

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, February 7, 2020
Time: 9:30 a.m. – 12 noon
Place: Metro Regional Center, Council Chamber

9:30 am	1.	Call To Order, Declaration Of A Quorum And Introductions	Tom Kloster, Chair
9:35 am	2.	* Comments From The Chair And Committee Members <ul style="list-style-type: none">• Process update on 2020-21 UPWP (Chairman Kloster)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal Crashes Update (Lake McTighe)	Tom Kloster, Chair
9:45 am	3.	Public & Committee Communications On Agenda Items	
9:50 am	4.	* Consideration of TPAC Minutes, January 10, 2020	Tom Kloster, Chair
9:55 am	5.	* Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5076 Purpose: 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) <ul style="list-style-type: none">• Recommendation to JPACT	Ken Lobeck, Metro
10:05 am	6.	* Unified Planning Work Program (UPWP) Amendment 20-5062 Purpose: Amend the 2019-20 UPWP to refine the scope and add funding to the Regional Mobility Policy Update. <ul style="list-style-type: none">• Recommendation to JPACT	Tom Kloster, Chair
10:20 am	7.	* Regional Congestion Pricing Study Purpose: To give a project update, provide background information on the types of transportation system pricing in effort to prepare for technical discussions and input for March and April TPAC meetings. <ul style="list-style-type: none">• Information/Discussion	Elizabeth Mros-O'Hara Grace Cho, Metro
10:50 am	8.	* Department of Environmental Quality Updates Purpose: To present the results from DEQ's most recent air quality monitoring report and an update on the Environmental Quality Commission (EQC) indirect source rulemaking process. <ul style="list-style-type: none">• Information/Discussion	Karen Williams, DEQ
11:20 am	9.	* Get There Oregon Program Updates Purpose: Introduce the new statewide online carpool matching and trip planning tool Get There, sponsored by ODOT and supported by Metro and Regional Travel Options partners. <ul style="list-style-type: none">• Information/Discussion	Marne Duke, Metro
11:50 am	10.	Committee Feedback on Creating a Safe Space at TPAC Purpose: This is a standing item to help ensure that TPAC meetings feel safe and inclusive for all members. <ul style="list-style-type: none">• Information/Discussion	Tom Kloster, Chair
12:00 pm	11.	Adjourn	Tom Kloster, Chair

* Material will be emailed with meeting notice

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-813-7514. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1890 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1890 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1890（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1890（平日午前8時～午後5時）までお電話ください。

ការម Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលេខ រើសអើងសូមចូលទស្សនាការប្រកាស www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអនុបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទលេខ 503-797-1890 (ម៉ោង 8 រឺក្នុងម៉ោង 5 ល្ងាច ថ្ងៃអាទិត្យ) ប្រាំពីរថ្ងៃមុន ថ្ងៃអង្គារ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលភាសាសំណើរបស់លោកអ្នក

إشعار بحقوق مدني من Metro

تحتزم Metro الحقوق والمدنية للمزيد من المعلومات حول برنامج Metro لحقوق والمدنية أو لإبداء شكوى خذات مديري رجي زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، ي ج ب عليك الاتصال مقدم برفق لهاتف 503-797-1890 من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة قبل خمسة () أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1890 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan. Notificación de no discriminación de Metro.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1890 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1890 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1890 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lw m ua nte ntawm lub rooj sib tham.



2020 TPAC Work Program

As of 1/31/2020

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

<p>February 7, 2020</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Process update on 2020-21 UPWP (Kloster) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 20-5076 <u>Recommendation to JPACT</u> (Lobeck, 10 min) UPWP Amendment 20-5062 <u>Recommendation to JPACT</u> (Kloster, 15 min) Regional Congestion Pricing Study <u>Information/Discussion</u> (Grace Cho/Elizabeth Mros O-Hara, Metro, 30 min) Department of Environmental Quality Updates <u>Information/Discussion</u> (Karen Williams, 30 min) Get There Oregon Program Updates (Marne Duke, Metro, 30 min) Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min) <p style="text-align: center;"><i>February 19, 2020</i> <i>1-4pm, Council chamber</i> <i>Metro Regional Center</i> <i>2020-21 UPWP Consultant Review</i></p>	<p>March 6, 2020</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Monthly MTIP Amendments Update (Ken Lobeck) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) <i>Update on Transportation Provisions of Proposed State Climate Legislation</i> <u>Information/Discussion</u> (Randy Tucker, 30 min) Regional Mobility Policy Update-PSU/TREC Research Report <u>Information/Discussion</u> (Kim Ellis, Metro/Jennifer Dill, PSU/TREC; 30 min) Jurisdictional Transfer Functional Classification Recommendations <u>Information/Discussion</u> (John Mermin, Metro/Kirsten Pennington, WSP, 30 min) UPWP Draft Review <u>Information/Discussion</u> (John Mermin, 20 min) Regional Congestion Pricing Study – Technical Approach Part 1 <u>Information/Discussion</u> (Elizabeth Mros-O’Hara/Peter Bosa, 30 min) Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min) <p style="text-align: center;"><i>Possible TPAC on the Road Location:</i> <i>Ride Connection with Presentation</i></p>
<p>April 3, 2020</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Monthly MTIP Amendments Update (Ken Lobeck) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) 2020-21 UPWP Resolution 20-**** <u>Recommendation to JPACT</u> (John Mermin, 30 min) Oregon Passenger Rail Corridor Investment Plan, Federal Railroad Administrative Decision of Record <u>Information/Discussion</u> (Jennifer Sellers, ODOT, Mara Krinke, David Evans, Inc., 45 min) Freight Commodity Study/Planning <u>Information/Discussion</u> (Collins, 30 min) 2021-2024 MTIP Performance Assessment Results and Public Review Draft <u>Information/Discussion</u> (Grace Cho, 45 min) Regional Congestion Pricing Study – Technical Approach Part 2 <u>Information/Discussion</u> (Elizabeth Mros-O’Hara/Peter Bosa, 30 min) Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min) <p style="text-align: center;"><i>Possible TPAC on the Road Location:</i> <i>Ride Connections with Presentation</i></p>	<p>May 1, 2020</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Monthly MTIP Amendments Update (Ken Lobeck) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) <i>2020 Transportation Regional Investment Measure Report</i> <u>Information/Discussion</u> (Andy Shaw, 30 min) 2021-2024 MTIP Public Comments Themes to Date and Process <u>Information/Discussion</u> (Grace Cho, 20 min) Regional Mobility Policy Update <u>Information/Discussion</u> (Kim Ellis, Metro/Rahman/ODOT, 40 min) 2020 TSMO Strategy Update Progress <u>Information/Discussion</u> (Caleb Winter, 30 min) Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)

2020 TPAC Work Program

As of 1/31/2020

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

<p><u>June 5, 2020</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Monthly MTIP Amendments Update (Ken Lobeck) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2021-2024 MTIP – Adoption Draft 19-**** <u>Recommendation to JPACT</u> (Grace Cho, 45 min) • MAX Tunnel Study <u>Information/Discussion</u> (Matt Bihn/Eryn Kehe, 30 min) • Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min) <p style="text-align: center;"><i>Possible TPAC on the Road Location: City of Tualatin with Presentation</i></p>	<p><u>July 10, 2020</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Monthly MTIP Amendments Update (Ken Lobeck) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Update: Case Studies & Policy Approaches <u>Information/Discussion</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 40 min) • Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min) <p style="text-align: center;"><i>Possible TPAC on the Road Location: City of Tualatin with Presentation</i></p>
<p><u>August 7, 2020</u> – no meeting TPAC on summer recess</p>	<p><u>September 4, 2020</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Monthly MTIP Amendments Update (Ken Lobeck) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Mobility Policy Update: Case Studies & Policy Approaches Resolution 20-**** <u>Recommendation to JPACT</u> (Ellis/Rahman, 30 min) • 2021 PILOT Grants <u>Information/Discussion</u> (Rose, 30 min) • Active Transportation Return on Investment study: Interim Findings <u>Information/Discussion</u> (John Mermin, Jennifer Dill, 30 minutes) • Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)
<p><u>October 2, 2020</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Monthly MTIP Amendments Update (Ken Lobeck) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min) <p style="text-align: center;"><i>Possible TPAC on the Road Location: City of Gresham with presentation/tour</i></p>	<p><u>November 6, 2020</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Monthly MTIP Amendments Update (Ken Lobeck) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min) <p style="text-align: center;"><i>Possible TPAC on the Road Location: City of Gresham with presentation/tour</i></p>

2020 TPAC Work Program

As of 1/31/2020

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

<p>December 4, 2020</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Monthly MTIP Amendments Update (Ken Lobeck) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 20-**** <i>Recommendation to JPACT</i> (Lobeck, 15 min) • Committee Feedback on Creating a Safe Space at TPAC <i>Information/Discussion</i> (Kloster, 10 min) 	

Parking Lot: Future Topics/Periodic Updates

- | | |
|--|---|
| <ul style="list-style-type: none"> • Corridor Planning Updates (1) TV Highway, (2) Rose Quarter, (3) Burnside Bridge • TriMet Coordinated Transportation Plan for Seniors and People with Disabilities (Vanessa Vissar, TriMet, 30 min) • Climate Smart Strategy Updates • Enhanced Transit Update • TPAC Democratic Rules Training (Kloster) • Metro Legislative Updates (Randy Tucker) • Update on SW Corridor and/or Division Transit • Ride Connection Program Report (Julie Wilcke, possible March or April 2020) | <ul style="list-style-type: none"> • Columbia River Crossing Discussions • Value Pricing Legislative Updates on Directives • 2020 Transportation Regional Investment Measure • MAX Tunnel Study • SW Corridor-Marquam Hill Connector (TriMet) • Columbia Connects Project • 2020 Census • Columbia/Lombard Mobility Plan (PBOT) • I-5 Bridge Replacement Progress Report Update (ODOT/WSDOT) • Improving Safety with Significant Change in the Region (Lake McTighe, Metro/Kari Schlosshauer, SRTS, possible June or July 2020) |
|--|---|

Agenda and schedule information, call 503-797-1766. E-mail: marie.miller@oregonmetro.gov

To check on closure or cancellations during inclement weather please call 503-797-1700.

Memo

Date: January 27, 2019
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: February 2020 TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments

BACKGROUND:

The monthly submitted MTIP formal amendment and administrative modification project lists for the January 2020 timeframe is attached for TPAC's information.

Formal Amendments Approval Process:

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment. Although submitted in a bundle format for faster approvals as accomplished in other states, each project amendment in Oregon is still reviewed and approved individually by ODOT and FHWA/FTA. The individual project review and approval approach can add days or weeks to the approval process depending upon where the project is located in the approval queue.

Administrative Modifications Approval Process:

Projects requiring only small administrative changes as approved by FHWA and FTA are accomplished via Administrative Modification bundles. Metro accomplishes one to two "Admin Mod" bundles per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes are already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and boundaries, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT Region 1 STIP Coordinator and ODOT-Salem. The Admin Mod projects are still reviewed and approved individually by ODOT, but on average will be approved for STIP inclusion within two weeks after Metro submission to ODOT.

SUMMARY OF SUBMITTED FORMAL AMENDMENTS JANUARY 2020

Within Resolution 20-5068

Proposed January 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JA20-07-JAN Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20274 New Project	TBD	Ride Connection	Providence Health and Services Mobility Resource Desk	Implement mobility management services focused at two Providence hospitals for senior and disabled persons, offering individual travel options, counseling and clinic support to integrate transportation referrals.	<u>ADD NEW PROJECT:</u> The formal amendment adds Ride Connection's new 5310 grant award project that will support senior, and Disabled needs as noted in the project description
Project #2 Key 22075 New Project	TBD	ODOT	Columbia Bottomlands Mitigation/ Conservation	Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species	<u>ADD NEW PROJECT:</u> The formal amendment adds ODOT's Columbia Bottomlands Mitigation/Conservation project to the 2018 MTIP. PE and ROW phases are added now. The entire project will be added to the new draft 2021-26 MTIP including the construction phase planned or FY 2022

Amendment status: Moving through Metro approval process. The projects are prosed to go to Metro Council on Thursday, February 6, 2020. Submission to ODOT and USDOT for final review and approval by February 11, 2020. Final USDOT approval could take up to 30 days or longer.

**MTIP ADMINISTRATIVE MODIFICATIONS
DECEMBER 2019
Administrative Modification AB20-06-DEC3**

Proposed December 2019 Administrative Modification Bundle #3 Modification Number: AB20-06-DEC3 Total Number of Projects: 1				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 18841	ODOT	OR217: OR10 to OR99W	On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening & retrofit bridge rail at Fanno Creek Bridge (Combines Key 21179 and 20473 into Key 18841) (HB2017 \$44 million award)	MINOR COST INCREASE: Add \$220k to project to cover Fanno Creek bridge rail requirement now part of scope. Modify description to reflect added minor scope element

**JANUARY 2020
Administrative Modification AB20-07-JAN1**

Proposed January 2020 Administrative Modification Bundle #1 Modification Number: AB20-07-JAN1 Total Number of Projects: 3				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 21283	Portland	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	On NE 12th Ave over I-84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist and to meet current safety standards as required by HB2017	PHASE FUND TRANSFER: The admin mod transfers \$196k from the construction phase to PE to address a PE phase funding shortfall. The submitted construction summary confirms no construction phase backfill is required
Project #2 Key 17268	Portland	Red Electric Trail: SW Bertha - SW Capitol Hwy	Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail and relocate water line as part of project scope	COST INCREASE The admin mod increases the construction phase by \$500k and the Other/UR phase by another \$30k. Increases is all local funds and is due to construction phase re-design.
Project #3 Key 20479	ODOT	Region 1 Bike Ped Crossings	Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E), and on Powell (US-26), and OR8 at Baseline . Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.	PHASE FUND TRANSFER: The Admin Mod shifts \$138,801 from the construction phase to ROW to address a funding shortfall. The final right of way estimate came higher than the available STIP budget due to an increased number of files, the size (sqft) of individual files, and the type of property right needed. Additionally, the PE phase converts obligated funds by removing some of the HSIP and replacing them with State TAP funds. Third, a portion of the 100% obligated HSIP is converted to 92.22% federal HSIP. Total project cost remains unchanged at \$3,335,852.



