

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, August 10, 2018
Time: 9:30 a.m. – 12 p.m.
Place: Metro Regional Center, Council Chamber

9:30 am	1.	Call To Order, Declaration Of A Quorum And Introductions	Tom Kloster, Chair
9:35 am	2. *	Comments From The Chair And Committee Members <ul style="list-style-type: none">State Transportation Improvement Program (STIP) Update (Jon Makler)UPWP Quarterly Report (Ken Lobeck)	Tom Kloster, Chair
9:50 am	3.	Public Communications On Agenda Items	
9:55 am	4. *	Consideration of TPAC Minutes of July 13, 2018	
10:00 am	5. *	MTIP Formal Amendment Resolution 18-4908 Purpose: For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Improvement Program (MTIP) Involving Two Projects Impacting Portland and ODOT (AG19-01-AUG). <ul style="list-style-type: none"><u>Recommendation to JPACT</u>	Ken Lobeck, Metro
10:15 am	6. *	Regional Flexible Funds Allocation (RFFA) Enhanced Transit Corridor (ETC) Project Development Funds Allocation Purpose: To provide an update on the Regional ETC Pilot Program Request For Interest. <ul style="list-style-type: none"><u>Recommendation to JPACT</u>	Jamie Snook, Metro Kelly Betteridge, TriMet
10:45 am	7. *	Preview of Regional Transportation Plan (RTP) Adoption Package (Ordinances, Resolutions, Exhibits) Purpose: Provide an overview of what will be included in TPAC's recommendation to JPACT in October. <ul style="list-style-type: none"><u>Information/Discussion</u>	Jamie Snook, Metro
11:15 am	8.	Economic Value Atlas (EVA) Analysis and Evaluation Update for Regional Planning Purpose: Provide an overview of the Economic Value Atlas: Review Brookings Market Scan, economic values and metrics identified by the EVA Task Force and Technical Work Group, gather feedback on current progress on the online decision-support tool, and seek input into possible Metro and external applications. <ul style="list-style-type: none"><u>Information/Discussion</u>	Jeff Raker, Metro
12:00 pm	9.	Adjourn	Tom Kloster, Metro

Next TPAC Meeting: Friday, September 7, 2018

* Material will be emailed with meeting notice

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2018 TPAC Work Program
As of 8/1/2018

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

<p><u>August 10, 2018</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • STIP Update (Jon Makler) • UPWP Quarter Reports (Ken Lobeck) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 18-4908 <u>Recommendation to JPACT</u> (Lobeck, 15 min) • RFFA ETC Project Development Funds Allocation <u>Recommendation to JPACT</u> (Snook & Kelly Betteridge, TriMet, 30 min) • Preview of RTP adoption package (Ordinance, Resolutions & Exhibits) <u>Information/Discussion</u> (Snook, 30 min) • Economic Value Atlas (EVA) Analysis and Evaluation Update for Regional Planning <u>Information/Discussion</u> (Raker, 45 min) 	<p><u>September 7, 2018</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Project Slips (Ken Lobeck) • SWRTC Plan Update (Lynda David) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 18-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2018 RTP and Strategies: Proposed amendments in response to public comments <u>Information/Discussion</u> (Ellis, 60 min) • STIP Update – Business Cases and Leverage Opportunities Activity (Cho/Makler, 20 min)
<p><u>October 5, 2018</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • STIP Update (Jon Makler) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 18-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • SW Corridor Light Rail Preferred Alternative <u>Recommendation to JPACT</u> (Wilkinson, 45 min) • Adoption of 2018 RTP and Strategies for Safety, Freight, Transit and Emerging Technology <ul style="list-style-type: none"> ○ 2018 RTP and Appendices: Ordinance No. 18-1421 ○ 2018 Regional Transportation Safety Strategy: Resolution No. 18-4894 ○ 2018 Regional Transit Strategy: Resolution No. 18-4892 ○ 2018 Regional Freight Strategy: Resolution No. 18-4893 ○ 2018 Regional Emerging Technology Strategy: Resolution No. 18-4869 <u>Recommendation to JPACT</u> (Ellis, 60 min) 	<p><u>November 2, 2018</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • STIP Update <p>Agenda Items:</p> <ul style="list-style-type: none"> • TransPort Bylaws Draft Review <u>Information/Discussion</u> (Winter, 30 min) • RTP Amendments Process Discussion <u>Information/Discussion</u> (Bradway/Ellis, 45 min)

2018 TPAC Work Program

As of 8/1/2018

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

<p><u>December 7, 2018</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • STIP Update <p>Agenda Items:</p> <ul style="list-style-type: none"> • TransPort Bylaws Draft Review <u>Recommendation to JPACT</u> (Winter, 30 min) 	<p><u>January 4, 2019</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • STIP Update <p>Agenda Items:</p> <ul style="list-style-type: none"> • Southwest Washington Regional Transportation Council – 2018 Regional Transportation Plan Update <u>Information/Discussion</u> (Lynda David, SWRTC, 30 min)
<p><u>February 1, 2019</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • <p>Agenda Items:</p> <ul style="list-style-type: none"> • STIP Update <u>Information/Discussion</u> (Jon Makler/Grace Cho, 30 min) 	<p><u>March 1, 2019</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • <p>Agenda Items:</p>
<p><u>April 5, 2019</u></p>	<p><u>May 3, 2019</u></p>

Parking Lot

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| <ul style="list-style-type: none"> • FTA Certification Review Report Back (TriMet, Smart) • Federal Training Group Concept (Lobeck) • ADA Transportation Issues (TBD) • 2022-2024 Regional Flexible Funds Allocation (Kaempff) | <ul style="list-style-type: none"> • Vehicle Electrification Project Options Information/Discussion (Leybold, Winter) • Congestion Management Program for TIP (Cho) • 2018 RTP Livable Streets Update (McTighe) |
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For agenda and schedule information, call Marie Miller at 503-797-1766. E-mail: marie.miller@oregonmetro.gov
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Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: July 23, 2018
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Metropolitan Transportation Improvement Program (MTIP) 3rd Quarter FFY 2018 Completed Amendments and 4th Quarter SFY 2017-18 UPWP Summary Report

BACKGROUND:

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

- Attachment 1: 3rd Quarter FFY 2018 MTIP Amendment Report (4/1/18 to 6/30/18).
- Attachment 2: 4th Quarter SFY 2017-18 UPWP Summary Report (4/1/18 to 6/30/18).

Attachment 1 lists MTIP amendments completed and approved MTIP amendments during the third quarter federal fiscal year (FFY) 2018 (April 1, 2018 to June 30, 2018). A total of 39 MTIP amendments were approved. There were 28 Administrative Modifications approved with 11 Formal Amendments. The major types of formal amendment or administrative modifications approved involved the following:


#	Change Reason	Number	% of Total
1	Adding a new utility relocation and/or right-of way phase to the project	3	7.7%
2	Add a new project to the MTIP/STIP	5	12.8%
3	Phase cost increase	7	17.9%
4	Add new phase funding	2	5.1%
5	Combine/split into project grouping	14	35.9%
6	Phase slips	2	5.1%
7	Scope and/or limit changes	3	7.7%
8	Fund swaps/transfers	3	7.7%
Totals:		39	100%

A trio of notable trends are emerging with amendments over the last two months. They include:


- a. Cost increases especially to the construction phase continue and are now occurring more frequently. Various reason exists including design updates from 30% to 60% to 90% which reveal the need to address unexpected storm water mitigation requirements, ADA compliance requirements, and simply more refined cost estimates. For some of the cost increases, the lead agency has covered the increases with their local funds. For others, scope changes to the project have been required.
- b. The need to address right-of-way (ROW) and/or utility relocation phase requirements initially not identified as required for the project: Missing ROW and utility relocation requirements may result in future projects to automatically include programming a small ROW and utility relocation phase for the project. If not required, the funds will be shifted over to the construction phase at time of obligation
- c. Required scope changes: As noted above as a result of the cost increases, a greater number of amendments are occurring to address scope changes because the revised estimated cost increases can't cover the added scope elements resulting in down-scoping to the project.

Attachment 2 provides a summary of the regionally significant UPWP projects. A total of 12 are shown on the list. Each quarter, the lead agency provides a status update for the project. A short status update is provided for each project along with known expenditure information. The study activities for Key 18280 have been completed and the project will be removed from the UPWP Regionally Significant list. Key 19786 entered preliminary engineering which ends it required UPWP reporting as well. Finally, ODOT has approved a new study focusing on the Inner Powel Blvd jurisdictional transfer which will be added to the UPWP Regionally Significant project list.

Attachment 1

<div> <div>Metro</div> <div>3rd Quarter Federal Fiscal Year 2018 Approved Amendment Submission List</div> <div>April 1, 2018 through June 30, 2018</div> </div> <div>  </div>								
Amendment Number	ODOT Key	Project Name	MTIP ID Number	Modification Type	Resolution Number	Lead Agency	Change Request	Requested Action
1488	18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	70778	Administrative		Port of Portland	Ken Lobeck	Transferring \$50k from Construction phase to create a UR phase to address required Storm water mitigation scope activities. Scope activities were in the construction phase but need to be called out separate in a UR phase. No change in project cost
1489	21071	OR99W: SW NAITO PKWY - SW HUBER ST PHASE 2	71029	Administrative		ODOT	ODOT	Construction phase slip from 2018 to 2019 based on updated project schedule. No scope change or change in project funding
1490	19355	OR212: Rock Creek at Richey Rd	70807	Administrative		ODOT	ODOT	Increasing ROW phase from \$30k to \$173k due to ROW files increasing from 6-8 and cost updates for each file. Minor cost increase from \$6,729,182 to \$6,872,396
1491	19356	OR212: UPRR Structure - Rock Creek	70808	Administrative		ODOT	ODOT	Increasing ROW phase costs to address higher than expected ROW acquisition related to curb ramp construction
1492	18772	OR212: SE Richey Rd - US26	70761	Administrative		ODOT	ODOT	Adding a UR phase to address moving a water line which also increases ROW phase costs. Net change equals \$226,500 increase which equals only a 4.7% increase to the project
1493	18769	OR99E: Rockfall - Oregon City Tunnel to Old Canemah Park	70801	Administrative		ODOT	ODOT	Adding funding to construction and Other phases to address higher than anticipated construction phase bids.
1494	20480	I-205 EXIT RAMPS AT SE DIVISION ST	71006	Administrative		ODOT	ODOT	Minor scope adjustment to apply IM paving requirements (fully pave Division St) within project limits resulting in a 10.5% cost increase primarily to the construction phase
1495	20333	SEVENTIES NEIGHBORHOOD GREENWAY	70948	Administrative		Portland	Ken Lobeck	\$50k is transferred from PE to create a new UR phase to address storm water mitigation requirements. Total project cost remains unchanged at \$5,010,706
1496	19722	HSIP 2016 Signalized Improvements (Portland)	70843	Administrative		Portland	Ken Lobeck	Upgrade signal heads to a larger size. Install reflectorized back plates and countdown pedestrian signals. Replace illumination with LED fixtures.
1497	21284	Burnside St: Burnside (Willamette River)	71052	Formal	17-4876	Multnomah County	ODOT	Adding a new safety project to the 2018 MTIP

