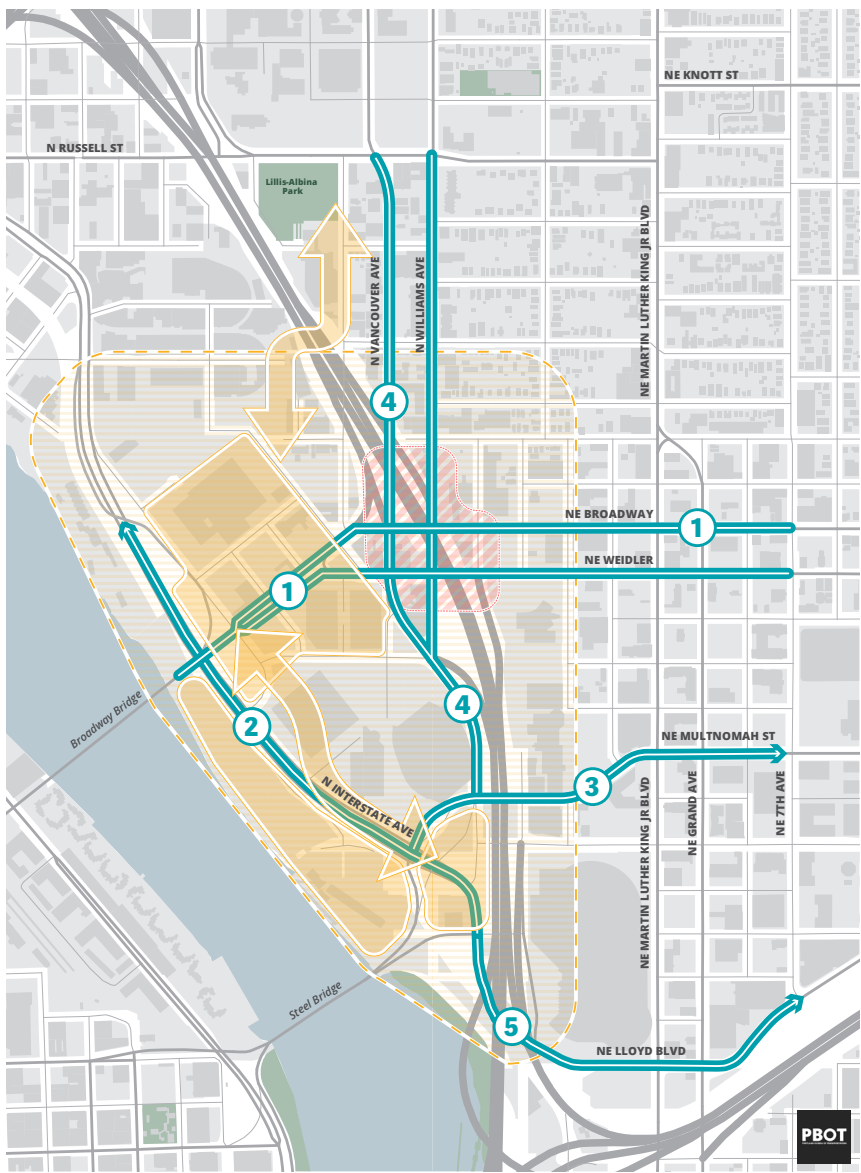
# 162nd Ave

**162nd Avenue** connects NE Sandy Blvd and SE Powell Blvd on the border between Portland and Gresham. This corridor serves historically marginalized communities in the Rockwood neighborhood and provides access to schools, residential neighborhoods and commercial areas. It serves as a North-South bus connection to various East-West transit lines and provides access to Powell Butte trails and I-84 trail. There were **34** serious injuries and fatalities on this corridor between 2007-2017. **92%** of this corridor is in an equity focus area.



# Albina Vision

The **Albina Vision** concept offers a bold image of a new neighborhood in the historic Lower Albina area of N/NE Portland. The concept includes a reconfigured street grid, large open spaces, and direct access to the Willamette River for all people, especially children. Achieving this long-term vision will require thorough study, extensive public engagement, coordination with existing land-owners, and major public investments. Plans and strategies would synthesize the Portland City Council-adopted Central City 2035 Plan with the Albina Vision concept to establish a groundwork for future investment and expand upon Metro-funded work around public engagement and early design concepts. These projects are intended to provide short-term improvements to the neighborhood as a larger restorative vision is developed. There were **38** serious injuries and fatalities on this corridor between 2007-2017. **100%** of this corridor is in an equity focus area.



- 1 Broadway/Weidler Streetscape**  
**Broadway Bridge to NE 7th (.6 miles)**  
 Develop an Albina “main street” with street lighting, public art, and enhanced transit stations to improve access and safety for all.  
**\$8-10M**
- 2 Interstate/N. Portland Greenway**  
**Steel Bridge to NE Tillamook (.8 miles)**  
 Enhanced crossings and a multi-use path to connect the Rose Quarter Transit Center to employment and housing areas further north.  
**\$13-16M**
- 3 Multnomah Blvd Streetscape**  
**NE Interstate to 7th Ave (.5 miles)**  
 Green street features, lighting and upgraded transit stations to provide safe connections between Lower Albina, Convention Center and Lloyd neighborhoods.  
**\$5-6M**
- 4 Vancouver/Williams**  
**NE Russell to Multnomah (.8 miles)**  
 Street lighting, better transit stops, and improvements to existing bikeway.  
**\$7-8M**
- 5 Lloyd Blvd**  
**Steel Bridge to NE 7th Ave (.5 miles)**  
 Multi-use path to strengthen multimodal connection between Albina, Lloyd and SE Portland.  
**\$3-4M**
- 6 Albina Urban Design Strategy**  
**Areawide**  
 Develop plans and strategies to guide Albina Vision implementation. Key elements include: urban design strategy, Rose Quarter TC, bridgehead and river connections, multimodal connections.  
**\$12M**

# Powell Blvd

**Powell Boulevard** links Portland's west side to East Multnomah County for all modes, including freight, and connects historically underserved communities. TriMet identifies Powell as a key corridor to increase ridership. This corridor serves as main street for numerous commercial centers. There were **159** serious injuries and fatalities on this corridor between 2007-2017. **84%** of this corridor is in an equity focus area.



***5.3 Regional Barometer***

*Information/Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, February 20, 2020  
Metro Regional Center, Council Chamber



## Performance management project | Regional Barometer

The Regional Barometer is an online tool that publicly provides information on how the region is doing relative to Metro's Six Desired Outcomes: transportation, economy, ecosystems, climate, communities and equity. It is part of a performance management system called By the Numbers, which will assess and communicate how Metro programs support those outcomes.

