

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, May 26, 2017
Time: 9:30 a.m. to noon
Place: Council Chamber

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| 9:30 am | 1. | Call To Order, Declaration Of A Quorum And Introductions | Ted Leybold, Chair |
| 9:35 am | 2. | Comments From The Chair And Committee Members <ul style="list-style-type: none"> • Quarterly UPWP and MTIP Amendment Summary (Ken Lobeck) • May 2017 Administrative Amendment List of Projects (Ken Lobeck) | Ted Leybold, Chair |
| 9:40 am | 3. | Citizen Communications On Agenda Items | |
| 9:45 am | 4. * | Consideration Of TPAC Minutes For April 28, 2017 | |
| 9:50 am | 5. * | 2015-18 Metropolitan Transportation Improvement Program (MTIP) Amendment – Resolution 17-4811 <ul style="list-style-type: none"> • Purpose: For the purpose of amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) and/or add new projects as part of the May 2017 Formal MTIP Amendment involving a total of four affected projects for ODOT <u>Recommendation to JPACT</u> | Ken Lobeck, Metro |
| 10:00 am | 6. * | 2018-2021 Metropolitan Transportation Improvement Program (MTIP) <ul style="list-style-type: none"> • Purpose: Provide TPAC a summary of the 2018-2021 MTIP and Air Quality Conformity Determination. <u>Information/Discussion</u> | Grace Cho, Metro |
| 10:20 am | 7. * | 2018 RTP: Regional Freight Strategy Plan <ul style="list-style-type: none"> • Purpose: Provide update on development of 2018 Regional Freight Strategy, including policy framework and emerging strategies to update current Regional Freight Plan (June 2010). <u>Information/Discussion</u> | Tim Collins, Metro |
| 11:00 am | 8. ** | Update on 2018 RTP Call for Projects Funding Targets and ODOT and TriMet priorities for 2018 RTP <ul style="list-style-type: none"> • Purpose: Receive an update on the Call for Projects funding targets and ODOT and TriMet priorities for 2018 RTP. <u>Information/Discussion</u> | Kim Ellis, Metro
Jon Makler, ODOT
Eric Hesse, TriMet |
| 11:45 am | 9. | Adjourn | Ted Leybold, Chair |

<p><u>Upcoming TPAC Meetings:</u></p> <ul style="list-style-type: none"> • Friday, June 30, 2017 • Friday, July 28, 2017 • Friday, August 25, 2017 	<p>* Material will be emailed with meeting notice ** Material will be emailed at a later date after notice # Material will be distributed at the meeting.</p> <p>For agenda and schedule information, call 503-797-1766. To check on closure/cancellations during inclement weather please call 503-797-1700.</p>
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ការម Metro

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បើលោកអ្នកត្រូវការអនុបកប្រែភាសានៅពេលអង្គការ
របស់ស្ថាប័នណា: សូមទូរស័ព្ទលេខ 503-797-1890 (ម៉ោង 8 រឺក្នុងម៉ោង 5 ល្ងាច
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2017 TPAC Work Program

As of 5/19/17

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

<p><u>May 26, 2017</u></p> <p>Comments from the chair:</p> <ul style="list-style-type: none"> • Quarterly UPWP and MTIP Amendment Summary (<u>Lobeck</u>) • May 2017 Administrative Amendment List of Projects (Lobeck) • MTIP Amendment 17-4811– <u>Recommendation to IPACT</u> (Lobeck, 10 min) • 2018-2021 Metropolitan Transportation Improvement Program (MTIP) <u>Information/Discussion</u> (Cho, 20 min) • 2018 RTP: Regional Freight Strategy Plan <u>Information/Discussion</u> (Collins, 40 min) • Update on 2018 RTP Call for Projects Funding Targets and ODOT and TriMet Priorities for 2018 RTP <u>Information/Discussion</u> (Ellis, Makler, Hesse, 45 min) 	<p><u>June 30, 2017</u></p> <p>Comments from the chair:</p> <ul style="list-style-type: none"> • Call for Projects Progress Review Update (Ellis) • 2018 RTP Work Plan Update (Ellis) • 2018-2021 Metropolitan Transportation Improvement Program (MTIP) –<u>Recommendation to IPACT</u> (Leybold/ Cho, 30 min) • 2018 RTP: Designing Livable Streets <u>Information/Discussion</u> (McTighe, 30 min) • 2018 RTP: Regional Transit Strategy <u>Information/Discussion</u> (Snook, 45 min)
<p><u>July 28, 2017</u></p> <p>Comments from the chair:</p> <ul style="list-style-type: none"> • 2018 RTP Call for Projects Update (Ellis) • MTIP Project Delivery <u>Discussion</u> (Lobeck/Leybold, 15 min) • TransPort Bylaws Draft Review <u>Information</u> (Winter, 15 min) • TSMO Plan Update Project Scope <u>Information/Discussion</u> (Winter, 30 min) • Washington County Freight Study <u>Information</u> (Chris Deffebach, Phil Healy, 30 min) • Washington County Transportation Future Study <u>Information</u> (Chris Deffebach, 30 min) 	<p><u>August 25, 2017</u></p> <p>Comments from the chair:</p> <ul style="list-style-type: none"> • • TransPort Bylaws Draft Review – <u>Recommendation to IPACT</u> (Winter, 30 min) • RTO Plan Update <u>Information/Discussion</u> (Kaempff, 30 min) • Regional Transit Strategy & System Expansion Policy <u>Information/Discussion</u> (Snook, 30 min) • Digital Mobility Policy Work Plan <u>Information/Discussion</u> (Frisbee, 30 min) • Draft RTP Constrained Revenue Forecast Report <u>Information/Discussion</u> (Lobeck/Leybold, 30 min)

2017 TPAC Work Program

As of 5/19/17

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

<p><u>September 29, 2017</u></p> <ul style="list-style-type: none"> • Update on RTP Investment Strategy <u>Information/Discussion</u> (Ellis, 30 min) • 2018 RTP: Transportation Resiliency and Emergency Routes <u>Information/Discussion</u> (Ellis, 30 min) • <i>RTP Regional Mobility Corridors <u>Information/Discussion</u> (Ellis, 30 min)</i> • 	<p><u>October 27, 2017</u></p> <ul style="list-style-type: none"> • <i>Draft Regional Transportation Safety Plan <u>Kick-off technical review</u> (McTighe, 30 min)</i> • <i>Draft RTP Finance Plan <u>Kick-off technical review</u> (Leybold/ Lobeck, 30 min)</i> • <i>Draft Regional Freight Plan <u>Kick-off technical review</u> (Collins, 30 min)</i> • <i>Draft Regional Transit Strategy <u>Kick-off technical review</u> (Snook, 30 min)</i> • <i>Policy Review Update <u>Information/Discussion</u> (Ellis, 30 min)</i>
<p><u>November 17, 2017</u></p> <ul style="list-style-type: none"> • Draft RTP Investment Strategy Findings <u>Information/Discussion</u> (Ellis, 45 min) • Designing Livable Streets <u>Information/Discussion</u> (McTighe, 30 min) • Draft Regional Travel Options (RTO) Strategy Public Comment <u>Information/Discussion</u> (Kaempff, 30 min) • <i>Draft Regional Freight Plan <u>Information/Discussion</u> (Collins, 30 min)</i> • <i>Draft Regional Transportation Safety Plan <u>Information/Discussion</u> (McTighe, 30 min)</i> 	<p><u>December 15, 2017</u></p> <ul style="list-style-type: none"> • Draft RTP Investment Strategy Findings <u>Information/Discussion</u> (Ellis, 45 min) • Regional Leadership Forum #4 Background <u>Information/Discussion</u> (Ellis, 30 min) • <i>Draft Regional Transit Strategy <u>Information/Discussion</u> (Snook, 30 min)</i>

Parking Lot

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| <ul style="list-style-type: none"> • TAP project delivery contingency fund pilot update (Leybold, Cho) • Federal Training Group Concept (Lobeck) • FTA Certification Review Report Back | <ul style="list-style-type: none"> • Vehicle Electrification Project Options Information/Discussion (Leybold, Winter) • Shared Transit Use/Automated Vehicle Travel Options/Travel Pricing/Tolls/Investments with Travel |
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*For agenda and schedule information, call Marie Miller at 503-797-1766. e-mail: marie.miller@oregonmetro.gov
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Memo

Date: Friday, May 10, 2017
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Metropolitan Transportation Improvement Program (MTIP) 2nd Quarter FFY 2017 Completed Amendments and 3rd Quarter SFY 2016-17UPWP Summary Report

BACKGROUND:

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

- Attachment 1: 2nd Quarter FFY 2017 MTIP Amendment Report (1/1/17 to 3/31/17).
- Attachment 2: 3rd Quarter SFY 2016-17 UPWP Summary Report (1/1/17 to 3/31/17).

Attachment 1 lists MTIP amendments completed and approved MTIP amendments during the second quarter federal fiscal year (FFY) 2017 (January 1, 2017 to March 31, 2017). A total of fourteen MTIP amendments were approved. The fourteen approved amendments do not represent the full list of submitted amendments pending approval. A few projects remain under review that are part of the February 2017 Formal and February/March 2017 Administrative Amendments. Also not reflected on the list are the project amendments submitted as part of the March 2017 Formal MTIP Amendment. All project amendment requests submitted during this period followed the amendment rules stated in the new STIP/MTIP Amendment Matrix.

Below is a summary of the amendments approved during this period:

- Formal amendments approved: 2 (new projects)
- Administrative amendments approved: 12
- Amendments involving project phase slips to 2018: 5
- Amendments involving phase cost adjustments (e.g. cost increases/decreases): 4
- Amendments including other administrative adjustments (description clarification, lateral funding phase adjustments, minor limit changes, etc.): 4
- Projects canceled as a result of funding transfers to other projects: 1

Notable Project Amendment Trends:

1. Project phase cost increases continue to dominate project review meeting discussions. Many projects are now working through the impacts of the ADA compliance requirement resulting in PE and construction phase cost increases. Under the new STIP/MTIP amendment matrix, the administrative amendment threshold for \$1 million and higher projects is 20%. Unfortunately, many of the project cost increases are falling into the 30-40% range resulting in a formal amendment to correct the discrepancy.
2. Project phase slips: Phase slips continue to increase as we move towards the end of the 2017 obligation year. The reasons vary and include scope definition issues, IGA delays, budget concerns, added environmental review/study requirements, etc.

Attachment 2 provides a summary of the regionally significant UPWP projects. A total of 12 are shown on the list. Each quarter, the lead agency provides a status update for the project. A short status update is provided for each project.

Please contact Ken Lobeck if you have any questions.

Attachment 1: 2nd Quarter FFY 2017 MTIP Amendment Report (1/1/17 to 3/31/17)

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION
1223	15389	SE 172nd Ave: Foster Rd to Sunnyside Rd	70084	Administrative		Clackamas County	Vaughan Rademeyer	Amend K15389 SE 172nd Avenue: Foster Rd - Sunnyside Rd to slip PE to 2017
1224	18023	Burgard/Lombard @ North Time Oil Road Intersection	70483	Administrative		Portland	Vaughan Rademeyer	Amend K18023 Burgard/Lombard @ North Time Oil Road intersection to slip CN to 2017
1225	18838	OR99W: SW Hooker St (Portland) - SW Durham Rd (Tigard)	70779	Administrative		TriMet	Vaughan Rademeyer	Amend K18838 to change the project name to OR99W: SW Hooker St (Portland) - SW Durham Rd (Tigard) and slip PE to 2017.
1226	19265	I-5 & I-205 Shared Use Paths	70804	Administrative		ODOT	Vaughan Rademeyer	Slip CN to 2018
1227	18795	US26 (Powell Blvd) SE 20th - SE 34th	70713	Administrative		ODOT	Vaughan Rademeyer	Slip CN to 2018
1228	19534	OR224: BRIDGE DECK OVERLAYS	70829	Administrative		ODOT	Vaughan Rademeyer	Cancel project per OTC approval on 6/16/2016.
1229	17267	Twenties Bikeway: NE Lombard - SE Crystal Springs	70004	Administrative		ODOT	Reem Khaki	Cancel RW. Increase PE to \$878,879 with Local funds and CN to \$3,220,854 with local and federal funds.
1230	18839	OR8 Corridor Safety and Access to Transit	70780	Administrative		TriMet	Vaughan Rademeyer	Change the project limits to MP 2.75 to MP 7.6 per project charter. Add a RW phase of \$230,000 by moving METP funds from CN and fully fund CN by adding TriMet funds as approved in CMR-01
1231	18778	US30: NW McNamee Rd - NW Bridge Ave	70708	Administrative		ODOT	Larry Underhill	Increase PE to \$656,441 to match actual expenditure adding \$248,441 and UR to \$120,265 by adding \$62,256 from Region 1 reserves.
1232	20578	Low or No-Emission (Lo-No) Bus Program - FY 16	70868	Formal	17-4766	TriMet	Alison Langton	Add K20578 Low or No-Emission (Low-No) Bus Program - FY16 for new funding awarded to TriMet
1233	20665	Open Trip Planner (OTP) Project - FY16	70869	Formal	17-4766	TriMet	Alison Langton	Add K20665 Open Trip Planner (OTP) Project - FY16 a new FTA grant from the Mobility on Demand (MOD) program.
1234	18757	OR213 Operational Improvements	70756	Administrative		ODOT	Matt Freitag	In accordance with 23 CFR 450.326 Metro is submitting a MTIP Minor Administrative amendment approval request for Key 18757 - OR213 Operation Improvements. The amendment reflects a request to add \$200,000 of ODOT managed funding to the ROW phase
1235	19204	I-205 Pacific Hwy - Abernathy Bridge	70800	Administrative		ODOT	ODOT	Project adds \$127,944 to PE and \$1,691,713 to Cons. CMR identified a budget deficit in PE and Cons.
1236	18173	Crescent Connection: Cedar Hills Blvd. - Lombard	70601	Administrative		Beaverton	Ken Lobeck	Reduce RW to \$492,160 moving \$160,763 federal funds to CN. Reduce total construction from \$2,807,000 to \$2,342,000 by removing Local Agency funds.

Notes:

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

Attachment 2: 3rd Quarter SFY 2016-17 UPWP Summary Report (1/1/17 to 3/31/17)

UPWP Regionally Significant Projects Summary Update
 3rd Quarter SFY 2016-17 Reporting Cycle (January 1, 2017 to March 31, 2017)
 Project Expenditure Updates - As of March 31, 2017



#	Lead Agency & Project Name	Description	ODOT Key	Obligate (Yes/No)	EA Number	Federal Fund Type	Federal Amount	Local Amount	Project Total	Expended to Date	Notes
1	Clackamas County Gladstone Trolley Trail Bridge: Gladstone to Oregon City	Feasibility study of replacing the Portland Ave Trolley Bridge as an extension of the Trolley Trail, a shared-use path for bicyclists and pedestrians Funds Source: 2016-18 RFFA	19278	No	---	STP	\$201,892	\$23,107	\$224,999	\$0	Draft IGA developed for review and comments. Final scope of work refinement to occur once IGA is approved
2	Hillsboro Oak and Baseline: S 1 st – SE 10 th St	Design option alternatives for traffic calming Funds Source: 2014-15 RFFA	18004	No		STP	\$500,000	\$57,227	\$557,227	\$0	Scope of work under development and review by ODOT.
3	Metro Lake Oswego – Portland Trail: Tryon Creek – Elkwood Rock Tunnel	Metro Planning study looking at potential trail connections between Foothills Park, Tryon Cove, Tryon Creek State Natural Area, Fielding Road and Elk Rock Tunnel (south portal). Funds Source: 2008-11 RFFA	17466	YES 7/29/16	C8035200	STP	\$100,000	\$11,445	\$111,445	\$2,004.12	Continuing to negotiate scope of work with ODOT and consultants. Initiated scoping for the stakeholder outreach strategy.
4	ODOT I-205: Stafford Rd – OR99E	The project will complete required planning and project development activities to add a third lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic. Funds Source: FAST Act Federal appropriation	19786	YES 8/16/16	C6035200 \$2,500,000	NHFP	\$2,305,500	\$194,500		\$119,126.17	RFP issued for consultant planning and design. Completed draft public involvement plan. Coordinated required planning and design unit activities in support of the design phase. Reviewed and edited developed fact sheet outreach materials.

Attachment 2: 3rd Quarter SFY 2016-17 UPWP Summary Report (1/1/17 to 3/31/17)

UPWP Regionally Significant Projects Summary Update
 3rd Quarter SFY 2016-17 Reporting Cycle (January 1, 2017 to March 31, 2017)
 Project Expenditure Updates - As of March 31, 2017



#	Lead Agency & Project Name	Description	ODOT Key	Obligate (Yes/No)	EA Number	Federal Fund Type	Federal Amount	Local Amount	Project Total	Expended to Date	Notes
5	Portland Southwest in Motion (SWIM)	The project will develop a five year active transportation implementation strategy for all of southwest Portland. Funds Source: 2016-18 RFFA	19301	Yes 4/27/16	C3265209	STP	\$272,000	\$31,132	\$303,132	\$192.68	No update provided for the 3 rd quarter.
6	Portland Portland Central City Multi-modal Safety Project	Develop a strategy that identifies multi-modal safety projects and priority investments. Funds Source: 2016-18 RFFA	19299	YES 9/21/16	C3265210	CMAQ	\$852,000	\$97,515	\$949,515	\$969.95	Project scope with consultant agreed upon. Community outreach presentations initiated.
7	Portland Regional Over Dimensional Truck Route Plan	Identify frequently traveled over dimensional routes and document minimum clearances Funds Source: 2014-15 RFFA	18024	YES 8/24/15	C4265202	STP	\$125,000	\$14,307	\$139,307	\$106,417.14	No update received for the 3 rd quarter
8	Portland State University Transportation Electrification Public Education & Outreach Support	Electric vehicle acquisition and infrastructure development Market research & public readiness for transportation electrification Funds Source: TSMO allocation	18006	YES 9/25/16	C3385202	STP	\$200,000	\$22,891	\$22,891	\$37,227.37	Received and analyzed 2016 DEQ data for the number of EV's in Oregon. Developed forecast model for EV purchase scenarios. Developed and finalized statewide survey questions.
9	Sherwood Cedar Creek/Tonquin Trail: Roy Rogers Rd – OR99W	Planning for trail section: Design and construct a multi-use trail through Sherwood Funds Source: 2014-15 RFFA	18280	YES 6/10/15	C4345204 Fed ID 6710(006)	CMAQ	\$419,039 \$467,000	\$47,961	\$467,000	\$161,303.46	60% design submittal package completed

Attachment 2: 3rd Quarter SFY 2016-17 UPWP Summary Report (1/1/17 to 3/31/17)

UPWP Regionally Significant Projects Summary Update
 3rd Quarter SFY 2016-17 Reporting Cycle (January 1, 2017 to March 31, 2017)
 Project Expenditure Updates - As of March 31, 2017



#	Lead Agency & Project Name	Description	ODOT Key	Obligate (Yes/No)	EA Number	Federal Fund Type	Federal Amount	Local Amount	Project Total	Expended to Date	Notes
10	Tualatin Hills PRD Beaverton Creek Trail Westside Trail – SW Hocken Ave	The project will design and construct a 1.4-mile multiuse off-street trail along the TriMet light rail corridor between the Westside Regional Trail and SW Hocken Avenue in Beaverton Fund Source: 2016-18 RFFA	19357	YES 9/9/16	C8345200	STP	\$800,000	\$91,564	\$891,564	\$1,282.47	Outreach to property owners occurring. Scope of work completed and provided to ODOT for review and approval.
11	Washington County Washington County Arterial Pedestrian Crossings	Study specific roadway segments to enhance existing and create new designated arterial crossings along multiple avenues. Fund Source: 2016-18 RFFA	19359	YES 8/1/16	C2345200	STP	\$636,000	\$72,793	\$708,793	\$895.95	Statement of Work and cost breakdown developed and sent to ODOT for technical review. Pre-screen list of crossing candidates developed and sent for consultant review
12	Wilsonville French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Project development for construction of bike/ped/emergency vehicle bridge crossing over Willamette River Funds Source: 2010-13 RFFA	17264	YES 6/10/15	C4035201	STP	\$1,250,000	\$143,068	\$1,393,068	\$261,420.55	Project Website launched. First TAC and Task Force committees held. First open house held. With feedback on three bridge alignments. Draft bridge evaluation criteria determined

Summary Notes:

- 1) UPWP Regionally Significant projects are awarded federal funds from various sources (often as part of the RFFA call) which are committed to the Planning phase in the MTIP/STIP to complete various planning and pre-NEPA project development activities. Generally, these are unique projects with focused objectives, and are not annually recurring projects. These projects will be programmed in the MTIP/STIP as stand-alone projects for IGA development and obligation purposes.
- 2) Projects with funding programmed in the Planning phase become UPWP projects. Projects with funding programmed in the Preliminary Engineering phase are not UPWP projects. Their activities as part of NEPA and/or Preliminary Specifications & Estimates (PS&E). They are monitored through the regular federal capital project delivery process managed by the ODOT Local Agency Liaisons (LALs).
- 3) UPWP projects also can have their funds de-obligated by FHWA if no expenditure activity has occurred after 1-year from the obligation date. Due to this, UPWP quarterly reports need updates concerning current project expenditures from the lead agency as part of the report.

Memo

Date: Friday, May 18, 2017
 To: TPAC and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: May 2017 MTIP Administrative Amendment Project List

BACKGROUND

As part of federal public notification requirements involving MTIP amendments, TPAC is receiving this notification of the May 2017 MTIP Administrative Amendment bundle. The May 2017 MTIP Administrative Amendment and administrative amendments in general do not require TPAC, JPACT, Council, or USDOT approval. The changes represent minor funding or technical corrections that have no impact on air conformity or the MTIP’s financial constraint finding. The changes and adjustments have been pre-approved as allowable administrative modifications by USDOT. Also, the projects are not required to complete a public notification requirement. However, notification to TPAC is expected. Finally, ODOT-Salem has been delegated approval authority from USDOT for these types of amendments.

The range and degree of changes for projects allowed through MTIP administrative amendments are dictated by provisions stated in the STIP/MTIP Amendment Matrix as shown at right. USDOT requires ODOT and the MPOs across the state to follow the Amendment Matrix. If the required changes do not fit into one of Administrative/Technical Adjustment categories, then the project changes must follow the formal amendment rules.

Each quarter, Metro provides a summary list of completed amendments over the last three months. The May 2017 Administrative Amendment bundle provides TPAC members a forward looking list of administrative amendments in parallel with the monthly formal MTIP amendment.

Along with the May 2017 MTIP Formal Amendment, the May 2017 MTIP Administrative Amendment consisting of ten projects will also be submitted. The list of projects included in the May 2017 MTIP Administrative Amendment is stated on the next page.

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.	

ODOT Key Number	Lead Agency	Project Name	Description	Required Changes
18306	Gresham	EAST METRO CONNECTIONS ITS	Update traffic signal hardware and communications. Install changeable message sign.	Slip Construction and Other phases from 2017 to 2018
19120	Gresham	E 242ND/HOGAN: NE BURNSIDE - E POWELL (GRESHAM)	Operational improvements, signal upgrades, bicycle and pedestrian improvements.	Slip ROW phase from 2017 to 2018
19787	Gresham	NE KANE DRIVE AT KELLY CREEK CULVERT	Remove existing temporary culvert. Install new culvert storm water system and repair.	Slip ROW phase from 2017 to 2018
18416	Portland (Parks)	SPRINGWATER TRAIL GAP: SE UMATILLA - SE 13TH AVE	Construct a trail to close the existing gap in the trail sections.	Shift Construction phase federal funds and match totaling \$55,000 to Utility Relocation phase to cover unforeseen utility cost issue. Backfill Construction phase with local funds.
18818	Portland	DOWNTOWN I-405 PED SAFETY & OPERATIONAL IMPROVEMTS	Bike, pedestrian and operational improvements	Add ROW phase to project consisting of agency local funds in the amount of \$40,000
19722	Portland	HSIP 2016 SIGNALIZED IMPROVEMENTS (PORTLAND)	Upgrade signal heads to a larger size. Install reflectorized back-plates and countdown pedestrian signals. Replace illumination with LED fixtures.	Slip the Construction phase from 2017 to 2018
19723	Portland	HSIP CITY OF PORTLAND BIKEPED	Pavement markings and signs. Pedestrian refuge island, curb extensions and rapid flash beacon	Slip the Construction phase from 2017 to 2018
18583	ODOT	US26: SE 282ND AVE (BORING RD) OXING	Increase the clearance on US26 under the SE 282nd Ave (Boring Rd) Structure (Bridge no. 09381) and perform joint and deck work on the structure.	Add \$42,000 of STP-FLX and match to construction phase to cover updated cost estimate
18795	ODOT	US26 (POWELL BLVD): SE 20TH - SE 34TH	Signal upgrades with left turn phasing, countdown pedestrian signals. Remove trees to improve sight distance. Improve signing and illumination. Install rapid flash beacons and median pedestrian refuges. Improve existing islands and improve ADA access.	Add a total of \$328,400 of State funds across multiple phases that includes - Add \$48k for UR - Add \$250k for PE - Add \$20,400 for tree removal work - Add \$10k for additional small contract tree removal
18838	TriMet	OR99W: CORRIDOR SAFETY & ACCESS TO TRANSIT	Improve safety, active transportation and transit operations	Slip ROW phase from 2017 to 2018 and complete minor name change in MTIP to match STIP name

Notes: Out of the ten submitted projects, 60% required changes involving phase slips from 2017 to 2018. Thirty percent involve minor phase cost increases or phase funding shifts below the formal amendment threshold. One requires adding a new right-of-way phase to the project.

Estimated May 2017 MTIP Administrative Amendment processing and submission timeline:

- Finish collecting required support documentation.....May 23, 2017
- Develop and finalize amendment narratives and backup documentation..... May 26, 2017
- Submit final administrative amendment package to ODOT..... May 27,2017
- Administrative Amendment estimated approval date..... June 10, 2017



Meeting minutes

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

Date/time: Friday, April 28, 2017 | 9:30 a.m. to noon

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chairman
Karen Buehrig
Joanna Valencia
Chris Deffebach
Lynda David
Judith Gray
Nancy Kraushaar
Katherine Kelly
Don Odermott
Eric Hesse
Dave Nordberg
Michael Williams
Phil Healy
Tyler Bullen
Heidi Guenin
Glenn Koehrsen
Patricia Kepler

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Portland
Cities of Wilsonville and Clackamas County
City of Gresham and Cities of Multnomah County
Cities of Hillsboro and Washington County
TriMet
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
Community Representative
Community Representative
Community Representative
Community Representative

Alternates Attending

Kelly Betteridge
Alan Lehto
Jon Makler

Affiliate

TriMet
TriMet
Oregon Department of Transportation

Members Excused

Rachael Tupica
Charity Fain
Alfred McQuarters

Affiliate

Federal Highway Administration
Community Representative
Community Representative

Guests Attending

Zoe Monahan
Talena Adams
Kari Schlosshauer
Radcliffe Dacanay

Affiliate

City of Tualatin
Oregon Department of Transportation
National Safe Routes to School Partnership
City of Portland

Metro Staff Attending

Ted Leybold, Resource Development Manager
Jamie Snook, Principal Transportation Planner
Tyler Frisbee, Policy and Innovation Manager
Tim Collins, Senior Transportation Planner
Elizabeth Mros-O'Hara, Investment Areas Project Manager
Grace Cho, Associate Transportation Planner

Lake McTighe, Senior Transportation Planner
Ken Lobeck, Senior Transportation Planner
Kim Ellis, Principal Transportation Planner
Marie Miller, Administrative Specialist II

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

Chairman Kloster called the meeting to order at 9:35 a.m. and declared a quorum was present. Member introductions were made.

2. Comments From the Chair and Committee Members

- **Retirement of Dennis Mitchell, Chair, TransPort committee (Chairman Kloster)** Chairman Kloster announced the retirement of ODOT's Dennis Mitchell with acknowledgement of some of his contributions as engineer and Chair of TransPort, a subcommittee of TPAC. Mitchell, with 36 years of service, coordinated and managed projects implementing regional plans, specifically the 2010-2020 Transportation System Management and Operations Plan. Mitchell was also credited with the initiation of ITS in ODOT projects.