Attachment 1

<div> <div>Metro</div> <div>3rd Quarter Federal Fiscal Year 2018 Approved Amendment Submission List</div> <div>April 1, 2018 through June 30, 2018</div> <div>  </div> </div>								
Amendment Number	ODOT Key	Project Name	MTIP ID Number	Modification Type	Resolution Number	Lead Agency	Change Request	Requested Action
		Bridge East Approach						
1498	21271	Portland Metro Planning SFY19	71053	Formal	17-4876	Metro	Metro	Adding Metro's annual planning funds for RTP UPWP and other planning activities to occur in SFY 2019 and FFY 2019
1499	21283	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	71054	Formal	17-4876	Portland	ODOT	Adding a new project to the MTIP that will provided protective screening over the 12th Ave bridge Project
1500	18819	St Johns Truck Strategy Phase II	70773	Formal	17-4876	Portland	Portland	Scope change to the project to eliminate a segment due to budget limitations
1501	20414	ROAD SAFETY AUDIT IMPLEMENTATION	70970	Formal	17-4876	ODOT	ODOT	Funding Decrease due to splits to other projects: \$775k to Key 21071 and \$40k to Key 18789 plus \$500k to Key 21289. OTC approval occurred for all splits.
1502	21312	Metro Transportation Options (FFY 18-20)	71055	Formal	17-4883	Metro	Metro	Adding a new project to the 2018 MTIP. Supplemental funding from ODOT supporting Metro's Regional Travel Options program
1503	20703	US30: SANDY RIVER (TROUTDALE) BRIDGE	71007	Formal	17-4883	ODOT	ODOT	Adding the construction phase funding which brings the project back into the 2018 MTIP active years and is considered adding a new project to the MTIP.
1504	21179	OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	71034	Formal	17-4883	ODOT	ODOT	Adding TriMet local funds to the PE phase per ODOT and TriMet agreement
1505	19071	I-5 Rose Quarter Improvement Project	70784	Formal	17-4883	ODOT	ODOT	Adding \$5 million of TriMet local funds to the PE phase per ODOT and TriMet agreement
1506	19786	I-205: Stafford Rd - OR99E	70859	Formal	17-4883	ODOT	ODOT	Adding \$2.5 million local funds from TriMet per ODOT-TriMet agreement
1507	20843	Portland to Milwaukie Light Rail (2019)	70929	Formal	17-4883	TriMet	TriMet	Adding full 2019 5309 allocation to the project
1508	20329	OR43: Arbor Dr - Hidden Springs Rd	70882	Administrative		West Linn	ODOT	Name and Limits Modification: Update project name and adjust project limits changes (0.08 miles). No change in scope or funding

Attachment 1

Metro 3 rd Quarter Federal Fiscal Year 2018 Approved Amendment Submission List April 1, 2018 through June 30, 2018								
Amendment Number	ODOT Key	Project Name	MTIP ID Number	Modification Type	Resolution Number	Lead Agency	Change Request	Requested Action
1509	19812	Region 1 Rural Intersections and Curve Warning Signs	70863	Administrative		ODOT	ODOT	COMBINED PROJECTS: Key 20400 is combined into Key 19812 resulting in a three ARTS project grouping bucket
1510	20339	EAST SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)	70953	Administrative		ODOT	ODOT	Combining funding from Key 20400 and projects together into a ARTS project grouping bucket
1511	20400	RURAL INTERSECTION AND CURVE WARNING (ODOT)	70966	Administrative		ODOT	ODOT	Combined projects and funding into Keys 19812 and 20339 (this admin mod) resulting in a zero programming balance and a canceled project
1512	20304	CITY OF PORTLAND SAFETY PROJECT	70944	Administrative		Portland	ODOT	Combining a portion of funding and projects from Keys 20476 20389 and 20334 totaling \$2,579,600 into Key 20304 to cover the project grouping of ARTS projects #10 #13 #16 #17 #18 #20 #21 #13H #168H #50H #10H and #175H
1513	20476	SE Jennings Ave at Addie St (Clackamas)	71004	Administrative		Portland	ODOT	COMBINED PROJECTS/COSTDECREASE: The admin mod transfers a total of \$980,900 from the project phases to Key 20304 and 20335 (revised 6/15/2018)
1514	20389	FULL SIGNAL UPGRADE (PORTLAND)	70962	Administrative		Portland	ODOT	Cost Decrease/ Fund Transfer to Key 20304 totaling \$1,643,600 from 20389
1515	20334	SYSTEMIC SIGNAL AND ILLUMINATION (PORTLAND)	70949	Administrative		Portland	ODOT	Combine/Cost Decrease: Transfer a total of \$980,900 from Key 20334 to Key 20304 as part of the ARTS combined project grouping bucket. Revised 6/15/2018
1516	19749	Beef Bend Culvert Replacement	70848	Administrative		Portland	Portland	Phase Slip: Construction phase slips to 2019. FHWA approval grant for the phase slip
1517	20340	Rumble Strips and Bike/Ped Conflict Markings (Portland)	70954	Administrative		ODOT	ODOT	Removing and splitting off the Washington County work and scope and combining them into Key 20339
1518	20399	Curve Warning and Conflict Markings (Washington Co.)	70965	Administrative		Washington County	ODOT	Combining funds and projects from Key 20340 into Key 20339 as an ARTS Project Grouping Bundle with the scope now specifically in Washington County

Attachment 1

Metro 3 rd Quarter Federal Fiscal Year 2018 Approved Amendment Submission List April 1, 2018 through June 30, 2018								
Amendment Number	ODOT Key	Project Name	MTIP ID Number	Modification Type	Resolution Number	Lead Agency	Change Request	Requested Action
1519	20335	CENTRAL SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)	70950	Administrative		ODOT	ODOT	Combine two locations from Key 20476 into Key 20335 and one location from 20334
1520	20375	WEST SYSTEMIC SIGNALS AND ILLUMINATION (WASHINGTON)	70957	Administrative		Washington County	ODOT	Splitting funding and project s off of Key 20375 and combining them into 21306. Funding is split by decreasing PE by \$72,100 Right of Way by \$24,100 and Construction by \$535,300
1521	21306	Systemic Signals and Illumination (Washington Co.)	71056	Administrative		Washington County	ODOT	Splitting four projects and funding off of Key 20375 (West Systemic Signals and Illumination - Washington County). This amendment splits the Wash Co work & locations from K20375 to new project K21306. K21306 will be converted to SFLP once the IGA has been executed.
1522	20440	OR99W (BARBUR BLVD): MP 7.58 TO MP 15.00	70993	Administrative		ODOT	ODOT	SPLIT/CANCELED: Split scope and funding into project key 20376. As a result all projects and funding are zero'd out. Key 20440 is canceled as a result of the split of funding and projects to Key 20376
1523	20441	OR99W (BARBUR BLVD): MP 4.08 TO MP 7.55	70994	Administrative		ODOT	ODOT	SPLIT/Canceled: Split scope and funding into project key 20376. As a result all projects and funding are zero'd out. Key 20441 is canceled as a result of the split of funding and projects to Key 20376. See Key 20376 this amendment for combined status
1524	20376	WEST SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)	70958	Administrative		ODOT	ODOT	COMBINED PROJECTS: Projects and funding from Keys 20440 and 20441 are combined into Key 20376. No new funding
1525	18809	Boones Ferry Rd: Oakridge/Reese-Madrona St	70770	Administrative		Lake Oswego	ODOT	Cost Increase: The Admin Mod makes a technical correction to correct the PE phase obligation and adds \$2.9 million to the construction phase to address required construction management costs for the project. The City is covering the cost increase.

Attachment 1

Metro 3 rd Quarter Federal Fiscal Year 2018 Approved Amendment Submission List April 1, 2018 through June 30, 2018								
Amendment Number	ODOT Key	Project Name	MTIP ID Number	Modification Type	Resolution Number	Lead Agency	Change Request	Requested Action
1526	20816	I-5 Bike/Ped O- xing: SW Barber - SW Town Center Loop	70883	Administrative		Wilsonville	ODOT	FUND SWAP: The STP and TAP are being transferred to Key 14429 into the construction phase. In its place Wilsonville is committing the equal amount of local overmatch funds in Kinsman (Key 14429) to replace the federal funds in the I-5 project.
Total	39							

Attachment 2

UPWP Regionally Significant Projects Summary Update
 4th Quarter SFY 2017-18 Reporting Cycle
 April 1, 2018 to June 30, 2018



#	Lead Agency & Project Name	Description	ODOT Key	Obligate (Y/N)	EA Number	Federal Fund Type	Federal Amount	Local Amount	Project Total	Expended to Date	Status Notes
1	Clackamas County Trolley Trail Bridge: Gladstone to Oregon City	Feasibility study of replacing the Portland Ave Trolley Bridge as an extension of the Trolley Trail, a shared-use path for bicyclists and pedestrians Funds Source: 2016-18 RFFA	19278	YES	C4035203	STP	\$201,892	\$23,107	\$224,999	3rd Qtr \$0 4th Qtr \$54.43	Implementation Status: 4% Target Completion Date: 3/2019 • Finalize RFQ for A&E Services upon DOJ receipt and resubmit for approval. • Finalize Statement of Work to include in RFQ.
2	Hillsboro Oak and Baseline: SW Adams St – SW 10 th Ave at Maple St to Main St (Hillsboro)	Design option alternatives for traffic calming Funds Source: 2014-15 RFFA 1st year MTIP programming: 2015 Project is about to slip into year 5 (FFY 2019) with no obligation yet	18004	NO	---	STP	\$500,000	\$57,227	\$557,227	3rd Qtr \$0 4th Qtr \$00.00	Implementation Status: 0.0% Target Completion Date: 12/2018 Pre-obligation activities occurring: ODOT submitted comments back to Hillsboro on the revised scope of work. Hillsboro attorney returned revised IGA with ODOT comments to city staff.
3	Metro LO-Portland Trail: Tyron Cove Park Area	Metro Planning study looking at potential trail connections in the Tryon Cove, Tryon Creek State Natural Area, Funds Source: 2008-11 RFFA	17466	YES 7/29/16	C8035200	STP	\$100,000	\$11,445	\$111,445	3rd Qtr \$4,205 4th Qtr \$4,674.25	Implementation Status: 5% Target Completion Date: 4/2019 Consultant and project team have developed a work plan and public outreach schedule. • Developed existing conditions • Held first Project Advisory Committee (PAC) meeting • Identified potential trail alternatives with PAC
4	ODOT I-205: Stafford Rd – OR99E	The project will complete required planning and project development activities to add a 3 rd lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic. Funds Source: FAST Act Federal appropriation	19786	YES 8/16/16	C6035200	NHFP	\$11,527,500	\$972,500	\$12,500,000	3rd Qtr \$269,377 4th Qtr \$4,792,332.49	UPWP Status change to PE No further UPWP reporting Project has initiated the Preliminary Engineering phase and is now covered under the standard federal transportation delivery process.

