



600 NE Grand Ave.  
Portland, OR 97232-2736

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

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Thursday, February 15, 2018

7:30 AM

Metro Regional Center, Council chamber

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1. **Call To Order, Declaration of a Quorum & Introductions (7:30 AM)**
2. **Public Communication on JPACT Items (7:35 AM)**
3. **Update from the Chair & Committee Members (7:40 AM)**
4. **Consent Agenda (7:45 AM)**
  - 4.1 Resolution No. 18-4870, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Nine Projects Requiring Programming Additions, Corrections, or Cancellations Impacting OPRD, ODOT, SMART, and TriMet (FB18-06-FEB) [COM](#)  
[18-0100](#)

Attachments: [Draft Resolution No. 18-4870](#)  
[Draft Exhibit A to Resolution No. 18-4870](#)  
[Staff Report](#)  
[Attachment 1 to Staff Report](#)
  - 4.2 Consideration of January 18, 2018 Minutes [18-4967](#)

Attachments: [January 18, 2018 Minutes](#)
5. **Information/Discussion Items**
  - 5.1 Update on the 2021-24 STIP and ODOT Funding Allocation Process (7:50 AM) [COM](#)  
[18-0096](#)

Presenter(s): Rian Windsheimer, ODOT

- 5.2 RTP Evaluation Takeaways and Update on Regional Leadership Forum #4 (8:05 AM) [COM](#)  
[18-0097](#)
- Presenter(s): Kim Ellis, Metro
- Attachments: [Memo: Key Evaluation Takeaways and Remaining Policy and Technical 2018 RTP Takeaways](#)  
[RTP Discussion Guide](#)  
[Community Leaders' Forum Meeting Summary](#)  
[2018 RTP Public Comment Notice](#)  
[Update on Policy and Technical Work](#)
- 5.3 Draft RTX Policies and Strategies (8:35 AM) [COM](#)  
[18-0098](#)
- Presenter(s): Eliot Rose, Metro
- Attachments: [Memo: Emerging Technology Policies](#)

**6. Adjourn (9:00 AM)**

**Upcoming JPACT Meetings:**

- *Thursday, March 15, 2018*
- *Thursday, April 19, 2018*
- *Thursday, May 17, 2018*

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### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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## 2018 JPACT Work Program

*As of 2/6/18*

*Items in italics are tentative*

<p><b><u>February 15, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• <b>Resolution No. 18-4870</b>, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Seven Projects Requiring Programming Additions, Corrections, or Cancellations Impacting OPRD, TriMet, and ODOT (FB18-06-FEB) (<b>consent</b>)</li> <li>• Update on the 2021-24 STIP and ODOT Funding Allocation Process – Information/Discussion (Rian Windsheimer, ODOT; 15 min)</li> <li>• Draft RTP Evaluation Findings Discussion Guide and Update on Regional Leadership Forum #4 – Information/Discussion (Kim Ellis, Metro; 30 min)</li> <li>• Draft RTX Policies and Strategies – Information/Discussion (Eliot Rose, Metro; 25 min)</li> </ul> <p><u>March 2:</u> RTP Regional Leadership Forum #4, Oregon Convention Center</p>	<p><b><u>March 15, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• Investment Area Strategy (Elissa Gertler/Malu Wilkinson, Metro; 15 min)</li> <li>• Regional Leadership Forum #4 Takeaways and RTP Investment Priorities – Endorsement Requested (Ellis, Metro; 25 min)</li> <li>• ODOT Value Pricing – Information/Discussion (Mandy Putney, ODOT; 25 min)</li> <li>• Review Draft 2018-19 Unified Planning Work Program (UPWP) – Information/Discussion (John Mermin, 10 min)</li> </ul> <p><u>March 14 – 16:</u> PBA Trip to Washington D.C.</p>
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<p><b><u>April 19, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• 2021-2024 STIP Update – Information/Discussion (Jon Makler, ODOT; 15 min)</li> <li>• Draft Safety Strategy – Information/Discussion (Lake McTighe, Metro; 20 min)</li> <li>• Regional Travel Options Strategy Draft for Adoption – Recommendation to Metro Council (Dan Kaempff, Metro; 30 min)</li> <li>• MPO-State-Transit Financial Forecasts for FY2021-2024 – Recommendation to Metro Council (TBD; 5 min)</li> <li>• 2018-19 Unified Planning Work Program (UPWP) – Recommendation to Metro Council (John Mermin, 5 min)</li> </ul>	<p><b><u>May 17, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• Draft RTP (Focus on Policies and Implementation) – Information/Discussion (Ellis, Metro; 20 min)</li> <li>• Regional Transit Strategy – Information/Discussion (Snook, Metro; 20 min)</li> <li>• Draft RTX Strategies and Policies – Information/Discussion (Eliot Rose, Metro; 20 min)</li> <li>• Draft Freight Strategy – Information/Discussion (Collins, Metro; 20 min)</li> </ul>
<p><b><u>June 21, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• Burnside Project Information – Information/Discussion (TBD; 15 min)</li> <li>• RFFA Active Transportation Project Development Funds Allocation (Ted Leybold/Lake McTighe, Metro; 15 min)</li> <li>• HB 2017 Projects of Regional Significance (TBD)</li> <li>• SW Corridor Draft Environmental Impact Study – Information/Discussion (Chris Ford, Metro; 30 min)</li> </ul>	<p><b><u>July 19, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• 2021-2024 STIP – MPO Comment Letter on 150% Fix-It Lists and Leverage Considerations – Recommendation to the Metro Council (25 min)</li> </ul>
<p><b><u>August 16, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> </ul>	<p><b><u>September 20, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• 2021-2024 STIP – MPO Comment Letter on 150% ARTS List and Leverage Considerations – Recommendation to the Metro Council</li> <li>• Introduce and Discuss TPAC Recommendation on 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 60 min)</li> </ul>

<p><b><u>October 18, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• JPACT Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 45 min)</li> <li>• Southwest Corridor LPA – Recommendation to Metro Council (TBD; 30 min)</li> </ul>	<p><b><u>November 15, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• Economic Value Atlas – Information/Discussion (Jeff Frkonja/Malu Wilkinson, Metro; 30 min)</li> </ul>
<p><b><u>December 20, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> </ul>	

**RTP Regional Leadership Forums:**

- **March 2, 2018:** RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

**Parking Lot:**

- Southwest Corridor Plan
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements
- All Roads Safety Program (ODOT)
- Washington County Transportation Futures Study (TBD)
- Transportation Resiliency

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR AMENDING ) RESOLUTION NO. 18-4870  
EXISTING PROJECTS TO THE 2018-21 )  
METROPOLITAN TRANSPORTATION ) Introduced by: “Chief Operating Officer  
IMPROVEMENT PROGRAM INVOLVING NINE ) Martha Bennett in concurrence with  
PROJECTS REQUIRING PROGRAMMING ) Council President Tom Hughes”  
ADDITIONS, CORRECTIONS, OR )  
CANCELLATIONS IMPACTING OPRD, ODOT, )  
SMART, AND TRIMET (FB18-06-FEB) )

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

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

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, the Oregon Parks and Recreation Department’s receipt of a discretionary Recreation Trail program grant in support of recreational bicycle trail improvements at Gateway Green requires MTIP programming in order for FHWA to approve the fund obligation and the ability of OPRD to expend the funds; and

WHEREAS, TriMet’s “OR99W: SW Lane (Portland) to SW Naeve St (Tigard)” project which consists of Sidewalk infill, enhanced pedestrian crossings, bus shelters and pads, bike and pedestrian facilities, retaining walls and drainage improvements, transit priority signals requires a scope change, updated project limits, and Preliminary Engineering phase funding adjustment in order for the Right of Way and Construction phases to move forward for the five identified project sites; and

WHEREAS, ODOT’s new US26/OR213/OR8 Curb Ramps project which will design and construct curb ramps and pedestrian signals at six locations in compliance with the Americans with Disabilities Act (ADA) standards is being added to the 2018 MTIP; and

WHEREAS, additional project funding is being added to ODOT’s I-84/I-5: Banfield Interchange project to address a supplementary scope element that emerged during the Preliminary Engineering project development phase to provide extra protective screening required on three of the Banfield ramps that cross the railroads; and

WHEREAS, ODOT’s OR141 (Hall Blvd): Scholls Ferry Rd to Hemlock St” project which has been designated as a Special Transportation Area (STA) and now focuses on providing the project design for 45 curb ramps is being re-scoped to be a Preliminary Engineering design project for the present until

sufficient funding becomes available to address and re-construct the 45 deficient curb ramps within the project limits; and

WHEREAS, a significant cost increase to the construction phase has occurred to ODOT's "OR213: SE Lindy to SE King St" project due to higher than expected final bids resulting in OTC action to address the funding shortfall and a need to re-open the 2015 MTIP to complete a required historical correction in the 2015 MTIP to the project's final construction phase programming and obligation levels for accounting and auditing purposes; and

WHEREAS, ODOT's "I-205 Johnson Creek Blvd to Glenn Jackson Bridge" project also experienced a required subsequent construction phase obligation which was significant requiring OTC action and now requires a formal amendment to the 2015 MTIP to correct the final construction programming and obligation amounts; and

WHEREAS, re-opening the 2015 MTIP to make the required programming corrections for both ODOT projects for accounting and auditing needs is currently allowable activity as part of the MTIP management process to ensure both the STIP and MTIP contain accurate project funding details; and

WHEREAS, a review of SMART's FTA Section 5310 Program that provides services to the elderly and disabled revealed additional 5310 funds available to the agency from FY 2016 and FY2017 which are being programmed in two projects through this amendment; and

WHEREAS, all amended projects were evaluated against six revised 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, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, and compliance with MPO MTIP federal management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as all projects proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the February 2018 Formal MTIP Amendment; and

WHEREAS, all projects included in the February 2018 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 February 2, 2018 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on February 15, 2018 to formally amend the 2018-21 MTIP to include the February 2018 Formal Amendment bundle consisting of nine projects.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2018.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

DRAFT

2018-2021 Metropolitan Transportation Improvement Program  
 Exhibit A to Resolution 18-4870



Proposed December 2017 Formal Amendment Bundle			
Amendment Type: <b>FORMAL, FB18-06-FEB</b>			
Total Number of Projects: 9			
ODOT Key	Lead Agency	Project Name	Required Changes
<b>#1</b> <b>21209</b> <b>NEW</b>	OPRD (State of Oregon Parks and Recreation Department)	Linda's Line at Gateway Green	<b>ADD</b> new project to 2018 MTIP
#2 18838	TriMet	<del>OR99W: Corridor Safety &amp; Access to Transit</del> <b>OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)</b>	<b>CHANGE</b> Name and Mileposts for Project. based on multiple identified project sites. <b>REDUCE</b> Construction phase programming by shifting approximately \$466k to PE to cover PE phase funding shortfall. Scope and total project cost remain unchanged.
<b>#3</b> <b>21255</b> <b>NEW</b>	ODOT	US26/OR213/OR8 Curb Ramps	<b>ADD</b> new project to 2018 MTIP that will design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards at multiple locations.
#4 19531	ODOT	I-84/I-5: Banfield Interchange	<b>Cost increase:</b> Additional protective screening is required now for three of the Banfield ramps that cross the railroads. The result increases the project cost to \$10,339,343 2h1hc equals a 24% cost increase to the project resulting the formal amendment.
#5 19267	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	<b>Phase Deletion:</b> The amendment cancels the RW and construction phases for the project and increases the PE phase. The project now has funding programmed only for the PE phase.
#6 18779	ODOT	OR213: SE Lindy St - SE King Rd	<b>Cost increase</b> - Historical Correction to the 2015 MTIP. The correction is required to increase the construction phase to the correct funding and obligation levels for accounting purposes
#7 18804	ODOT	I-205 Johnson Creek Blvd - Glenn Jackson Bridge	<b>Cost increase:</b> Historical correction to the 2015 MTIP. The correction is required to increase the construction phase to the correct funding and obligation levels for accounting purposes
<b>#8</b> <b>19315</b> <b>NEW</b>	SMART	5310 FY17 Senior & Disabled	<b>ADD</b> New project to provide Services & facility improvements for elderly and customers (FY17 funding source)

<b>#9</b> <b>19314</b> <b>NEW</b>	SMART	5310 FY16 Senior & Disabled	<b>ADD</b> New project to provide Services & facility improvements for elderly and customers (FY16 funding source)
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Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



**PROJECT #1 EXISTING MTIP PROGRAMMING - None New Project**

**PROJECT #1 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
21209	TBD	OPRD	Linda's Line at Gateway Green	Trail	\$ 94,973

Project Description: Create approximately 1,755 feet of new single-track trail in the reclaimed open spaces of Gateway Green. This will connect an existing trail and complement almost two miles of existing urban single-track.

**Amended MTIP Fund Programming by Phase**

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
Rec Trails RTP	Z940	Federal	2018				\$ 40,250		\$ 40,250
Local	Match	Local	2018				\$ 10,063		\$ 10,063
Overmatch	OTH0	Local	2018				\$ 44,660		\$ 44,660
<b>Total:</b>				\$ -	\$ -	\$ -	\$ 94,973	\$ -	\$ 94,973

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. Rec Trails RTP = Federal Recreational Trails Program (RTP) - FAST Act
  3. Local = local funds provided to the lead agency in support of the required match to the federal funds.
  4. Overmatch = Additional local funds beyond the required match provided by the lead agency to cover required projects costs

**Amendment Summary**

New project being added to the 2018 MTIP. The project is recreationally related, but includes federal approval steps and requires MTIP programming. Project location is between I-84 and I-205 at Gateway Green near the Gateway Transit Center

**Exhibit A to Resolution 18-4870**

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



<b>PROJECT #2 EXISTING MTIP PROGRAMMING</b>									
<b>ODOT Key</b>	<b>MTIP ID</b>	<b>Lead Agency</b>	<b>Project Name</b>					<b>Project Type</b>	<b>Project Cost</b>
<b>18838</b>	70779	TriMet	<b>OR99W: Corridor Safety &amp; Access to Transit</b>					Highway	\$ <b>3,604,999</b>
Project Description:			Improve safety active transportation access and transit operations						
<b>Existing MTIP Project Fund Programming by Phase</b>									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STP>200K	Z230	Federal	2017		\$ 620,509				\$ 620,509
Local	Match	Local	2017		\$ 71,020				\$ 71,020
ADVCON	ACP0	Federal	2018			\$ 132,221			\$ 132,221
Local	Match	Local	2018			\$ 15,133			\$ 15,133
State STP-FLX	M240	Federal	2018				\$ 2,482,036		\$ 2,482,036
Local	Match	Local	2018				\$ 284,080		\$ 284,080
<b>Total:</b>				\$ -	\$ 691,529	\$ 147,354	\$ 2,766,116	\$ -	\$ 3,604,999
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields. 3. STP>200k = Federal Surface Transportation Program funding allocated to MPOs (Metro) for areas of population greater than 200,000 4. ADVCON = State Advance Construction funds used as a placeholder for a specific future federal fund code to be assigned to the project 5. State STP-FLX = Federal Surface Transportation Program (Flex) allocated and managed by ODOT 6. Local = local funds the lead agency commits to the project as part of the required match to the awarded federal funds.								

**Amendment Summary**

Above reflects current pre-amendment project programming. Proposed amended changes are stated on the next page

**PROJECT #2 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
18838	70779	TriMet	<del>OR99W: Corridor Safety &amp; Access to Transit</del> <b>OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)</b>	Highway	\$ 3,604,999

Project Description: ~~Improve safety active transportation access and transit operations~~  
**Sidewalk infill, enhanced pedestrian crossings, bus shelters and pads, bike and pedestrian facilities, retaining walls and drainage improvements, transit priority signals**

**Amended MTIP Fund Programming by Phase**

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total	
STP>200K	Z230	Federal	2017		\$ 620,509				\$ 620,509	
Local	Match	Local	2017		\$ 71,020				\$ 71,020	
<b>State STP-FLX</b>	<b>M240</b>	<b>Federal</b>	<b>2017</b>		<b>\$ 418,246</b>				\$ 418,246	
<b>Local</b>	<b>Match</b>	<b>Local</b>	<b>2017</b>		<b>\$ 47,870</b>				\$ 47,870	
ADVCON	ACPO	Federal	2018			\$ 132,221			\$ 132,221	
Local	Match	Local	2018			\$ 15,133			\$ 15,133	
<b>State STP-FLX</b>	<b>M240</b>	<b>Federal</b>	<b>2018</b>				<b>\$ 2,063,790</b>		\$ 2,063,790	
<b>Local</b>	<b>Match</b>	<b>Local</b>	<b>2018</b>				<b>\$ 236,210</b>		\$ 236,210	
<b>Total:</b>					<b>\$ -</b>	<b>\$ 1,157,645</b>	<b>\$ 147,354</b>	<b>\$ 2,300,000</b>	<b>\$ -</b>	<b>\$ 3,604,999</b>

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields.
  3. STP>200k = Federal Surface Transportation Program funding allocated to MPOs (Metro) for areas of population greater than 200,000
  4. ADVCON = State Advance Construction funds used as a placeholder for a specific future federal fund code to be assigned to the project
  5. State STP-FLX = Federal Surface Transportation Program (Flex) allocated and managed by ODOT
  6. Local = local funds the lead agency commits to the project as part of the required match to the awarded federal funds.

**Amendment Summary**

This amendment revises the project name to clarify the updated project limits. MP limits on OR99W are now MP 10.95 to MP 11.07, at MP 1.96, at MP 6.97, and at MP 10.71. The project funding is adjusted with a total of \$466,118 shifted from the construction phase to support a funding shortfall in the PE phase. The PE phase was intended to be in-house design, but now will be consultant design. The construction phase estimates are now lower than initially estimated. The construction phase can be reduced without needing a scope change. The total project cost remains unchanged.

Project site improvements include: **Site 1** at MP 1.96, SW Barbur Blvd at SW Lane/Naito Pkwy: Install a Rectangular Flashing Beacon, improve accessibility

**Site 2** at MP 6.97, SW Barbur Blvd at SW 53rd Ave: Sidewalk infill

**Site 3** at SW Commercial St - Main St- SW 95th Ave: Sidewalk infill

**Site 4** at MP 10.71, OR99W at Bull Mountain Rd: Sidewalk infill, curb & ramp improvements

**Site 5** at MP 10.95 O MP 11.07,OR99W Naeve p Beef Bend Rd: Sidewalk infill

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



**PROJECT #3 EXISTING MTIP PROGRAMMING - None New Project**

**PROJECT #3 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
21255	TBD	ODOT	US26/OR213/OR8	Highway	\$ 1,605,000

Project Description: Design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards.

**Amended MTIP Fund Programming by Phase**

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
State STBG-FLEX	Z240	Federal	2018		\$ 336,488				\$ 336,488
State	Match	State	2018		\$ 38,512				\$ 38,512
State STBG-FLEX	Z240	Federal	2018			\$ 94,217			\$ 94,217
State	Match	State	2018			\$ 10,783			\$ 10,783
State STBG-FLEX	Z240	Federal	2019				\$ 1,009,463		\$ 1,009,463
State	Match	State	2019				\$ 115,537		\$ 115,537
<b>Total:</b>				\$ -	\$ 375,000	\$ 105,000	\$ 1,125,000	\$ -	\$ 1,605,000

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. State STBG-FLEX = federal Surface Transportation Block Grant funds allocated to ODOT
  3. State = State funds provided by the lead agency in support of the required match to the federal funds.

**Amendment Summary**

New project being added to the 2018 MTIP. The project will design and construct curb ramps and pedestrian signals in compliance with ADA requirements at multiple locations which include: (1) In east Portland on US26 (Mt Hood Hwy) at SE 92nd Ave intersection, (2) in east Portland on OR213 at the SE 82nd Ave and the SE Holgate Blvd intersection, (3) on OR8 at the SE 67th Ave & SW 229th Ave intersection in Hillsboro, (4) on OR8 in Hillsboro at the SE Century Blvd & SW 234th Ave intersection, (5) on OR8 in Hillsboro at the SE Brookwood Ave & Tualatin Hwy/OR8 intersection, and (6) on OR8 in Hillsboro at the SE 44th Ave & OR8 intersection

**Exhibit A to Resolution 18-4870**

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



<b>PROJECT # 4 EXISTING MTIP PROGRAMMING</b>									
<b>ODOT Key</b>	<b>MTIP ID</b>	<b>Lead Agency</b>	<b>Project Name</b>					<b>Project Type</b>	<b>Project Cost</b>
<b>19531</b>	70835	ODOT	<b>I-84/I-5: Banfield Interchange</b>					Highway	\$ <b>8,629,000</b>
Project Description:			Concrete deck overlay & bridge rail retrofit; br #08588A & 08588C						
<b>Existing MTIP Project Fund Programming by Phase - AS PROGRAMMED IN THW 2015 MTIP AND STIP BEFORE ROW OBLIGATION</b>									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP		Federal	2016		\$ 1,018,109				\$ 1,018,109
State	Match	State	2016		\$ 85,891				\$ 85,891
NHPP		Federal	2018				\$ 6,939,555		\$ 6,939,555
State	Match	State	2018				\$ 585,445		\$ 585,445
<b>Total:</b>				\$ -	\$ <b>1,104,000</b>	\$ -	\$ <b>7,525,000</b>	\$ -	\$ <b>8,629,000</b>
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields.</p> <p>3. NHPP = Federal National Highway Performance Program</p> <p>4. State = State funds provided by the lead agency in support of the required match to the federal funds.</p> <p>5. The MTIP carried over the draft 2018 proposed funding and did not update the project based on a late Formal amendment in 2017 that replaced and adjusted several fund types. Corrections have been made as part of this amendment and are stated on the next page.</p>								

**Amendment Summary**  
Project changes are stated on the next page

PROJECT #4 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19531	70835	ODOT	I-84/I-5: Banfield Interchange				Highway	\$ 10,339,343	
Project Description:			Concrete deck overlay & bridge rail retrofit; bridges #08588A, <b>08588B</b> , 08588C & <b>08588D</b> .						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<b>TIFIA</b>	M040	Federal	2016		\$ 1,014,420				\$ 1,014,420
<b>State</b>	Match	State	2016		\$ 85,580				\$ 85,580
NHPP-FAST	Z001	Federal	2016		\$ 3,689				\$ 3,689
State	Match	State	2016		\$ 311				\$ 311
<b>NHPP-FAST</b>	Z001	Federal	2018				\$ 7,883,457		\$ 7,883,457
<b>State</b>	Match	State	2018				\$ 665,076		\$ 665,076
<b>ADVCON</b>	ACPO	Federal	2018				\$ 616,275		\$ 616,275
<b>State</b>	Match	State	2018				\$ 70,535		\$ 70,535
<b>Total:</b>				\$ -	\$ 1,104,000	\$ -	\$ 9,235,343	\$ -	\$ 10,339,343
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields.</p> <p>3. TIFIA = Federal FY 2015 Redistribution of funds back to the states</p> <p>4. State = State funds provided by the lead agency in support of the required match to the federal funds.</p> <p>5. NHPP-FAST = Federal National Highway Performance Program - FAST Act</p> <p>6. ADVCON = Federal advance construction fund type code used as a placeholder until the specific federal funding is determined</p>								

**Amendment Summary**

This amendment adds funding to the project to address additional protective screening that is required now for three of the Banfield ramps that cross the railroads. The requirement emerged through the project development process. The result increases the project cost to \$10,339,343 which equals a 24% cost increase to the project resulting the formal amendment. The cost increase required OTC approval which occurred during their January 2018 meeting.

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #5 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19267	70806	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St					Highway	\$ 731,206
Project Description:			Design for 45 curb ramps						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Redistribution	Z030	Federal	2015		\$ 278,163				\$ 278,163
State	Match	State	2015		\$ 31,837				\$ 31,837
St STBG-FLX	Z240	Federal	2015		\$ 17,946				\$ 17,946
State	Match	State	2015		\$ 2,054				\$ 2,054
State STP-FLX	M240	Federal	2018			\$ 134,595			\$ 134,595
State	Match	State	2018			\$ 15,405			\$ 15,405
St STBG-FLX	Z240	Federal	2018			\$ 61,016			\$ 61,016
State	Match	State	2018			\$ 6,984			\$ 6,984
State STP-FLX	M240	Federal	2018				\$ 113,694		\$ 113,694
State	Match	State	2018				\$ 13,013		\$ 13,013
St STBG-FLX	Z240	Federal	2018				\$ 50,697		\$ 50,697
State	Match	State	2018				\$ 5,802		\$ 5,802
<b>Total:</b>				\$ -	\$ 330,000	\$ 218,000	\$ 183,206	\$ -	\$ 731,206
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields. 3. Redistribution = Federal redistribution of certain federal funds back to the states 4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT 5. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP) 6. State = State funds provided by the lead agency in support of the required match to the federal funds.								

**Amendment Summary**  
 Project changes stated on the next page



PROJECT #5 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19267	70806	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St				Highway	\$ 799,707	
Project Description: Design for 45 curb ramps									
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
ADVCON	ACPO	Federal	2015		\$ 191,125				\$ 191,125
State	Match	State	2015		\$ 21,875				\$ 21,875
REDISTR	M030	Federal	2015		\$ 278,163				\$ 278,163
State	Match	State	2015		\$ 31,837				\$ 31,837
State STP-FLX	M240	Federal	2015		\$ 248,289				\$ 248,289
State	Match	State	2015		\$ 28,418				\$ 28,418
<b>Total:</b>				\$ -	\$ 799,707	\$ -	\$ -	\$ -	\$ 799,707
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields.</p> <p>3. REDISTR = Federal redistribution of certain federal funds back to the states</p> <p>4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT</p> <p>5. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP)</p> <p>6. State = State funds provided by the lead agency in support of the required match to the federal funds.</p>								

**Amendment Summary**

The amendment updates the PE phase as was actually obligated. PE is increased to address ADA requirements. The project cancels the RW and Construction phases that were previously programmed and re-allocates the funding to the PE phase. The project is now only programmed for Preliminary Engineering activities. The project will move forward as a shelf only project with RW and construction to be determined later. The revised PE phase is programmed with a total of \$799,707. OTC approval was required and occurred during their January 2018 meeting. As a result of canceling the RW and Construction phases, the project will contain only prior obligated funds and will no longer appear as an active project in the 2018-2021 MTIP.

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #6 EXISTING MTIP PROGRAMMING - At the end of the 2015 MTIP									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18779	70709	ODOT	OR213: SE Lindy St - SE King Rd					Highway	\$ 4,933,339
Project Description:			Pavement grind and inlay, sidewalk infill and curb ramp upgrades.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
State STP	Q030	Federal	2014		\$ 38,894				\$ 38,894
State	Match	State	2014		\$ 4,452				\$ 4,452
EXT ALLOC	L00E	Federal	2014		\$ 230,296				\$ 230,296
State	Match	State	2014		\$ 26,358				\$ 26,358
State STBG-FLX	Z240	Federal	2014		\$ 397,569				\$ 397,569
State	Match	State	2014		\$ 45,504				\$ 45,504
BIKEWAYS	SO80	State	2016			\$ 527,335			\$ 527,335
NHPP	M001	Federal	2016			\$ 532,996			\$ 532,996
State	Match	State	2016			\$ 61,004			\$ 61,004
State STP-FLX	M240	Federal	2016			\$ 297,006			\$ 297,006
State	Match	State	2016			\$ 33,994			\$ 33,994
NHPP-FAST	Z001	Federal	2017				\$ 2,018,414		\$ 2,018,414
State	Match	State	2017				\$ 231,017		\$ 231,017
BIKEWAYS	SO80	State	2017				\$ 460,000		\$ 460,000
OTHER	OTH0	State	2017				\$ 28,500		\$ 28,500
<b>Total:</b>				\$ -	\$ 743,073	\$ 1,452,335	\$ 2,737,931	\$ -	\$ 4,933,339
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields. 3. State STP = Federal Surface Transportation Program funds which represent under Q030 a redistribution of federal funds returned to the eligible states 4. State = State funds provided by the lead agency in support of the required match to the federal funds. 5. EXT ALLOC = Federal Extension of Allocation P 6. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP) 7. BIKEWAYS = State funds committed to bikeway improvements 8. NHPP = Federal National Highway Performance Program funds (not from the FAST Act)								

9. NHPP-FAST = Federal National Highways Performance Program funds originating from the FAST Act
10. OTHER = Additional Local or state funds committed to the project beyond the required match to the federal match. Sometimes called Overmatch

**Amendment Summary**

The existing project was programmed in the 2015 MTIP. All federal funds programmed in their phases were obligated by the end of 2017. The project was not carried over into the 2018 MTIP as a result. After the construction phase was obligated, additional construction costs emerged which were then covered and applied to the project. The changes shown below provide the cost increase to the project which will then be updated as a historical correction to the 2015 MTIP.

PROJECT #6 PROPOSED AMENDED CHANGES - Corrections to the 2015 MTIP									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
18779	70709	ODOT	<b>OR213: SE Lindy St - SE King Rd</b>				0	\$ <b>6,536,308</b>	
Project Description:			Pavement grind and inlay, sidewalk infill and curb ramp upgrades.						
2015 Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
State STP	Q030	Federal	2014		\$ 38,894				\$ 38,894
State	Match	State	2014		\$ 4,452				\$ 4,452
EXT ALLOC	L00E	Federal	2014		\$ 230,296				\$ 230,296
State	Match	State	2014		\$ 26,358				\$ 26,358
State STBG-FLX	Z240	Federal	2014		\$ 397,568				\$ 397,568
State	Match	State	2014		\$ 45,504				\$ 45,504
BIKEWAYS	SO80	State	2016			\$ 527,335			\$ 527,335
NHPP	M001	Federal	2016			\$ 179,460			\$ 179,460
State	Match	State	2016			\$ 20,540			\$ 20,540
State STP-FLX	Z240	Federal	2016			\$ 650,542			\$ 650,542
State	Match	State	2016			\$ 74,458			\$ 74,458
NHPP-FAST	Z001	Federal	2017				\$ 3,456,759		\$ 3,456,759
State	Match	State	2017				\$ 395,642		\$ 395,642
BIKEWAYS	SO80	State	2017				\$ 460,000		\$ 460,000
OTHER	OTH0	Local	2017				\$ 28,500		\$ 28,500
<b>Total:</b>				\$ -	\$ 743,072	\$ 1,452,335	\$ 4,340,901	\$ -	\$ 6,536,308

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
	2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They
	3. State STP = Federal Surface Transportation Program funds which represent under Q030 a redistribution of federal funds returned to the eligible states
	4. State = State funds provided by the lead agency in support of the required match to the federal funds.
	5. EXT ALLOC = Federal Extension of Allocation P
	6. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP)
	7. BIKEWAYS = State funds committed to bikeway improvements
	8. NHPP = Federal National Highway Performance Program funds (not from the FAST Act)
	9. NHPP-FAST = Federal National Highways Performance Program finds originating from the FAST Act
	10. OTHER = Additional Local or state funds committed to the project beyond the required match to the federal match. Sometimes called Overmatch

**Amendment Summary**

The amendment provides the additional construction phase funding that was needed to complete the construction phase. The construction phase increased from \$2,737,931 to \$4,340,901 which equals a \$1,602,970 cost increase to the phase. The net cost increase represents a 32% increase to the project. The amendment is occurring as an historical correction to the 2015 MTIP for accounting purposes.

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #7 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18804	70767	ODOT	I-205 Johnson Creek Blvd - Glenn Jackson Bridge					Highway	\$ 30,519,543
Project Description:			Construct Auxiliary lanes on I-205 NB from I-84 EB to Killingsworth off-ramp & I-205 SB from I-84 EB to Division/Powell Exit. Repave section from MP16.05-24.9 including ramps. Repair or replace bridge joints. Install ADA ramps.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
IM	H010	Federal	2015		\$ 557,931				\$ 557,931
State	Match	State	2015		\$ 47,069				\$ 47,069
State STP	L240	Federal	2015		\$ 1,003,972				\$ 1,003,972
State	Match	State	2015		\$ 84,699				\$ 84,699
NHPP	M001	Federal	2015		\$ 540,416				\$ 540,416
State	Match	State	2015		\$ 45,591				\$ 45,591
NHPP	M001	Federal	2017			\$ 55,332			\$ 55,332
State	Match	State	2017			\$ 4,668			\$ 4,668
State STP-FLX	M240	Federal	2017				\$ 475,855		\$ 475,855
State	Match	State	2017				\$ 40,145		\$ 40,145
NHPP	M001	Federal	2017				\$ 25,511,616		\$ 25,511,616
State	Match	State	2017				\$ 2,152,249		\$ 2,152,249
<b>Total:</b>				\$ -	\$ 2,279,678	\$ 60,000	\$ 28,179,865	\$ -	\$ 30,519,543
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They 3. IM = Federal Interstate Maintenance funds allocated to ODOT 4. State STP and State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT 5. NHPP = Federal National Highway Performance Program funding allocated to ODOT 6. State = State funds provided by the lead agency in support of the required match to the federal funds.								
<b>Amendment Summary</b> Post priori year obligation changes to the project are noted on the next page									

**PROJECT #7 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
18804	70767	ODOT	I-205 Johnson Creek Blvd - Glenn Jackson Bridge	Highway	\$ 35,058,987

Project Description: Construct Auxiliary lanes on I-205 NB from I-84 EB to Killingsworth off-ramp & I-205 SB from I-84 EB to Division/Powell Exit. Repave section from MP16.05-24.9 including ramps. Repair or replace bridge joints. Install ADA ramps.