With Mitchells' retirement, TransPort will need a new Chair. The Chair of TPAC makes decisions in forming subcommittees such as TransPort, and reviewing bylaws. With bylaw reviews pending, ODOT and Metro came up with an interim solution of co-chairing TransPort, spreading the work between Jon Makler and Ted Leybold.

- **Announcement of 2018-21 MTIP Public Comment Period Open From 4/24-5/23 (Grace Cho)** Grace Cho announced the 2018-2021 MTIP public comment period is open until May 23. Ms. Cho reported that the public comment survey is online at oregonmetro.gov/MTIP, and that at the next TPAC meeting she will be presenting highlights and more information from the program.
- **Comments from Committee Members.** Eric Hesse reported on the improvements with the current Morrison/Yamhill MAX line project that while causing some delays downtown will have benefits for transit riders in the future.

Glenn Koehrsen mentioned that autonomous vehicles was missing in materials and asked if future plans for this would be discussed. Koehrsen was also concerned at not seeing senior issues with transportation access addressed. Chairman Kloster reported that Tyler Frisbee would follow up on these matters at next TPAC meetings, and he would check with Kim Ellis on these issues in the RTP strategies.

3. Citizen Communications on Agenda Items

There were no comments.

4. Consideration of TPAC Minutes for March 31, 2017

Discussion: Glenn Koehrsen asked for a correction to the wording on page 3, agenda item 5, second paragraph to read "Lehto will confer with Lobeck on description wording for negotiation", replacing "medication".

MOTION: To approve the minutes of March 31, 2017 with this edit.

Moved: Glenn Koehrsen Seconded: Dave Nordberg

ACTION: With edit, motion passed. Two abstaining: Heidi Guenin and Eric Hesse.

5. 2015-18 Metropolitan Transportation Improvement Program (MTIP) Amendment – Resolution 17-4798

Ken Lobeck presented Resolution 17-4798 requesting a TPAC approval recommendation of the resolution to PACT, enabling the new projects and required cost/scope changes to occur in the 2015018 MTIP, allowing final approval to then occur from USDOT.

There are 16 projects listed, with required changes to include:

- Eight projects involve required cost increases in order to continue proceeding through the federal transportation process
- One project involves a significant scope change with full phase programming being accomplished
- The remaining projects involve various changes including project name change revisions, description modifications, and/or are part of project splitting or combining actions.

Lobeck further described the formal amendment public notification requirement in progress, and additional amendment details in the staff report. Lobeck reported on the cost effects with the projects and work with ODOT leading to TPAC becoming proactive in getting progress made on the projects currently. No fiscal constraint issues are with the amendment; cost increases are addressed by local agency funds, lateral fund shifts of existing programmed federal funds, and OTC has approved the ODOT projects verifying these funds are available.

Staff recommends TPAC approval on the resolution, which proceeds to JPACT on May 18, 2017 as a consent item on their agenda, public notification completed as of May 26, 2017, final approval from Council expected early June, 2017, and final review from ODOT and USDOT during June 2017 and final approval by mid July 2017.

Discussion from members:

- Don Odermott pointed out the grammar correction in the resolution, second page, paragraph 5, “Whereas, the City of Wilsonville need to add additional funds to their Tooze Rd.”, (eliminate the duplicate to the in this sentence).
- Nancy Kraushaar asked for consideration with clarification on the funding description with Project 16: Tooze Rd: 110th Avenue – Grahams Ferry Rd. (Wilsonville). Kraushaar pointed out that \$7 million more is the local funding reserved from the last eight years, not federal funding which completes this project. Lobeck agreed to reword this in the resolution to include the full right of way with the project and construction phase that completes the project allowing the project to move forward, with local funding as noted.

MOTION: To approve Resolution 17-4798 with the grammar correction and reflecting clarification notes from discussion held regarding cost increases to funding with project 16: Tooze Rd., Wilsonville.

Moved: Nancy Kraushaar

Seconded: Karen Buehrig

ACTION: With grammar and clarification rewording edits, motion passed.

Question: Don Odermott asked if the motion included the recommendation to JPACT. Since it did not, this was added as an amended motion:

MOTION: To approve and recommend to JPACT Resolution 17-4798 with the grammar correction and reflection rewording of cost increases to funding with project 16: Tooze Rd., Wilsonville.

Moved: Nancy Kraushaar

Seconded: Don Odermott

ACTION: With grammar correction, clarification on funding edits, motion passed.

6. Powell-Division Transit and Development Project Locally Preferred Alternative – Draft Resolution – 17-4776

RTP Ordinance, Division Transit Project – Ordinance 17-1396

Elizabeth Mros-O’Hara presented information on the Powell-Division Transit and Development Project, with request to forward the recommendation to JPACT the adoption of the Division Transit Project LPA Resolution 17-4776, and the RTP Ordinance 17-1396.

The locally preferred alternative (LPA) defined the mode (bus rapid transit), route (downtown Portland to downtown Gresham), and approximate station locations. Local jurisdictions have adopted the LPA to date. Mros-O-Hara reported that Metro would approve the same resolution in this process. Following her last presentation at TPAC, there has been a public comment period and input from partners that helped shape the LPA project, which also involves a required amendment to the 2014 Regional Transportation Plan.

Mros-O’Hara recognized the contributions of the many partners and Steering Committee members for their support with the project. Goals with the project went beyond transportation, and included with equitable housing, community development, safety and active transportation elements. A challenge was identified when the project did not extend to Mt. Hood Community College. Project partners created a Memorandum of Understanding between TriMet, MHCC, Metro, Gresham and Multnomah County to create enhancements to Line 20 to accelerate better connections to the college, and design work for a future transit facility at the campus.

The City of Portland conditions of approval included many community desires:

- Metro to advance Powell for regional consideration for high capacity transit
- Community engagement
- Affordable Housing Investment Strategy
- Economic Development and Business Mitigation
- Transit Service Enhancements
- Memorialize conditions in an MOU

Public and Partner Comments:

- OHSU testified in favor and expressed preference for the project to cross the Tilikum Crossing bridge
- Partner comments focused on clarification
 - How a Powell project would move forward
 - Text edits to emphasize planning project context
 - Timing of prioritizations and definitions of priorities

Metro addressed the comments:

- Revisions to how Powell Boulevard is addressed within the documents
- Revisions to direct that the RTP maps be updated as part of the 2018 RTP update instead of updating them in the 2014 RTP
- Clarification on the role of mobility corridors in the planning process
- Providing additional context on how the Powell Boulevard corridor will be considered as part of the 2018 RTP update and the Regional Transit Strategy

The edits in response to these comments included:

Powell Project:

- Powell would be advanced for Corridor Refinement Plan in the financially unconstrained project list
- Corridor Refinement Plan would study appropriate context-sensitive solutions for all modes
- Prioritization of this project would occur as part of the 2018 RTP Update

Clarification of Planning Context

- Added language reflecting EMCP, Outer Powell Safety Project, MHCC MOU
- Clarification of mobility corridors as a planning unit Maps
- Ordinance stipulates that 2014 RTP maps will be updated as part of the 2018 RTP process Project Lists
- Project lists will be updated to reflect the LPA in financially constrained list
- Edits to show financial constraint
- New Powell Corridor Refinement Plan will be on the unconstrained list

Mros-O'Hara provided a projected timeline for adoption of the resolution with anticipated Metro Council action on June 1. With ongoing design, environmental review and federal funding process, and regional input, construction on the project is planned from 2019-2021, and the start of the new transit service will begin in the fall of 2021.

Mros-O'Hara requested TPAC recommend to JPACT approval and recommendation to Metro Council for adoption the Division Transit Project LPA Resolution and the RTP Ordinance amending the 2014 RTP.

Discussion:

Karen Buehrig asked for clarification on page 3 of resolution 17-4776, 3rd paragraph that ends with “and to designate the Powell Boulevard corridor as a Mobility Corridor recommended for study in a future corridor refinement plan.” Buehrig asked what the difference was between a mobility corridor and high capacity corridor. Mros-O'Hara responded that Metro uses mobility corridors to define large units of land with land use planning, including transportation but much more. In the resolution, the mobility corridor would be used to identify needs and possible solutions, with future analysis of what would make sense in the broader picture for corridor refinement.

Chairman Kloster added that mobility corridor have federally required rules with reporting elements, land use driven, elevated from the 2010 RTP to what is being developed for the future. Refinement planning studies transportation measures and needs further definition. He will bring more information to the committee on Transportation Planning Rule (TPR) regarding refinement planning and definitions of mobility corridors Metro works with in planning structures.

Katherine Kelly commented clarifying to JPACT these distinctions between mobility corridor and refinement planning in relation to 2018 RTP. Initially Gresham had concerns about the mobility study with prioritizing this issue, but have since held discussions that addressed the issue and feel confident the 2018 RTP process will cover it. To clarify the Powell study not identifying safety thus far, Gresham is working through the process with the 2018 project. Kelly asked that the Gresham transit center design to include MHCC in future design planning be more explicit as part of the negotiations.

Tyler Bullen asked to what extent of this project, in regard to outer Division, a phased approach for BRT, given missing right of way and center turn medians. Mros-O'Hara responded that this was the initial start of the process. They have learned a lot with the process and continue to develop the plan. They are discussing plans to make bus lanes priorities where congestion is heaviest, giving longer green lights

for bus transit, faster boarding times in outer Division, and coordinating with the City of Portland on a new safety study.

Judith Gray reported that she was happy with the project and cooperation with agency partnerships. Recognizing that final details can take a lot of effort to complete projects, she was pleased that this cooperation is resulting for the good of the region. Eric Hesse added that he was appreciative of the efforts also. He looked forward to continuing conversations to meet future needs with regional transit.

Glenn Koehrsen mentioned narrow streets located in inner Division and asked how buses can still get there. Mrs-O'Hara agreed that this area is challenging for buses, with the community more inclined to a streetcar environment. Plans are to for buses to stop at integrated areas with sidewalks, for a lighter treatment of the street and area.

Heidi Guenin was glad to hear of the interest from members, and invited them to attend further meetings to share their thoughts on the project. The issue with right way and turn areas will continue to come up, with the need to address the alignment mode plan. Guenin is also grateful for the time and effort by everyone with this project.

Guenin asked if the language in the Locally Preferred Alternative resolution need be Powell Division Corridor. She was concerned about listing "Powell Division Transit" with the resolution, and "Division Transit Project" with the RTP Ordinance. Mrs-O'Hara responded that the titles provided consistency with tracking purposes, matched the preferred local strategies, and have been adopted as such with our partners. Division Transit Project is also approved by FTA for the project.

Phil Healy what the travel time's studies showed, assuming 35 mph east of 82nd Avenue. Mrs-O'Hara responded that preliminary studies showed little difference, since bus speeds were not consistently running at 35 mph. Travel time savings were shown at 15-20% savings with new service; a relative savings time.

Katherine Kelly added to the discussion on naming the project, and asked this be clarified for JPACT. She reiterated that safety needs in Gresham were not part of the context of discussion when the focus of the Powell project was transit. Further discussion with a mobility corridor in Gresham can include safety transit issues.

MOTION: (A two part motion made together). Recommendation that JPACT adopt and endorse Metro Council adoption of the Division Transit Project LPA Resolution, and the RTP Ordinance amending the 2014 RTP.

Moved: Katherine Kelly

Seconded: Heidi Guenin

ACTION: Motion passed unanimously.

7. 2018 RTP: Building The RTP Investment Strategy

Kim Ellis presented information on the 2018 RTP: Building the RTP Investment Strategy. Ellis requests consideration of recommendation to JPACT on the process for updating and evaluating the region's near and long term investment priorities. The recommendation discussion was held in three parts.

Part 1: 2018 RTP Policy Framework and Vision Statement. Ellis directed members to Attachment 1; Summary of 2018 Regional Transportation Plan Policy Framework, and Attachment 2; Excerpt from 2014

Regional Transportation Plan, in the packet for this discussion. Ellis provided an overview of the RTP project timeline, challenges to the region's economic prosperity and quality of life, adopted plans RTP policy goals that will serve as a foundation and guide updating the RTP investment strategy.

Key elements of the RTP policy framework are:

- A vision for the region's transportation system that reflects community values, regional challenges, and desired land use, economic, equity and environmental outcomes;
- Eleven supporting goals and objectives and related performance targets; and
- A network vision and supporting policies that long with the regional mobility corridor framework guide planning and investment in each part of the regional transportation system to provide a seamless and fully interconnected system.

The committee discussed revisions to the Shared Vision Statement. TPAC discussed the purpose of the additional language that MPAC suggest be part of a mission statement. TPAC recognized the importance and value of having succinct, accessible language to describe the RTP. TPAC's discussion recognized that the bulleted list of outcomes and strategies are important and are already reflecting in the RTP goals and objectives but did not reflect a mission statement.

Jon Makler suggested the following rewording of RTP Policy Framework, supporting policy to the vision, page 9 of attachment 1, Arterial and Throughway Network Map Vision, to read, *"Build a balanced well connected network of road facilities that provide reliable mobility and safe access especially for pedestrians and bicycle trips consistent with each facility and classification."*

Chris Deffebach suggested deleting "In 2040" with the draft vision statement, as RTP plans are continually moving forward to new planning horizons. The mission bullets should be more on how we achieve the goals for the vision. Deffebach commented on how policies and visions seem to populate RTP a lot, which feels redundant. Creating a public version that summarizes these items could be a benefit. She agrees that our Arterial and Throughway vision doesn't truly articulate throughways needs. It was suggested we draw attention to reducing bottlenecks that address how we'll achieve this vision, with an asterisk at the bottom to show updates to this system.

Eric Hesse commented on the number of goals and policies, with a desire to reduce redundancy. Hesse asked if this document was going out to the public soon. Transparency points need to be clear. Ellis responded that staff will begin reviewing the the policy framework goals and strategies to flag possible updates for the Policy work group to review and discuss later this year. There is time to make refinements.

Nancy Kraushaar asked about the various maps dated RTP 2014. Were these maps to be used with the Call for Projects for 2018? Ellis clarified that these are the current adopted regional system maps, and any projects listed with the Call for Projects need to be included on this system. Kraushaar asked if amendments to maps are planned. Ellis explained the maps would be part of the policy review work, and that jurisdictions could identify potential amendments to the maps as they identify project priorities to submit during the Cal for Projects. The system maps are intended to show the general location and function(s) of facilities on the regional transportation system for all modes. If a priority project is not currently designated on a RTP system map, a jurisdiction should work with Metro staff to determine whether an amendment to designate the facility is appropriate.

Don Odermott referred to the Regional System definition missing collectors with the arterial facilities and bridges. Ellis responded that collectors were not designated in the RTP system unless they were identified as industrial areas or 2040 centers. This was a major change adopted during the 2010 RTP update. Odermott and Ellis will confer later as a follow up to this question.

Chairman Kloster suggested we add “subject to update” to the language in Attachment 1 as materials are finalized for consideration by JPACT. Eric Hesse believed our main three points to JPACT are the new vision, three levels of evaluations, including a project-level evaluation pilot and a recognition that the policy framework will be further updated during the next phase. Jon Makler questioned moving forward with Call for Projects when policies are still being defined. As an example, Makler suggested the current “Throughways and Arterials” policy statements did not reflect the region’s approach to addressing bottlenecks.

Katherine Kelly suggested that our message to JPACT is that the 2014 RTP Policy Framework will serve as a starting point to guide the Call for Projects, acknowledging our policies and projects will need refinement as we move through the process. Ellis added that the policy work group will be convened this year, with their draft recommendations on potential policy refinements expected this fall. She further explained that the technical evaluation would inform additional policy refinements. As we start with adopted RTP policy framework we can build and refine our policies once more is known.

Nancy Kraushaar asked for consideration renaming Attachment 2 to be titled “*2014 Regional Transportation Plan Policy Framework*” to be used as the baseline for further review with 2018 Policy Framework. Eric Hesse added that he considered this work plan what was under discussion for approval now, in draft mode, with further updates to be discussed. Evaluations such as equity measures and tests would be added into performance measures once known later.

As a result, TPAC recommended the bulleted list not be included in the vision statement or policy framework as a mission. Instead, TPAC recommended the following language serve as a starting point for summarizing what the RTP aims to achieve in public information materials:

Together our investments will support local and regional land use goals and plans and connect everyone to a range of housing choices and education, services and work opportunities of today and the future.

Together we will create a transportation system that:

- *Is well-maintained and fiscally sustainable*
- *Is safe and accessible for all ages, abilities and modes of travel*
- *Adapts to emerging technologies*
- *Manages both demand and capacity effectively*
- *Reduces pollution and protects our climate*
- *Moves our products to market efficiently*
- *Is ready for natural disasters*
- *Seamlessly interconnects rail, aviation, marine, highway, major street, bus, biking, and walking services and facilities.*

MOTION: To recommend to JPACT the revised vision and mission statement with TPAC comments to include using the adopted 2014 RTP Policy Framework as the baseline for further refinements and

updates to the plan, reflecting MPAC revisions and using the mission strategies in the Call for Projects process:

RTP Vision Statement: In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exception quality of life sustained by a safe, reliable, healthy, and affordable transportation system.

In addition:

- **RTP Goal 9 more explicitly prioritize equity in areas where people are most impacted by gaps in infrastructure, forwarded to RTP Transportation Equity work group to identify potential refinements and future discussion and consideration by policy advisory committees.**
- **Recommends the RTP Policy Actions work group review goal 11 (Delivery accountability and transparency) to more explicitly call out the transparency in the decision making process, to review with all RTP goals.**
- **Recommend updates to attachments 1 & 2 to more clearly reflect the attachments come from the adopted 2014 RTP and are intended to serve as a starting point to guide building the RTP Investment Strategy.**
- **Recommend staff review and refine RTP policy chapter in 2017-18 as part of moving forward, including:**
 - **Review of RTP goals and objectives, particularly the safety, equity and accountability goals**
 - **Review of performance targets to meet federal and state requirements**
 - **Review of modal policies and maps, particularly the throughways/arterials, transit, and freight networks**

Discussion: The committee agreed that the motion should include a footnote on page 9 of the Policy Framework addressing the network visions and supporting policies as part of the policy review.

Moved: Katherine Kelly

Seconded: Eric Hesse

ACTION: Motion passed unanimously.

Part 2: 2018 RTP Evaluation Framework. Ellis directed members to Attachment 3; 2018 RTP System Evaluation Measures to be tested in summer 2017, and Attachment 4; 2018 Regional Transportation Plan DRAFT Project Evaluation Pilot and Criteria Proposal for Testing. Ellis reported that the evaluation framework includes updated system performance and transportation equity measures and draft project evaluation criteria identified for testing through the analysis of the draft RTP Investment Strategy. The evaluation framework will be subject to further refinement based on the pilot. The Performance work group will be asked to identify potential refinements to recommend to TPAC and MTAC based on issues found during the pilot. The updated criteria would then be applied to projects by lead agencies as part of the 2nd round of analysis next year.

Ellis added that part of the recommendation asked at this meeting with the pilot project evaluation process was for larger agencies to select five projects that cost \$10 million or more and that are likely to seek federal, state or regional funding to Level or above, and then pick one for testing. Smaller jurisdictions will pick just one project for testing at a smaller funding level. Investments will be evaluated to show how well they align with RTP goals:

- System-level evaluation (all projects)
- Transportation equity analysis (all projects)
- Pilot project-level evaluation (small number of projects)

The process for building the RTP Investment Strategy timeline June 1-July 21, 2017 is round 1: Call for Projects. During Summer-Fall 2017 system performance, transportation equity and pilot project evaluations will occur. November-December 2017 there will be a review analysis of findings and recommendations. January-April we will prepare a final draft strategy for public review. Safety, transit and freight strategies continue to be developed on parallel tracks and will be informed by the analysis findings and recommendations.

Discussion to identify further changes to the pilot project evaluation process and draft criteria was held. Judith Gray presented comments from PBOT on proposed project criteria. Overall, they support ODOT's April 14 work session recommendation to add negative points when a project reduces progress toward an outcome. Under Air Quality and Climate Change, they recommend adding "congestion pricing projects" (those with HOV or no SOV capacity increases) to the list of projects eligible for 7 points. And adding "protected bicycle facilities" (not just new facilities) to list of projects eligible for 7 point lists.

Under Freight and Goods Movement, they recommend adding an option for "Freight Priority" to get the projects eligible for highest score in each category.

Under Readiness and Cost-Effectiveness, they are concerned that "readiness" is proposed for more points than "cost-effectiveness." Building two cost effective projects may provide substantially more benefit than building one "ready" project a year earlier. They recommend switching the score so "cost-effectiveness" is eligible for 7 points and "readiness" for 3, to encourage more cost effective projects.

Under Transportation Safety, they feel projects using multiple proven countermeasures and/or higher effectiveness measures should get a higher number of points. They recommend rewriting this to show projects with higher impact, and a higher number of countermeasures, scoring more points.

Under Travel Options, Transportation Resiliency, they recommend adding "or provides access improvements to emergency locations" after "fixes a seismic deficiency" to recognize that some operational improvements can improve disaster and emergency response.

Don Odermott asked what types of negative points would hurt projects. Gray responded that it might appear in the outcome that while the project gained results in one way, they also hurt other outcomes that benefited communities. It was also questioned if we had perimeters for this measurement. Ellis responded that with our current timeline, it was recommended to allow the Performance work group to address this aspect as part of refining the draft criteria as a follow-up to the pilot.

Katherine Kelly commented that with congestion pricing projects, they not be listed specifically tied to funding measures such as tolls or taxes. She also felt that protected bicycle facilities and new bicycle facilities were one and the same. Don Odermott supported the extra credit on points with bicycle facilities.

Don Odermott commented at not seeing the Freight Bottleneck report criteria that showed ODOT facilities only as eligible. Ellis responded that this list has been expanded to reflect intermodal system with tiered expansion and importance given to arterials and first mile/last mile connections to intermodal facilities. Nancy Kraushaar added that Freight industrial areas really need this support with points in their projects. Much will be learned from the pilot phase.

Eric Hesse asked for clarification on the air quality and climate change point “C”, in regard to bus service emissions using diesel, and if this was to structure earning or decreasing points. It was agreed to structure both reductions to gain points, with further discussion to set this.

Chris Deffebach commented on the amount of criteria to be considered prior to the pilot projects, and if we were comfortable with the details to this point. Judith Gray commented that she supports the points discussed thus far were good for the pilot evaluation. Ellis added that this recommendation to JPACT would be for categories only at this point, leaving revised criteria yet to be evaluated. Karen Buehrig added that as a pilot program, we need to start with the baseline. She suggested another workshop be held in the fall with larger groups, to further discuss the measures and what was learned from the pilot evaluation.

MOTION: Recommendation that JPACT support moving forward with testing the updated RTP Evaluation Framework, including the pilot project evaluation process. In addition:

- **Recommend PBOT refinements considered as part of reviewing and refining the draft criteria this fall – post pilot. The RTP Performance work group, TPAC and MTAC discussions will help identify potential refinements to the project evaluation criteria and project applicability to address any challenges and shortcomings identified through the pilot.**

Moved: Jon Maker

Seconded: Judith Gray

ACTION: Motion passed unanimously.

With meeting going beyond the scheduled time, a quorum count was taken. With a quorum in attendance, meeting continued.

Part 3: 2018 RTP Investment Strategy Funding Framework. Kim Ellis, Ken Lobeck, Ted Leybold and Tyler Frisbee presented information on the draft financially constrained forecast and overall investment strategy funding levels. Ellis was asking for a recommendation to be forwarded to JPACT to accept the draft financially constrained revenue forecast capital funding targets for use during the RTP Call for Projects, (acknowledging the draft financially constrained forecast will likely need refinement in 2018 to reflect local, regional, federal and/or state funding discussions or actions that occur before the RTP is finalized for adoption), and recommend an overall funding level to assume for the 2018 RTP Investment Strategy for purposes of the Call for Projects.

Asked what JPACT will be presented with, Ellis reported that a simple table showing the summary version of draft funding targets on constrained revenue forecasts. In addition, a short memo with description of the draft RTP financially constrained revenue forecast.

Ken Lobeck presented information in the table titled “Summary of Proposed Capital Revenues Funding Targets for 2018 TRTP Call for Projects”. Revenue Programs (column 1) were explained with their funding use, 2018-2027 amounts, 2028-2014 amounts, funding targets with eligibility, and totals. Chairman Kloster added that this funding review would continue through the RTP Call for Projects, with more funding information known at later dates.

Don Odermott thanked everyone for their hard work on this. Odermott is concerned that Hillsboro has many collector projects in the RTP project list and that are assumed in the draft revenue forecast for Hillsboro that don’t seem to be covered under the regional system and network policy definitions discussed earlier. In the past the RTP has covered collectors and arterials, but questions if their current revenue with this plan will cover it.

Phil Healy asked if the Port was included with the City of Portland draft revenue forecast. Lobeck replied that they are listed a separate entity. Their projects cover many different revenue streams making it harder to identify which is for transportation. Lobeck will further study this and confer with Healy and other Port staff to prepare a draft forecast for the Port of Portland.

Karen Buehrig commented on the guidance of the coordinating committee's role with Call for Projects and each jurisdiction reporting on specifics to the forecast regarding the 3 funding buckets. She commented on how jurisdictions are being asked to balance out with unknowns at this point, but when complete forecasts are known a better evaluation is possible. The timeframe for responding to the Call for projects is challenging for jurisdictions given the uncertainties. She estimated that with the assumed 2014 RTP \$15 billion constrained funding, we are now projecting this at \$9 billion. This equates to a 1/3 less funding for projects. Buehrig also estimated that the most reduced in the local/state/federal revenues total was local, which makes it challenging, and highlighted the need to communicate this with jurisdictions in terms of what it means for project planning. Buehrig also acknowledged that longer forecasts require more flexibility.

Joanna Valencia commented on page 3 of the 2018 RTP Constrained Revenue Forecast handout, with tables showing proposed capital funding target methodology. She was concerned with methodology based on population, especially regarding HSIP and Connect Oregon. Ken Lobeck stated that this is how past RTP forecasts have addressed discretionary funding for purposes of the Call for Projects.

Judith Gray reported that her preference was to extend the timeline for Call for Projects for more effectively dealing with forecast revenues, but that she understood that presented future timeline challenges. She would like to see an alternate approach with an adequate timeline to review the funding. Gray suggests changing "draft forecast" to "preliminary forecast", since the time has not adequately been given for a full review. She believes these funding forecasts will require review and adjustment, resulting in a huge impact on what our regional planning is now, especially if reducing funding by 1/3 of past revenues. It also carries a large impact on agency and jurisdiction workloads and their Call for Projects. Gray also suggested creating another column in the HSIP-L Proposed Funding Targets Table, which would provide funding documentation for larger projects as a way for tracking these, as needed.

Chris Deffebach commented that her jurisdiction would need the additional time between this meeting and JPACT to review the forecast. She would like to see funding targets placed in context with local/state/federal dollars, compared to the 2014 assumptions, so that jurisdictions can better understand the potential impacts of the new forecasts. Chair Kloster agreed on having the funding presented in context, and showing the value of strategic funding for the limited dollars for projects.

Tyler Frisbee presented information on additional priorities project list, or could be called Strategic priorities list. This was defined as:

- Aspirational – reflects what we want and need to build but don't have the funding for right now
- Projects where we want to know how they impact the system, prepare them for construction, keep them in our back pocket for future planning and project development to advance
- Based on projected comparisons to transportation funding raised by peer regions across the country

In response to Gray's comments on identifying separately large funding projects, Frisbee stated that other regions/cities provide a study or comparison for funding toward these project. Providing the extra column for projecting funding is possible, but needs development. This is one option to be considered. What JPACT has indicated they would like to see is more grounding to explain the funding amounts more clearly.

To provide context with peer region financially constrained funding increases in a 10 year period:

Portland, OR	Per-Capita Per-Year Amount: \$477	Rough increase over financially constrained	N/A
Salt Lake City	\$586		22%
Seattle, WA	\$657		37%
LA, CA	\$700		47%
Previous RTP Approach (150% of Financially Constrained)			50%

Karen Buehrig commented that she was looking at this in the context of the Call for Projects, not in the context of the full RTP. She suggested looking at the possibility of asking for a 200% increase to help compile the draft list of projects for the RTP, then use the project evaluations to inform getting to a 150% list of important projects that we still wish to include.