Regional Barometer users will be able to view easy-to-understand facts and figures with accompanying narratives; access links to supplemental information such as relevant strategies, research and reports; and download data for additional analysis.

### Project purpose

Improve Metro decision-making through accountability, transparency and results.

### The Regional Barometer will:

- **Promote accountability and transparency** for Metro and our programs.
- **Provide a service** to users who can access critical data all in one place.
- **Serve as a policy and communications tool** for Metro staff and elected officials through which to ground policy conversations, set the stage for key investments, and build shared understanding.
- **Support a coordinated data strategy** to reduce duplicative efforts and investments, fill regional data gaps and solidify Metro's role as a regional data hub.

### The Regional Barometer makes progress towards Metro's regional goals by:

- Increasing capacity of Metro's staff and supporting impactful work
- Increasing capacity of community-based organizations and community leaders to advocate for and target investments and services relative to their goals
- Building public trust and solidifying Metro's mandate
- Increasing data-driven policymaking region-wide
- Expanding regional data capacity and accessibility

### Success requires:

- Relevant, up-to-date and trusted data
- Usable and understandable tool
- Users see their priorities and needs reflected
- Effective program measurement tied to goals

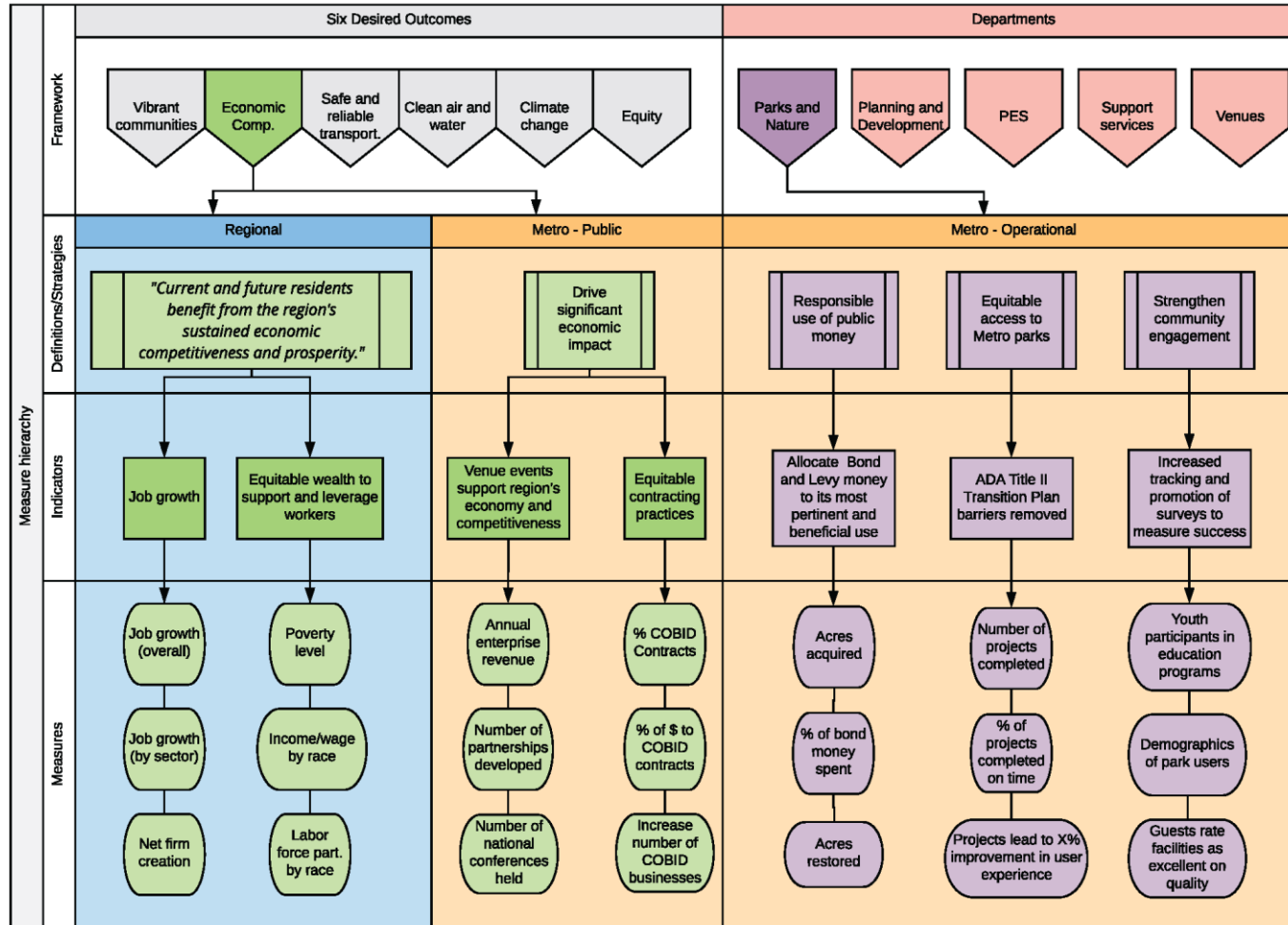
### Project phases

- Phase 1, By March 2020: Tool is made public with existing datasets, strategic data plan
- Phase 2, TBD: Develop composite indicators, performance targets and benchmarks; conduct robust community engagement; build out strategic data plan

# By the Numbers (sample metrics)

## Regional barometer

## Operational measures



v1.10.17.2018

# The Regional Barometer | Phase 1 Measures

## EQUITY

Economy and transportation	Climate and ecosystems	Communities
Change in median annual household income in 2017 dollars by race & ethnicity (graph)	National Air Toxic Assessment diesel particulate matter (map)	Change in population by race (map)
Additional income disparities by race and ethnicity (graph)	Impervious Surfaces (map)	Housing cost burden by race (graph)
Income inequality (map)	Tree canopy (map)	Homeownership by race (graph)
Change in unemployment rate by race & ethnicity (graph)	Environmental hazard potential (map)	Inventory of public affordable units (map)
Poverty level (map)		Juvenile recidivism (graph)
Crash map application (map)		Food insecurity (graph)
		Life expectancy at birth (map)
		Sexually transmitted infections by age, gender, and race (graph)
		Substance use among 11th graders (graph)
		Kindergarten assessment (map)
		High school graduation rate (map)
		High school discipline rates (map)
		Educational attainment (map)
		Staffing level per student (map)
		Diversity of teachers (map)