**Amended MTIP Fund Programming by Phase**

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
IM	H010	Federal	2015		\$ 461,100				\$ 461,100
State	Match	State	2015		\$ 38,900				\$ 38,900
NHPP-EX FAST	Z002	Federal	2015		\$ 1,641,219				\$ 1,641,219
State	Match	State	2015		\$ 138,459				\$ 138,459
NHPP	M001	Federal	2017			\$ 28,714			\$ 28,714
State	Match	State	2017			\$ 3,286			\$ 3,286
NHPP-EX	M002	Federal	2017			\$ 25,822			\$ 25,822
State	Match	State	2017			\$ 2,178			\$ 2,178
State STP-FLX	M240	Federal	2017				\$ 475,855		\$ 475,855
State	Match	State	2017				\$ 40,145		\$ 40,145
NHPP	M001	Federal	2017				\$ 11,863,056		\$ 11,863,056
State	Match	State	2017				\$ 1,000,809		\$ 1,000,809
NHPP-FAST	Z001	Federal	2017				\$ 16,604,245		\$ 16,604,245
State	Match	State	2017				\$ 1,400,792		\$ 1,400,792
State STBG-FLX	Z240	Federal	2017				\$ 882,082		\$ 882,082
State	Match	State	2017				\$ 74,416		\$ 74,416
BIKEWAYS	S080	State	2017				\$ 77,751		\$ 77,751
OTHER	OTH0	Local	2017				\$ 300,158		\$ 300,158
<b>Total:</b>				\$ -	\$ 2,279,678	\$ 60,000	\$ 32,719,309	\$ -	\$ 35,058,987

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They
  3. REDISTR = Federal redistribution of certain federal funds back to the states
  4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT
  5. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP)
  6. State = State funds provided by the lead agency in support of the required match to the federal funds.

**Amendment Summary:**

The amendment corrects and increases the construction phase to the final bid obligation amount. The project obligated the construction phase based on an earlier construction bid amount which then underwent an extensive review by ODOT when the higher final bids were received. ODOT was required to seek additional funding to support the construction phase shortfall. Because the construction phase was obligated during 2017, the project was not carried over into the 2018 MTIP and STIP. (Once a project completes all phase obligations, it may be removed from the MTIP and STIP). This amendment provides the historical correction to the 2015 MTIP to reflect the correct total construction phase cost and funding obligation for Key 18804 for accounting purposes. OTC approval was required as well for this item which occurred during their January 2018 meeting.



Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



**PROJECT #8** EXISTING MTIP PROGRAMMING - None **New Project**

**PROJECT #8** PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19315	TBD	SMART	5310 FY17 - Senior & Disabled	Transit	\$ 20,636

Project Description: Services & Facility Improvements for Elderly & Disabled Customers FY17

**Amended MTIP Fund Programming by Phase**

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
5310	F160	Federal	2018					\$ 16,509	\$ 16,509
Local	Match	Local	2018					\$ 4,127	\$ 4,127
									\$ -
<b>Total:</b>				\$ -	\$ -	\$ -	\$ -	\$ 20,636	\$ 20,636

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. 5310 = Federal FTA Section 5310 funds that support senior and elderly disabled transit needs.
  3. Local = local funds provided to the lead agency in support of the required match to the federal funds.

**Amendment Summary**

New project being added to the 2018 MTIP. The project enable SMART to access previous year 5310 funding still available to support of their senior and elderly disabled transit program

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



**PROJECT #9** EXISTING MTIP PROGRAMMING - None New Project

**PROJECT #9** PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19314	TBD	SMART	5310 FY16 - Senior & Disabled	Transit	\$ 20,008

Project Description: Services & Facility Improvements for Elderly & Disabled Customers FY16

**Amended MTIP Fund Programming by Phase**

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
5310	F160	Federal	2018					\$ 16,006	\$ 16,006
Local	Match	Local	2018					\$ 4,002	\$ 4,002
									\$ -
<b>Total:</b>				\$ -	\$ -	\$ -	\$ -	\$ 20,008	\$ 20,008

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. 5310 = Federal FTA Section 5310 funds that support senior and elderly disabled transit needs. 3. Local = local funds provided to the lead agency in support of the required match to the federal funds.
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**Amendment Summary**

New project being added to the 2018 MTIP. The project enable SMART to access previous year 5310 funding still available to support of their senior and elderly disabled transit program

# Memo

Date: Friday, February 2, 2018  
 To: JPACT and Interested Parties  
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
 Subject: February 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4870

## STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING NINE PROJECTS REQUIRING PROGRAMMING ADDITIONS, CORRECTIONS, OR CANCELLATIONS IMPACTING ODOT,OPRD, SMART AND TRIMET (FB18-06-FEB)

## BACKGROUND

### What this is:

The February 2018 Formal MTIP Amendment bundle contains required changes and updates impacting the Oregon Parks and Recreation Department (OPRD), ODOT, SMART and TriMet. Nine projects are included in the amendment bundle and are summarized in the below table:

2018-2021 Metropolitan Transportation Improvement Program Exhibit A to Resolution 18-4870			
Proposed December 2017 Formal Amendment Bundle Amendment Type: FORMAL, FB18-06-FEB Total Number of Projects: 9			
ODOT Key	Lead Agency	Project Name	Required Changes
#1 21209 NEW	OPRD (State of Oregon Parks and Recreation Department)	Linda's Line at Gateway Green	ADD new project to 2018 MTIP
#2 18838	TriMet	OR99W: Corridor Safety & Access to Transit OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)	CHANGE Name and Mileposts for Project. based on multiple identified project sites. REDUCE Construction phase programming by shifting approximately \$466k to PE to cover PE phase funding shortfall. Scope and total project cost remain unchanged.
#3 21255 NEW	ODOT	US26/OR213/OR8 Curb Ramps	ADD new project to 2018 MTIP that will design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards at multiple locations.
#4 19531	ODOT	I-84/I-5: Banfield Interchange	Cost increase: Additional protective screening is required now for three of the Banfield ramps that cross the railroads. The result increases the project cost to \$10,339,343 2hinc equals a 24% cost increase to the project resulting the formal amendment.
#5 19267	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	Phase Deletion: The amendment cancels the RW and construction phases for the project and increases the PE phase. The project now has funding programmed only for the PE phase.
#6 18779	ODOT	OR213: SE Lindy St - SE King Rd	Cost increase - Historical Correction to the 2015 MTIP. The correction is required to increase the construction phase to the correct funding and obligation levels for accounting purposes
#7 18804	ODOT	I-205 Johnson Creek Blvd - Glenn Jackson Bridge	Cost increase: Historical correction to the 2015 MTIP. The correction is required to increase the construction phase to the correct funding and obligation levels for accounting purposes
#8 19315 NEW	SMART	5310 FY17 Senior & Disabled	ADD New project to provide Services & facility improvements for elderly and customers (FY17 funding source)
#9 19314 NEW	SMART	5310 FY16 Senior & Disabled	ADD New project to provide Services & facility improvements for elderly and customers (FY16 funding source)

**What is the requested action?**

Staff is requesting JPACT approval of the Resolution 18-4870 allowing the formal amendment to move forward for Metro Council approval enabling the nine identified projects to be amended correctly into the 2018 MTIP, and then proceeding to USDOT for final approval.

With the programming actions now completed for HB2017 name projects, and the required technical and clean-up corrections with the new 2018 MTIP and 2018 STIP, formal amendment requests are now returning to required corrective actions prior to a phase obligation, or adding a new discretionary funding awarded project to the MTIP and STIP. The February 2018 Formal Amendment Bundle represents a unique group of project changes. One new project (OPRD's Key 21209) is being added to the 2018 MTIP is due to a required federal approval step to obligate the federal funds. The project which will construct additional bicycle recreational trails at Gateway Green, are not tied in any way to the Metro commuter trail system. However, due to the federal approval step to obligate the funds, the project is being added to the MTIP.

Two projects obligated all funds in their phases by the end of 2017 and were not carried over into the new 2018 STIP and MTIP. However, the construction phases for both projects experienced additional cost increases requiring subsequent follow-on funding obligations to cover the new costs. The construction phase funding shortfalls were significant enough that they required OTC approval for the added funding. An historical correction to the 2015 MTIP and STIP will occur to reflect the revised total funding in the construction phase and what was actually obligated. A summary of the nine projects being amended is provided in the below tables:

<b>1. Project: Linda's Line at Gateway Green</b>	
Lead Agency:	OPRD (State of Oregon Parks and Recreation Department)
ODOT Key Number:	21209
	MTIP ID Number: TBD
Project Description:	Linda's Line at Gateway Green
What is changing?	Through this formal amendment, the new project is being added to the 2018 MTIP.
Additional Details:	The project is located on the Greenway Gate between I-84 and I-205 in NE Portland. The project will create approximately 1,755 feet of new single-track trail in the reclaimed open spaces of Gateway Green. This will connect an existing trail and complement almost two miles of existing urban single-track.
Why a Formal amendment is required?	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:	\$40,250 of federal Recreational Trails Program funding along with \$54,723 local funds will programmed for a total project programmed account of \$94,973
Added Notes:	The Oregon Parks and Recreation Department received the Recreational Trails funding grant to complete the project. The project is not regionally significant, nor provides a connection to the Metro bicycle trail network. However, FHWA requires the project to be programmed in the MTIP and STIP to enable the federal funds to be obligated. Therefore the programming action is in compliance with a required FHWA approval step for the use of the funds.

<b>2. Project: <del>OR99W: Corridor Safety &amp; Access to Transit</del> OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)</b>	
Lead Agency:	TriMet
ODOT Key Number:	18838
	MTIP ID Number: 70779
Project Description:	<del>Improve safety active transportation access and transit operations</del> Sidewalk infill, enhanced pedestrian crossings, bus shelters and pads, bike and pedestrian facilities, retaining walls and drainage improvements, transit priority signals

What is changing?	This amendment revises the project name to clarify the updated project limits. MP limits on OR99W are now MP 10.95 to MP 11.07, at MP 1.96, at MP 6.97, and at MP 10.71. The project funding is adjusted with a total of \$466,118 shifted from the construction phase to support a funding shortfall in the PE phase. The PE phase was intended to be in-house design, but now will be consultant design. The construction phase estimates are now lower than initially estimated. The construction phase can be reduced without needing a scope change. The total project cost remains unchanged.
Additional Details:	Project site improvements include: <ul style="list-style-type: none"> <li>- Site 1 at MP 1.96, SW Barbur Blvd at SW Lane/Naito Parkway: Install a Rectangular Flashing Beacon, improve accessibility</li> <li>- Site 2 at MP 6.97, SW Barbur Blvd at SW 53<sup>rd</sup> Ave: Sidewalk infill</li> <li>- Site 3 at SW Commercial St: Main St- SW 95th Ave: Sidewalk infill</li> <li>- Site 4 at MP 10.71, OR99W at SW Bull Mountain Rd: Sidewalk infill, curb &amp; ramp improvements</li> <li>- Site 5 at MP 10.95 - MP 11.07, OR99W: Naeve St to Beef Bend Rd: Sidewalk infill</li> </ul>
Why a Formal amendment is required?	Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> <li>- Change in project termini - greater than .25 mile in any direction</li> <li>- Changes to the approved environmental footprint</li> </ul>
Total Programmed Amount:	The project total programmed amount remains unchanged at \$3,604,999
Added Notes:	

<b>3. Project: US26/OR213/OR8 Curb Ramps</b>	
Lead Agency:	ODOT
ODOT Key Number:	21255
MTIP ID Number:	TBD
Project Description:	Design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards.
What is changing?	The amendment adds a new project to the 2018 MTIP.
Additional Details:	The project will design and construct curb ramps and pedestrian signals in compliance with ADA requirements at multiple locations which include: <ul style="list-style-type: none"> <li>- In east Portland on US26 (Mt Hood Hwy) at SE 92nd Ave intersection</li> <li>- In east Portland on OR213 at the SE 82nd Ave and the SE Holgate Blvd intersection</li> <li>- On OR8 at the SE 67th Ave &amp; SW 229th Ave intersection in Hillsboro</li> <li>- On OR8 in Hillsboro at the SE Century Blvd &amp; SW 234th Ave intersection</li> <li>- On OR8 in Hillsboro at the SE Brookwood Ave &amp; Tualatin Hwy/OR8 intersection</li> <li>- On OR8 in Hillsboro at the SE 44th Ave &amp; OR8 intersection</li> </ul> Per the ODOT ADA Program Manager: These locations are from the Plaintiffs in our Settlement Agreement. Section 3 of the Settlement Agreement Section 3 provides that the plaintiffs can direct ODOT in how to spend \$5 million addressing curb ramps and pedestrian signals. ODOT will commit \$5 million to address curb ramps and associated pedestrian signals once ODOT and Plaintiffs have identified locations and/or priorities. The locations in this request are part of the list ODOT received from the Plaintiffs.
Why a Formal amendment is required?	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 MTIP amendment
Total Programmed Amount:	The total project programmed amount is \$1,605,000
Added Notes:	

<b>4. Project: I-84/I-5: Banfield Interchange</b>	
Lead Agency:	ODOT
ODOT Key Number:	19351
MTIP ID Number:	70835
Project Description:	Concrete deck overlay & bridge rail retrofit; bridges #08588A, 08588B, 08588C & 08588D.

What is changing?	This amendment adds funding to the project to address additional protective screening that is required now for three of the Banfield ramps that cross the railroads. The requirement emerged through the project development process. The added scope element increases the project cost from \$8,629,000 to \$10,339,343. Funding to support to cost increase will come from the state bridge program and the bridge rail retrofit funds.
Additional Details:	<p>The primary work initially identified included concrete overlays of the bridge surface, bridge rail retrofits, 46 joint replacements, and traffic control for the four ramps that connect Interstate 5 with Interstate 84 (Banfield ramps). The need for extensive public outreach was also identified, as each of these ramps will be closed for up to two weeks to allow the concrete overlay to properly cure.</p> <p>During project development, the project team consulted with the railroad and confirmed that protective screening is required for three of the Banfield ramps that cross over railroads.</p> <p>The initial project construction estimate was approximately \$7.5 million. As the project approached final plans, Specifications and Estimates (PS&amp;E), the team estimated the construction costs to be approximately \$9.2 million. Factors contributing to the increase in costs are due to the adding the required protective screening, adding railroad flagging, additional traffic control, and enhanced public involvement. A change management request was completed and approved by the region to document these changes and obtain approval from the bridge program manager.</p>
Why a Formal amendment is required?	The result increases the project cost to \$10,339,343 which equals a 24% cost increase to the project resulting the formal amendment. Projects that cost over a million dollars and have cost changes greater than 20% require a formal amendment
Total Programmed Amount:	The total project programmed amount increases from \$8,629,000 to \$10,339,343
Added Notes:	OTC approval was required which occurred during their January 2018 meeting.

<b>5. Project: OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St</b>	
Lead Agency:	ODOT
ODOT Key Number:	19267
MTIP ID Number:	70806
Project Description:	Design for 45 curb ramps
What is changing?	<p>The amendment updates the PE phase as was actually obligated. PE is increased to address ADA requirements. The project cancels the RW and Construction phases that were previously programmed and re-allocates the funding to the PE phase. The project is now only programmed for Preliminary Engineering activities. The project will move forward as a shelf only project with RW and construction to be determined later. The revised PE phase is now programmed with a total of \$799,707.</p> <p><i>From the OTC Request Letter:</i></p> <p>The section of Hall Boulevard from Scholls Ferry Road to Hemlock Street is a designated Special Transportation Area (STA) and an Urban Minor Arterial with substandard curb ramps. In 2014, Region received a small amount of funding to address deficient and missing curb ramps in STAs as an early attempt by the Agency to improve Americans with Disabilities Act (ADA) compliance. The budget allocated to this project was \$586,707.</p> <p>A project charter was drafted in February 2016 and approved in March 2016. The project was to design and construct as many ADA curb ramps as possible within the project limits and budget. At the time the charter was signed, Oregon Department of Transportation (ODOT) was in process of finalizing the ADA Transition Plan. This plan identified an approach for prioritizing ADA upgrades on Oregon Department of</p>

	<p>Transportation (ODOT) facilities.</p> <p>When the curb ramp inventory was completed late last year, it identified 35 deficient curb ramps and 10 missing curb ramps. Following the guidance of the ADA Transition Plan, the project team focused on addressing ten missing curb ramps with the funds available. A change management request (CMR) was approved in December 2016 to change the delivery method from in-house design to outsourced delivery and approve the project approach to be consistent with the ADA Transition Plan. The consultant design team analyzed the 10 missing ADA curb ramps and estimated only 8 of the 10 could be design and constructed within the programmed STIP budget. This information prompted a discussion with Region 1 Management, Staff and the ODOT State Traffic/Roadway Engineer responsible for the ADA Program, exploring three options to consider for moving the project forward:</p> <ol style="list-style-type: none"> <li>1. Design, acquire right of way and construct the project based on the programmed STIP budget focusing on the missing curb ramps. This would only address 8 of the 45 deficient ramps in the corridor.</li> <li>2. Design, acquire right of way and construct the project based on the programmed STIP budget focusing on the 'lower cost' curb ramps thus increasing the number of curb ramps addressed by the project. This would address approximately 14 of the 45 deficient curb ramps.</li> <li>3. Complete design of all 45 curb ramps, as identified in the inventory mentioned above and pursue future funding opportunities to construct the ramps at once, or at least in longer segments, and potentially at a lower future cost given the ADA pilot construction methods begin explored by technical services. This would address all 45 deficient curb ramps within the project limits of the STA.</li> </ol> <p>ODOT staff recommended pursuing option 3 to design a shelf ready project. This proposal includes a commitment to seek and secure future funding for right-of-way and construction. This approach requires reallocation of project right-of-way and construction funds to preliminary engineering and the addition of \$213,000 from the statewide ADA Program consistent with this request.</p>
Additional Details:	<p>The PE phase funding is now all in a prior obligated year in the MTIP. The project data will be maintain and updated as required if subsequent PE obligations occur. However, because all funding is now in the prior obligated years, the project will not show up in the active 2018 MTIP. When the RW and construction phase funding is ready to add to the project in the current active years (2018-2021), then the project will be listed in the active 2018 MTIP.</p>
Why a Formal amendment is required?	<p>Within the MTIP/STIP Amendment Matrix, PE, RW, UR and Other phases may be canceled and reprogrammed elsewhere via an Administrative Modification. The Construction phase cannot be canceled using an Administrative Modification. Canceling the construction phase for a project requires a formal MTIP amendment</p>
Total Programmed Amount:	<p>The total programmed amount for the project increases from \$731,206 to \$799,707</p>
Added Notes:	<p>OTC approval was required and occurred during their January 2018 meeting.</p>

<b>6. Project:</b>	<b>OR213: SE Lindy St – SE King St</b>		
Lead Agency:	<b>ODOT</b>		
ODOT Key Number:	<b>18779</b>	MTIP ID Number:	<b>70709</b>
Project Description:	Pavement grind and inlay, sidewalk infill and curb ramp upgrades.		
What is changing?	The obligated construction phase required a subsequent construction phase obligation to address a funding shortfall that emerged in the construction phase.		



	<p><u><i>From the OTC Request Letter:</i></u>                  The Oregon 213 (SE 82<sup>nd</sup> Avenue): Southeast Lindy Street to Southeast King Road project was originally scoped and programmed as a grind and inlay paving project including ADA upgrades to 40 curb ramps with little to no estimated right of way impact.</p> <p>The update project construction will repave the severely deteriorated pavement surface and upgrade 64 curb ramps to American Disabilities Act (ADA) standards. The project is 0.84 miles in length and covers 5 travel lanes.</p> <p>Region 1 first appeared before the Oregon Transportation Commission (OTC) on April 20, 2017. The Region, requested an increase of \$1,117,503 for preliminary engineering and construction phases to add additional ADA ramps and pavement repair, which was approved. For details, please see the letter which can be found at: (<a href="http://www.oregon.gov/ODOT/GetInvolved/OTCSupportMaterials/Agenda_F5_OR213_SE_Lindly_St_SE_King_Rd_Ltr.pdf">http://www.oregon.gov/ODOT/GetInvolved/OTCSupportMaterials/Agenda_F5_OR213_SE_Lindly_St_SE_King_Rd_Ltr.pdf</a>).</p> <p>The project was bid on November 30, 2017. The project received four bids, with the lowest responsive bid at approximately 21% higher than Oregon Department of Transportation's (ODOT) final engineer's estimate for construction. Comparison of the ODOT and contractor estimates determined that the cost increases can be primarily attributed to bid items associated with new ADA Curb Ramp &amp; Temporary Pedestrian Accessibility Route (TPAR) requirements:</p> <ul style="list-style-type: none"> <li>• Mobilization (+28%)</li> <li>• Temporary Protection and Direction of Traffic (+43%)</li> <li>• Traffic Control Supervisors (+115%)</li> <li>• Removal of Walks and Driveways (+150%)</li> <li>• Aggregate Base (+150%)</li> <li>• Retrofit Concrete Sidewalk Ramps (+60%)</li> </ul> <p>Funding for this project will come from cost savings realized from a Region 1 project, Mount Hood Safety Project.</p>
Additional Details:	<p>The total project cost increases from \$4,933,339 to \$6,536,308 and represents 32% cost increase to the project. Because the construction phase was obligated during 2017, all programmed phases were then obligated and the project was not required to be carried over into the 2018 MTIP. However, since the cost increase is significant and above 20%, and required OTC action, a historical correction to the project in the 2015 MTIP via a formal amendment was deemed required for accounting purposes. Upon approval of this formal amendment, the project in the 2015 MTIP will be updated with the correct total programming and obligation amount for the impacted phases for accounting purposes.</p>
Why a Formal amendment is required?	<p>The cost increase exceeds the 20% threshold for projects that cost \$1 million or greater. The Amendment Matrix requires a formal MTIP amendment for cost changes greater than 20%.</p>
Total Programmed Amount:	<p>The amendment results in a total programmed amount that increases from \$4,933,339 to \$6,536,308</p>
Added Notes:	<p>OTC approval was required for this cost increase which occurred during their January 2018 meeting.</p>

<b>7. Project:</b>	<b>I-205 Johnson Creek Blvd - Glenn Jackson Bridge</b>		
Lead Agency:	<b>ODOT</b>		
ODOT Key Number:	<b>18804</b>	MTIP ID Number:	<b>70767</b>
Project Description:	Construct Auxiliary lanes on I-205 NB from I-84 EB to Killingsworth off-ramp & I-205 SB from I-84 EB to Division/Powell Exit. Repave section from MP16.05-24.9		

	including ramps. Repair or replace bridge joints. Install ADA ramps.
What is changing?	<p>Similar action that is occurring to the previous project. The construction phase required a significant funding increase and subsequent phase obligation. This amendment provides a historical correction to the 2015 MTIP and corrects the construction programming and total obligation for the phase.</p> <p><i>From the OTC Request Letter:</i> Request approval to amend the 2018 -2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Interstate 205: Johnson Creek Blvd to Glen Jackson Bridge project due to higher than expected final bid.</p> <p>There were approximately 350 bid items. Some were higher and others lower than ODOT's estimates. ODOT staff performed a detailed comparison of bid items to determine which funding program is responsible for cost overruns. The overall cost increases as compared to the lowest responsive bid are primarily attributed to the following items:</p> <ul style="list-style-type: none"> <li>- Mobilization: \$2,300,000 to \$2,632,686, an increase of \$332,686 (+14%)</li> <li>- Traffic Control: \$2,251,286 to \$3,301,624, an increase of \$1,050,338 (+47%)</li> <li>- Asphalt: \$5,554,550 to \$6,997,002, an increase of \$1,442,452 (+26%)</li> <li>- Construction Engineering: \$2,453,000 to \$4,500,000, an increase of \$2,047,000 (+45%)</li> </ul> <p>The total needed in the construction phase to award the contract will be derived from two sources:</p> <ul style="list-style-type: none"> <li>- Reallocate \$955,883 of funding from the Region 1 Enhance Program.</li> <li>- Reallocate \$2,589,303 of funding from the statewide Interstate Maintenance (IM) funding through savings on other IM projects.</li> </ul>
Additional Details:	With the construction phase obligating during 2017, all phases were obligated by the end of 2017. The project not carried over into the n2018 MTIP and STIP. This amendment will allow the required historical correction to occur in the 2015 MTIP and STIP to increase the construction phase to its correction funding and obligation levels.
Why a Formal amendment is required?	Although the cost increase was only 15% and below the 20% threshold, The cost increase did require a full amendment to OTC for approval. For consistency purposes, the cost increase and correction is being processed as a formal amendment since ODOT was also required to complete a full amendment with OTC.
Total Programmed Amount:	The total project programmed amount increases from \$30,519,543 to \$35,058,987
Added Notes:	OTC approval was required for this item which occurred during their January 2018 meeting.

<b>8. Project:</b>	<b>5310 FY17 - Senior &amp; Disabled</b>		
Lead Agency:	SMART		
ODOT Key Number:	19315	MTIP ID Number:	TBD
Project Description:	Services & Facility Improvements for Elderly & Disabled Customers FY17		
What is changing?	The amendment adds a new project to the 2018 MTIP.		
Additional Details:	A review of SMART's 5310 past funding and obligations revealed additional 5310 available to the agency. This amendment adds available 5310 funding from FY 2017 for SMART to access in support of their 5310 program of services to the elderly and disabled.		
Why a Formal amendment is required?	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 MTIP amendment		
Total Programmed Amount:	The total project programmed amount is \$20,636		
Added Notes:	Prior FTA review and approval received.		

<b>9. Project: 5310 FY16 - Senior &amp; Disabled</b>	
Lead Agency:	SMART
ODOT Key Number:	19314
MTIP ID Number:	TBD
Project Description:	Services & Facility Improvements for Elderly & Disabled Customers FY16
What is changing?	The amendment adds a new project to the 2018 MTIP.
Additional Details:	A review of SMART's 5310 past funding and obligations revealed additional 5310 available to the agency. This amendment adds available 5310 funding from FY 2016 for SMART to access in support of their 5310 program of services to the elderly and disabled.
Why a Formal amendment is required?	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 MTIP amendment
Total Programmed Amount:	The total project programmed amount is \$20,008
Added Notes:	Prior FTA review and approval received.

Note: The below Amendment Matrix is included as a reference the rules and justification for Formal Amendment and Administrative Modifications that the MPOs and ODOT must follow.

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

**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

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

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
  - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP
  - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
  - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
  - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
  - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- MPO responsibilities completion:
  - Completion of the required 30 day Public Notification period:
  - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
  - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the December 2017 Formal MTIP amendment will include the following:

- | <u>Action</u>   | <u>Target Date</u>       |
|---|--------------------------|
| • Initiate the required 30-day public notification process..... | January 26, 2018         |
| • TPAC notification and approval recommendation.....            | February 2, 2018         |
| • <b>JPACT approval and recommendation to Council.....</b>      | <b>February 15, 2018</b> |
| • Completion of public notification process.....                | February 26, 2018        |
| • Metro Council approval.....                                   | March 1, 2018*           |

\*Note: If any significant public comments are received that are deemed necessary for review by JPACT, the impacted projects or complete amendment will be pulled from the Metro Council agenda and returned to JPACT for their review and direction.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package .....	March 5 , 2018
• Amendment bundle submission to ODOT for review.....	March 6, 2018
• Submission of the final amendment package to USDOT .....	March 16, 2018
• ODOT clarification and approval.....	Mid March , 2018
• USDOT clarification and final amendment approval.....	Early April 2018

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

**RECOMMENDED ACTION:**

TPAC recommends the approval of Resolution 18-4870. *(Approval recommendation 2/2/2018)*

Attachment: Project Location Maps



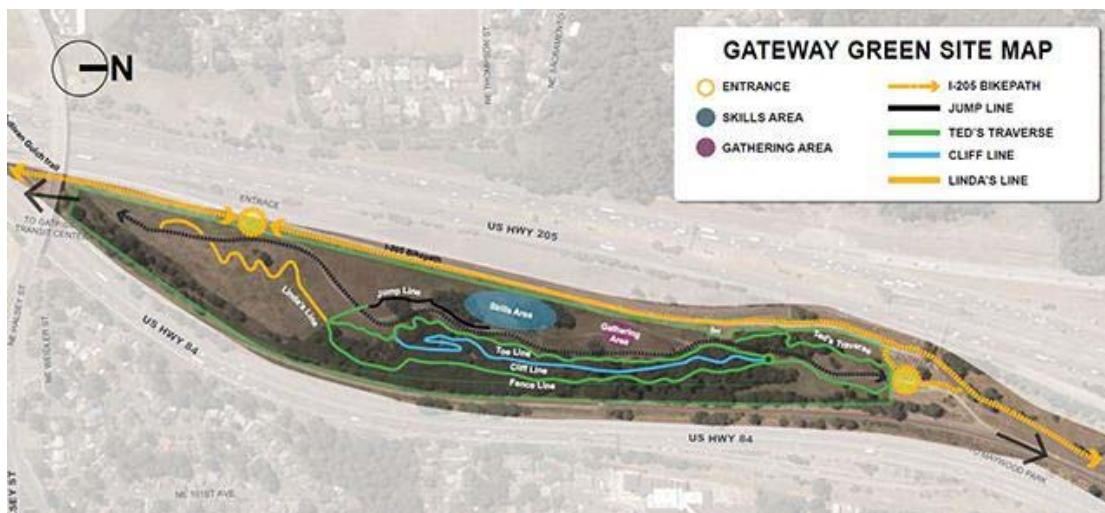
Date: Friday, February 2, 2017  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: Attachment 1 to February 2018 MTIP Formal Amendment Staff Report in support of Resolution 18-4870 – Project Location Maps & OTC letters as applicable

## BACKGROUND

Available project location maps and OTC request letters are included in this attachment to the staff report for the applicable projects

### Key 21209

#### Linda's Line at Gateway Green, State of Oregon Parks and Recreation Department

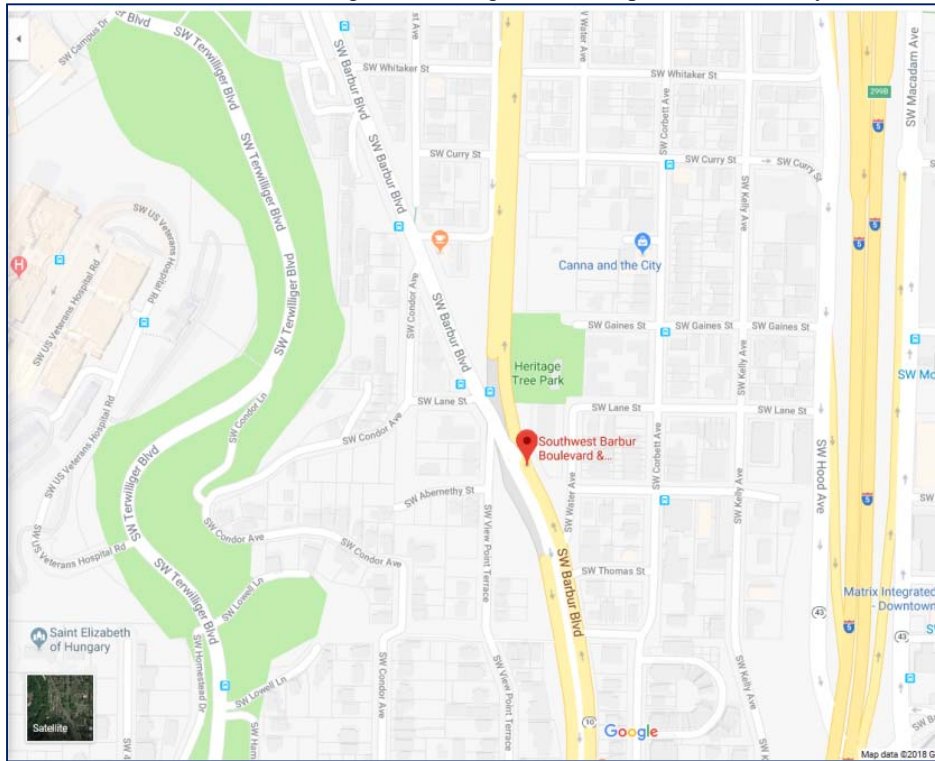


**Key 18838**

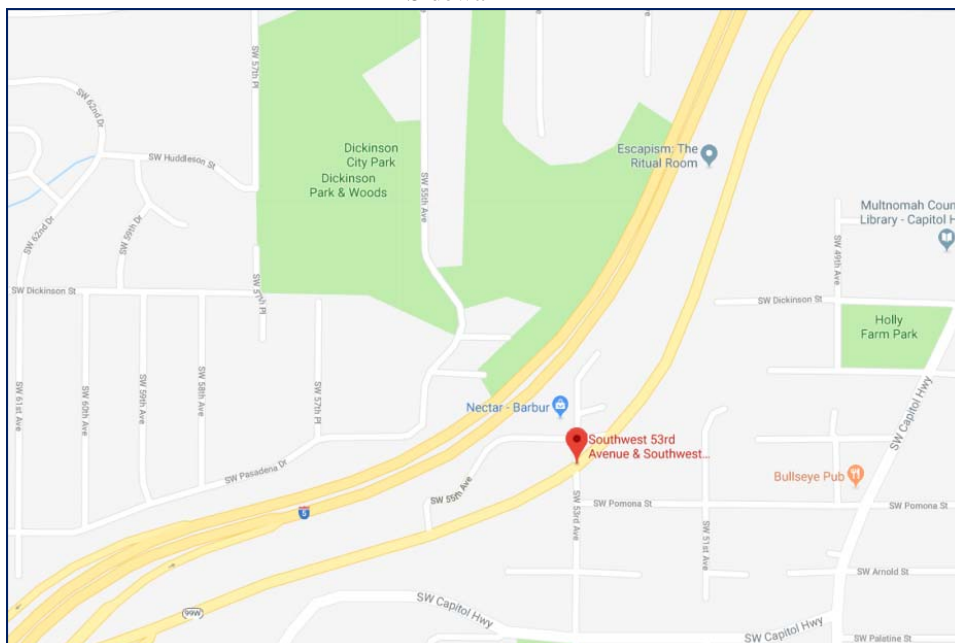
OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)