Meeting minutes

Meeting: **Transportation Policy Alternatives Committee (TPAC)**

Date/time: Friday, January 10, 2020 | 9:30 a.m. to 12 noon

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Karen Buehrig
Jessica Berry
Chris Deffebach
Eric Hesse
Dayna Webb
Katherine Kelly
Don Odermott
Jeff Owen
Laurie Lebowsky
Glenn Koehrsen
Donovan Smith
Idris Ibrahim
Yousif Ibrahim

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
City of Portland
City of Oregon City and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Washington State Department of Transportation
Community Representative
Community Representative
Community Representative
Community Representative

Alternates Attending

Jaimie Huff
Garet Prior
Glen Bolen
Karen Williams
Mike Coleman
Taren Evans

Affiliate

City of Happy Valley and Cities of Clackamas County
City of Tualatin and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Port of Portland
Community Representative

Members Excused

Lynda David
Mandy Putney
Cory Ann Wind
Tom Bouillion
Tyler Bullen
Jessica Stetson
Gladys Alvarado
Wilson Munoz
Rachael Tupica
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

SW Washington Regional Transportation Council
Oregon Department of Transportation
Oregon Department of Environmental Quality
Port of Portland
Community Representative
Community Representative
Community Representative
Community Representative
Federal Highway Administration
City of Vancouver, Washington
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Justin Bernt
Michael Foley
Kari Schlosshauer
John Whitman
Rick Nunno
Bibiana McHugh

Affiliate

Oregon Department of Transportation
Aging Services
Safe Routes to Schools National Partnership
Ride Connection
Sierra Club
TriMet

Metro Staff Attending

Ken Lobeck, Funding Programs Lead	Dan Kaempff, Principal Transportation Planner
Tim Collins, Senior Transportation Planner	Ted Leybold, Planning & Development Resource Mgr.
Caleb Winter, Senior Transportation Planner	John Mermin, Senior Transportation Planner
Grace Cho, Senior Transportation Planner	Lake McTighe, Senior Transportation Planner
Kim Ellis, Principal Transportation Planner	Marie Miller, TPAC Recorder

1. Call to Order, Declaration of a Quorum and Introductions

Chairman Tom Kloster called the meeting to order at 9:30 a.m. A quorum was declared of members present. Introductions were made including new community members.

2. Comments From the Chair and Committee Members

- **TPAC Equity Strategy Update** (Chairman Kloster)
Chairman Kloster reported that the process to hire a new contractor to help develop equity strategy for the committee is underway. As part of the Diversity Equity Inclusion Department in the Council office, the new contractor will work with TPAC on upcoming workshops and equity strategies over this calendar year. More information on these plans will be provided as they become known.
- **Announce TSMO Sub-allocation for FY 19-21** (Caleb Winter)
Caleb Winter presented information on the Transportation System Management and Operations (TSMO) project recommendations from the TSMO Project Solicitation 2019-21 MTIP. Transport, a subcommittee of TPAC has recommended projects for funding that total \$4.7 million in Federal funds.

Transport recommends projects in two categories. The first involves upgrading the hardware equipment at many signalized intersections across the region with Advanced Traffic Controllers (ACTs). The second category primarily serves region-wide needs. All projects were listed in the memo in the packet.

Comments from the committee:

- Laurie Lebowsky asked if there was a similar program that included Washington State, specifically I-5 and I-205 areas. Mr. Winter acknowledged data and program coordination through SW Washington Regional Council staff and frequent communications for the region planning.
- Glenn Koehrsen suggested that memo authors include their program without acronyms used to better clarify programs.

- **Report on JPACT Action regarding RFFA (Dan Kaempff)**

Dan Kaempff reported on the approval from the Joint Policy Advisory Committee on Transportation (JPACT) from recommendations by TPAC for the Regional Flexible Funds Allocation 2022-2024 cycle. The project list of investments was included in the packet as an additional handout. Metro Council is expected to approve the list at their meeting next week.

As part of the allocation process it was recommended to provide more time discussing and developing policy process. Toward this, staff is asking for input from TPAC and partners involved in the RFFA allocation process that can be discussed for the next cycle. Mr. Kaempff is working with the communication team on a survey that will be given to TPAC, JPACT and everyone involved in the past process for their ideas and involvement. For any questions on the survey or RFFA allocation process you are encouraged to contact Mr. Kaempff.

- **Monthly MTIP Amendments Update (Ken Lobeck)**

Ken Lobeck provided information on the monthly submitted Metropolitan Transportation Improvement Program (MTIP) formal amendments and Administrative Modification project lists. Formal/full amendments require Federal Highway Administrative approval before they can be included in the MTIP. Projects with small changes are accomplished through Administrative Modification. The December 2019 amendments and Administrative Modifications project list details were included in the memo. For any questions on the list or process contact Mr. Lobeck.

3. Public & Committee Communications on Agenda Items

- Katherine Kelly commented on the recent fatality in Gresham this week where a child was killed in a crosswalk. This incident has spurred discussion with engineering designs and safe routes programs, but is being encouraged to look beyond one incident to address these happenings across the region. More focus on education and road enforcement can help. Changing human behavior will be challenging, but needs to be addressed for better safety improvements and significant changes. It was suggested that a future agenda item be planned for further discussion. Chairman Kloster will ask Lake McTighe to reach out to Safe Routes to School and others for input and planned agenda discussion.
- Karen Williams announced that the Department of Environmental Quality (DEQ) received a petition requesting DEQ commissioners adopt regulation on indirect sources of pollution. This was defined as some land use activities and utility pollutions. The commission is asked to recommend reductions of these pollution sources. A 90-day public notice has been posted, with a 30-day public comment period opened next week. Public comment can also be provided at the commission Jan. 24 meeting, with more information on the DEQ website. Updates on the comments and adoption process will be given to TPAC at future meetings.
- Laurie Lebowsky commented on the unfortunate fatality and how the need to address human behavior and awareness is needed for changes. It was mentioned that past collaboration with public work programs and saturation of law enforcement in Washington County helped provide some solutions. Noting the increase of fatalities and safety risks, shared resources and reaffirming safety priority across the region is needed.
- Eric Hesse agreed on more discussion from DEQ commission adoption of not of the regulation of indirect sources of pollution. Because of the significance to be informed at both TPAC and

MTAC with implications of omissions to programs, it was recommended to add this to the Feb. 7 TPAC agenda with a report on the basis for recommendations by the commission and implications to programs. MTAC will be informed of this discussion as well.

- Donovan Smith commented on the high crash citations and how this interacts with enforcement and effects on communities. It was suggested to have further discussion on how citations affect or help develop better safety in equity zones. Chairman Kloster noted zero vision planning with the City of Portland and holding more discussion on these policies.

4. Consideration of TPAC Minutes from December 6, 2019

Correction noted: Jessica Berry noted on page 7 that the table presented showed 223rd not CMAQ eligible, but she believed it was. Confirmation on the table will be made.

MOTION: To approve the minutes from December 6, 2019, with correction made.

Moved: Glenn Koehrsen

Seconded: Katherine Kelly

ACTION: Motion passed unanimously.

5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5068

(Ken Lobeck, Metro)

Ken Lobeck provided information on the request for approval to Resolution 20-5068 that would add two projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) involving Ride Connection in support of senior and disabled person's needs and ODOT in support of the Columbia bottomlands Conservation Project.

The Ride Connection project implements the mobility management services focused at two Providence hospitals for senior and disabled persons, offering individual travel options, counseling and clinic support to integrate transportation referrals.

The Columbia bottomlands mitigation/conservation project would develop a long term mitigation/conservation bank in the lower Willamette watershed that generates credit for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species. ODOT has identified a need in the Lower Willamette watershed area for a compensatory mitigation bank to generate conservation credits that compensate for future ODOT project impacts to aquatic resources and ESA listed fish species. Glen Bolen further explained the mitigation process after first approaching issues through avoids, or minimizing effects with actions before the mitigation approach.

MOTION: Approve recommendation to JPACT for Resolution 20-5068 under MTIP Amendment JA20-07-JAN allowing the MTIP to add Ride Connections's Providence Health and Services Mobility Resource Desk new project and ODOT's Columbia bottomlands Mitigation/Conservation new project.

Moved: Chris Deffebach

Seconded: Jeff Owen

ACTION: Motion passed unanimously.

It was suggested to add Ride Connection programs update and report to a future TPAC agenda. The ridership needs and programs provided should be explained to be appreciated and understood with the funding allocated toward these programs.

6. Proposed Unified Planning Work Program (UPWP) Amendment: Regional Mobility Policy Update 20-5062 (John Mermin, Metro)

John Mermin presented a proposed UPWP amendment on Regional Mobility Policy Update, Resolution 20-5062. This legislation amend the project description and objectives to reflect the work plan and the stakeholder engagement plan approved by JPACT and Metro Council in fall 2019 and increases the amount of funds anticipated to be available for consultation services. The amendment presented is for information only at this meeting, and will be asked for approval to recommend to JPACT at the next TPAC meeting.

Comments from the committee:

- Karen Buehrig asked where the money came from that would pay for additional project funds to this project. It was noted that past UPWP project descriptions varied in length and scope, and when changes were proposed at different times of the year it caused confusion to levels of details to projects with required changes.
- Chairman Kloster explained the project will rely on a combination of Metro's federal transportation planning grants and additional anticipated funds identified by ODOT and Metro. Regarding level of detail, in the upcoming 2020-21 UPWP the narratives and descriptions are more concise, per FHWA direction. This amendment includes more detail since it is amending the 2019-20 UPWP.

7. TriMet's Regional Mobility as a Service (MaaS) Platform (Bibiana McHugh)

Bibiana McHugh presented information on TriMet's Regional Mobility as a Service (MaaS) platform.

Shared regional mobility objectives for initiatives were:

1. Reduce CO2 emissions
2. Limit congestion, esp. during peak travel periods
3. Reduce car ownership, usage and vehicles on roads
4. Enable better traffic and capacity management
5. Use existing infrastructure more effectively
6. Cater to all travelers (age, disadvantaged, low-income)
7. Create model that supports funding of infrastructure
8. Lessen overall environmental impact of transportation
9. Work in driver-controlled & autonomous environment

With Federal Transit Administration advocating transit travel beyond bus and trains, the role with Maas Platform is of integrator and leverage for lifestyles, services, technology, driverless vehicles and more.

Marketability to retain and attract customers will involve:

- Mobility-as-a-Service (MaaS)
- Personalized Customer Information Sharing & Services
- Public Private Partnerships
- Technology, Data, Innovation
- Speed, Availability and Reliability
- Affordability and Safety
- Integration of Services
- Equity and Lifestyle

What started a year ago, TriMet has incorporated this direction for a broader eco-system for customer connections for seamless mobility options. Cultural changes within the agency, with partner agencies and with customers are shaping mobility initiatives now in programs:

TRAVELER CONNECTIVITY AND RELIABILITY IMPROVEMENTS

- Transit Signal Priority
- On-Time Performance Improvement Program
- Faster and More Reliable Bus Service

TRANSIT PLANNING AND DEVELOPMENT PROJECTS

- Division Transit Project, Southwest Corridor Light Rail

CLEANER AIR

- Bus Fleet Conversion

EXPANDING PARATRANSIT SERVICE

- TNCs to supplement ADA Paratransit Service

POLICY AND DATA STANDARDS

STRATEGIC PLANS

- TriMet New Mobility Study Strategic Business Review, Nelson, Nygaard
- Bike Plan, Pedestrian Plan
- AV Framework
- Strategic Framework for City-TriMet Partnership

The parts of mobility management were described as MaaS, Multimodal Trip planning, Public and Private service providers partnerships, integrated payment, and customer information (open data, software, standards, real-time information, third-party apps). From a FTA MOD Sandbox Grant, TriMet received funding that developed further data and trip planning capabilities through its existing open source trip planner, integrating all private service providers to show lower cost and saving time.

Next steps with mobility initiatives planned is incorporating this on the TriMet website, and extending the platform via tech applications for full payment integration. TriMet and partners have applied for a IMI Grant to extend the platform, improve data management and provide benchmarks for improvements, enhance customer information, ease and incentives, and develop ability to expand payment options and access.

This month TriMet released a Request for Proposal (RFP) for the development of a Mobility Strategic Plan that provides identification of priorities, resources and budget. Key challenges moving forward are losing the participation with Lyft from the last initiative. The company has chosen not to continue to be included in the app with other competitors. This limits customer choices, but helps develop other options with data sharing.

Comments from the committee:

- Karen Buehrig asked how shuttles, both existing and emerging, were being integrated into the system, especially regarding last mile service after existing TriMet lines end. How were areas in Clackamas County with several service providers being incorporated together? Ms. McHugh reported much of this coordination depends on the data. There are shuttles on demand and shuttles as part of scheduled trips. Access to real-time data is crucial and having standards to the data is important in scheduling on-demand service.
- Glenn Koehrsen asked if the system was sensitive to individuals with limited physical capabilities, expectations for payments, and technical connections. Ms. McHugh reported on

the importance of updating customer information in the system and creating more functionality with the data. Current studies and pilot programs are exploring integrating services with different travel modes, which is also in the TriMet Strategic Plan. As they pull more information into the system, outreach programs have gathered important information outside mainstream areas which is making the capability for selecting travel services from several modes of travel. Asked about subsidized payments, Ms. McHugh reported data is being incorporated and integrated into the system from this data now and will continue to be processed.

- Laurie Lebowsky asked about the next steps in the mobility plan and if TriMet is reaching out to C-Tran. Ms. McHugh reported they have worked with C-Tran with extending service areas with this program. The technology aspect of the program is the easy part; legal aspects with IGAs are more challenging. Regarding the question of proprietary issues such as Lyft showing a lack of cooperation with participation, Ms. McHugh reported these are new issues that face the biggest disruption in service for decades, which take time addressing standards and policy to implement. Support from Federal partners has been invaluable with a broad-range plan.
- Idris Ibrahim agreed that the concept of combining different modes of transportation was a good idea. For youth and those of low-income, transportation choices were challenging. Uber could be expensive. Since Lyft is not currently participating with the program what plans are being developed to regain their participation? Ms. McHugh reported they are continuing to reach out to Lyft. Long term affects with the company not participating may result in them rejoining.

Asked how this is different from what the region now has, Ms. McHugh reported we are forming new demographics between service providers that can lower costs and make travel time shorter. While Uber can be costly by itself, the advantages of combining modes together provides more advantages for the transit rider. Government and transit agencies address equity and accessibility, not the business focus of profit. They can enhance existing infrastructure to create mobility hubs with greater capability for customer service choices.

- Donovan Smith asked what the projected impact on drivers with Uber and Lyft will be, who depend on these jobs for second incomes. Ms. McHugh reported that potentially more vehicles would be placed on the road if demand for their services are requested, but short trips vs. long trips would be more economical. More vehicles add to congestion and can take away from the service business. The companies are working with TriMet providing data, addressing safety issue and helping find solutions that provide advantages to riders.
- Katherine Kelly asked how sharing the data with jurisdictions might be coordinated with a pilot program, and perhaps show ratio of different modes of travel vs. stand-alone mobility provider service. Ms. McHugh reported that there are policy and privacy matter issues with this with the data coming from users of the application. They are restricted from sharing the data and currently studying how users are actually paying for service or just looking at services. This is just the beginning to studies with potentially more involving the region.
- Mike Coleman commended TriMet for its work with all the service providers in this effort. It was asked how the cost of continuing the program was planned, such as expected revenue or advertising. Ms. McHugh reported that the Strategic Plan will lay the groundwork for this, with much left to be determined. It was noted that internationally transportation integration was much more developed, and lessons and best practices could be taken from them.
- Eric Hesse noted the importance of TriMet taking the public agency lead with these efforts. The integration model is not just TriMet but fits into the regional market as a whole. Uber and

Lyft are increasing their business footprint in the Metro region, with the addition of Lyft managing bike service operations with expanding service of Biketown in the region. The opportunity to learn business models and what policy requirements companies are to be shared with new standards being developed will help build transit capacity. Ms. McHugh added that mobility as a service and application are just one small part of the regional aspect being planned. Legislation, policy, jurisdictional right of ways, planning and partnerships are forming the standards and policy as a whole.