Jon Makler agreed with the rationalization of working with a 200% increase as a starting point. He recommends a focused analysis of investment in the region with transportation spending as opposed to other elements of funding. This could provide a base for future forecasts moving forward.

Don Odermott commented on how we might get the private sector more involved with increased funding for transportation. He encouraged another meeting where Frisbee could report on how other regions/cities report on their private investments for transportation.

Glenn Koehrsen commented that this material needs to be simplified for the context of the individual voter and what it means for them. While recognizing the RTP document has to meet specific federal requirements, the language, purpose and financial terms could be better presented for simplification.

MOTION: To recommend to JPACT the acceptance of preliminary draft financially constrained revenue forecast for use during the RTP Call for Projects, double the draft constrained revenue forecast to set an overall draft RTP Investment Strategy funding level for purposes of the Call for Projects and set sub-regional capital funding targets (based on the draft forecast and funding level recommendation) for purposes of the Call for Projects.

- **This recommendation acknowledges that the preliminary draft financially constrained forecast will require review and adjustment in 2018 to reflect local, regionally, federal and/or state funding discussions or actions that occur before the RTP is finalized for adoption.**
- **This recommendation reflects that despite having less funding available, the region continues to significant transportation needs that if left unaddressed, threaten the region's economic prosperity and quality of life.**
- **The effect of doubling the preliminary draft forecast to set an overall funding level for the Call for Projects means that the total draft RTP Investment Strategy would be sized to approximately \$18 billion (e.g., Draft Constrained forecast equals \$9 billion and Draft Strategic Priorities list equals \$9 billion for a total draft RTP Investment Strategy of \$18 billion).**
- **This was to be identified as a starting point based on what is known now and subject to change. County coordinators and agencies would agree to these terms as funding information is presented and discussed.**

Moved: Jon Makler Seconded: Phil Healy

ACTION: Motion passed unanimously.

8. 2018 RTP: Regional Transit Strategy

This item was tabled until the May 26, 2017 TPAC meeting.

9. 2018 RTP: Regional Freight Strategy Plan

This item was tabled until the May 26, 2017 TPAC meeting.

10. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 12:40 p.m.

Meeting minutes respectfully submitted by,
Marie Miller
Planning and Development, Metro

Attachments to the Record, Transportation Policy Alternatives Committee meeting, April 28, 2017:

Item	Topic	Document Date	Description
1	Agenda	4/28/2017	April 28, 2017 Meeting Agenda
2	TPAC Work Program	4/21/2017	TPAC Work Program as of 4/21/2017
3	Handout	4/17/2017	Transportation Policy Alternatives Committee Acronyms List
4	Meeting Minutes	3/31/2017	TPAC Draft Minutes from March 31, 2017
5	Draft Resolution 17-4798		Draft Resolution 17-4798 for the Purpose of Amending the 2015-18 MTIP to Modify and/or add New Projects as part of the April 2017 Formal MTIP Amendment
6	Exhibit A to Resolution 17-4798		Exhibit A to Resolution 17-4798
7	Memo	4/24/2017	Memo: Staff Report for April 2017 MTIP Formal Amendment plus Approval Request Resolution 17-4798
8	Memo	4/21/2017	Recommendation of Locally Preferred Alternative Resolution and RTP Ordinance for the Powell-Division Transit and Development Project (Division Transit Project)
9	Handout		LPA Adoption Schedule and General Schedule
10	Handout	4/10/2017	Summary of public comments on Resolution No. 17-4776
11	Handout	4/12/2017	Table of Contents: LPA and RTP Amendment Materials
12	Staff Report	4/12/2017	IN CONSIDERATION OF RESOLUTION NO. 17-4776, FOR THE PURPOSE OF ADOPTING THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT'S DIVISION TRANSIT PROJECT LOCALLY PREFERRED ALTERNATIVE
13	Resolution No. 17-4776 Attachment 1	4/12/2017	Resolution No. 17-4776 Attachment 1
14	DRAFT Staff Report Resolution No. 17-4776 Attachment 2a	4/12/2017	DRAFT Staff Report Resolution No. 17-4776 Attachment 2a
15	DRAFT Staff Report Resolution No. 17-4776 Attachment 2b	4/12/2017	DRAFT Staff Report Resolution No. 17-4776 Attachment 2b
16	DRAFT Staff Report Resolution No. 17-4776 Attachment 2c	4/12/2017	DRAFT Staff Report Resolution No. 17-4776 Attachment 2c
17	DRAFT Staff Report Resolution No. 17-4776 Attachment 2d	4/12/2017	DRAFT Staff Report Resolution No. 17-4776 Attachment 2d
18	DRAFT Staff Report Resolution No. 17-4776 Attachment 2e	4/12/2017	DRAFT Staff Report Resolution No. 17-4776 Attachment 2e

19	DRAFT Staff Report Resolution No. 17-4776 Attachment 3	4/12/2017	DRAFT Staff Report Resolution No. 17-4776 Attachment 3
20	DRAFT RESOLUTION NO. 17-4776	4/12/2017	DRAFT RESOLUTION NO. 17-4776
21	DRAFT Resolution No. 17- 4776 Exhibit A	4/12/2017	DRAFT Resolution No. 17-4776 Exhibit A
22	DRAFT STAFF REPORT IN CONSIDERATION OF ORDINANCE NO. 17-1396	4/12/2017	DRAFT STAFF REPORT IN CONSIDERATION OF ORDINANCE NO. 17-1396
23	DRAFT Staff Report Ordinance No. 17-1396 Attachment 1	4/12/2017	DRAFT Staff Report Ordinance No. 17-1396 Attachment 1
24	DRAFT Staff Report Ordinance No. 17-1396 Attachment 2	4/12/2017	DRAFT Staff Report Ordinance No. 17-1396 Attachment 2
25	DRAFT Staff Report Ordinance No. 17-1396 Attachment 3	4/12/2017	DRAFT Staff Report Ordinance No. 17-1396 Attachment 3
26	DRAFT Ordinance No. 17- 1396	4/12/2017	DRAFT Ordinance No. 17-1396
27	DRAFT Ordinance No. 17- 1396 Exhibit A	4/12/2017	DRAFT Ordinance No. 17-1396 Exhibit A
28	DRAFT Ordinance No. 17- 1396 Exhibit B	4/12/2017	DRAFT Ordinance No. 17-1396 Exhibit B
29	Memo including Attachments 1-10	4/21/2017	Building the 2018 RTP Investment Strategy – RECOMMENDATION TO JPACT REQUESTED
30	Memo	4/24/2017	2018 RTP Project Evaluation Pilot and Revised Draft Project Criteria
31	Memo including Attachments 1-5	4/20/2017	Regional Transit Strategy draft policy framework and vision
32	Handout	Fall 2016	2018 Regional Transit Strategy
33	Memo including Attachments 1-5	3/22/2017	Regional Freight Strategy Update
34	Presentation	4/28/2017	2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AMENDMENT – RESOLUTION 17-4798
35	Presentation	4/28/2017	Powell-Division Transit and Development Project LPA Resolution and RTP Amendment
36	Presentation	4/28/2017	2018 Regional Transportation Plan Building the RTP Investment Strategy
37	Memo	4/27/2017	4/26 MPAC refinements to RTP Policy Framework
38	Memo	4/27/2017	PBOT Comments on 2018 RTP Project Evaluation Pilot and Revised Draft Project Criteria
39	Handout	4/28/2017	2018 RTP Constrained Revenue Forecast Call for Projects Targets

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18) RESOLUTION NO. 17-4811
METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO MODIFY) Introduced by: “Chief Operating Officer
AND/OR ADD NEW PROJECTS AS PART OF THE) Martha Bennett in concurrence with
MAY 2017 FORMAL MTIP AMENDMENT (MY17-) Council President Tom Hughes”
04-MAY) INVOLVING A TOTAL OF SEVEN)
AFFECTED PROJECTS FOR ODOT AND METRO)

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 2015-18 MTIP on July 31, 2014; and

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

WHEREAS, the US Department of Transportation (USDOT) has issued new MTIP amendment submission rules and definitions for Formal and Administrative amendments that both ODOT and Oregon MPOs must adhere to; and

WHEREAS, ODOT’s I-5: Interstate Bridge Northbound Trunnion Shaft Replacement project in Multnomah County requires an additional \$1,170,000 that will come from the State Bridge program from the 2018-21 STIP and from the Washington Department of Transportation to be added to the Preliminary Engineering phase to complete required tasks and activities for the project; and

WHEREAS, adding to the MTIP ODOT’s new Region 1 Bridge Screening Project, estimated at a total of \$2,766,794, which will include the installation of bridge protective screening and bridge rail repair/replacement elements on twelve freeway overpasses in Region, will enable the Preliminary Engineering phase to begin before the end of Federal Fiscal Year 2017 and result in improved safety for motorists; and

WHEREAS, through this formal amendment action to cancel ODOT’s OR99E Kellogg Creek project, which initially provided funding for culvert replacement design activities, will enable preliminary engineering funding of \$495,000 of State Surface Transportation Program and matching funds to be transferred to three other culvert improvement projects, two in Region 2 and one in Region 1, the US30 Corridor new culvert design project; and

WHEREAS, a result of cancelling ODOT’s OR99E Kellogg Creek Preliminary Engineering project, ODOT’s new U.S.30 Corridor project at mile post 9.08 to 17.68 new culvert design project can be added to the 2015 MTIP with \$196,000 of funds transferred from the OR99E Kellogg Creek project for Preliminary Engineering culvert design activities; and

WHEREAS, ODOT’s Key 18502, Traffic Safety Grant Program 2016 project grouping bucket, has been authorized to transfer \$172,200 to the new ODOT project, OR219 at Laurel, Midway, and I-84 at Fairview Ramp as part of ODOT’s new High Friction Surface Treatment (HFST) pilot program; and

WHEREAS, ODOT's Public Transit Section determined additional state allocated Surface Transportation Program (STP) funds were available to support Metro's FY 2017 Drive Less Connect Outreach Program and authorized an additional \$207,061 of STP for program activities; and

WHEREAS, the Oregon Transportation Commission (OTC) approved the required changes to the STIP across multiple meetings between December 2016 and June 2017 enabling them now to complete the MTIP amendment process; and

WHEREAS OTC approval action provides proof of funding verification in support of the fiscal constraint requirement; and

WHEREAS, all four projects were evaluated against seven MTIP review factors to ensure all requested changes and additions can be accomplished legally through the MTIP amendment process; and

WHEREAS, the MTIP review factors included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, air conformity review, fiscal constraint verification, and compliance with MPO MTIP management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as the project changes and new funding has been verified, or reflect lateral funding to existing programmed projects; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the April 2017 Formal MTIP Amendment; and

WHEREAS, all projects included in the May 2017 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, TPAC received their notification and recommended approval on May 26, 2017; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on June 15, 2017 to formally amend the 2015-18 MTIP to include the May 2017 Formal Amendment bundle of four projects requiring necessary changes and updates.

ADOPTED by the Metro Council this ____ day of _____ 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

**2015-2018 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 17-4811**



Proposed May 2017 Formal Amendment Bundle			
Amendment Type: FORMAL			
Total Number of Projects: 7			
ODOT Key	Lead Agency	Project Name	Required Changes
19651	ODOT	I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT	Increase Preliminary Engineering phase funding by \$1,170,000 to complete required PE tasks for the project. Note: Only PE is currently programmed for the project
21019 NEW	ODOT	REGION 1 BRIDGE SCREENING PROJECT (NEW PROJECT)	Adds the full new project to the 2015 MTIP so the PE phase can obligate the federal funds before the end of Federal Fiscal Year 2017.
19402	ODOT	OR99E: KELLOGG CREEK	De-programs a total of \$495,000 and cancels the project. The \$495,000 will be transferred and allocated among three separate culvert design projects including one in Region 1 (U.S. Route 30 Corridor also part of this amendment bundle.
NEW TBD	ODOT	U.S. Route 30 Corridor: (mile post 9.08 to 17.68)	A total of \$196,000 is added to the PE phase for new culvert design requirements. The funding originates from the newly cancelled project Key 19402 - OR99E Kellogg Creek
20719 NEW	ODOT	OR219 AT LAUREL, MIDWAY, AND I-84 AT FAIRVIEW RAMP	High Friction Surface Treatment (HFST) application pilot project to reduce the severity and frequency of wet roadway surface condition crashes
18502	ODOT	TRAFFIC SAFETY GRANT PROGRAM 2016 (SEC 164)	Split and transfer a total of \$172,200 of Section 164 (HSIP) funds to support Key 20719
19551	Metro	METRO DRIVE LESS CONNECT OUTREACH PROGRAM (2015-17)	Additional funds for FY 2017 have been authorized by Salem for this project. An additional allocation of \$207,061 of STP funds plus match are being added to the project.

Exhibit A to Resolution 17-4811

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19651	70832	ODOT	I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT				Highway	\$ 1,389,000	
Project Description:		Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50%							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP-FAST	Z030	Federal	2015		\$ 640,468				\$ 640,468
State	Match	State	2015		\$ 54,032				\$ 54,032
Other	Overmatch	WSDOT	2015		\$ 694,500				\$ 694,500
Total:				\$ -	\$ 1,389,000	\$ -	\$ -	\$ -	\$ 1,389,000

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19651	70832	ODOT	I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT				Highway	\$ 2,568,000	
Project Description:		Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50%							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
REDISTRIBUTION	Z030	Federal	2015		\$ 640,468				\$ 640,468
State	Match	State	2015		\$ 54,032				\$ 54,032
Other	Overmatch	WSDOT	2015		\$ 1,284,000				\$ 1,284,000
NHPP-FAST	Z001	Federal	2015		\$ 543,637				\$ 543,637
State	Match	State	2016		\$ 45,863				\$ 45,863
Total:				\$ -	\$ 2,568,000	\$ -	\$ -	\$ -	\$ 2,568,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. NHPP-FAST = Federal National Highway Performance Program funds State = Required State matching funds to the federal funds								
	3. REDISTRIBUTION = Redistribution of certain authorized funds Other = State of Washington DOT's contribution to the project								
	4. WSDOT = State of Washington Department of Transportation and is providing a 50% contribution to the project								
This amendment increases the PE funding for required project development activities									

Exhibit A to Resolution 17-4811

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING - None **New Project**

PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
21019	TBD	ODOT	REGION 1 BRIDGE SCREENING PROJECT (NEW PROJECT)	Highway	\$ 2,890,802
Project Description:			Installation of bridge protective screening and bridge rail repair/replacement.		

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP-FAST	Z001	Federal	2017		\$ 148,959				\$ 148,959
State	Match	State	2017		\$ 17,049				\$ 17,049
NHPP-FAST	Z001	Federal	2018				\$ 2,444,958		\$ 2,444,958
State	Match	State	2018				\$ 279,836		\$ 279,836
Total:				\$ -	\$ 166,008	\$ -	\$ 2,724,794	\$ -	\$ 2,890,802

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
	2. NHPP-FAST = Federal National Highway Performance Program funds
	3. State = Required State matching funds to the federal funds

Amendment Summary

This amendment adds the project to the 2015 MTIP enabling the Federal PE funds to be obligated before the end of the Federal Fiscal Year 2017 and initiate the PE phase for the project

Exhibit A to Resolution 17-4811

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment



Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects

EXISTING MTIP PROGRAMMING:									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19402	70809	ODOT	OR99E: KELLOGG CREEK				Local Road	\$ 495,000	
Project Description:			Design for culvert replacement						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STP-FLEX	M240	Federal	2017		\$ 444,164				\$ 444,164
State	Match	State	2017		\$ 50,836				\$ 50,836
Total:				\$ -	\$ 495,000	\$ -	\$ -	\$ -	\$ 495,000

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19402	70809	ODOT	OR99E: KELLOGG CREEK				Local Road	\$ -	
Project Description:			Design for culvert replacement						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STP-FLEX	M240	Federal	2017		\$ -				\$ -
State	Match	State	2017		\$ -				\$ -
Total:				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STP-FLX = Federal Surface Transportation Program allocated to ODOT on an annual basis 3. State = Required State matching funds to the federal funds								

Amendment Summary

Through this amendment, Key 19402 is cancelled as the \$495,000 is de-programmed and reprogrammed to three separate culvert improvement projects for design needs, One project is in Region 1 and is listed in the next project entry.

Exhibit A to Resolution 17-4811

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING - None **New Project**

PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
TBD NEW	TBD	ODOT	U.S. Route 30 Corridor: (mile post 9.08 to 17.68)	Highway	\$ 196,000

Project Description: The project will replace or repair culverts in critical or poor condition by open cut/cover replacement, trenchless replacement methods, and trenchless repair methods.

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STP-FLEX	M240	Federal	2017		\$ 175,871				\$ 175,871
State	Match	State	2017		\$ 20,129				\$ 20,129
Total:				\$ -	\$ 196,000	\$ -	\$ -	\$ -	\$ 196,000

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
	2. STP-FLX = Federal Surface Transportation Program allocated to ODOT on an annual basis
	3. State = Required State matching funds to the federal funds

Amendment Summary

This amendment adds the project to the 2015 MTIP enabling the Federal PE funds to be obligated before the end of the Federal Fiscal Year 2017 and initiate the PE phase for the project. The total of \$196k is being transferred from Key 19402.

Exhibit A to Resolution 17-4811

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING - None **New Project**

PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
20719	TBD	ODOT	OR219 AT LAUREL, MIDWAY, AND I-84 AT FAIRVIEW RAMP (NEW PROJECT)	Highway	\$ 172,200
Project Description:			High Friction Surface Treatment (HFST) application pilot project to reduce the severity and frequency of wet roadway surface condition crashes		

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Sec 164	MS32	Federal	2017		\$ 5,000				\$ 5,000
Sec 164	MS32	Federal	2018		\$ 167,200				\$ 167,200
Total:				\$ -	\$ 172,200	\$ -	\$ -	\$ -	\$ 172,200

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
	2. Sec 164 are 100% Highway Safety Improvement Program (HSIP) funds

Amendment Summary

This amendment adds the project to the 2015 MTIP enabling the Federal PE funds to be obligated before the end of the Federal Fiscal Year 2017 and initiate the PE phase for the project. The total of \$172k is being transferred from Key 18502.

Exhibit A to Resolution 17-4811

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment



Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects

EXISTING MTIP PROGRAMMING:									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
18502	N/A	ODOT	TRAFFIC SAFETY GRANT PROGRAM 2016 (SEC 164)				Various	\$ 3,984,734	
Project Description:			Pooled Funds - projects to be determined						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Sec 164	MS32	Federal	2017				\$ 3,984,734		\$ 3,984,734
Total:			\$ -	\$ -	\$ -	\$ 3,984,734	\$ -	\$ 3,984,734	

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
18502	N/A	ODOT	TRAFFIC SAFETY GRANT PROGRAM 2016 (SEC 164)				Various	\$ 3,812,534	
Project Description:			Pooled Funds - projects to be determined						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Sec 164	MS32	Federal	2017				\$ 3,984,734		\$ 3,984,734
Sec 164	MS32	Federal	2017				\$ (172,200)		\$ (172,200)
Total:			\$ -	\$ -	\$ -	\$ 3,812,534	\$ -	\$ 3,812,534	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Sec 164 are 100% Highway Safety Improvement Program (HSIP) funds								

Amendment Summary
Through this amendment, \$172,200 of Sec 164 (HSIP) funds are transferred to Key

Exhibit A to Resolution 17-4811

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19551	70823	Metro	METRO DRIVE LESS CONNECT OUTREACH PROGRAM (2015-17)					Transit	\$ 354,397
Project Description:		Promote & encourage the use of carpools, vanpools, transit, bicycling, walking and teleworking. Continues existing carpool matching, regional vanpool services and community.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STP-FLEX	M240	Federal	2015					\$ 318,000	\$ 318,000
Local	Match	Local	2015					\$ 36,397	\$ 36,397
Total:				\$ -	\$ -	\$ -	\$ -	\$ 354,397	\$ 354,397

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19551	70823	Metro	METRO DRIVE LESS CONNECT OUTREACH PROGRAM (2015-17)					Transit	\$ 585,157
Project Description:		Promote & encourage the use of carpools, vanpools, transit, bicycling, walking and teleworking. Continues existing carpool matching, regional vanpool services and community.							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STP-FLEX	M240	Federal	2015					\$ 318,000	\$ 318,000
Local	Match	Local	2015					\$ 36,397	\$ 36,397
STP-FLEX	M24E	Federal	2015					\$ 47,235	\$ 47,235
Local	Match	Local	2015					\$ 5,406	\$ 5,406
STBG-FLEX	Z240	Federal	2015					\$ 159,826	\$ 159,826
Local	Match	Local	2015					\$ 18,293	\$ 18,293
Total:				\$ -	\$ -	\$ -	\$ -	\$ 585,157	\$ 585,157

Notes: 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.

STP-FLEX - State allocated Surface transportation Program funds

Amendment Summary:
The purpose of this amendment adds \$207,061 of state allocated STP (and local match) to the project to support program activities.

Memo

Date: Monday, May 22, 2017
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: May 2017 MTIP Formal Amendment plus Approval Request of Resolution 17-4811

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO MODIFY AND/OR ADD NEW PROJECTS AS PART OF THE MAY 2017 FORMAL MTIP AMENDMENT (MY17-04-MAY) INVOLVING A TOTAL OF SEVEN AFFECTED PROJECTS, SIX FOR ODOT AND ONE FOR METRO.

BACKGROUND

What this is:

The May 2017 Formal MTIP Amendment bundle contains required changes and updates to six ODOT projects and one Metro project. Highlights of the required changes include:

- One ODOT project (*Key 21019*) is new and need to be added to the MTIP now to ensure their Preliminary Engineering (PE) funds can be obligated before the end of Federal Fiscal Year 2017.
- One ODOT project involves an increase to the PE phase to cover required PE activities (*Key 19651*).
- One ODOT project (*Key 19402*) is being cancelled from the STIP and MTIP. The funds are re-programmed to three other new culvert design projects. One of the three project is in Region 1 (*Key TBD – U.S. Route 30 Corridor*) and is part of this formal amendment
- One ODOT project (*Key 20719*) is a pilot test project for a new High Friction Surface Treatment (HFST) program.
- The sixth ODOT project (*Key 18502*) is the project grouping bucket providing the required funding for the High Friction Surface
- For the Metro project (*Key 19551*), end of fiscal year fiscal reviews determined additional federal funds managed by ODOT were available to be committed to Metro's Drive Less Connect Outreach Program (2015-17) in FY 2017.

What is the requested action?

Staff is requesting a TPAC approval recommendation of resolution 17-4811 to JPACT enabling the two new projects, one proposed cancelled project plus fund transfer, one project with a PE cost increase, and additional funds for Metro's Rideshare program to occur in the 2015-18 MTIP allowing final approval to then occur from USDOT.

A summary of the projects included in the May 2017 Formal MTIP Amendment bundle is provided in the following tables on the next pages.

MAY 2017 FORMAL AMENDMENT BUNDLE CONTENTS

1. Project: I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT	
Lead Agency:	ODOT
ODOT Key Number:	19651
Project Description:	Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50% of total.
Changes Needed/and Additional Details:	<p>Add \$1,170,000 of a combination of State Bridge Program funds (50%) from the 2018-2021 STIP and the other 50% from WSDOT to the PE phase.</p> <p>The Interstate 5 Northbound Bridge over the Columbia River is a 3,538 foot long sixteen-span bridge that opened to traffic in February 1917. ODOT maintains the bridge with a joint cost-sharing agreement with the Washington State Department of Transportation (WSDOT). The northbound and southbound bridges have average daily traffic of 127,000 vehicles. The vertical lift span is 279 feet long and is raised regularly to allow ships to pass on the Columbia River. The lift uses a system of counterweights and cables that are supported by two towers at each end of the span. The cables pass over trunnion shafts located in each tower.</p> <p>The trunnions in the northbound tower are inspected at a regular interval based on their condition. The western trunnion is inspected every four years, while the eastern trunnion is inspected every two years due to cracking concerns. The most recent inspection of the eastern trunnion was completed in August 2014. This inspection showed that, when compared to the August 2012 inspection, the crack of greatest concern had grown from four inches long to six and half inches long along the circumference of the trunnion shaft. A second two inch long crack was also identified.</p> <p>This project will be very similar to the work that replaced the trunnions in the southbound towers in 1998. This will involve significant coordination and outreach between ODOT, WSDOT, the Coast Guard, and those who use the bridge.</p> <p>The original estimate for preliminary engineering was based on inflated costs from the previous project. However, while the nature of the work is similar, the traffic volumes have increased, as have the expectations for public outreach. This, coupled with the unique risks, significant specialty work, extra quality control and quality assurance on the design work, extensive traffic control plan, and alternate contracting methods, have increased the cost of the preliminary engineering phase beyond the original estimate.</p>
Why a Formal amendment?	Cost increases above 20% for a \$1 million or greater project requires a formal MTIP amendment
Total Programmed Amount:	The PE phase will increase from \$1,398,000 to \$2,568,000
Other and Notes:	OTC approval at their April 2017 meeting

2. Project: REGION 1 BRIDGE SCREENING PROJECT (NEW PROJECT)	
Lead Agency:	ODOT
ODOT Key Number:	21019
Project Description:	Installation of bridge protective screening and bridge rail repair/replacement.
Changes Needed/Additional Details:	Add full project to the 2015 MTIP: Add \$148,959 of federal National Highway Performance Program (NHPP-FAST) funds plus state match (Total PE = \$166,008) for PE in 2017 and \$2,444,957 of NHPP-FAST plus State match (Total construction = \$2,724,794 for Construction phase.