## COMMUNITIES

Recreation and community engagement	Housing	Land Use
Voter participation (graph)	Houselessness rate per 10,000 population (graph)	Planned transportation investment in regional centers and corridors (At a glance)
Arts and culture establishments (graph)	Change in population by race (map)	Residential building permit activity (map)
Cultural and ethnic awareness nonprofits (graph)	Housing cost burden by race (graph)	Number of permits for missing middle-type housing (graph)
	Homeownership by race (graph)	Development that is infill or redevelopment (graph)
	Median home price (graph)	Sidewalk coverage (map)
	Median rents (graph)	Urban density and transit (map)
	Inventory of public affordable units (map)	Transportation investments in regional centers and corridors (map)

## The Regional Barometer | Phase 1 Measures

### COMMUNITIES (cont.)

Food	Education	Health
Food insecurity (graph)	Regional supply of child care (graph)	Life expectancy at birth (map)
Exposure to less healthy food (map)	Kindergarten assessment (map)	Uninsurance rate (graph)
Local food production (graph)	Standardized test scores (map)	Underinsurance rate (graph)
	High school graduation rate (map)	Exposure to less healthy food (map)
	Chronic absenteeism (map)	Accessibility to tobacco (map)
	High school discipline rates (map)	Substance use among 11th graders (graph)
	Educational attainment (map)	Suicide contemplation (graph)
	Staffing level per student (map)	Suicide rates (graph)
Crime and Criminal Justice	Diversity of teachers (map)	Sexually transmitted infections (graph)
Regional crime rate (graph)	Chronic absenteeism (map)	Youth immunizations (map)
Adult incarceration rates (graph)		Asthma rates (graph)
Adult recidivism rates (graph)		Heart attacks (graph)
Juvenile recidivism rates (graph)		Diabetes (graph)

### CLIMATE

Reducing our emissions: climate mitigation	Reducing the impacts: climate adaptation
Greenhouse gas emissions attributed to consumption (at a glance)	Average share of tree canopy (at a glance)
Emissions attributed to roadway vehicles in 2015 (at a glance)	Heat islands (map)
Share of trips by mode in 2017 (at a glance)	Canopy cover (map)
Consumption-based greenhouse gas emissions (graph)	Carbon sink (map)
Vehicle miles traveled per capita (graph)	Environmental hazard potential (map)
Percent of workers not driving alone to work (graph)	

## The Regional Barometer | Phase 1 Measures

### ENVIRONMENT

Air quality	Built environment	Healthy water and ecosystems
The share of measurements with unhealthy air quality for everyone in 2018 (at a glance)	Share of impervious surface in the region (at a glance)	Average share of tree canopy (at a glance)
The rate of asthma hospitalization per 10,000 people in 2017 (at a glance)	Regional average radon level (at a glance)	Average share of protected land (at a glance)
Unhealthy air quality (graph)	Impervious surfaces (map)	Water quality index (map)
Particulate matter (graph)	Potential lead paint share (map)	Tree canopy (map)
Ozone (graph)	Radon indicator (map)	Parks and protected lands (map)
National Air Toxic Assessment diesel particulate matter (map)		
Asthma rate (graph)		
National Air Toxic Assessment respiratory hazard index (map)		
Heating fuels (graph)		

### ECONOMY

Developability and market activity	Job activity	Economic justice and inclusion
Building permits issued in the region (At a glance)	New jobs created over a five-year period (at a glance)	Regional median household income in 2013-2017 (at a glance)
Property value per acre in the 4-county region (At a glance)	Percent of goods-producing jobs (at a glance)	Regional unemployment rate in 2013-2017 (at a glance)
Industrial and commercial square footage (map)	Ten-year increase in jobs (at a glance)	Change in median annual household income in 2017 dollars by race & ethnicity (graph)
Property value (map)	Percent increase in jobs by county (map)	Additional income disparities by race and ethnicity (graph)
Residential building permit activity (map)	Number of goods-producing jobs by county (graph)	Women and minority-owned businesses (graph)
	All jobs in Greater Portland by type (graph)	Change in unemployment rate by race & ethnicity (graph)
	Goods-producing jobs in the region (map)	Poverty level (map)
		Income inequality (map)

## The Regional Barometer | Phase 1 Measures

### TRANSPORTATION

Safety	Reliability	Mobility and access
Fatal crashes involving speed (at a glance)	Excessive delay (at a glance)	Average miles driven per person (at a glance)
Fatal crashes by mode (at a glance)	Travel time reliability (at a glance)	Ten-year change in daily miles driven per person (at a glance)
Fatalities resulting from traffic crashes in greater Portland (at a glance)	Bus service reliability over time (graph)	Households with access to frequent transit (graph)
Severe injuries resulting from traffic crashes in greater Portland (at a glance)	MAX service reliability over time (graph)	Vehicle miles traveled per capita (graph)
Crash map application (map)	LIFT service reliability over time (graph)	Total vehicle miles driven (graph)
Traffic deaths and severe injuries per capita (graph)	WES service reliability over time (graph)	Commutes driving alone to work (graph)
Traffic deaths and injuries by mode (graph)	Goods-producing jobs in the region (map)	Percent of workers not driving alone to work (graph)
Traffic death and severe injury rates (graph)		Number of rides on TriMet's bus and MAX services (graph)
		Number of rides on Trimet's LIFT and WES services (graph)
		Access to transit from households (graph)

Materials following this page were distributed at the meeting.

[http://www.stlamerican.com/news/local\\_news/five-i--ramps-in-st-louis-shut-down-for/article\\_58e7f300-46e4-11ea-8904-dbe9be07c6d3.html](http://www.stlamerican.com/news/local_news/five-i--ramps-in-st-louis-shut-down-for/article_58e7f300-46e4-11ea-8904-dbe9be07c6d3.html)

## Five I-64 Ramps In St. Louis shut down for construction; I-255 near Caseyville also closes

By Kae M. Petrin Of St. Louis Public Radio  
Feb 3, 2020

(St. Louis Public Radio) - Five Interstate 64 ramps closed permanently Monday near downtown St. Louis.

The ramps will be replaced by new highway exits that officials say will better connect drivers to the planned new western headquarters of the National Geospatial-Intelligence Agency and a Major League Soccer stadium.

The ramp and related construction is expected to be completed in time for the professional soccer season in early spring 2022, according to St. Louis Development Corporation spokesman John Parker.

A stretch of [Interstate 255 also closed Saturday](#) in Illinois between Collinsville Road and I-64. The closure, part of a two-part plan to update 7 miles of interstate, is expected to end in June.

The second section, from I-64 to Illinois Route 15, will close in June. Officials expect the full roadway to open by Thanksgiving.