- Taren Evan mentioned the sometimes prohibitive cost of Uber if the only choice available for service. What discussions are taking place regarding TriMet fares integration into the program? Ms. McHugh noted they are exploring aspects of this into the IMI grant and further pilot studies. Mr. Hesse added the City of Portland studying affordable housing units' trade outs with transportation credits. Ms. McHugh noted that TriMet is also working on loyalty and reward programs to help lower the cost of fares with more incentives.
- Chris Deffebach noted not seeing Washington County on the list of partners with the grant. The county is plugged in with the program and various services and transportation modes across the region, including shuttle service from services. They are interested in participating in the RFP for the development of a mobility management strategic plan, and opportunity to participate with the development and growth of this project. Ms. McHugh noted the partnerships from the jurisdictions to this point, with more meetings and workshops where they will be participating.
- Idris Ibrahim noted this benefits communities and customers, but how does it financially benefit the transportation agencies? Ms. McHugh noted it may increase ridership, but supports increased access for low-income and those with disabilities. Shared data could financially benefit all service providers with improved customer service experience that comes with more seamless travel modes, economic methods, safer and faster service.

8. Metropolitan Transportation Improvement Program (MTIP) & Project Delivery Updates (Ted Leybold/Ken Lobeck, Metro)

Ted Leybold presented information on the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) Development, Evaluation and Local Project Delivery. The committee was reminded that all Federal funding allocation process in the region is included through the MTIP with partners ODOT, TriMet, SMART, RFFA, and regionally significant local investments.

With adoption of the MTIP in July 2020, work that will be done this year includes:

- Programming of funds to project phases
- Demonstrating financial constraint
- Evaluating performance
- Documenting changes from previous MTIP
- Public comments and Agency & Tribal consultations
- Adopting and incorporation into the STIP

Since July 2019, Metro staff has collected project data from jurisdictions, coordinated with key MTIP partner agencies (e.g. ODOT, TriMet, and SMART) and worked on refining the scope and schedule for developing the overall 2021-2024 MTIP. During the autumn and early winter 2019, several key decisions related to the development of the overall 2021-2024 MTIP will influence the approach and evaluation of the 2021-2024 MTIP. To accommodate these decisions, Metro staff will use the following approaches to the analysis.

Six-Year Programming

Due to the Portland metropolitan region being subject to obligation targets Metro will employ a six-year MTIP for the purposes of programming projects and developing a realistic timeframe for project delivery.⁵ The decision to move to a six-year MTIP is to help encourage partners to develop realistic project delivery schedules as well as better manage the financial constraint of the 2021-2024 MTIP.

Locally Funded Projects

As part of Metro's request to local jurisdictions for developing the 2021-2024 MTIP modeling networks, many local jurisdictions submitted roadway and bicycle network projects which are fully funded locally, but completing gaps, creative connectivity, or upgrading the regional roadway or bicycle network. While these locally funded projects do not need to be programmed formally in the MTIP, the projects help provide a comprehensive picture of the upcoming capital investments to be made. Recognizing the role of these locally funded projects, as appropriate and based on the date of when the project is open for service, the project will be included in the no-build and/or build networks for the modeling analysis of the 2021-2024 MTIP. These projects will be identified as locally-funded projects and a total dollar amount of all locally-funded projects will be provided in order to express the magnitude of fully local investment relative to federal funds. The analysis of the 2021-2024 MTIP evaluation results will qualitatively discuss the effects of these locally funded investments relative to the federal capital investments identified in the 2021-2024 MTIP.

Sub-regional Analysis Geographies and Equity Focus Areas

The sub-regional analysis is in response for region-wide system analyses to report on performance at a more localized scale. While individual projects will not be evaluate, the package of investments in the 2021-2024 MTIP will look at how projects perform in the following sub-regions in addition to the entire region. Finally, a slight update and modified version of the Equity Focus Areas will be used as a sub-regional geography for the 2021-2024 MTIP evaluation.

Obligation targets were described:

- Obligation is federal approval of project spending
- States must use (obligate) or lose federal fund capacity each year
- New ODOT program to promote timely obligations by local agencies
- Metro and ODOT staff updating management practices to meet targets
- Each large MPO must obligate 80% of programmed funds
- Calculated on 3-year rolling average
- 80% target phased in by 2024
- Rewards and penalties:
 - Reward is portion of redistribution funds for that year
 - Penalty is portion of unobligated programming for that year
 - Appeal process available

Management updates for improving obligation rates include realistic scheduling where the lead agency must demonstrate capacity and we change to a 6-year cycle (in the past this has been 4-year cycle). An earlier start on project agreements will provide for funding for development of agreements and development check list. Local agency participation in project meetings is planned. In addition, development of process improvements and management tools, and more active monitoring and reporting of progress toward obligation targets will provide improvements.

Comments from the committee:

- Karen Buehrig mentioned the Sub-regional analysis geographies and equity focus areas in the memo by Grace Cho, page 3. It mentions a modified version of the Equity Focus Areas to be used as a sub-regional geography for the 2021-24 MTIP evaluation. It was asked if this would tie in with the work TPAC is doing with our Equity Strategy. It would help to see the scheduling of changes to the Equity Focus Areas.
- Jessica Berry noted the information was helpful, especially changing from a 4-year cycle to 6-year cycle. It's beneficial to start thinking of the next RFFA round now with projects in the new timeframe known.

9. Committee Feedback on Creating a Safe Space at TPAC

Chairman Kloster read the comments from the committee on feedback and suggestions for safe space at TPAC meetings.

- To help enhance a common understanding, the first slide of a presentation should have a one sentence purpose statement of the document (ea. MTIP, UPWP, etc.). Images help engage and explain; please encourage use of these in presentations, even if the following page includes heavy text used to detail message.

10. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 12:00 noon.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, January 10, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	01/10/2020	01/10/2020 TPAC Agenda	011020T-01
2	TPAC Work Program	01/03/2020	TPAC Work Program, as of 01/03/2020	011020T-02
3	Memo	01/02/2020	TO: TPAC and interested parties From: Caleb Winter, TSMO Program Manager RE: TSMO Sub-allocation for FFY 19-21	011020T-03
4	Memo	12/30/19	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: December 2019 MTIP Monthly Submitted Amendments	011020T-04
5	Minutes	12/06/19	Draft minutes from TPAC December 6, 2019 meeting	011020T-05
6	Resolution 20-5068	01/10/2020	Resolution 20-5068 for the purpose of adding two new projects to the 2018-22 MTIP involving Ride Connection in support of senior and disabled person needs and ODOT in support of the Columbia Bottomlands Conservation Project	011020T-06
7	Exhibit A to Resolution 20-5068	01/10/2020	Exhibit A to Resolution 20-5068, MTIP Amendment	011020T-07
8	Staff Report	12/31/2019	Staff Report to Resolution 20-5068, MTIP Amendment	011020T-08
9	Resolution 20-5062	01/10/2020	Resolution 20-5062 for the purpose of amending FY 2019-20 Unified Planning Work Program (UPWP) to add funding for the Regional Mobility Policy Update	011020T-09
10	Exhibit A to Resolution 20-5062	01/10/2020	Exhibit A to Resolution 20-5062, UPWP Amendment	011020T-10
11	Staff Report	Dec. 17, 2019	Staff Report to Resolution 20-5062, UPWP Amendment	011020T-11
12	Memo	1/3/2020	TO: TPAC and interested parties From: Ted Leybold, Ken Lobeck, Grace Cho RE: 2021-2024 MTIP and RFFA Project Implementation update	011020T-12
13	Memo	1/10/2020	TO: TPAC and interested parties From: Grace Cho and Ted Leybold RE: Development of the 2021-2024 MTIP	011020T-13
14	Memo	1/10/2020	TO: TPAC and interested parties From: Grace Cho and Ted Leybold RE: Evaluation Approach to the 2021-2024 MTIP	011020T-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Memo	1/02/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: MTIP and Project Delivery Updates	011020T-15
16	Handout	N/A	2022-2024 Regional Flexible Funds Allocation Resolution 20-5063, Exhibit A RFFA Investments	011020T-16
17	Presentation	1/10/2020	January 2020 MTIP Formal Amendment Summary	011020T-17
18	Presentation	1/10/2020	TriMet's Regional Mobility as a Service (MaaS) Platform	011020T-18
19	Presentation	1/10/2020	2021-24 MTIP Delivery, Evaluation and Local Project Delivery	011020T-19

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-needed 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 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 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, the Southwest Corridor Light Rail Line will create an expanded transportation infrastructure to support local and regional plans such as the Tigard Triangle Strategic Plan, Barbur Concept Plan, and 2040 Growth Concept Plan which aim to accommodate continued population and job growth without a proportionate increase in traffic congestion by supporting transit-oriented development; 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: Formal/Full					
Amendment #: FB20-08-FEB					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key TBD New Project	TBD	TriMet	Southwest Corridor Light Rail Project Development	Implement project development actions to complete NEPA environmental, final route alignment, design, and costs for the new SW Corridor Light Rail project	ADD NEW PROJECT: 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**

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

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	Local	2020		\$ 21,854,403				\$ 21,854,403
								\$ -
							Local Total	\$ 21,854,403
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 21,854,403	\$ -	\$ -	\$ -	\$ 21,854,403
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 the PE phase 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: January 27, 2020
 To: TPAC 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 New 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 for the new Southwest Corridor Light Rail project through approval of Resolution 20-5076.

What is the requested action?

Staff is providing TPAC notification of the February 2020 formal amendment under Resolution 20-5076 to add the Preliminary Engineering phase for the new Southwest Corridor Light Rail project and is requesting their approval recommendation to JPACT and then onto Metro Council to approve Resolution 20-5076 enabling the project to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

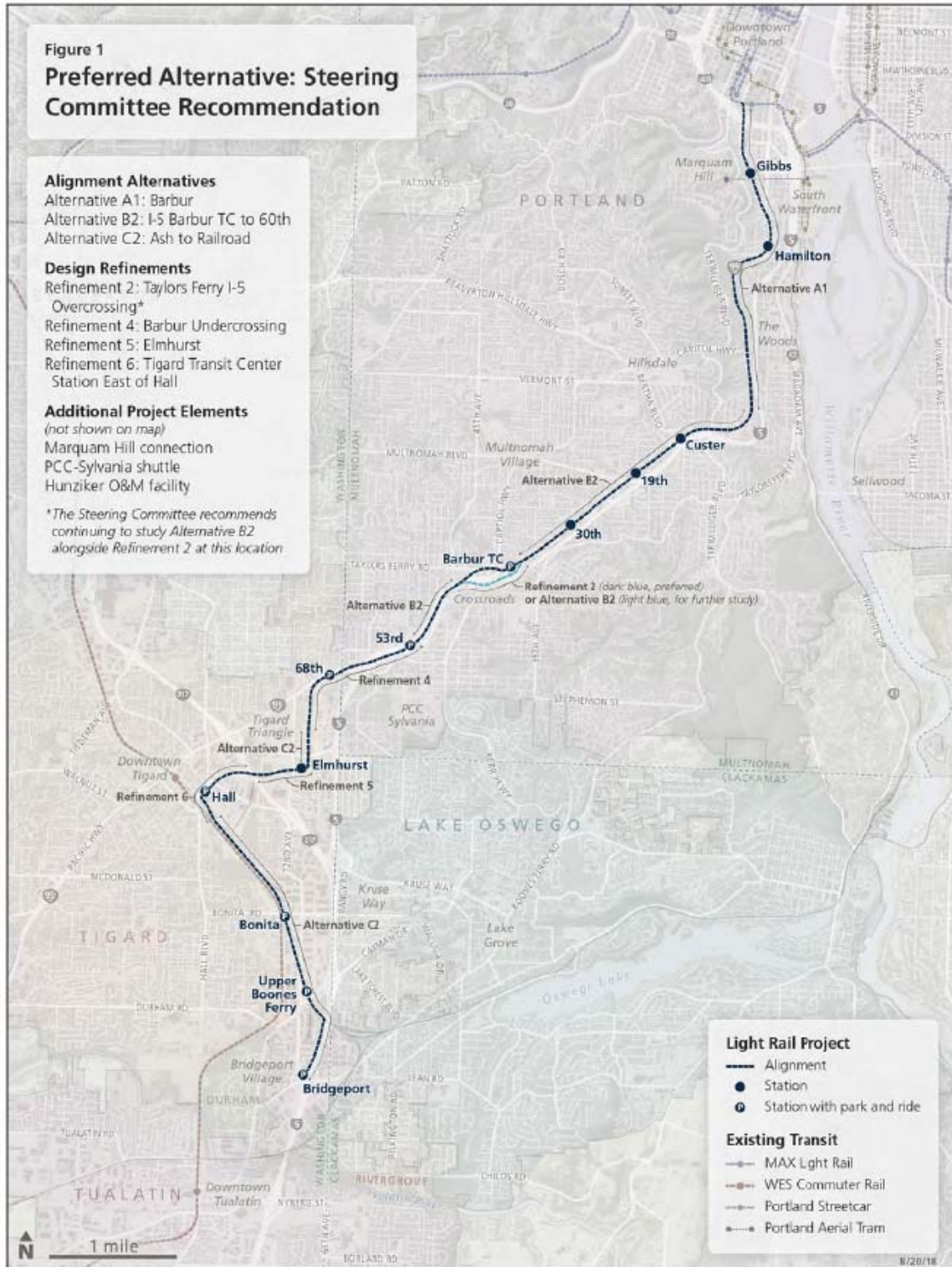
Proposed January 2020 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: FB20-08-FEB					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key TBD New Project	TBD	TriMet	Southwest Corridor Light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

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

Project 1:		Southwest Corridor Light Rail Project Development (New Project)	
Lead Agency:	TriMet		
ODOT Key Number:	TBD	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: By programming the PE phase to the new Southwest Corridor Light Rail Line, TriMet will implement project development actions to complete NEPA environmental, final route alignment, complete up to 30% design and cost estimates to move forward into final engineering (PS&E completion by February/March 2021). Source: New project to the MTIP Funding: Source of funding is local funds committed to the project by TriMet Project Type: Transit Location - Staff Preferred Alignment: In the southwestern Portland region from downtown Portland to Bridgeport Village north of Tualatin Cross Street Limits: N/A Overall Mile Post Limits: N/A Current Status Code: = Transit status "T21" = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP STIP Amendment Number: TBD MTIP Amendment Number: FB20-08-FEB 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds only the Preliminary Engineering (PE) phase to the new Southwest Corridor Light Rail project. The major scope elements of the PE phase are to:</p> <ul style="list-style-type: none"> Complete the environmental process by publishing a Final Environmental Impact Statement (FEIS) and subsequent issuance of the Record of Decision (ROD). <ul style="list-style-type: none"> SW Corridor FEIS is scheduled to be published in June 2020 with the ROD issued 30 days after publication. Finish evaluation of the Local Preferred Alternative to select the project's Final Preferred Alternative <ul style="list-style-type: none"> 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. 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"> The 30% level of engineering is scheduled to be completed in September 2020 with cost estimates completed in October 2020. 		