	Oregon Revised Statutes (ORS) 366.462 requires that all freeway overpasses constructed after November 4, 1993, have fences that are designed to deter persons from throwing objects from the overpasses onto the freeways. This ORS also requires that Oregon Department of Transportation (ODOT) develop a prioritization system to construct fences first on those overpasses that involve the greatest risks, and to construct at least 15 fences per year on existing freeway overpasses. Constructing fences on these 12 freeway overpasses in Region 1 and three freeway overpasses in Region 2 will improve safety for motorists and move ODOT closer to substantial completion of this program.
Why a Formal amendment?	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal/full MTIP amendment.
Total Programmed Amount:	Total programmed amount will be \$2,890,802.
Other and Notes:	<p>OTC approval at their December 2016 meeting. Stated locations for the 12 fences:</p> <ol style="list-style-type: none"> 1. I-205 at MP 20.4 to 20.6: SE Washington St 2. I-5 at MP304.1 to 304.9: Alberta Street 3. I-5 at MP 302.8 to 303.1 4. OR-212 at MP 8.43 to 8.51 5. OR-217 at MP 2.95 to 3.09: Denny Road 6. OR-217 at MP 7.19 to 7.25 7. OR-224 at MP 2.39 to 2.45: Harmony Road 8. OR-43 at MP 0.03 to 0.15 9. US-26 at MP 0.42 to 1.12 10. US-26 at MP 1.0 to 1.02 11. US-26 at MP 17.53 to 17.58: Boring Road 12. US-30BY at MP 5.31 to 5.35

3. Project:	OR99E: KELLOGG CREEK
Lead Agency:	ODOT
ODOT Key Number:	19402
Project Description:	Design for culvert replacement
Changes Needed/ Additional Details:	<p>Cancel project in the MTIP by de-programming all funding and transfer the \$495,000 to three new culvert design projects, one in Region 5 , one in Region 2, and one in Region 1 and part of this amendment - <i>US Route 30 Corridor (Mile post 9.00 to 18.10) to receive 196,000for PE design activities.</i></p> <p>The Kellogg Creek project was identified as a potential project for funding from the Large Culvert and Fish Passage Culvert Programs for the 2015-2018 STIP and was selected with an award of \$495,000 for Preliminary Engineering from the 2015-2018 Shelf Program. The project involved removal of the Kellogg Creek Dam, a major fish passage barrier at Oregon 99 East and Kellogg Creek, and replacement with a bridge.</p> <p>Region 1 conducted an in-house project evaluation to identify possible alternatives, refine the project scope and identify potential risks to the project schedule and budget. The results of the evaluation indicated the Kellogg Creek project would cost approximately \$8,000,000 to \$11,900,000 and identified several high risk areas. The estimates do not include the cost of likely impacts to Kellogg Lake and environmental mitigation associated with removal of the dam. The Statewide Culverts Program Manager decided not to pursue the project at this time given the high cost of the project, the limited available funding, and the high risk elements. The funds were returned to the culverts programs for re-allocation.</p>

	Region 1's Geo-Environmental section coordinated with the Statewide Geo-Environmental group and the Statewide Culvert Leadership Team (SCLT) to evaluate culvert priorities and determine appropriate projects for the re-allocated Kellogg Creek funds. SCLT reviewed and approved the recommendations for the Statewide Culvert Program Manager to re-allocate funds from the Kellogg Creek project to the three projects noted above.
Why Formal?	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal/full MTIP amendment.
Total Programmed Amount	The total project programming amount decreases from \$495,000 to \$0 and is cancelled.
Other and Notes:	The item is planned for OTC approval at their June 2017 meeting

4. Project:	U.S. Route 30 Corridor: (mile post 9.08 to 17.68)
Lead Agency:	ODOT
ODOT Key Number:	TBD
Project Description:	The project will replace or repair culverts in critical or poor condition by open cut/cover replacement, trenchless replacement methods, and trenchless repair methods.
Changes Needed/Additional Details:	<p>The PE phase for this new project is added to the 2015 MTIP with a total \$196,000 of funds for culvert design work as a result of the deprogramming and cancellation of Key 19042, OR99E Kellogg Creek. Two projects outside of Region 1 will receive a portion of the \$495,000 of PE funding in Key 19042.</p> <p>The culverts along the US Route 30 corridor has been identified as either in critical or poor condition by ODOT's Drainage Facility Management System (DFMS) due to issues such as extensive corrosion and deterioration, open joints, barrel damage and collapse of the structure. The projects will replace or repair culverts in critical or poor condition by open cut/cover replacement, trenchless replacement methods, and trenchless repair methods.</p> <p>The proposed new projects are design only and will need to secure funding for construction. If we do not design these projects, ODOT could lose opportunities for funding construction should additional resources become available.</p>
Why Formal?	The PE phase for this new project is added to the 2015 MTIP. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal amendment.
Total Programmed Amount:	Total PE programming is \$196,000
Other and Notes:	The item is planned for OTC approval at their June 2017 meeting

5. Project:	METRO DRIVE LESS CONNECT OUTREACH PROGRAM (2015-17)
Lead Agency:	Metro
ODOT Key Number:	19551
Project Description:	Promote & encourage the use of carpools, vanpools, transit, bicycling, walking and teleworking. Continues existing carpool matching, regional vanpool services and community.
Changes Needed/Additional Details:	<p>The ODOT Public Transit Section manages multiple transit programs and funds including Enhanced Mobility/Special Needs, Intercity/Transit Network, Transportation Options, Planning and Training. Ongoing monitoring of program expenditures and planned changes to the transit programs resulted in additional unobligated Surface Transportation Program funds being available for the Transportation Options Program.</p> <p>The Transportation Options program promotes alternatives to driving such as bicycling, walking, public transit, ridesharing (carpooling and vanpooling), teleworking and compressed work-weeks. The program helps ODOT achieve national and state</p>

	<p>goals for land use, air quality, congestion management, and energy conservation. The goal is to encourage travelers to choose alternative travel modes for the purpose of reducing auto trips, congestion, and pollution they cause, and to enhance livability, physical health, and activity levels.</p> <p>The Metro Drive Less Connect Outreach Program (2015-17) promotes alternatives to driving and receives federal funds from ODOT in support of the Transportation Options objectives. Salem determined that additional federal funds are available to Metro's program and have authorized an additional allocation of \$207,061 of STP for FY 2017 needs currently programmed in Key 19551. The total STP allocation increases from \$318,000 to \$525,016.</p>
Why Formal?	Changes in Fiscal Constraint by the following criteria: Projects under \$500K – increase/decrease over 50% require a formal amendment
Total Programmed Amount:	With the required 10.27% match, the project funding increases from \$354,397 to \$538,632
Other and Notes:	The funding increase was verified by the Region 1 STIP Coordinator

6. Project:	OR219 AT LAUREL, MIDWAY, AND I-84 AT FAIRVIEW RAMP (NEW PROJECT)
Lead Agency:	ODOT
ODOT Key Number:	20719
Project Description:	High Friction Surface Treatment (HFST) application pilot project to reduce the severity and frequency of wet roadway surface condition crashes
Changes Needed/ Additional Details:	<p>Add new project to MTIP.</p> <p>Funding is part of the pilot project High Friction Surface Treatment (HFST) installations under the statewide 2014-16 Roadway Departure initiative. The 2014-16 roadway departure funds have been approved to reduce the severity and frequency of roadway departure crashes associated with wet roadway surfaces.</p> <p>The project HFST locations include:</p> <ul style="list-style-type: none"> - OR219 at SW Laurel Rd MP 7.64 to 7.80 - OR219 at SW Midway Rd, MP 8.15 to 8.29 - I-84 at Fairview Parkway IC, westbound on-ramp MP 5C14.45 to 5C14.68 <p>The two countermeasures proposed in this project are high friction surface treatment for an individual curve and high friction surface treatment in a ramp. The HFST at the I-84 project location will be applied on the roadway surface from the inside of edge line to inside of edge line. The HFST at the OR219 project locations will be applied on the roadway surface from inside of edge line to inside of double no-pass line. The primary intent of these installations is to reduce the severity and frequency of wet roadway surface conditions crashes with a secondary intent of testing the constructability of the high friction surface treatment.</p>
Why Formal?	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal amendment.
Total Programmed Amount:	The total programmed amount will be \$172,200
Other and Notes:	Approved by OTC during their April 2017 meeting.

7. Project:	TRAFFIC SAFETY GRANT PROGRAM 2016 (SEC 164)
Lead Agency:	ODOT
ODOT Key Number:	18502
Project Description:	Pooled Funds - projects to be determined
Changes Needed/ Additional Details:	Transfer \$172,200 from the project grouping to Key 20719 above.
Why Formal?	The change to this project is tied to the new project above
Total Programmed Amount:	Removing \$172,200 for Key 20719 project decreases the project grouping bucket from \$3,984,734 to \$3,812,534
Other and Notes:	Funding for the project was approved by the OTC during their April 2017 meeting

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 seven MTIP review factors. The seven factors include:

- Project eligibility/proof of funding commitment and verification
- RTP consistency review with the financially constrained element
- RTP goals and strategies consistency
- Amendment type determination; Formal or Administrative
- Air conformity review
- Fiscal constraint verification
- MPO responsibilities completion

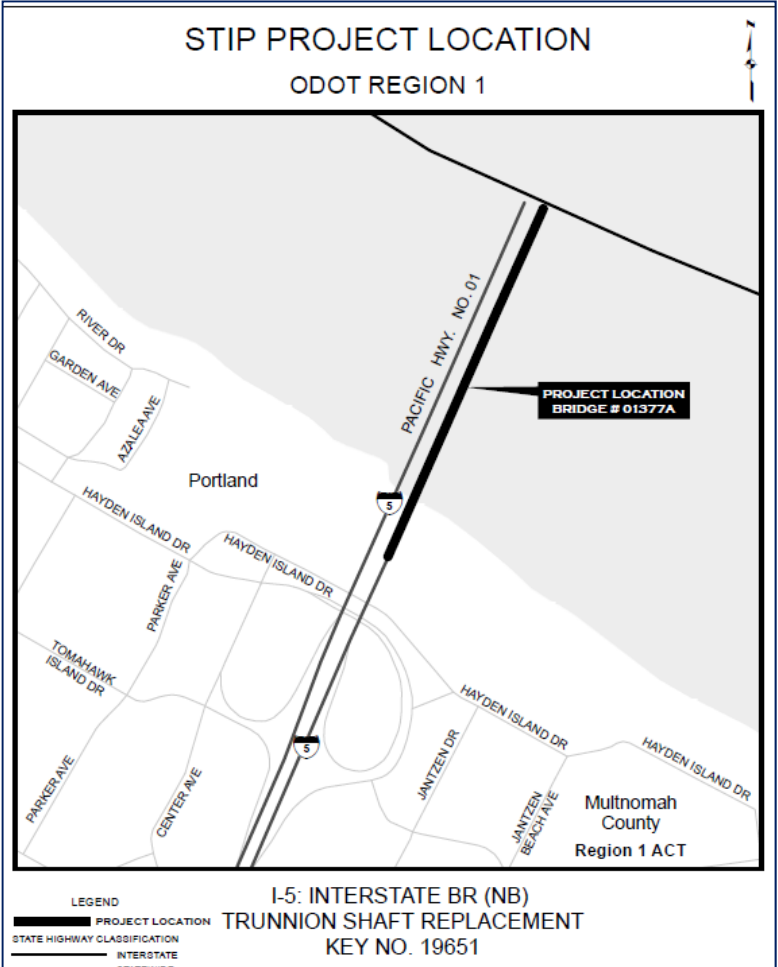
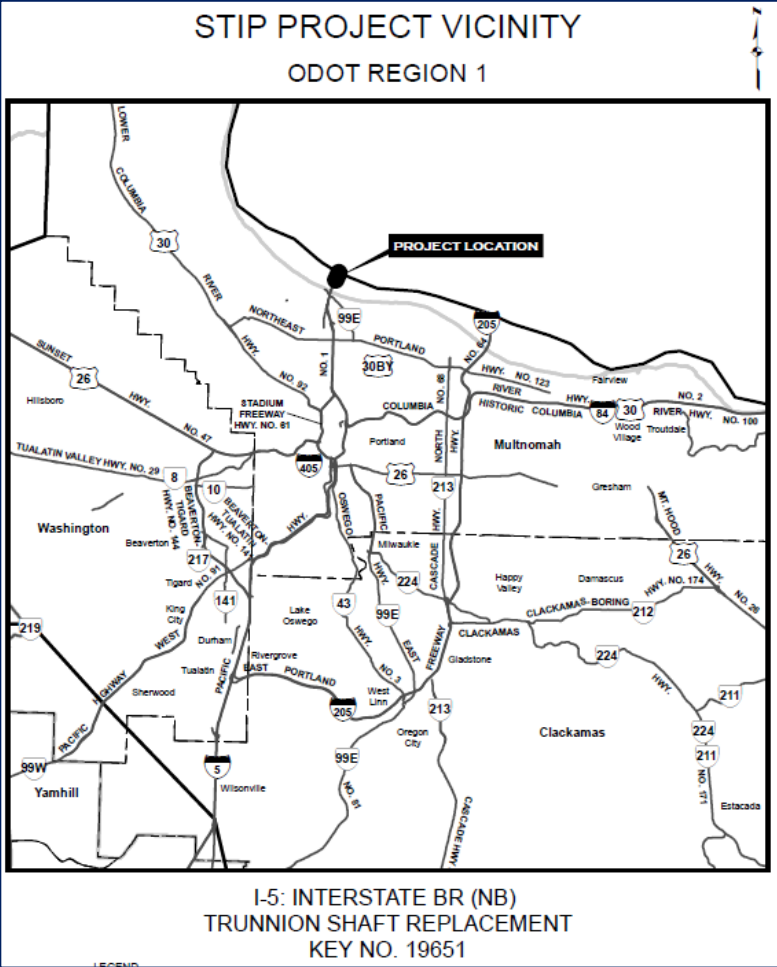
MPO responsibilities include the completion of a required 30-day public notification period for all projects in the May 2017 Formal Amendment. All seven projects have been posted on Metro's MTIP web page for notification and comment opportunity. The 30 day public notification period began on May 19, 2017 and is expected to conclude on June 21, 2017. Metro staff will respond to received comments as necessary.

Based on the review and evaluation of the seven projects against the seven review factors, no issues are present. As part of developing improvement MTIP and STIP amendment development and submission processes, this amendment is testing the feasibility of concurrent processing for two projects that still require OTC approval (Key 19042 and U.S. Route 30 Corridor project. Both ODOT and Metro staff do not anticipate any issues with OTC for the two projects to occur at their June 2017 meeting. If issues arise or OTC declines approval, both projects will be removed from the final MTIP amendment for Metro Council approval.

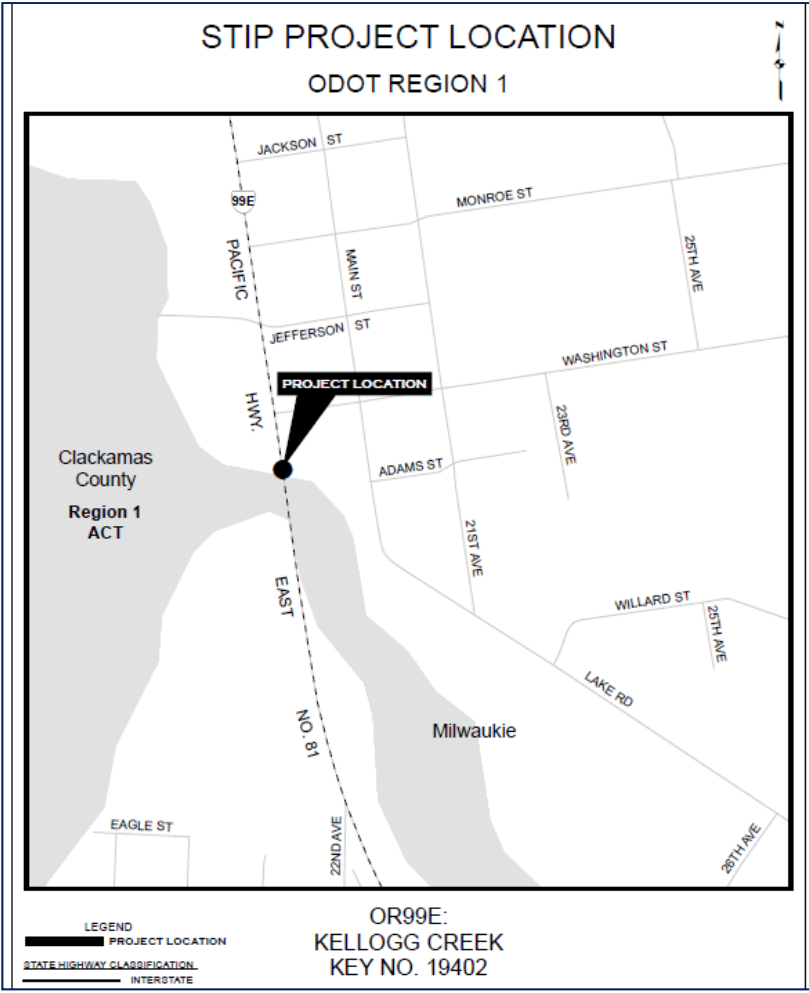
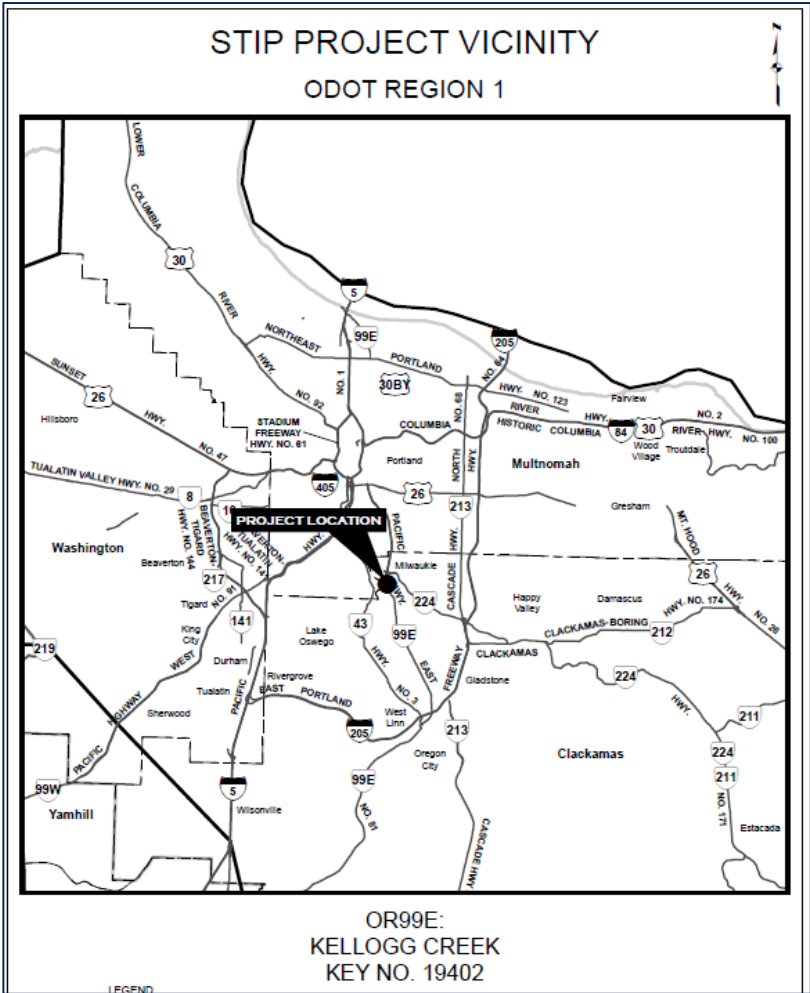
Staff believe that the projects can be amended as requested and added to the 2015-18 MTIP without issue. TPAC received their notification and presentation of the May 2017 Formal MTIP Amendment on May 26, 2017.

**MAY 2017 FORMAL MTIP AMENDMENT
PROJECT LOCATION MAPS**

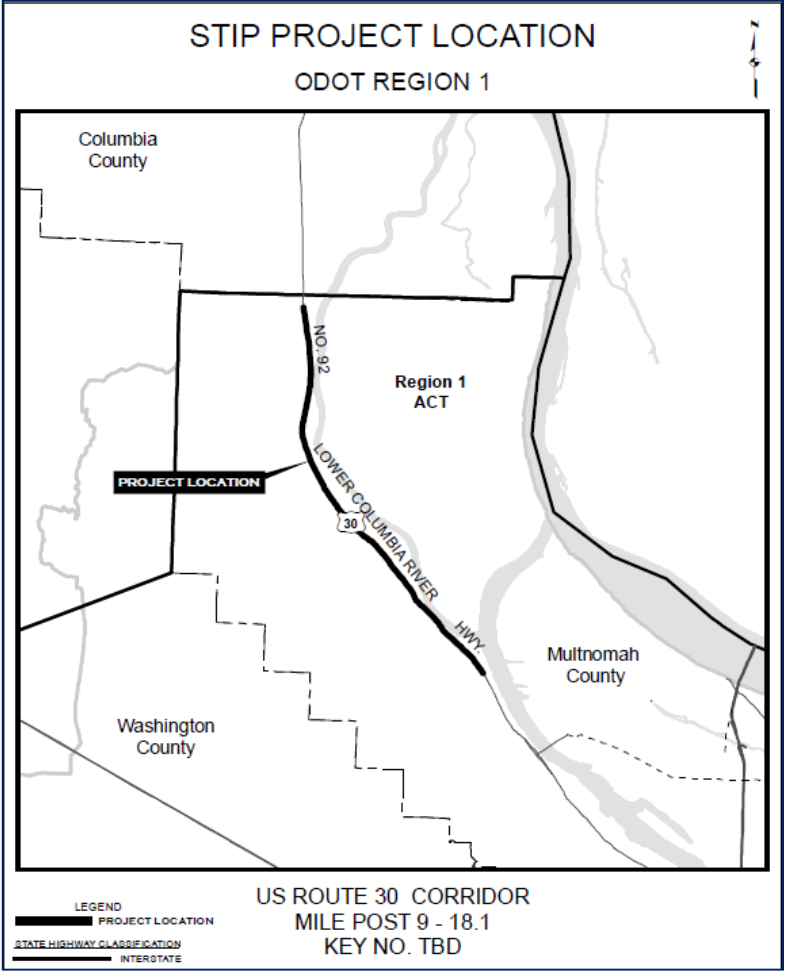
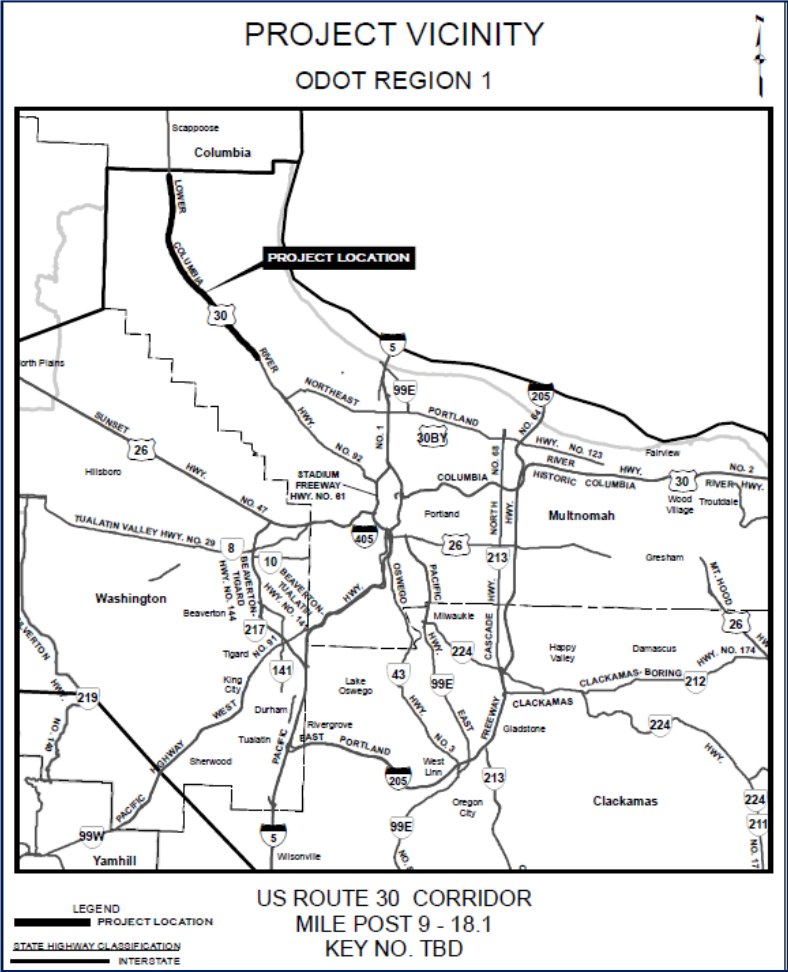
**Key19651
I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT**



Key 19402
OR99E: Kellogg Creek



Key TBD – NEW PROJECT
U.S. Route 30 Corridor: (mile post 9.08 to 17.68)



Memo

Date: Friday, May 26, 2017
 To: Transportation Policy Alternatives Committee and Interested Parties
 From: Grace Cho, Associate Transportation Planner
 Subject: 2018-2021 MTIP and Air Quality Conformity Determination – AMENDED

Purpose

To provide TPAC information about the planned federally funded transportation spending identified in the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the results of the air quality conformity determination.

Introduction and Background

As part of Metro’s duties as the metropolitan planning organization (MPO) for the Portland region, Metro in partnership with ODOT, TriMet, SMART and local partners, is responsible for developing the federally mandated Metropolitan Transportation Improvement Program (MTIP). The MTIP is the schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. As a report, the MTIP provides the implementation schedule of federally funded transportation projects in the Portland metropolitan region for the next four years. The MTIP also demonstrates how the transportation projects to be implemented comply with federal regulations, such as fiscal constraint, air quality impacts, and public involvement as well as monitors the region’s progress towards achieving the vision and goals set forth in the region’s long-range transportation plan.

Inside the 2018-2021 MTIP

The 2018-2021 MTIP represents \$1.6 billion dollars of federal transportation investment and the minimum required local match being expended in the region in the upcoming four years. (See Table 1.) Of the \$1.6 billion, approximately 68%, coming to a total of \$1.08 billion is federal funding and the remaining 32% is the local match.

Table 1. Composition of 2018-2021 MTIP

Category	Amount
Overall Funding	\$ 1.6 billion
Federal Amount	\$ 1.08 billion
Local Match (can be state or local funds)	\$ 501 million

In the Portland metropolitan region, four agencies are responsible for developing the MTIP as each of these agencies receive and have a certain degree of discretionary control (based on funding program) over federal transportation funds. Table 2 illustrates the amount of each of the four agencies are planning to expend in federal transportation funds and local match over federal fiscal years 2018-2021.

Table 2. Composition of 2018-2021 MTIP by Partner Agency

Partner Agency	Federal Funding	Local Match	Total
Metro	\$ 128 million	\$ 80 million	\$ 208 million
ODOT	\$ 309 million	\$ 40 million	\$ 349 million
SMART	\$ 1.9 million	\$ 500 thousand	\$ 2.4 million
TriMet	\$ 644 million	\$ 380 million	\$ 1.02 billion

Total 2018-2021 MTIP	\$ 1.08 billion	\$ 501 million	\$ 1.6 billion
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When looking at the 2018-2021 MTIP further, the investments the region plans to make over the next four years are predominately in two categories: 1) maintenance, preservation, and operations, and 2) capital improvements. Table 3 provides a summary of the composition of the 2018-2021 MTIP by investment type.

Table 3. Summary of 2018-2021 MTIP

Category	Amount		
	Federal	Local Match	Total
Maintenance and Preservation			
Freeways, State Highways, and Bridges	\$181 million	\$23 million	\$204 million
Transit	\$272 million	\$95 million	\$367 million
System Management and Operations*	Federal	Local Match	Total
Roadway System Management	\$84 million	\$6 million	\$90 million
Paratransit and Special Needs Transportation	\$14 million	\$6 million	\$20 million
Capital Improvements	Federal	Local Match	Total
Active Transportation (includes trails)	\$61 million	\$41 million	\$102 million
Freeways, State Highways, and Roadways (includes arterials)	\$48 million	\$48 million	\$92 million
Transit	\$298.5 million	\$272.5 million	\$571 million
<ul style="list-style-type: none"> One time transit capital grants – amount in () 	(\$284 million)	(\$244 million)	(\$528 million)

**Includes the Transportation System Management and Operations (TSMO) program funding.*

Transportation funding dedicated towards maintaining and preserving the freeways, state highways, bridges, and transit make up approximately one-third of the 2018-2021 MTIP investments. Of that maintenance and preservation funding, 79% is federal transportation funding and 21% is the local match. The transit maintenance local match is greater (26%) than the combined freeway, state highway, and bridge local match (11%). However, it should be noted, the MTIP does not include local revenues raised by cities and counties through mechanisms like local gas taxes, property taxes, or vehicle registration fees, which are dedicated towards maintaining local streets and roads.

For system management and operations, the region plans to spend nearly \$110 million on transportation infrastructure and programs which address traffic signals, illumination, installing warning signage, fixing site lines of dangerous curves, striping, adding ADA facilities and operating paratransit/special needs transportation services. Of that \$110 million, nearly \$98 million is federal transportation funding and the remaining \$12 million is the local match, which represents the minimum requirements of matching funds to use federal transportation dollars.

Lastly, while the 2018-2021 MTIP appears to be making a greater investment in capital improvements (across all modes), a large portion of the capital improvement investments is made up of one-time funding awarded to the region. This one-time funding are not formula-based or continual sources of funding for the region. The region often must compete at national stage with strong project applications, high local commitment, and regional agreement. Because nearly one-third of the 2018-2021 MTIP is comprised of this one-time funding, the MTIP investment levels for this upcoming cycle may be a bit larger than previous cycles and not an indicator for future cycles.

The majority of this one-time funding has come from the Federal Transit Administration New Starts and Small Starts programs to build out the region’s high capacity transit system or test out new innovations in transit. Transit projects which entail the one time funding include Portland-Milwaukie Light Rail, Division Bus Rapid Transit, Redline Pocket Track and Electric Buses pilot project. These one-time capital grants also include a number of associated active transportation and access to transit projects as part of the overall project.

When looking at the composition of the remaining capital improvement investments, the region is making a slightly greater amount of investment for capital improvements in active transportation and trails than in roadways. There are several factors that have led to this situation. First, at the state level, the most recent large capital roadway projects provided within the region were primarily funded through the long-term bonding of the new revenue streams (increases in state gas taxes and vehicle registration fees) as part of the series of Oregon Transportation and Investment Acts (OTIAs) and the 2009 Jobs and Transportation Act (JTA). Those new revenue streams still have several years before they complete the pay-off of the bonded debt and become available for project funding.