Republished with permission of St. Louis Public Radio: <https://news.stlpublicradio.org/post/five-i-64-ramps-st-louis-shut-down-construction-i-255-near-caseyville-also-closes>



# Interstate Bridge Replacement Update



**Travis Brouwer**  
Assistant Director



**Washington State**  
Department of Transportation

**Carley Francis**  
Regional Administrator



February 20, 2020

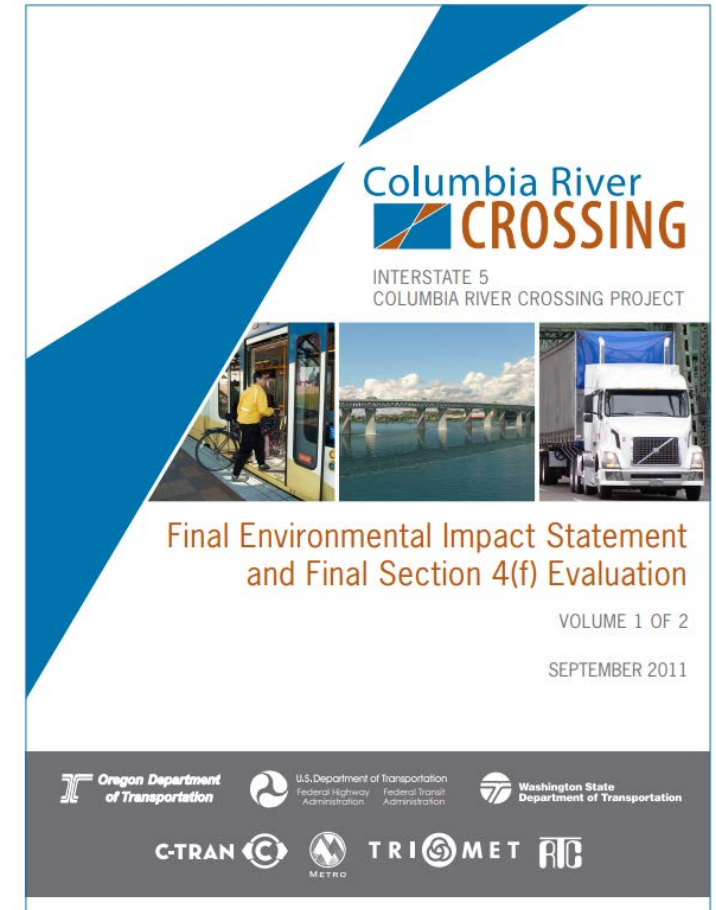
# Regional Long-Range Planning

- **1999-2000:** Bi-State Transportation Committee
  - Freight Feasibility and Needs Assessment Final Report recommended developing a strategic plan for the I-5 Trade Corridor
- **2001-2002:** Portland/Vancouver I-5 Transportation and Trade Partnership
  - Strategic Plan developed through 26-member Task Force
  - Identified I-5 corridor from Columbia Blvd in OR to SR 500 in WA as one of 5 critical projects (only one not completed or funded)



# Previous Project Development (2005-2014)

- Extensive community engagement resulted in Locally Preferred Alternative in 2008
  - Adopted by 39-member Task Force and endorsed by local program partners, including Metro Council
- Federal Record of Decision received Dec. 2011
- Finance plan anticipated funding from OR & WA states, FTA New Starts and tolling revenue borrowing
  - Industry analysis determined tolling could support up to \$1.57 billion for construction



# Previously Identified Purpose and Need



- Growing travel demand and congestion
- Safety
- Impaired freight movement
- Limited public transportation
- Bicycle and pedestrian facilities
- Seismic vulnerability

# Restarting Interstate Bridge Replacement Efforts

Substitute Senate Bill 5806 passed by WA State Legislature in 2017:

- Inventory report documenting previous bridge replacement planning work
- Extended an invitation to Oregon Legislature to formally participate in bi-state legislative engagement on bridge replacement efforts
  - As of August 2019, eight legislators from each state have been identified to serve on this group



# Interstate Bridge Replacement Program Funding



- Both WA and OR committed funding in 2019 to restart bi-state bridge replacement work:
  - **\$35** million allocated in the WA 2019-2021 transportation budget (HB 1160)
  - **\$9** million approved by the Oregon Transportation Commission
- It is assumed that bridge replacement planning costs will be shared equally between the states

# Recent Activity



Photo courtesy of Office of Governor Kate Brown



- FHWA granted an extension on repayment of federal funds previously spent on past planning efforts until Sept. 30, 2024
- OR and WA governors signed bi-state Memorandum of Intent to restart work to replace the Interstate Bridge on Nov. 18, 2019
- Dec. 2019 status report submitted to governors and transportation committees
- Bi-state legislative group held three public meetings in 2019

# Initiating Work: Conceptual Timeline



Dec. 1, 2019:  
Initial progress  
report (submitted)

- Facilitated partner process: *In progress*
- Hire program administrator: *Spring 2020*
- Hire consultant support: *Spring 2020*