**Site 1**

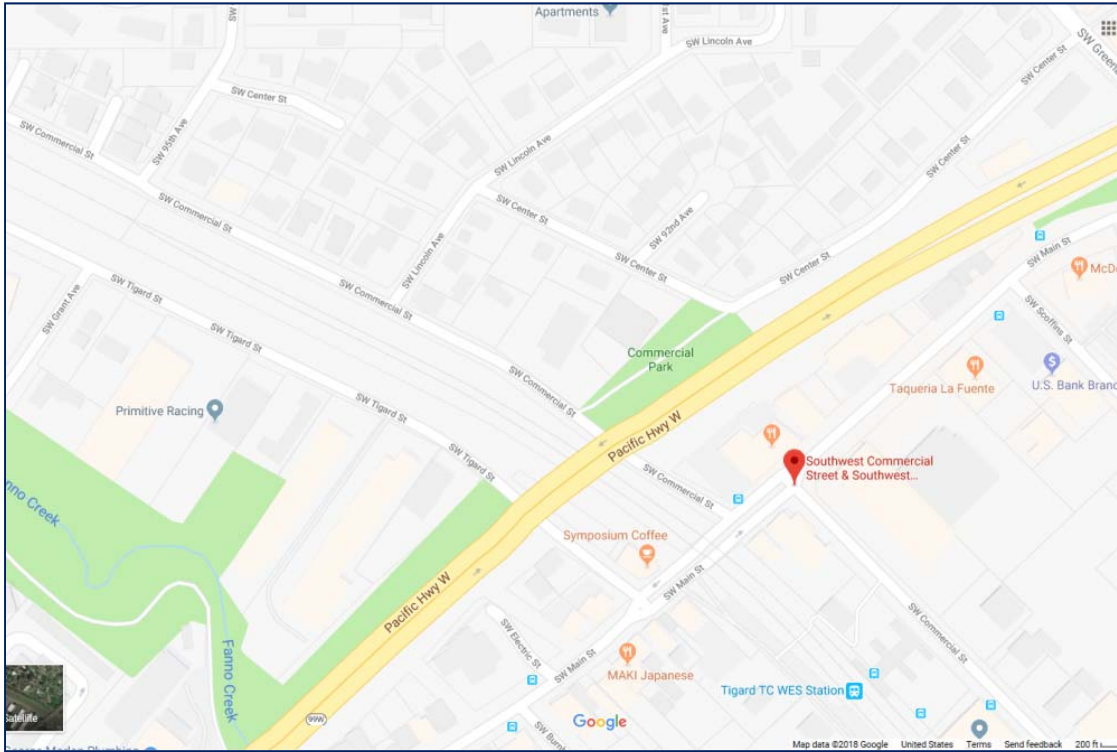
Site 1 at MP 1.96, SW Barbur Blvd at SW Lane/Naito Parkway:  
Install a Rectangular Flashing Beacon, improve accessibility



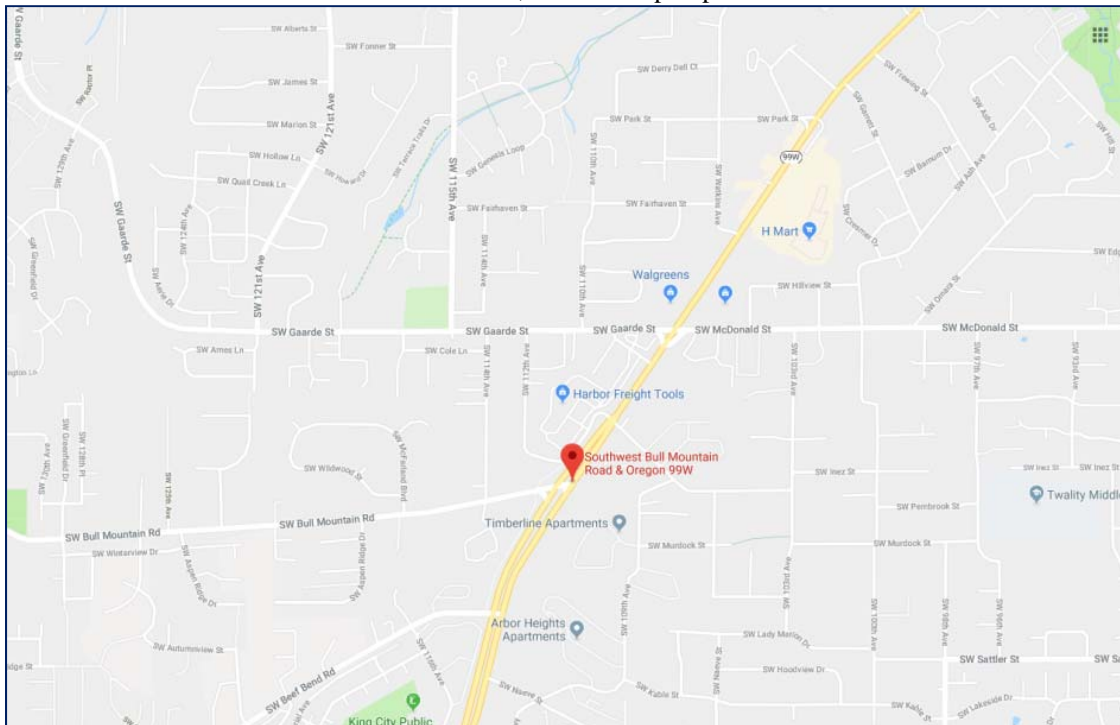
Site 2 at MP 6.97, SW Barbur Blvd at SW 53<sup>rd</sup> Ave:  
Sidewalk infill



Site 3 at SW Commercial St: Main St- SW 95th Ave:  
Sidewalk infill

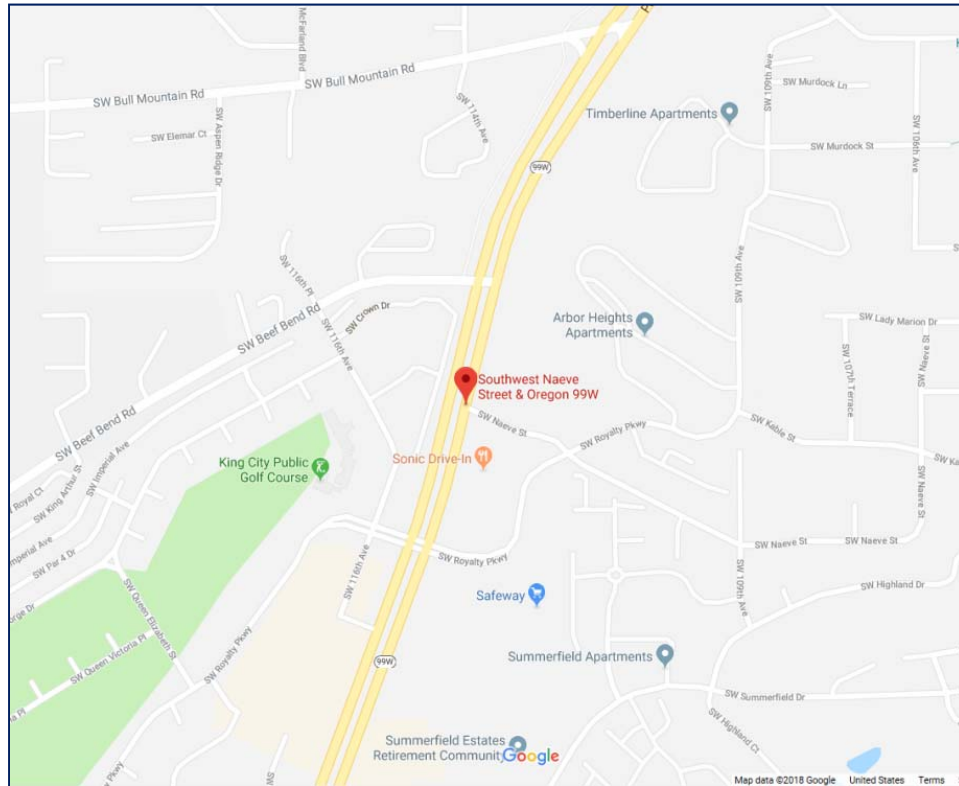


Site 4 at MP 10.71, OR99W at SW Bull Mountain Rd:  
Sidewalk infill, curb & ramp improvements

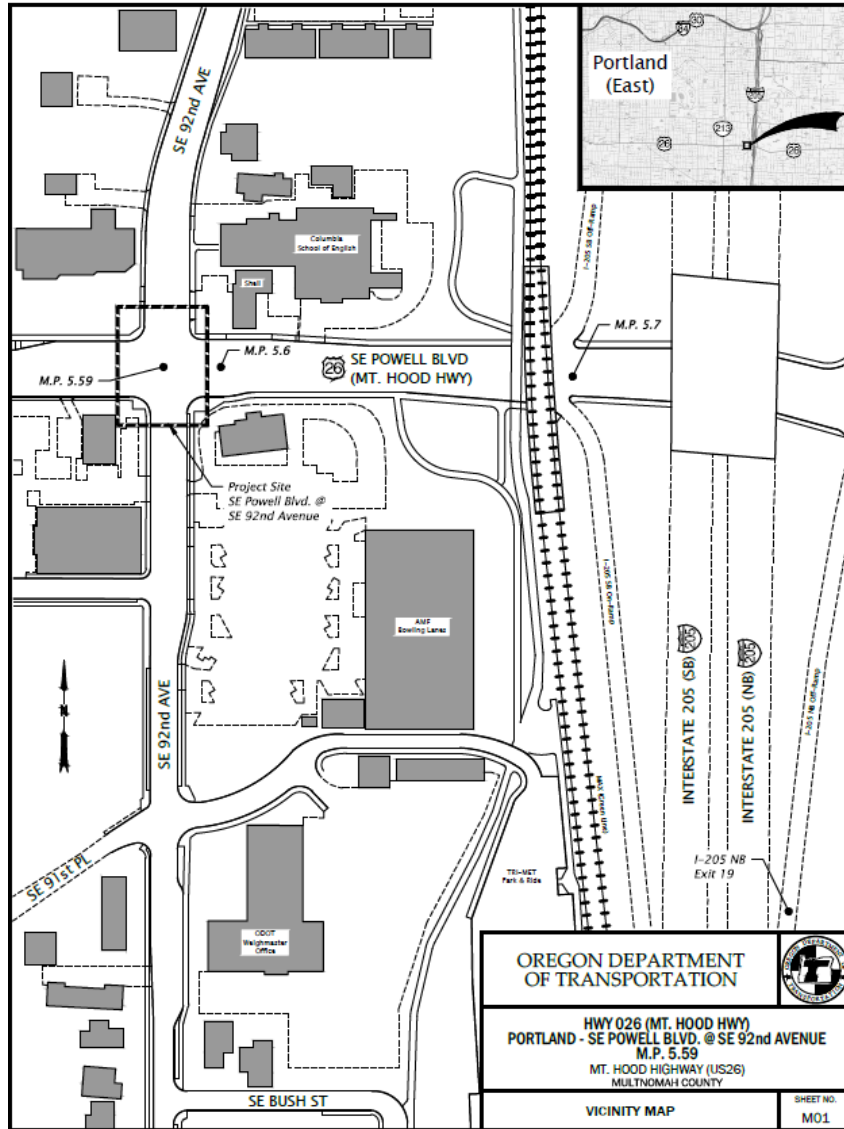




Site 5 at MP 10.95 - MP 11.07, OR99W: Naeve St to Beef Bend Rd: Sidewalk infill

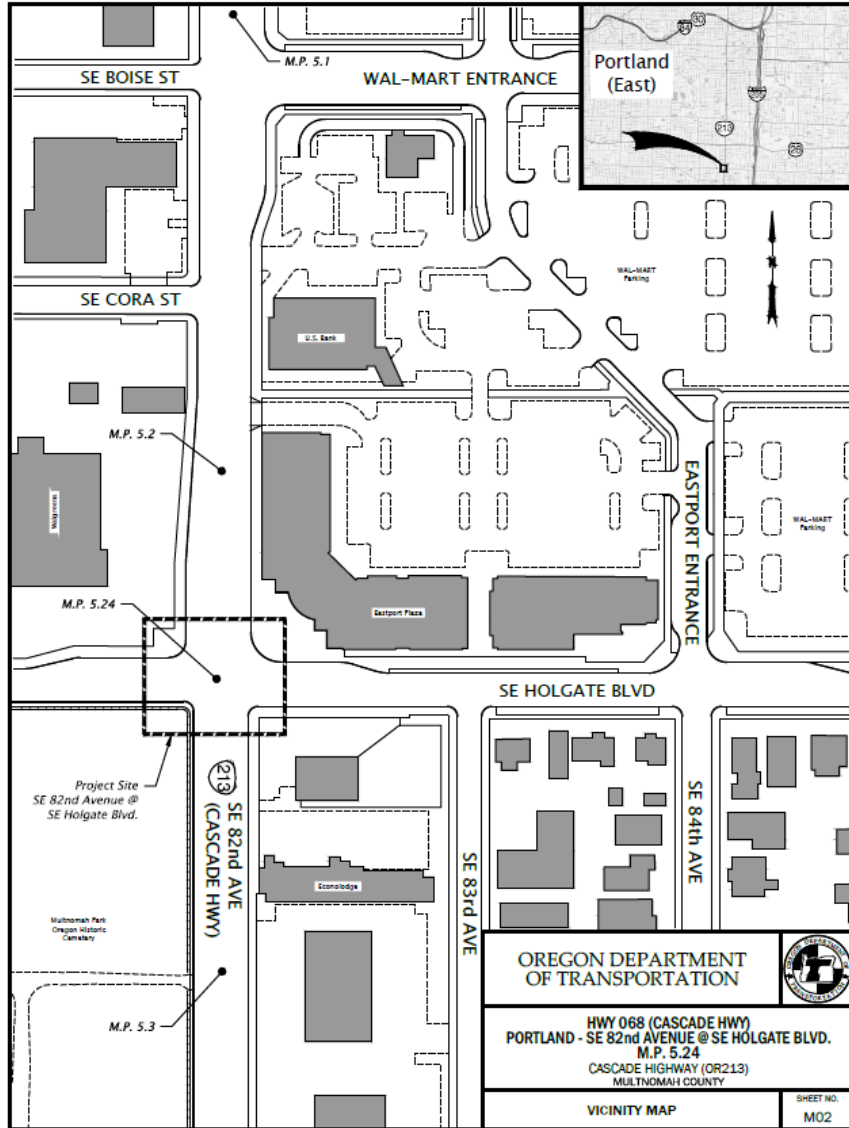


**Key 21255**  
**US26/OR213/OR8 Curb Ramps**  
In east Portland on US26 (Mt Hood Hwy) at SE 92nd Ave intersection



### Key 21255

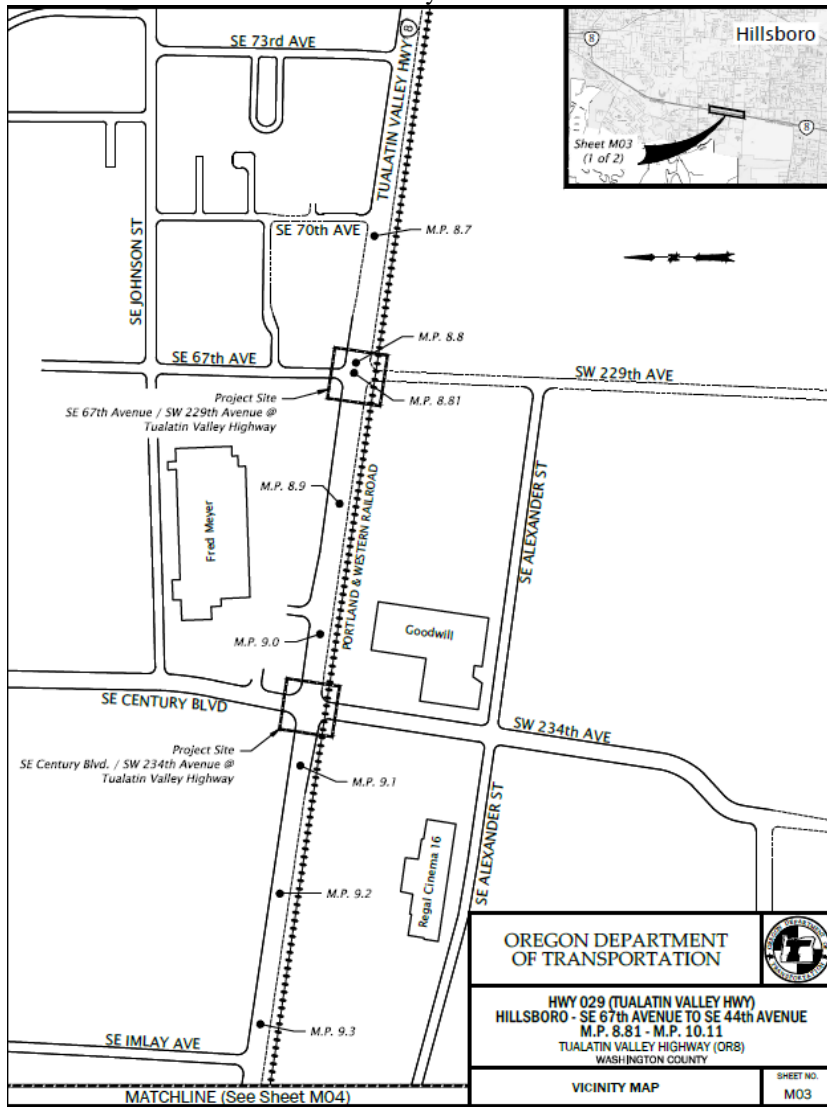
In east Portland on OR213 at the SE 82nd Ave and the SE Holgate Blvd intersection



### Key 21255

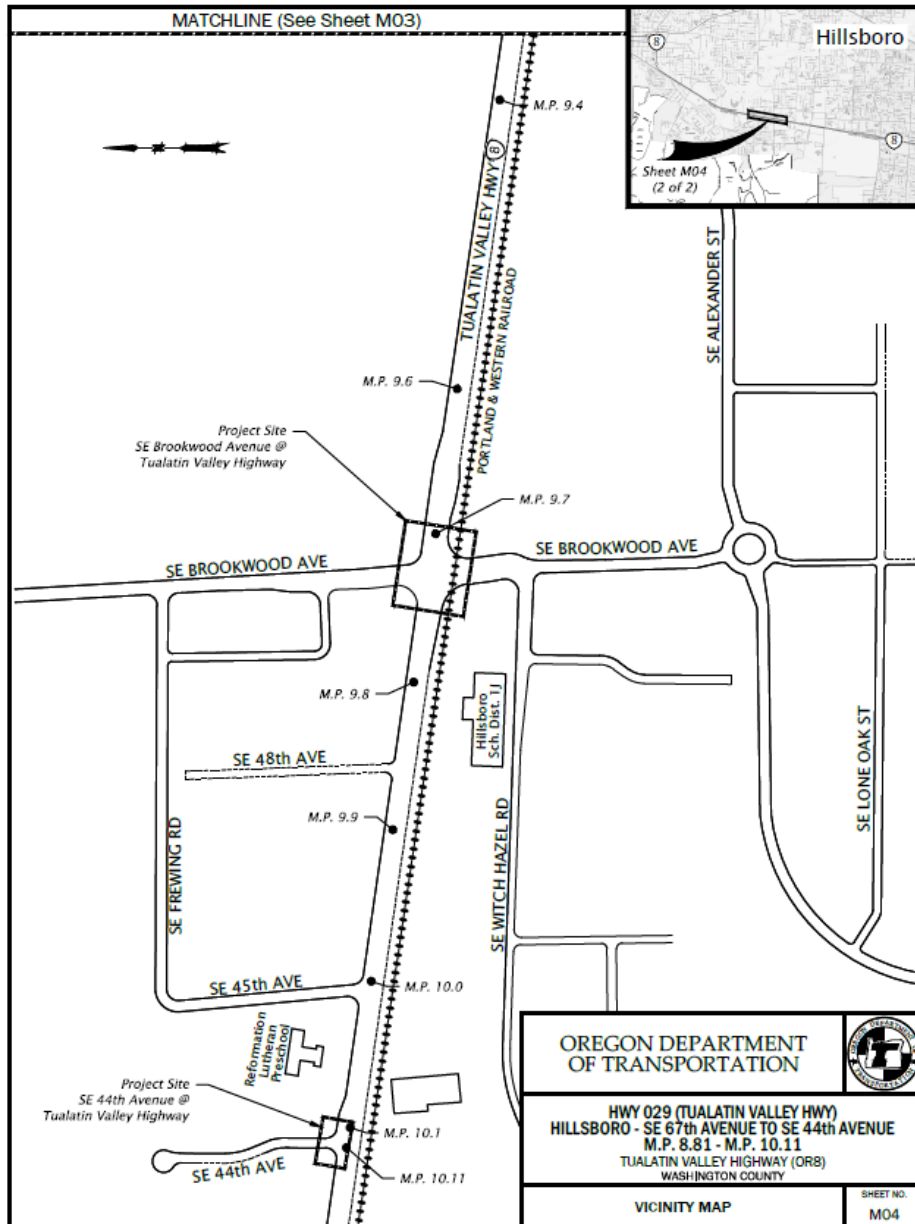
On OR8 at the SE 67th Ave & SW 229th Ave intersection in Hillsboro  
and

On OR8 in Hillsboro at the SE Century Blvd & SW 234th Ave intersection

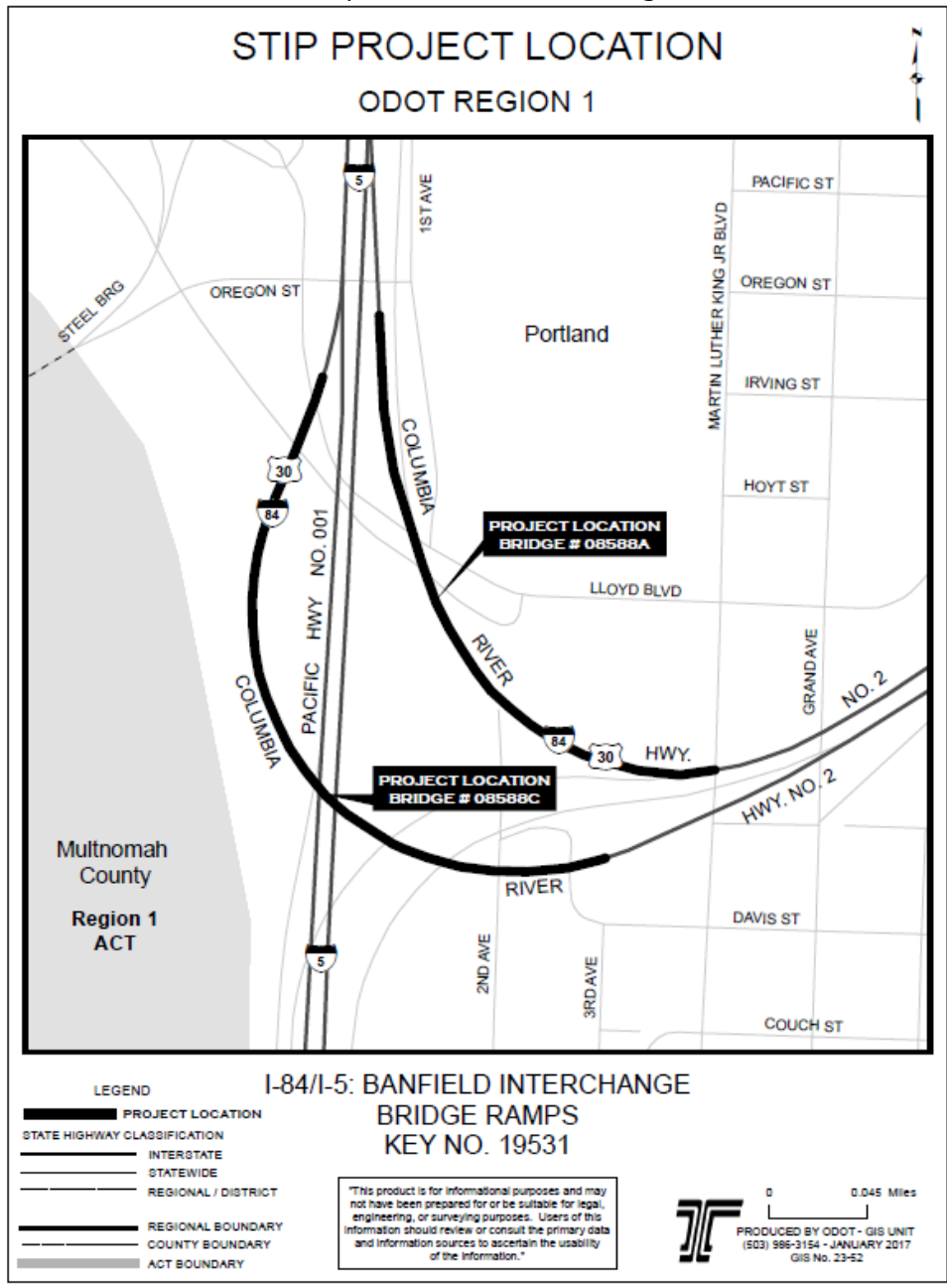


### Key 21255

On OR8 in Hillsboro at the SE Brookwood Ave & Tualatin Hwy/OR8 intersection  
and  
On OR8 in Hillsboro at the SE 44th Ave & OR8 intersection



**Key 19351**  
 I-84/I-5: Banfield Interchange





**Oregon**  
Kate Brown, Governor

Oregon Transportation Commission  
Office of the Director, MTIP  
355 Capitol St  
Salem, OR 97301-3000

**DATE:** January 5, 2018  
**TO:** Oregon Transportation Commission

**From:** Matthew L. Garrett  
Director

**SUBJECT:** **Agenda K** - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase the funding for the construction phase of the Interstate 84/Interstate 5: Banfield Interchange project

**Requested Action:**

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase the funding for the construction phase of the Interstate 84/Interstate 5: Banfield Interchange project, located in Region 1. The total estimated cost of this project will increase from \$8,629,000 to \$10,339,343.

Additional funding will come from the state bridge program and the bridge rail retrofit funds.

**STIP amendment funding summary**

Project	Current Funding	Proposed Funding
Interstate 84/Interstate 5: Banfield Interchange	\$8,629,000	\$10,339,343
State bridge program - FFY 2019	\$6,965,997	\$5,942,464
Bridge rail retrofit funds – FFY 2020	\$1,500,000	\$813,190
<b>TOTAL</b>	<b>\$17,094,997</b>	<b>\$17,094,997</b>

**Project to increase funding:**

Interstate 84/Interstate 5: Banfield interchange (KN: 19531)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	N/A	\$0	\$0
Preliminary Engineering	2016	\$1,104,000	\$1,104,000
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2018	\$7,525,000	\$9,235,343
Other	N/A	\$0	\$0
<b>TOTAL</b>		<b>\$8,629,000</b>	<b>\$10,339,343</b>



**Projects to be reduced:**

<b>State bridge program FFY 2019 (K20862)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Planning	N/A	\$0	\$0
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
Other	2019	\$6,965,997	\$5,942,464
<b>TOTAL</b>		<b>\$6,965,997</b>	<b>\$5,942,464</b>

<b>Bridge rail retrofit funds - FFY 2020 (K20086)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Planning	N/A	\$0	\$0
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$1,500,000	\$813,190
Other	N/A	\$0	\$0
<b>TOTAL</b>		<b>\$1,500,000</b>	<b>\$813,190</b>

**Background:**

The primary work initially identified included concrete overlays of the bridge surface, bridge rail retrofits, 46 joint replacements, and traffic control for the four ramps that connect Interstate 5 with Interstate 84 (Banfield ramps). The need for extensive public outreach was also identified, as each of these ramps will be closed for up to two weeks to allow the concrete overlay to properly cure.

During project development, the project team consulted with the railroad and confirmed that protective screening is required for three of the Banfield ramps that cross over railroads.

The initial project construction estimate was approximately \$7.5 million. As the project approached final Plans, Specifications and Estimates (PS&E), the team estimated the construction costs to be approximately \$9.2 million. Factors contributing to the increase in costs are due to the adding the required protective screening, adding railroad flagging, additional traffic control, and enhanced public involvement. A change management request was completed and approved by the region to document these changes and obtain approval from the bridge program manager.

With Commission approval, the project will go to bid for construction. Without approval, the project design will be shelved and the condition of the ramp decks will continue to deteriorate leading to structural deficiency of the ramps and significantly more repair work in the future. One alternative option for the Commission would be to eliminate one (or more) ramps from the project, which could

Aganda\_K\_2018-2021\_STIP\_Amendment\_I-84\_I-5\_Banfield\_Interchange\_itr.docx  
1/20/2018

Oregon Transportation Commission  
January 5, 2018  
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bring the cost within the budget, however this would not address deteriorating ramp conditions. ODOT would also not be able to leverage contractor mobilization and roadway closures for construction.

**Attachments:**

- Attachment 1 - Location and Vicinity Maps

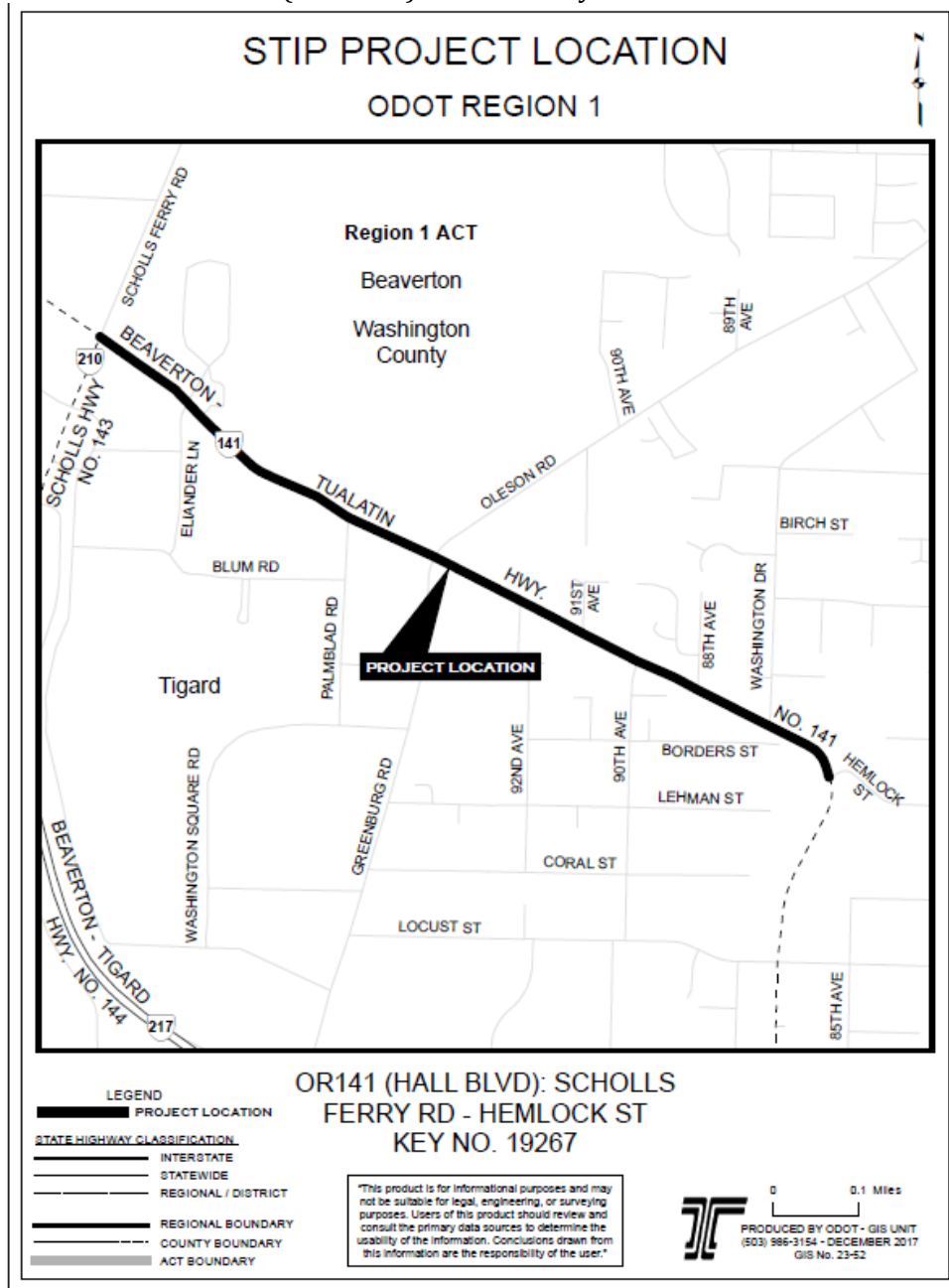
**Copies (w/attachment) to:**

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Rian Windsheimer	Paul Mather	McGregor Lynde	Lynn Averbek
Jeff Flowers	Amanda Sandvig	Vaughan Rademeyer	Arlene Santana
Rachelle Nelson			



**Key 19267**

OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St





**Oregon**

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** January 5, 2018

**TO:** Oregon Transportation Commission  
*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** Consent 9 - Amend the 2018 - 2021 Statewide Transportation Improvement Program (STIP) to increase the preliminary engineering phase and cancel the right-of-way and construction phases on Oregon 141 (Hall Boulevard): Scholls Ferry Road to Hemlock Street.