Secondly, the TIP does not monitor and report on local agency or private development spending on roadway infrastructure, other than match funding provided for large state and federally funded projects. These are significant sources of roadway infrastructure spending. Finally, there is included in this TIP cycle a disproportionate number of active transportation projects that did not obligate funding on schedule and have been carried over from the previous TIP cycle.

Table 4. Other 2018-2021 MTIP Areas of Investment by Type

Category	Amount		
	Federal	Local Match	Total
Regional Programs & Planning			
Regional Travel Options, Transit-Oriented Development, and Safe Routes to School*	\$ 22 million	\$ 3 million	\$ 25 million
Planning (MPO Planning, Corridor Planning)**	\$ 22 million	\$ 2 million	\$ 24 million
Debt Service and Repayment			
Bonding Commitments	\$ 79 million	\$ 9 million	\$ 88 million

**Does not include Metro’s Transportation System Management and Operations (TSMO) program funding.*

***Planning includes regional freight studies, projects which have only allocated funding for project development (no construction dollars identified), MPO in-lieu of dues and federal 5303 funds specifically for metropolitan planning,*

Aside from maintenance and capital improvements, the other areas in which the 2018-2021 MTIP is placing significant investments are repaying debt services, regional programs, and planning. Nearly \$49 million of the 2018-2021 MTIP investments are for regional programs and planning. This includes the local grant funding a number of the regional programs provide including the Regional Travel Options and Transit Oriented Development grants. Additionally, funding in the 2018-2021 MTIP for planning includes the high capacity transit corridor planning work, which has benefitted projects including green line to Clackamas Town Center, Portland-Milwaukie Light Rail, and Division Bus Rapid Transit.

2018-2021 MTIP Progress Toward Regional Transportation Plan Implementation

The MTIP, as the implementation vehicle for the RTP, draws on the RTP for policy direction to incorporate into the regional decision making process for allocating funding. The RTP goals are:

- *Goal 1: Foster vibrant communities and efficient urban form*
Land use and transportation decisions are linked to optimize public investments and support urban active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.
- *Goal 2: Sustain economic competitiveness and prosperity*
Multi-modal transportation infrastructure and services support the region's well being and a diverse, innovative, sustainable and growing regional and state economy
- *Goal 3: Expand transportation choices*
Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreation opportunities, and facilitate competitive choices for goods movement for all businesses in the region.
- *Goal 4: Emphasize effective and efficient management of the transportation system*
Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions and address air quality goals.
- *Goal 5: Enhance safety and security*
Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.
- *Goal 6: Promote environmental stewardship*
Promote responsible stewardship of the region's natural, community and cultural resources.
- *Goal 7: Enhance human health*
Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.
- *Goal 8: Demonstrate Leadership on Reducing Greenhouse Gas Emissions*
It is the policy of the Metro Council to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel while creating healthy and equitable communities and a strong economy.
- *Goal 9: Ensure equity*
The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.
- *Goal 10: Ensure fiscal stewardship*
Regional transportation planning and investment decisions ensure the best return on public investment in infrastructure and programs.

- *Goal 11: Deliver accountability*

The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

For the 2018-2021 MTIP, the RTP goals as well as transportation data provided justification to make further funding commitments to alternative modes of transportation as well as look at strategic capacity enhancements on the freeway system. As a result, the 2018-2021 MTIP commits federal transportation funds to advance all different parts of the transportation system to address numerous issues including freeway freight bottlenecks, building out the high capacity transit system, creating a shovel-ready active transportation project pipeline, increasing funding for transportation demand management, funding a new regional safe routes to schools program, and developing projects to address regional freight needs. The balanced mix of transportation investments ensures the region's transportation network is integrated, safe, and operates seamlessly while also working towards achieving the region's multiple goals including advancing a multimodal system, connecting centers and destinations, sustaining economic competitiveness, and also addressing the transportation sector's contribution to greenhouse gas emissions.

In addition, the 2018-2021 MTIP reflects the RTP policy direction to maintain and preserve the system. Both ODOT and the transit agencies (TriMet and SMART) allocated a significant portion of their funds towards maintaining their existing systems. These agencies utilize transportation data on different maintenance factors, such as condition, age, etc to create prioritized project lists for maintenance and preservation investment. For example, ODOT's bridge program prioritizes the maintenance and rehabilitation of the state bridges to provide direction with each funding cycle as to which bridges needs to be addressed next. Maintenance and preservation investment makes up almost one half of the 2018-2021 MTIP. If the one-time capital grants for transit projects were removed, maintenance and preservation would account for approximately 80% of spending within the MTIP. The MTIP also does not accounting for local agency funded maintenance and preservation programs.

Air Quality Conformity Determination

As part of federal requirements, the region must continue to demonstrate the implementation of future transportation investments will not lead to a violation of National Ambient Air Quality Standards (NAAQS). As part of the demonstration, an air quality conformity analysis and determination was made for the projects identified in the 2018-2021 MTIP. For the 2018-2021 MTIP air quality conformity determination, Metro received permission from federal, state, regional, and local partners to utilize provisions within the transportation conformity rules which allowed for streamlining and relying on the regional emissions analysis undertaken by the 2014 RTP. To utilize the provisions, Metro conducted a project-by-project review and determined the projects programmed for funding in the 2018-2021 MTIP are either 1) identified as part of 2014 RTP financially constrained project list which was assessed for air quality conformity purposes; or 2) exempt from air quality analysis per federal regulations. As a result of the review, Metro has made the finding that the 2018-2021 MTIP conforms to federal air quality standards and regulations.

Next Steps

The following timeline has been provided to illustrate the next steps for gathering approval and adopting the 2018-2021 MTIP and the air quality conformity determination. Most relevant for TPAC is that Metro staff will return in June requesting a recommendation to JPACT to approve and recommend the adoption of the 2018-2021 MTIP and the Air Quality Conformity Determination to the Metro Council.

Timeline

Activity	Timeframe
2018-2021 MTIP and Air Quality Conformity Determination – Informational Presentation to JPACT	June 15, 2017
2018-2021 MTIP and Air Quality Conformity Determination – TPAC recommendation to JPACT	June 30, 2017
2018-2021 MTIP and Air Quality Conformity Determination – JPACT approval and recommendation to Metro Council	July 20, 2017
Metro Council adoption of 2018-2021 MTIP and Air Quality Conformity Determination	July 27, 2017
Submit 2018-2021 MTIP and Air Quality Conformity Determination to include in the 2018-2021 STIP and signature by the Governor	August 2017
Submit 2018-2021 MTIP and Air Quality Conformity Determination and 2018-2021 STIP to Federal Highway Administration and Federal Transit Administration for approval	August/September 2017

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, May 19, 2017
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: Tim Collins, Senior Transportation Planner
Subject: Regional Freight Strategy Update

PURPOSE

The purpose of this memorandum is to provide an update to MPAC on the development of the 2018 Regional Freight Strategy, including the policy framework and emerging freight strategies that will update the current Regional Freight Plan (June 2010).

ACTION REQUESTED

There is no formal action requested. Staff will provide an update on the Regional Freight Work Group and seek MPAC feedback on several freight strategy work plan items:

- **Regional Freight Work Group** roles and responsibilities (see **Attachment 1a**)
- **Regional freight challenges and opportunities** by mode, including freight highway bottlenecks identified through the Oregon Freight Plan update. The Regional Freight Work Group identified constraints and challenges affecting freight and goods movement by mode (see **Attachment 1b**), and ODOT's Freight Highway Bottlenecks List identified freight highway bottlenecks in the region (see **Attachment 2**).
- **New freight measures recommended for testing** during the RTP system evaluation this summer to inform priorities recommended in the 2018 RTP Investment Strategy
 1. Freight access to industry and freight intermodal facilities (see **Attachment 3**)
 2. Congestion – Freight truck delay and cost of delay on the freight network (see **Attachment 4**)
 3. Truck travel times to/from key intermodal facilities and industrial area (*in development*)
- **Regional Freight Network Concept and Map updates** to include the new National Multimodal Freight Network and Freight Intermodal Connector System designations (*in development*)
- **Other Regional Freight Strategy updates**, include:
 - new section describing freight roadway bottlenecks in the region as defined through an update to the Oregon Freight Plan (*to be developed in coordination with ODOT*)
 - new section on the federal FAST Act and freight-related funding opportunities, including FASTLANE grant program (*in development*)
 - updated strategies and freight-related investment priorities (*to be developed*)

Staff would like to know if TPAC has any comments or issues related to freight and goods movement that should be addressed as part of the Regional Freight Strategy Update.

BACKGROUND

The Portland metropolitan region is the trade and transportation gateway and economic engine for the state of Oregon. Metro is working with the Port of Portland, Oregon Department of Transportation (ODOT), local government partners, and representatives of the freight community to develop a 2018 Regional Freight Strategy that updates and replaces the 2010 Regional Freight

Plan. The strategy will serve as the freight component of the 2018 Regional Transportation Plan (RTP).

The regional freight strategy will define a coordinated vision for moving commodities and enhancing freight and goods movement in the region, including enhancing access to global, national and regional markets, connections to and between marine and airport terminals, industrial areas, intermodal facilities, rail yards and other key freight destinations in the region. The strategy will recommend investment priorities and strategies needed to achieve the vision. The outcome of the regional freight strategy will be a set of recommendations that recognize the importance of freight and also recognize and reinforce the region's commitment to safety, healthy, equitable communities, compact urban form, clean air and reduced greenhouse gas emissions.

REGIONAL FREIGHT POLICY FRAMEWORK

An overview of the current adopted goals, vision and policies guiding investments in the regional freight network follows.

Regional Freight Plan (Strategy) Goals

The current goals of the Regional Freight Plan are to:

- Use a systems approach to plan and manage our multimodal freight transportation infrastructure, coordinating both regional and local decisions to maintain flow and access for freight movement.
- Adequately fund and sustain investment in our multimodal freight transportation system to ensure that the region and its businesses stay economically competitive.
- Create first-rate multimodal freight networks that reduce delay, increase reliability, improve safety and provide choices.
- Integrate freight mobility and access needs in land use decisions to ensure the efficient use of prime industrial lands, protection of critical freight corridors and access for commercial delivery activities.
- Ensure that our multimodal freight transportation system supports the health of the economy and the environment.
- Educate our region's citizens and decision makers about the importance of freight movement on economic well-being.

These goals were developed by a 33-member Regional Goods Movement Task Force appointed in 2008 by the Metro Council to elaborate a policy framework that would protect and improve the cost-effective functioning of the region's multimodal freight network.

RTP Regional Freight Network Vision and Policies

The Regional Transportation Plan defines a vision and supporting policies to guide investment in each part of the regional transportation system, including the multimodal regional freight network.

Last updated in 2014, the RTP vision for a multimodal freight network is defined through the Regional Freight Network Concept and designations applied to regional transportation facilities that serve our regional and state freight mobility needs (see attached Regional Freight Network map, Figure 2.15 from the 2014 RTP). Recognizing this multimodal regional freight network is a foundation for the region's economic activities; the RTP includes policies, investments and strategies to strategically maintain, operate and expand it in a timely manner to ensure a vital and healthy economy.

The **Regional Freight Network Concept** illustrates the components of the regional freight network for developing and implementing a coordinated, integrated freight network that helps the region's businesses attract new jobs and remain competitive in the global economy. It addresses the need

for freight through-traffic and well as regional freight movements, and access to employment and industrial areas, and to commercial districts.

Shown in **Figure 1**, the network concept reflects that the transport and distribution of freight occurs via a combination of interconnected publicly- and privately-owned networks and terminal facilities. Rivers, mainline rail, pipeline, air routes, and arterial streets and throughways connect our region to international and domestic markets and suppliers beyond our boundaries. Inside our region, throughways and arterial streets distribute freight moved by truck to air, marine, and pipeline terminal facilities, rail yards, industrial areas, and commercial centers. Rail branch lines connect industrial areas, marine terminals, and pipeline terminals to rail yards. Pipelines transport petroleum products to and from terminal facilities.

The Regional Freight Network Map

designates specific regional facilities based on their associated function(s) that are the focus of the region's freight-related investments to help ensure a coordinated and integrated multimodal freight network that helps the region's businesses attract new jobs and remain competitive in the global economy.

Implementation of the regional freight network concept and related map are further guided by five **freight policies**:

1. Use a systems approach to plan for and manage the freight network
2. Reduce delay and increase reliability
3. Protect industrial lands and freight transportation investments
4. Look beyond the roadway network to address critical marine and rail needs
5. Pursue clean, green and smart technologies and practices

Together, network concept, vision and these policies support the current adopted Regional Freight Plan goals and will continue to guide investments in the regional freight network. While the regional freight network concept and map will be updated to reflect new federal freight network and intermodal facilities designations, no changes are proposed to the current adopted policies at this time.

ADDRESSING REGIONAL FREIGHT NEEDS - CHALLENGES AND OPPORTUNITIES

Current constraints and challenges to improving freight and goods movement for each of the freight modes of travel (trucks, rail, air freight, and ships/barges) are outlined in the memo "Summary of Regional Freight Challenges and Opportunities (Attachment 1b). Some of the freight strategies and investments that could address these constraints are as follows:

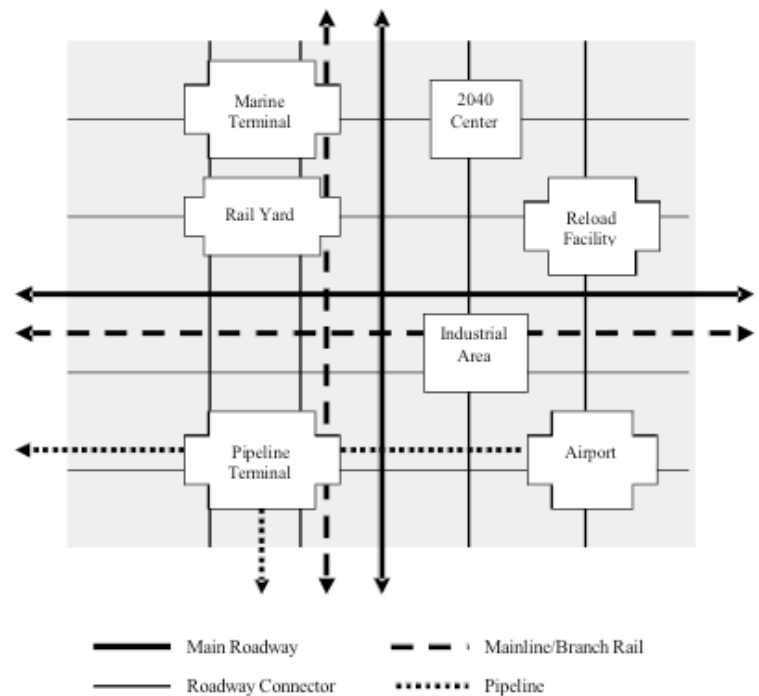


Figure 1. Regional Freight Network Concept

Source: 2014 Regional Transportation Plan

- Intelligent Transportation Systems (ITS) that inform drivers and truckers of accidents, delays, and other changing roadway conditions up ahead.
- ITS improvements at key signals that detect vehicle queuing and adjust the signal timing for more efficient flows of traffic through the signals.
- Ramp meters that detect vehicle queuing at freeway on-ramps and travel speeds on the freeway mainline up ahead, and adjust the ramp meter timing accordingly.
- Targeted capacity enhancements at key bottleneck locations and congested intermodal connector roadways (includes interchange reconfiguration and targeted truck queue jumps at signals).
- Grade separating rail crossings to address truck and auto congestion in industrial areas and to enhance safety.
- Projects that address rail track capacity at targeted locations (especially places that have both passenger trains and freight trains sharing the capacity).
- Providing increased access to airports and air freight facilities that address growing demand.
- Enhancements to river barge travel that expand the freight uses of the river and enhance barge safety.
- Expansion and access improvements at marine terminals.

These freight strategies and investments are intended to address the identified constraints and challenges of the various freight modes. These types of freight investments also provide examples for the RTP Call for Projects process.

NEXT STEPS

Staff will continue to work with state and regional partners through the Oregon Freight Advisory Committee (OFAC) and the Regional Freight Work Group to update the Regional Freight Strategy. A draft strategy will be prepared for MTAC and TPAC review in the fall, 2017. A short list of next steps and work underway follows:

- Regional Freight Strategy updates to regional policy committees in May and June
- Update Regional Freight Network Concept and Map to reflect new federal freight designations
- Coordinate documentation of regional freight bottlenecks and multi-modal freight needs in support of the 2018 RTP Call for Projects
- Continue to update the Regional Freight Strategy

/Attachments

1. Regional Freight Work Group roles and responsibilities (1a) and Summary of Regional Freight Challenges and Opportunities (1b)
2. ODOT Freight Highway Bottleneck List and Freight Highway Delay Areas map
3. Freight access to industry and freight intermodal facilities (New freight evaluation measure for testing as part of the RTP Evaluation Framework)
4. Congestion – Freight truck delay and cost of delay on the freight network (New freight evaluation measure for testing as part of the RTP Evaluation Framework)
5. 2014 RTP Regional Freight Network map (dated July 2014)

Memo

Attachment 1a

Date: May 19, 2017
To: Transportation Policy Alternatives Committee (TPAC)
From: Tim Collins, RTP Freight Work Group Lead
Subject: Regional Freight Work Group roles and responsibilities

The 2018 RTP Freight Work Group is one of eight technical work groups identified to provide input and technical expertise to support updating the Regional Freight Plan and development of the 2018 Regional Transportation Plan (RTP). In this role, the work groups are convening to advise Metro staff on implementing policy direction from the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT).

Work group charge

The main charge of the freight work group is to provide technical input and make recommendations to Metro staff on updating the Regional Freight Plan and related investment priorities and actions to respond to new issues and changing conditions that have emerged since the 2010 Freight Plan was adopted.

Work Group Roster

The work group consists of local jurisdictions, topical experts and representatives from MTAC and TPAC, or their designees.

	Name	Affiliation
1.	Tim Collins	Metro lead
2.	Robert Hillier (PBOT)	City of Portland
3.	Phil Healy	Port of Portland
4.	Jon Makler	Oregon Department of Transportation
5.	Steve Williams	Clackamas County
6.	Kate McQuillan Joanna Valencia (alternate)	Multnomah County - Planning
7.	Erin Wardell Karen Savage (alternate)	Washington County
8.	Kate Dreyfus	City of Gresham
9.	Zoe Monahan	City of Tualatin
10.	Sandra Towne Patrick Sweeney (alternate)	City of Vancouver
11.	Steve Kountz (PBPS)	City of Portland
12.	Don Odermott Gregg Snyder (alternate)	City of Hillsboro
13.	Nick Fortey	Federal Highway Administration
14.	Jana Jarvis	Oregon Trucking Association; Portland Freight Committee (Trucking)
15.	William Burgel	Burgel Rail Group; Portland Freight Committee (Railroads)
16.	Pia Welch	FedEx Express; Portland Freight Committee (Air)
17.	Jerry Grossnickle	Bernert Barge Lines; Portland Freight Committee (Marine/River)

	Name	Affiliation
18.	Lynda David	Regional Transportation Council
19.	Jim Hagar	Port of Vancouver
20.	Raihana Ansary	Portland Business Alliance
21.	Brendon Haggerty	Multnomah County - Public Health
22.	Kathleen Lee	Greater Portland Inc., Business Development Manager
23.	Carly Riter	Intel, NW Region Government Affairs Manager
24.	Gary Cardwell	NW Container Service, Divisional Vice President
25.	Todd Juhasz	City of Beaverton
26.	Joel Much	Sunlight Supply (in Vancouver, WA)

The Regional Freight Work Group has met 5 times since January of 2016, and has provided input to Metro staff on updating the Regional Freight Plan. The work group discussions served as the basis for identifying challenges affecting freight and goods movement on the designated Regional Freight Network. The Regional Freight Work Group has also worked on developing and reviewing system evaluation measures for freight.

Next Steps

In 2017, the freight work group will be reviewing RTP investments that address freight needs/challenges, updating the regional freight network map, development of criteria to help inform identification of near-term and longer-term freight investment priorities, and helping develop and reviewing a technical draft of the Regional Freight Strategy.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Attachment 1b

Date: May 19, 2017
To: Transportation Policy Alternatives Committee (TPAC)
From: Tim Collins, Senior Transportation Planner
Subject: Summary of Regional Freight Challenges and Opportunities

This memo provides a summary of current constraints, challenges and opportunities to improve freight and goods movement by freight mode. Discussions with the Regional Freight Work Group served as the basis for identifying challenges affecting freight and goods movement on the designated Regional Freight Network.

Constraints and challenges on roadways and highways

- Increased congestion and congestion spreading over more hours per day on I-5 north of the Freemont Bridge (I-405).
- Capacity constraints exist at the Columbia River Bridge on I-5 that should be addressed.
- Constraints on roadway connections and intermodal connectors to I-5 are causing goods movement delays.
- I-5 at the Rose Quarter has been identified as a major traffic constraint.
- Highway 217 south of Beaverton-Hillsdale Highway has been identified as a major traffic constraint.
- Intra-county freight movements; such as high value commodities from Washington County that need to get to the air freight facility near PDX in Multnomah County, present a major challenge.
- Increased congestion and congestion spreading over more hours per day on US 26 (west of downtown Portland) create traffic constraints that cause trucks to avoid the freeway and travel out of direction on NW Cornelius Pass Road (north of US 26) and Highway 30 as an alternative route to avoid delays and unreliable travel times.
- For truck trips, NW Cornelius Pass Road has curvature and other design issues that need to be addressed.
- Increased demand for trucking on the region's freeway systems presents a major challenge to moving freight during congested hours.

Constraints and challenges on and around rail lines

- Rail speed is slow, with some industrial trains that are a mile long (100+ cars), and at-grade railroad crossings cause major traffic impacts on the roadway system.
- Grade separating rail crossings at many more locations in the region presents a challenge. An example that was mentioned is the need for grade separation of the Union Pacific line as it crosses SE 8th Ave., SE Milwaukie Ave., and SE 12th Ave. (south of SE Division St.). The current at-grade crossings cause major delays to cars and trucks on the street network around these crossings in an active industrial area. This delay is amplified when freight trains and scheduled Light Rail Transit occur within a short time of one another.
- Freight rail demand on shared rail tracks at North Portland and Peninsula Junction is causing long delays to other freight trains and passenger trains (Amtrak). This year the Oregon Transportation Commission approved an \$8.2 million Connect Oregon VI project for rail improvements at North Portland Junction. However, improvements at Peninsula Junction are not included in this project and that constraint will be addressed later .

- The Union Pacific Kenton Line that runs adjacent to Sandy Boulevard needs some double-tracking to address rail capacity constraints.
- There is an opportunity to address the issue of double-tracking with the Kenton Rail Line Study.
- Short term need for speed improvements to the Union Pacific Railroad line just north of the Steel Bridge river crossing. The current train speeds are 6 mph in the curves and would require a realignment of the tracks to improve speed.
- Capacity constraints on major rail lines in the region to may require consideration of more double-tracking to: 1) improve freight train reliability; and 2) provide staging locations for freight trains off-line of the Seattle/Portland/Eugene passenger train corridor.

Constraints and challenges around Air freight

- Providing increased access to the Portland Airport (PDX) and consolidation facilities is challenging. Air freight demand will grow as the area's population grows.
- The US Post Office has moved onto Air Trans Way near PDX. Increased truck demand, construction project impacts and overall traffic in the airport area will be challenging.
- There is an opportunity for Port of Portland to study Hillsboro Airport needs and the possibility for an air freight facility (Port of Portland will conduct the study).
- The Westside Logistics Study showed computer and electronics shipments face constraints get to the air freight facility on Air Trans Way, with congestion and reliability issues on US 26 (Sunset Highway) causing delays and other freight routing to get to east Portland.

Constraints and challenges around energy pipelines

- Pipelines that supply fuels and other energy sources to the region are clustered along the Willamette River in the NW Portland Industrial area face the costs and challenges of retrofits for seismic resiliency.

There are also challenges with providing seismic retrofits for resiliency on the major freight system.

Constraints and challenges for Marine/River (for ships and barges)

- Providing more marine terminal space could be challenging.
- Deepen the Willamette River Channel for shipping has high costs and environmental challenges.
- There is a need to restore full container service at Terminal 6. The impacts and short term challenges for commodity movement and freight modal changes have been addressed by ODOT and the Port of Portland.
- The barges on the Columbia River cause the lift span on the I-5 Bridge to open when the river rises over six feet. There have been some years with nine months of high water.
- The location of the narrow opening of the railroad bridge (adjacent to the I-5 Bridge) makes for a difficult s-curve maneuver of barge traffic on the Columbia River that comes under these two bridges without lifting the I-5 Bridge. Barge safety is a major concern at this location. Barge traffic must avoid causing I-5 bridge lifts during peak traffic periods. During high water bridge lifts on I-5 cause major traffic delays even during off-peak hours.
- There is a need to restore operations of the Willamette Falls Locks to expand freight traffic on the Willamette River and reduce demand for trucks on the highways coming into the region. The historic Willamette Falls Locks in West Linn "were built in the early 1870s to move river traffic around the 40-foot horseshoe-shaped basalt ridge between Oregon City and West Linn" (US Army Corps of Engineers website). Since December 2011, the Willamette Falls Locks have been in a "non-operational status".

FREIGHT HIGHWAY BOTTLENECKS LIST



Attachment 2

PROJECT DESCRIPTION

The Project is directed by the Agency's Freight Planning Unit, as an implementation initiative from the *Oregon Freight Plan (2011)* ("OFP"), and is important for ODOT to direct funding to projects that alleviate critical freight bottlenecks. The primary outcome of this effort is a "Freight Highway Bottlenecks List" (FHBL) that encompasses analysis and background research with locations presented in tiered order, with an accompanying location map of all listed bottleneck delay areas. The final list was endorsed by the Oregon Freight Advisory Committee in January 2017. The FHBL will play a major role in freight project selection for FAST monies as well as state level project selection processes.

General Background Information

A freight bottleneck is a part of the transportation system that causes disproportionately high costs to the freight industry in terms of delay and reliability. Identifying locations on the highway where truck delay is significant is critical for planning and prioritizing projects that impact freight movement. This project originated from the OFP strategy 2.3 which directs ODOT to identify and rank bottlenecks on the state strategic freight system.

A consultant team was selected to collect and analyze data, apply stakeholder input and set thresholds to reveal a list of data driven locations that experience high amounts of truck delay. This approach relied on compiling and analyzing a wide variety of data about the operations and characteristics of different segments on the designed network. Indicators confirmed delay areas and provided details about the nature of freight delay and reliability.

Objectives

The project scope outlined three key objectives:

- Identify Oregon data and analytical tools available to provide information relevant to freight movement;
- Develop data-driven freight metrics designed to reveal bottleneck locations on state highway system;
- Develop an approach to prioritize freight bottleneck locations using an identified set of criteria.