Attachment 2

UPWP Regionally Significant Projects Summary Update
 4th Quarter SFY 2017-18 Reporting Cycle
 April 1, 2018 to June 30, 2018



#	Lead Agency & Project Name	Description	ODOT Key	Obligate (Y/N)	EA Number	Federal Fund Type	Federal Amount	Local Amount	Project Total	Expended to Date	Status Notes
5	ODOT Inner Powell Blvd Cost to Upgrade Study	The Inner Powell Cost to Upgrade Study is a requirement from the Oregon Legislature. HB 2017 requires ODOT to report the costs to upgrade and transfer Powell Blvd from SE 9th Ave. to I-205 to the City of Portland. The project will study the cost to upgrade this segment of Powell Boulevard to a state of good repair as determined by ODOT. Funds Source: HB2017	21315	NO	----	Advan Const	\$1,794,600	\$205,000	\$2,000,000	\$0 New Project MTIP/STIP programming in progress	NEW UPWP Project Implementation Status: 0% Pre-obligation Target Completion: 12/2019 Planning scope of work completed with OTC approval to fund and implement the study occurring during the May 2018 meeting. MTIP and STIP amendment completed as part of the Metro May 2018 MTIP Formal Amendment bundle. Final approval from FHWA should occur by end of June 2018 with fund obligation and NTP to occur shortly thereafter.
6	Portland Southwest in Motion (SWIM)	The project will develop a five year active transportation implementation strategy for all of southwest Portland. Funds Source: 2016-18 RFFA	19301	Yes 4/27/16	C3265209	STP	\$272,000	\$31,132	\$303,132	3rd Qtr \$128,015 4th Qtr \$229,476.90	Implementation Status: 75% Target Completion Date: 11/2018 <ul style="list-style-type: none"> Staff finalized prioritization criteria, measures and variable used for project prioritization. This includes revised pedestrian classifications prepared as a part of the PedPDX update of the Pedestrian Master Plan Staff performed a first pass prioritization of the southwest planned project list to advance for public engagement. Staff has engaged the Stakeholder Working Group regarding Alternative Street Designs under consideration in Southwest Portland.

Attachment 2

UPWP Regionally Significant Projects Summary Update
4th Quarter SFY 2017-18 Reporting Cycle
April 1, 2018 to June 30, 2018



#	Lead Agency & Project Name	Description	ODOT Key	Obligate (Y/N)	EA Number	Federal Fund Type	Federal Amount	Local Amount	Project Total	Expended to Date	Status Notes
7	Portland Portland Central City Multi-modal Safety and Access Project	Develop a strategy that identifies multi-modal safety projects and priority investments. Funds Source: 2016-18 RFFA Same update as 2 nd quarter. No update provided for next quarter activities	19299	YES 9/21/16	C3265210	CMAQ	\$852,000	\$97,515	\$949,515	3rd Qtr \$294,056 4thQtr \$299,685.61	Implementation Status: 20% Target Completion Date: 10/2018 Developed project goals and criteria • Completed existing conditions analysis • Drafted project design primer • Developed draft pedestrian, bikeway and transit priority network maps • Held two Technical Advisory Committee meetings
8	Portland State University Transportation Electrification Public Education & Outreach Support	Electric vehicle acquisition and infrastructure development Market research & public readiness for transportation electrification Funds Source: TSMO allocation	18006	YES 9/25/16	C3385202	STP	\$200,000	\$22,891	\$222,891	3 rd Qtr \$37,481 4th Qtr \$146,534.59	Implementation Status: 55% No update provided for the quarter. Second quarter in a row – no input.
9	Tualatin SW Herman Rd: SW 124 th Ave – SW Cheyenne Way	Complete development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks. Fund Source: 2019-21 RFFA Awarded Project	20815	No	---	STP	625,000	\$100,000	\$725,000	3rd Qtr \$0 4th Qtr \$0.0	Implementation Status: 0% Target Completion Date: 12/2020 Initially awarded PE funds shifted back into Planning phase in MTIP and STIP. Pre-implementation status currently. Target obligation during fall 2018. Starting pre- scope of work development for IGA

Attachment 2

UPWP Regionally Significant Projects Summary Update
 4th Quarter SFY 2017-18 Reporting Cycle
 April 1, 2018 to June 30, 2018



#	Lead Agency & Project Name	Description	ODOT Key	Obligate (Y/N)	EA Number	Federal Fund Type	Federal Amount	Local Amount	Project Total	Expended to Date	Status Notes
10	Tualatin Hills PRD Beaverton Creek Trail Westside Trail – SW Hocken Ave	The project will design and construct a 1.4-mile multiuse off-street trail along the TriMet light rail corridor between the Westside Regional Trail and SW Hocken Avenue in Beaverton Fund Source: 2016-18 RFFA	19357	YES 9/9/16	C8345200	STP	\$800,000	\$91,564	\$891,564	3rd Qtr \$6,130 4th Qtr \$16,759.95	Implementation Status: 0% Target Completion Date: 2/2020 ODOT and DEA negotiations are complete, and the contract documents are with OPO for the final review.
11	Washington County Washington County Arterial Pedestrian Crossings	Study specific roadway segments to enhance existing and create new designated arterial crossings along multiple avenues. Fund Source: 2016-18 RFFA	19359	YES 8/1/16	C2345200	STP	\$636,000	\$72,793	\$708,793	3rd Qtr \$107,499 4th Qtr \$195,585.90	Implementation Status: 90% Target Completion Date: 2/2018 <ul style="list-style-type: none"> County design options under review Project team draft working summary concept with reference to All Roads Transportation Safety (ARTS) Program Crash Reduction Factor Appendix (related to half signals use) Feedback provided to the County indicating that the above referenced Appendix had an incorrect reference to use of half signals. This feedback requires the project team to re-review project direction for the concept design
12	Wilsonville French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Project development for construction of bike/ped/emergency vehicle bridge crossing over Willamette River Funds Source: 2010-13 RFFA	17264	YES 6/10/15	C4035201	STP	\$1,250,000	\$143,068	\$1,393,068	3rd Qtr \$485,804 4th Qtr \$551,304.94	Implementation Status: 45% Target Completion Date: 3/2019 Third Task Force meeting was held, finalized bridge location scoring, and recommended preferred bridge location "Alignment W1". Clackamas Board of County Commissioners and Wilsonville City Council both passed

Attachment 2

UPWP Regionally Significant Projects Summary Update 4th Quarter SFY 2017-18 Reporting Cycle April 1, 2018 to June 30, 2018



#	Lead Agency & Project Name	Description	ODOT Key	Obligate (Y/N)	EA Number	Federal Fund Type	Federal Amount	Local Amount	Project Total	Expended to Date	Status Notes
											resolutions identified "Alignment W1" as the preferred bridge location. A draft of the bridge location selection summary document has been completed.

Notes

- A. ODOT's I-205: Stafford Rd to OR99E, Key 19786 will be removed from any further UPWP reporting as it has now entered PE.
- B. FFY 2018 into 2019 Frist Look Slip Report does not indicate Hillsboro's Oak and Baseline Streets project, Key 18004 needs to slip and will not obligate by the end of FFY 2018. However, confirmation is not present that it will obligated by the end of 2018.

Summary Notes:

- 1) UPWP Regionally Significant projects are awarded federal funds from various sources (often as part of the RFFA call) which are committed to the Planning phase in the MTIP/STIP to complete various planning and pre-NEPA project development activities. Generally, these are unique projects with focused objectives, and are not annually recurring projects. These projects will be programmed in the MTIP/STIP as stand-alone projects for IGA development and obligation purposes.
- 2) Projects with funding programmed in the Planning phase become UPWP projects. Projects with funding programmed in the Preliminary Engineering phase are not UPWP projects. Their activities as part of NEPA and/or Preliminary Specifications & Estimates (PS&E). They are monitored through the regular federal capital project delivery process managed by the ODOT Local Agency Liaisons (LALs).
- 3) UPWP projects also can have their funds de-obligated by FHWA if no expenditure activity has occurred after 1-year from the obligation date. Due to this, UPWP quarterly reports need updates concerning current project expenditures from the lead agency as part of the report.
- 4) Status Notes: Includes the project implementation status percent which represents the approximate delivery and completion of approved project scope work elements. The implementation status is a judgment call by the project manager. The implementation status is at 0% until the federal funds are obligated and the project receives its Notice to Proceed (NTP).



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

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

Date/time: Friday, July 13, 2018 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Karen Buehrig
Chris Deffebach
Lynda David
Nancy Kraushaar
Katherine Kelly
Phil Healy
Tyler Bullen
Glenn Koehrsen
Alfred McQuarters
Maria Hernandez

Affiliate

Metro
Clackamas County
Washington County
SW Washington Regional Transportation Council
City of Wilsonville and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
Port of Portland
Community Representative
Community Representative
Community Representative
Community Representative

Alternates Attending

Jessica Berry
Eric Hesse
Todd Juhasz
Jon Makler

Affiliate

Multnomah County
City of Portland
City of Beaverton and Cities of Washington County
Oregon Department of Transportation

Members Excused

Joanna Valencia
Mark Lear
Don Odermott
Jeff Owen
Mandy Putney
Cory Ann Wind
Carley Francis
Rachael Tupica
Emily Lai
Beverly Drott

Affiliate

Multnomah County
City of Portland
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Federal Highway Administration
Community Representative
Community Representative

Guests Attending

A.J. O'Connor
Kate Freitag
Kari Schlosshauer

Affiliate

TriMet
Oregon Department of Transportation
Smart Routes to School National Partnership

Metro Staff Attending

Kim Ellis, Principal Transportation Planner
Tim Collins, Senior Transportation Planner

Jamie Snook, Principal Transportation Planner
Ken Lobeck, Funding Programs Lead

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

Chairman Tom Kloster called the meeting to order at 9:30 a.m. A quorum was called and introductions were made.

2. Comments From the Chair and Committee Members

- **TriMet Appointments to TPAC** (Tom Kloster) Chairman Kloster announced that TriMet has appointed Jeff Owen as TPAC representative, with Kelly Betteridge 1st alternate and Tom Mills 2nd alternate.
- **2021-24 STIP Fix-It Leverage Update** (Jon Makler) Mr. Makler called attention to the upcoming Sept. 7 TPAC meeting where a planned agenda item was to discuss STIP business cases and leverage opportunities. Projects funded by the ARTS (All Roads Transportation Safety) Program must be on state facilities to be eligible for Leverage Program funding. These projects are listed on the state system map online, with a link to be sent out to the committee.