	<ul style="list-style-type: none"> - Proceed into Engineering (final design and PS&E) by February/March 2021 • 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"> - The project is scheduled to submit materials for a New Starts Rating in November 2020. • 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"> - 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.
<p>Additional Details:</p>	<p>The estimated PE phase full cost is approximately \$50 million. The remaining local funds will be added to the project through a later amendment. 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"> • FTA approved the project development to be initiated on February 13, 2019. • Final project engineering (completion of PS&E) will move forward around February/March 2021. • 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) purchasing activities can begin and continue through construction. • Utility Relocation actions are anticipated to occur from December 2021 through October 2022 • The Construction phase actions are scheduled to occur from September 2023 through December 2026. • The Southwest Corridor MAX Rail Line is estimated to be ready to implement services during fall of 2027.
<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. The ROW cost for the project are estimated to be \$400M and the construction cost are estimated at \$1.3B before inflation and unallocated contingencies are applies</p>
<p>Added Notes:</p>	<p>TriMet will the lead agency to implement and delivery the project through all remaining phases (PE trough Construction)</p>

Project Location Map



Note: The Amendment Matrix located below 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

ODOT-FTA-FHWA Amendment Matrix
Type of Change
FULL AMENDMENTS
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"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
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.

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:
 - 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
• JPACT approval and recommendation to Council.....	February 20, 2020
• 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:

Staff recommends TPAC provide an approval recommendation to JPACT for Resolution 20-5076 allowing the MTIP to add the PE phase supporting project development activities for TriMet's new Southwest Corridor Light Rail project.

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)	RESOLUTION NO. 17-4848
INCREASED MULTI-YEAR COMMITMENT OF)	
REGIONAL FLEXIBLE FUNDS FOR THE)	Introduced by Chief Operating Officer Martha
YEARS 2019-34, FUNDING THE DIVISION		Bennett in concurrence with Council
TRANSIT PROJECT, THE SOUTHWEST		President Tom Hughes
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		

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 [†] 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

[†] 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 1st 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.

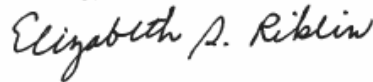
FTA encourages you to familiarize yourself with the information found on the CIG program webpage at <https://www.transit.dot.gov/funding/grant-programs/capital-investments/about-program>. There you will find more details and information on the activities mentioned above including answers to frequently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

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 1st Reading
 Ordinance 2nd 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.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Regional Mobility Policy Update

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 throughway¹ 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 communities² 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.](#)³
 - [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](#)

¹ [Throughways are designated in the 2018 RTP and generally correspond to Expressways designated in the OHP.](#)

² [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.](#)

³ [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.

-
- 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

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.

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

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

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	\$ 13,600 <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

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

Prepared by: John Mermin, 503.797.1747,
john.mermin@oregonmetro.gov

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.



Memo

Date: Friday, February 7, 2020
To: Transportation Policy Alternatives Committee and Interested Parties
From: Elizabeth Mros-O'Hara, Investment Areas Project Manager
Grace Cho, Senior Transportation Planner
Subject: Regional Congestion Pricing Technical Study – Project Updates

Purpose

The purpose of this memo is provide updates on the Regional Congestion Pricing Study and introduce technical elements used to develop the pricing scenarios being explored. This information is intended to provide background for the upcoming TPAC meetings.

Background

In December 2018, the Metro Council adopted the 2018 Regional Transportation Plan (RTP), the long-range transportation policy blueprint and funding strategy to address the region's existing and future transportation needs and opportunities for the system. While the RTP identifies \$15.4 billion in capital investments, it also includes strategies and tools to manage travel demand, fill gaps, and address inequities. Of those tools and strategies, the 2018 RTP identified a comprehensive regional study of congestion pricing as one of the near-term next steps in implementing the region's long-range transportation blueprint.

Congestion pricing can lead to the more efficient use of existing transportation infrastructure to move people, cars, and buses more efficiently and reduce greenhouse gas emissions. Congestion pricing is the use of a price mechanism (i.e. tolls, parking fees) to signal to travelers the costs they impose upon one another and transportation system when making trips. Pricing can lead travelers to change their behavior (i.e. shifting trip times from peak periods, traveling less often, changing travel modes, carpooling) which can result in less congestion.

Study Goal

The Regional Congestion Pricing Technical Study's goal is to better understand how the region could use congestion pricing to manage traffic demand and meet the region's climate goals in a manner that doesn't adversely impact and potentially improves safety or equity.

Scope of Work

The Regional Congestion Pricing Study is a technical exploration of how different pricing tools could help achieve transportation regional priorities identified in the 2018 Regional Transportation Plan. It will analyze different pricing concepts by testing a series of scenarios using the regional transportation model and other tools, supplemented by research, technical papers, and feedback from experts in the field. The study will test the ability of the congestion pricing tools to help our region realize the four primary transportation regional priorities: addressing climate, managing congestion, getting to Vision Zero (safety), and reducing racial and other disparities (equity).

The study primarily focuses on evaluating three to four scenarios that apply different pricing concepts as well as mitigation options that address equity and safety issues that may emerge or potentially be exacerbated by pricing. Pricing concepts likely to be assessed are:

- Cordon or Area: vehicles pay to enter and/or travel in a congested area
- Vehicle Miles Traveled/Road User Charge: a charge based on how many miles are traveled
- Roadway: a direct charge to use a specific roadway or specific roadways

- Parking: charges to park in specific areas

The Regional Congestion Pricing Technical Study outcomes will inform future discussions around implementing congestion pricing for demand management purposes in our region. Metro expects this technical analysis to inform future policy recommendations and outline next steps for the purposes of evaluation and further study. Metro does not anticipate significant public outreach or convening of a project stakeholder committee for the work at this time. **Attachment 1** provides an at-a-glance summary of the work plan for the Regional Congestion Pricing Study.

Project Updates

Since the introduction of the Regional Congestion Pricing Study in July 2019, the Metro project team has refined the work plan, hired congestion pricing expertise, and closely work with partners – City of Portland Bureau of Transportation (PBOT) and the Oregon Department of Transportation (ODOT) – to coordinate on the three concurrent pricing projects happening in the region. Over the past six months, the following activities have taken place.

Finding Outside Expertise

Recognizing the region’s limited experience with the application of several types of pricing concepts (e.g. area or cordon pricing, etc.), Metro staff hired a consultant team with a wide range of expertise on congestion pricing to support the Study. Metro sought a mix of expertise from technical and modeling support, communications and messaging, and embedding equity in the Study. After a competitive request-for-proposal process, Metro hired a team led by Nelson/Nygaard that includes (in alphabetical order):

- EnviroIssues – for strategic communications and messaging on congestion pricing. Previous experience includes ODOT’s congestion pricing study and currently working on Seattle’s and San Francisco’s studies.
- HNTB Corporation – for technical expertise in developing the congestion pricing scenarios and integration into regional travel demand model. HNTB is a national leader in tolling and congestion pricing studies as well as implementation including leading efforts in New York City.
- PKS International LLC – for engagement and outreach support, strategic advice, communications, and leveraging deep relationships with communities throughout the region.
- Sam Schwartz Engineering – for key expertise the firm brings in developing New York City’s approach to congestion pricing.
- Silicon Transportation Consultants – for knowledge and expertise in the technologies, interoperability, legalities, and considerations associated with pricing programs nationally and internationally.
- TransForm - a Bay Area non-profit and national leader in equity and social justice research, engagement, and policy, and recent experience exploring pricing impacts on vulnerable populations.

The Nelson/Nygaard team have and are currently working together on several different congestion pricing studies, including in the cities of Seattle and San Francisco. These other studies address similar questions and concepts as the Regional Congestion Pricing Study, including questions pertaining to embedding equity and safety in the analysis.

Coordination with Other Pricing Projects

Metro, ODOT, and the City of Portland are each conducting separate efforts related to pricing transportation. While each agency is undertaking an independent effort and there are significant differences in the projects, the agencies have agreed that effective coordination will improve the overall processes and outcomes of each pricing project.

The three agencies are taking steps to share information (e.g. project purpose, scope of work, meeting dates, etc), technical results and findings of each pricing project, and coordinate, where possible, on public engagement, communications, and messaging. Staff from the agencies meet regularly to explore opportunities to exchange knowledge and align the projects to promote success. In addition, the three agencies are working on developing a project coordination agreement to clarify expectations and collaboration.

Next Phase of Work – Scenario Building and Evaluation – Technical Input

In our upcoming TPAC meetings, the Regional Congestion Pricing Study project team will share proposed pricing concept scenarios and evaluation methods. Discussion topics will include greater detail on the proposed pricing concept scenarios, tools used to assess how pricing could work in our region, and performance measures to evaluate how well pricing scenarios could further the four regional priorities: addressing congestion, climate goals, equity, and safety.

TPAC members will be asked to provide technical feedback and considerations to help refine the proposed scenarios and performance measures. To help frame the discussion, at the March TPAC meeting, the Regional Congestion Pricing Study project team will provide an overview of the main technical tool – the regional travel demand model – used as part of the study evaluation. This discussion of the demand model include the capabilities and limits of what the technical assessment can or cannot evaluate. In addition, staff will discuss potential off-model and supplemental tools that can be used to address key concerns.

To prepare TPAC for the discussions, the Regional Congestion Pricing Study project team is providing background on the different pricing types/concepts to explore and evaluate further in the Study.¹ This background information is to help ensure TPAC and the project team have the same shared understanding and definition of terms and concepts. These pricing types can be found in **Attachment 2**. In addition, Attachment 1 also include key questions in need of definition in order to develop the pricing concept scenario, regardless of which pricing type is being assessed.

Preview of Topics to Discuss

At the upcoming TPAC meetings, the following topics will be brought forward to TPAC.

- Proposed pricing scenarios in more detail
- Tools for testing proposed pricing scenarios
- Proposed performance measures for testing the pricing types-scenarios

Questions

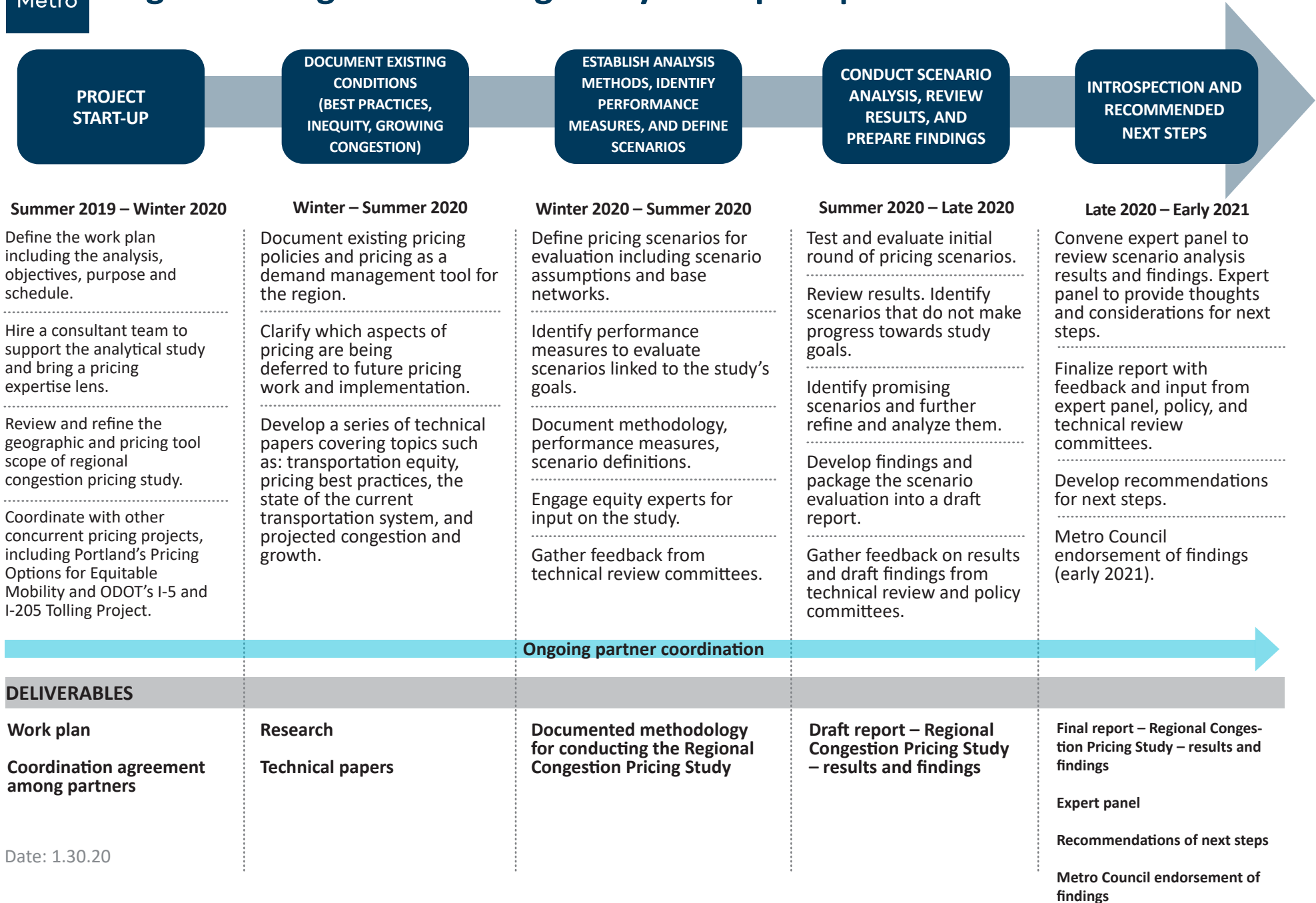
- Are there questions about what is being asked for the upcoming TPAC meetings?
- Are there questions specific to the different pricing types?

¹ Background research and information on each pricing type courtesy of Nelson/Nygaard.