**Requested Action:**

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase the preliminary engineering phase and cancel the construction and right-of-way phases to change the Oregon 141 (Hall Boulevard): Scholls Ferry Road to Hemlock Street in Region 1 to a shelf project.

- Add \$213,000 to the preliminary engineering phase from the Americans with Disabilities Act (ADA) lawsuit settlement funds.
- Cancel the right-of-way phase and re-allocate \$150,000 to the preliminary engineering phase.
- Cancel the construction phase and re-allocate \$126,707 to the preliminary engineering phase.

The total estimated cost of this project is \$799,707 for preliminary engineering only.

**STIP amendment funding summary**

Project	Current Funding	Proposed Funding
Oregon 141 (Hall Boulevard): Scholls Ferry Road to Hemlock Street	\$586,707	\$799,707
Fix-it Americans with Disabilities Act Funding 2019 to 2021	\$6,684,919	\$6,471,919
<b>TOTAL</b>	<b>\$7,271,626</b>	<b>\$7,271,626</b>

**Project to be increased**

Oregon 141 (Hall Blvd): Scholls Ferry Rd - Hemlock St (KN: 19267)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2015	\$310,000	\$799,707
Right of Way	2018	\$150,000	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2018	\$126,707	\$0
<b>TOTAL</b>		<b>\$586,707</b>	<b>\$799,707</b>

Consent\_09\_2018-2021\_STIP\_Amend\_Hall\_Blvd\_Scholls\_Hemlock\_itr.docx  
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<b>FIX-IT ADA FUNDING FFY 2019-2021 (KN: 20367)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2018	\$6,684,919	\$6,471,919
<b>TOTAL</b>		<b>\$6,684,919</b>	<b>\$6,471,919</b>

**Background:**

The section of Hall Boulevard from Scholls Ferry Road to Hemlock Street is a designated Special Transportation Area (STA) and an Urban Minor Arterial with substandard curb ramps. In 2014, Region received a small amount of funding to address deficient and missing curb ramps in STAs as an early attempt by the Agency to improve Americans with Disabilities Act (ADA) compliance. The budget allocated to this project was \$586,707.

A project charter was drafted in February 2016 and approved in March 2016. The project was to design and construct as many ADA curb ramps as possible within the project limits and budget. At the time the charter was signed, Oregon Department of Transportation (ODOT) was in process of finalizing the ADA Transition Plan. This plan identified an approach for prioritizing ADA upgrades on Oregon Department of Transportation (ODOT) facilities.

When the curb ramp inventory was completed late last year, it identified 35 deficient curb ramps and 10 missing curb ramps within the project area. Following the guidance of the ADA Transition Plan, the project team focused on addressing ten missing curb ramps with the funds available. A change management request (CMR) was approved in December 2016 to change the delivery method from in-house design to outsourced delivery and approve the project approach to be consistent with the ADA Transition Plan. The consultant design team analyzed the 10 missing ADA curb ramps and estimated only 8 of the 10 could be designed and constructed within the programmed STIP budget. This information prompted a discussion with Region 1 Management, Staff and the ODOT State Traffic/Roadway Engineer responsible for the ADA Program, exploring three options to consider for moving the project forward:

1. Design, acquire right of way and construct the project based on the programmed STIP budget focusing on the missing curb ramps. This would only address eight of the 45 deficient ramps in the project area.
2. Design, acquire right of way and construct the project based on the programmed STIP budget focusing on the 'lower cost' curb ramps thus increasing the number of curb ramps addressed by the project. This would address approximately 14 of the 45 deficient curb ramps.

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3. Complete design of all 45 curb ramps, as identified in the inventory mentioned above and pursue future funding opportunities to construct the ramps at once, or at least in longer segments, and potentially at a lower future cost given the ADA pilot construction methods being explored by ODOT technical services. This would address all 45 deficient curb ramps within the project limits of the STA.

ODOT staff recommends pursuing option 3 to design a shelf-ready project. This proposal includes a commitment to seek and secure future funding for right-of-way and construction. This approach requires reallocation of project right-of-way and construction funds to preliminary engineering and the addition of \$213,000 from the statewide ADA Program consistent with this request.

With Commission approval, the project can move forward as a shelf-ready project. If this change is not approved, the project will design and construct eight ADA curb ramps within the project area.

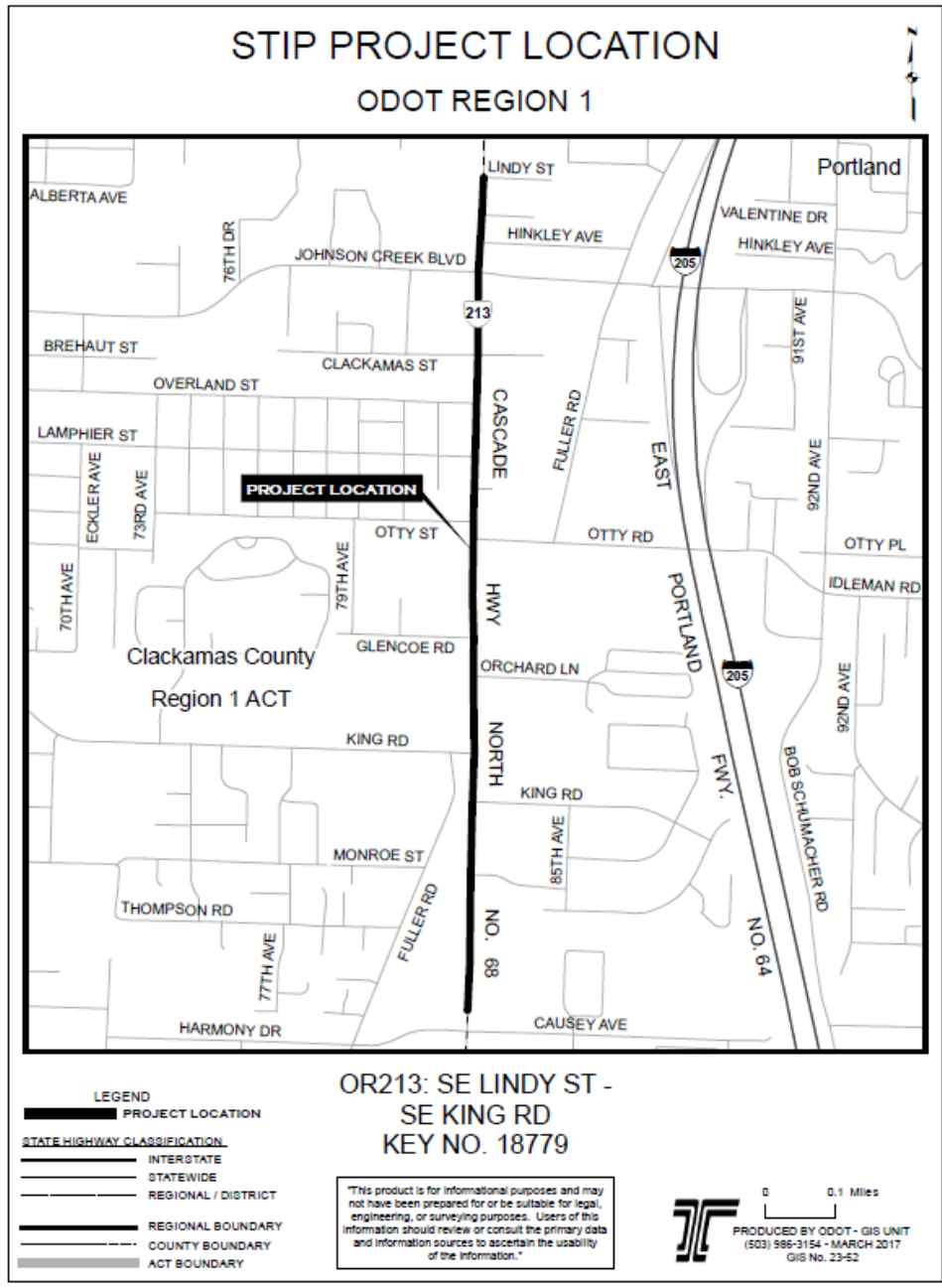
Attachment:

- Attachment 1 – Location and Vicinity Maps

Copies to:

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Paul Mather	Rian Windsheimer	David Kim	Jeff Flowers
Mac Lynde	Arlene Santana	Jon Makler	Talena Adams
Amanda Sandvig	Ana Jovanovic	Lindsay Higa	Vaughan Radermeyer
Katie Parlette	Lisa Strader		

**Key 18779**  
 OR213: SE Lindy St - SE King St



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**Oregon**

Kate Brown, Governor

Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** January 5, 2018

**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Agenda J - Amend 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for Oregon 213: Southeast Lindy Street to Southeast King Road Project by \$1,449,007.**

**Requested Action:**

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add \$1,449,007 to the construction phase of the Oregon 213: Southeast Lindy Street to Southeast King Road project. The total estimated project cost will increase from \$5,087,301 to \$6,536,308.

Funding for this project will come from cost savings realized from the Region 1 Mount Hood Safety Project. A balance of \$1,643,000 in remaining funds can be re-allocated to fund this project increase.

**Project to increase funding**

<b>Oregon 213: SE LINDY ST - SE KING RD (KN 18779)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Planning	N/A	\$0	\$0
Preliminary Engineering	2014	\$743,072	\$743,072
Right of Way	2016	\$1,452,335	\$1,452,335
Utility Relocation	N/A	\$0	\$0
Construction	2017	\$2,891,894	\$4,340,901
Other	N/A	\$0	\$0
<b>TOTAL</b>		<b>\$5,087,301</b>	<b>\$6,536,308</b>

**Background:**

The Oregon 213 (SE 82<sup>nd</sup> Avenue): Southeast Lindy Street to Southeast King Road project was originally programmed in the 2012-2015 STIP as a 0.84 mile pavement restoration project on Oregon 213 (SE 82<sup>nd</sup> Ave) in north Clackamas County. Funding for this project was originally provided by the Region 1 Preservation Program.

The primary purpose of the project is to restore the badly deteriorating, five lane wide pavement section along 82<sup>nd</sup> Ave. This highway is parallel to Interstate 205 and serves as an alternate route

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during the peak hours or closures. In addition, the project will upgrade a total of 64 non-compliant American Disabilities Act (ADA) curb ramps and provide access management.

The project was advertised on November 9, 2017 and bids were opened on November 30, 2017. The project received four bids:

Brown Contracting Inc	\$3,322,748.40
Wildish Standard Paving Co	\$3,709,715.91
M.J. Hughes Construction Inc	\$3,873,204.17
James W. Fowler Co	\$4,489,197.06

The lowest bid from Brown Contracting Inc was approximately 13% above the Oregon Department of Transportation's (ODOT) construction estimate, but this bid was rejected and determined to be non-responsive due to the contractor's Disadvantaged Business Enterprise (DBE) commitments. The second low bidder, Wildish Standard Paving Co, was determined to be the lowest responsive bid at approximately 21% higher than the ODOT final engineer's estimate for construction. The new total construction cost based on the contractor's bid is \$4,340,901 which also includes construction engineering, anticipated items and contingency. Subject to Oregon Transportation Commission approval of this request for funding increase, ODOT intends to award this contract in January 2017.

The ODOT Office of Project Letting conducted an independent analysis of the bid, evaluating individual bid items, the bidding competition, and quality of the bidding documents. This technical analysis supports a recommendation to award the contract. ODOT's standard of practice has been to award bids based on this technical review, per the Federal Highway Administration's (FHWA) competitive bid assessment guidelines. (See the following website: <https://www.fhwa.dot.gov/programadmin/contracts/ta508046.cfm>)

Comparison of the ODOT and contractor estimates determined that the major cost increases can be attributed to bid items associated with mobilization, traffic control, asphalt and ADA Curb Ramp and Temporary Pedestrian Accessibility Route (TPAR) requirements:

- Mobilization: an increase of approximately \$80,000 (+28%)
- Traffic Control: an increase of approximately \$30,000 (+43%)
- Removal of Walks and Driveways: an increase of approximately \$30,000 (+150%)
- Aggregate Base: an increase of approximately \$630,000 (+150%)
- Asphalt: an increase of approximately \$260,000 (+41%)
- Retrofit Concrete Sidewalk Ramps an increase of approximately \$75,000 (+60%)

The bids from one contractor may vary significantly from another contractor based on their risks, what work is subcontracted out and cost for materials. Recently, ODOT has seen an increase in unit prices on a number of bid items, and our estimates have a tendency to lag due to using historical average bid prices.

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1/12/2018

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Page 3

Funding for this project will come from cost savings realized from the Region 1 Mount Hood Safety Project. Major areas of savings include:

- The method of installing rock bolts was re-evaluated and an alternate method was chosen that both met the needs of the project and saved money on bid item costs.
- The actual cost of slide repair was lower than originally anticipated.
- The cost of oil decreased considerably during the project which resulted in a net savings of approximately \$1,147,000.

The Mount Hood Safety Project closed construction with a cost savings of about \$2,780,000. Approximately \$1,137,000 funded an increase for the Farley Slide project. This leaves a balance of \$1,643,000 that can be re-allocated to fund this project increase.

Options:

With Commission approval, ODOT will have sufficient funds to award the contract.

Without approval, ODOT will have insufficient funds to award the construction contract. The Region could:

- Reduce the scope of the project by shortening the project limits.
- Shelve the project and pursue future funding through the next STIP update. The results of this decision will be ODOT Maintenance and the traveling public will be burdened with deteriorating pavement resulting in more damage and cost.
- Rebid the project; however this would result in a loss of a construction season and would not necessarily result in lower costs at that time.

Attachment:

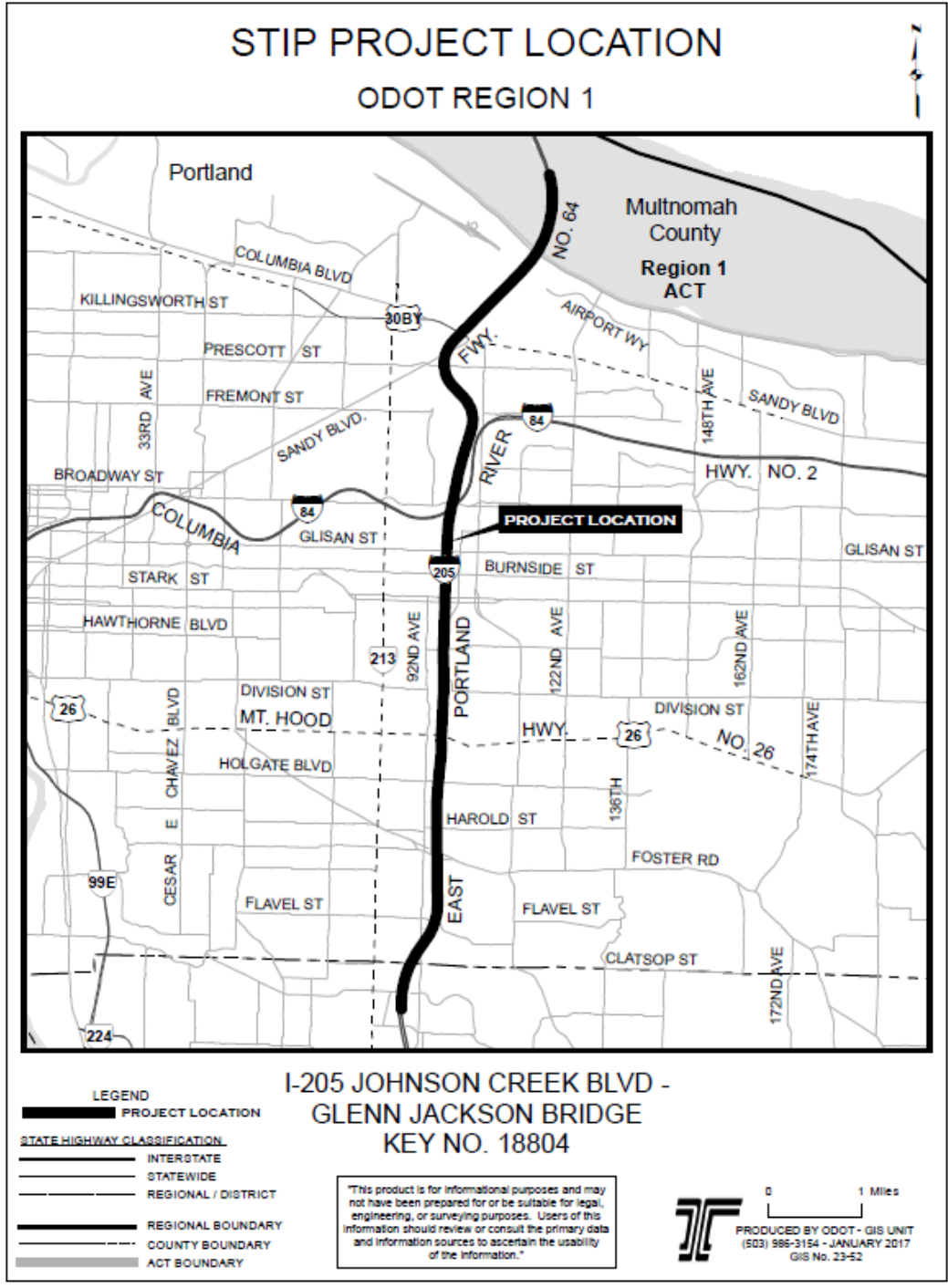
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Rich Watanabe	David Kim	Ted Miller	Paul Scarlett
Talena Adams	Jon Makler	Arlene Santana	Vaughan Rademeyer
Lynn Averbeck	Amanda Sandvig	Kyle Crate	



**Key 18804**  
**I-205 Johnson Creek Blvd - Glenn Jackson Bridge**





**Oregon**  
Kate Brown, Governor

Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** January 5, 2018

**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Agenda I - Amend 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Interstate 205: Johnson Creek Blvd to Glen Jackson Bridge Project by \$3,545,185.**

**Requested Action:**

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Interstate 205: Johnson Creek Blvd to Glen Jackson Bridge project by \$3,545,185 due to higher than expected final bid. The total estimated project cost will increase from \$31,513,801 to \$35,058,987.

To address the funding shortfall, Oregon Department of Transportation (ODOT) staff performed a detailed comparison of bid items and has determined which bid item increases should be attributed to the programs funding the project: Interstate Maintenance program 43%, Region 1 Enhance 51% and Bridge 6%. The total needed in the construction phase to award the contract to the lowest responsive bid is \$3,545,186 that will be derived from two sources.

- Reallocate \$955,883 of funding from the Region 1 Enhance Program.
- Reallocate \$2,589,303 of funding from the statewide Interstate Maintenance (IM) funding through savings on other IM projects.

**Project to increase funding**

<b>Interstate 205: JOHNSON CREEK BLVD - GLENN JACKSON BRIDGE (KN 18804)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Planning	N/A	\$0	\$0
Preliminary Engineering	2015	\$2,279,678	\$2,279,678
Right of Way	2017	\$60,000	\$60,000
Utility Relocation	N/A	\$0	\$0
Construction	2017	\$29,174,123	\$32,719,309
Other	N/A	\$0	\$0
<b>TOTAL</b>		<b>\$31,513,801</b>	<b>\$35,058,987</b>

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1/12/2018

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**Background:**

The Interstate 205: Johnson Creek Boulevard to Glen Jackson Bridge project was originally funded in the 2015 - 2018 STIP through the state Interstate Maintenance Program to repave Interstate 205. The design phase of the project was initiated in August 2015. In March 2016, bridge scope and funding was added to the address bridge work within the project limits. During this same timeframe, Region 1 initiated shelf ready designs for two auxiliary lane projects identified in the [2013 Corridor Bottleneck Operations Study \(CBOS\)](#), which recommends cost-effective and small-scale improvements to the existing system. Construction funding was added to the auxiliary lane projects in late 2016 with Region 1 Enhance funds. Since both the paving project and the auxiliary lane projects were within the same project limits, a change management request was approved to combine the projects.

This project consists of paving, construction of two auxiliary lanes, and bridge deck improvements. The project will resurface all six travel lanes of Interstate 205 for 9.4 miles along with resurfacing the pavement at several interchanges, existing auxiliary lanes, and on and off ramps. The auxiliary lanes will improve safety and operations of weaving traffic in two sections: southbound between Interstate 84 (eastbound) and Division Street, and northbound between Interstate 84 (eastbound) and NE Killingsworth Street. This project will also widen a portion of the center median on Interstate 205 in the northbound direction between Powell and Interstate 84 to facilitate future construction of the auxiliary lane project funded under House Bill 2017 (Transportation Funding). Additional project elements include Americans with Disabilities Act (ADA) upgrades and local street improvements. This project is funded primarily through three funding sources: Interstate Maintenance program 43%, Region 1 Enhance 51% and Bridge 6%.

The project was advertised on November 2, 2017 with a bid opening on December 21, 2017. The project received three bids:

Oregon Mainline Paving LLC	\$23,864,747.33
Kerr Contractors Oregon Inc	\$26,326,869.00
Wildish Standard Paving Co	\$29,241,203.55

The lowest bid from Oregon Mainline Paving LLC was very close to ODOT's construction estimate, but this bid was rejected and determined to be non-responsive due to the contractor's failure to complete the bid packet. The second low bidder, Kerr Contractors Oregon Inc, was determined to be the lowest responsive bidder at approximately 13% higher than the ODOT final engineer's estimate for construction. The new total construction cost based on the contractors' bid is estimated at \$32,719,309 (including engineering, anticipated items, and contingency). Therefore the plan, subject to Commission approval of this request for funding increase, is to award the contract to Kerr Contractors Oregon Inc in January 2018.

The ODOT Office of Project Letting conducted an independent analysis of the bid, evaluating individual bid items, the bidding competition, and quality of the bidding documents. This technical analysis supports a recommendation to award the contract. ODOT's standard of practice has been to award bids based on this technical review, per the Federal Highway Administration's (FHWA)

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competitive bid assessment guidelines. (See the following website:  
<https://www.fhwa.dot.gov/programadmin/contracts/ta508046.cfm>)

There were approximately 350 bid items. Some were higher and others lower than ODOT's estimates. ODOT staff performed a detailed comparison of bid items to determine which funding program is responsible for cost overruns. The overall cost increases as compared to the lowest responsive bid are primarily attributed to the following items:

- Mobilization: \$2,300,000 to \$2,632,686, an increase of \$332,686 (+14%)
- Traffic Control: \$2,251,286 to \$3,301,624, an increase of \$1,050,338 (+47%)
- Asphalt: \$5,554,550 to \$6,997,002, an increase of \$1,442,452 (+26%)
- Construction Engineering: \$2,453,000 to \$4,500,000, an increase of \$2,047,000 (+45%)

The bids from one contractor may vary significantly from another contractor based on their risks, what work is subcontracted out and cost for materials. Recently, ODOT has seen an increase in unit prices on a number of bid items, and our estimates have a tendency to lag due to using historical average bid prices.

It has been standard practice in Region 1 to initially program 10% of the construction estimate at time of bid as a budget placeholder for construction engineering (CE) and to increase it or decrease it based on project complexity and other issues if necessary following bid opening. This funding covers the cost of ODOT's contract administration, including construction project management, oversight, and inspections. A contract of this type and size requires a larger construction engineering budget because a substantial portion of the work needs to be completed in the first season over a large project area with multiple contractor crews working on the project day and night. Consultant inspectors, which cost more than ODOT inspectors, will be hired to support scheduling and inspection efforts on this project. As a result of these factors, ODOT increased the construction engineering budget to 16%. Due to the fact Region 1 is seeing such large fluctuations in the CE budget as a result of large complex projects, we are adjusting our estimating practices to account for higher, project specific CE budgets based on the specific requirements of each project earlier in our estimating practices.

Options:

With Commission approval of this request, ODOT may proceed to award the construction contract.

Without approval, ODOT will not have sufficient funds to award the construction contract. The Region could:

- Shelf or rebid the project; however this would result in a loss of a construction season and would not necessarily result in lower costs at that time.
- Reduce the scope of the project by removing elements (an auxiliary lane) or shortening the project paving limits. The center median widening work is required to be accomplished as part of the HB 2017 "trigger" project, so that scope would need to be transferred and delivered as part of that project going to bid later this year. The results of this decision will be ODOT Maintenance and the traveling public will be burdened with deteriorating pavement and

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structures and potential safety concerns until funding is programmed for construction at a later time.

Attachment:

- Attachment 1 - Location and Vicinity Maps

Copies (w/attachment) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Rian Windsheimer	Jeff Flowers	Mac Lynde	Kyle Crate
Rich Watanabe	David Kim	Ted Miller	Paul Scarlett
Talena Adams	Jon Makler	Arlene Santana	Vaughan Rademeyer
Lynn Aeverbeck	Amanda Sanvig	Paul Mather	





OJOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

January 18, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick  
Nina DeConcini  
Craig Dirksen (*Chair*)  
Denny Doyle  
Tim Knapp  
Anne McEnerny-Ogle  
Roy Rogers  
Dan Saltzman  
Paul Savas  
Bob Stacey  
Jessica Vega Pederson

AFFILIATION

Metro Council  
Oregon Department of Environmental Quality (ODEQ)  
Metro Council  
City of Beaverton  
City of Wilsonville  
City of Vancouver  
Washington County  
City of Portland  
Clackamas County  
Metro Council  
Multnomah County

MEMBERS EXCUSED

Kris Strickler

AFFILIATION

Washington State Department of Transportation

ALTERNATES PRESENT

Emerald Bogue  
Jef Dalin  
Mark Gamba  
Doug Kelsey

AFFILIATION

Port of Portland  
City of Wood Village  
City of Milwaukie  
TriMet

OTHERS PRESENT: Joanne Valencia, Jamie Huf, Nicole Hendrix, Dwight Brashear, Brenda Perry, Mike Bezner, Kate Lyman, Alan Lehto, Carol Pauli, Chris Fich, Suzanne Pfeiffer, Taylor Steenblock, Eric Hesse, Katherine Kelly, Mark Graff, John Cook, Jeff Gudman, Ron Swaren, Gerik Krasnky, Brian Monberg

STAFF: Nellie Papsdorf, Miranda Mishan, Alison Kean, Elissa Gertler, Ted Leybold, Ken Lobeck, Dan Kaempff, Cliff Higgins, Ernest Hayes, Kim Ellis, Eliot Rose, Lake McTighe, Jamie Snook, Jes Larson, Randy Tucker, Malu Wilkinson, Lisa Hunrichs, Tom Kloster, Margi Bradway, Grace Cho

**1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS**

JPACT Chair Craig Dirksen called the meeting to order at 7:33 AM. He asked members, alternates and meeting attendees to introduce themselves.

**2. CITIZEN COMMUNICATION ON JPACT ITEMS**

Ron Swaren: Mr. Swaren raised concerns about congestion tolling and I-5 bridge replacement. He shared that he thought the I-5 bridge replacement would not allow for any more capacity, and that congestion tolling could be avoided by adding a third route through Washington County.

### **3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS**

Chair Dirksen provided an update on the State Transportation Improvement Program (STIP) as a member of JPACT and Region 1 ACT. He reminded JPACT that these federal and state transportation funds were required to be reflected in the Metropolitan Transportation Improvement Program which was approved by JPACT.

Chair Dirksen explained that as a result of an OTC decision in December 2017, the 2021-2024 STIP would focus on leveraging \$73 million statewide towards safety, active transportation and highway enhancement projects against maintenance and operations projects. He added that in addition to the decision to focus on leverage, the December decision also included a new component for the 2021-2024 STIP.

Chair Dirksen explained that the OTC decided to contingently set aside \$40 million of new revenues, to create the Strategic Investment Fund which would be at the OTC's discretion to allocate. He noted that to date, the process and criteria for the leverage funding programs and the Strategic Investment Fund had yet to be determined. Chair Dirksen reminded JPACT to remain engaged in the discussion as there was a little over \$26 million available in leverage programs in Region 1, which included the Portland metropolitan region. He added that ODOT would be presenting on the STIP in the next couple of months.

Chair Dirksen reminded JPACT that in 2016, the U.S. Attorney's office and Volkswagen agreed to a settlement of \$2.9 billion to address diesel air pollution emitted by Volkswagen passenger vehicles nationwide. He explained that of the \$2.9 billion being distributed across the country, Oregon was slated to receive approximately \$72 million to address the reduction of diesel emissions from transportation sources.

Chair Dirksen shared that this funding was administered by the Oregon Department of Environmental Quality. He recalled that in order to access the settlement funds, DEQ had to develop a mitigation plan and apply to a trustee to release the funds, and that application at the earliest period could begin at the end of January 2018. Chair Dirksen added that DEQ anticipated providing all of the necessary documentation to the trustee by mid-to-late February.

Chair Dirksen remarked that as a part of Oregon's plan for the VW settlement funds, the Oregon legislature directed DEQ to replace 450 older diesel engine school buses which would come to about \$20 million of the \$72 million coming to Oregon. He explained that if JPACT members were interested, DEQ staff would provide a presentation on the VW settlement and its plan for allocating funding.

Chair Dirksen announced new alternates that had been appointed to JPACT. He recognized Ms. Mandy Putney from ODOT and Mr. Doug Kelsey from TriMet. Chair Dirksen recognized Mr. Neil McFarlane from TriMet for his contributions to JPACT over the years.

### **4. CONSENT AGENDA**

Commissioner Paul Savas highlighted errors in the minutes from November 16, 2018, and noted that Commissioner Roy Rogers was not marked present, and that Commissioner Savas was not marked as excused. He added that Mr. Curtis Robinhold was marked present incorrectly.

MOTION: Commissioner Savas moved and Councilor Bob Stacey seconded to approve the consent agenda with amendments to the minutes.

ACTION: With all in favor, the motion passed.

## **5. INFORMATION/DISCUSSION ITEMS**

### **A. Red Line Extension**

Chair Dirksen introduced Alan Lehto from TriMet, and Malu Wilkinson from Metro.

*Key elements of the presentation included:*

Mr. Kelsey from TriMet explained that part of what TriMet was doing was extending the line in conjunction with the network and thinking about efficiency and increasing speeds.

Mr. Lehto shared that they had been doing a lot of work on the operational side and looking at reliability. He explained that the project would do two things, to extend the red line to get to development areas and employment areas.

Mr. Lehto noted that it became clear that the more the system was extended the more critical the key inks are, and it was important to consider the physical structure of the track as well as operations. He shared that the large part of this project was to improve the tracks.

Mr. Lehto explained the project elements and their projected benefits, and discussed how they would allow the red line to operate reliably. He shared details of the proposed changes, including some of the history behind the initial infrastructure, and how these problems would be addressed by the project.

Mr. Lehto recounted the community engagement process and explained the public outreach timeline through 2018. He shared details of project funding and the funding timeline, and contextualized it within the overall project timeline. Mr. Lehto highlighted that the opening date was planned for 2021/2022. He added that this project was a step behind the Division Transit Project.

Mr. Lehto acknowledged that this was not necessarily what they were initially planning on, and the more they examined the Red Line the more they realized they needed to address. He noted that there were many weaknesses to address in the long run.