Mr. Makler announced changes in staff with three new ODOT Area Managers, who are encouraged to be contacted as sponsors/owners with STIP projects toward leverage opportunities.

Matt Freitag, Areas in west area of the region

Paul Scarlett, Areas in the east area of the region

Shelli Romero, Areas in Portland central area of the region

In addition, the recruitment for the next Director of Community Affairs Team will soon be underway.

- **Slips Amendments** (Ken Lobeck) Mr. Lobeck provided an update on additional details about the 2018 to 2019 End of Year Project Phase Slip Amendment. Last January, Metro and ODOT completed a project phase slip amendment from 2018 to 2019 that impacted a total of 47 projects inside and outside the MPO boundary area. Out of the 47 projects, 63 project phases and funding were slipped to 2019. The phase slip amendment was necessary and granted by FHWA to correct project programming years to match up with the current project schedules. Due to the year limitations of the MTIP and STIP numerous projects had their construction phases incorrectly programmed in 2018 because this was the last year of the 2015 MTIP. Once the 2018 MTIP and STIPs were developed, the project programming could be pushed out into 2019 and beyond to match the projects current delivery schedule.

There is a \$58m carry over that must be addressed, so that all final year obligations are submitted to USDOT by late August in time to complete final year obligations before the end of September 2018. It was asked what new regulations or requirements might be placed in our region with funds. Mr. Lobeck reported that more details are being worked out on tracking data and the process. Because of the importance to project funding, further updates will be provided to TPAC at upcoming meetings.

3. Public Communications on Agenda Items - None

4. Consideration of TPAC Minutes from June 1, 2018

Two corrections were made prior to a motion on the TPAC minutes from June 1, 2018:

- On page 10, second bullet, delete the second sentence that read “On page 5 of the Arterial and Throughway Network Policies, #6 lists value pricing to manage congestion with one or more lanes added.”
- On page 6, under comments from the committee, 3rd bullet, delete the bullet that read “Chris Deffebach would like to see evidence of project progress and completions added to the motion.”

MOTION: To approve the minutes from June 1, 2018 with corrections noted.

Moved: Jon Makler

Seconded: Phil Healy

ACTION: Motion passed unanimously with corrections made. One abstention: Jessica Berry

5. MTIP Formal Amendment Resolution 18-4901

Mr. Lobeck provided an overview of MTIP Formal Amendment and request for approval of Resolution 18-4901 to send to JPACT. These four projects contain required changes and updates impacting Metro, ODOT, and TriMet, summarized as:

ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #1 ODOT Key 21271 MTIP ID 71053	Metro	Portland Metro Planning SFY19 SFY 2019 annual MPO planning funds allocation in support of MPO planning requirements.	ADDED FUNDING: This amendment is adds a total of \$1,712,418 of STP and PL funds (plus associated required matching funds) of prior year unobligated carry-over still approved and eligible for the project
Project #2 ODOT Key 18839 MTIP ID 70661	TriMet	OR8: SW 115th Ave (Beaverton) – SW 192nd Ave OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton) Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing	LIMITS/SCOPE CHANGE: The amendment increases the PE phase funding, reduces ROW phase. The project adds a small UR phase and decreases the construction phase funding. Various project locations needed to be dropped or split in order to keep project within budget, avoid overlaps with existing projects, and to drop work not wanted by applicant. The PE budget decided to be outsourced. This amendment serves to increase the budget for consultant design services. The scope update also requires adjustments to the project limits.
Project #3 ODOT Key 18794 MTIP ID 70766	ODOT	OR8: SW10th - SW 110th Systematic safety improvements Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible	SCOPE CHANGE: The original scope for this project included 23 locations to receive signal head upgrades. ADA scope elements were not included. The project now includes AADA requirements resulting in a reduction to 9 locations to keep the project within the budgetary limitations.
ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #4 ODOT Key 19786 MTIP 70859	ODOT	I-205: Stafford Rd - OR99E Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.	ADD FUNDING: Partial Right-of-Way phase funding is being added to the project per review and approval by FHWA

Public notification period has been given on this Formal Amendment, with expected Metro Council approval on the resolution August 2, 2018. Karen Buehrig asked if the amendment that adds a total of \$1.7m of unobligated planning funds and STP carry over planning funds were the corrections to the

carry overs previously discussed. Mr. Lobeck explained that the UPWP was independent of project allocations and obligations, so that these carry over funds could be added to work projects in a UPWP amendment. Chair Kloster further explained that if the carry over funds were not spent, the funds can come back for UPWP purposes spent in 2019-20 as planning activity.

MOTION: For TPAC to approve recommendation of Resolution 18-4901 to JPACT which includes four projects for Metro, ODOT and TriMet.

Moved: Jon Makler

Seconded: Glenn Koehrsen

ACTION: Motion passed unanimously.

6. Public Review Draft 2018 Regional Transportation Plan and Strategies for Safety, Freight, Transit and Emerging Technology

Kim Ellis provided an overview of the Public Review Draft 2018 Regional Transportation Plan (RTP) and Strategies for Safety, Freight, Transit and Emerging Technology. The RTP establishes priorities for federal, state and regional planning with potential future investments. The plan is on track to be adopted by the end of 2018. Recognition of agency and partner engagement for their input with the process was given.

More than \$22 billion of transportation investment is planned through 2040. On the constrained list of projects are \$15.4 billion of capital investment, eligible for Federal and State funding. The interactive map showing these projects are online for view. Draft RTP constrained priorities submitted by cities, counties, ODOT, TriMet, SMART and other jurisdictions from adopted plans and studies was shown. Total estimated investment by 2040 with constrained priorities is \$42 billion. A break-down by categories was shown that included HB2017 additional funding. This will be noted in future reporting.

Ms. Ellis reminded the committee that the RTP public comment period began June 29 and ends on August 13. The website location to add comments and take a survey was provided; www.oregonmetro.gov/rtp with comments also taken by email, phone or in person at the public hearing on August 2. Further input is appreciated as work continues on the plan.

Comments from the committee:

- Tyler Bullen asked where the 814 individual projects were listed if not in the RTP. Ms. Ellis reported these were listed in Appendix A and B. The projects were listed online with full details that could be sorted and searched that be downloaded if desired.
- Maria Hernandez acknowledged the work from engagement contributing to the RTP. It was asked what the results are indicating from the equity forums that took place on priorities from the perspective of the umbrella of equity lens incorporated in the priorities with strategies addressed. Ms. Ellis responded that several chapters of the RTP addressed the equity issues. Chapter 4 identifies existing equity issues. Chapter 7 involves evaluation processes around equity issues such as safety, and access to jobs and community places. Chapter 2 contains the revised equity goal of eliminating disparities experienced by historically marginalized people in the region that would help guide future planning and funding for addressing equity. Appendices A, B and C provides a project list that flags projects located in equity focus areas to inform future planning and implementation. Appendix E provides more details on the transportation equity evaluation. In Chapter 8 future work is identified to address equity-related affordability and access issues and how this can be monitored for improvements. Asked if funding

sources have been identified for projects in the RTP, Ms. Ellis reported that the RTP projects were for all projects in the long-range plan based on a region-wide revenue forecast. Individual project funding sources have not been identified and is beyond the scope of the RTP.

- Phil Healy commented on the good work with the Freight Strategy and asked how future changes will be made in the plan. Ms. Ellis reported that more editing will be done and comments on all the documents was welcome by Aug. 13. Specific, detailed changes that were requested during the public comment should be sent quickly with each being addressed. Mr. Healy commented on the need for further work between ODOT and Metro with Freight and Highway Performance Standards. This was confirmed, with an expected update to be shared with TPAC.
- Chris Deffebach commented on Washington County not using all their allocated TSP funds they were eligible for with projects. It appears there is significant need for future funding, but not a clear method toward planning for investments to match projected projects. Ms. Ellis added that as regional planning moves forward updates to TSPs could be used as starting points for local investments and developed into broader issues. Chairman Kloster added that the next RTP process would involve more discussion of local TSPs and include mobility policies.
- Katherine Kelly commended the work of staff on the draft RTP. It presents a good job setting up the framework for the next RTP. There may be a lack of understanding from elected officials on exactly what the RTP is attempting to achieve. Elected officials should share in the bigger vision. The next RTP is expected to be much different, with more data available and details with emerging technologies effecting outcomes. This should be presented to JPACT. Included with this presentation to JPACT it was recommended Maria Hernandez provide input on equity integration, and have a short intro to the interactive map with projects listed.
- Karen Buehrig added her appreciation for work done with the RTP. Congestion was noted as a concern where progress was not viewed as moving in the right direction. Even with improved transit accessibility, not enough strides have been made toward encouraging multi-modal share, which has resulted in more congestion. In Chapter 8, if we better connect projects to the reasons why we are addressing issues more understanding and support of issues might be produced. Mobility policy updates and congestion value pricing could be packaged as a suite of choices. A more inclusive look at multi-modal transit with large transportation projects was suggested. More value pricing options folded into the planning work was encouraged. The timing of multi mobility corridor work was not clear and not listed as a planning project.
- Nancy Kraushaar commented on the need for showing the bigger picture to elected officials as they have requested. The future framework for the RTP, moving past 2040 will require us to think bigger about growth and transportation needs and prepare for changes.
- Maria Hernandez encouraged further discussion on emerging technologies moving forward to plan further out, not just for funding specific projects, but to ensure technologies benefit our region's needs. Technologies should move more toward multi-modal systems that reach all transportation users and address other factors, some of which are not identified in the plan or strategies.
- Katherine Kelly, with regard to emerging technologies and the next framework of the RTP, have mobility management be a preview presented to JPACT.

- Tyler Bullen asked for clarification on the map showing projects and whether this represented all projects the region. Ms. Ellis explained the map does not show all projects due to the fact that the RTP project list focuses on the regional system making projects eligible for federal and state funding. Ms. Ellis referred to the beginning of chapter 3 that defined the regional system, and how designation of regional significance relates to the project list, and map.
- Glenn Koehrsen clarified typos and minor edits would be sent to authors of the documents.

Ms. Ellis reminded the committee to review the “Finalizing the 2018 Regional Transportation Plan, A briefing book for policymakers” that was handed out, and encouraged its use to brief elected officials and communities-members. The book summarizes the process, key elements of the RTP including the goals, the draft project list, and implementation strategies. Following the public comment period, TPAC and MTAC members will be presented with proposed amendments in response to comments at the August 29 workshop. The committees will be asked to finalize their recommendations to JPACT and MPAC, respectively, at subsequent committee meetings.