Initiating Work

Planning

Draft SEIS

Final SEIS

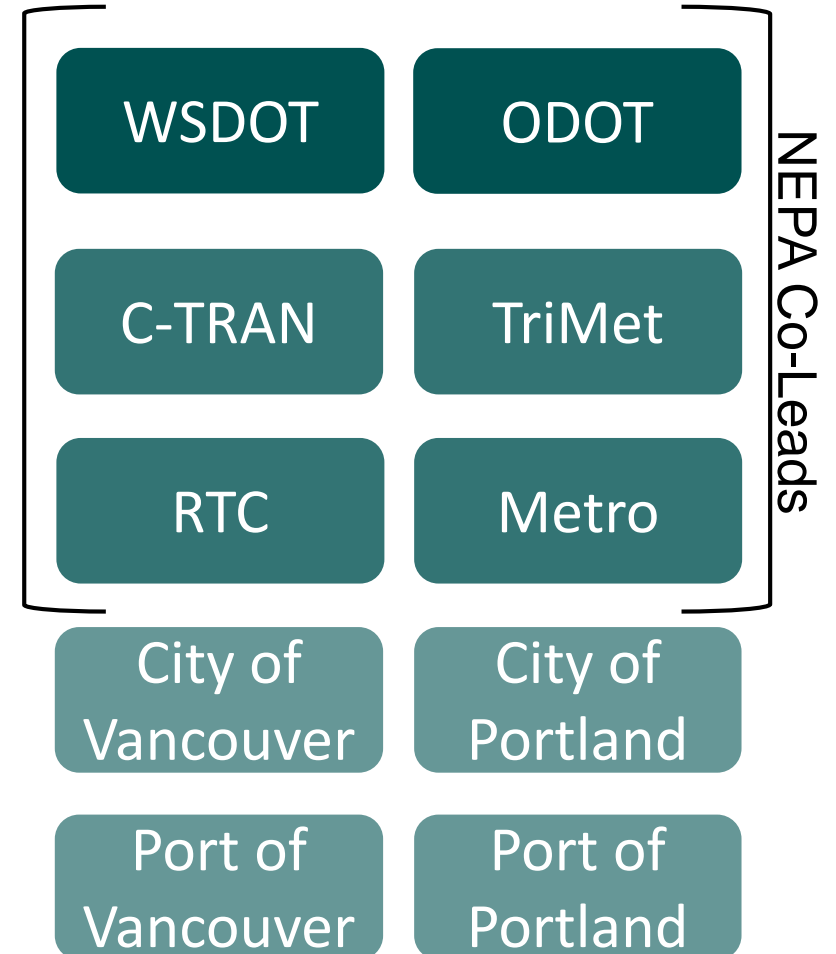
Pre-Construction



# Facilitated Partnering Process

- Current efforts are focused on establishing a program office and reengaging partners
- ODOT and WSDOT have hired an independent facilitator to guide a collaborative process with bi-state partners to:
  - Clarify roles and responsibilities
  - Develop a process to ensure informed decision making, offer policy guidance, and provide regional perspectives

## Facilitated Process Participants



Initiating Work

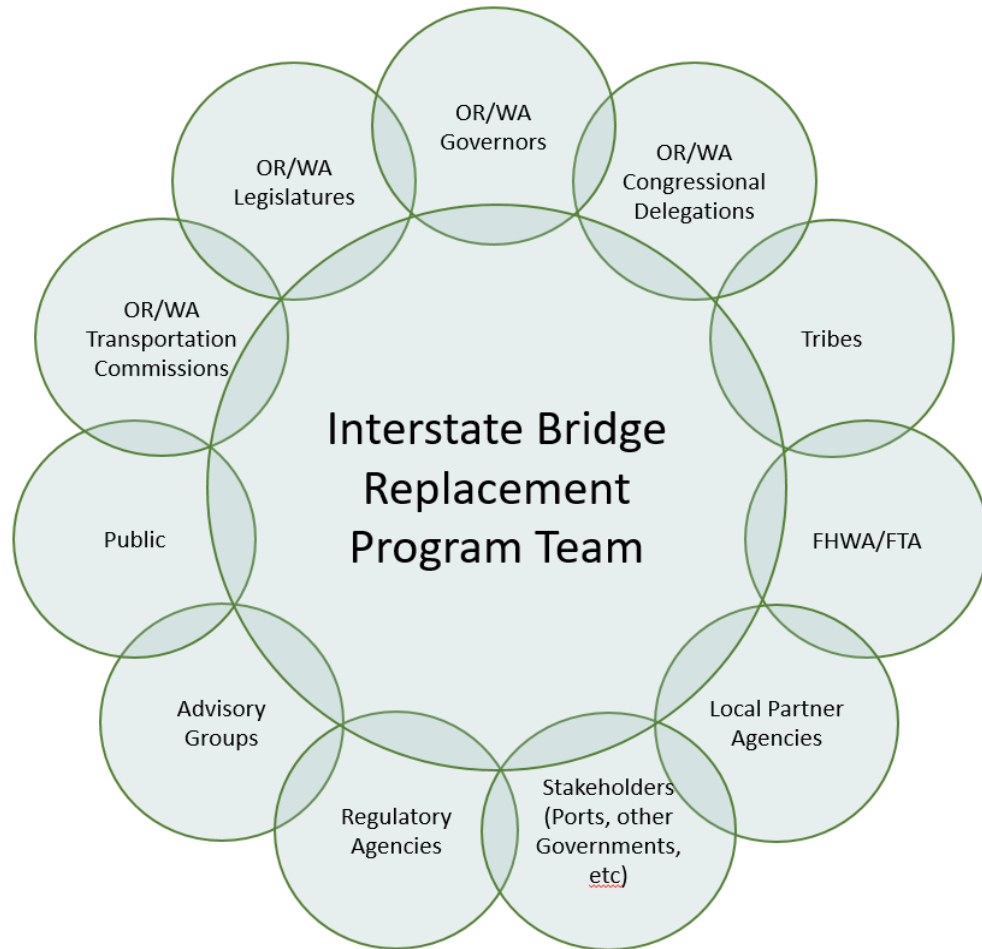
Planning

Draft SEIS

Final SEIS

Pre-Construction

# Stakeholder Reengagement



- Local Partner Agencies
- Bi-State Legislative Engagement
- Other Agencies and Governments
- Public and Interested Parties