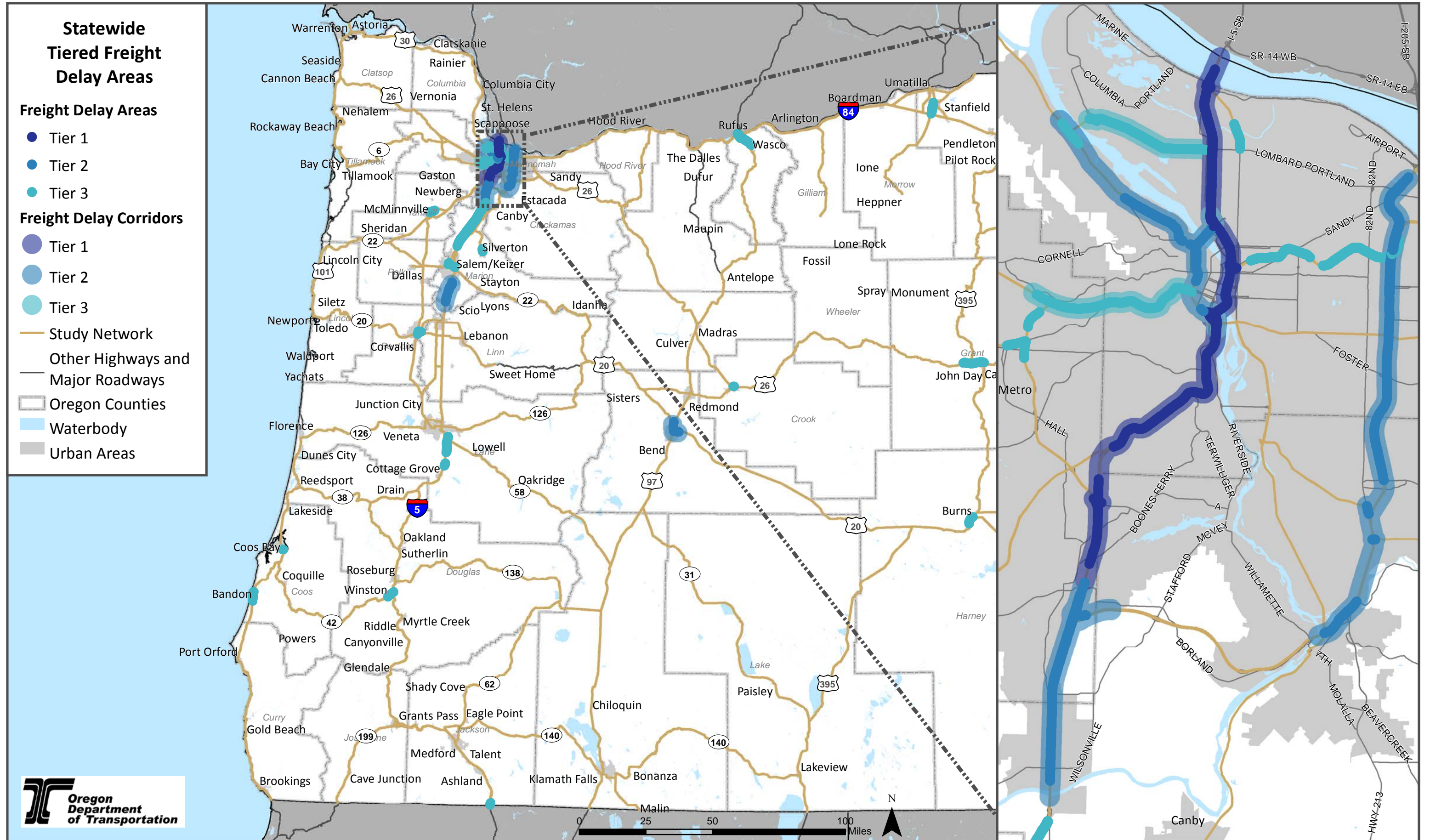
Methodology

Data from several sources was assembled and converted to a uniform coordinate system. Key thresholds were then applied to reveal areas of delay and unreliability. Additional thresholds regarding incidents, geometry and grade were applied to confirm areas experiencing significant delay. A series of tiering criteria such as transportation cost, highway designation and bidirectionality were then applied to delay areas.

Stakeholder Engagement

Feedback and responses/contributions from freight stakeholders were essential for the successful identification and tiering of freight highway bottlenecks. A technical advisory committee (TAC), made up of local and regional freight practitioners, an OFAC representative, ODOT Motor Carrier Division representative, Oregon Trucking Associations and other stakeholders was convened to review data, assess indicators and review bottlenecks list.

After a series of workshops, OFAC endorsed the tiered list of delay areas, underscoring the important role of stakeholder engagement. Professional facilitation was utilized throughout stakeholder involvement process.



Attachment 3

Evaluation Measure Title: Freight – Access to industrial land and intermodal facilities

Purpose and Goals

Overall Purpose: To identify whether the package of future transportation investments will change the accessibility to designated industrial land and freight intermodal facilities. This will be measured by determining the number of forecasted truck trips that are coming from or going to areas of industrial land and freight intermodal facilities; and evaluating any improvements in congested locations or freight bottlenecks that these truck trips encounter. Maps will display the locations for industrial land and intermodal facilities and the corresponding number of truck trips along with locations where major truck delay occurs.

2014 RTP Goals

	Foster vibrant communities and compact urban form	•	Promote environmental stewardship
•	Sustain economic competitiveness and prosperity	•	Enhance human health
	Expand transportation choices		Demonstrate leadership at reducing greenhouse gas emissions
•	Effective and efficient management of system		Ensure equity
	Enhance safety and security		Ensure fiscal stewardship
	Deliver accountability		

Function of Evaluation Measure

•	System Evaluation	•	Project Evaluation	System Monitoring	Performance Target
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Methodology Description:

This analysis uses truck volumes from the regional travel demand model at various times of the day. The hours during the day for calculating truck volumes from the model would be from 7:00 – 9:00 AM (AM peak), 1:00 – 3:00 PM (off-peak) and from 5:00 - 7:00 PM (PM peak). The congested locations or freight bottlenecks will be determined by evaluating regional freight network facilities with the highest levels of truck hours of delay. General truck trip routing will be determined by the regional travel demand model (select zone).

Freight – Access to industrial land and intermodal facilities system evaluation performance measure is calculated by:

1. Determine the locations of industrial land and freight intermodal facilities (based on groups of TAZs), and determine the number of truck trips from the travel demand model for each of the time periods (AM peak, off-peak and PM peak).
2. Determine the locations for major truck delay from maps of the freight truck delay and the magnitude of that truck delay (see measure: Congestion – Freight truck delay and Cost of delay on the freight network).

3. Evaluate the general truck trip routes used (using select zone results) for each of the industrial land and freight intermodal facilities locations truck trips.
4. Evaluate all of the industrial land and freight intermodal facilities locations region-wide for improvements to accessibility (more access points and reductions in truck delay at major truck delay locations), by comparing the 2015 base year, the 2040 financially constrained, and 2040 strategic. Also evaluate each of the industrial land and freight intermodal facilities locations separately to help determine which facilities, with high levels of truck delay, are impacting truck access and could provide better accessibility with an improvement project.

Output Units:

Potential Output of Assessment:

	Base Year	Interim Year	Future Year – Financially Constrained	Future Year – Strategic
Region-wide	Truck volumes and delay locations		Truck volumes and delay locations	Truck volumes and delay locations
Separate clusters of TAZs for intermodal facilities	Truck volumes and delay locations		Truck volumes and delay locations	Truck volumes and delay locations
Separate clusters of TAZs for industrial land	Truck volumes and delay locations		Truck volumes and delay locations	Truck volumes and delay locations

Key Assumptions to Method

Dataset Used:

Dataset	Type of Data
Truck volumes from Travel Demand Model	Forecasted
Truck Vehicle hours of delay at major truck delay locations	Forecasted

Tools Used for Analysis:

Metro Travel Demand Model

Attachment 4

Evaluation Measure Title: Congestion – Freight truck delay and Cost of delay on freight network

Purpose and Goals

Overall Purpose: To identify whether the package of future transportation investments will change the overall truck delay on the region-wide system and the regional freight network. This will be measured by truck vehicle hours of delay on these networks. Maps of the regional freight network will display locations where truck delay occurs and the magnitude of that truck delay. The cost of delay will be determined by multiplying the hours of truck delay on the regional freight network by the hourly value of time for truck trips.

2014 RTP Goals

	Foster vibrant communities and compact urban form	●	Promote environmental stewardship
●	Sustain economic competitiveness and prosperity	●	Enhance human health
	Expand transportation choices		Demonstrate leadership at reducing greenhouse gas emissions
●	Effective and efficient management of system		Ensure equity
	Enhance safety and security		Ensure fiscal stewardship
	Deliver accountability		

Function of Evaluation Measure

●	System Evaluation	●	Project Evaluation	System Monitoring	Performance Target
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Methodology Description:

This analysis uses truck vehicle hours of delay (VHD) from the regional travel demand model (see Definitions). The selected hours during the day for calculated truck delay from the model would be from 7:00 AM to 7:00 PM. After looking at the results of these hours, the reported hours for the RTP would be determined for a morning peak hour, multiple mid-day hours and an evening peak hour. The hourly value of freight truck travel will be determined by using the value assumed in ODOT’s truck model or the value in USDOT’s 2015 update of “The Value of Travel Time Savings” (departmental guidance).

Congestion – Truck Vehicle Hours of Delay (VHD) system evaluation performance measure is calculated by:

1. Determining the number of hours of truck delay during each of the selected hours (both peak period and off-peak hours) on the regional freight network.
2. Comparing the regional freight network hours of truck delay for each of the selected hours between the 2015 base year, the 2040 (future year) financially constrained, and the 2040 (future year) strategic.

3. Determining the hourly value of freight truck travel to use for the cost of truck delay on the regional freight network.
4. Comparing the regional freight network cost of truck delay for each hour between the 2015 base year, the 2040 (future year) financially constrained, and the 2040 (future year) strategic.

Output Units:

Potential Output of Assessment:

	Base Year	Interim Year	Future Year – Financially Constrained	Future Year – Strategic
Region-wide	Truck VHD		Truck VHD	Truck VHD
Regional Freight Network	Truck VHD and cost of truck VHD		Truck VHD and cost of truck VHD	Truck VHD and cost of truck VHD
Highway and roadway segments within the Regional Freight Network	Truck VHD and cost of truck VHD		Truck VHD and cost of truck VHD	Truck VHD and cost of truck VHD

Key Assumptions to Method

Dataset Used:

Dataset	Type of Data
Value of time for truck trips	Sourced data
Truck Vehicle hours of delay on Regional Freight Network	Forecasted

Tools Used for Analysis:

Metro Travel Demand Model

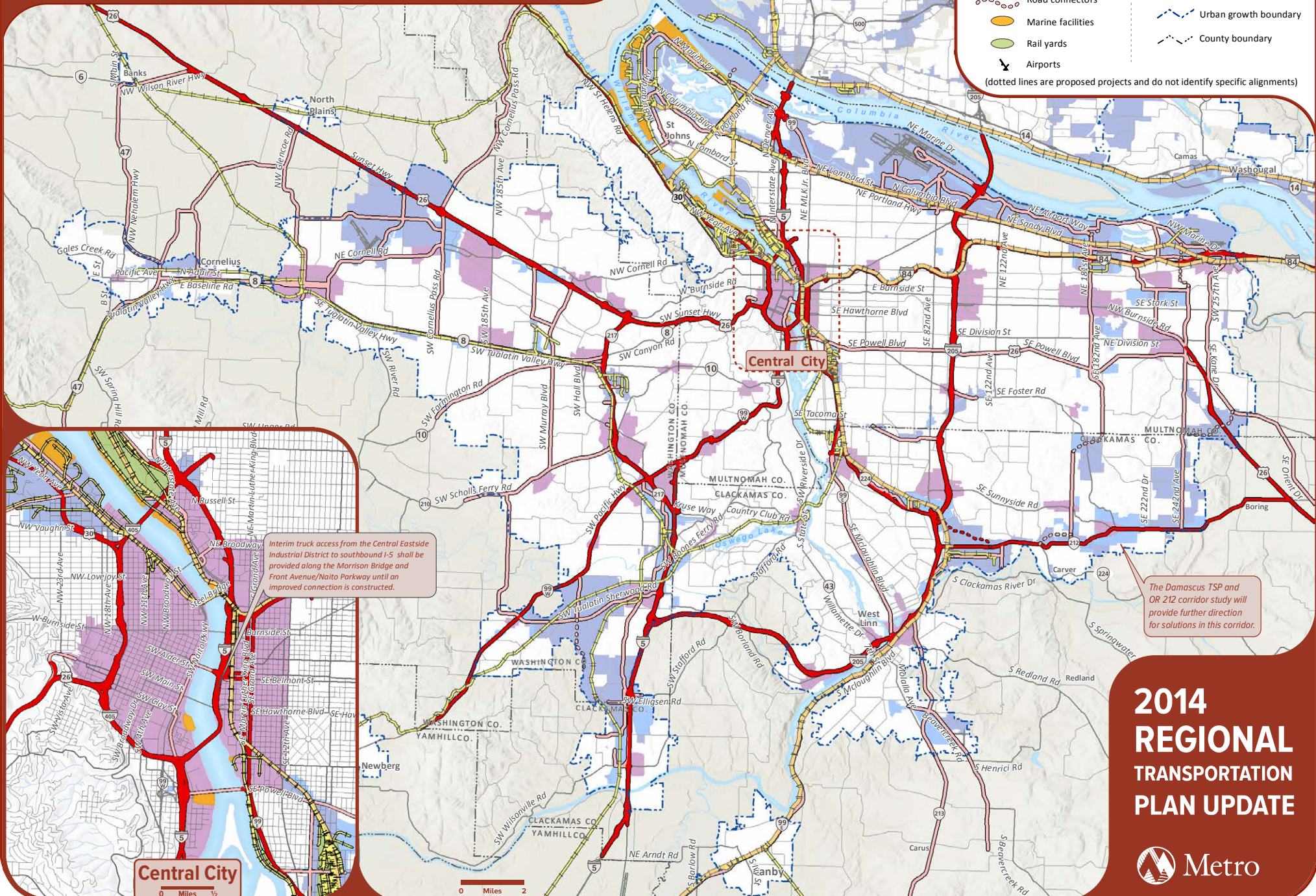
Definitions

Truck Vehicle Hours of Delay is the total truck travel time on each of the roadway segments in the travel demand model that exceed the threshold for congestion.

Regional Freight Network

Attachment 5

Figure 2.15



**2014
REGIONAL
TRANSPORTATION
PLAN UPDATE**





Public comment summary

2018-21 Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program, or MTIP, documents how all federal transportation money is spent in the Portland metropolitan region. It also documents state- and locally-funded projects that may significantly affect the region's air quality.

As the federally-recognized metropolitan planning organization, Metro updates the MTIP every three years, collecting information from the Oregon Department of Transportation and the region's cities, counties and transit agencies. This update lists funded transportation projects scheduled in the region between 2018 and 2021.

Public comment was solicited from April 24 through May 23, 2017, on the public review draft 2018-21 Metropolitan Transportation Improvement Program and draft air quality conformity determination.

Online comment summary

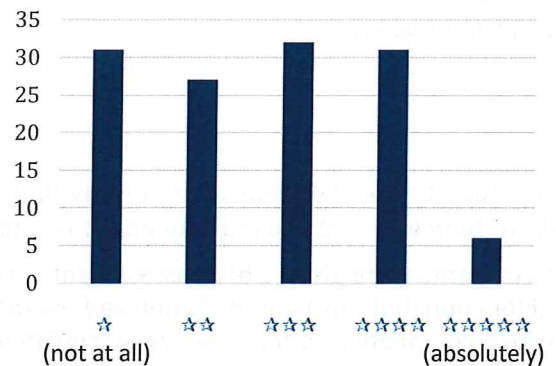
Metro received 147 comments through the online comment survey. The online comment survey was designed to provide high level information and content on the 2018-21 MTIP to allow for residents to comment without the need to read and understand the details of the full document. Consisting of four questions, a summary of the questions and responses are provided below.

Question 1: Generally, do you think the greater Portland region is making the best use of available federal transportation funding?

Participants were given a chart showing how federal dollars and local matching funds are planned to be invested between 2018 through 2021. The chart distinguished the balance of local and federal as well as the mode types for three categories: maintenance and operations; capital improvements; and regional programs, obligations and planning.

This question asked participants to offer a rating response, with 1 being "not at all" and 5 being "absolutely"; 127 participants offered a rating, and 75 offered additional comments.

Generally, do you think the greater Portland region is making the best use of available federal transportation funding?



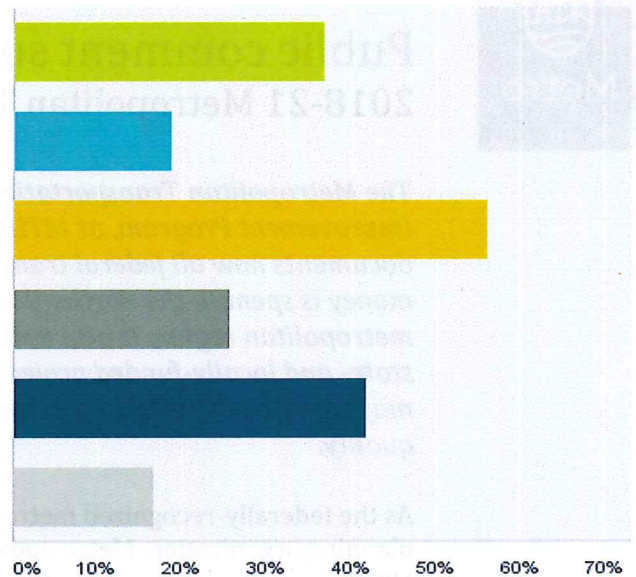
Question 2: In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to?

Participants were given a brief summary of an assessment of how this MTIP performs for historically marginalized communities (people of color, individuals living in poverty and language-isolated communities) and for older and younger residents. When judged as a whole, the capital investments listed in this MTIP showed improved access and safety for these communities across the Portland region.

Participants were offered the following list of potential measures for equity performance and encouraged to choose two, including a free-form "other" category; 144 participants offered a selection, including 24 who made another suggestion, and 35 offered comments.

In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to?

- number and severity of crashes across different communities
- impact on habitat and natural areas across different communities
- housing plus transportation costs across different communities
- air quality and health (like asthma rates) across different communities
- displacement risk (including rental rates after different kinds of public investments across different communities)
- other (please specify)



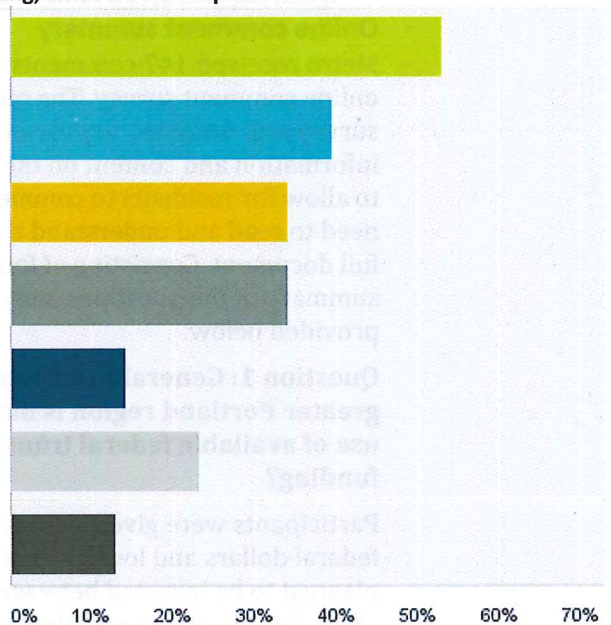
Question 3: The MTIP has investments that work to reduce air pollution from cars and trucks. Thinking about how you and your family might reduce pollution from driving, what would help the most?

Participants were given a brief assessment of how this MTIP performs in addressing the region’s transportation sector contributions to air pollution and overall air quality. With this MTIP, the greater Portland region continues to be in compliance with the federally regulated transportation-related air pollutants.

Participants were offered the following list of potential investments and encouraged to choose one, including a free-form “other” category; 147 participants offered a selection, including 19 who made another suggestion, and 39 offered comments.

Thinking about how you and your family might reduce pollution from driving, what would help the most?

- making buses and MAX more convenient, frequent, accessible and affordable
- making biking and walking more safe and convenient
- making streets and highways safer, more reliable and better connected
- using technology for things like signal timing, route (and rerouting) information, and incident response to better manage the transportation system
- providing more information and incentives to help people walk, bike and use transit
- supporting the transition to cleaner, low carbon fuels and more fuel efficient vehicles
- other (please specify)





Refining regional transportation priorities

An overview for agencies and jurisdictions for Metro's call for projects

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated 23-year regional transportation priority list for the period from 2018 to 2040. It is a key step for these projects to qualify for potential regional, state, and federal funding.

All types of projects are included in the Regional Transportation Plan priority list – highways, key roads, transit, freight, biking and walking as well as planning and special studies. The current list of priorities includes more than 1,200 projects region-wide. An updated revenue forecast shows the region will have less funding available.

Throughout the summer, Metro and its regional partners will be updating the region's transportation investment priorities.

The information that follows is to assist project sponsors as they respond to the 2018 Regional Transportation Plan call for projects.

Why is the update to the priority list important?

Much has changed in the region since adoption of the Regional Transportation Plan and Regional Active Transportation Plan in 2014: Several projects have been completed (e.g., Sellwood Bridge replacement, Portland-Milwaukie MAX extension, the Sunrise expressway was built); TriMet completed plans for expanding local and regional transit service; and the Metro Council and the Joint Policy Advisory Committee on Transportation adopted an ambitious strategy – called the Climate Smart Strategy – for reducing greenhouse gas emissions that calls for increased system and demand management strategies and a significant expansion of transit service throughout the greater Portland region. In addition, the federal and state transportation-funding landscape continues to change, requiring the region to play a more active role in funding and financing priority regional projects.

Call for projects through July 21

During the past year, RTP work focused on understanding the region's transportation challenges and public priorities for investment, documenting in the amount of funding expected to be available to pay for the region's transportation needs and updating the region's vision for the transportation system.

Now it is time to pull the pieces together as we work together to address regional challenges, reflect public priorities, and maximize progress toward the region's shared vision and goals for the future transportation system.

This call for projects asks regional partners to submit priority lists for the 2018 RTP that:

- update the current *constrained* priority projects that address the highest public priorities and most immediate regional transportation challenges.
This list of projects will include projects for which funding has been committed and projects that can be implemented with funding the region currently expects to have available.
- identify additional *strategic* priority projects that the region should work together to develop funding for and construct.
This list of projects includes priorities for which funding is not currently anticipated.

Project submittals are due to Metro no later than July 21, 2017

The projects will undergo evaluation through the fall. Residents and businesses will be asked to review and comment on the draft priority projects and key evaluation findings in January 2018. The evaluation findings, updated policy and funding information, and public input will inform decision-makers as they work together to identify and recommend refinements to the draft investment strategy in Spring 2018.

Who submits projects or programs to the RTP?

- the 24 cities of the Portland metropolitan region
- Clackamas, Multnomah and Washington counties
- Metro
- South Metro Area Regional Transit (SMART) district
- TriMet
- Oregon Department of Transportation (ODOT)
- Port of Portland in coordination with transportation agencies and county coordinating committees
- Portland Streetcar, Inc. in coordination with the City of Portland and TriMet
- transportation management associations in coordination with transportation agencies, county coordinating committees and transit providers
- special districts (e.g., Tualatin Hills Park & Recreation, Clackamas Parks & Recreation District)
- railroad operators in coordination with the Port of Portland, transportation agencies and county coordinating committees

What projects can be submitted?

Projects must be located on the designated regional transportation system and be inside the federally-recognized metropolitan planning area boundary, and:

1. projects must help achieve regional vision, goals and policies for the transportation system
2. projects must cost at least \$1 million or be bundled with similar projects to meet the cost threshold
3. projects must come from adopted plans and demonstrate having met the appropriate requirements for public involvement and analysis of community need for the project; this means projects must have emerged from a planning process that identified the project to address a transportation need on the regional transportation system and, through that process, the project was identified as a priority for implementation
4. the planning process that identified the project must have provided opportunities for public comment, with specific efforts to engage communities of color, people with low-income and people who don't speak English well.

How will project submittals be recommended?

All of the project priorities that will be submitted to the RTP will come from local, regional or state planning efforts that included opportunities for public input. Clackamas, Multnomah and Washington counties and cities within each county will recommend priority

projects submitted for their jurisdictions at county coordinating committees. The City of Portland will recommend projects after reviewing priorities with its community advisory committees. ODOT, the Port of Portland, TriMet, SMART and other agencies will work with county coordinating committees and the City of Portland to recommend priority projects. These meetings are open to the public.

In addition, each county coordinating committee, the City of Portland, TriMet, ODOT, SMART and the Port of Portland will submit endorsement letters indicating their recommended projects are priorities for the 2018 RTP.

When can the public weigh in?

Throughout the development of the Regional Transportation Plan, Metro conducts online surveys and other outreach efforts. Several opportunities for public input have already been provided and more are planned:

- In January 2018, Metro will ask the public for input on a draft project list and initial findings on how the system would perform with those improvements in place. The public input received in January along with the technical findings and policy discussions by the Joint Policy Advisory Committee on Transportation, the Metro Policy Advisory Committee and the Metro Council will result in additional direction to staff on further updating the draft project priorities.
- In summer 2018, Metro will ask the public for input on the discussion drafts of the Regional Transportation Plan, the revised project priorities and supporting strategies for safety, freight and transit. The public input received will be considered by the Joint Policy Advisory Committee on Transportation, the Metro Policy Advisory Committee and the Metro Council as part of the adoption process in Fall 2018.

Sign up for updates on future opportunities at oregonmetro.gov/subscribe.

Resources for agencies

Several resources will be available for agencies as they update their project lists. Additionally, Metro staff liaisons to each county and city can assist agencies and participate in meetings.

Find more information and online resources at oregonmetro.gov/2018projects.



DRAFT 2018 RTP FINANCIALLY CONSTRAINED CAPITAL REVENUE FORECAST – STARTING POINT FOR CALL FOR PROJECTS

This document summarizes a draft financially constrained capital revenue forecast for the period 2018 to 2040 and sub-regional funding targets recommended for purposes of the 2018 Regional Transportation Plan Call for Projects. The draft RTP financially constrained revenue forecast was developed through extensive consultation and coordination with local governments, ODOT, TriMet and SMART staff that is still underway. While still being developed for purposes of the Call for Projects, the draft forecast shown in **Table 1** reflects a realistic outlook of the amount of local, state and federal transportation funding that is expected to be available from 2018 to 2040.

Table 1. DRAFT 2018 RTP Financially Constrained Revenue Forecast for 2018 to 2040 for Purposes of the RTP Call for Projects
Capital only in rounded billions of 2016 dollars - *Subject to change pending further agency review*

Revenue Source	2018-2027 Constrained Capital Revenues (billions of 2016 dollars)	2028-2040 Constrained Capital Revenues (billions of 2016 dollars)	2018-2040 Total Constrained Capital Revenues (billions of 2016 dollars)
Local sources			
City of Portland	\$0.37	\$0.48	\$0.85
Clackamas County and cities	\$0.25	\$0.33	\$0.58
Multnomah County and cities	\$0.14	\$0.19	\$0.33
Washington County and cities	\$0.87	\$1.10	\$1.97
Port of Portland		<i>under development</i>	
SMART		<i>under development</i>	
Federal and state sources			
To ODOT projects*	\$0.67	\$0.85	\$1.52
Federal Transit New Starts/Small Starts**	\$1.40	\$1.40	\$2.80
State match to high capacity transit (HCT) projects**	\$0.56	\$0.56	\$1.12
Regional Flexible Fund Allocation HCT Bonding	\$0.11	\$0.00	\$0.11
Regional Flexible Fund Allocation for Metro Regional Programs	\$0.11	\$0.11	\$0.22
Discretionary sources available for regional/local projects***	\$0.19	\$0.43	\$0.62
Regional sources			
Regional funding measure		<i>Under discussion – to be determined</i>	
Total	\$4.67 billion	\$5.45 billion	\$10.12 billion

Table notes:

- * This includes \$1 billion identified in draft statewide transportation package to advance three priority bottleneck projects in the Portland region (I-5/Rose Quarter, OR 217, and I-205 widening – Ph. 1: I-205/Abernethy Bridge and Ph. 2: I-205 mainline). This does not include funding assumptions for highway element of I-5 Bridge Replacement.
- ** Federal and state revenues to HCT is a maximum available threshold. Actual revenues will be adjusted based on projects identified during the planning process, their costs, and the ability to identify local and/or regional revenues to meet funding match requirements. This does not include funding assumptions for transit element of I-5 Bridge Replacement.
- *** Revenue sources include: Congestion Mitigation Air Quality Program, Surface Transportation Block Grant, TIGER, FASTLANE, Federal bridge and safety programs and *ConnectOregon* (bike and pedestrian projects).

Table 2 summarizes sub-regional capital funding targets (based on the draft constrained forecast and doubling the draft constrained revenue forecast to set an overall funding level for the RTP Investment Strategy) for purposes of the call for projects. The draft targets are subject to change prior to June 1 to reflect any updates to the draft forecast identified during the agency review.