7. TransPort Work Program Briefing

Kate Freitag, ODOT, TransPort Chair, A.J. O’Connor, TriMet, TransPort Vice Chair, and Caleb Winter, Metro provided an overview of TransPort structure and purpose. One of the reasons to coordinate regionally around transportation system management and operations is to work together to reduce the manageable sources of congestion, to keep the system safe and reliable.

Transportation System Management and Operations (TSMO) is the name of this strategy document, one of Metro’s programs. Made up primarily of transportation engineers, TSMO focuses on regional goals and coordinate implementation. TransPort can help achieve a smarter management and operations management for travelers by various modes via traffic signals, connecting and shared data, and operators to monitor for crashes and respond quickly with improved reliability for others.

The participation with TransPort includes planners, engineers/operators, modelers and researchers and the traveling public. TransPort’s primary function falls between policy and planning, and project implementation. Activities include regional coordination around funding, pursuing competitive funding in a coordinated approach, and monthly meetings with key stakeholders to develop concepts and project readiness.

Examples of project work with the program were given. ADA in Intelligent Transportation Systems, (ITS) projects and how agencies respond to changes in federal requirements and new interpretations, train and promote understanding for improved transportation systems. For data standards, solving for and sustaining interoperability means sorting out how to integrate existing ITS Systems with commercially available products. Smart innovations were also shown as examples for solving problems, coordination regionally and resource sharing with projects named for the Portland Safety Sensor Pilot and Washington County Signal Performance Solution.

TSMO projects are prioritized based on the plan. A pie chart was shown with resources from the TSMO program and leveraged efforts. Notable examples include RFFA funding for Going St. Freight ITS, the federal grant awarded to Metro for the I-84 Multimodal ICM Deployment Plan, TriMet funding for the next gen transit signal priority concept of operations and federal funding awarded to Portland as a finalist of Smart City Challenge to further develop their application. Most noticeable is the TIGER

funding for Washington County/ODOT to build active corridor management along arterials and freeways from Washington County to the Portland Airport distribution hub.

TransPort created a work plan handout with a list of priorities sorted by near-term work that is reaching milestones and work just underway.

- I-84 Multimodal Integrated Corridor Management. An example of leveraging partnerships and investments to lead and compete nationally. Adding to the ITS toolbox elsewhere in the region.
- Central Traffic Signal System. Upgrading or replacing the current 20-year old computer system and software, increasing reliability, reducing maintenance, improving responses across agencies and providing better service to all travelers.
- 2030 TSMO Strategy Update. Build from 2018 RTP policies and strategies including: Freight, Transit, Travel Options, Emerging Technologies, Active Transportation, Equity, Performance, Safety, Climate and Resilience.
- TSMO Projects for FY 2018-2021. Develop solicitation materials, draft and review criteria, solicit TSMO projects, score and make recommendations, and sub-allocate funds.
- Update TransPort Bylaws. Clarifying the Chair/Vice Chair transitions, review with equity lens, and consideration of growth in participation. Subgroups to address issues, trainings and workshops. The current list of TransPort members was included in the committee packet.

Comments from the committee:

- Jon Makler asked how Metro is utilizing the Emerging Technology strategies and development with Eliot Rose in the Innovation Department. Mr. Winter reported that Mr. Rose has attended TransPort meetings and his workgroup have similar attendees. More discussion will be held on smaller ways technology can support larger projects. Discussion was held on how effective technology could help provide safer transportation. It would benefit TPAC to be advised on these issues from TransPort for funding, resources and shared knowledge.
- Maria Hernandez asked what steps were taken to address ADA compliance on projects and how this could be improved. Ms. Freitag reported that evaluations taken midstream on projects, knowing in advance the federal requirements on the project, how timelines of the project affect ITS, or does not fit a capital project structure, and creating a better defined improvement system with ADA requirements were lessons learned. Mr. O'Connor added each agency looks at ADA requirements with systems they have developed to meet needs.
- Eric Hesse acknowledged the importance of the priorities and partnerships with these strategies and the more benefits we can achieve with shared agency knowledge.

8. Next Generation Transit Signal Priority

AJ O'Connor provided a concept overview of TriMet Next Generation Transit Signal Priority (TSP). Following earlier transit projects that triggered discussion on the next level of TSP, consultants were hired for a study that would help develop a system for the next 20 years on the Next Gen TSP. Sharing this information with TransPort was the next step in coordination of TriMet's efforts of pursuing efforts for advising policymakers and decision makers in the region.

The TriMet fixed route bus collects real time and post operational data, that while useful, is basic compared to more current versions. Existing TSP infrared systems have communications between buses and traffic signals that happen locally at each intersection. On-board equipment communicates with detectors on traffic signal mast arms through line-of-sight transmissions. The study inventoried

the existing infrared TSP system alongside traffic signal equipment and software to understand each jurisdiction's functional and operational needs.

TriMet is now ready to consider expanding the TSP system beyond their original agreements with local jurisdictions to more of their service area throughout the Portland region. In addition, technology advances are creating new opportunities to upgrade TSP. Connected vehicle (CV) technology, which allows information from automobiles, freight trucks, and buses to inform roadway operations through communications with traffic signals, will increase functionality of TSP. CV technology allows buses to share more information with traffic signals about each bus's route, schedule, and passenger loading to help it move through intersections and improve travel time reliability.

An example of V2C (Vehicle to Center) selected by TriMet, was shown that can provide information for decisions on multiple light signal systems. Currently LRT transit signal priority is largely based on trains passing trackside contact points. This provides little advanced warning to the signal and no additional data to the signal and may not be triggered if operators stay behind the trigger location.

The ROOT Concept architecture supports integrations of the LRT into a connected vehicle environment. This will allow upstream communications with signals, and the possibility of sharing additional data, like schedule and passenger load. It was noted that the LRT system is not at this level now. TriMet is seeking funding for this multi-modal system.

Comments from the committee:

- Chris Deffebach asked if this was adding to existing systems or developing new areas. Mr. O'Connor reported that TriMet is pursuing the entire system of the region. Funding for the project comes from the ATCM grant with a matching commitment from ODOT if the grant is received. Mr. O'Connor added that the New Gen System allows for flexibility with changeable lights, and improved data collection with the system.
- Tyler Bullen asked what percent of all signals has the ability to interact with TriMet. The goal of the new system will be the investment of major corridors, but increasing signal systems throughout the region.

9. Adjourn

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

Respectfully submitted

Marie Miller

TPAC Recorder

Attachments to the Public Record, TPAC meeting, July 13, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	7/13/2018	7/13/2018 TPAC Agenda	071318T-01
2	TPAC Work Program	7/6/2018	2018 TPAC Work Program	071318T-02
3	Handout	7/3/2018	Memo from Ken Lobeck, Funding Programs Lead RE: The 2018 to 2019 Project Phase Slips Developing MTIP/STIP Amendment	071318T-03
4	Meeting minutes	6/1/2018	Draft minutes from TPAC June 1, 2018 meeting	071318T-04
5	Resolution 18-4901	7/2/18	Resolution 18-4901 for the purpose of adding or amending existing projects to the 2018-21 MTIP involving four projects impacting Metro, ODOT, and TriMet.	071318T-05
6	Exhibit A to Resolution 18-4901	7/2/18	Exhibit A to Resolution 18-4901	071318T-06
7	Staff Report	7/2/18	Staff Report Memo from Ken Lobeck RE: July 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4901	071318T-07
8	Attachment 1 to Resolution 18-4901	7/2/18	Attachment 1 to the July 2018 MTIP Formal Amendment Staff Report – Project Location Maps	071318T-08
9	Memo	7/6/18	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager RE: 2018 RTP: Public Comment Materials	071318T-09
10	Memo	7/6/18	TO: TPAC and interested parties From: Kate Freitag, TransPort Chair, A.J. O'Connor, TransPort Vice Chair, Caleb Winter, Senior Transportation Planner supporting TransPort RE: TransPort Work Program Briefing	071318T-010
11	Handout	7/6/18	2018 to 2019 TSMO Timeline and TransPort Work Plan	071318T-11
12	Booklet	7/11/18	2018 Regional Transportation Plan, Finalizing the 2018 Regional Transportation Plan, A briefing book for policymakers	071318T-12
13	Presentation	7/13/18	July 2018 Formal MTIP Amendment and Approval Request of Resolution 18-4901	071318T-13
14	Presentation	7/13/18	2018 Regional Transportation Plan Final Public Review Draft	071318T-14
15	Presentation	7/13/18	TransPort Work Plan Briefing	071318T-15

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
16	Presentation	7/13/18	TriMet Next Generation Transit Signal Priority (TSP)	071318T-16

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR)	RESOLUTION NO. 18-4908
AMENDING EXISTING PROJECTS TO THE)	
2018-21 METROPOLITAN TRANSPORTATION)	Introduced by: "Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING TWO)	Martha Bennett in concurrence with
PROJECTS IMPACTING PORTLAND AND)	Council President Tom Hughes"
ODOT (AG19-01-AUG))	

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, Metro received a federal Highway Infrastructure Program funding allocation of \$5,185,063 from FHWA as part of the statewide appropriation of HIP funds to the State of Oregon, and

WHEREAS, the eligibility and use of HIP is limited to supporting roadway construction improvement projects with an eligibility priority on the construction of highways, bridges, and tunnels; and

WHEREAS as a condition for their use, the HIP funds must be obligated no later than September 30, 2021 or will lapse and must be fully expended by September 30, 2025; and

WHEREAS, a review of eligible projects by Metro and ODOT-Salem based on the eligibility, obligation, and expenditure restrictions resulted in the North Rivergate Blvd Freight project emerging as the best candidate project for the HIP funds; and

WHEREAS, the city of Portland will provide Metro a local fund exchange of \$4 million in return to support of Metro's regional planning needs for the \$5.1 million commitment of federal HIP funds to the North Rivergate Blvd Freight Project which maximizes a fund leveraging opportunity supporting both regional construction implementation plus planning needs; and

WHEREAS, the draft 2018 Regional Transportation Plan (RTP) identifies a number of plans and projects in need of further planning and project development work in the near-term which the local fund exchange will support; and"

WHEREAS, ODOT's OR217 OR10 to OR99W SB Auxiliary Lane project will include the construction of sound walls as part of the project scope and has secured implementation phase funding (Right of Way, Utility Relocation, and Construction phase funding) for the project which is being programmed through this amendment; and

WHEREAS, an existing consistency issue between the project and the current 2014 Regional Transportation Plan (RTP) exists, but will be resolved upon approval of the new draft RTP this December; and

WHEREAS, construction of the sound walls requires an early initiation of pre-acquisition right-of way activities; and

WHEREAS, a review of the project schedule and the needed pre-right-way acquisition activities against the current and new draft RTP does not appear to pose a consistency or legal issue for our federal oversight agencies, Metro, or ODOT; and

WHEREAS, Metro has requested from FHWA an early right-of way phase obligation exception to allow the pre-right-of-way activities involving the sound walls to be initiated to help ensure the project stays on schedule; 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 July 2018 Formal MTIP Amendment; and

WHEREAS, all projects included in the August 2018 (for FFY 2019) 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 August 3, 2018 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on September 20, 2018 to formally amend the 2018-21 MTIP to include the August 2018 (FFY 2019) Formal Amendment bundle consisting of two projects.