Initiating Work

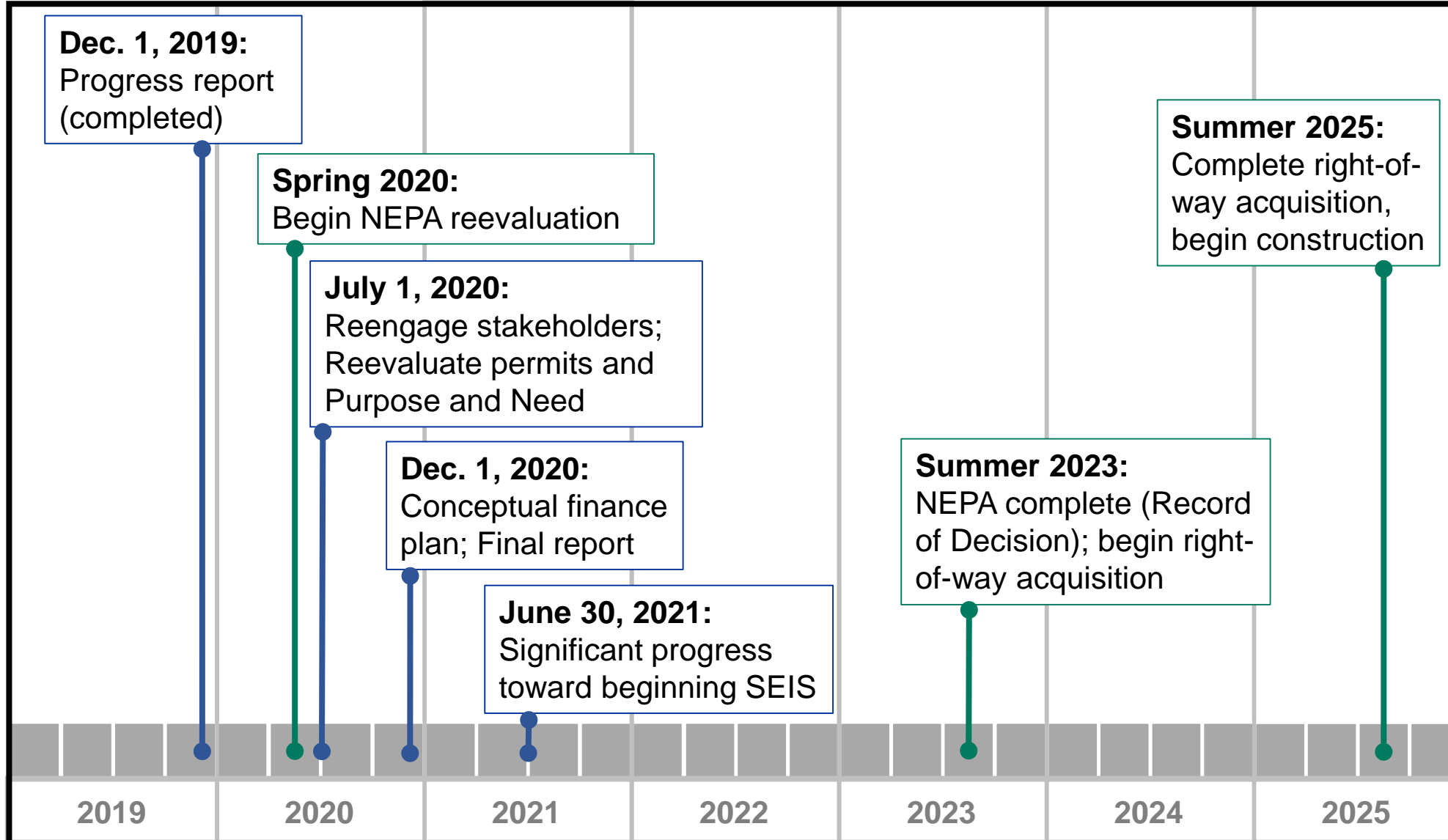
Planning

Draft SEIS

Final SEIS

Pre-Construction

# Interstate Bridge Replacement Milestone Goals



—●—  
**Legislative Milestone**

—●—  
**Milestones Provided to FHWA**

**Note:**  
Meeting milestone dates is contingent upon funding and bi-state agreement

# Questions?

[www.wsdot.wa.gov/projects/i5/interstate-bridge/home](http://www.wsdot.wa.gov/projects/i5/interstate-bridge/home)