*Member discussion included:*

- Mayor Doyle asked what would happen if federal funding wasn't received. Mr. Lehto emphasized that this project was dependent on federal funding.
- Councilor Stacey asked if this was an overall effort to improve performance and if so was there room in the project to look at the station spacing in downtown Portland? Mr. Lehto remarked that this would add difficulties to the project.
- Councilor Craddick clarified that it would still be possible to transfer to the airport train at Gateway. Mr. Lehto confirmed that these improvements would retain the trip



from downtown Portland and it would stop at the exact same location and use the existing track, and that the trip on the way back would stop at a station slightly north. Councilor Craddick asked what impact this project would have on funding decisions for the Division Transit Project. Mr. Lehto explained that they FTA had not shown any unwillingness to fund multiple projects in the region especially if it was multiple small starts projects.

- Mayor Knapp asked what was being forgone since TriMet was devoting \$100 million dollars to this project. Mr. Lehto explained that they would spread the funding out over the years to ensure that it had a minimal impact on the rest of their projects. He shared that they hadn't seen many other opportunities to address the issues with the Red Line without such a large investment, and that addressing these issues was better done sooner rather than later. Mayor Knapp expressed concern that no one at TriMet knew where the \$100 million was coming from. Mr. Lehto emphasized that it was not the case that they were taking money from a project and putting it elsewhere, but rather that they were shifting priorities.
- Ms. Bogue shared that the Port of Portland was looking forward to this project, and that more direct and reliable service to the airport was important to the Port. She added that 10,000 came to work at the airport every day, and that a lot of passengers came through as well.
- Mr. Kelsey responded to Mayor Knapp, and shared that TriMet was putting their capital processes under a lens and doing a lot of internal efficiencies to ensure that the money gets spread, as well as shifting their spending priorities.
- Commissioner Savas asked where the money was coming from. Mr. Lehto explained that the distinction he was trying to draw was that money was not being taken out of other projects, and while projects had to compete, lower priority projects, particularly issues that didn't face the customers were often pushed further out. Commissioner Savas asked if this project was going to add capacity or improve convenience, and if so how much capacity would be added. He asked about the carbon impacts of the extension. Mr. Lehto explained that it was adding about eighty percent capacity throughout the day. He noted that part of the reason this project began was because the West Side tunnel was the most congested part of the entire system.
- Commissioner Savas shared that he would like to see conversion of diesel buses to something more energy efficient. Mr. Lehto mentioned that TriMet was receiving their first electric buses in the coming year and would be testing additional clean fuels.
- Chair Dirksen clarified that part of improving reliability was considering how close trains could be to one another, and asked if adding another downtown station was possible. Mr. Lehto explained that trains needed to be at least two minutes apart, but no matter how many trains they tried to push through, if they didn't arrive on time then capacity was not actually increasing.
- Chair Dirksen referred to other potential funding sources, including an FDA funded program called Service Improvement. Mr. Lehto explained that Core Capacity was a new funding project created to deal with larger systems. Chair Dirksen asked if TriMet had used this program before, and Mr. Lehto explained that they had not, as it was a new program created to deal with very large systems in bigger cities.

## **B. Regional Travel Options Strategy Public Comment Draft**

Chair Dirksen explained that staff introduced the Regional Travel Options Strategy update process to JPACT last spring and presented a series of issues facing the program and highlighted the need for an updated direction. He shared that they had gathered input from stakeholders throughout summer and fall of last year. Chair Dirksen announced that staff as presenting the initial draft strategy document for JPACT's input prior to releasing an updated draft for comment during the month of February.

Chair Dirksen introduced Mr. Dan Kaempff, from Metro and Ms. Hannah Day-Kapell, of Alta Planning and Design.

*Key elements of the presentation included:*

Mr. Kaempff provided background on the policy, and explained that this was policy guidance for the regional travel options program. He discussed how it addressed demand management and how to work with citizens in the region and encourage them to use other modes of travel besides driving.

Mr. Kaempff defined regional travel options, and shared some history of Metro's efforts with the strategy. He highlighted the RTO partners, and explained the history of working with partners on the strategy in the past year.

Mr. Kaempff discussed the factors that were informing the 2018 strategy, and noted some of the changes since the last strategy. He recounted specific goals that the RTO aligned with and supported.

Ms. Day-Kapell shared that over the last few years there had been a flattening of the program's accomplishments. She discussed the issues that needed to be addressed in the 2018 strategy, specifically the need to expand beyond groups and individuals that had been participating from year to year. Ms. Day-Kapell acknowledged the importance of building the Safe Routes to School program, and working with new technologies.

Ms. Day-Kapell highlighted some of the feedback from stakeholders, and noted that the Safe Routes to School program stakeholder input made for new goals. She recounted some of the RTO program goals and emphasized the changes that had been made since feedback was given.

Mr. Kaempff recounted the RTO adoption schedule through May 2018 when council feedback would be requested. He noted that the draft would be out for comment through February. Mr. Kaempff discussed next steps for spring and summer 2018. He noted that funding decisions would be made by July 2019.

*Member discussion included:*

- Commissioner Savas raised concerns about the decline in transit use, and asked what was causing the decline. Mr. Kaempff explained that it was unclear how the program would respond to new technologies and that they were trying to position the strategy to deal with new technologies but not necessarily introduce them.

- Commissioner Savas asked how they foresaw safety in a climate of declining transit use. Mr. Kaempff shared that Metro staff was working with TriMet on ways to make transit a more preferable option.
- Mr. Kelsey expressed that TriMet was supportive of the strategy and they were curious about the funding strategy. He shared that he was also interested in how what implementation would look like. Mr. Kaempff referred to the staff report, saying it provided some insight into the new direction, and he recognized that they had critical partnerships with many providers around the region including TriMet. He shared that they had an open and competitive grant allocation process over the last six years and they had always seen the same partners, so they were recommending the establishment of regular partners, then setting aside other funds to help new partners grow their programs.
- Councilor Craddick raised concerns that Safe Routes to School had been provided with one or two year grants, and expressed that she wanted to see some specifics on the Safe Routes to School program. She shared that she envisioned the organization similar to JPACT or MPAC. Councilor Craddick suggested that school districts could share ideas, and conveyed that she was looking forward to see how this panned out with regard to the Safe Routes to School program.
- Mayor Knapp conveyed that they needed to have clear presentation of what opportunities there were for the private sector and how partners would go about accessing these opportunities. He shared that he hoped public outreach would continue. Mayor Knapp explained that thinking long term about how to provide more of these opportunities was important, as well as having a simplified presentation to ensure good dialogue with potential partners.
- Commissioner Roy Rogers asked if there was any change in strategy with regard to matching grants that jurisdictions were contributing to Safe Routes to School. Mr. Kaempff acknowledged Washington County's commitment to Safe Routes to School, and emphasized that the strategy was setting up a foundation to help their program grow. Commissioner Rogers asked if there were conversations regarding additional contributions from partners, and if they would be penalized for contributing. Mr. Kaempff shared that partners would not be penalized and they wanted to make sure they could leverage contributions. He noted that they had not yet worked out the details.

#### **C. 2018 RTP: Update on Technical Evaluation, Engagement Schedule, and Regional Leadership Forum #4**

Chair Dirksen explained that JPACT was receiving an update from staff on the 2018 Regional transportation Plan and what could be expected through the rest of the year and through the adoption of the plan. He explained that the Regional Transportation Plan responded to both federal and state mandates which required Metro to finish by the end of the year.

Chair Dirksen acknowledged that a lot had changed since the adoption of the work plan in 2015. He added that they had accomplished a lot including three Regional Leadership Forums in which they discussed the region's transportation challenges and opportunities, heard what other metropolitan areas are doing to meet their transportation challenges, and developed a better picture of federal and state funding.

Chair Dirksen explained that Metro staff had been directed to create a more realistic budget for the financially constrained project list, and that gave JPACT confidence that the outcomes would be accomplished. He reminded JPACT that the budget still required some work from the current funding levels, some of which had already been done with house Bill 2017.

Chair Dirksen spoke to the increasing population of greater Portland area, and emphasized the need to work together to make progress on key outcomes such as safety, equity and implementing the Climate Smart Strategy.

Chair Dirksen introduced Ms. Kim Ellis and Mr. Clifford Higgins from Metro.

*Key elements of the presentation included:*

Ms. Ellis highlighted the challenges to quality of life in the region that were being addressed in the RTP. She discussed the 2018 RTP project priorities and reminded JPACT where these materials could be found online. Ms. Ellis reminded JPACT of the project timeline and the plan to adopt the RTP in December 2018. She shared some of the topics for upcoming discussions.

Mr. Higgins described some of the opportunities for public engagement, and recounted the importance of community engagement on the RTP. He shared that making the decision making spectrum tighter as a result of public input would lead to easier decision making in the future.

Mr. Higgins recalled current engagement opportunities that would be taking place in the upcoming months. He reminded JPACT of the upcoming regional leadership forum as well as future discussions and decisions that would come to JPACT.

*Member discussion included:*

- Commissioner Savas expressed that there was a need for jurisdictions and staff to be involved in the RTP conversations.
- Mayor Knapp raised concerns that the methodology did not align with the described approach. He explained that his perception was that they were not thinking about a transportation system in a broader sense.
- Commissioner Saltzman asked if they were on track with climate smart and Vision Zero. Ms. Ellis remarked that they were falling short in the level of transit service that they assumed in the climate smart strategy. She added that they would be working with TPAC and MTAC and would be looking to JPACT for direction on what kinds of refinements could be accomplished with this update.
- Chair Dirksen asked where the funding would come from to go through with all of the programs.
- Councilor Craddick asked how they were planning to incorporate the RTP with future funding possibilities and become more specific about goals.
- Ms. Elissa Gertler expressed appreciation for these questions, and emphasized that the RTP could be as visionary as their resources allowed. She noted that they had a big vision but not the resources, and that they were working on a process for engaging voters and partners. Ms. Gertler emphasized that all of these questions were asking how to expand resources.

**ADJOURN**

JPACT Chair Dirksen adjourned the meeting at 9:06 AM.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Miranda Mishan", with a horizontal line extending to the right.

Miranda Mishan  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 18, 2018**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
5.1	PowerPoint	1/18/18	Presentation: Red Line Extension and Reliability Improvement Projects	011818j-01
5.2	PowerPoint	1/18/18	Presentation: 2018 DRAFT Regional Travel Options Strategy	011818j-02
5.3	PowerPoint	1/18/18	RTP Update on Engagement and Evaluation	011818j-03
5.3	Handout	1/15/18	RTP Public Comment One-pager	011818j-04

# Memo

Date: February 6, 2018  
 To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties  
 From: Kim Ellis, RTP Project Manager  
 Subject: Key Evaluation Takeaways and Remaining Policy and Technical Work in Support of the 2018 Regional Transportation Plan

## PURPOSE

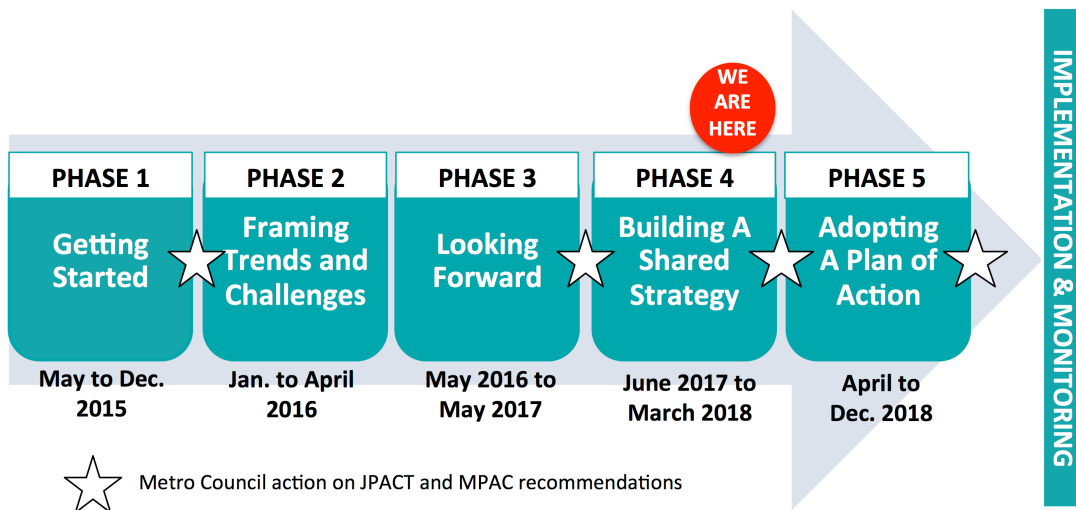
The purpose of this memorandum is to provide the Joint Policy Advisory Committee on Transportation (JPACT) with the key takeaways from the regional-level analysis of the draft project lists. A summary of remaining work that is planned or underway to finalize the 2018 Regional Transportation Plan by the end of 2018 is also provided.

## ACTION REQUESTED

No formal action is requested. This is an opportunity for JPACT to ask questions and begin discussion of the key takeaways in preparation for upcoming policy discussions, including the March 2 Regional Leadership Forum.

## BACKGROUND AND CONTEXT

The Portland metropolitan region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, healthy and affordable travel options. Through the 2018 RTP update, the Metro Council is working with leaders and communities throughout the region to plan the transportation system of the future by updating the region's shared transportation vision and investment strategy for the next 25 years. Shown in **Figure 1**, the plan update is in Phase 4 and on schedule.



## SUMMARY OF PAST COUNCIL DIRECTION ON THIS ITEM

- In **December 2016**, the Council reaffirmed past direction to staff to use development of the 2018 RTP to clearly and realistically communicate our transportation funding outlook and align the financially constrained project list with updated financial assumptions. This direction included developing a pipeline of priority projects for the regional transportation system for Metro and a diverse coalition of partners to work together to fund and build.
- In **February 2017**, the Council directed the RTP project list and strategies for safety, freight, transit and emerging technologies be developed in a transparent way that advances adopted



regional goals, supports regional coalition building efforts, and emphasizes equity, safety and climate change.

- In **May 2017**, the Council further directed staff to move forward with the Call for Projects as recommended by the Metro Policy Advisory Committee (MPAC) and JPACT. This direction included approval of a vision statement for the 2018 RTP, also approved by MPAC and JPACT in May, to guide development of the draft RTP project lists.
- In **September and December 2017**, Council reaffirmed Council priorities as to emphasizing safety, racial equity, climate change and managing congestion as the RTP is finalized in 2018.

#### **WHAT HAS CHANGED SINCE JPACT LAST CONSIDERED THIS ITEM?**

- **Regional-level evaluation of draft RTP projects completed.** Staff completed the regional-level evaluation of projects submitted by local governments and other agencies last summer, consistent with past Council direction.
- **March 2 Regional Leadership Forum planning continues.** Members and alternates should have received an electronic invitation from EventBrite on January 26. JPACT members are requested to RSVP for the forum by February 16. Like past forums, at this forum, Metro councilors, MPAC and JPACT members and designated community and business leaders will be seated at tables. If a MPAC or JPACT member is not able to be present, the designated alternate may participate in their place. Limited audience seating will be available for jurisdictional staff and other registered attendees. Copies of the draft agenda will be provided at the meeting.
- **Public comment opportunity continues through February 17.** On January 17, staff launched a 30-day comment opportunity for the Regional Transportation Plan, focusing on the draft project lists. A flyer announcing the comment period is attached to the packet. Members of the public and other interested parties have the opportunity to take a 5-7 minute survey and learn about the projects through the on-line interactive map. Email and letters are also being accepted. More than 1600 responses to the on-line survey have been received to date. JPACT members are encouraged to share the survey link with your networks (<https://2018rtp.metroquest.com>). The on-line survey results will be summarized for the Regional Leadership Forum on March 2.
- **January 19 Community Leaders' Forum convened.** On Jan. 19, 2018, the Metro Council hosted a community leaders' forum, bringing together community leaders focused on social equity, environmental justice, labor fairness and community engagement. Invitees included community representatives on several of Metro's advisory committees - MPAC, the Committee on Racial Equity (CORE), the Public Engagement Review Committee (PERC), the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC), as well as previous participants in RTP regional leadership forums and individuals involved in discussions about an affordable housing measure.

More than 90 community leaders were invited, and 23 leaders participated to learn about the current status of the RTP update, engage on the takeaways from the analysis of the draft project lists, and discuss priorities and tradeoffs. Participants were also asked to work together to determine the most important messages to share with the Metro Council, MPAC and JPACT as the policymakers begin finalizing the 2018 RTP.

Summary notes from the discussions are provided in the packet. Staff are working to summarize individual comment sheets submitted at the forum. This additional summary will be provided separately. All of this feedback will be summarized for the Regional Leadership Forum on March 2.

- **RTP business and community outreach launched.** Metro Councilors have been presenting information to economic alliances, business associations and other interested organizations. These presentations will continue through March and focus on where we are in the RTP process, key takeaways from the regional-level evaluation, and informing groups of the current and future public comment opportunities.

**List of scheduled presentations to business/community groups (as of 2/5/17)**

- East Metro Economic Alliance – Thursday, February 8 at 11:45 a.m.
- Washington County Coordinating Committee – Monday, February 12 at noon
- Clackamas County Business Alliance – Wednesday, February 14 at 7:30 a.m.
- East Portland Action Plan LU/Transp. Committee – Wednesday, February 14 at 6:30 p.m.
- Joint meeting of Westside Economic Alliance/Westside Transportation Alliance – Thursday, February 15 at 7:30 a.m.
- Tualatin Chamber of Commerce – Tuesday, February 20 at 11:30 a.m.

Feedback provided at the business and community briefings will be summarized for the Regional Leadership Forum on March 2.

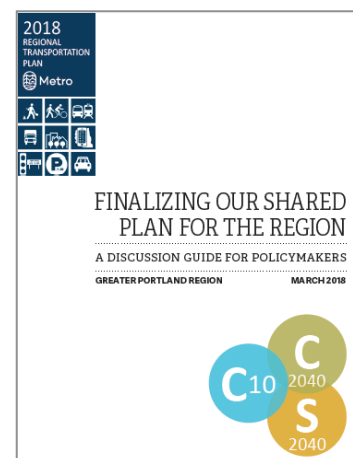
- **Discussion materials prepared to support upcoming policy discussions.** Staff prepared materials designed to help elected, business and community leaders and residents better understand outcomes to be expected from the draft 2018 RTP project lists. The materials are included in the meeting packet for consideration in preparation for upcoming RTP policy discussions:

**1. Key takeaways handout | 2018 RTP: Getting there with a Connected Region (Jan. 31, 2018)**

This is an eight-page summary of the draft constrained project list and key takeaways from the regional-level evaluation of those projects. The takeaways handout is posted online on the RTP web page ([www.oregonmetro.gov/2018projects](http://www.oregonmetro.gov/2018projects)) for use during the rest of the comment period. Printed copies will be available at the JPACT meeting.

**2. Policymakers' discussion guide | Finalizing Our Shared Plan for the Region (Jan. 31, 2018)**

This guide will be the touchstone for conversations at Regional Leadership Forum #4 on March 2. It will be introduced to MPAC and the Joint Policy Advisory Committee on Transportation (JPACT) the week of Feb. 12. The guide is posted online ([www.oregonmetro.gov/2018projects](http://www.oregonmetro.gov/2018projects)) and will be provided electronically to individuals who register for the forum. Printed copies will be available at the JPACT meeting and Regional Leadership Forum.



The discussion guide has three key sections:

### Regional context

**Our region continues to grow and change**

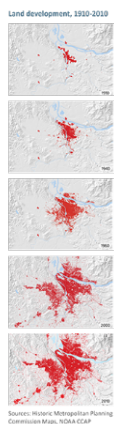
The greater Portland region is an extraordinary place to call home. It is known for its unique communities with loving neighborhoods, a diverse and growing economy and a world-class transportation system. The region is surrounded by stunning natural landscapes and criss-crossed with a network of parks, trails and natural areas within a walk, bike, ride or transit stop from home. Over the years, our communities have taken a collaborative approach to planning that has helped make the region one of the most livable in the country.

Because of our dedication to planning and working together to make local and regional plans a reality, we have set a wise course for managing growth – but times are changing. The region is growing, our economy is expanding, and emerging technologies are changing how we do business and get around.

Housing affordability, climate change, racial disparities, traffic deaths and life changing injuries, and traffic congestion demand new kinds of leadership, innovation and thoughtful deliberation and action to ensure our region remains a great place to live, work and play for everyone.

In collaboration with city, county, state, business and community leaders, Metro has researched how land use and transportation policies and investments can be leveraged to respond to these complex and interrelated challenges at a regional scale.

The region expects to welcome more than 500,000 new residents – about half from growing families – and more than 350,000 new jobs within the urban growth boundary by 2040.



Land development, 1950-2010

Source: Metro's Metropolitan Planning Commission Maps, NPA&CCAP Landcover

Shaping the 2018 Regional Transportation Plan | A discussion guide for policymakers 9

The **regional context section**, beginning on page 9, sets the stage for policymakers who may not realize the goals we have set and prior commitments we have made as a region, including implementing the Climate Smart Strategy. It also provides information on the state of racial equity in the region, Vision Zero, managing congestion and paying for needed investments.

The **what we learned section**, beginning on page 33, begins with an overview of the draft constrained project list that is followed by a summary of the key takeaways from the regional-level analysis of the draft constrained list. The information in this section is the same information presented in the eight-page key takeaways handout.

Highlights include:

- **Safety is a priority** in high injury corridors and communities of color and other historically marginalized communities.
- **Congestion will not ease**, but investments will help improve reliability (the system would perform much worse without mix of the investments included in the draft lists).
- **Increased physical activity and reduced emissions will help people live healthier lives, but the region will fall short of its adopted greenhouse gas reduction commitment.** (The draft RTP Constrained project list falls short of levels of investment in transit service, active transportation, and system and demand management strategies adopted in the 2014 Climate Smart Strategy).
- **Affordability will improve with better access to lower cost travel options, but not everyone will see the same level of benefit for access to jobs and community places.**

### What we learned

**Key takeaways on what the projects will do for our transportation system**

The following information is provided to assist the public and decision-makers in determining if the project priorities are making enough progress toward our desired outcomes, especially over the next 10 years, to set the greater Portland region on the right trajectory and build momentum for a transportation system that works for everyone.

The vision for the 2018 Regional Transportation Plan is that by 2040, everyone in the greater Portland region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy and affordable transportation system with travel options.

Focusing on the main outcomes of the vision, there are four key takeaways from the analysis of the draft constrained list of projects:

- Safety is a priority in high injury corridors and communities of color.
- Congestion will not ease, but investments will improve reliability.
- Increased physical activity and reduced emissions will help people live healthier lives, but the region will fall short of its adopted greenhouse gas reduction commitment.
- Affordability will improve with better access to travel options, but not everyone will see the same level of benefit.

**Social equity**

Social equity in the future is very difficult to forecast and analyze due to the margin of error present in existing data and modeling tools that are used. However, given community feedback and the continued history of disparity, it is important that the region's decision-makers continue to focus on social equity. This means working to meet the needs of communities of color and other historically marginalized communities and to better understand the potential impacts and benefits of investments for these communities.

With the draft constrained list, we are making progress toward improving equity in some areas, but there is still more to do. The region will invest in historically marginalized communities at higher rates than the region as a whole for safety, access to transit and walking and biking investments. For the measures for access to jobs and community places, the results were less optimistic – historically marginalized communities experienced slightly less improvement in access to jobs and community places when compared to the region as a whole.

This is especially challenging, considering these communities start with worse service and access, so any gap in the rate of improvement for any measure has the potential to continue to leave these communities behind.

Approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation and Metro Council in May 2015.



Shaping the 2018 Regional Transportation Plan | A discussion guide for policymakers 33

### Overview of evaluated RTP investment strategies

This section provides background information on the investment strategies being considered by the region's policymakers as part of updating the 2018 Regional Transportation Plan to:

- Implement adopted local and regional plans.
- Make transit frequent, convenient, accessible and affordable.
- Make roads, bridges and thoroughways safe, reliable and connected.
- Move freight in a safe, reliable, connected and sustainable way.
- Make biking and walking safe and convenient.
- Use technology to actively manage the transportation system.
- Provide information and incentives to expand the use of travel options.
- Manage parking to make efficient use of parking resources.

In summer 2017, local jurisdictions and county coordinating committees worked within a constrained budget and funding targets to put forward project priorities for inclusion in the plan in collaboration with Metro, ODOT, TriMet, SMART and the Port of Portland. All projects were to have come from adopted plans or studies that provided opportunities for public input.

Metro analyzed the performance of three scenarios to help inform finalizing the plan's project priorities in spring 2018.

**Three funding scenarios in the 2018 Regional Transportation Plan**

**10-year constrained funding scenario**  
2018-2027  
This scenario shows the results of building the highest priority projects scheduled in the first 10 years of the draft constrained list.

**2040 constrained funding scenario**  
2018-2040  
This scenario shows the results of building the highest priority projects by 2040 within the constrained budget.

**2040 strategic funding scenario**  
2018-2040  
This scenario shows the results of the building the projects of the constrained list plus additional strategic priority projects by 2040.

**Defining terms**

**Constrained budget**  
The budget of federal, state and local funds the greater Portland region can reasonably expect through 2040 under current funding trends – assumes some increased funding compared to current levels.

**Constrained list**  
Projects that can be built by 2040 within the constrained budget.

**Strategic list**  
Additional priority projects to show what could be achieved with additional resources.

Shaping the 2018 Regional Transportation Plan | A discussion guide for policymakers 39

The **overview of evaluated RTP investment strategies section**, beginning on page 39, gives context, maps and “at-a-glance” tables for each of the modes, programs and policies that make up the investment strategies. The maps and at-a-glance tables attempt to paint a picture of what can be expected with investments in the draft project lists in the next 10 years (C10) with the constrained list, and in 2040 Constrained (C2040) and 2040 Strategic (S2040) project lists.

The at-a-glance tables also include information from the adopted Climate Smart Strategy to help decision-makers understand how much of the region’s past commitment will be implemented through the draft project lists.

### **UPCOMING JPACT DISCUSSIONS**

As described at the last JPACT meeting, many other RTP-related activities are underway in support of the finalizing the 2018 RTP. Remaining activities are summarized in an attachment for reference. JPACT dates and topics through June follow.

- 3/15 Report back on Regional Leadership Forum (RLF #4 Takeaways and 2018 RTP investment priorities – affirmation requested);

*Agencies will have until April 27 to submit changes to project lists. The revised project lists will be evaluated and subject to further public review in summer 2018 as part of the final 45-day public comment period planned for June 29 to August 13.*

- 4/19 Draft Safety Strategy

- 5/17 Draft Freight Strategy, Draft Transit Strategy, Draft Emerging Technologies (RTX) Strategies and Policies, and Draft RTP (focus on policy and implementation chapters)

### **PACKET MATERIALS**

- Key takeaways handout | 2018 RTP: Getting there with a Connected Region (Jan. 31, 2018)
- Policymakers' discussion guide | Finalizing Our Shared Plan for the Region (Jan. 31, 2018)
- January 19 Community Leaders' Forum meeting summary
- RTP Comment Opportunity Flyer
- Update on Remaining Policy and Technical Work in Support of 2018 Regional Transportation Plan (Feb. 1, 2018)



Metro

# 2018 Regional Transportation Plan

## Getting there with a connected region

*How we get around shapes our communities and our everyday lives. Through the fall of 2018, Metro will work with local, regional and state partners and the public to update our region's shared transportation vision and investment strategy for the next 25 years.*

### Building a connected region

Planning for the region's transportation system means more than deciding where to build throughways (freeways and major highways), roads, bridges, bikeways, sidewalks and transit and freight routes. It's also about:

- taking care of people and building great communities
- maintaining and making the most of past investments and leveraging new technologies and innovation
- ensuring that no matter where you're going, you can have safe, reliable, healthy and affordable options to get there
- creating vibrant and connected communities, nurturing a strong economy, improving social equity and protecting our environment and the quality of life we all value.

### The Regional Transportation Plan

The Regional Transportation Plan provides a shared vision and investment strategy that guides projects and programs for all forms of travel to keep people connected and commerce moving throughout the greater Portland region. The plan is updated every four to five years to stay ahead of future growth and address trends and challenges facing the people of the region.



### Now is the time to act

A half-million new residents – more than half from growing families – are expected to live in the Portland area by 2040. Our communities are becoming more ethnically diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement.

To keep people connected and commerce moving, we need to work across interests and communities to bring innovative solutions to the challenges facing our growing and changing region.

### Why is the 2018 update important?

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable, healthy and affordable ways to get around.

The 2018 Regional Transportation Plan will help the region respond to the changing transportation needs of our communities and businesses. The update will establish priorities for state, federal and regional funding and help set the stage for the new and expanded options for people and products to get where they need to go.

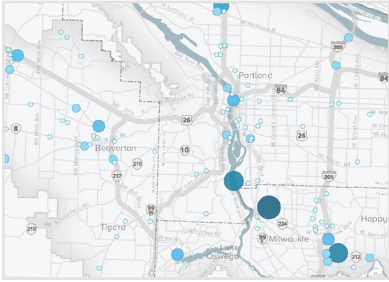
Funding is limited, and we have multiple transportation priorities. The way we respond will shape how our transportation challenges impact greater Portland's economic prosperity and quality of life.



# Overview of the draft project list

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## Did you know?



### Since the last update in 2014

Of the 1,256 projects listed in the 2014 Regional Transportation Plan, 132 have been built or will be completed by 2019 – a total of \$3.15 billion invested in the region’s transportation system

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## Defining terms

### Constrained budget

The budget of federal, state and local funds the greater Portland region can reasonably expect through 2040 under current funding trends – presumes some increased funding compared to current levels

### Constrained list

Projects that can be built by 2040 within the constrained budget

### Strategic list

Additional priority projects to show what could be achieved with additional resources

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## Why the constrained project list matters

The Regional Transportation Plan comprises two main parts: the policy section and the project lists. The policy section sets the vision, goals, performance targets and guidelines for the greater Portland region’s system of throughways, roads, bridges, bikeways, sidewalks, and transit and freight routes.

The project lists are priority projects from local, regional or state planning efforts that provided opportunities for public input. Last summer, Metro issued a call for projects to its regional partners to begin updating the region’s transportation investment priorities. Clackamas, Multnomah and Washington counties and cities within each county recommended priority projects for their jurisdictions at county coordinating committees. ODOT, the Port of Portland, TriMet, SMART and other agencies worked with county coordinating committees and the City of Portland to recommend priority projects. The City of Portland recommended projects after reviewing priorities with its community advisory committees. These projects were provided to Metro to build the Regional Transportation Plan.

The project lists are separated into two categories:

1. the projects that fit within a **constrained** budget of federal, state and local funds the greater Portland region can reasonably expect through 2040 under current funding trends
2. additional **strategic** priority investments (not constrained to the budget based on current funding trends) that could be built with additional resources.

In order to be eligible for federal or state transportation funding, a project must be included on the “constrained” list.

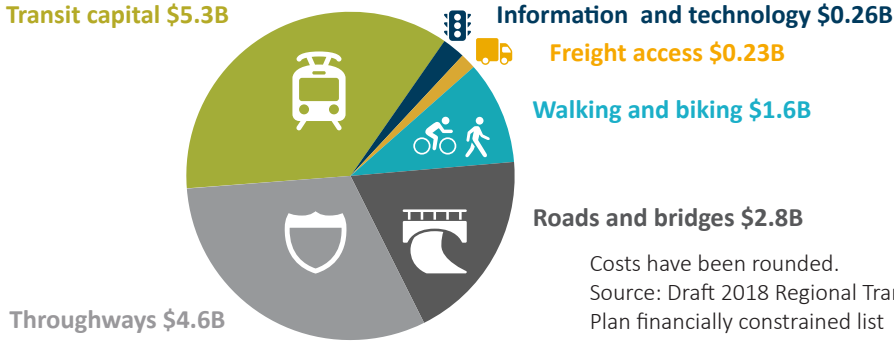
## Refining the project list

The next pages summarize the projects in the constrained list and provide key takeaways on how these investments are expected to affect how our system of throughways, roads, bridges, bikeways, sidewalks and transit and freight routes will perform. This information is provided to assist the public and decision-makers in determining if the project priorities are making enough progress toward our desired outcomes, especially over the next 10 years, to set the greater Portland region on the right trajectory and build momentum for a transportation system that works for everyone.

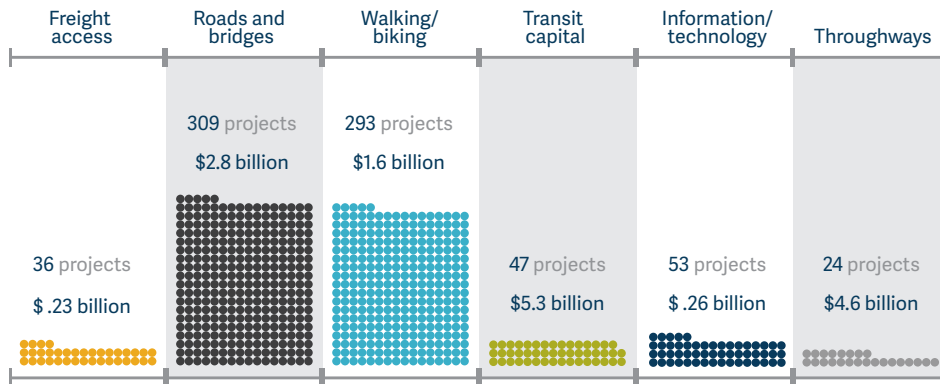
In spring 2018, regional decision-makers will discuss these findings, new funding information and public input to provide direction for additional refinements to the list of project priorities. In summer 2018, the refined project lists will be available for further public review and feedback.