ADOPTED by the Metro Council this ____ day of _____ 2018.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

DRAFT

2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution **18-4908**



Proposed August 2018 Formal Amendment Bundle
Amendment Type: **FORMAL, AG19-01-AUG**
Total Number of Projects: **2**

ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 18841	ODOT	OR217: OR10 - 99W SB Auxiliary Lane	ADDING REQUIRED PAHSE FUNDING: The amendment adds required and approved funding to this named HB2017 project to the Right-of-Way (ROW) and Construction phases bringing the project up to its fully funded level of \$47 million. The amendment is also moving forward now to enable the ROW phase to obligate early during FFY 2019 to initiate pre-ROW acquisition activities supporting the later construction of the required sound walls.
Project #2 19300	Portland	North Rivergate Freight Project	COST INCREASE: The formal amendment adds \$5,185,063 of federal Highway Infrastructure Program (HIP) funds and \$1,000,000 of Immediate Opportunity Funds (IOF) along with match to the construction phase to address a funding shortfall. Based on the 30% design cost estimate for the project, the North Rivergate Blvd overcrossing at the UPRR is fully funded now.

Exhibit A to Resolution 18-4908

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 (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18841	70782	ODOT	OR217: OR10 - OR99W SB Auxiliary Lane					Highway	\$ 3,302,832
Project Description:			Consolidate the SB Allen Blvd on-ramp with the SB Denny off-ramp						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP		Federal	2014		\$ 758,254				\$ 758,254
Local	Match	Local	2014		\$ 63,969				\$ 63,969
State STP-FLX	M240	Federal	2014		\$ 1,934,451				\$ 1,934,451
Local	Match	Local	2014		\$ 221,407				\$ 221,407
Other	OTH0	Overmatch	2014		\$ 324,751				\$ 324,751
									\$ -
									\$ -
Total:				\$ -	\$ 3,302,832	\$ -	\$ -	\$ -	\$ 3,302,832
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".								
	3. HSIP = Federal Highway Safety Improvement Program funds allocated to ODOT to be used for various types of safety improvement projects.								
	4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.								
	5. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.								
	6. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT from FHWA.								
	7. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".								
<div>Amendment Summary</div> <div>Proposed changes are stated on the next page</div>									

PROJECT #1 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18841	70782	ODOT	OR217: OR10 - OR99W SB Auxiliary Lane					Highway	\$ 47,502,832
Project Description:			Consolidate the SB Allen Blvd on-ramp with the SB Denny off-ramp						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP	MS30	Federal	2014		\$ 758,254				\$ 758,254
Local	Match	Local	2014		\$ 63,969				\$ 63,969
HSIP-FAST	ZS30	Federal	2014		\$ 1,934,451				\$ 1,934,451
Other	Overmatch	Local	2014		\$ 546,158				\$ 546,158
ADVCON	ACPO	Federal	2019			\$ 179,460			\$ 179,460
State	Match	State	2019			\$ 20,540			\$ 20,540
ADVCON	ACPO	Federal	2020					\$ 39,481,200	\$ 39,481,200
State	Match	State	2020					\$ 4,518,800	\$ 4,518,800
									\$ -
Total:				\$ -	\$ 3,302,832	\$ 200,000	\$ -	\$ 44,000,000	\$ 47,502,832
Notes:	<div>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</div> <div>2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</div> <div>3. HSIP = Federal Highway Safety Improvement Program funds allocated to ODOT to be used for various types of safety improvement projects.</div> <div>4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</div> <div>5. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</div> <div>6. ADVCON = a federal fund code placeholder that identifies that the funding will be federal, but the specific fund code has not yet been identified. Until then, ODOT will their State funds to cover the phase costs until the specific federal fund code is committed to the project.</div> <div>7. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".</div>								
<div>Amendment Summary</div> <div>This amendment adds the ROW and construction phase funding to the project. By accomplishing this now, the ROW phase can obligate in October 2018 (early FFY 2019) to initiate pre-ROW acquisition activities involving the eventual construction of sound walls as part of the project.</div>									

Exhibit A to Resolution 18-4908

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 #2 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19300	70678	Portland	North Rivergate Freight Project					Bridge	\$ 22,266,019
Project Description:			In North Portland on North Rivergate Blvd between North Time Oil Rd and North Lombard St, construct a 2-lane grade separation over the UPRR tracks, modify/reconstruct Rivergate/Lombard Street Intersection to improve mobility and safety						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Local	Overmatch	Local	2017		\$ 3,000,000				\$ 3,000,000
STP>200K	M230	Federal	2018			\$ 300,000			\$ 300,000
Local	Match	Local	2018			\$ 34,336			\$ 34,336
STP>200K	M230	Federal	2018				\$ 1,000,000		\$ 1,000,000
Local	Match	Local	2018				\$ 114,454		\$ 114,454
TIGER VIII	BTDG	Federal	2019					\$ 7,329,000	\$ 7,329,000
Local	Match	Local	2019					\$ 1,832,250	\$ 1,832,250
STP		Federal	2019					\$ 1,922,000	\$ 1,922,000
Local	Match	Local	2019					\$ 219,982	\$ 219,982
State STP-FLX	M240	Federal	2019					\$ 987,030	\$ 987,030
Local	Match	Local	2019					\$ 112,970	\$ 112,970
Local	Overmatch	Local	2019					\$ 5,413,997	\$ 5,413,997
Total:				\$ -	\$ 3,000,000	\$ 334,336	\$ 1,114,454	\$ 17,817,229	\$ 22,266,019
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. STP>200K = Federal Surface transportation Program funds allocated to qualifying projects in areas where the population is at least 200,000 people.								
	3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.								
	4. TIGER VIII = Federal discretionary grant award to the project from FHWA. TIGER = Transportation Investment Generating Economic Recovery								
	5. State STP-FLX = Federal Surface Transportation Program funds allocated to ODOT annually..								
	6. STP = Federal Surface Transportation Program funds generally allocated to Metro with no geographic or population use conditions.								
Amendment Summary									
Proposed changes are stated on the next page									

PROJECT #2 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19300	71053	Metro	North Rivergate Freight Project					Bridge	\$ 26,158,076
Project Description:			In North Portland on North Rivergate Blvd between North Time Oil Rd and North Lombard St, construct a 2-lane grade separation over the UPRR tracks, modify/reconstruct Rivergate/Lombard Street Intersection to improve mobility and safety						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Local	Overmatch	Local	2017		\$ 3,000,000				\$ 3,000,000
STP>200K	M230	Federal	2018			\$ 300,595			\$ 300,595
Local	Match	Local	2018			\$ 34,405			\$ 34,405
STP>200K	M230	Federal	2018				\$ 987,030		\$ 987,030
Local	Match	State	2018				\$ 112,970		\$ 112,970
TIGER VIII	BTDG	Federal	2019					\$ 7,329,000	\$ 7,329,000
Local	Match	Local	2019					\$ 1,832,250	\$ 1,832,250
STP		Federal	2019					\$ 1,934,375	\$ 1,934,375
Local	Match	Local	2019					\$ 221,398	\$ 221,398
State STP-FLX	M240	Federal	2019					\$ 987,030	\$ 987,030
State	Match	State	2019					\$ 112,970	\$ 112,970
IOF	S600	State	2019					\$ 1,000,000	\$ 1,000,000
HIP	Z005	Federal	2019					\$ 5,185,063	\$ 5,185,063
Local	Match	Local	2019					\$ 593,454	\$ 593,454
Other	Overmatch	Local	2019					\$ 2,527,536	\$ 2,527,536
Total:				\$ -	\$ 3,000,000	\$ 335,000	\$ 1,100,000	\$ 21,723,076	\$ 26,158,076
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. STP>200K = Federal Surface transportation Program funds allocated to qualifying projects in areas where the population is at least 200,000 people.								
	3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.								
	4. TIGER VIII = Federal discretionary grant award to the project from FHWA. TIGER = Transportation Investment Generating Economic Recovery								
	5. State STP-FLX = Federal Surface Transportation Program funds allocated to ODOT annually..								
	6. STP = Federal Surface Transportation Program funds generally allocated to Metro with no geographic or population use conditions.								
	7. IOF = State Immediate Opportunity Funds managed and allocated by ODOT. IOF funds support primary economic development through the construction and improvement of streets and roads.								

	HIP = Federal Highway Infrastructure Program funding allocated to states supporting roadway improvement implementation phase needs (e.g. construction)
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Amendment Summary

This amendment is adds \$5.1 million of federal HIP funds and \$1 million of State IOF program funding to support and address a construction phase funding shortfall. Project costs are adjusted based on the 30% Design update for the project.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Wednesday, August 1, 2018
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: August 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4908

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING TWO PROJECTS IMPACTING PORTLAND AND ODOT (AG19-01-AUG)

BACKGROUND

What this is:

The August 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting Portland and ODOT. Two projects are included in the amendment bundle. They are summarized in the below table:

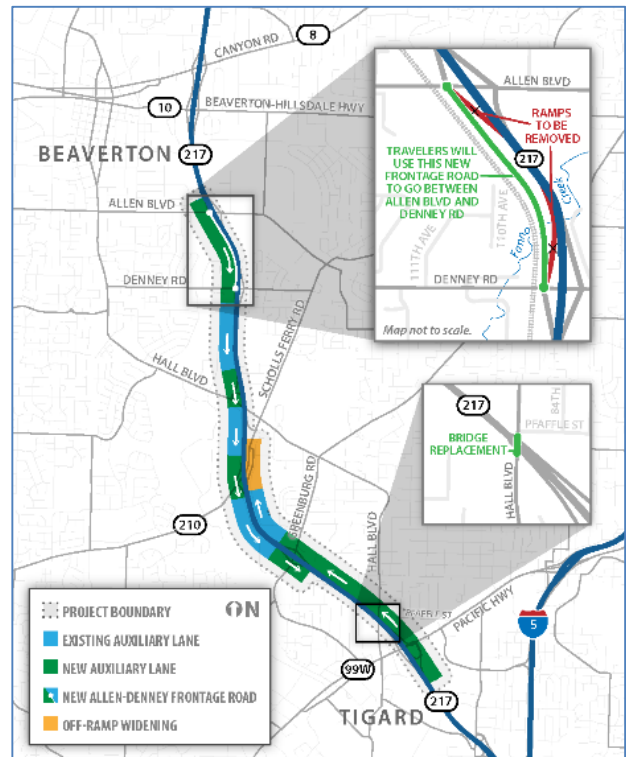
August 2018 Formal MTIP Amendment Amendment Type: Formal Name: AG19-01-AUG Number of Projects: 2			
ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #1 ODOT Key 18841 MTIP ID 70782	ODOT	OR217: OR10 - OR99W SB Auxiliary Lane	ADD APPROVED PHASE FUNDING: The amendment adds required and approved funding to this named HB2017 project to the Right-of-Way (ROW) and Construction phases bringing the project up to its fully funded level of \$47.5 million. The amendment is also moving forward now to enable the ROW phase to obligate early during FFY 2019 to initiate pre-ROW acquisition activities supporting the later construction of the required sound walls.
Project #2 ODOT Key 19300 MTIP ID 70678	Portland	North Rivergate Freight Project In North Portland on North Rivergate Blvd between North Time Oil Rd and North Lombard St, construct a 2-lane grade separation over the UPRR tracks, modify/reconstruct Rivergate/Lombard Street Intersection to improve mobility and safety	COST INCREASE: The formal amendment adds \$5,185,063 of federal Highway Infrastructure Program (HIP) funds and \$1,000,000 of Immediate Opportunity Funds (IOF) along with match to the construction phase to address a funding shortfall. Based on the 30% design cost estimate for the project, the North Rivergate Blvd overcrossing at the UPRR is fully funded now.