DRAFT

Regional Congestion Pricing Study work plan | At-A-Glance



Attachment 2

Pricing Types/Concepts

The following is a short description of the different pricing types/concepts being screened for the Regional Congestion Pricing Study. A limited number of these pricing types/concepts will be formed into a pricing scenario for evaluation.

Cordon Pricing

Cordon pricing is the concept of charging vehicles a fixed or variable toll for entering and/or exiting a congested zone within a city. Pricing can vary according to vehicle type (e.g., private or commercial vehicles, cars or trucks) and by time of day (e.g., depending on traffic conditions). Typically, tolling equipment is placed on all roads leading into and out of a cordon zone. Toll collection equipment at cordon boundaries identifies vehicles through the use of toll transponders and/or license plate recognition camera systems, and toll amounts are either deducted from toll accounts or are sent to vehicle owners as toll invoices. Cordon boundaries are selected to optimize benefits as defined within the policy, minimize unwanted effects such as diversion, and balance the cost of tolling infrastructure. Cordon pricing in Singapore and Stockholm has reduced congestion, reduced emissions, and generated revenue for reinvestment in the transportation system.

Area Pricing

Area pricing is very similar to cordon pricing. It has the added feature of also charging vehicles that drive within a pricing zone, not just those crossing the zone's boundary. This approach is best suited for geographically large pricing zones where vehicles driving within a zone may not necessarily cross the zone's boundary but still contribute to congestion. Area pricing relies on tolls collected electronically with tolling equipment placed at strategic locations within a pricing zone and as well as at its boundaries. London has successfully implemented an area pricing program.

Road Usage Charges (RUC)

Road Usage Charges, also known as a Mileage-Based User Fee or Vehicle Mileage Traveled Fee, is an approach to charging people a fee based on the number of miles their vehicle travels. Government agencies are considering RUC as a potential replacement for the existing consumption-based gas tax, especially as improving gas mileage and the increasing number of electric vehicles continues to reduce gas tax revenues. More sophisticated RUC programs vary mileage fees based on time of day and/or location to reflect congestion. RUC-enabling technologies range from a simple odometer log book and annual checks to more sophisticated in-vehicle GPS devices and mobile apps. Oregon has had a permanent RUC program in place since 2015.

Toll Roads (Arterial, Freeway, etc.)

Tolling is likely the most familiar form of congestion pricing for North Americans. As part of a financing mechanism and demand management, tolling has been deployed to build, reconstruct, or fund the expansion of highways throughout the U.S. Toll roads also lend the opportunity to enter into public-private partnerships where the public sector leases the operations and maintenance of a toll facility to a private entity for a certain period of time in exchange for funding the initial capital construction. Aside from freeways, congestion pricing has begun to explore pricing other facilities, including arterials. To date, congestion pricing programs have only tolled arterials as part of a cordon or area pricing programs, placing tolling equipment at a key location along a road to enforce the cordon. Tolling the length of an arterial is generally considered more complex than tolling a highway because of the numerous access points and intersections and the potential for traffic

diversion onto other urban streets. However, existing electronic toll collection technology could support such a concept.

On-Street Parking Pricing

Variably priced on-street parking can be used to manage demand for parking, which has been shown to reduce congestion. Pricing on-street parking introduces a price signal that encourages some drivers to switch modes and reduces the number of drivers circling to look for parking. A combination of smart meters, embedded parking sensors, and traveler information systems are used to manage parking pricing in near real time. San Francisco is leading the nation in actively managing parking prices, and many other cities, including Seattle, have successfully implemented effective on-street pricing programs.

Off-Street Parking Pricing

By pricing off-street parking in public and private lots, many regions are using these fees to influence traveler decisions about driving into certain parts of cities. Cities typically leverage existing sales or property taxes to levy parking surcharges, which are passed on to drivers. Melbourne and San Francisco are case studies for managing off-street parking prices. Seattle has also implemented off-street parking fees.

Key Questions for Each Pricing Type

The following are a list of questions which need to be defined in order to develop the pricing type/concept scenarios.

- What is the geography being priced? (i.e. cordon area, specific corridors, systemwide, etc.)
- When is pricing applied? (i.e. days of the week, time of day, 1-way or 2-way, distance traveled, etc.)
- Who is pricing applied to? (i.e. vehicle types – cars, trucks, carpools, taxis, etc.)
- How is the pricing structure set up? (i.e. dynamic/variable or fixed price rates; daily max, etc)

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, February 7, 2020
To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties
From: Grace Cho, Senior Transportation Planner, Metro
Karen Williams, Air Quality Planner, Oregon Department of Environmental Quality (DEQ)
Subject: Air Quality Year-in-Review and Transportation-Related Air Quality Activities

Purpose

To provide TPAC an overview of the results for the annual air quality monitoring report for 2018 as well as preliminary 2019 data and discuss various transportation-related air quality activities taking place.

Background

As identified in the State Implementation Plan (SIP), TPAC serves as the Portland region's interagency consultation entity. In TPAC's roles as the local consultation entity, the committee receives presentations on transportation-related air quality activities as well as relevant SIP and air quality index monitoring activities. These updates are intended to keep regional partners informed on the state of the region's air quality and flag ahead of potential transportation-related implications.

Air Quality Related Activities

DEQ staff will provide an overview of the annual monitoring reporting data for the Portland region from the Oregon Air Quality Annual Report for calendar year 2018 and preliminary 2019 data. Within the report, details regarding the region's air quality conditions will be discussed for U.S. EPA regulated criteria pollutants, particularly ozone. The annual air quality report is to inform TPAC of previous year occurrences of national ambient air quality standards and potential implications. In addition, DEQ staff will provide updates on the following transportation-related air quality activities:

- Indirect source rule petition response
- Ozone advance

Due to limited time on the TPAC agenda, the following transportation-related air quality activities will not be addressed, but TPAC members may request DEQ staff to return with updates at a near-term future meeting.

- House Bill 2007 (as known as the Diesel bill) rulemaking and Volkswagen Investment/Mitigation Fund
- Low and zero emissions vehicle rulemaking
- Clean fuels
- Air toxics

Materials following this page were distributed at the meeting.

Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, February 7, 2020
Time: 9:30 a.m. – 12 noon
Place: Metro Regional Center, Council Chamber



9:30 am	1.	Call To Order, Declaration Of A Quorum And Introductions	Tom Kloster, Chair
9:35 am	2.	* Comments From The Chair And Committee Members <ul style="list-style-type: none">• Process update on 2020-21 UPWP (Chairman Kloster)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal Crashes Update (Lake McTighe)	Tom Kloster, Chair
9:45 am	3.	Public & Committee Communications On Agenda Items	
9:50 am	4.	* Consideration of TPAC Minutes, January 10, 2020	Tom Kloster, Chair
9:55 am	5.	* Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5076 Purpose: 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) <ul style="list-style-type: none">• Recommendation to JPACT	Ken Lobeck, Metro
10:05 am	6.	* Unified Planning Work Program (UPWP) Amendment 20-5062 Purpose: Amend the 2019-20 UPWP to refine the scope and add funding to the Regional Mobility Policy Update. <ul style="list-style-type: none">• Recommendation to JPACT	Tom Kloster, Chair
10:20 am	7.	* Regional Congestion Pricing Study Purpose: To give a project update, provide background information on the types of transportation system pricing in effort to prepare for technical discussions and	Elizabeth Mros-O'Hara Grace Cho, Metro



Metro

Agenda Item 5:

February 2020 MTIP Formal

Amendment Summary

Resolution 20-5076

Amendment # FB20-08-FEB

Agenda Support Materials:

- Draft Resolution 20-5076
- Exhibit A to Resolution 20-5076 (amendment tables)
- Staff Report (with 5 embedded attachments)

February 7, 2020

Ken Lobeck

Metro Funding Programs Lead

February 2020 Formal MTIP Amendment

Overview

- Provide summary of the formal amendment
- Adding a new project to the MTIP: TriMet's SW Corridor Light Rail Line project
- Adding partial Preliminary Engineering (PE) funding to complete project development activities
- Request approval recommendation to JPACT for Resolution 20-5076

February 2020 Formal MTIP Amendment

Why is a Formal/Full Amendment Required?

- When adding a new project to the MTIP, a formal amendment is required per the Amendment Matrix
- Demonstrates:
 - Fiscal constraint is maintained
 - No impacts to transportation model
 - No impacts to air quality
 - RTP consistency is maintained
 - No significant impact to RTP policies and goals
 - Verified legal requirements to include the project in the MTIP

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
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">• Change in project termini - greater than .25 mile in any direction• Changes to the approved environmental footprint• Impacts to AQ conformity• Adding capacity per FHWA Standards• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none">• FHWA project cost increase/decrease:<ul style="list-style-type: none">• Projects under \$500K – increase/decrease over 50%• Projects \$500K to \$1M – increase/decrease over 30%• Projects \$1M and over – increase/decrease over 20%• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
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.	

February 2020 Formal MTIP Amendment

1 New Project

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

February 2020 Formal MTIP Amendment

MTIP & State Transportation Improvement Program (STIP)

Project Phases

- MTIP provides a snapshot of the funding composition and delivery schedule for federally funded projects and regionally significant projects by phases
- MTIP & STIP phases include:
 - Planning
 - Preliminary Engineering (PE)
 - Project Development/NEPA Environmental
 - Project Specifications & Estimates (PS&E) or Final Engineering for transit projects
 - Right of Way (ROW)
 - Utility Relocation (UR)
 - Construction (Cons or CN)
 - Other (usually for UR in MTIP, transit exempt projects, and Intelligent transportation System (ITS) projects)

February 2020 Formal MTIP Amendment

MTIP & State Transportation Improvement Program (STIP)

Project Phases

LEAD AGENCY		ODOT				
PROJECT NAME		CENTRAL SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)				
Project IDs		Project Description				Project Type
ODOT KEY	20335	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations. (PGB-ARTS)				Roadway and bridge
MTIP ID	70950					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2018	HSIP (92.22)	\$828,228	\$69,872	\$0	\$898,100
Preliminary engineering	2018	ACPO (92.22%)	\$308,189	\$26,000	\$0	\$334,189
Purchase right of way	2021	ACPO (92.22%)	\$286,066	\$24,134	\$0	\$310,200
Construction	2021	ACPO (92.22%)	\$2,607,807	\$220,004	\$0	\$2,827,811
FY 18-21 Totals			\$4,030,290	\$340,010	\$0	\$4,370,300
Estimated Project Cost (YOES)			\$4,030,290	\$340,010	\$0	\$4,370,300

Key 20335 as programmed in the MTIP

2018-2021 Active STIP		MULTNOMAH		2018-2021 Active STIP			
Name: Central Systemic Signals and Illumination (ODOT)				Key: 20335			
Description: Illumination, intersection work, curb ramp upgrades, signal work, signs, warnings, striping, medians, utility relocation, and other improvements to increase safety at various locations in the City of Portland. Region: 1							
MPO: Portland Metro MPO			Work Type: SAFETY				
Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	MULTNOMAH		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2018	2020		2021		
Total		\$1,232,289.00	\$310,200.00		\$2,827,811.00		\$4,370,300.00
Fund 1		ZS30 \$828,227.82	ACPO \$286,066.00		ACPO \$2,607,807.30		
Match		\$69,872.18	\$24,134.00		\$220,003.70		
Fund 2		ACPO \$308,189.10					
Match		\$25,999.90					
Footnote:							
Most Recent Approved Amendment							
Amendment No: 18-21-3361			Approval Date: 12/23/2019				
Requested Action: Increase the Preliminary Engineering phase estimate by \$334,189, moving funds from the Construction phase.							

Key 20335 as identified in the STIP

February 2020 Formal MTIP Amendment

SW Corridor Light Rail MAX Line project

- New project being added to the MTIP
- TriMet is the lead agency to deliver the project
- Adding \$21.8 million of TriMet local funds to the PE phase
- Total estimate PE phase cost is \$50 million
- Total project estimated cost is \$2.85 billion

February 2020 Formal MTIP Amendment

SW Corridor Light Rail MAX Line project

- Adding only partial PE phase programming for project development activities which include:
 - Finish National Environmental Policy Act (NEPA) requirements and obtain Record of Decision (ROD) for the Final Environmental Impact Statement (FEIS)
 - Determine final project alternative
 - Complete design and cost estimates up to 30%
 - Prepare to submit materials for Federal Transit Administration (FTA) New Starts grant
 - Be ready to start final engineering (PS&E) around February 2021

February 2020 Formal MTIP Amendment

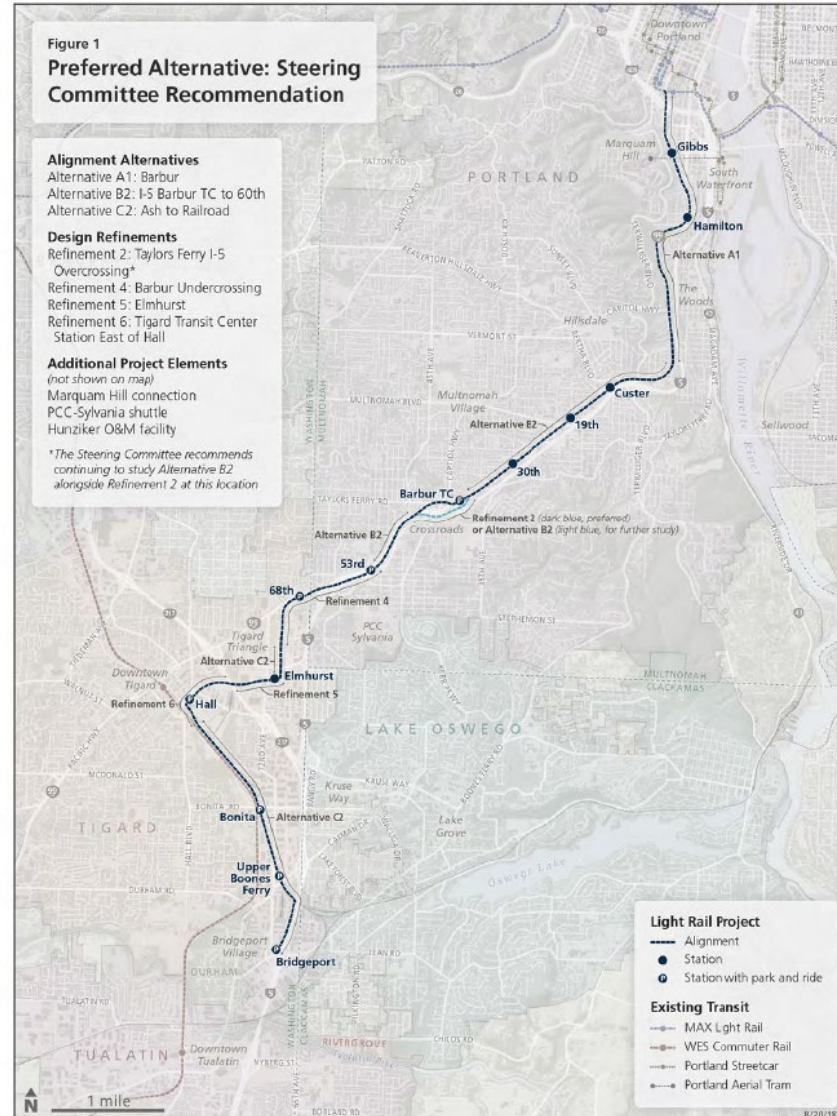
SW Corridor Light Rail MAX Line project & NEPA