## Types of projects

A complete and efficient transportation system must meet multiple needs and offer options for people and goods to get around. The draft constrained list represents a \$14.8 billion investment in the region's transportation system, with over half of that going to throughways, roads and bridges. *Note: Road and transit operations and maintenance costs are not included in the project list or information presented here.*

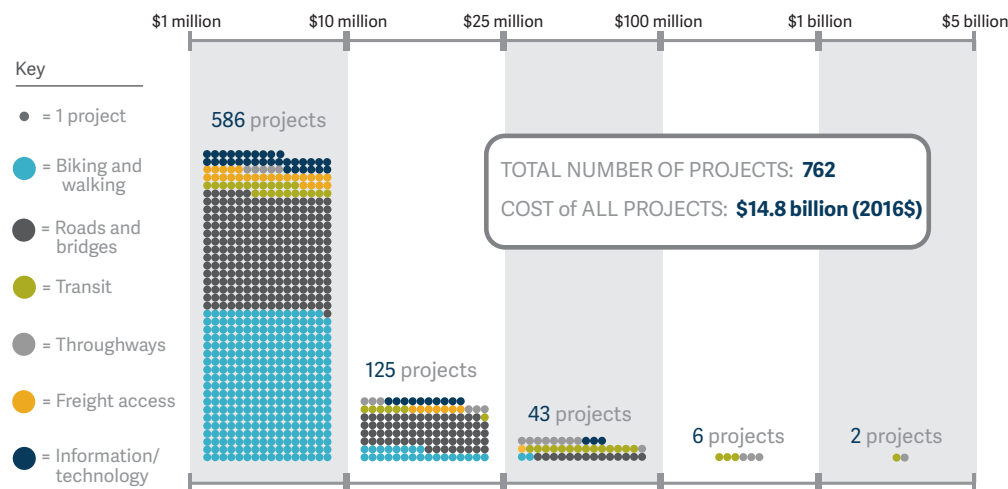


Roads, bridges, and walking and biking connections have the most projects in the draft 2018 Regional Transportation Plan constrained list, though the cost of projects vary greatly.



Costs have been rounded. Source: Draft 2018 Regional Transportation Plan financially constrained list

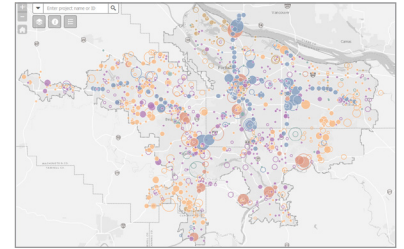
Projects in the draft 2018 Regional Transportation Plan constrained list range from \$1 million to nearly \$3 billion.



Source: Draft 2018 Regional Transportation Plan financially constrained list

## Explore online

Find out about individual projects with an interactive project map at [oregonmetro.gov/2018projects](http://oregonmetro.gov/2018projects).



## Defining terms

### Throughways

Controlled access (on-ramps and off-ramps) freeways and major highways

## 2018 Regional Transportation Plan



safe • reliable • healthy • affordable

Find out more at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).



# What we learned

## Key takeaways on what the projects will do for our transportation system

### Vision for the 2018 Regional Transportation Plan



In 2040, everyone in the greater Portland region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy and affordable transportation system with travel options.

*Approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation and Metro Council in May 2017.*

The following information is provided to assist the public and decision-makers in determining if the project priorities are making enough progress toward our desired outcomes, especially over the next 10 years, to set the greater Portland region on the right trajectory and build momentum for a transportation system that works for everyone.

The vision for the 2018 Regional Transportation Plan is that by 2040, everyone in the greater Portland region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy and affordable transportation system with travel options.

Focusing on the main outcomes of the vision, there are four key takeaways from the analysis of the draft constrained list of projects.

- Safety is a priority in high injury corridors and communities of color.
- Congestion will not ease, but investments will improve reliability.
- Increased physical activity and reduced emissions will help people live healthier lives, but the region will fall short of its adopted greenhouse gas reduction commitment.
- Affordability will improve with better access to travel options, but not everyone will see the same level of benefit.

### Social equity

Social equity in the future is very difficult to forecast and analyze due to the margin of error present in existing data and modeling tools that are used. However, given community feedback and the continued history of disparity, it is important that the region's decision-makers continue to focus on social equity. This means working to meet the needs of communities of color and other historically marginalized communities and to better understand the potential impacts and benefits of investments for these communities.

With the draft constrained list, we are making progress toward improving equity in some areas, but there is still more to do. The region will invest in historically marginalized communities at higher rates than the region as a whole for safety, access to transit and walking and biking investments. For the measures for access to jobs and community places, the results were less optimistic – historically marginalized communities experienced slightly less improvement in access to jobs and community places when compared to the region as a whole.

This is especially challenging, considering these communities start with worse service and access, so any gap in the rate of improvement for any measure has the potential to continue to leave these communities behind.

## Safety is a priority in high injury corridors and communities of color

While the region is a leader in transportation safety, we still average 482 deaths and life changing injuries each year for people driving, walking and biking. **Based on the draft constrained list, the region can expect:**

- **One third of projects will directly address safety.** While all projects will be designed with safety in mind, more than 35 percent of projects in the draft constrained list identify addressing a safety issue as a primary or secondary objective. A majority of these projects are planned to be implemented in the next 10 years.
- **A majority of projects directly addressing safety will be located in historically marginalized communities and in high injury corridors.** People of color, people with low incomes and English language learners are disproportionately impacted from traffic crashes. A majority of high injury corridors and a majority of fatal and severe injury pedestrian crashes occur in these communities.
- **Most projects will be in high injury corridors.** Nearly 60 percent of all projects in the draft constrained list are located in high injury corridors. While not all of these projects are identified as safety projects, they present an opportunity to make travel safer for all modes.

## Congestion will not ease, but investments will improve reliability

With 500,000 more people and 350,000 more jobs in the region by 2040, we'll see more economic activity and more people and goods traveling on the region's transportation system than today. This means more freight, more traffic and congestion, busier buses, and more people walking and biking.

**Based on the draft constrained list, the region can expect:**

- **The region will not achieve the adopted regional mobility policy within current funding levels or with the mix of investments included in the analysis.** There will be a 32 percent increase in daily vehicle miles traveled. The forecasted increase in population and jobs will mean more driving in the region, despite significant increases in biking, walking and transit travel.
- **Autos, buses and freight will spend more time in traffic than today.** The projects in the draft constrained list will not eliminate or even reduce vehicle delay from today's levels, but without these major investments for driving, walking, bicycling and using transit, traffic levels will be much worse. Buses and freight trucks will experience the same congestion levels as other vehicles – unless projects that prioritize their movement are built.

### Greater Portland voices



"I use a mobility scooter if there's a long distance in between places I'm traveling... I do have to drive on the streets sometimes, because the sidewalks are bad. I mean, there are places where there are no sidewalks and it leaves the necessity to ride in the road with a mobility scooter, or even with a walker." – *Annadiana, Forest Grove resident*



"The [MAX] ride from Milwaukie doesn't vary much at all. That's one of the best things about having the Orange Line. When I took the bus, the time to work was entirely dependent on the traffic" – *Adria, Milwaukie resident*

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## Greater Portland voices



“I think traffic in general [is a problem], depending on the area. My commute can be anywhere from 40 minutes to an hour and a half.” – Adam, Cornelius resident



“My ideal transportation experience would be one where I didn’t necessarily have to transfer from route to route so often, because that’s where I tend to miss more buses and have to wait for longer periods of time.” – Tana, Portland resident

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- **Throughways will see the most congestion.** While only 4 percent of all roads and throughways will be congested or severely congested in 2027, 28 percent of the region’s throughways will experience congestion or severe congestion during the 4-6 p.m. rush hour. This will increase to 32 percent by 2040. While many people driving during rush hour will not experience significant delay, those driving on the most congested roads and throughways could experience a considerable increase in delay. Congestion pricing – as well as other system and demand management strategies to increase efficiencies and reduce demand – will be needed to further address congestion.
- **Truck delay will increase, raising the cost of daily freight movement.** Delays for freight trucks will increase significantly by 2040, for both the peak and off-peak time periods. This could reduce the attractiveness of the region as a business location.

## Increased physical activity and reduced emissions will help people live healthier lives, but the region will fall short of its greenhouse gas reduction commitment

Access to healthy travel options for commuting or recreation are a priority for people, and emissions from motor vehicles are becoming a larger concern – from their role in increasing asthma rates to accelerating climate change. Transportation investments can help people live healthier lives, while reducing emissions. **Based on the draft constrained list, the region can expect:**

- **People will walk, bike and use transit more.** By 2040, healthier modes of travel – walking, bicycling and using transit – will increase at a higher rate than driving. Total trips overall will increase by 35 percent. While the number of auto trips will increase by 31 percent, the number of transit trips will more than double, trips by bicycle will increase by 54 percent, and walking trips will increase by 39 percent. Increased physical activity and reduced emissions will help people live healthier lives.
- **More physical activity and less air pollution will save lives and reduce illness.** By 2040, 24 people are expected to avoid premature deaths, based on analysis conducted by the Oregon Health Authority and Multnomah County Public Health. The majority of lives saved are expected to be attributable to improved air quality. The analysis also found the reduction in chronic illness will be 24 percent greater than it would be without the constrained list of projects. More than 70 percent of the reductions in chronic illness are expected to be due to improved physical activity – and will result in people living healthier lives and provide direct and indirect health care cost savings. Strategies that reduce per capita vehicle miles traveled and increase biking, walking and use of transit on a regular basis will improve our region’s health, reduce premature deaths and lower health care costs.

- **Employer- and community-based programs will encourage and promote physical activity.** These programs are anticipated to include the use of commuter programs, Open Streets events, individualized marketing approaches, Safe Routes to School and other types of activities aimed at providing a safe environment for people to walk and ride their bikes.
- **The region may miss opportunities to further increase walking, biking and transit use.** More than two-thirds of biking and walking projects will not be built until 2028 or later. This means many sidewalk gaps, deficient pedestrian crossings, missing trail connections, incomplete bikeways – including those that complete key connections to transit – will not be addressed for 10 years or more. In 2027, only 57 percent of arterial roadways will have completed sidewalks, and only 43 percent will have completed bikeways. This will increase to 61 and 50 percent, respectively by 2040. Other projects in the draft constrained list might be leveraged to address some additional gaps and deficiencies in the walking and biking networks.
- **The region will fall short of its greenhouse gas reduction commitment.** Transportation will contribute less air pollution and greenhouse gases, though this is mostly due to vehicle technology and fuel economy improvements. While the draft constrained list does not have enough focus on biking, walking, transit, smart technology and demand management programs, it does make progress toward implementing local plans. To meet the region’s greenhouse gas reduction commitment adopted in the 2014 Climate Smart Strategy, more funding is needed.

**Affordability can improve with better access to travel options, but not everyone will see the same level of benefit**

From gas prices to car insurance and maintenance, parking fees, bus fares and ride service (e.g., Uber, Lyft) costs, how we get around and how far we need to go affects the cost to get there. This can be a critical challenge for people who need to live farther from jobs and community places due to rising housing costs. **Based on the draft constrained list, the region can expect:**

- **Demand for transit will grow.** The demand for bus, MAX, streetcar and commuter rail service will more than double by 2040. Increased MAX frequency, more bus and shuttle-type service, faster service and better station access will help meet the increased transit demand throughout the region.
- **More people will have access to transit.** Sixty percent of the region’s households – and nearly 70 percent of low-income households – will live near 15-minute or better rush hour transit service by 2040.
- **More sidewalk connections, bikeways and trails are planned near transit stops.** This means better access to transit – and jobs, school, shopping and other destinations – overall.

**Greater Portland voices**



“I wish the government could do more to increase the number of buses, extending lines for the MAX, and putting in more bicycle lanes.”

–*Martín, Hillsboro resident*

*Defining terms*

**Community places**

Key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, and other places which provide key services and/or daily needs



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## Greater Portland voices



“La bicicleta es más económico. Es un poco más rápida, con precaución conducirla. Y pues ahorra tiempo, dinero y – pues no quiere decir esfuerzo, pero si eh – también relaja, ósea también es saludable. Me gusta mucho andar en bicicleta porque puedo disfrutar de los paisajes que hay al mí alrededor. Disfruto ver los cambios de las estaciones del año. La primavera, el otoño, el invierno, y por supuesto, mi favorito es el verano.  
| Commuting by bike is inexpensive and a little faster, of course, as long as you bike safely. So it saves time and money and – I don’t want to say effort – but it’s also relaxing. It’s also healthy. I enjoy biking so much because I get to enjoy the scenery around me. I love seeing the seasons change: spring, fall, winter, and, of course my favorite, summer.” – *Francisca, Portland resident*

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- **The investments will help us achieve regional targets for the percent of drive-alone auto trips in and to centers throughout the region.** Investments will be focused in employment, business and urban centers. This will result in better access to more affordable travel options – walking, bicycling and using transit – where there are jobs and services.
- **Not everyone will benefit equally with better access to community places.** Overall, more community places will be within a reasonable driving, transit, bicycling, and walking trip. For communities of color, a greater number of community places within a short trip will be available to these communities than the region as a whole. However, over the first 10-years, areas with a greater rate of people with low income, English language learners, older adults and young people will see slightly less benefit in reaching community places than the region as a whole.
- **More jobs will be near transit.** Jobs near 15-minute or better transit service during the rush hour will grow to 76 percent by 2040.
- **Not everyone will benefit equally with better access to jobs.** Overall, more jobs are expected to be within a reasonable driving, transit, bicycling, and walking commute in the future, but the rate of increase in jobs within that reasonable commute is slightly less for communities of color, people in poverty and English language learners. This has the potential to mean there is a disproportionate impact to, or less benefit for, these communities.
- **Partnerships will help employers provide information and incentives to expand the use of travel options.** These programs include paying some or all of transit pass or vanpool costs, providing secure bicycle parking and locker rooms for walking and bicycle commuters, and providing flexible-parking pricing options to encourage workers to use these resources.

### Economic prosperity

A strong economy relies on a safe, reliable, healthy and affordable system of thoroughways, roads, bikeways, sidewalks and transit and freight routes to get people to work and school and get goods to market and delivered to consumers.

Analysis of the draft constrained list, shows people will drive less each day, meaning less time spent in traffic, risk of traffic crashes, greenhouse gas emissions and air pollution than would occur if these projects are not implemented. Households will save money by driving fewer miles and biking, walking and using transit more, allowing people to spend money on other priorities; this is particularly important for households of modest means. Spending less time in traffic and reduced delay on the system saves businesses money, supports job creation, and promotes the efficient movement of goods and a strong economy. Fewer emissions help people live healthier lives and will lower healthcare costs.



[Click on box to download discussion guide.](#)

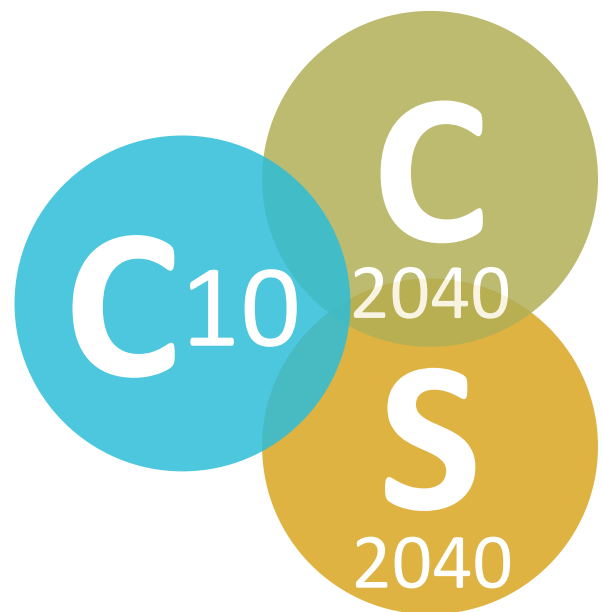


# FINALIZING OUR SHARED PLAN FOR THE REGION

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A DISCUSSION GUIDE FOR POLICYMAKERS  
.....

**GREATER PORTLAND REGION**

**MARCH 2018**



*On Jan. 19, 2018, Metro hosted a community leaders' forum, bringing together community leaders focused on social equity, environmental justice, labor fairness and community engagement. Invitees included community representatives on MPAC, CORE, PERC, MTAC and TPAC, as well as previous participants in RTP regional leadership forums and those involved in discussions about an affordable housing measure. More than 90 community leaders were invited, and 23 leaders participated to learn about the current status of the RTP update, engage on the analysis of the draft project lists, take a stand on priorities and tradeoffs, and work together to determine the most important messages to the Metro Council.*

### Attendees

**Community Leaders:** Betty Dominguez, Hannah Holloway, Noel Mickleberry, Gerik Kransky, Thomas Aquinas Debuur, Jen Massa Smith, Carol Chesarek, Fiona Yau-Luu, Gloria Pinzon, Luis Nava, Hal Bergsma, Martine Coblenz, Chris Rall, Nicole Phillips, Maria Hernandez Segoviano, Jenny Lee, Emily Lai, Glenn Koehrsen, Alex Page, Tyler Bullen, Abe Moland, Angela Kremer, Begona Rodriguez Liern, LaQuisha Minnieweather, Amandeep Sohi, Ed Gronke, Carolyn Anderson

**Metro and other jurisdictional staff:** Clifford Higgins, Noelle Dobson, Chris Ford, Brian Harper, (*observers:*) Lake McTighe, Margi Bradway, Grace Cho, Eryn Kehe, Matthew Hampton, Sam Garcia, Jennifer Koozer (TriMet), Jon Makler (ODOT)

**Elected officials:** Councilor Shirley Craddick, Councilor Kathryn Harrington, Councilor Bob Stacey, Commissioner Paul Savas (Clackamas County)

### Summarized discussion themes and comments

- Lead with equity
- Equity is number one concern – economic prosperity lowest concern (people over money)
- If you address equity, you get other desired outcomes (e.g. safety, congestion management)
- Explicitly link safety and equity
- Explicitly state – who is benefitting? Safety for whom? Congestion management for whom?
- Personal safety needs to be part of transportation safety
- Older adults and children need to be highlighted – impacts to them
- Project list/outcomes do not adequately meet goals and desired outcomes

### **Discussion 1: RTP evaluation and takeaways – large group conversation**

- Disappointment that the plan falls short of the region's Climate Smart Strategy goals, including falling short of our goals for safety and social equity outcomes.
- Describing the last two bullet points in the equity section, Councilor Harrington noted “[we] agreed as a region we want these goals...we haven't changed our project list to hit those goals that really affect people's lives.”



- Disappointment that the takeaways don't mention our aging population and what this means for that particular population.
- Would like more information on how economic prosperity and equity outcomes relate and articulating the tensions of pursuing both. *Emily Lai stated, "Economic prosperity is built on the expense of marginalized communities."*
- Would like to address the funding constraints in the RTP...this seems to be the root cause of a lot of our issues.
- *"The region has come a long way from including equity to moving towards embedding equity [in programs and projects]. I would like to see us move from embedding equity into prioritizing equity."* – Emily Lai
- The discussion guide doesn't talk about how youth are being affected by these decisions. Need you to articulate more on who is benefitting from increased safety. Is it for those already being impacted or for other people already benefitting?
- Need to articulate how safety and equity connect. Really articulate who we're actually talking about and who we want to prioritize. Highlight the intersection of these goals.
- One participant cautioned assuming the Southwest Corridor light rail project was going to be built. Reflected on community opposition on the Orange Line project and that Southwest Corridor might face same hurdles.
- One participant described their concern around the process. Call for projects came out when transportation equity assessment group was developing goals; a lot of time and energy went in to creating those goals. Don't see these goals represented in the plan so flagging the disconnect between the two processes. However, not surprised that the goals and results of plan don't align. Finally, it feels "off" that after putting the work in for two years, the effort doesn't result in what the projects look like.
- One participant asked for more information on the intersection of congestion pricing/tolling and affordability. From an equity point of view, the state has limits on what it can do with the funds. How can Metro make sure those funds are going to equitable issues?
- One participant stressed to really look at the current reality and ask who needs [these investments] most and target those communities. Really disappointing that communities of color and historically marginalized communities are seeing less benefit in the first 10 years. A lot of people are bringing this point up, which is telling.

**Discussion 2: RTP takeaways and top priorities – small group discussions with large group debrief**

- We heard from our community leaders at the forum two weeks ago that we need to be specific about who is benefitting from these investments.
- Some participants expressed their disappointment that we're not making enough progress on social equity.
- Concern about safety on the bus and first and last mile travel to transit (especially for older adults). *"If they don't feel safe, people won't want to take public transit"* – Carolyn Anderson
- One table noted that equity should be the top priority and infused in all other priorities.
- Demand management at the bottom of the list of priorities.
- One table raised the issue of serving an aging population and people with disabilities, commenting that it didn't seem reflected in the discussion materials. Others at the same table wanted to emphasize their perspective of needed to prioritize racial equity

- Equity and safety were the top two priorities articulated by community leaders. *“Love hearing that equity is interwoven in other priorities but want to see how.” – Martine Coblentz*
- Profiling of black residents and low-income folks on transit was another concern flagged during the conversation.
- Some people noted that they want economic prosperity and demand management at the bottom of our priorities. *“[Economic prosperity] seems to be the most important thing because that’s where we put it. We need to put people first...if we focus on what people need first, all of the other things will fall into place naturally.” – Gloria Pinzon*
- *“Driving force is economic development...this is the system that has been created and has caused so much injustice at the expense of so many people. Safety will be a byproduct of prioritizing equity first. Accountability also needs to be built in.” – Gloria Pinzon*

**Discussion 3: Southwest Corridor – large group discussion**

- *“As a starting premise, there is a problem when most of the oversight committee is white” – Emily Lai*
- Huge kudos from the group about the project using self-sufficiency standards/metrics. Suggestion to use these standards for Metro employees.
- Appreciate the people-based approach vs. place-based approach. However, the group stressed to engage the populations that will most be affected by this project’s impacts. Also suggested expanding outreach to populations that don’t usually participate (most responses on SWC map tool were from white males).
- One participant suggested educating groups like this about tools that don’t exist and how those same groups could advocate for said tools.
- Martine Coblentz requested/asking to understand how much more the CORE committee can engage with the plan. What are other opportunities exist for this group to plug in?



## Public comment opportunity on the 2018 RTP January 15 to February 17, 2018

Your input today will help guide decision-makers as they continue to refine and focus investments before adopting the Regional Transportation Plan in late 2018.

There's a reason our region is such an extraordinary place to call home - decades of careful planning have created inviting neighborhoods, supported a diverse and growing economy, protected our farms, forestland and natural areas, and built a world-class transportation system. Because of our dedication to planning and working together, Metro is seeking your input on the priorities you want to see in the 2018 Regional Transportation Plan.

### Your voice is important

The choices we make today about how we live, work and get around will determine the future of the region for generations to come.

You are invited to provide feedback on the plan during the **public comment period from Jan. 15 through Feb. 17, 2018.**

The 2018 Regional Transportation Plan provides the opportunity to update the investments we will make in roads, sidewalks, bikeways, transit and freight routes to support communities today and in the future. This update is an opportunity to define how we will create a safe, reliable, healthy and affordable transportation system for the next 25 years.

Visit [2018rtp.metroquest.com](http://2018rtp.metroquest.com) to provide your input and have your voice heard.

### SHARE YOUR THOUGHTS January 15 to February 17

Let us know what you want the greater Portland region's transportation system to look like in 2040.

Take the survey at:

[2018rtp.metroquest.com](http://2018rtp.metroquest.com)

Your input will be shared with regional decision-makers as they work together to provide direction on finalizing the project priorities to be included in the 2018 RTP.

Learn more about the 2018 RTP at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)

## Update on Remaining Policy and Technical Work in Support of the 2018 Regional Transportation Plan

February 1, 2018

### Policy and technical updates

- **Assessment of the pilot project evaluation completed.** Metro staff summarized comments received from partner agency on the pilot evaluation and is in the process of compiling a summary of lessons learned and recommendations for refinements to the process and criteria. Staff recommend deferring use of project-level evaluation to future planning efforts (post-RTP update). Documentation of the pilot project evaluation and recommendations for future efforts will be included in the 2018 RTP Technical Appendix.
- **Goals, objectives, performance targets and policies review continues and taking longer than planned.** Recognizing this RTP update has an increased focus on addressing safety, equity and climate change, the adopted work plan calls for the policy framework to be reviewed and updated to more fully address these and other issues of concern identified through the process (e.g., congestion, maintenance, emerging technologies and funding). In May, JPACT and the Metro Council directed staff to review and refine the RTP policy chapter, including:
  - **Review of RTP goals and objectives**, particularly goals related to safety, equity, climate change, accountability, transparency, congestion, maintenance, emerging technologies and funding. The review will seek to:
    - clarify the distinction between the vision, goals, objectives, performance targets and policies and their role in performance-based planning and decision-making;
    - reduce redundancy between the goals and objectives;
    - reflect priority outcomes identified through the process; and
    - better align the objectives with existing or desired data, including updated system evaluation and transportation equity measures and updates to the RTP performance targets to meet regional goals and federal and state requirements.
  - **Review of performance targets** to meet regional policy goals and federal and state requirements. The review will seek to:
    - clarify and update definitions and terms related to performance-based planning and measurement;
    - identify gaps in existing performance targets and opportunities to reduce redundancy;
    - update performance targets, including incorporating federally-required performance targets;
    - streamline how the 2018 RTP addresses state and federally-required target-setting and on-going performance monitoring, and reporting; and
    - define an action plan for system monitoring, including an approach to data collection, maintenance, sharing, and methods development.
  - **Review of modal policies and maps**, particularly the throughways/arterials, transit, and freight policies and system maps for each network. This review will seek to:
    - compile recommended changes to RTP system maps;
    - add a new freight safety policy;
    - expand policies for transit to reflect desired ridership, accessibility, convenience, frequency, reliability, and affordability performance outcomes;
    - expand policies for throughways and arterials to reflect desired access/connectivity, reliability and safety performance outcomes;
    - update relevant design policies;
    - draft new policy sections related to address safety, equity, climate change, and emerging technologies; and

## Update on other Policy and Technical Work Underway in support of the 2018 Regional Transportation Plan

February 1, 2018

- clarify the distinction between the modal policies in the RTP and modal strategies in the Regional Transit Strategy, Regional Freight Strategy and Regional Safety Strategy that are being developed concurrent with updating the RTP.

The regional bike and pedestrian network policies will not be subject to this review because they were extensively reviewed and updated as part of the 2014 Regional Active Transportation Plan. The system maps may be updated to reflect additions or updated functional classification designations stemming from local transportation plan updates and the RTP Call for Projects.

From Sept. to Dec. 2017, staff reviewed the existing policy framework to identify and recommend potential refinements to the 2014 RTP policy chapter for consideration by JPACT, MPAC and the Metro Council. TPAC and MTAC will discuss initial findings and recommendations from this review at their March meetings. Discussions are expected to continue in early 2018. The Metro Council will discuss findings and recommendations from this review in March or April 2018.

- **Financially constrained funding assumptions updates to reflect House Bill 2017 underway.** Metro staff is working with ODOT staff to update the state transportation revenue forecast in response to HB 2017. An updated forecast is anticipated in early 2018. TPAC, JPACT and the Metro Council will discuss the updated forecast when available, tentatively in March.
- **Update to RTP implementation chapter to begin in 2018.** Metro staff will begin work to update the implementation chapter in early 2018. This chapter outlines future studies and other work needed to advance implementation of the RTP or resolve issues that could not be fully addressed during the update. This will include updating sections on needed regional mobility corridor refinement plans, planned project development activities (e.g., Southwest Corridor and Division Transit Project), performance monitoring, and other implementation activities to be undertaken post-RTP adoption. TPAC and MTAC will discuss staff recommendations for updates to this chapter in March 2018. The Metro Council and policy advisory committees will discuss this chapter in late-Spring 2018, in advance of the final public review and adoption process.
- **Development of a transportation recovery and disaster preparedness element underway.** Metro staff will partner with Portland State University and the Regional Disaster Preparedness Organization (RPDO) to map previously identified regional emergency transportation routes and prepare recommendations for future work and partnerships needed to more fully address this issue prior to the next RTP update (due in 2023).

In early December, staff participated in a 2-day training on the development of an All-Hazards Transportation Recovery Plan for the Portland metropolitan region. The Federal Transit Administration (FTA) funded a research grant to develop a recovery plan for the City of Portland that includes transit and travel demand management (TDM) strategies, intelligent transportation system (ITS) technologies, and use of social media as an integral part of a recovery plan. The project included the development of this two-day training program to be pilot tested in Portland and offered to six other metropolitan regions nationwide. The training will be useful for developing recommendations for future work to be undertaken post-RTP adoption.

Regional advisory committees and the Metro Council will discuss the existing regional emergency transportation routes and recommendations for future work in Spring 2018.

## **Update on other Policy and Technical Work Underway in support of the 2018 Regional Transportation Plan**

February 1, 2018

### **Modal and topical strategies development**

- **Development of the Regional Transit Strategy continues.** Staff continue to work with the Transit Work Group to develop a draft strategy, update the System Expansion Policy and define Enhanced Transit Concept (ETC) pilot corridors to advance to project development funded by the 2019-21 Regional Flexible Funds Allocation (RFFA). TPAC discussed a proposed approach to the ETC pilot work at the October meeting, including working with County Coordinating Committees to identify the potential universe of Enhanced Transit locations to inform upcoming jurisdictional workshops. TPAC and MTAC will discuss a technical review draft transit strategy at their April 2018 meetings and receive periodic updates on the ETC work. The Metro Council and regional policy committees will discuss the draft strategy in May 2018. Staff are available to provide briefings, if desired.
- **Update to the Regional Transportation Safety Strategy continues.** Staff finalized work with the Safety Work Group to develop a draft strategy for technical review. TPAC and MTAC discussed a technical review draft safety strategy at their November 2017 meetings. The Metro Council and regional policy committees will discuss the draft strategy in February 2018. Staff are available to provide briefings, if desired.
- **Update to the Regional Freight Strategy continues.** Staff continue to work with the Freight Work Group to develop a draft strategy. TPAC and MTAC will discuss a technical review draft freight strategy at their March 2018 meetings. The Metro Council and regional policy committees will discuss the draft strategy in April 2018. Staff are available to provide briefings, if desired.
- **Development of a policy framework and strategy for emerging transportation technologies (RTX) continues.** Council discussed a proposed approach to this work at the October 10 work session. Staff is working with TPAC and MTAC to draft policies and strategies for the RTP. The Metro Council and regional policy committees will discuss the draft policies in February 2018 and a draft strategy in May 2018. Staff are available to provide briefings, if desired.
- **Update to Designing Livable Streets and Trails Guide continues.** Staff continue to work with the Design Work Group to update existing design practices. Staff are available to provide briefings, if desired.

### **Final public review and adoption process**

- **Planning of the final 45-day public review period and adoption process is underway.** In June, staff will seek Council direction to release the Draft 2018 RTP and draft strategies for freight, transit, and safety for public review and comment. The comment period is planned for June 29 to Aug. 13 (pending legal staff review). The comment period will include a public hearing and consultation with tribes and federal and state agencies.

In early fall TPAC and MTAC will be asked to identify remaining policy issues to be discussed by MPAC, JPACT and the Metro Council prior to adoption of the 2018 RTP and strategies for freight, transit, and safety. The 2018 RTP will be adopted by Ordinance as a land use action to meet federal and state requirements. The strategies for freight, transit, safety and emerging technology will be adopted by Resolution.

MTAC and TPAC will be requested to make final recommendations to MPAC and JPACT, respectively, in September. MPAC and JPACT will be requested to make final recommendations to the Metro Council in October. The Council is anticipated to consider final action on 2018 RTP (by Ordinance) and strategies for freight, transit, safety and emerging technology (by separate Resolutions) on December 6, 2018.

# Memo



Date: February 15, 2018  
To: Joint Policy Advisory Committee on Transportation (JPACT)  
From: Eliot Rose, Senior Technology Strategist  
Subject: Emerging Technology Strategy: Draft Policies

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## **PURPOSE**

To collect feedback on the draft policy language that will be included in Metro's Emerging Technologies Strategy.

## **ACTION REQUESTED**

The purpose of this presentation is to receive feedback from JPACT on the policy language that will be at the core of Metro's Emerging Technologies strategy. This memorandum presents the draft policy language for review; the accompanying presentation provides contextual information about how these policies were developed. The glossary at the end of this memo explains some of the terms used.



## **DRAFT EMERGING TECHNOLOGY PRINCIPLES**

Principles outline a long-term vision for how emerging technologies can support our regional transportation goals. They will serve as the foundation for the more detailed policies and strategies, as well as guide Metro and our partners in our technology-related planning efforts, partnerships and pilot projects. The draft principles shown below reflect feedback from Transportation Policy Alternatives Committee and Metro Technical Advisory Committee members during and following the January 3rd joint workshop.