What is the requested action?


Staff is providing TPAC notification of the August 2018 formal amendment (for FFY 2019) and requesting their approval recommendation to JPACT for resolution 18-4908 and then on to the Metro Council enabling the four identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

A detailed summary of the two projects being amended is provided in the below tables:

1. Project: OR217: OR10 - OR99W SB Auxiliary Lane	
Lead Agency:	Washington County ODOT
ODOT Key Number:	18841 MTIP ID Number: 70782
Project Description:	On OR 217 From Beaverton in the north at OR10 (MP 2.05) to OR 99W (MP 5.69) in the Tigard area, construct a SB auxiliary lane, construct sound walls, construct a frontage road between Allen Blvd and Denney Rd ICs, replace the southern Hall Blvd bridge, construct retaining walls, and widen shoulders
What is changing?	<p><u>Summary:</u> Design work (Preliminary Engineering) to add the SB auxiliary lane was initiated in 2014. The project is now ready to add the right-of way and construction phase funding to the project.</p> <p>The OR 217 SB project is a named project in HB2017 (Section 71, Highway Road and Street Projects). Within this section of the Legislation, HB 2017 authorized a total of \$249,700,000 to ten projects including the OR217 SB Aux Lane Project. The estimated total project cost is \$47,502,832. The approximate split of phase costs is as follows:</p> <ul style="list-style-type: none"> Preliminary Engineering..... \$3,302,832 Right-of-Way..... \$200,000 (Obligate in early FFY 2019) Construction..... \$44,000,000 (Obligate in FFY 2020) <p style="text-align: right;">Total: \$47,502,832</p> <p><u>Amendment Purpose:</u> Through this amendment, the Right-of-Way and Construction phase funding is being added to the project. Right of Way needs to be added now to allow for an early obligation and the ability to start pre-right-of-way activities in support of the later sound walls construction.</p> <p><u>Project Scope:</u> The primary project scope elements include the following:</p> <ol style="list-style-type: none"> Build an auxiliary lane on OR 217 southbound from Beaverton-Hillsdale Highway, continuing south to connect with an existing auxiliary lane at OR 99W. <p>Drivers will use this auxiliary/right lane for getting on and off the highway. Those driving straight on OR 217 will have two full lanes to travel in, separate from the on- and off-ramp merging traffic. These will reduce recurring bottlenecks and allow for more stable traffic flow at the OR 217 interchanges</p>



	<ol style="list-style-type: none"> 2. Build a frontage road between the Allen Boulevard and Denney Road interchanges along OR 217 southbound. This will eliminate the Allen Boulevard southbound on-ramp and the Denney Road southbound off-ramp. Instead, drivers will use the new frontage road to travel between the two interchanges. These interchanges are one of the worst bottleneck locations on OR 217 and also one of the most dangerous. A frontage road will reduce the weaving movements and crashes. The newly configured Allen/Denney interchange will function similarly to the Canyon Road/Beaverton-Hillsdale Highway interchange to the north 3. Widen the Scholls Ferry off-ramp from OR 217 northbound to include an additional lane. 4. Build several retaining walls. 5. Replace one of the Hall Boulevard bridges over OR 217. There are two Hall Boulevard bridges over OR 217 - one near Washington Square and one farther south at SW Pfaffle Street. The bridge being replaced is the one farther south, at SW Pfaffle Street (near OR 99W in Tigard). The bridge replacement is needed to accommodate the new auxiliary lanes 6. Widen highway shoulders so stalled vehicles can move out of traffic and emergency vehicles can quickly respond
Additional Details:	<p><u><i>RTP Consistency Issue:</i></u> The project limits as stated in the 2014 do not match the current project limits from OR10 to OR99W. However, this has been corrected in the new draft 2018 RTP. The anticipated approval for the 2018 RTP is December 2018. Based on the current project schedule, Right of Way acquisition will not begin until January 2019. As noted earlier construction of the sound walls necessitates early assessments and, contacts, and negotiations with potential impacted residents.</p> <p>Technically, the Right of way phase should not obligate until the new RTP is approved which then removes the consistency issue. However, staff's review of the project schedule indicated that allowing the right-of-way phase to obligate in late October would enable the pre-right-of-way acquisition activities to begin and be completed by January after the new RTP is approved allowing the when right-of-way acquisition elements to begin. A joint Metro and ODOT request for the right-of-way phase early obligation exception has been requested from FHWA, Presently, FHWA has not objected to the early obligation request</p>
Why a Formal amendment is required?	Per the FHWA/FTA approved STIP/MTIP Amendment Matrix, projects with a total project cost of \$1 million or greater may make cost adjustments up to 20% as Administrative Modifications. Cost change above 20% require a formal MTIP amendment. The present programming for the project is \$3,302,832. The amendment adds \$44,200,000 which is above the 20% threshold.
Total Programmed Amount:	Total programming adds \$44,200,000 for right-of-way and construction phases. This increases the project cost from \$3,302,832 to \$47,502,832.
Added Notes:	OTC approval was required to approve the SB2017 funding for the project. Approval occurred at both the August 2017 and September 2017 OTC meetings.

2. Project: North Rivergate Blvd Freight Project			
Lead Agency:	Portland		
ODOT Key Number:	19300	MTIP ID Number:	70678
Project Description:	In North Portland on North Rivergate Blvd between North Time Oil Rd and North Lombard St, construct a 2-lane grade separation over the UPRR tracks, modify/reconstruct N. Rivergate/Lombard Street Intersection to improve mobility and safety		
What is changing?	<p>The Rivergate Industrial District (Rivergate) is the largest industrial district in the City of Portland and contains nearly half of the marine terminals, thousands of acres of industrial land, and more than three-fourths of the marine terminal acreage in the Portland Harbor. The project improvement will directly address congestion at Rivergate created by the at-grade rail crossing at the entrance to Rivergate and Terminal 5, while simultaneously providing safer and more reliable access to jobs for communities that need them the most. The City of Portland is collaborating with the Port of Portland on this project to maximize the several hundred million dollars in public and private investments made in the area, and to support vital exports and job growth.</p>		
	<p style="text-align: center;">Existing North Rivergate Blvd at the UPRR crossing</p>  <p><i>Key Project Scope Elements:</i></p> <p>The project improvement will:</p> <ol style="list-style-type: none">1. Construct a two through-lane overcrossing to separate vehicle traffic from the train crossings.2. Provide intersection reconstruction and alignment improvements at North Rivergate Blvd/N. Lombard St3. Reconstruct the North Rivergate Blvd west to N Time Oil Road4. Construct a new frontage road parallel to North Rivergate Blvd from N. Lombard St to the beginning of the new over crossing.		

Proposed Overcrossing Improvement



Eliminating the freight truck and rail conflicts at the at-grade crossing will increase traffic flow, improve the mobility of goods and employees, and enhance the reliability of freight rail operations. The new frontage road will improve access to the businesses on the north side of Rivergate Boulevard.

The project as programmed stands at \$22,266,019. The most recent design update provided a revised total project cost of \$26,158,076. The increase is primarily in the construction phase which rose from an estimate of \$17,817,229 to \$21,723,076.

Federal funds committed to the project include Metro RFFA approved Surface Transportation (STP) funds of \$3,222,000, ODOT State STP of \$7,329,000, and a Transportation Investment Generating Economic Recovery (TIGER) VIII grant of \$7,329,000. Together, the federal funds total \$11,538,030 and account for 50.9% of the existing project programming in the MTIP.

The project also has been approved a state \$1 million Immediate Opportunity Fund grant from ODOT. The Port of Portland and city of Portland also will contribute up to \$8 million in local funds to the project.

Overall, the Port of Portland, city of Portland, Metro, ODOT, and FHWA are all contributing funding towards completion of the North Rivergate Blvd Freight project.

The Highway Infrastructure Program Funding Award

During April 2018, ODOT advised Metro that the State had received a Highway Infrastructure Program (HIP) appropriation of which Metro would be allocated \$5,185,063. The total HIP apportionment to Oregon is \$25,148,640.

Initially, little information about the uses and restrictions were known about the funds when the appropriation was received. Our first "use assumptions" were made from the 2010 HIP apportionment which turned out to be wrong. Metro initially designated the funds to be used in support of regionally planning needs. However, upon receipt of subsequent eligibility and use guidance for the 2018 HIP apportionment, Metro learned that the focus of the HIP funds were for only for highway construction areas. Specific eligibility activities included three primary areas:

- Construction of highways
- Construction of bridges
- Construction of tunnels

	<p>The funds are limited to use in support of roadway improvement implementation phases.</p> <p>As a result staff reviewed potential <u>Metro-funded</u> eligible projects. The review included ODOT-Salem to validate project eligibility. The North Rivergate Blvd Freight Project emerged as the clear and top candidate to receive the HIP funds.</p> <p>Discussions with the Port of Portland and the City of Portland ensued to also include a local fund exchange for the HIP funds. With a total local overmatch commitment of \$8 million between both agencies to the project, the \$5.1 million of HIP funds allows a local fund exchange of \$4 million to be returned to Metro in support regional planning activities. Note: Based on the project cost estimate, if the HIP funds are not committed to the North Rivergate Blvd Freight Project, the construction phase would still be approximately \$1.5 million short of the required funding.</p> <p>The local funds received in exchange are to be used for planning and project development activities, in anticipation of future funding identified in the draft 2018 RTP. These planning and project development activities include, but are not limited to:</p> <ul style="list-style-type: none"> • Central City Transit Capacity and Steel Bridge Analysis • Willamette River Pedestrian and Bicycle Bridge • Enhance Transit on Tualatin Valley Highway • Jurisdictional Transfer Assessment Program
Additional Details:	<p>Additional use requirement for the HIP include the following:</p> <ol style="list-style-type: none"> 1. The HIP fund obligation must occur no later than September 2021 or they shall lapse. The target construction phase obligation for the North Rivergate Blvd. Freight Project is early summer 2019. This is critical as the TIGER VIII grant federal funds must be obligated by September 30, 2019. 2. The HIP funds must be expended by September 30, 2025, or an expenditure lapse will occur.
Why a Formal amendment is required?	Because the project also includes a local fund exchange component, a formal MTIP amendment was determined to be required.
Total Programmed Amount:	The total project programming amount increases from \$22,266,019 to \$26,158,076.
Added Notes:	<ol style="list-style-type: none"> 1. OTC action was required for approval of the \$1 million IOF grant to the project 2. ODOT-Salem provided project eligibility verification as well in support of selecting the north Rivergate project as the top candidate for the HIP funds.