- A federally funded transportation project will complete NEPA with one of four possible environmental documents ranging for Categorical Exclusion (CE), Environmental Assessment (EA), EA – Finding of No Significant Impact (FONSI), or an Environmental Impact Study (EIS)
- An EIS is considered the most complicated and may contain the following items:

Purpose and Need for Action		Alternatives	Affective Environment
Land Use Impacts	Farmland Impacts	Social Impacts	Relocation Impacts
Economic Impacts	Joint Development	Ped/Bike Considerations	Air Quality Impacts
Noise Impacts	Water Quality Impacts	Permits	Wetland Impacts
Wildlife Impacts	Floodplain Impacts	Wild & Scenic Rivers	Coastal Barriers
Coastal Zone Impacts	Endangered Species	Historic/Archeology Preservation	Hazardous Waste Sites
Visual Impacts	Energy	Construction Impacts	
Relationships of Local Short-Term Uses vs. Long Term Productivity		Irreversible and Irretrievable Commitment of Resources	

February 2020 Formal MTIP Amendment

SW Corridor Light Rail MAX Line project



MPO CFR Compliance Requirements

MTIP 8 Review Factors

1. MTIP required programming verification is completed
2. MTIP funding eligibility verification is completed
3. Passes fiscal constraint review and verification
4. Passes RTP consistency review:
 - Identified in current constrained RTP
 - Reviewed for possible air quality impacts
 - Verified as a Regionally Significant project and impacts to the region
 - Verified correct location & scope elements in the modeling network
 - Verified RTP and MTIP project costs consistent
 - Satisfies RTP goals and strategies
5. MTIP & STIP programming consistency is maintained against obligations
6. Verified as consistent with UPWP requirements as applicable
7. MPO responsibilities verification: Public notification completion plus OTC approval required completed for applicable ODOT funded projects
8. Performance Measurements initial impact assessments completed

February 2020 MTIP Formal Amendment

Public Notification Period

30 Day Public Notification/Opportunity to Comment period is
January 28, 2020 to February 26, 2020

AMENDMENTS

The MTIP and STIP are “living” documents, subject to updates through an amendment process. Metro releases all amendments for public review before the Metro Council takes action.

To comment, contact Pamela Blackhorse at pamela.blackhorse@oregonmetro.gov.

FFY 2020 formal amendments

 [January 2020, Formal MTIP Amendment, Resolution 20-5068](#)

Comment by February 5, 2020

123.5 KB Adobe Acrobat PDF | Published Jan 7, 2020

 [February, 2020 Formal Amendment](#)

Comment by February 26, 2020

114.42 KB Adobe Acrobat PDF | Published Jan 28, 2020

February 2020 MTIP Formal Amendment

Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	January 28, 2020
TPAC Notification and Approval Recommendation	February 7, 2020
JPACT Approval and Recommendation to Council	February 20, 2020
30 Day Public Notification Period Ends	February 26, 2020
Metro Council Approval of Resolutions 20-5068	March 5, 2020
Amendment Bundle Submission to ODOT	March 10, 2020
ODOT & USDOT Final Approvals	Early to Mid-April 2020

February 2020 Formal MTIP Amendment

Approval Recommendation & Questions

TPAC Approval Recommendation:

- Provide an approval recommendation to JPACT for Resolution 20-5076 under MTIP Amendment FB20-08-FEB allowing the MTIP to add the PE phase for TriMet's SW Corridor Light Rail Line project
- Direct staff to correct typos, etc. in support materials
- Questions and Comments



Metro

Regional Congestion Pricing Technical Study

February 7, 2020 - TPAC

Regional Congestion Pricing Technical Study

- Project update and scope
- Partner pricing coordination – ODOT and PBOT
- Review concepts
- Schedule and TPAC input
- Questions

Hired Consultants



Nelson/Nygaard consultant team

- Expertise in congestion pricing in New York, Seattle, and San Francisco
- Local and national equity expertise
- Off-model analysis tools
- Communications



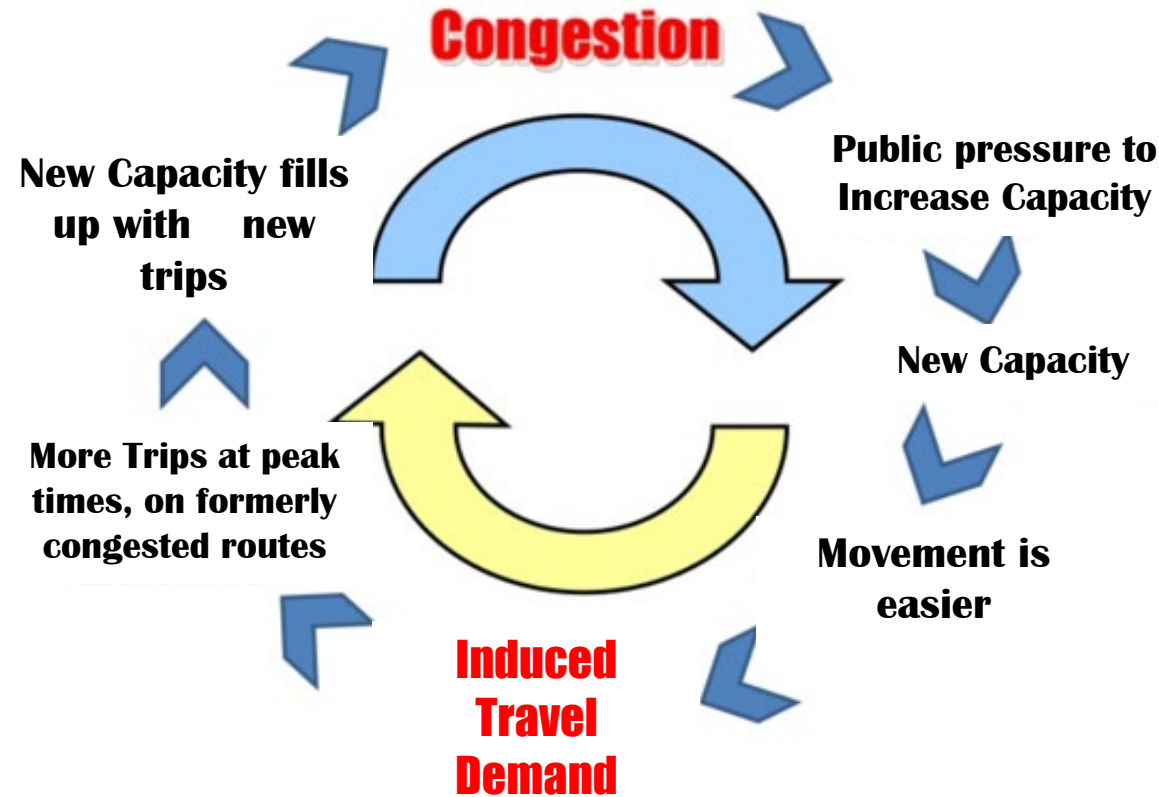
PKS International

Sam Schwartz



enviroissues

Why now?



Vicious Loop of Traffic Congestion

- **2018 RTP direction**
- We can't build our way out of congestion
- 500,000 new residents by 2040
- Congestion pricing supports efficient use of infrastructure
- Transportation creates greenhouse gas emissions (40% in Oregon)
- Our current transportation system is inequitable

Why now?

Technical analysis is needed to answer big picture questions

- Most effective pricing tools
- Effects of different pricing tools
- How these tools perform in our region
 - *Can they help us achieve our region's priorities?*

Regional Congestion Pricing Study

RCPS Goal:

To understand how our region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting safety or equity.

Regional Congestion Pricing Study Scope

Explore and evaluate technical feasibility and performance of 3-4 different pricing tools

- Define and test different modeling scenarios on our system
- Research and technical papers
- Feedback from experts in the field (expert panel, consultants)
- Findings

TPAC will be providing input on the methods and scenarios

Congestion Pricing scenarios will be measured against the Region's 4 Priorities (RTP 2018)



Equity-
Reduce disparity



Climate Smart –
Reducing GHG
emissions



Safety-
Getting to
Vision Zero



Congestion

Expected Outcomes

RCPS findings will:

- Inform future discussions on implementing congestion pricing and policy recommendations
- Outline next steps for evaluation and further study

Coordinating with Other Pricing Efforts



Metro

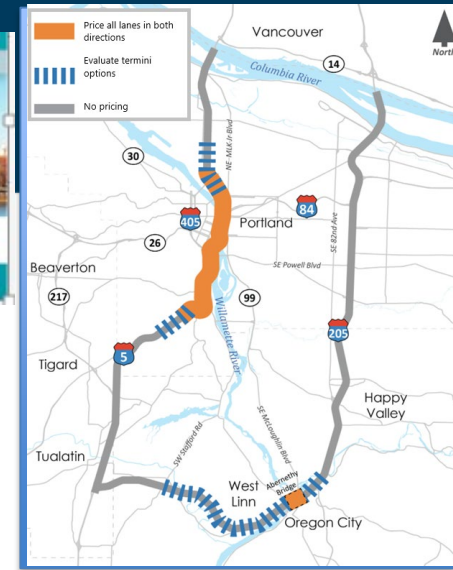
- Technical Regional analysis

ODOT Value Pricing

- I-5 and I-205 tolling project

City of Portland Pricing Options for Equitable Mobility

- Congested areas under City of Portland control





A priority conversation for Portland

Policy context

- Comprehensive Plan
- Central City 2035 plan
- November 2017 City Council Resolution
- July 2019 City Council Resolution to establish the Pricing Options for Equitable Mobility Task Force

A regional discussion

- Metro's Regional Congestion Pricing Study
- ODOT's I-5/I-205 tolling projects

**Task Force
charge:**
Can we use
pricing more
intentionally to
improve
equitable
mobility?

The Task Force will make recommendations around:

- **Whether or not to implement or further study** the potential of new pricing strategies
- **What we should consider when designing** potential new pricing strategies
- **Priorities for reinvesting any pricing revenue** in transportation-related projects, programs and services that increase the equity of our system
- **Complementary strategies** that should be pursued alongside any potential new pricing policy

Task Force *Roadmap*

Phase 1

Jan: Kick-off
Feb: How we got here
Mar: Equitable mobility workshop

Outcome: Equitable Mobility Framework

Phase 2

Apr: Shifting transportation demand
May: Pricing & equitable mobility: Case studies from other cities
Jun: Check-in: Task Force priorities

Outcome: Begin identifying priorities

Phase 3

Jul–Dec: Deep dives on pricing strategies; implications for Portland

Outcome: Identify any strategies that show promise

Phase 4

Jan–Jul 2021: Scenario evaluation; Recommendation development

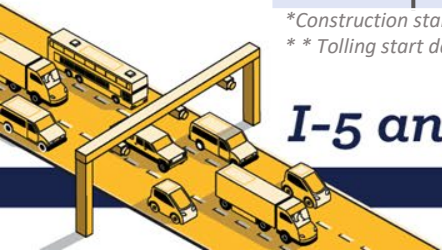
Outcome: Final report

Throughout: The Task Force may forward recommendations at any time during the process about City decisions and/or regional discussions around pricing

I-205 AND I-5 TOLLING PROJECT TIMELINE



*Construction start dependent on funding availability.
 ** Tolling start date still to be determined.



I-5 and I-205 Tolling



Proposed Pricing Scenarios

Cordon: vehicles pay to enter/travel in a congested area

Vehicle Miles Traveled/Road User Charge: a charge based on how many miles are traveled

Roadway: a direct charge to use a specific roadway or specific roadways

Parking: charges to park in specific areas

ELEMENTS OF PROGRAM DESIGN

- Geography
- Time
- Cost
- Vehicle type
- Discounts
- Technology
- Reinvestment

Source: Nelson/Nygaard



Schedule

TASK	Timing
Project Start-up <ul style="list-style-type: none">- Hire consultant, work plan, coordination agreement with partners	Summer 19-Winter 20
Document Existing Conditions – Technical Papers <ul style="list-style-type: none">- Research, Technical Papers	Winter 20- Summer 20
Establish Analysis Methods, Performance Measures, & Define Scenarios <ul style="list-style-type: none">- Documented methodology	Winter 20- Summer 20
Conduct Scenario Analysis , Review Results, and Prepare Findings <ul style="list-style-type: none">- Draft report – RCPS results and findings	Summer 20- Late 20
Final Report <ul style="list-style-type: none">- Final report – RCPS results and findings- Expert Panel- Metro Council endorsement of findings	Late 2020-Early 2021

Upcoming TPAC Engagement

March 6th - discussion of work plan and methods of analysis

- focus on regional model and other tools

April or May – discuss definitions of pricing scenarios

May or Summer – discuss performance measures proposed to test pricing tools' ability to further the RTP 4 regional priorities

Questions?

Are there questions about the pricing concepts to study?

Are there questions about what is going to be asked in the upcoming TPAC?