# Transportation Funding Measure Update

JPACT

Feb. 20, 2020



Metro



# #GetMoving Measure structure

Corridor  
investments

Regionwide  
programs

Oversight &  
accountability

Advancing  
regional policy

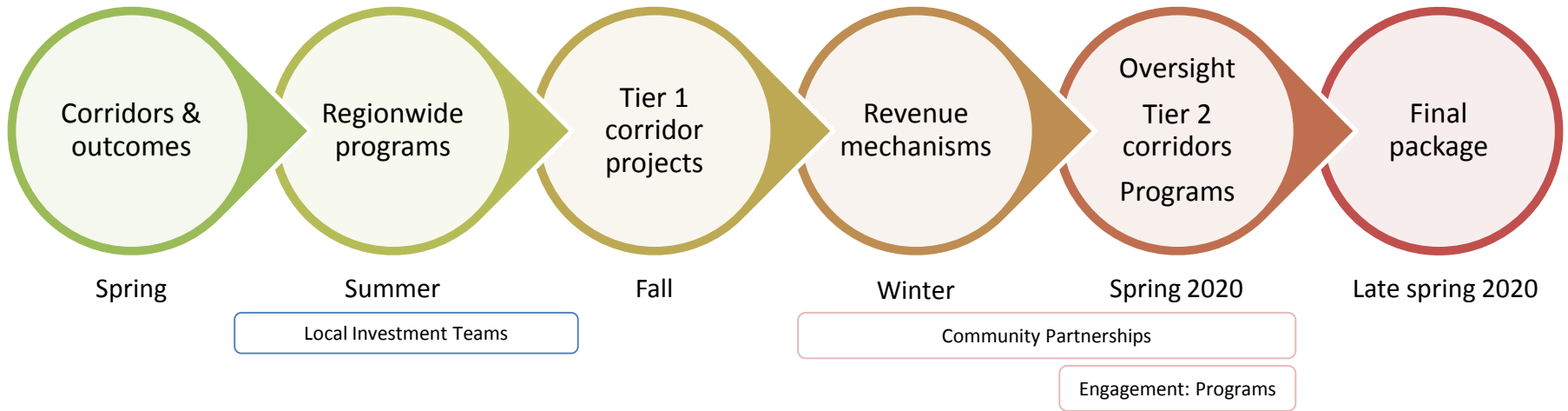


# Transportation Funding Task Force

- Elected officials
- Business
- Community
- Transportation



# #GetMoving Timeline overview



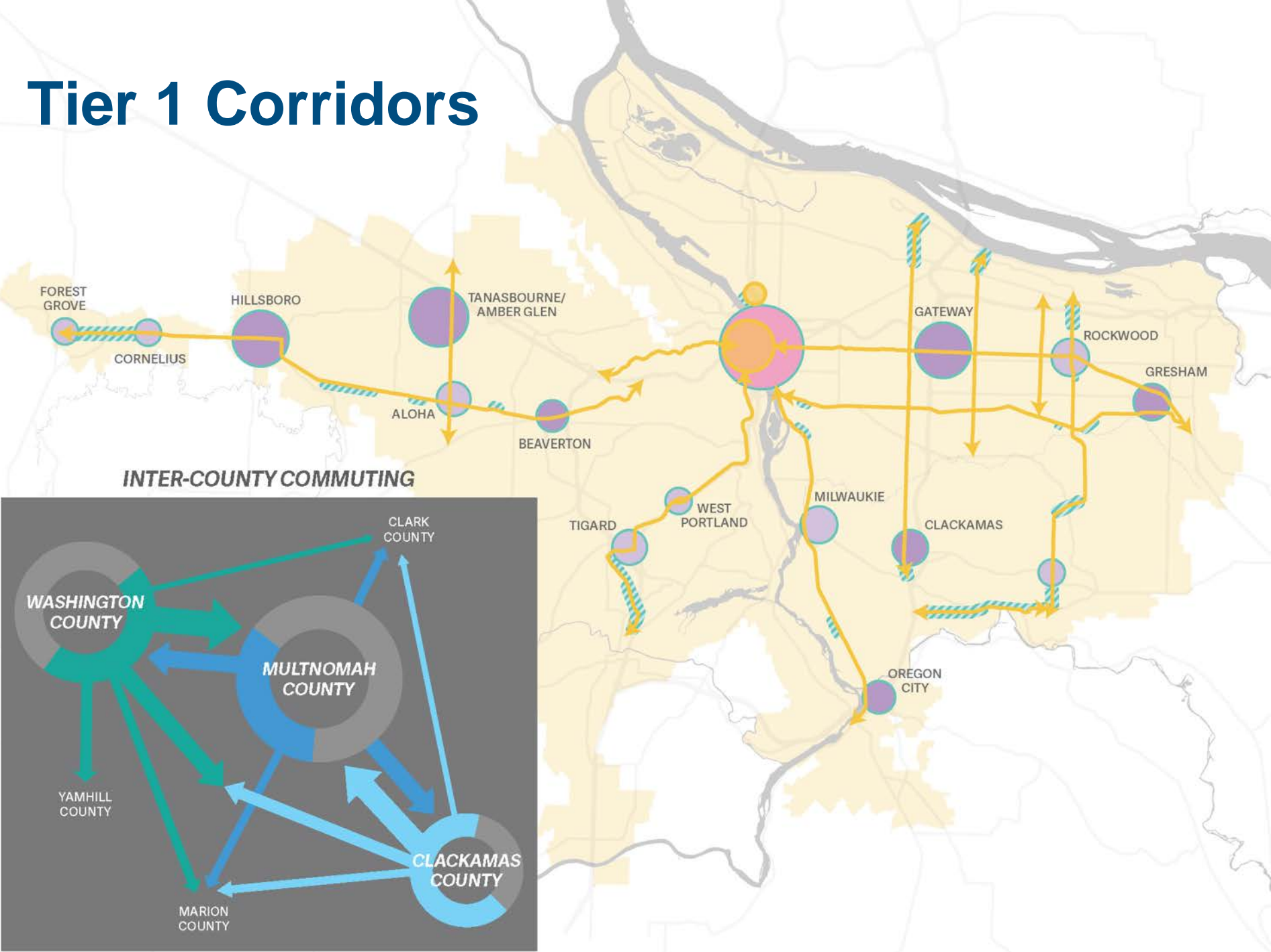


# What are we trying to do?

## Key Council & Task Force outcomes

- Make major streets **safer** for everyone
- Make it **easier** to get around – however you get around
- Address **climate change** and support resiliency
- Prioritize investments supporting **communities of color**
- Support **clean air and water**, and healthy ecosystems
- Drive **economic growth**
- **Leverage** regional and local investments

# Tier 1 Corridors



# Local Investment Teams: Summer 2019



**31**  
people



**26**  
meetings



**12**  
tours



**71**  
projects

# Task Force Tier 1 Corridor Recommendations: Highlights

**Consensus on almost the whole package,  
especially transit and safety investments**

Meaningfully advance regional racial equity,  
climate, safety goals

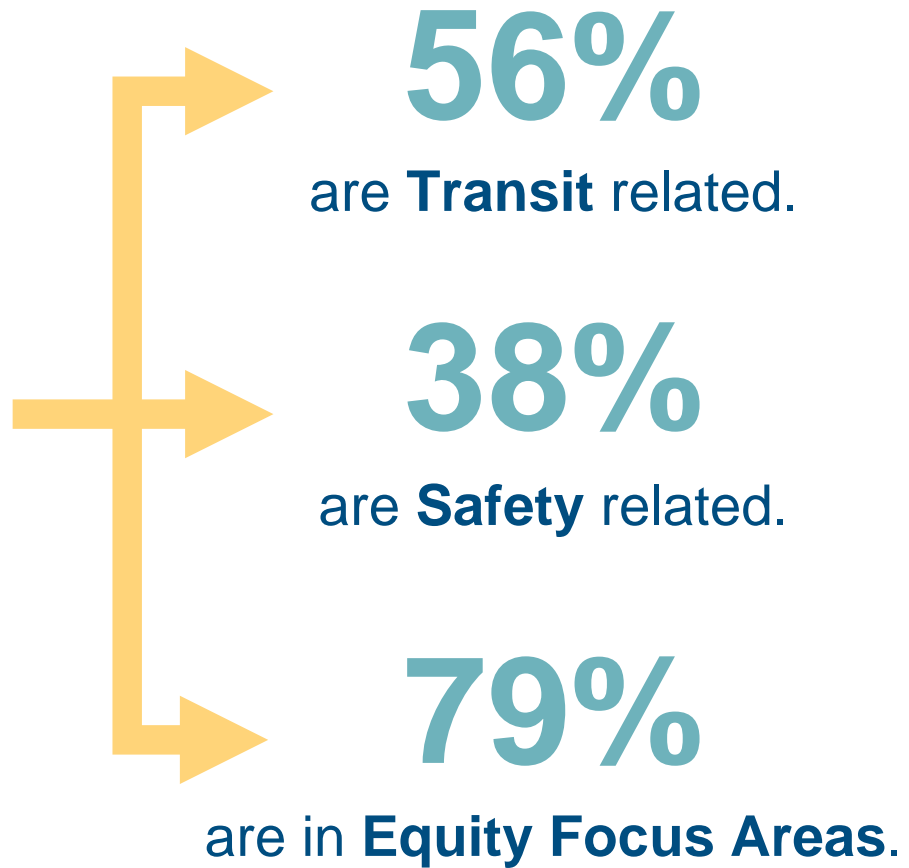
Pair corridor investments with robust  
regionwide programs