Table 2. DRAFT Sub-Regional Capital Funding Targets for Purposes of the RTP Call for Projects
Capital only in rounded billions of 2016 dollars - *Subject to change pending further agency review of draft constrained forecast*

Agency/Coordinating Committee	2018-2027 Constrained List Target (billions of 2016 dollars)	2028-2040 Constrained List Target (billions of 2016 dollars)	2028-2040 Strategic List Target (billions of 2016 dollars)	2018-2040 Total RTP List Target (billions of 2016 dollars)
City of Portland	\$0.42	\$0.62	\$1.04	\$2.08
Clackamas County and cities	\$0.28	\$0.41	\$0.68	\$1.37
Multnomah County and cities	\$0.21	\$0.29	\$0.50	\$1.00
Washington County and cities	\$0.92	\$1.22	\$2.14	\$4.28
ODOT	\$0.67	\$0.85	\$1.52	\$3.04
TriMet	\$2.07	\$1.96	\$4.03	\$8.05
Metro (regional programs)	\$0.11	\$0.11	\$0.22	\$0.44
Port of Portland		<i>under development</i>		
SMART		<i>under development</i>		
Total		<i>To be added once final targets are set for call for projects.</i>		

Next steps

On May 18, the Joint Policy Advisory Committee on Transportation (JPACT) accepted the draft RTP financially constrained revenue forecast and TPAC’s recommendation to double the draft constrained revenue forecast to set an overall funding level for the RTP Investment Strategy for purposes of the Call for Projects. The Metro Council will consider JPACT’s recommendation on May 30.

The draft forecast will need additional refinements in 2018 to reflect local, regional, federal and/or state funding discussions or actions that occur before the RTP is finalized for adoption. Right now, regional discussions are focused on the anticipated state transportation package and advancing the three bottlenecks, the Southwest Corridor, and the Division Transit Project.

Additional regional discussions are anticipated to identify what the region would like to do locally and regionally to build a path to future funding opportunities so the region can fund and build the investment strategy that is recommended in the final 2018 RTP. The preliminary draft capital forecast and draft funding targets shown in Table 2 along with evaluation of the investment priorities identified by agencies during the Call for Projects and public input will inform the discussions. The outcome of the regional discussions and state legislative package will lead to refinements to the RTP constrained forecast in 2018 to meet federal and state requirements.

TriMet Major Capital Projects List - Draft

- Division Transit Project
- Southwest Corridor Project
- Red Line extension, including Gateway and Airport Improvements, and possible Steel Bridge improvements
- Enhanced Transit Corridor(s) as informed by partner priorities and System Expansion Policy
- North Downtown Portland Transit Mall terminal for bus layover (DTP and other)
- Improvements to Powell Garage to support Division Transit Project and service expansion
- Potential additional operations facility
- Replacement and expansion bus and light rail vehicle purchases
- Preventative maintenance of system assets (signals, switches, facilities, etc.)

ABRIDGED

2018 RTP Update Project Solicitation

How does ODOT participate and what projects
are we likely to submit?

Kelly Brooks

Region 1 Area Commission on Transportation

May 8, 2017



ODOT Region 1 Fiscal Constraint Target



- \$1.5 billion (2018-2040)
- The target is developed in concert with ODOT finance staff and the MPO.
- \$1.5 billion assumes \$1 billion from the Oregon Legislature.
- Cities and counties within the MPO also have a target and will submit project lists to Metro via the coordinating committees.



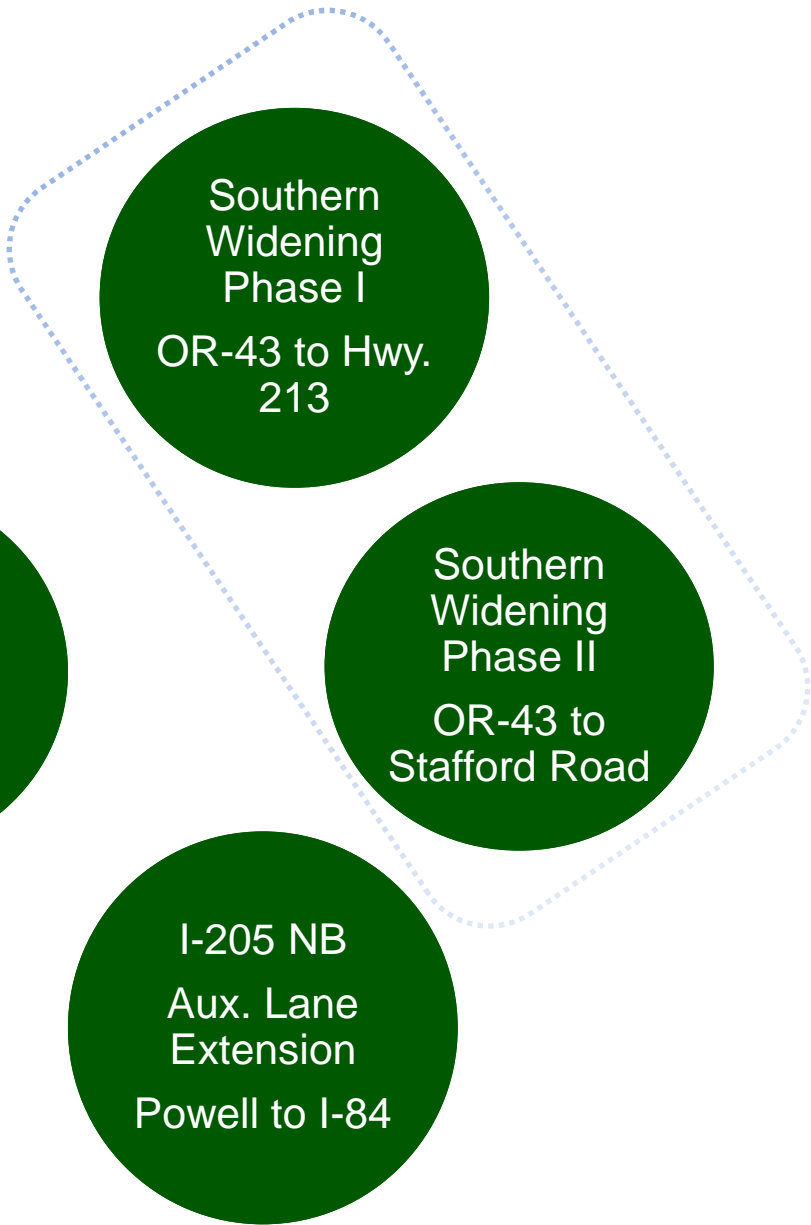
Where do we focus our fiscally constrained target and why?



- Historically, ODOT's fiscally constrained project list has focused on projects that require air quality conformity modeling.
- That means you'll see projects that will or could have an air quality impact as our primary focus.
- With the exception of one project, you will see a continued focus on wringing efficiency from the system rather than expansion of new facilities.



I-205



I-5

Rose Quarter

SB Wilsonville
Road
Interchange

SB Climbing
Lane
(Marquam to
Multnomah)

I-205 to I-5
NB Braided
Ramp





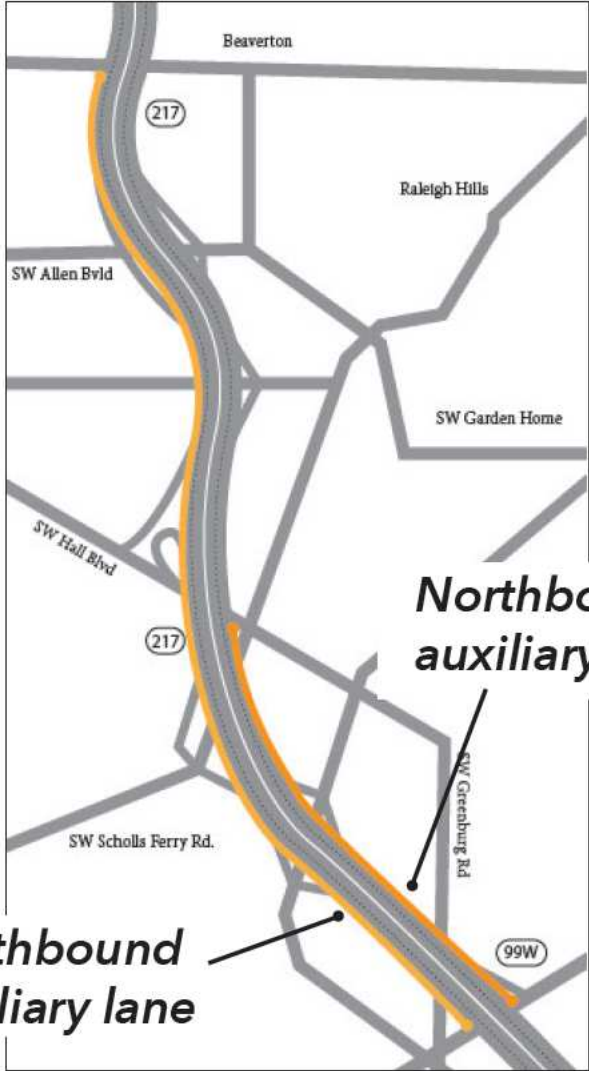
Sunrise Phase II

OR-217

SB Aux. Lane—
B-H to OR-99W

NB Aux. Lane

Braided Ramps
at Canyon and
BH Highway



*Southbound
auxiliary lane*

*Northbound
auxiliary lane*



Multi-County Projects

Jurisdictional Transfer

Active Traffic Management

Interstate & Highway Operations

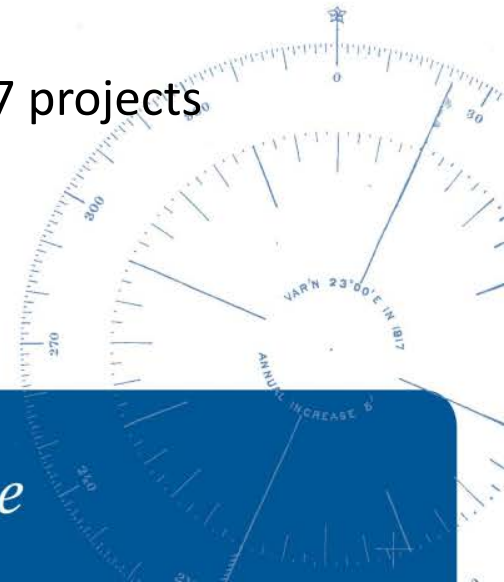


Transportation Policy Alternatives Committee (TPAC)

Agenda Item 5:

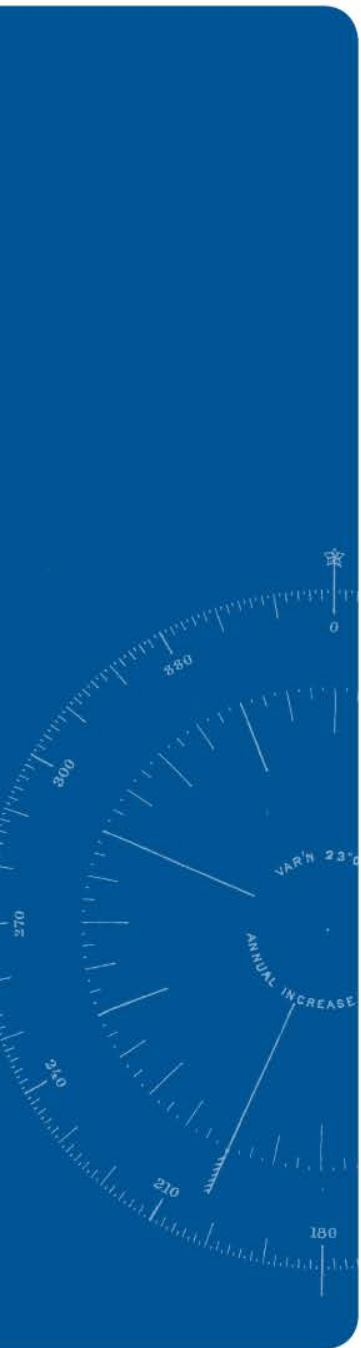
2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AMENDMENT – RESOLUTION 17-4811

- This item seeks multi-project approval in one motion to:
 - Send on approval recommendation to JPACT
 - Recommend approval of Resolution 17-4811
 - Authorizes amending the 2015-18 MTIP
 - **May 2017** bundled Formal amendment includes 7 projects impacting: ODOT and Metro
- Discussion: Review of amendment process



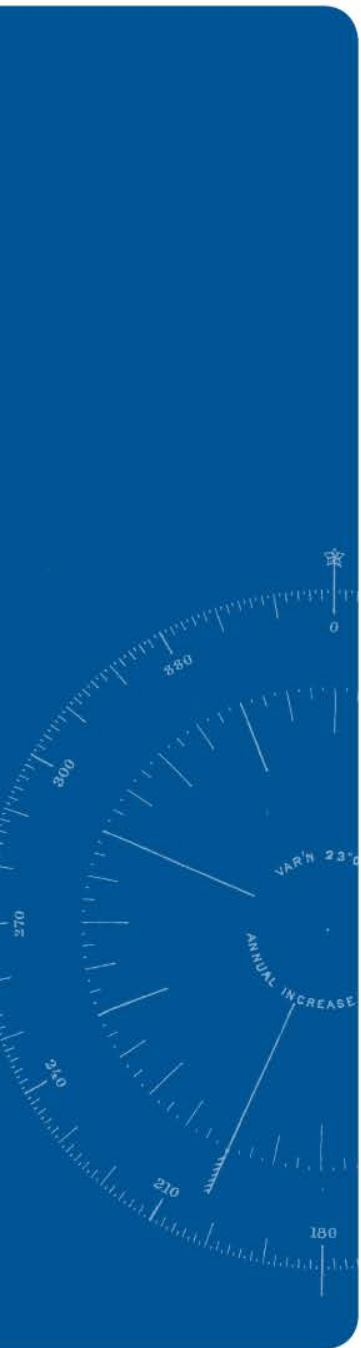
May 2017 Formal Amendment Composition

- 7 total projects:
 - ODOT - Key 19651: I-5 Interstate Br (NB) Trunnion Shaft Replacement
 - Bridge repair – Trunnion shaft replacement
 - Increasing PE phase from \$1,398,000 to \$2,568,000
 - ODOT –Key 21019: – **NEW, Region 1 Bridge Screening Project**
 - Add new project: 12 locations installing protective fences
 - Total programmed amount: \$2,890,802
 - ODOT – Key 19402: OR-99E Kellogg Creek
 - Cancel project & transfer \$495k of funding to 3 new culvert design projects
 - One of three projects in Region1
 - ODOT – Key **NEW TBD: U.S. Route 30 Corridor**
 - Add PE phase for culvert design repair or replacement
 - Adding \$196k transferred from Key 19402



May 2017 Formal Amendment Composition

- Projects continued:
 - ODOT – Key 20719: OR-219 at Laurel, Midway, and I-84 at Fairview Ramp (new project)
 - Pilot project for the High Friction Surface Treatment (HFST) application
 - Adding PE phase only - Total programmed amount: \$172k
 - Funding from Key 18502 below
 - ODOT – Key 18502: Traffic Safety Grant Program 2016
 - Transferring \$172,000 to Key 20719 (previous project)
 - Metro – Key 19551: Metro Drive Less Connect Outreach Program
 - Adds \$207,016 in funding for FY 2017 project activities
 - Total programmed amount increases from \$318k to \$525k



May 2017 Formal Amendment

Public Notification Requirement in Progress

- Public Notification posting: May 19, 2017 to ~~June 21, 2017~~ June 26, 2017
- On Metro Website: <http://www.oregonmetro.gov/metropolitan-transportation-improvement-program>

Amendments

Metro occasionally receives amendments to the 2015-18 MTIP and releases them for public review before the Metro Council takes action.

Metro is in receipt of the 2015-2018 MTIP April 2017 Formal Amendment Number AP-17-04-APR. The comment period for this bundled series of amendments will run from April 26, 2017 - May 26, 2017.

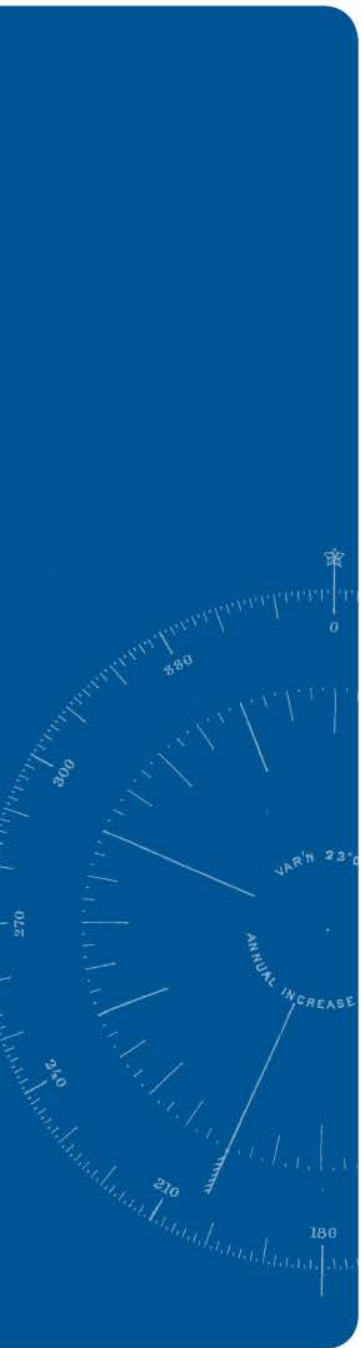
MTIP Formal Amendment Bundle, April 2017

Document | Published Apr 25, 2017

Metro is in receipt of the 2015-2018 MTIP May 2017 Formal Amendment Number MY-17-04-MAY. The comment period for this bundled series of amendments will run from May 19, 2017 - June 21, 2017.

MTIP Formal Amendment Bundle, May 2017

Document | Published May 19, 2017



May 2017 Formal Amendment

Public Notification Requirement in Progress

- Programming tables available for review and comment
- Also provided as part of the TPAC staff report

Exhibit A to Resolution 17-4811									
2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment									
Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects									
EXISTING MTIP PROGRAMMING - None New Project									
PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
TBD NEW	TBD	ODOT	U.S. Route 30 Corridor: (mile post 9.08 to 17.68)				Highway	\$ 196,000	
Project Description:			The project will replace or repair culverts in critical or poor condition by open cut/cover replacement, trenchless replacement methods, and trenchless repair methods.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STP-FLEX	M240	Federal	2017		\$ 175,871				\$ 175,871
State	Match	State	2017		\$ 20,129				\$ 20,129
Total:				\$ -	\$ 196,000	\$ -	\$ -	\$ -	\$ 196,000
Notes:									
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.									
2. STP-FLEX = Federal Surface Transportation Program allocated to ODOT on an annual basis									
3. State = Required State matching funds to the federal funds									
Amendment Summary									
This amendment adds the project to the 2015 MTIP enabling the Federal PE funds to be obligated before the end of the Federal Fiscal Year 2017 and initiate the PE phase for the project. The total of \$196k is being transferred from Key 19402.									

May 2017 Formal Amendment

Additional Amendment Details in Staff Report

4. Project:	U.S. Route 30 Corridor: (mile post 9.08 to 17.68)
Lead Agency:	ODOT
ODOT Key Number:	TBD
Project Description:	The project will replace or repair culverts in critical or poor condition by open cut/cover replacement, trenchless replacement methods, and trenchless repair methods.
Changes Needed/ Additional Details:	<p>The PE phase for this new project is added to the 2015 MTIP with a total \$196,000 of funds for culvert design work as a result of the deprogramming and cancellation of Key 19042, OR99E Kellogg Creek. Two projects outside of Region 1 will receive a portion of the \$495,000 of PE funding in Key 19042.</p> <p>The culverts along the US Route 30 corridor has been identified as either in critical or poor condition by ODOT's Drainage Facility Management System (DFMS) due to issues such as extensive corrosion and deterioration, open joints, barrel damage and collapse of the structure. The projects will replace or repair culverts in critical or poor condition by open cut/cover replacement, trenchless replacement methods, and trenchless repair methods.</p> <p>The proposed new projects are design only and will need to secure funding for construction. If we do not design these projects, ODOT could lose opportunities for funding construction should additional resources become available.</p>
Why Formal?	The PE phase for this new project is added to the 2015 MTIP. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal amendment.
Total Programmed Amount:	Total PE programming is \$196,000
Other and Notes:	The item is planned for OTC approval at their June 2017 meeting

May 2017 Formal Bundled Amendment

Amendment Review Factors

1. Eligibility and proof of funding verification
2. RTP review and verification
3. RTP goals consistency
4. Admin vs. Formal amendment: **Formal**
5. Conformity review: Requested changes - Exempt, via CFR 40 CFR 93.126, Table 2 (no impact to conformity)
6. Fiscal constraint verification
7. MPO responsibilities completed:
 - Includes a 30 day public notification/comment period
 - Public notification period in progress: May 19, 2017 to June 26, 2017

Summary

Seeking approval of Resolution 17-4811

(Covers all 7 projects)

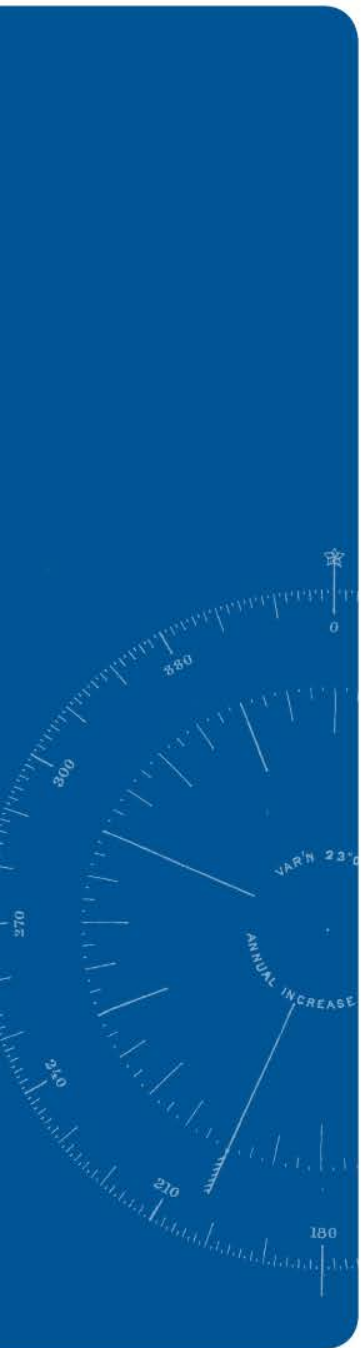
- No fiscal constraint issues with the amendment:
 - Lateral fund shifts of existing programmed federal funds
 - OTC has approved the ODOT projects verifying funds for new projects
- Staff recommends TPAC approval of resolution 17-4811
- Proceed on to JPACT on June 15, 2017
- Public notification to be completed as of June 26, 2017
- Final approval from Council: Mid July, 2017
- Final ODOT and USDOT review during by August 2017



Summary

Last 2015 MTIP Formal Amendment

- May 2017 Formal MTIP Amendment bundle will be the last formal amendment for 2017 as part of the 2015-18 MTIP
- Next MTIP formal amendment won't occur until October (for FFY 2018) as part of the new approved 2018 MTIP
- Monthly administrative amendments to the existing 2015 MTIP will occur May-July 2017
- Includes the 2017 “slip” amendment (project phase slips from 2017 to 2018)
- Last emergency administrative amendments in August 2017 (for 2017 obligation purposes)



Additional Notification

2 Additional Projects Proposed to be Included

- Key 21064 – New Project
- Name: **TriMet 5310 E&D Transit Capital (17-19)**
- For vehicle purchases and contracted services supporting elderly and disabled transit needs

Exhibit A to Resolution 17-4811									
2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment									
Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects									
EXISTING MTIP PROGRAMMING - None New Project									
PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
21064	TBD	TriMet	TRIMET-5310 E&D TRANSIT CAPITAL (17-19)					Transit	\$ 3,568,237
Project Description: VEHICLE PURCHASE AND CONTRACTED SERVICE									
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STBG-FLEX	Z240	Federal	2017					\$ 3,201,779	\$ 3,201,779
Local	Match	Local	2017					\$ 366,458	\$ 366,458
Total:				\$ -	\$ -	\$ -	\$ -	\$ 3,568,237	\$ 3,568,237
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. STBG-FLEX: Federal Surface Transportation Block Grant funds allocated to ODOT								

Public Notification period to be extended. Updated staff report, Resolution 17-4811, & Exhibit A for JPACT and Council for approval

Additional Notification

2 Additional Projects Proposed to be Included

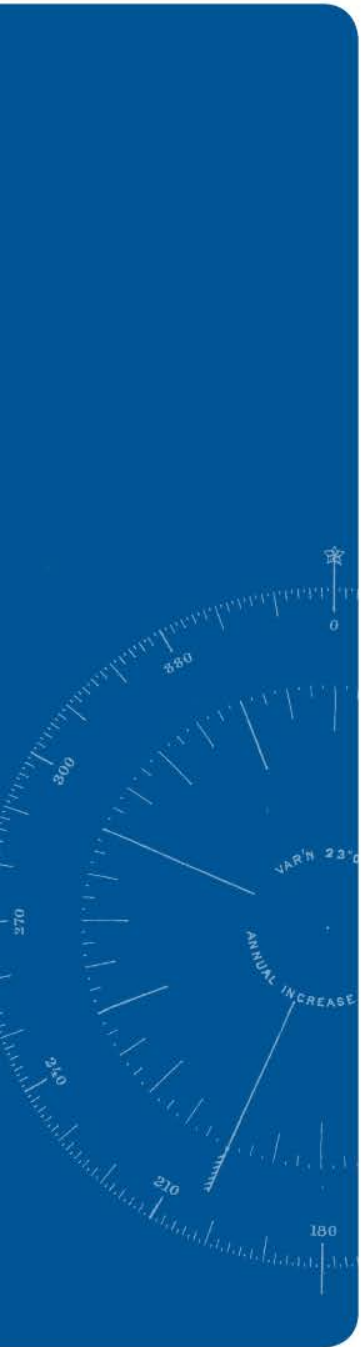
- Key 21066 – New Project
- Name: **Ride Connection 5310 E&D Transit Capital (17-19)**
- For vehicle purchase, contracted services, mobility/ preventive maint. supporting elderly & disabled transit

Exhibit A to Resolution 17-4811										
2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment										
Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects										
EXISTING MTIP PROGRAMMING - None New Project										
PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
21066	TBD	Ride Connection	RIDE CONNECTION-5310 E&D TRANSIT CAPITAL (17-19)					Transit	\$ 3,615,971	
Project Description:			VEHICLES PURCHASE, CONTRACTED SERVICE, MOBILITY MANAGEMENT, PREVENTIVE MAINTENANCE AND EQUIPMENT							
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total	
STBG-FLEX	Z240	Federal	2017					\$ 3,244,611	\$ 3,244,611	
Local	Match	Local	2017					\$ 371,360	\$ 371,360	
Total:				\$ -	\$ -	\$ -	\$ -	\$ 3,615,971	\$ 3,615,971	
Notes:										
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.										
2. STBG-FLEX: Federal Surface Transportation Block Grant funds allocated to ODOT										

Public Notification period to be extended. Updated staff report, Resolution 17-4811, & Exhibit A for JPACT and Council for approval

May 2017 MTIP Formal Amendment

Questions





Metro

2018-2021 Metropolitan Transportation Improvement Program (MTIP)

Grace Cho, Associate Transportation Planner

May 26, 2017

What is the MTIP?