Other questions?

oregonmetro.gov

Elizabeth.mros-ohara@oregonmetro.gov



Regional Air Quality and Program Update

Oregon DEQ Air Quality Planning

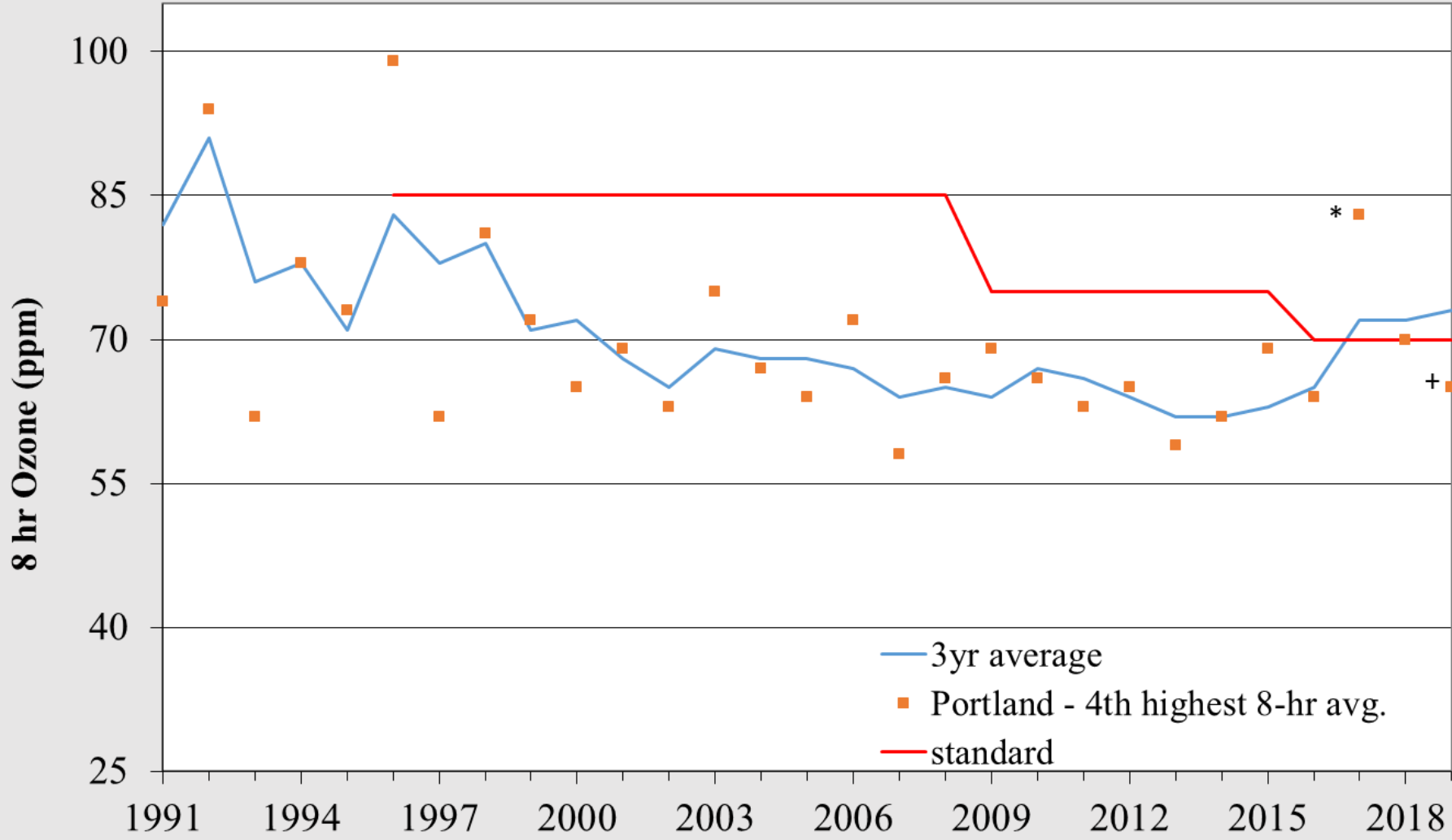
February 7, 2020

Presentation to Metro Transportation Policy Alternatives Committee

Oregon Air Quality Annual Report: 2018

<https://www.oregon.gov/deq/FilterDocs/2018AQAnnualReport.pdf>

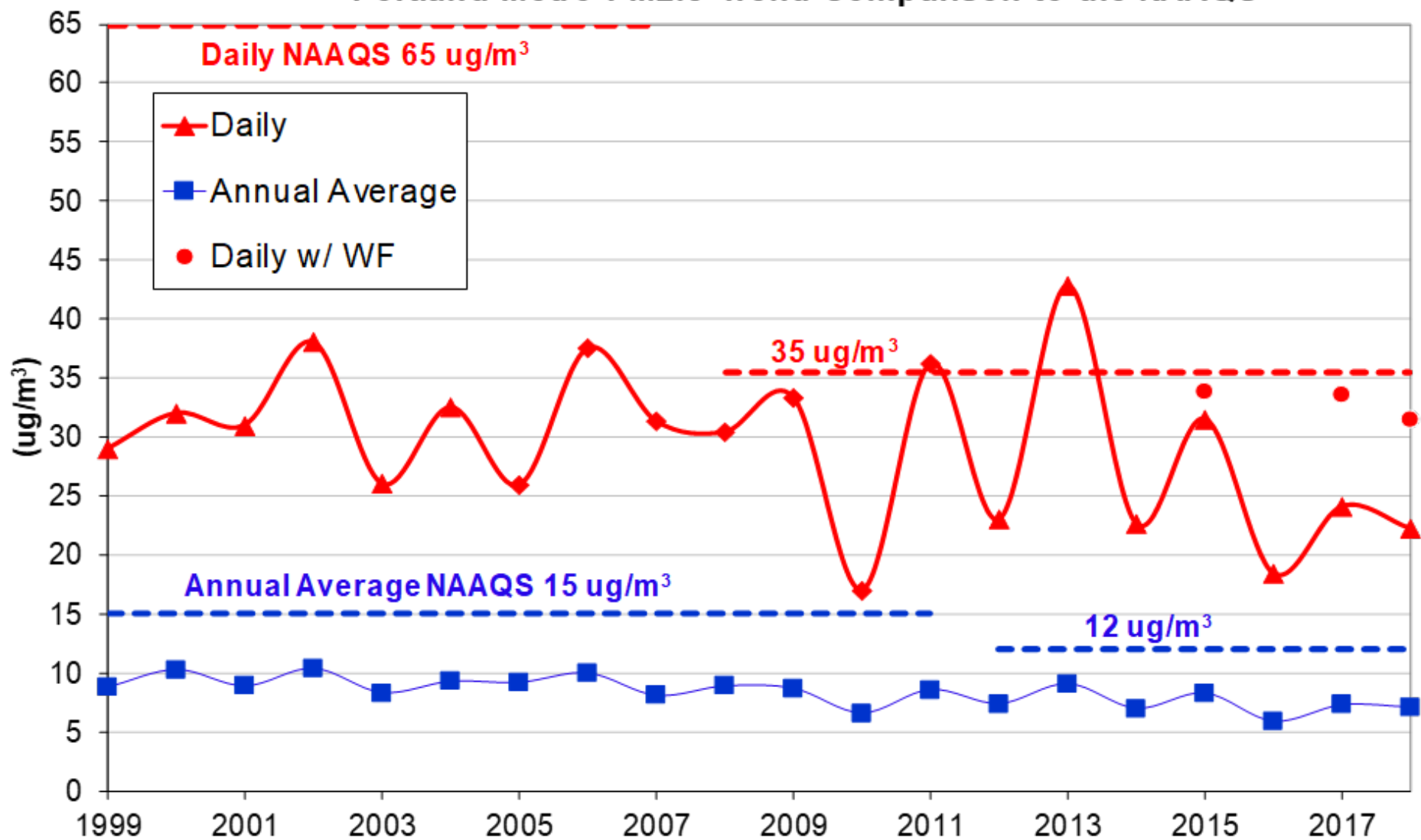
Portland Metro Ozone



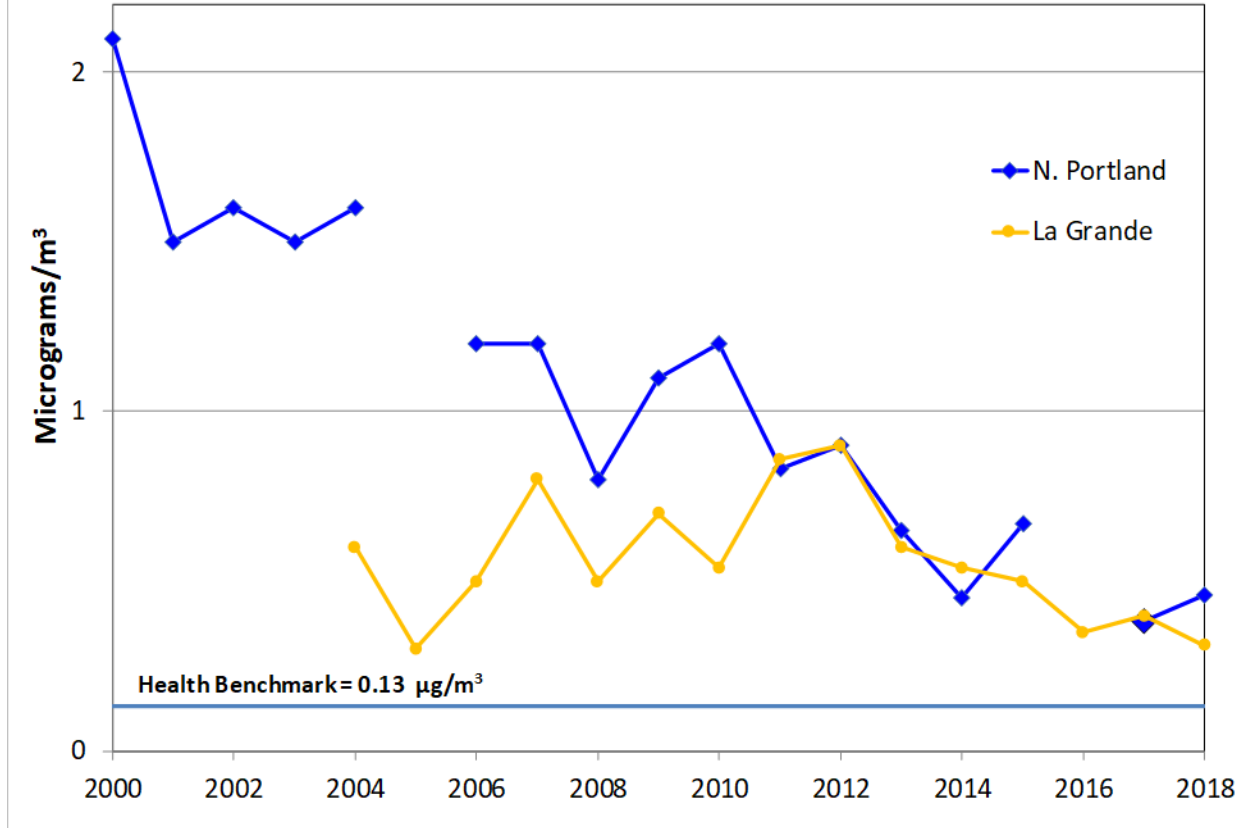
* Measured on wildfire smoke days
+ 2019 data is preliminary pending final quality assurance approval



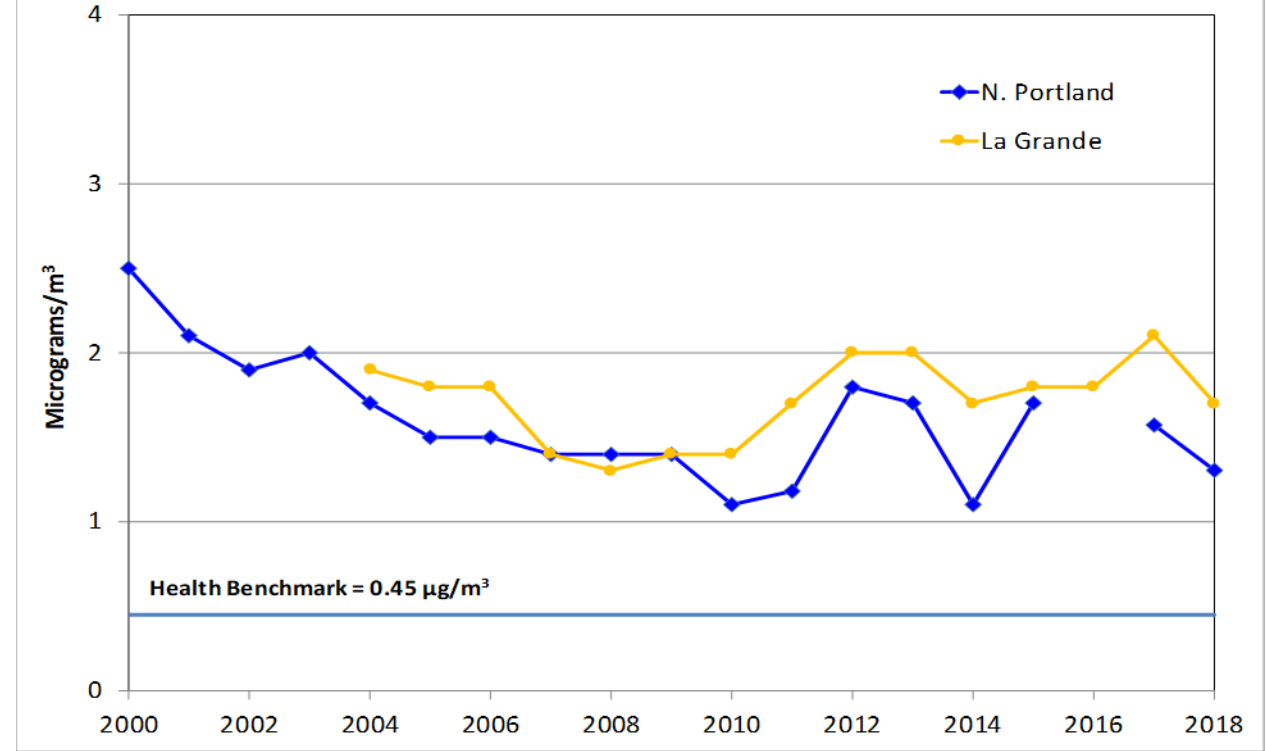
Portland Metro PM2.5 Trend Comparison to the NAAQS