# What are we investing in?

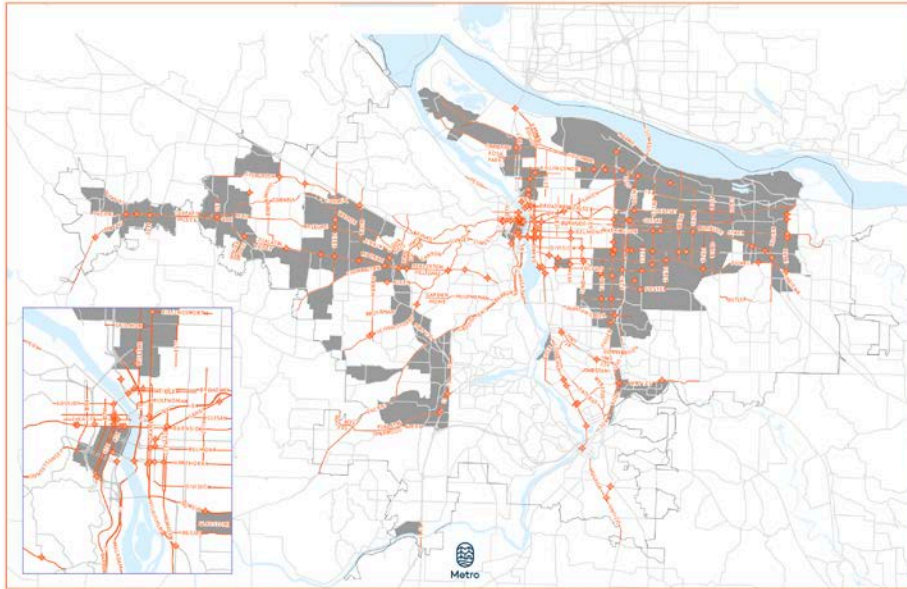
## Tier 1 Investments

*Task Force  
Recommendations\**



*Note: Outcomes slides include the C2C Connector Road, which was not formally recommended by the Task Force*

# Making corridors **Safer.**



**86  
miles**  
of safety  
investments in high-  
injury corridors.

↓ **100**  
Fewer fatalities

↓ **350**  
Fewer severe  
injuries

*Estimated safety benefit over 20 years (typical project lifespan), Tier 1 corridors. Based on an analysis of the safety performance of Tier 1 corridors and Highway Safety Manual principles, using documented Crash Reduction Factors also used by FHWA, ODOT, and City of Portland.*

# What could we build?

*Estimates based on Staff Recommendation  
+ Task Force additions*



**40-45**

Miles of new  
sidewalk



**130-140**

Miles of improved  
bikeways



**4000**

New street  
lights



**280**

Safe marked  
crossings

*Draft analysis: 12/2019*

# What could we build?

*Estimates based on Staff Recommendation  
+ Task Force additions*



**250**

New transit  
priority  
signals



**25-30**

Miles of  
new bus  
lanes



**24**

Miles of  
new MAX  
tracks

*Draft analysis: 12/2019*



# CLIMATE SMART STRATEGIES

## HIGH CO<sub>2</sub> REDUCTION IMPACT



## MODERATE CO<sub>2</sub> REDUCTION IMPACT



## LOW CO<sub>2</sub> REDUCTION IMPACT



# Going further: Regionwide Programs

**\$50 million annual investment:**



Stable  
Communities



Protecting/Preserving  
Multifamily Housing



Safe Routes  
to School



Safety  
Hot Spots



Better Bus



Bus  
Electrification



Student Fare  
Affordability



Main Streets  
Revitalization



Active Transportation  
Regional Connections



Future Corridor  
Planning

# Stable communities

Work with community and partners to create anti-displacement and equitable development strategies



# Shaping Programs: Engagement

Community workshops

Community Partners

Task Force discussion

Key stakeholders

Survey launches next week

**Details: [getmoving2020.org](https://getmoving2020.org)**



# Tier 2 Corridor investments proposed by jurisdictions

Highway 217

Highway 43 Bike/Ped

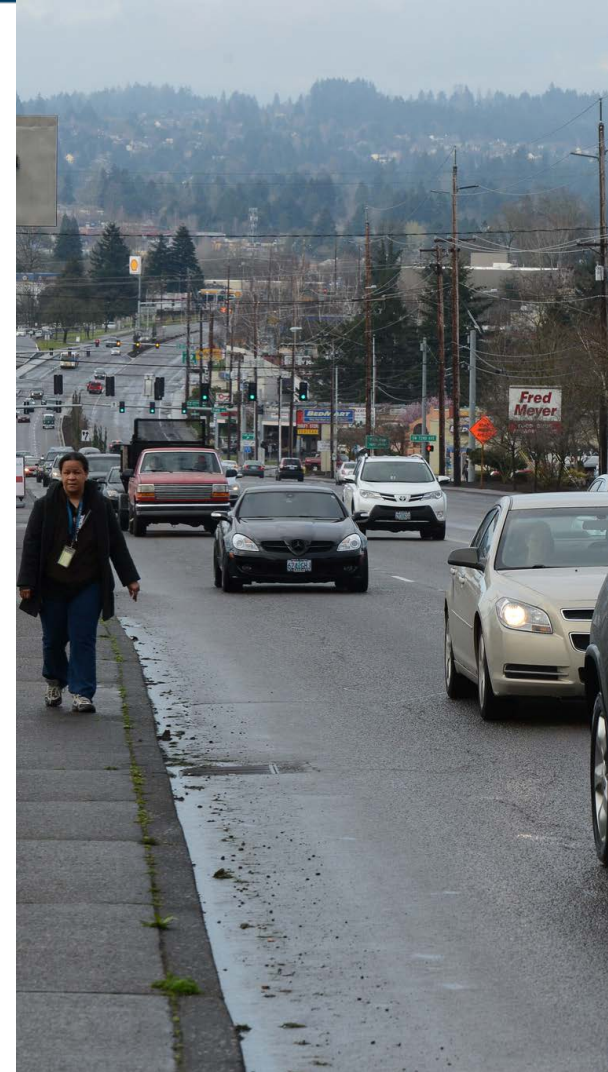
Highway 99W Planning

Sunset Corridor Planning

*Next steps:*

*Input from Task Force, March 18*

*Council consideration in April*



# How much could we invest?

## Corridors

Tier 1 Measure investments

**\$3.81B**

Leveraged FTA & Local Investments

**\$2.22B**

**Regionwide Programs** *(\$50 million/year)*

**\$1B**

**Total Investments**

**\$7.03 billion**



# Timeline update: Highlights

**March**

**Council work sessions**  
Expenditure Plan,  
measure structure

**Task Force**

3/4: Regionwide  
programs  
3/18: Tier 2 Corridors  
Feedback

**Engagement**

Regionwide programs

**April**

Staff Programs  
Recommendation

**Council work sessions**

4/7: Tier 2 corridors  
4/14: Programs  
4/28: Reconciliation

**Task Force**

**4/1 & 4/15**  
Oversight &  
Accountability  
Final input to Council

**May**

**Council work sessions**  
Finalizing measure  
package, oversight &  
accountability

**Final engagement**

**Late May:** Council  
referral decision

DRAFT – Subject to change

An aerial photograph of a city, likely Seattle, showing a dense urban landscape with various buildings, streets, and green spaces. The sky is bright blue with scattered white clouds. The word "Questions?" is overlaid in the center in a large, dark blue font.

# Questions?

[#getmoving2020](https://twitter.com/getmoving2020) | [getmoving2020.org](https://getmoving2020.org)