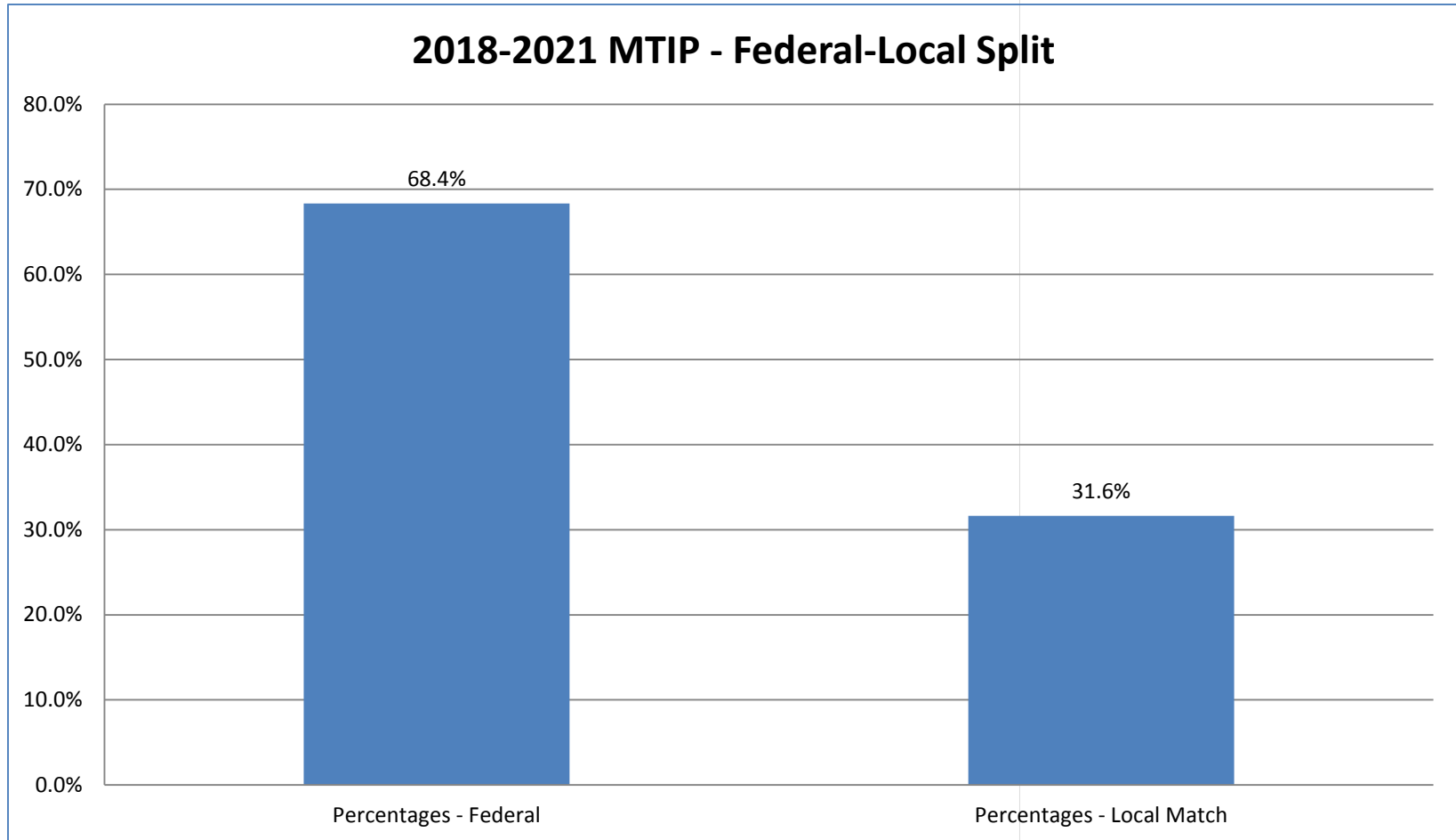
- Schedule of federal transportation investments
- MTIP Purpose
 - Demonstrates compliance with federal regulations
 - Ensures financial capacity for projects
 - Provides public transparency of funding process
 - Implements adopted regional policies
- Comprises three funding processes: State, Transit, and MPO
 - Coordinates investments between agencies
- MPOs lead MTIP development
- Required to maintain federal funding

What does 2018 – 2021 have in store?

- \$1.6 billion of investment (\$1.8 billion from 2015-2018)
- 213 transportation projects
 - Investment across all project types
 - Primarily construction, but some project development and planning activities

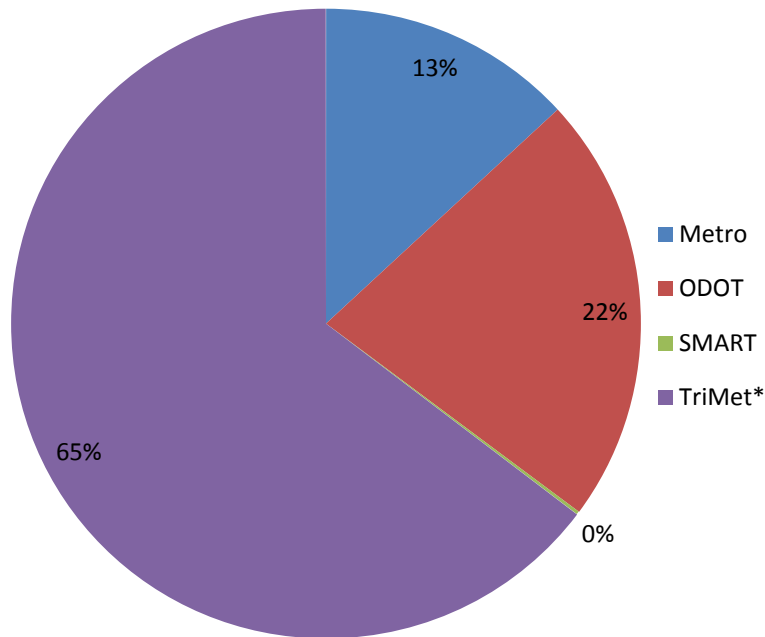


A deeper dive in the overall MTIP



A deeper dive by administering partner agency

**2018-2021 MTIP
Composition by Partner Agency**



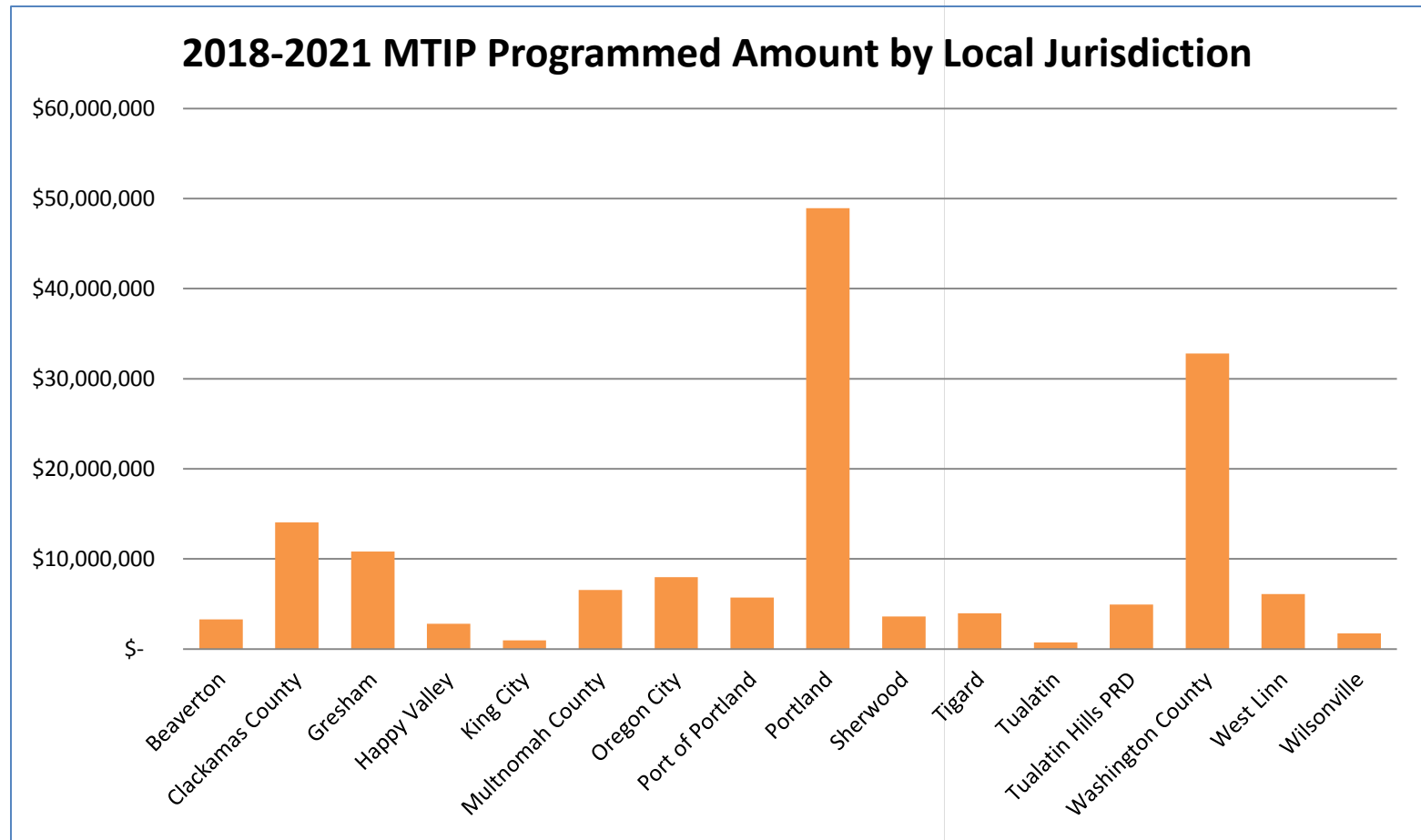
Metro - \$ 208 M

ODOT - \$ 349 M

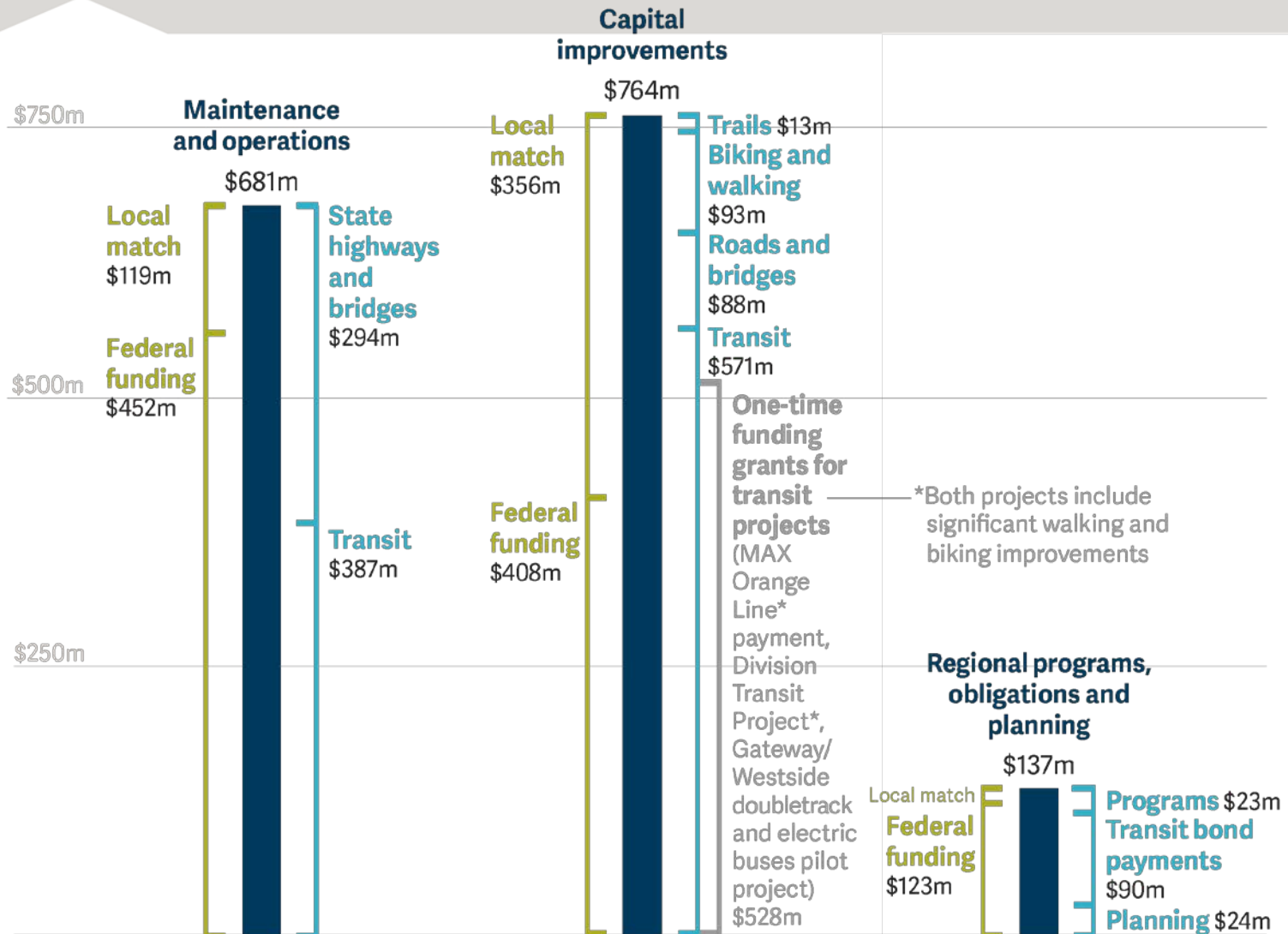
SMART - \$ 2.4 M

TriMet - \$ 1 B

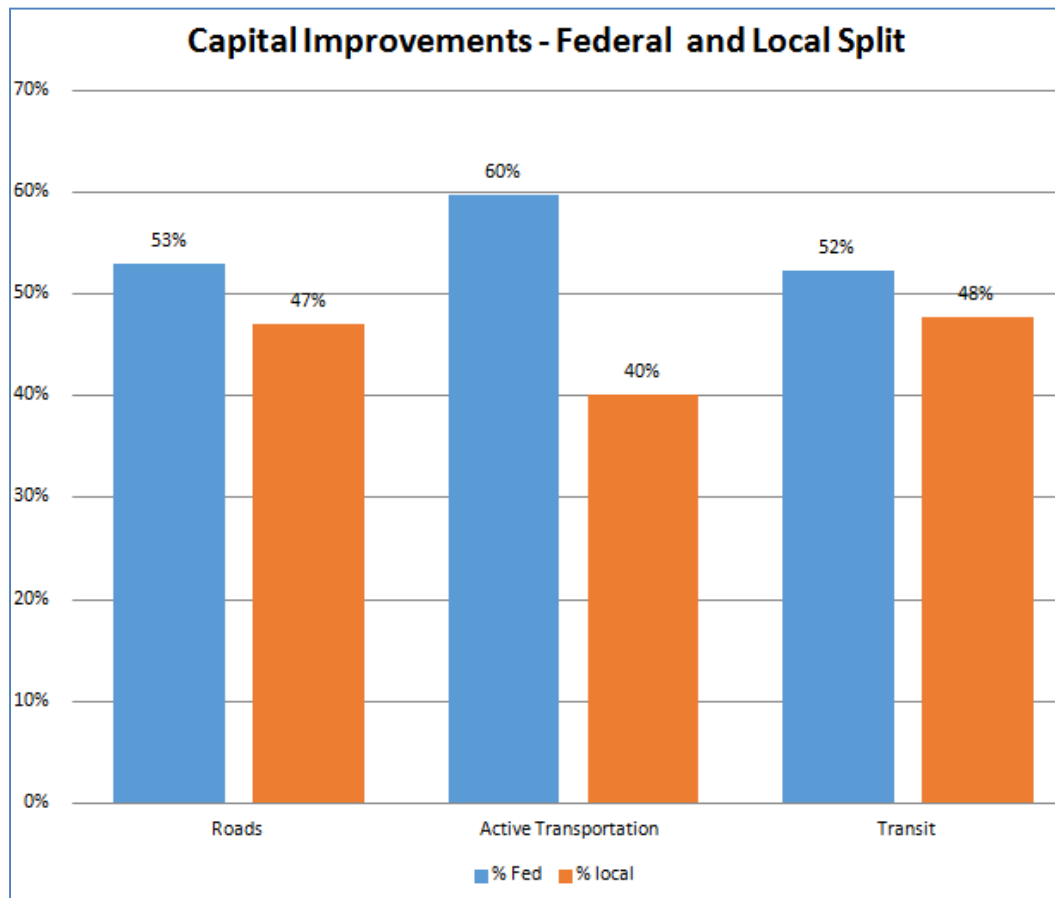
A deeper dive by lead agency



A deeper dive in by investment type

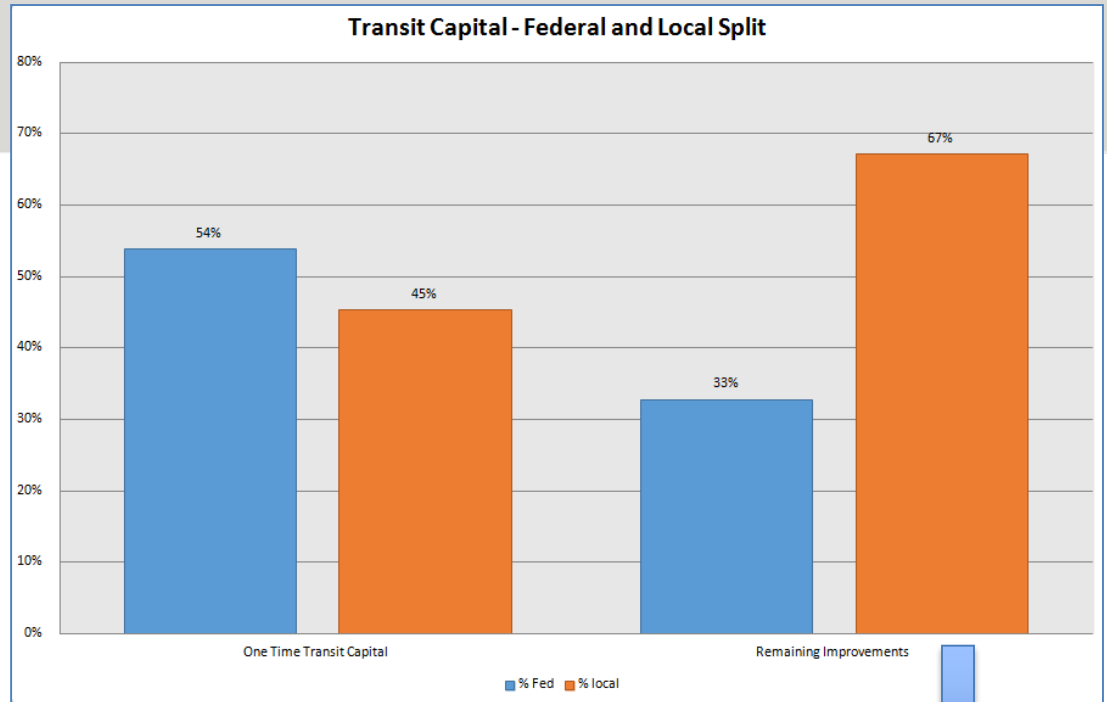


A deeper dive in capital improvements by type



- Capital improvements have higher local match compared to other investment areas

A deeper dive in transit capital



One time
competitive
\$528 Million



Formula
\$42 Million

Primarily buses
and local stop
improvements

A deeper dive in roadway maintenance and capital

Roadway investments include:

Capital Improvements – \$ 90 M

Maintenance and Preservation – \$ 178 M

System Management and Operations – \$ 88 M

Planning/Project Development – \$ 4 M

ODOT
\$349 Million



RTP Implementation

- Investments aligned and makes progress towards 2014 RTP goals
 - Multimodal suite of capital investments
 - Connects places, expands choice, environmental stewardship, economic competitiveness, etc.
- Heavy investment in maintaining the system



Air Quality Conformity Determination

- Project review
 - 213 projects
 - Exempt or Conformed
 - Project scopes consistent



Public Comment

- 147 survey respondents
 - Funding direction - average
 - Equity emphasis - H+T and displacement
 - AQ – invest more in transit

How to comment: Online, in writing or in person

Your voice matters as the region looks to the next few years of transportation priorities.

A public comment period will be held from April 24 to May 23. **Note: You don't need to read the draft documents above closely to be able to share your priorities with regional leaders.**

You can comment:

- **Online:** Take a brief survey before Tuesday, May 23.

[Go to the survey](#)

- **In writing:** Metro Planning, 600 NE Grand Ave., Portland, OR 97232 or transportation@oregonmetro.gov
- **In person:** The Metro Council will hold a public hearing at 2 p.m. Thursday, May 18, 2017, at Metro Regional Center, 600 NE Grand Ave., Portland.
- **By phone:** 503-797-1750 or TDD 503-797-1804

Metro's public participation process for the 2018-21 MTIP is designed to satisfy SMART's regional coordination requirements for the program of projects.

Questions

MTIP Unsung
Heroes



oregonmetro.gov





Metro

2018 RTP Regional Freight Strategy

Presentation to TPAC, May 26, 2017

Tim Collins, Senior Transportation Planner

Meeting Purpose

- Update TPAC on development of 2018 Regional Freight Strategy
- Provide a regional freight policy framework
- Emerging freight strategies and investments to improve freight and goods movement

Background

- The region is the trade and transportation gateway for Oregon
- 2018 Regional Freight Strategy updates and replaces 2010 Regional Freight Plan
- Freight Strategy defines a vision for enhancing freight and goods movement

RTP Freight Work Group

- Provides technical input and makes recommendations to Metro staff on updating Regional Freight Plan
- Advises Metro staff on implementing policy direction from Metro Council, MPAC, and JPACT to update Regional Freight Plan
- Identified constraints and challenges affecting freight and goods movement for each freight mode (truck, rail, air, marine)

Freight Work Group roster

Tim Collins Metro (Work Group lead)

Todd Juhasz Beaverton, MTAC

Jerry Grossnickle Burnert Barge Lines

William Burgel Burgel Rail Group

Steve Williams Clackamas County

Pia Welch FedEx Express

Nick Fortey Federal Highway Administration

Kathleen Lee Greater Portland Inc.

Kate Dreyfus City of Gresham

Don Odermott Hillsboro TPAC

Carly Riter Intel

Kate McQuillan Multnomah County

Brendon Haggerty Multnomah County (PH)

Gary Cardwell NW Container Service

Jon Makler ODOT

Jana Jarvis Oregon Trucking Assn.

Phil Healy Port of Portland, TPAC

Jim Hagar Port of Vancouver

Robert Hillier Portland (PBOT)

Steve Kountz Portland (PBPS)

Raihana Ansary Portland Business Alliance

Lynda David SW Wash RTC, TPAC

Joel Much Sunlight Supply

Zoe Monahan Tualatin

Erin Wardell Washington County

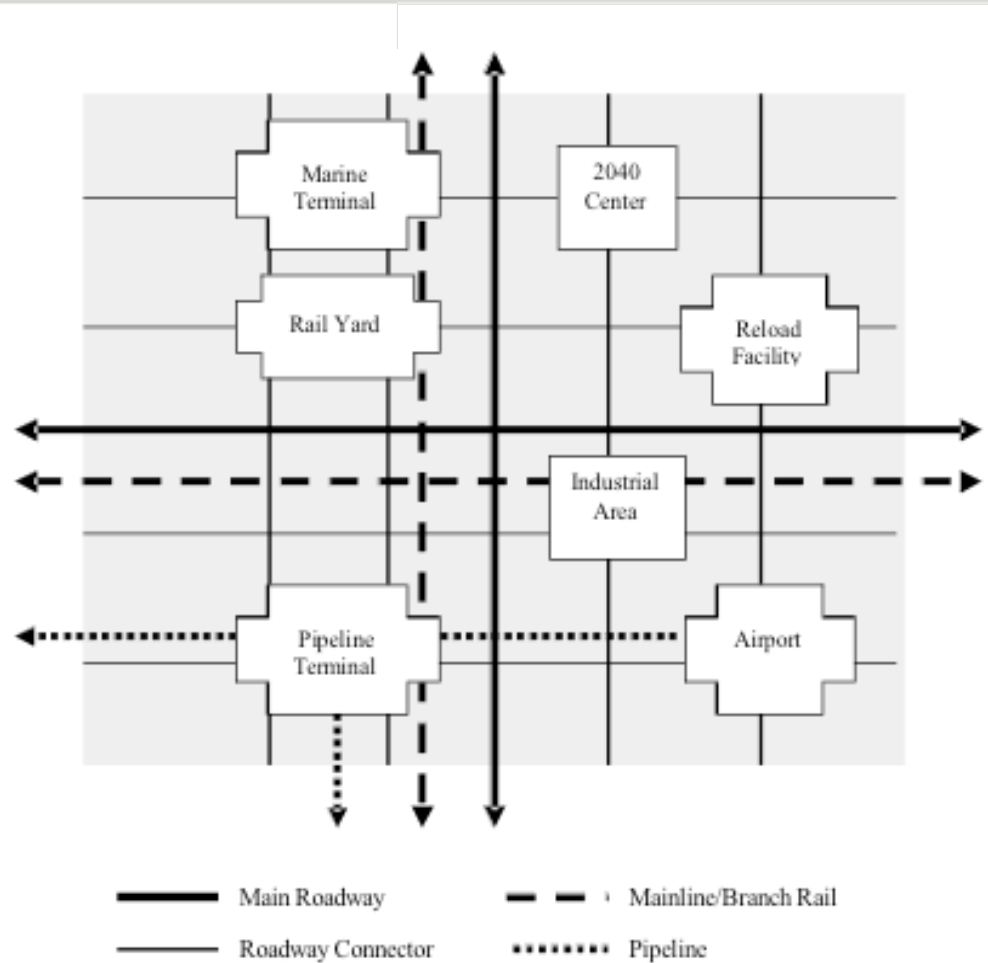
Patrick Sweeney Vancouver

Regional Freight Policy – Current Freight Plan Goals

- Use a systems approach to plan and manage freight infrastructure
- Adequately fund investment in our freight system
- Create freight networks that reduce delay, increase reliability and improve safety
- Integrate freight mobility and access needs in land use decisions
- Ensure that our freight system supports a healthy economy and environment
- Educate citizens and decision makers about importance of freight movement on the economy

Regional Freight Network Vision

RTP defines a vision and supporting policies to guide investments in the multimodal regional freight network.



Regional Freight Network Concept – Five policies to guide implementation

1. Use a systems approach to plan for and manage the freight network
2. Reduce delay and increase reliability
3. Protect industrial lands and freight investments
4. Look beyond the roadway network to address critical marine and rail needs
5. Pursue clean, green and smart technologies and practices

Work to date on freight strategy work plan items

- Constraints and challenges by mode (Attachment 1)
- ODOT's Freight Highway Bottleneck List (Attachment 2)
- Freight measures recommended for testing:
 1. Freight access to industry and freight intermodal facilities (Attachment 3)
 2. Congestion – Freight truck delay and cost of delay (Attachment 4)
 3. Truck travel times to/from key intermodal facilities and industrial areas (in development)

Addressing regional freight needs – Challenges and Opportunities

Freight strategies and investments that could address these constraints:

System Management and Technology

- ITS that inform drivers and truckers of accidents, delays, and other changing roadway conditions
- ITS improvements at key signals that detect vehicle queuing and adjust signal timing accordingly
- Ramp meters that detect vehicle queuing at freeway on-ramps and travel speeds on the freeway, and adjust meter timing accordingly

Capacity

- Targeted capacity enhancements at key bottleneck locations and congested intermodal connector roadways

Addressing regional freight needs – Challenges and Opportunities (continued)

Freight rail

- Grade separating rail crossings to address truck and auto congestion in industrial areas and to enhance safety
- Address rail track capacity at targeted locations
- **Air and Marine**
- Provide increased access to airports and air freight facilities to address growth
- Enhancements to river barge travel that expand freight uses and enhance safety
- Expansion and access improvements at marine terminals

Future updates to prepare for a draft Regional Freight Strategy

- Regional Freight Network map updates (Attachment 5)
- Other Regional Freight Strategy updates:
 1. New section describing freight roadway bottlenecks in the region (developed in coordination with ODOT)
 2. New section on the federal FAST Act and freight-related funding opportunities (in development)
 3. Updated strategies and freight-related investment priorities (to be developed)

Next Steps

- Updates to JPACT (June 2017)
- Develop technical draft of Regional Freight Strategy with the Freight Work Group (Summer – Fall 2017)
- MTAC review of draft Regional Freight Strategy (October/November 2017)

Questions / Comments?

- Does TPAC have any comments or issues related to freight and goods movement that should be addressed as part of the Regional Freight Strategy?
- Email tim.collins@oregonmetro.gov with any feedback