**Vibrant Communities:** Emerging technologies should support our regional land use vision and enable communities to devote more space to places for people.

**Prosperity:** Emerging technologies should nurture locally-based companies, replace jobs lost to automation, support efficient freight movement, and create new ways to meet the transportation needs of local businesses and workers.

**Choices:** Emerging technologies should bring new travel options to the region and complement transit, bicycling and walking.

**Congestion:** Emerging technologies should help people reach their destinations more efficiently. They should reduce congestion by promoting shared trips, decreasing vehicle miles traveled, minimizing conflicts between travelers, and managing demand.

**Safety:** Emerging technologies should reduce the risk of crashes for everyone and protect users from data breaches and cyberattacks.

**Environment:** Emerging technologies should use vehicles that run on clean or renewable energy.

**Equity:** Emerging technologies should be accessible, affordable, and available for all; provide equitable service throughout the region; and meet the transportation needs of historically marginalized communities.

**Fiscal Stewardship:** Emerging technologies should contribute their fair share of the cost of operating, maintaining, and building the transportation system and make it possible to collect revenue efficiently and equitably.

**Accountability:** Companies that operate emerging technologies should collaborate with public agencies and share data to support policymaking, planning, and system management.

**DRAFT EMERGING TECHNOLOGY POLICIES AND STRATEGIES**

The draft policies and strategies focus on the key areas where public agencies need to act in the next decade to respond to the most pressing issues presented by emerging technologies and stay on track to meet our regional goals over the long term. Policies describe the outcomes that we want to achieve; strategies describe the actions that Metro and our partners can take to achieve those outcomes.

<b>Policies</b>	<b>Strategies</b>
<i>Equity</i>	
<p>Ensure that emerging technologies are accessible, available, and affordable to all.</p> <p>Use emerging technologies to create a more equitable transportation system.</p>	<p>Partner with historically marginalized communities to understand the barriers that they face to accessing emerging technologies and develop solutions to overcome these barriers.</p> <p>Develop standards for wheelchair accessibility and service equity for new mobility services.</p> <p>Create platforms that allow all people—regardless of race, age, language and culture, immigration status, banking status, and digital access—to learn about, book, and pay for new mobility services.</p> <p>Deploy emerging technologies to connect historically marginalized communities to transit stations and to employment centers, community services, and other destinations that are not well-served by transit.</p>
<i>Choices</i>	
<p>Use emerging technologies to bring new travel options to the region and support transit, shared trips, bicycling and walking.</p>	<p>Deploy emerging technologies to provide first- and last-mile connections to transit stations and make transit more efficient.</p> <p>Manage curb space to minimize conflicts between new mobility services and transit riders, bicyclists, and pedestrians.</p> <p>Deploy technologies that improve convenience and safety for transit riders, bicyclists, pedestrians, and people making shared trips.</p> <p>Price or manage travel and design streets to encourage shared trips and transit use in high-traffic areas and locations.</p>
<i>Prosperity</i>	
<p>Ensure that emerging technologies replace jobs lost to automation, support efficient freight movement, and create new ways to meet the transportation needs of local businesses and workers.</p>	<p>Develop programs to help transportation workers whose jobs are affected by emerging technologies find new opportunities.</p> <p>Pilot test CV infrastructure along key freight corridors.</p> <p>Study the impact that on-demand delivery is having on traffic and identify ways to keep goods and people moving.</p> <p>Develop partnerships and pilot projects with new mobility companies.</p> <p>Develop policies that encourage innovation and fair competition among new mobility services.</p>

<b>Policies</b>	<b>Strategies</b>
<i>Information</i>	
<p>Empower travelers to make the best choices for their trips.</p> <p>Plan and manage the transportation system using the best data available.</p>	<p>Make it easy for people to plan and pay for trips via transit.</p> <p>Develop mobility as a service platforms that allow people to compare, select, and book travel options seamlessly and competitively.</p> <p>Modernize and share public agency transportation data.</p> <p>Increase capacity to send data to and collect data from the roadside.</p> <p>Develop open data policies that ensure access to and responsible usage of public agency data.</p> <p>Collect data and conduct research on the impacts of emerging technologies.</p>
<i>Innovation</i>	
<p>Take a proactive role in shaping and adapting to new developments in transportation technology.</p>	<p>Use Metro funds and leverage local dollars to support emerging technology pilot projects that align with our goals.</p> <p>Partner with private companies, employers, and community groups when developing and implementing pilot projects.</p> <p>Shift to shorter-term, feedback-driven planning processes that allow public us to adapt to a changing transportation system.</p> <p>Develop and test new data, tools, systems and models to plan and manage the transportation system.</p>

## **EMERGING TECHNOLOGY STRATEGY GLOSSARY**

**Emerging technologies** is a blanket term that we use throughout this plan to refer to new developments in transportation technology. We use it to refer both to *technologies* like automated vehicles or smart phones and *services* that operate using these technologies, like car and bike sharing.

### **We discuss the following emerging technologies in this strategy:**

**Automated vehicles (AVs)** use sensors and advanced control systems to operate independently of input from a human driver. Transportation experts have developed a five-level system to distinguish between the different degrees to which automation can assist a human driver; in this plan we focus on Level 4 or 5 AVs, which can operate independently of a driver under most or all conditions.

**Bike sharing** systems like BIKETOWN in Portland make fleets of bicycles available for short-term rental within a defined service area. Some bike sharing systems now offer electric bikes.

**Car sharing** services allow people to rent a nearby vehicle for short trips and pay only for the time that they use. Different car sharing service types include:

- Stationary car sharing (ZipCar, in some cases ReachNow), under which cars are kept at fixed stations, and users pick up cars from and return them to the same station.
- Free-floating car sharing (Car2Go, ReachNow), which allows people to pick up and drop off cars anywhere within a defined service area.
- Peer-to-peer car sharing (Getaround, Turo), which enables people to rent cars from their neighbors on a short-term basis.

**Connected vehicle (CV) infrastructure**, such as smart traffic signals and roadside sensors, communicates information to CVs in order to help them navigate the transportation system safely and efficiently and collect data from CVs in order to help public agencies manage the transportation system

**Connected vehicles (CVs)** communicate with each other or with infrastructure like traffic signals and incident management systems. Since it seems increasingly likely that vehicles in the near future will include both automated and connected elements, we typically use “AVs” to refer to both AVs and CVs.

**Electric vehicles (EVs)** use electric motors for propulsion instead of or in addition to gasoline motors.

**Emerging technologies** is a blanket term that we use throughout this plan to refer to new developments in transportation technology. We use it to refer both to “technologies” like

automated vehicles or smart phones and services that operate using these technologies, like car and bike sharing.

**Microtransit** services such as Via, Chariot, and Leap use smart phones to allow riders to book trips and collect data to tailor routes, and typically serve these routes with vehicles that are smaller than conventional buses.

**Transportation network companies (TNCs)** like Uber and Lyft use apps and websites to connect passengers with drivers who provide rides in their personal vehicles.

**Traveler information and payment** refers to the numerous new ways in which technology enables people to learn about and pay for their travel options online. These services can help people compare different ways of getting around (moovel, Google Maps), get detailed information on their mode of choice (TransitApp, Ride Report, Waze), track and share their trips (Strava, MapMyWalk), and pay for trips (TriMet's Tickets app, Uber/Lyft).

**Common ways of grouping some of these technologies together include:**

**New mobility services** refers to transportation services like TNCs, microtransit, car sharing and bike sharing, which are powered by smart phones and other emerging technologies. These services are usually privately operated by **new mobility companies**.

**Shared mobility** describes newer services that allow people to share a vehicle, such as TNCs, car and bike sharing, and microtransit, as well as traditional shared modes like transit, car- or vanpools, and taxis. These services are usually privately operated, by **shared mobility companies**.

**Shared trips** are trips taken by multiple passengers in a single vehicle, including carpools, transit trips, and some TNC or car share trips.

**Smart cities** refers to the ways in which public agencies are using technologies such as automated transit, CV infrastructure, to provide better service, use resources more efficiently or make better decisions.

Materials following this page were distributed at the meeting.



## February hotsheet

### Land use and transportation

*Working together, our region can reduce traffic, improve our economy and maintain what make this region a great place. Metro works with 24 cities and 3 counties to protect local values and preserve our region's farms and forests.*

The application window for Metro's **Community Placemaking grants** program closes on Feb. 2. The grants support projects that address a community challenge or opportunity, while encouraging social interaction and connection to place throughout the region. Up to \$160,000 is available. This year \$60,000 will be set aside for projects proposed within the Southwest Corridor. Contact: Dana Lucero, 503-797-1755.

The comment period for **Metro's Regional Transportation Plan** closes Feb. 9. Metro is inviting regional leaders to a forum on March 2 to discuss the plan's 2018 update; the forum is part of the public comment process. Contact: Cliff Higgins, 503-797-1932.

Five cities have submitted letters of interest for **Urban Growth Boundary expansions** in the 2018 decision. The cities include Beaverton, Hillsboro, King City, Sherwood and Wilsonville. The five areas would total approximately 2,800 acres and could accommodate about 14,000 homes. The next step is for the cities to submit full proposals by May 31. Cities will need to provide a plan for the proposed expansions and demonstrate – among other things – that they are taking steps to encourage the development of affordable housing in their existing urban areas. The Metro Council will make a growth management decision by the end of 2018. Contact: Ted Reid, 503-797-1768.

The comment period for Metro's **Regional Travel Options** draft strategy opens Feb. 5 and closes at 5 p.m. on Feb. 23. The draft 2018 RTO strategy provides new direction for the program into the next ten years. It guides the region in creating safe, vibrant and livable communities by supporting programs – through grants and technical assistance – that increase walking, biking, ride-sharing, telecommuting, and public transit use. Contact Dan Kaempff, 503-813-7559.



## ***Parks and nature***

*Metro's parks and natural areas preserve more than 17,000 acres of our region for recreational enjoyment and environmental protection. Supported through voter-approved bond measures and a property tax levy, Metro's parks and natural areas attract more than a million visitors from around our region.*

**Nature in Neighborhoods grants:** Applications for Nature in Neighborhoods grants are now available. Nature education and outdoor experiences grants support and create partnerships in local communities that improve water quality, restore fish and wildlife habitat and connect people with nature. Money is available for projects that promote cultural, environmental and economic equity. A wide variety of projects can fit the bill, such as nature programs for school-aged children, job training or internships for nature-based careers, or building capacity for groups to connect their communities to nearby parks and natural areas. Grants will range from \$30,000 to \$100,000 for multi-year projects, with a total of \$700,000 available this year. Community groups, nonprofits, neighborhoods, individuals, faith groups, and service groups with nonprofit or other tax-exempt status may apply. Pre-applications are due 4 p.m. March 6 and are available at [oregonmetro.gov/grants](http://oregonmetro.gov/grants). Funding for Nature in Neighborhood habitat restoration and community stewardship projects will be available in 2019. Contact: Crista Gardner, 503-797-1627

**East Council Creek Natural Area:** Community members are invited to attend an open house Feb. 7 to weigh in on options for visitor amenities at the future park at East Council Creek Natural Area in Cornelius. The open house is scheduled for 5:30 to 7 p.m. at Centro Cultural de Washington County in Cornelius. East Council Creek is a 33-acre natural area along the banks of Council Creek, and public access is envisioned for the south side of the creek. The site is next to residential neighborhoods and offers an opportunity for people to experience nature close to home. Community outreach for the project is integrated with Connect with Nature, an initiative focused on including diverse communities in parks planning. Contact: Olena Turula, 503-813-7542

**Willamette Falls Legacy Project:** The Metro Council unanimously approved the Willamette Falls Riverwalk master plan at its Jan. 4 meeting. The master plan provides the long-term vision that will guide development and public use of the riverwalk at the former Blue Heron paper mill site in Oregon City. The riverwalk will bring visitors up close to North America's second most powerful waterfall. Parts of the riverwalk could open as early as 2022. The riverwalk is part of the larger Willamette Falls Legacy Project, a collaboration between Metro, Oregon City, Clackamas County and the State of Oregon. Oregon City commissioners are expected to consider approving the plan in February. The plan is available at [willamettefallslegacy.org](http://willamettefallslegacy.org). Contact: Alex Gilbertson, 503-797-1583.

## ***Waste reduction and management***

*Metro manages the Portland region's garbage, recycling and compost systems, and encourages residents and businesses to make the most of what they don't want.*

This summer the Metro Council will consider a **commercial food scraps collection policy** which has been under discussion for more than two years. A summer decision allows the completion of contract negotiations with a food scraps processor, as well as the development of an approach for addressing potential long distances to food scraps transfer facilities, before the requirement goes to Council. Draft rules that will guide the collection policy will be available for public comment in April. A discussion of the policy is scheduled for the MPAC meeting on May 9. Contact: Jennifer Erickson, 503-797-1647.

**Community enhancement grants:** In January, Metro awarded approximately \$246,000 across 11 projects near the Metro Central Transfer Station in Northwest Portland, which funds the annual grants through a surcharge on waste delivered there. Funded projects will improve neighborhoods, preserve recreational areas, and support underserved communities such as youth, elders and people of color. A committee, chaired by Metro Councilor Sam Chase and comprised of residents, businesses and conservation groups from the target area, promotes, evaluates and selects projects. Contact: Rob Nathan, 503-797-1691.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING A MULTI- )  
YEAR COMMITMENT OF REGIONAL )  
FLEXIBLE FUNDS FOR THE YEARS 2019-31, )  
FUNDING THE DIVISION TRANSIT PROJECT, )  
THE SOUTHWEST CORRIDOR TRANSIT )  
PROJECT, ARTERIAL BOTTLENECK )  
PROJECTS, AND ACTIVE TRANSPORTATION )  
PROJECTS, AND AUTHORIZING EXECUTION )  
OF AN INTERGOVERNMENTAL AGREEMENT )  
WITH TRIMET REGARDING THE MULTI- )  
YEAR COMMITMENT OF REGIONAL )  
FLEXIBLE FUNDS )

RESOLUTION NO. 17-4800

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

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

WHEREAS, Metro is authorized by the Oregon Department of Transportation (ODOT) to program federal Congestion Mitigation/Air Quality (CMAQ) funds in the MTIP that are allocated to the Portland region by ODOT;

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

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

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

WHEREAS, ODOT has notified TriMet and Metro that Eugene and Salem are eligible for future allocations of the state's share of federal CMAQ funds, which will potentially reduce CMAQ funds available to the Portland metropolitan region over the years 2019-21 (and in future years);

WHEREAS, any reduction in the amount of CMAQ funds allocated by ODOT to the Portland metropolitan region will reduce the amount of federal transportation funds used as the basis of the funding amounts set forth in RFFA Policy Statement;



WHEREAS, due to the uncertainty regarding any potential reduction in available federal transportation funds from the amounts assumed in the adopted RFFA Policy Statement and given the importance of TriMet's timely receipt of funds to keep project work on schedule, on May 18, 2017, the Joint Policy Advisory Committee on Transportation (JPACT) recommended approval of this Resolution 17-4800 and the reduced funding commitments shown in Exhibit A, and expressed an intent to potentially increase the amount of funding dedicated to these regionally important projects in the future up to the amounts included in the RFFA Policy Statement, following ODOT's decision regarding statewide allocation of the CMAQ funds;

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

BE IT RESOLVED that the Metro Council hereby:

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

ADOPTED by the Metro Council this [insert date] day of May, 2017.

---

Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

**EXHIBIT A to Resolution 17-4800**

**Table 1: Multi-Year Commitment of MTIP Funds and Regional Flexible Funds to TriMet**

Column:	A	B	C
Federal Fiscal Year	Sub-Total of MTIP Funds Committed under Res. Nos. 08-3942 and 10-4185	Sub-Total of Phase 1 Regional Flexible Funds Committed under Res. No. 17-4800	Grand Total of MTIP Funds and Phase 1 Regional Flexible Funds Committed to TriMet under Res. Nos. 08-3942, 10-4185, and 17-4800
2016	\$16,000,000		\$16,000,000
2017	\$16,000,000		\$16,000,000
2018	\$16,000,000		\$16,000,000
2019	\$16,000,000	\$3,250,000	\$19,250,000
2020	\$16,000,000	\$3,250,000	\$19,250,000
2021	\$16,000,000	\$3,250,000	\$19,250,000
2022	\$16,000,000	\$3,500,000	\$19,500,000
2023	\$16,000,000	\$3,500,000	\$19,500,000
2024	\$16,000,000	\$3,500,000	\$19,500,000
2025	\$16,000,000	\$3,500,000	\$19,500,000
2026	\$16,000,000	\$3,500,000	\$19,500,000
2027	\$16,000,000	\$3,500,000	\$19,500,000
2028		\$12,100,000	\$12,100,000
2029		\$12,100,000	\$12,100,000
2030		\$12,100,000	\$12,100,000
2031		\$12,100,000	\$12,100,000

**Table 2: Bond Funded Projects and Net Project Funding**

Project Activity	Amount
Southwest Corridor Transit Project	\$15,000,000
Division Transit Project	\$25,000,000
Project Development: Highway/Arterial	\$10,000,000
Active Transportation/Safe Routes to Schools	\$1,000,000
Enhanced Transit	-0-
<b>Total</b>	<b>\$51,000,000</b>



## **STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 17-4800, FOR THE PURPOSE OF APPROVING A MULTI-YEAR COMMITMENT OF REGIONAL FLEXIBLE FUNDS FOR THE YEARS 2019-31, FUNDING THE DIVISION TRANSIT PROJECT, THE SOUTHWEST CORRIDOR TRANSIT PROJECT, ARTERIAL BOTTLENECK PROJECTS, AND ACTIVE TRANSPORTATION PROJECTS, AND AUTHORIZING EXECUTION OF AN INTERGOVERNMENTAL AGREEMENT WITH TRIMET REGARDING THE MULTI-YEAR COMMITMENT OF REGIONAL FLEXIBLE FUNDS

---

Date: May 5, 2017

Prepared by: Ted Leybold

### **BACKGROUND**

In 2015, the region began discussions to update the policy for the next allocation of regional flexible funds and the creation of the 2018-21 Metropolitan Transportation Improvement Program (MTIP). The financial forecast at that time found that by holding funding levels for existing programs steady at past amounts (adjusting for inflation), there would be \$17.43 million of additional forecasted Regional Flexible Funds for the Portland metropolitan region under the FAST Act legislation. On June 16, 2016, the Metro Council approved Resolution No. 16-4702, establishing policy direction for the allocation of Regional Flexible Funds, with the intent to provide this additional forecasted revenue and a small portion of existing funding capacity to the Division Transit Project and project development work for the Southwest Corridor Transit Project, arterial bottleneck projects, and active transportation projects. Support of these projects was authorized to include a multi-year commitment of funding through 2034, to be bonded by TriMet to provide funding to these projects more immediately.

Metro was informed by the Oregon Department of Transportation (ODOT) that one source of the regional flexible funding, Congestion Mitigation/Air Quality (CMAQ) funds, would likely be reduced due to the new eligibility of the Salem and Eugene areas to receive these funds from the share allocated to the state of Oregon.

To address this uncertainty regarding any potential reduction in available federal transportation funds from the amounts assumed in the adopted RFFA Policy Statement and given the importance of TriMet's timely receipt of funds to keep project work on schedule, on May 18, 2017, the Joint Policy Advisory Committee on Transportation (JPACT) recommended approval of this Resolution 17-4800 and the reduced funding commitments shown in Exhibit A.

The purpose of this resolution is to authorize the Chief Operating Officer to enter into an intergovernmental agreement (IGA) between TriMet and Metro. In this agreement, Metro will provide a multi-year commitment of Regional Flexible Funds consistent with the schedule provided in Table 1 of Exhibit A to this resolution. The bond proceeds will be provided to the projects consistent with Table 2 of Exhibit A to this resolution.

JPACT and the Metro Council may increase the amount of funding dedicated to these regionally important projects in the future up to the amounts included in the RFFA Policy Statement, following ODOT's decision regarding statewide allocation of the CMAQ funds.

## **ANALYSIS/INFORMATION**

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Metro has the authority to enter into an Intergovernmental agreement (IGA) with TriMet. Metro has previously executed these types of IGAs with TriMet, most recently to Provide Regional Flexible Funds for the Milwaukie Light Rail, Commuter Rail, Portland-Lake Oswego Transit, and Southwest Corridor, February 10, 2011. The IGA would implement policy direction provided in Resolution No. 16-4702, *“For the Purpose of Adopting the 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement for the Portland Metropolitan Area,”* June 16, 2016.
3. **Anticipated Effects** This resolution would authorize an IGA that would provide the mechanism to formalize the transfer of regional flexible fund dollars to TriMet for the funding of transportation projects specified in the agreement.
4. **Budget Impacts** Federal or state funding allocations less than forecasted levels may affect Metro’s ability to allocate regional flexible funds for Metro planning or transportation program activities. Additionally, Metro will be responsible for providing or collecting from partner agencies matching funds of approximately \$105,000 for project development activities for Active Transportation projects.

## **RECOMMENDED ACTION**

Metro Council approve Resolution No. 17-4800.





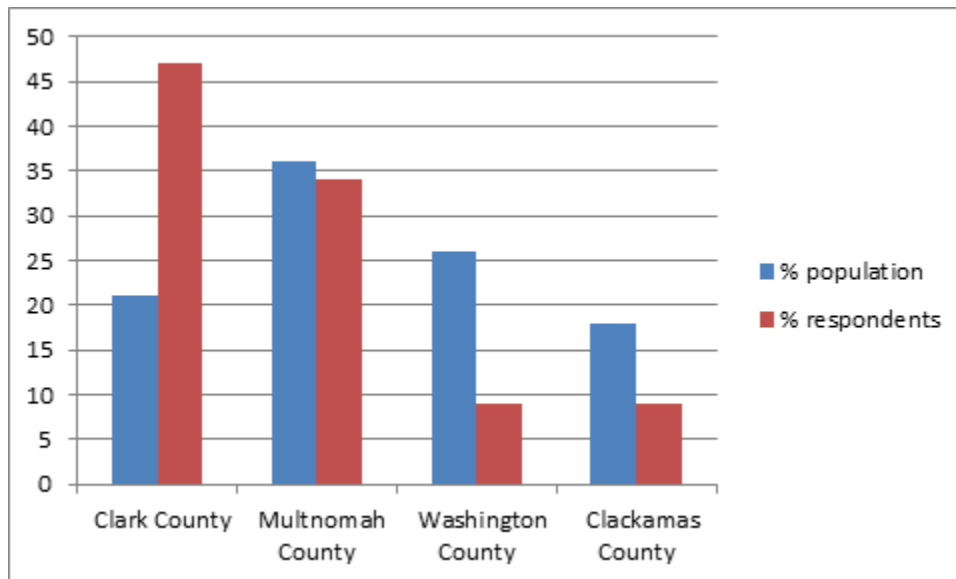
# Portland Metro Area Value Pricing Feasibility Analysis

## WINTER 2018 ENGAGEMENT UPDATE AND STATUS REPORT

### HIGHLIGHTS OF DIGITAL & DIRECT ENGAGEMENT

Online Open House	
Online open house	6,722 unique visitors
Completed online questionnaire	1,810*
Participation in interactive map	3,888 unique users, 573 comments – many with multiple likes
Other Engagement Numbers	
Participants at first two open houses	30 at Clackamas Town Center, 70 at Lloyd Center, 160 at Vancouver Community Library
Number of general comments submitted via email or voicemail (November – Feb. 5, 2018):	~ 400
Number of comments submitted to PAC (November – Feb. 5, 2018):	~ 135

**\*Geographic Distribution of On-line Questionnaire Respondents**





# Portland Metro Area Value Pricing Feasibility Analysis

## WINTER 2018 ENGAGEMENT UPDATE AND STATUS REPORT

Date: 2/6/2018 – at closure

### PURPOSE OF ENGAGEMENT

The structure of the winter engagement is designed to achieve the following objectives:

- **Listen to community input** on congestion and understand needs, issues, concerns and opportunities presented by the potential introduction of value pricing.
- **Promote awareness** among stakeholders and the public about the project process and schedule.
- **Education:** Educate the public and stakeholders about the congestion problem, value pricing and why ODOT is considering the tool, initial range of concepts

### KEY QUESTIONS AND OUTPUTS

The key questions being asked and desired outputs in all engagement activities are consistent:

- Experience with congestion on I-5 and I-205
- How much of a concern congestion is perceived to be in the Portland area
- Core community values related to traveling on these corridors and what matters most to them (informs use of performance measures for technical analysis)
- The importance of trip reliability and travel time
- The perceived benefits and burdens of implementing value pricing
- How value pricing might impact driver behavior (choice/mode/time)
- Initial thoughts about the value pricing concepts (3) being studied

### TOOLS:

- Online open house – Jan. 17 – Feb. 5
- In person open houses – Jan. 23, Jan. 27 and Jan. 30
- Project website
- General email address/voicemail
- PAC email address
- Presentations as requested by stakeholder groups

### RESULTS TO DATE:

- Online open house: **6,722 unique visitors**
- Completed online questionnaire: **1,810**
- Participation in interactive map: **3,888 unique users, 573 comments** – many with multiple likes
- Participants at first two open houses: **~260 (30 at Clackamas Town Center, 70 at Lloyd Center, 160 at Vancouver Community Library)**
- Number of general comments submitted via email or voicemail (November – Feb. 5, 2018): **392+**
- Number of comments submitted to PAC (November – Feb. 5, 2018): **134**
- Briefings and presentations to community groups: **7**



# Portland Metro Area Value Pricing Feasibility Analysis

## WINTER 2018 ENGAGEMENT UPDATE AND STATUS REPORT

### NOTIFICATION:

- News release released statewide and to Value Pricing mailing list: **7,091 recipients; 20% open rate**
- Outreach toolkit emailed to stakeholder groups: **168 recipients; 37% open rate**
- Reminder e-update to Value Pricing email list and stakeholder group: **653 recipients; 18% open rate**
- ODOT Facebook posts: **1 published; 9,504 people reached; 15,892 total impressions; 595 clicks; 44 reactions; 50 comments; 21 shares**
- ODOT Facebook events: **3 events; 31 marked as “interested”; 4 marked as “going” or “went”**
- ODOT Tweets: **4 Tweets; 10 comments; 20 shares; 17 likes**
- Earned media coverage: **KATU, KGW, KOIN, Fox12, Portland Tribune, Oregonian, Columbian, OPB, Clark County Today, Lake Oswego Review, East Oregonian, Patch.com**
- Blog coverage: **Bike Portland, No More Freeway Expansion**
- Paid digital advertising on Facebook: **72,263 people reached; 2,385 clicks through to the OOH**
- Paid digital advertising on Google Ad Network: **143,991 impressions; 150 clicks through to the OOH**
- Paid digital advertising on Instagram: **16,360 people reached; 503 clicks through to the OOH**
- Paid digital advertising on Twitter: **11,937 impressions; 118 clicks through to the OOH**
- Paid digital advertising on YouTube: **4,662 people reached**

### PLANNED NEXT STEPS

- Update website to reflect online open house is archived
- Send “thank you” email and evaluation on opportunity to comment
- Finalize in-person open house meeting summary
- Complete comment report for PAC 3 meeting (draft due to ODOT on Feb. 14.)
- Complete post-digital campaign assessment in prep for spring campaign
- Planning for spring engagement
  - EJ/Title VI discussion groups
  - Refresh informational materials
  - In person and online engagement



Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.

To: Metro Council

From: Susan Anderson, Director, Portland Bureau of Planning and Sustainability

Leah Treat, Director, Portland Bureau of Transportation

RE: Regional Transportation Plan 2018 Update

Date: January 18, 2017

---

We appreciate the efforts that Metro has made to engage the City of Portland and our regional partners in the development of the 2018 Regional Transportation Plan. The RTP provides the region with a tremendous opportunity to make strategic investments and policy decisions to advance our common goals to create a great place with a safe, efficient, and equitable multimodal transportation system. It is our belief that the best way to achieve these outcomes is through sustained collaboration.

As you know, the development of the RTP is on a tight timeline. We are at a critical juncture in its development. The initial performance analysis, based on the first round of the Call for Projects, shows our region coming up short of our goals for safety, equity, climate, and congestion. Under even the best scenario, the region will fall short of the targets and visions agreed upon in the Climate Smart Strategy and the 2040 Growth Plan. These outcomes have consequences for the region's economic development, air quality, environmental justice, and quality of life.

Instead of seeing these initial results as a shortcoming, we see this moment as an opportunity. This provides us all – cities, counties, special districts, and the MPO - with an opportunity to ask if there is more that we can do to achieve the region's desired outcomes. This could include taking a deeper dive into the projects list to see what adjustments could be made to bring us closer to our targets. It could also include looking at other strategies such as congestion pricing, transportation demand management, and parking to see how we can achieve better outcomes in the near, immediate, and long term. We think it would be productive to evaluate these and other strategies.

We ask that you direct Metro staff to work with our staff and others from around the region to fully explore the options and to develop a clear path forward. It is our hope that we can continue to work closely with Metro and our regional partners to develop a plan that includes future strategic transportation investments that set us in the right direction to reach our common equity, safety, and climate targets.

Thank you again for the continued engagement on the 2018 Regional Transportation Plan.



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

Feb. 13, 2018

Susan Anderson, Director  
Portland Bureau of Planning and Sustainability  
1900 SW 4th Ave., Suite 7100  
Portland, OR 97201

Leah Treat, Director  
Portland Bureau of Transportation  
1120 SW Fifth Ave., Suite 800  
Portland, OR 97204

Dear Susan and Leah:

Thank you for your comments regarding the 2018 Regional Transportation Plan. The Metro Council could not agree more that the Regional Transportation Plan provides the greater Portland region with a tremendous opportunity to identify strategic investments to advance our common goals to improve safety, advance equitable outcomes, reduce our greenhouse gas emissions, and ease congestion. We also agree that this is a moment in time for our region to prioritize investments that further advance achievement of all four of these outcomes.

To that end, in December 2017, the Metro Council outlined four policy priorities we are committed to as the 2018 Regional Transportation Plan is finalized this year:

- implementing the Climate Smart Strategy, which was supported by the Metro Policy Advisory Committee (MPAC) and adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2014 with broad support;
- implementing Vision Zero to achieve zero transportation-related deaths and life changing injuries by 2035, as endorsed by MPAC, JPACT and the Metro Council last spring;
- improving equity for historically marginalized communities, especially people of color; and
- putting the region on a productive path to address our growing congestion through demand management and a continued shift to the most efficient modes of transportation.

We also agree that the initial evaluation results should not be viewed as a shortcoming but instead should serve as a call to action for all of the greater Portland region. As you point out, we are at a key point in the Regional Transportation Plan process in which policymakers can collectively use the initial results and public input we receive to give feedback to our jurisdictional partners on how they can refine or improve the transportation projects submitted to the Regional Transportation Plan to better meet our shared goals.

We recognize that at current funding levels, the region cannot afford all of what we need. While the Oregon Legislature – with HB 2017 – made significant investments in the region’s transit operations and highway bottlenecks, there is still a significant gap in funding for investments in the region’s transportation system.

The project lists are priority projects compiled from local, regional and state planning efforts under this constrained budget. The evaluation results provide a mirror of how the jurisdictional project submissions will perform as a regional system. Now is the time to identify the outcomes

we're going to prioritize – especially in the next 10 years to set the right trajectory for our transportation system – through this Regional Transportation Plan.

Based on staff's analysis, there are several additional ways the region could do better to meet its safety, climate change, equity, and congestion goals:

1. **Expand transit operations to meet service levels adopted in the Climate Smart Strategy** to increase transit coverage, frequency and ridership. Service expansion could target congested corridors and major travel corridors in historically marginalized communities, areas with higher concentrations of jobs and housing today or planned in the future, and implementing community/jobs connector shuttles as recommended in adopted TriMet Service Enhancement Plans across the region (e.g., GroveLink, Clackamas industrial area).
2. **Target investments to address safety as well as congestion on the region's arterial and throughways that extends beyond the peak travel periods** with a focus on improving safety in historically marginalized communities and high injury corridors for all modes of travel, investing more in system management and intelligent transportation systems strategies to meet the investment level adopted in the Climate Smart Strategy, improving operations of frequent transit service routes and congested freight routes, and improving network connectivity and access to freight intermodal facilities and industrial lands.
3. **Complete 100 percent of the gaps in the regional active transportation network**, with a focus on historically marginalized communities, high injury corridors, major travel corridors served by frequent transit service, and streets that provide first- and last-mile connections to schools and frequent transit service. This should also include looking for opportunities to complete more of the gaps in the first 10 years of the plan period.

Additionally, we appreciate and support your request to take a closer look at congestion pricing. Congestion pricing will be an important tool to manage demand in the greater Portland region. We are participating in the ODOT process to introduce value pricing in part of the region's highway system (I-5 and I-205 corridors), and Metro will conduct further research in this area.

We look forward to working with your policymakers and other partners to prioritize investments that allow this region to strategically meet our shared goals. We have directed Metro staff to work with you and others around the region to explore the options on how to better meet our safety, climate, equity and safety goals through this Regional Transportation Plan and future efforts.