Benzene Trends

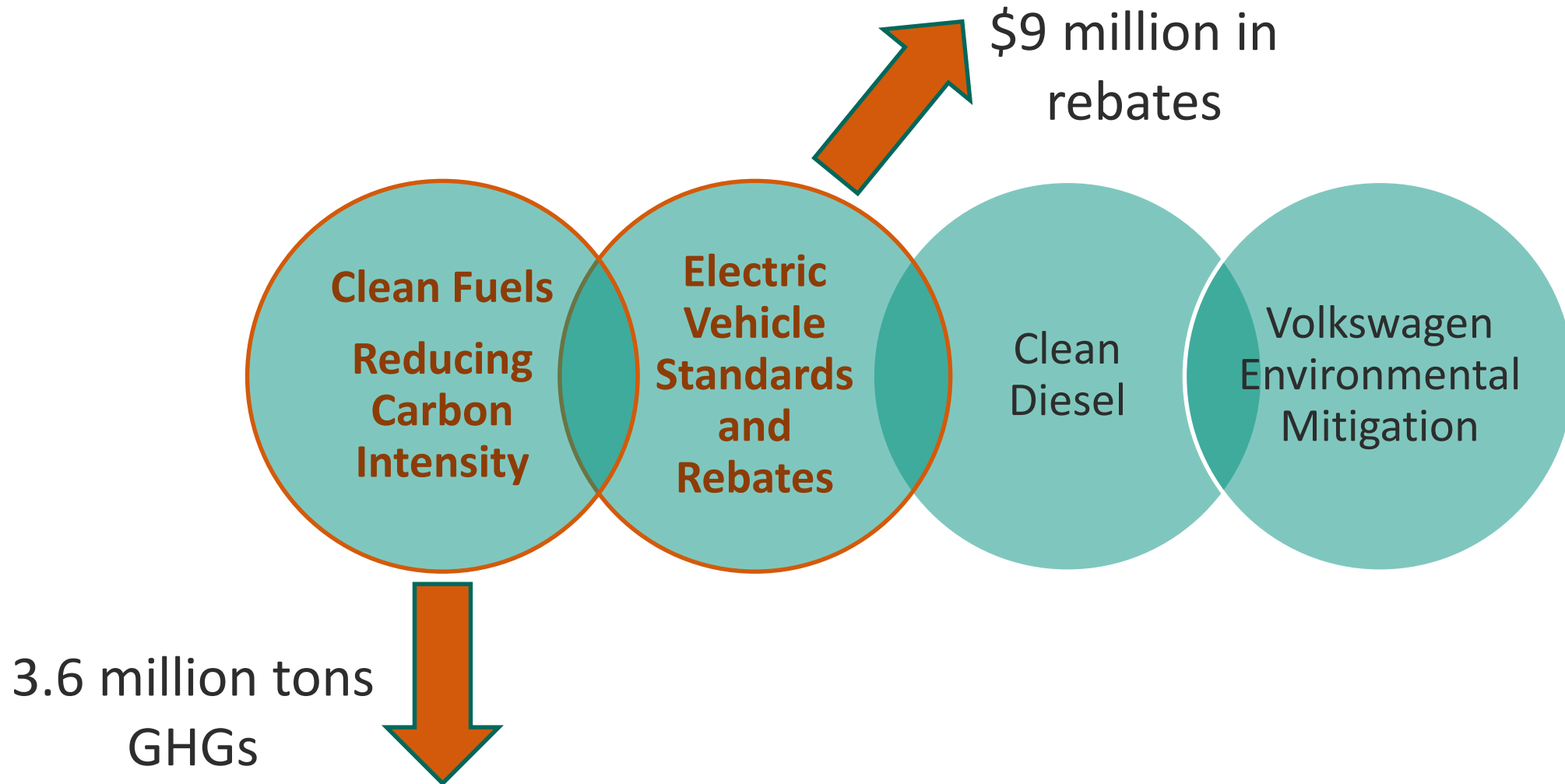


Acetaldehyde Trends

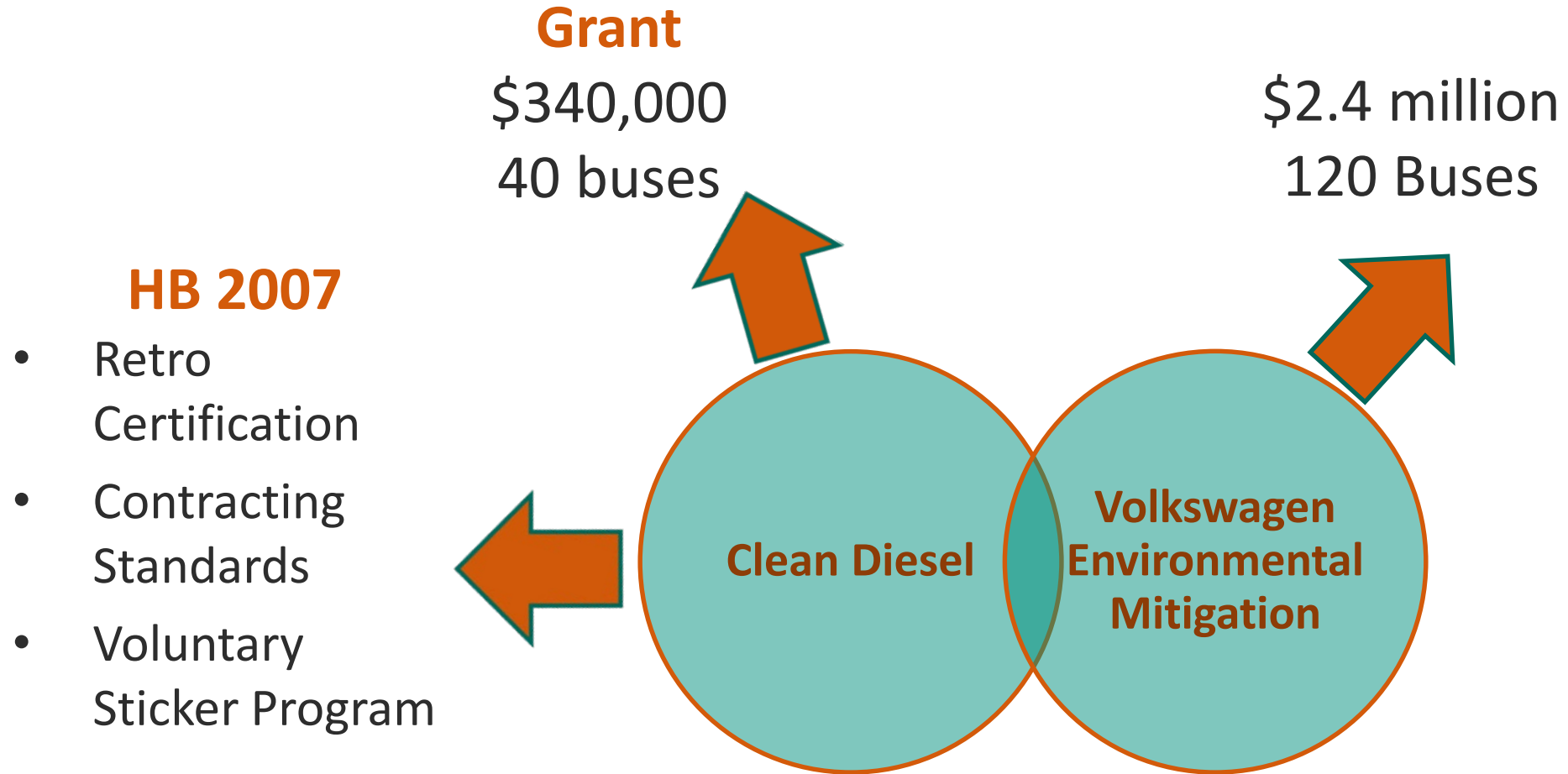


DEQ Transportation Related Programs

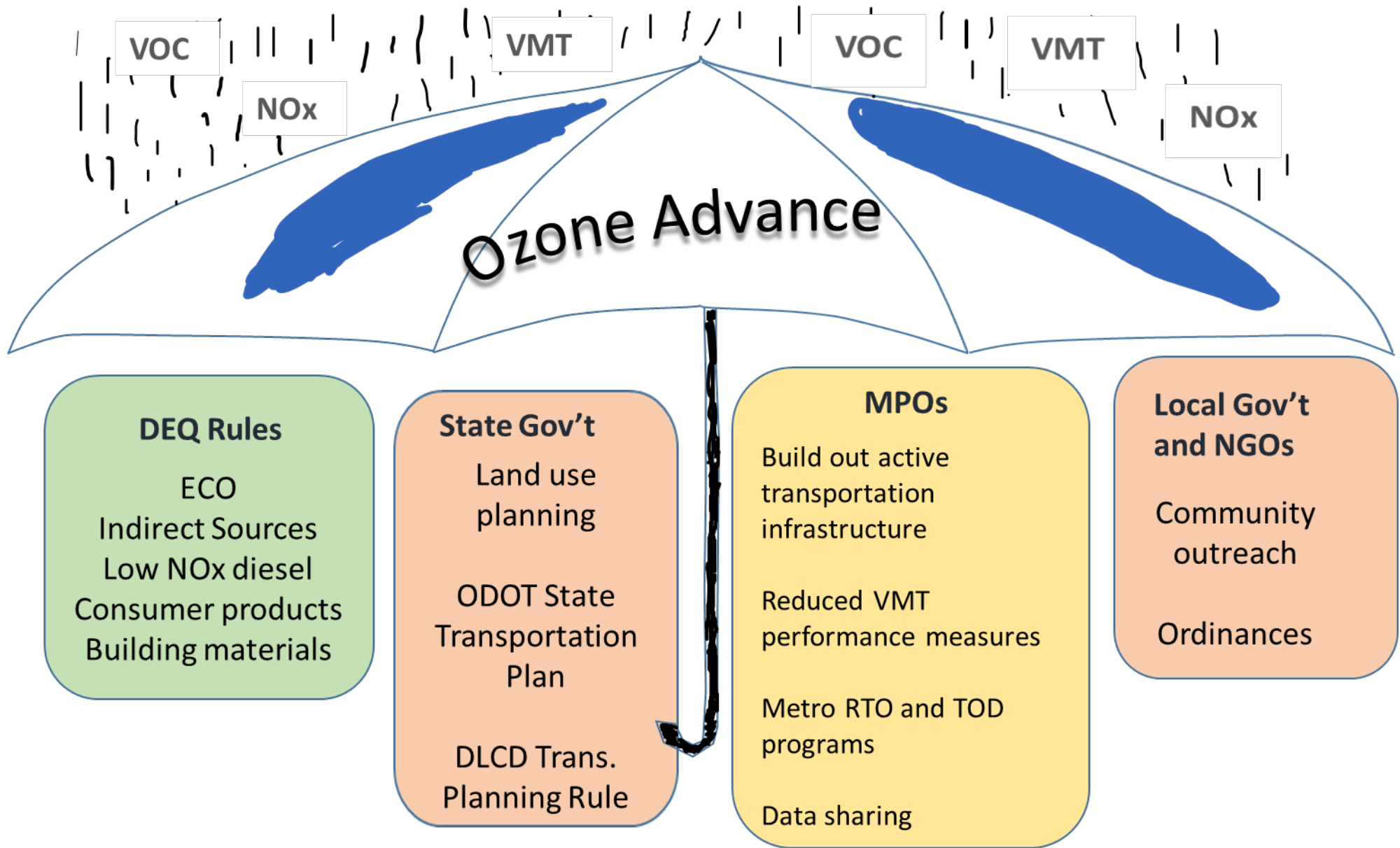
Transportation-related Air Quality Programs



Transportation-related Air Quality Programs

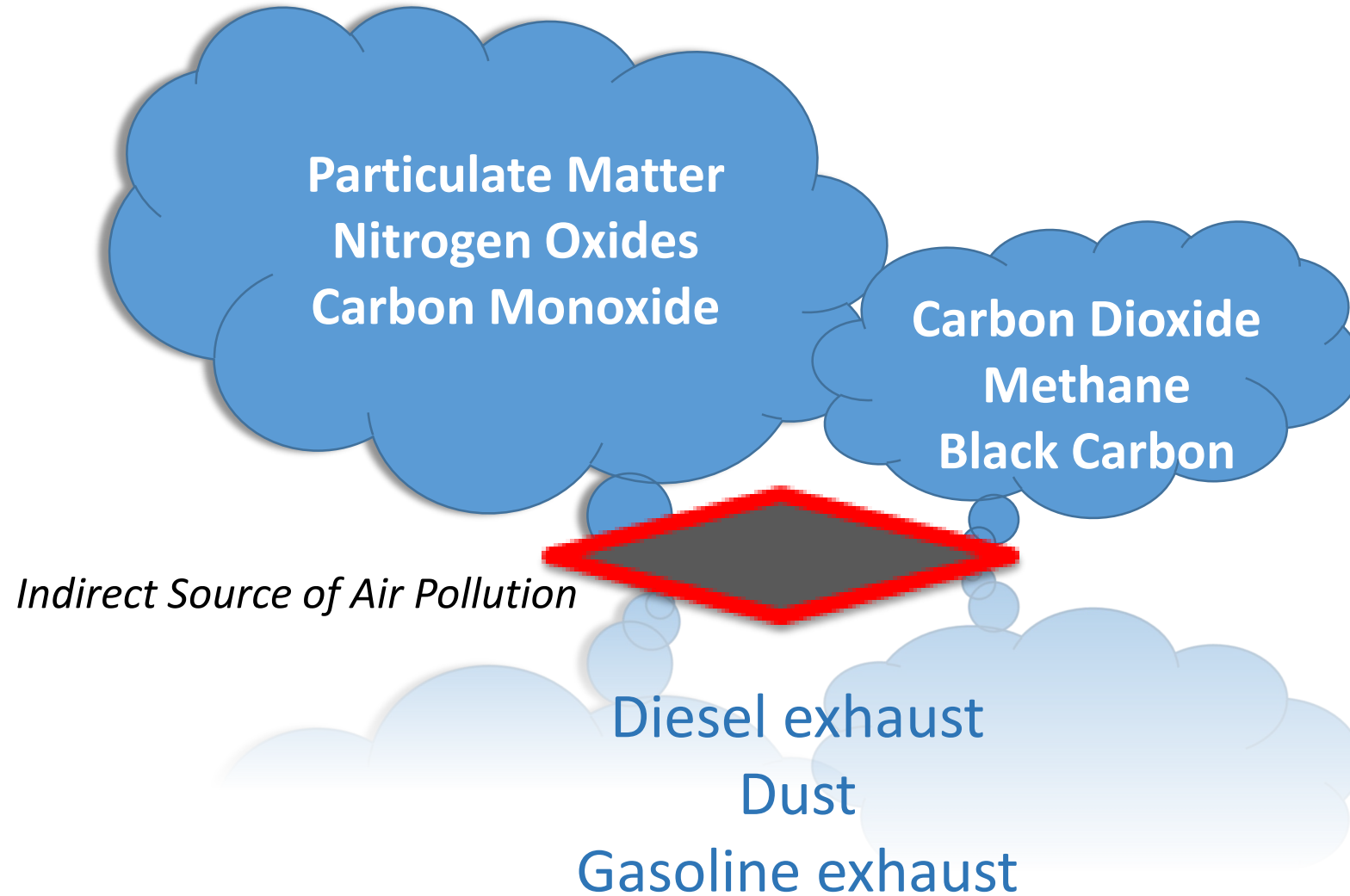


Ozone Advance Overview



Indirect Source Rule Petition Status

The Problem: Attracted Air Pollutants



Indirect Source Regulation

Current Applicability



CO maintenance areas
with 50,000+ population



More than 1,000 parking
spaces



Likely to exceed a federal
standard?

Petition Elements

Scope

- More sources
- Additional pollutants
- Broader applicability

Thresholds

- Extent
- Emissions
- Activity

Requirements

- Air Impact Analysis
- Emission Reductions
- Other Measures

DEQ Assessment Plan

Estimate Current Pollutant Loading

- Emission Inventory, existing modeled estimates

Estimate Potential Reductions

- Review other state program outcomes, scientific literature

Estimate Regulatory Impact

- Consult DEQ operations and regions

Estimate Resource Needs

- Consult DEQ operations and regions, review other state programs

Consider Public Comment

Questions and Answers

DESIGNING LIVABLE STREETS AND TRAILS

<https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>