Thank you again for your leadership and continued collaboration on the 2018 Regional Transportation Plan, and we look forward to seeing you at the Regional Leadership Forum on March 2 and working together with the City of Portland and other partners to finalize the Regional Transportation Plan this year.

Sincerely,



Metro Council President Tom Hughes  
On behalf of the Metro Council

cc: Mayor Ted Wheeler, City of Portland  
Commissioner Dan Saltzman, City of Portland





Metro

**2018 Regional Transportation Plan**  
**What we learned: key takeaways**  
**February 2018**



# Regional Transportation Plan



Metro

Sets the course for moving the region safely, reliably and affordably for decades to come

Establishes priorities for federal, state and regional funding

Required every 5 years (after this RTP)



# Plan context



Metro



Our region is growing and changing

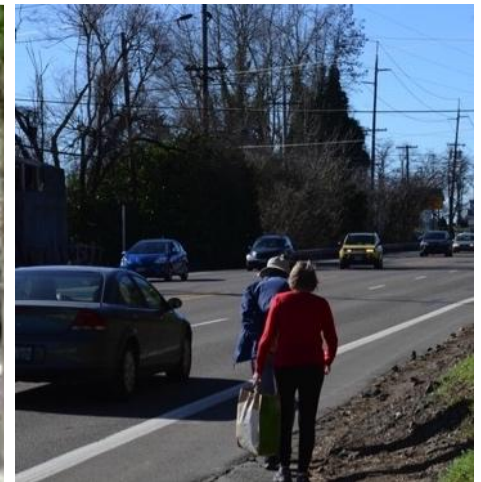
Insufficient transportation funding to meet our needs today and in the future

Project priorities came from adopted local, regional and state plans in support of regional vision and policy goals



# Our shared vision

*In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.*



Vision statement approved by the Metro Council, JPACT and MPAC in May 2017.

# Adopted RTP policy goals and desired outcomes

## WHAT WE WANT TO ACHIEVE

Vibrant communities

Economic prosperity

Transportation choices

Travel efficiency

Safety and security

Environmental stewardship

Public health

Climate leadership

## HOW WE GET THERE

Equity

Fiscal stewardship

Accountability

**RTP Goals** (first adopted in 2010, amended in 2014, and put forward for 2018)

# Draft 2018 RTP project priorities

submitted by cities, counties, ODOT, TriMet, SMART and other jurisdictions from adopted plans and studies



Metro

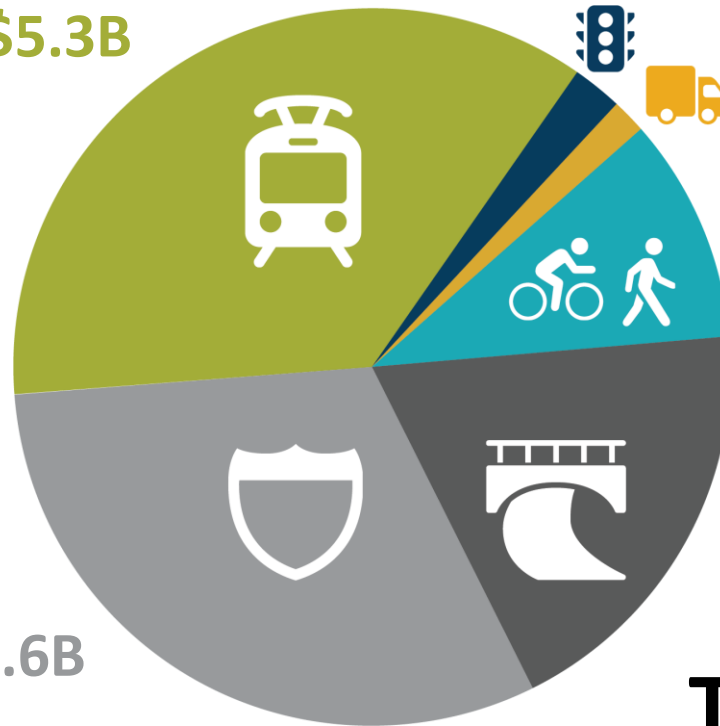
Information and technology \$0.26B

Transit capital \$5.3B

Freight access \$0.23B

Walking and biking \$1.6B

Roads and bridges \$2.8B



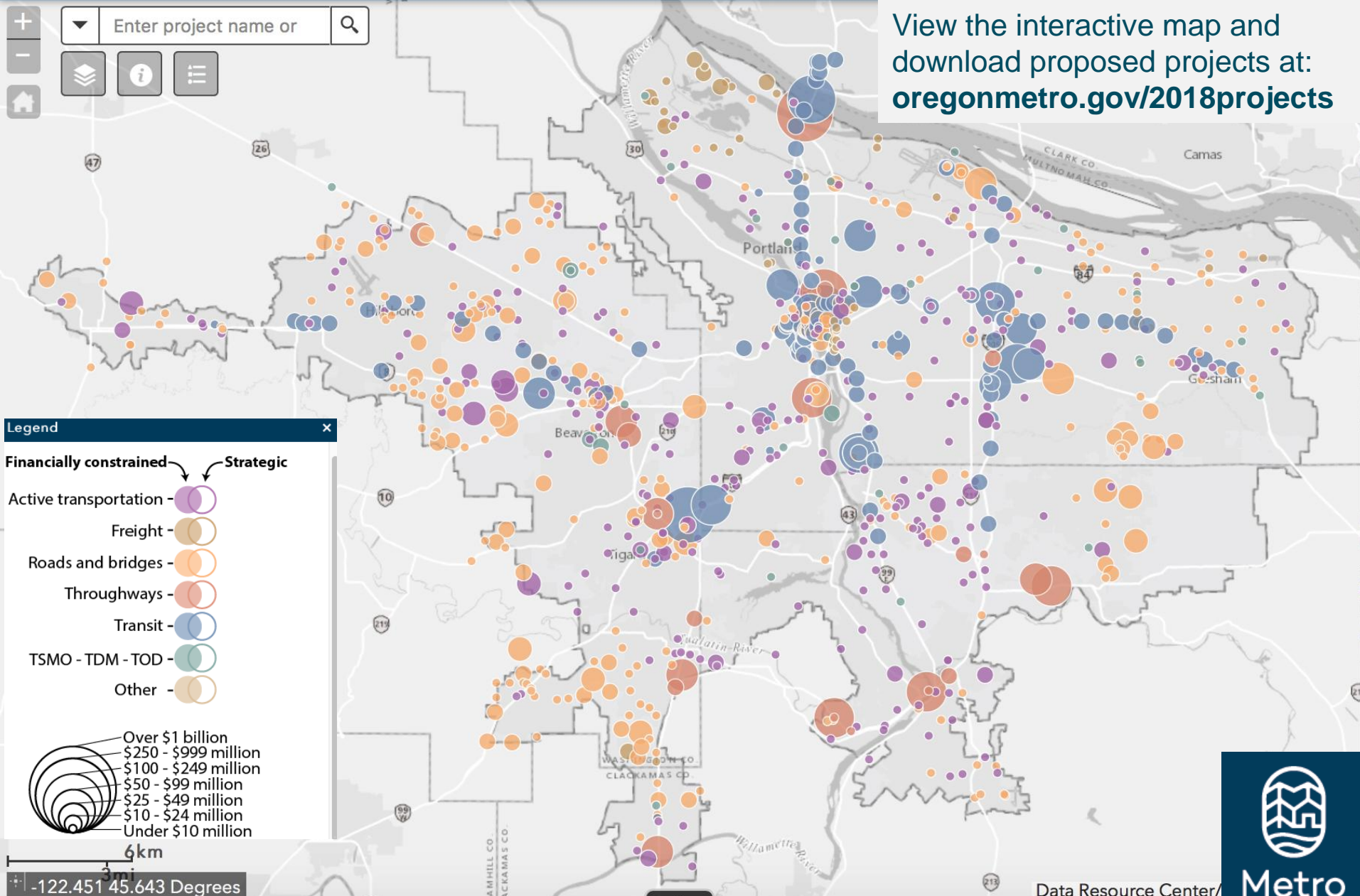
Throughways \$4.6B

**Total: \$14.8 billion**

draft RTP constrained project list  
(capital projects only)

# Draft 2040 Constrained projects

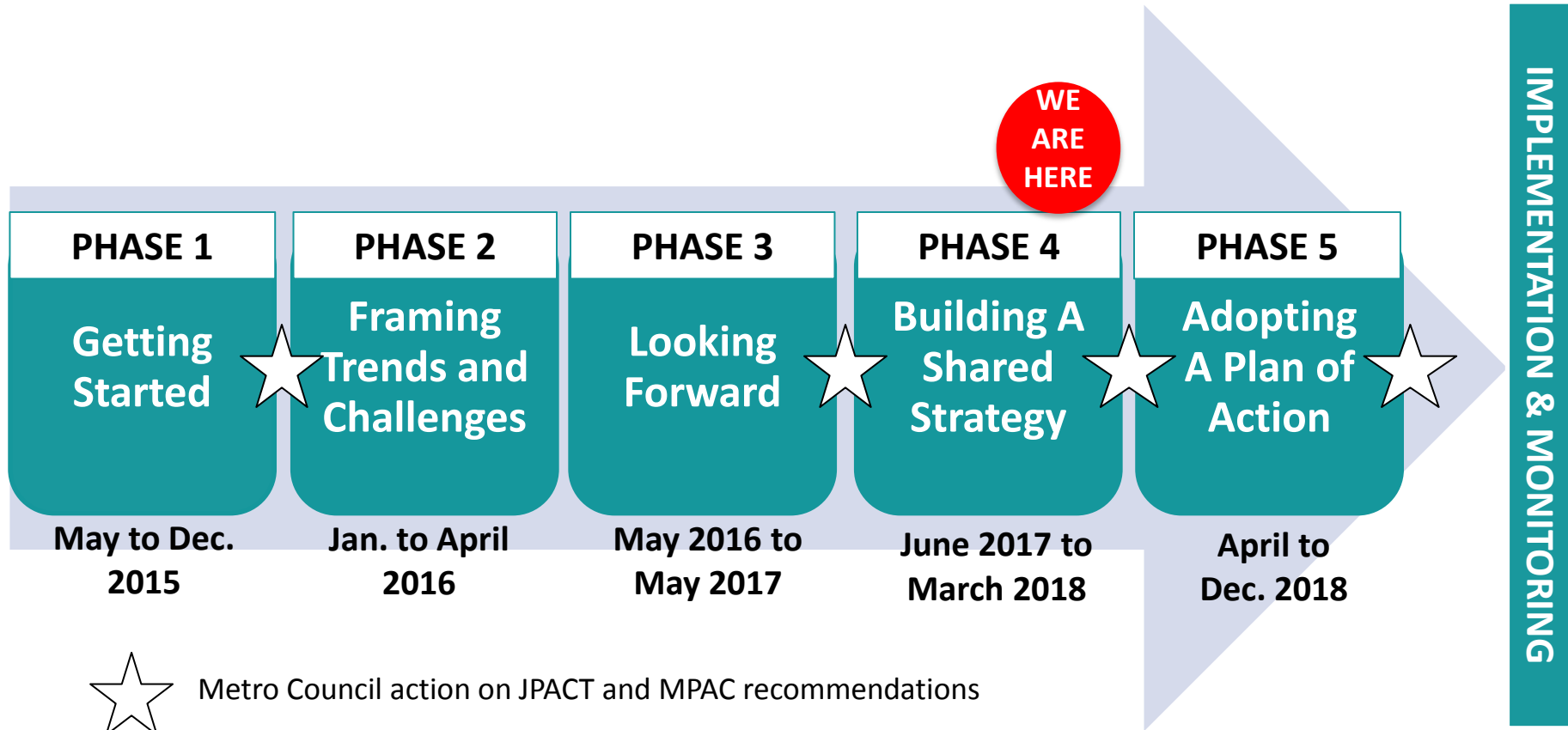
View the interactive map and download proposed projects at: [oregonmetro.gov/2018projects](http://oregonmetro.gov/2018projects)



# Project timeline



Metro



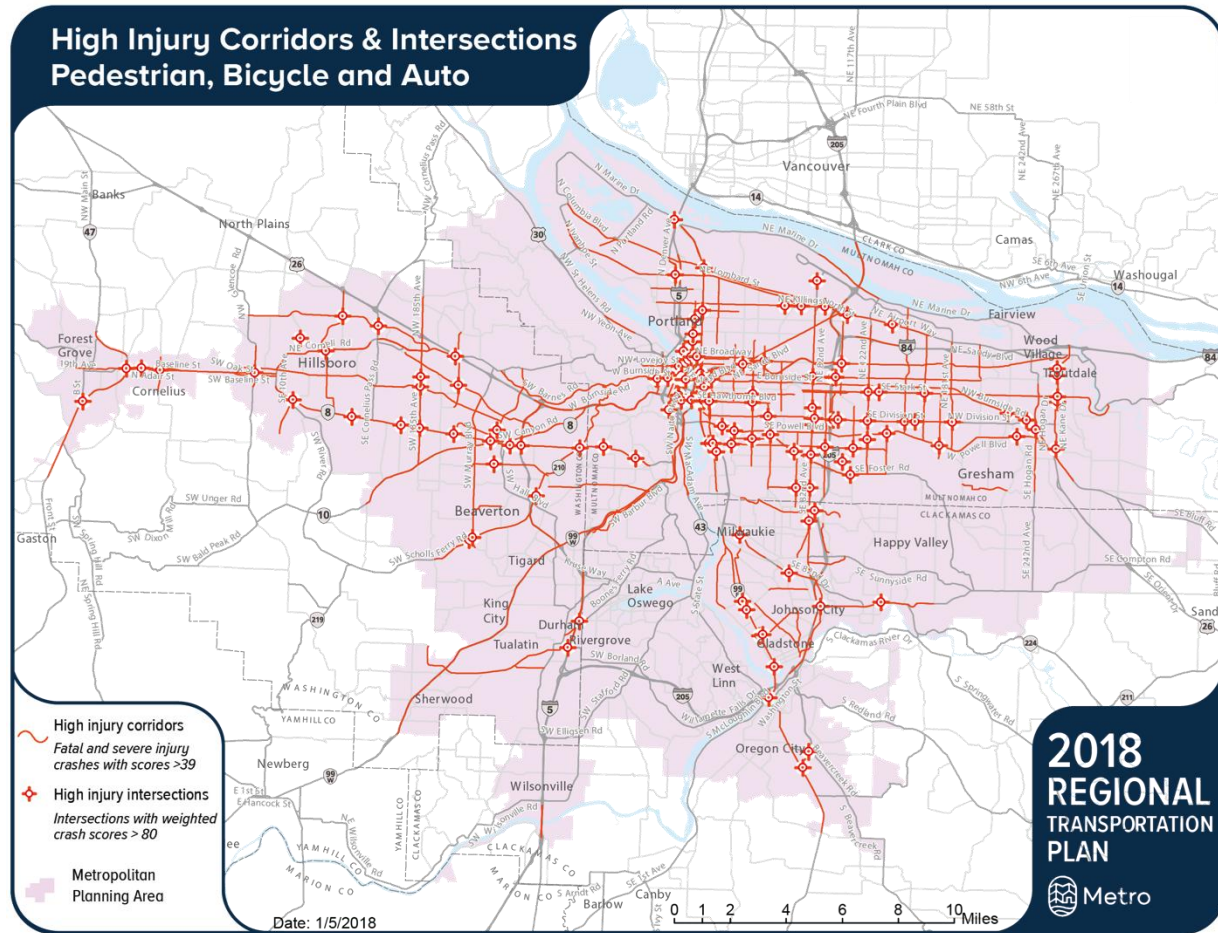


# Safety is a priority in high injury corridors and communities of color

1/3 of projects will directly address safety

Most safety projects in historically marginalized communities and high injury corridors

60% of projects are located in high injury corridors, presenting an opportunity to further address safety



# Congestion for vehicles will not ease, and will be much worse without investment



Individuals will drive less each day, but more people and goods will travel

Congestion will extend beyond the peak periods

Throughways will see most congestion

Trucks and buses will see increased delay



# The region will fall short of its adopted Climate Smart Strategy commitment

Funding levels for transit, system management and active transportation are less than the adopted Climate Smart Strategy

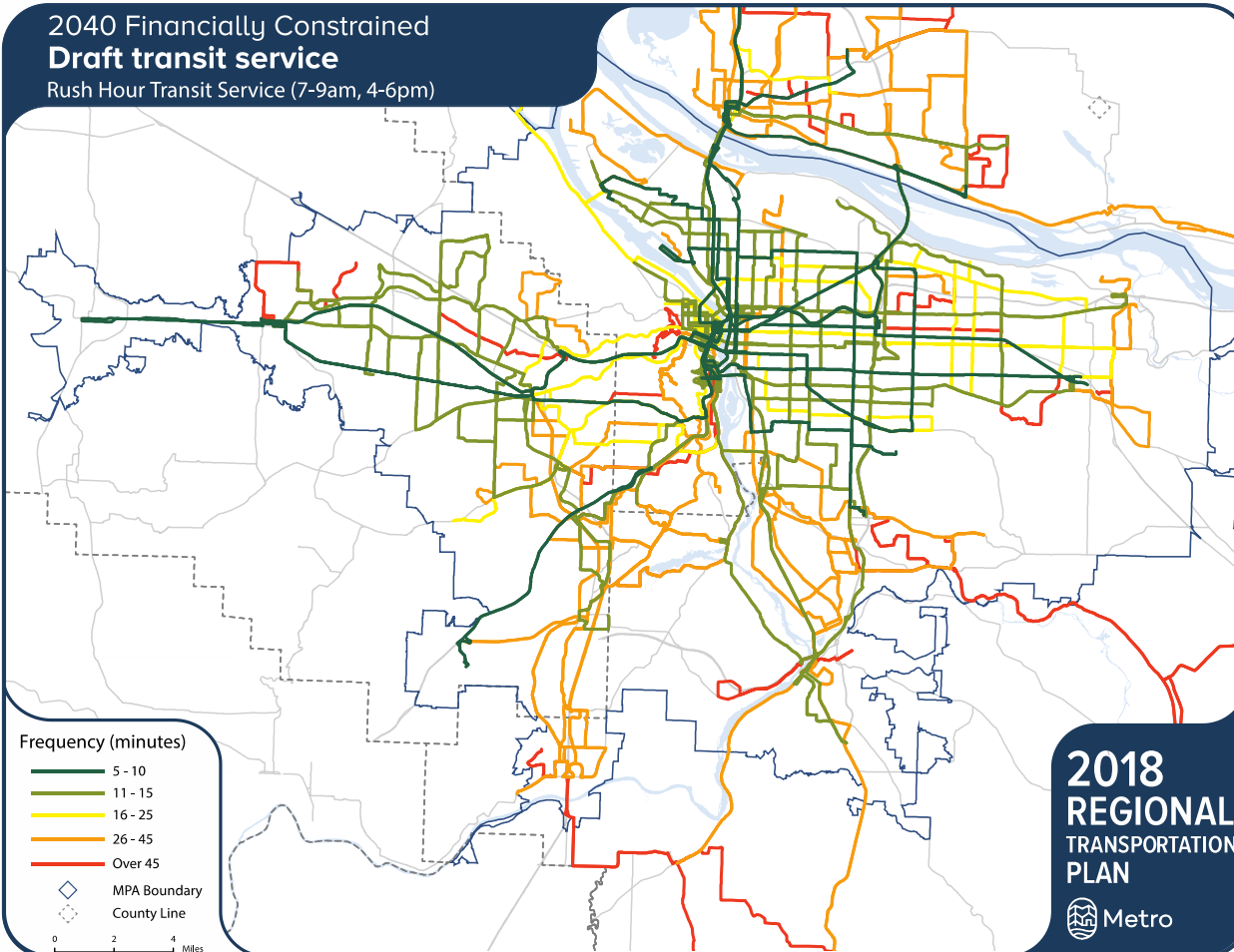
More physical activity, less air pollution will save lives and reduce chronic illness

Region may miss near-term opportunities to further increase walking, biking and transit use



# Affordability will improve with better access to lower cost travel options, but not everyone will benefit equally

2040 Financially Constrained  
**Draft transit service**  
Rush Hour Transit Service (7-9am, 4-6pm)



2018  
**REGIONAL  
TRANSPORTATION  
PLAN**



Demand for transit  
will more than double

More people will  
have access to transit

More jobs and homes  
will be near transit

Not everyone will  
benefit equally with  
access to jobs or  
community places

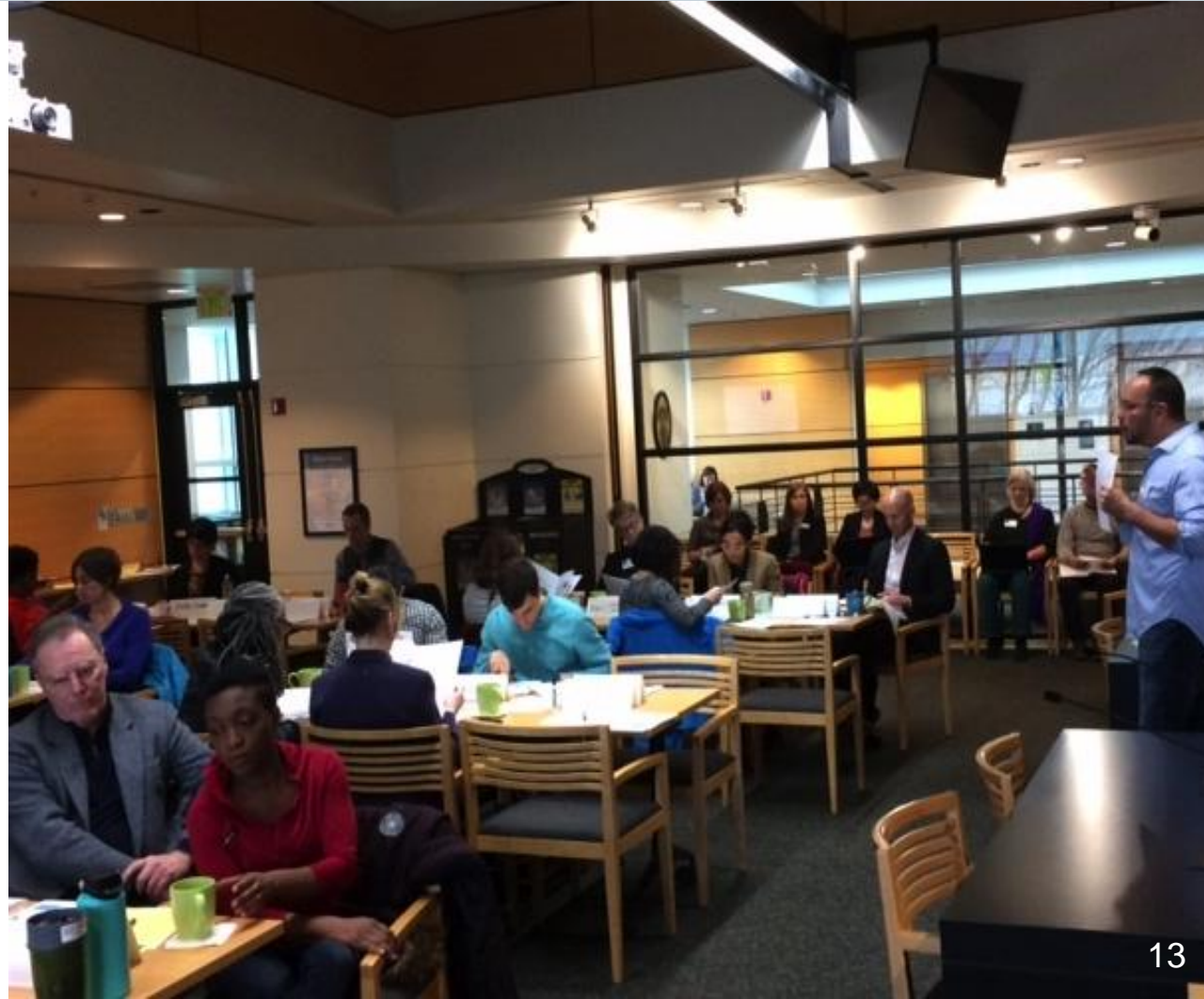


# What we heard at the Community Leaders' Forum

Lead with equity – if you address it, you get other desired outcomes

Explicitly articulate who will benefit from these outcomes

Better explain how the needs of people will be met by connecting equity to housing to jobs to transportation



# What we are hearing at business and community briefings



Jan. 31, 2018

## 2018 Regional Transportation Plan Getting there with a connected region

*How we get around shapes our communities and our everyday lives. Through the fall of 2018, Metro will work with local, regional and state partners and the public to update our region's shared transportation vision and investment strategy for the next 25 years.*



### Building a connected region

Planning for the region's transportation system means more than deciding where to build throughways (freeways and major highways), roads, bridges, bikeways, sidewalks and transit and freight routes. It's also about:

- taking care of people and building great communities
- maintaining and making the most of past investments and leveraging new technologies and innovation
- ensuring that no matter where you're going, you can have safe, reliable, healthy and affordable options to get there
- creating vibrant and connected communities, nurturing a strong economy, improving social equity and protecting our environment and the quality of life we all value.

### The Regional Transportation Plan

The Regional Transportation Plan provides a shared vision and investment strategy that guides projects and programs for all forms of travel to keep people connected and commerce moving throughout the greater Portland region. The plan is updated every four to five years to stay ahead of future growth and address trends and challenges facing the people of the region.

### Now is the time to act

A half-million new residents – more than half from growing families – are expected to live in the Portland area by 2040. Our communities are becoming more ethnically diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement.

To keep people connected and commerce moving, we need to work across interests and communities to bring innovative solutions to the challenges facing our growing and changing region.

### Why is the 2018 update important?

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable, healthy and affordable ways to get around.

The 2018 Regional Transportation Plan will help the region respond to the changing transportation needs of our communities and businesses. The update will establish priorities for state, federal and regional funding and help set the stage for the new and expanded options for people and products to get where they need to go.

Funding is limited, and we have multiple transportation priorities. The way we respond will shape how our transportation challenges impact greater Portland's economic prosperity and quality of life.

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

Our region's transportation system must be accessible to everyone

We need more bus service in East Portland and other areas where underserved communities live

Concern that freight projects make up a small portion of the cost of the entire plan



# What we are hearing from the general public

Nearly 2,500 responses from across the region

Safety, reliability and travel options are the priority outcomes

73% support raising taxes or adding fees to increase transportation funding

2018 Regional Transportation Plan

Progress

2018 RTP

WELCOME

**We need your input!**

The Regional Transportation Plan is a tool to help strengthen our economy and improve our quality of life by providing safe, reliable, healthy and affordable travel options that connect people to jobs, schools, families, parks and other important places.

Find out more at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).

Begin

2 CHOOSE PRIORITIES

3 RATE STRATEGIES

4 ADDITIONAL THOUGHTS

5 WRAP UP

Metro

It's time to look ahead to what our transportation system can look like in 2040. The 2018 Regional Transportation Plan provides the opportunity to update the investments we will make in roads, sidewalks, bikeways, transit and freight routes to support communities today and in the future.

Help Privacy About MetroQuest

*Based on responses as of February 13, 2018*

# March 2 Regional leadership forum

**1 Exploring Big Ideas for Our Transportation Future** 4/22/16 ✓

**2 Building the Future We Want** 9/23/16 ✓

**3 Connecting Our Priorities to Our Vision** 12/2/16 ✓

**4 Finalizing Our Shared Plan for the Region** 3/2/18

8 AM to noon at the Oregon Convention Center



# Next steps

<b>March 2</b>	Regional Leadership Forum
<b>March 15/20</b>	JPACT/Council provide direction on refining projects
<b>March 23 to April 27</b>	Regional partners refine project lists
<b>Spring 2018</b>	Council, MPAC and JPACT review draft regional strategies for transit, safety, technology and freight
<b>June 29 to Aug. 13</b>	Public review and comment on draft plan, policies, strategies and project lists (45-day comment period)
<b>Oct. 2018</b>	Policy committees recommend 2018 RTP and regional strategies to the Metro Council for action
<b>Dec. 6</b>	Metro council considers final action on 2018 RTP and strategies for transit, safety, technology and freight

# Questions and discussion

Comments or questions about the information presented?

Do you have suggestions for ways the region could do better to meet our desired outcomes for safety, climate, equity and congestion?





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





Metro

# **Emerging technology strategy: draft policies**

Metro Council Work Session,  
February 13, 2018



# **Our purpose today:**

**Update JPACT on how emerging technologies are likely to impact regional goals, and best practices being implemented by other agencies.**

**Collect feedback on the draft policy language that will be included in Metro's Emerging Technologies Strategy.**

# **Our challenge in the Emerging Technologies Strategy:**

**To harness the potential of emerging technologies to create a more equitable and livable region. Even people that don't use these technologies are going to be impacted by them, and we want to make sure the whole region benefits.**

# Emerging technologies



**Automated vehicles (AVs)**



**Connected vehicles (CVs) and infrastructure**



**Electric vehicles (EVs)**



**Transportation network companies (TNCs)**



**AV/EV transit vehicles**



**Microtransit**



**Car share**



**Bike share**



**Travel information and payment**



**New data sources**

# Some are new mobility services



**Automated vehicles (AVs)**



**Connected vehicles (CVs) and infrastructure**



**Electric vehicles (EVs)**



**Transportation network companies (TNCs)**



**AV/EV transit vehicles**



**Microtransit**



**Car share**



**Bike share**



**Travel information and payment**



**New data sources**



# Some are shared mobility services



**Automated vehicles (AVs)**



**Connected vehicles (CVs) and infrastructure**



**Electric vehicles (EVs)**



**Transportation network companies (TNCs)**



**AV/EV transit vehicles**



**Microtransit**



**Car share**



**Bike share**



**Travel information and payment**

**...and don't forget transit, carpooling, vanpools, and taxis.**

# The next ~~ten~~ five years



Shared AVs will hit our streets.



People will use TNCs more—and there will be more TNCs.



Technology will advance without much public participation...

...or we help shape how the transportation system evolves



Congestion will get worse as new choices conflict with current ones...

...or we ensure that new technologies complement our current options



Marginalized people and workers will fall farther behind...

...or we use technology to create a more fair and just transportation system



# Policy framework



## Principles

- **Aspirational**, apply to **public agencies** and **private companies**
- Outline a **broad, long-term** vision to achieve our regional goals

## Policies & strategies

- Apply to **public agencies**
- Focus on key areas where we need to act in the **next decade**

## Actions

- Apply to **Metro**
- Describe critical steps we need to take in the **next two years**
- To be developed based on policies

# Key policy areas

**Equity  
(Goal 9)**



**Choices  
(Goal 3)**



**Information  
(Goal 11:  
Accountability)**



**Prosperity  
(Goal 2)**



**Innovation  
(Goal 10:  
Stewardship)**



# Setting ourselves up for future success

<b>If we tackle _____ today....</b>	<b>We prepare ourselves to take on _____ tomorrow.</b>
<b>Equity</b>	Vibrant communities, congestion, choices
<b>Choices</b>	Vibrant communities, congestion, safety, environment, equity
<b>Prosperity</b>	Equity
<b>Information</b>	All our goals (we need better data in order to plan for and manage emerging technologies)
<b>Innovation</b>	All our goals, but especially fiscal stewardship and prosperity

# Outreach activities so far

- Current round of presentations to Metro Council, TPAC, MTAC, County TACs
- Online surveys (ongoing)
- Joint MTAC / TPAC workshop (January 3<sup>rd</sup>)
- Previous presentations at Metro committees and county TACs
- Meetings with staff, advocates, and decision-makers

# What have I learned from the feedback I've received?

- Choices, congestion, and equity are important concerns. Be pro-people, not anti-vehicle.
- Equity isn't just about access – it's about affordability and availability.
- Privacy and cybersecurity are key safety issues.
- Most of our partners are somewhat optimistic about technology, and could use Metro's support.

# How our peers are tackling technology

Action	Cities & counties	Transit agencies	Regions	States
Developing plans	✓	✓	✓	✓
Forecasting impacts			✓	✓
Adopting AV policies	✓			✓
Regulating TNCs and collecting data	✓			✓
Pilot testing AVs	✓			✓
Pilot testing shared mobility	✓	✓	✓	
Convening and education	✓		✓	



# Strategy development timeline

Feb 2018

- **TPAC, JPACT, MPAC and Council review draft policies**
- Staff present on policy development to County TACs

Apr-May 2018

- Staff present technical draft to CCCs, committees (TPAC, MTAC, JPACT, MPAC) and Council

Jun-Aug 2018

- Staff present draft policies and implementation actions to Council for approval
- Public review of draft Strategy

Oct-Dec 2018

- Full Strategy (included as part of RTP) presented to MPAC for recommendation that Council / consider approval
- JPACT / Council consider approval

# Discussion

The memo contains:

- Draft principles (broad, long-term vision)
- Draft policies (desired outcomes in key areas)
- Draft strategies (how we achieve outcomes)

We are also collecting feedback through an online survey:

<https://www.surveymonkey.com/r/YQPQ297>