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.

- Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP
- 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.

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes:	
• Change in project termini - greater than .25 mile in any direction	
• Changes to the approved environmental footprint	
• Impacts to AQ conformity	
• Adding capacity per FHWA Standards	
• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria:	
• FHWA project cost increase/decrease:	
• Projects under \$500K – increase/decrease over 50%	
• Projects \$500K to \$1M – increase/decrease over 30%	
• Projects \$1M and over – increase/decrease over 20%	
• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the August 2018 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification.....	August 7, 2018
• TPAC notification and approval recommendation.....	August 10, 2018
• Completion of public notification process.....	September 5, 2018
• JPACT approval and recommendation to Council.....	September 20, 2018*
• Metro Council approval.....	October 2, 2018

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

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	October 8, 2018
• Amendment bundle submission to ODOT for review.....	October 9, 2018
• Submission of the final amendment package to USDOT.....	October 9, 2018
• ODOT clarification and approval.....	Mid October, 2018
• USDOT clarification and final amendment approval.....	Mid October, 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:

Staff recommends the approval of Resolution 18-4908.

Attachment: Project Location Maps

Date: Wednesday, August 1, 2018
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: Attachment 1 to the August 2018 MTIP Formal Amendment Staff Report – Project Location Maps

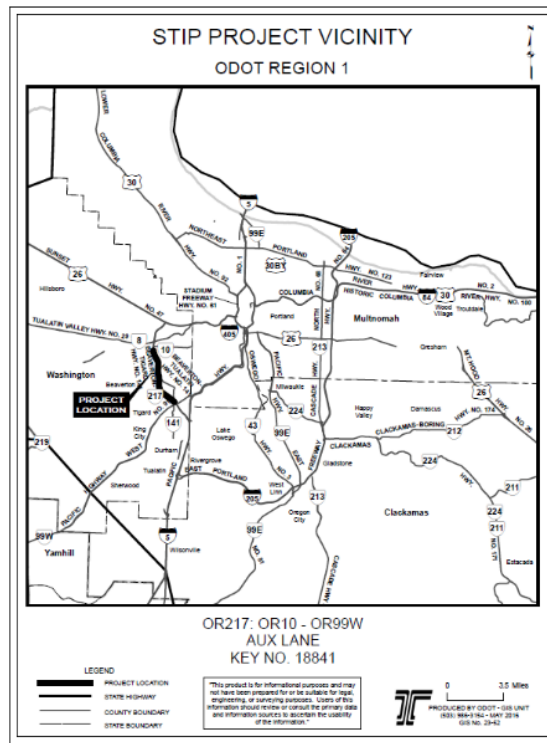
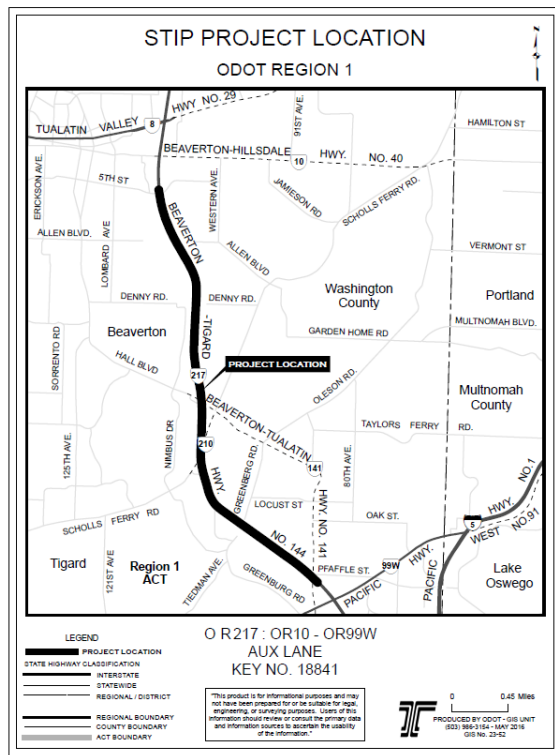
BACKGROUND

Available project location maps and OTC request letters are included in this attachment to the staff report for reference for their applicable projects. Maps and/or OTC letters are included for:

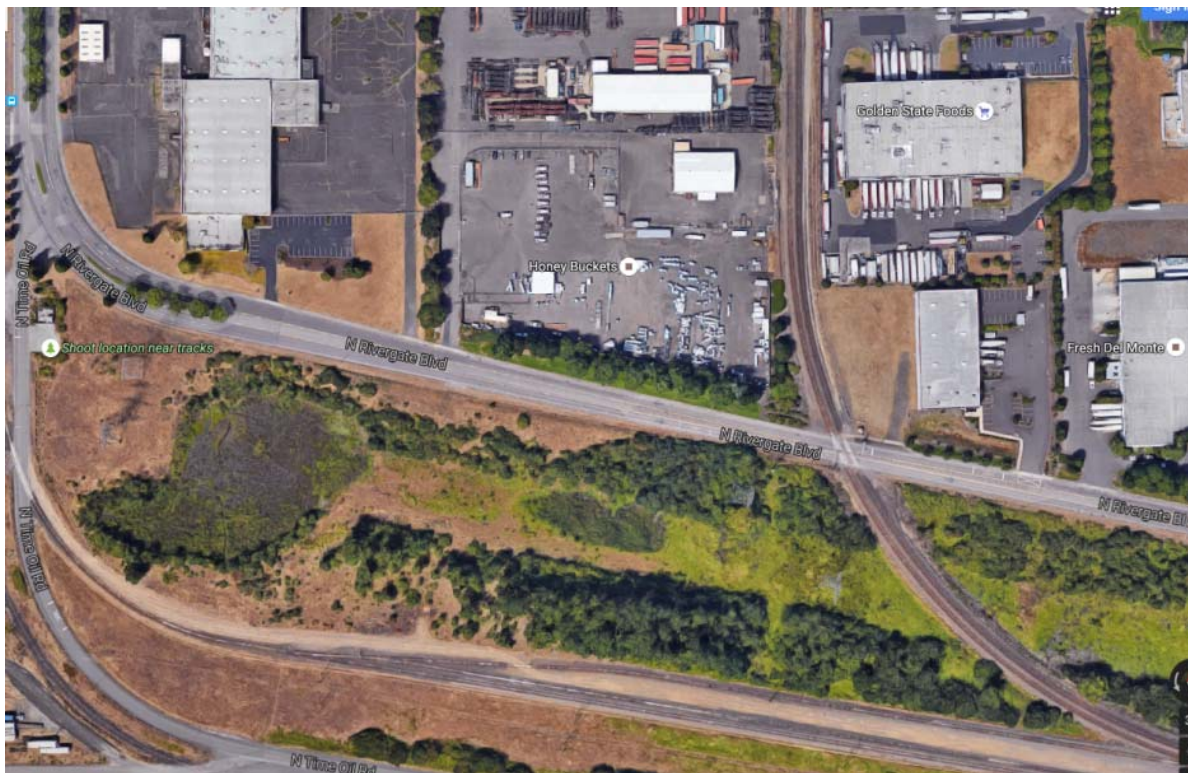
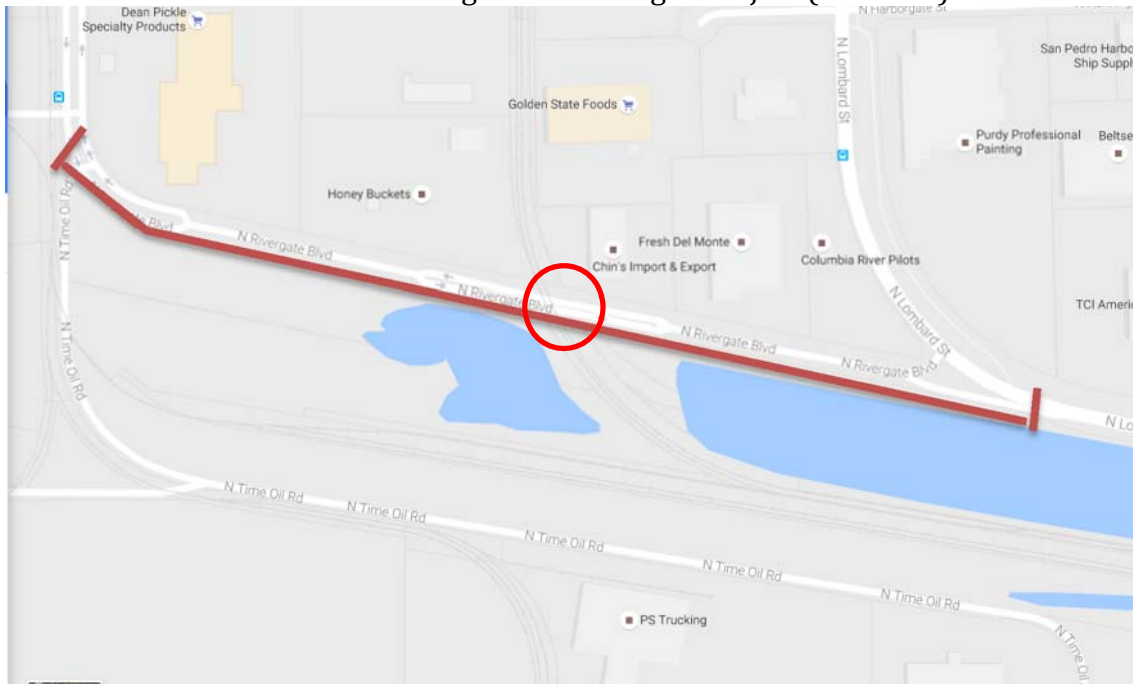
- Key 18841 – OR217: OR10 to O99W SB Auxiliary Lane (lead changes to ODOT)
- Key 19300 – North Rivergate Blvd Freight Project (Portland)

Key 18841

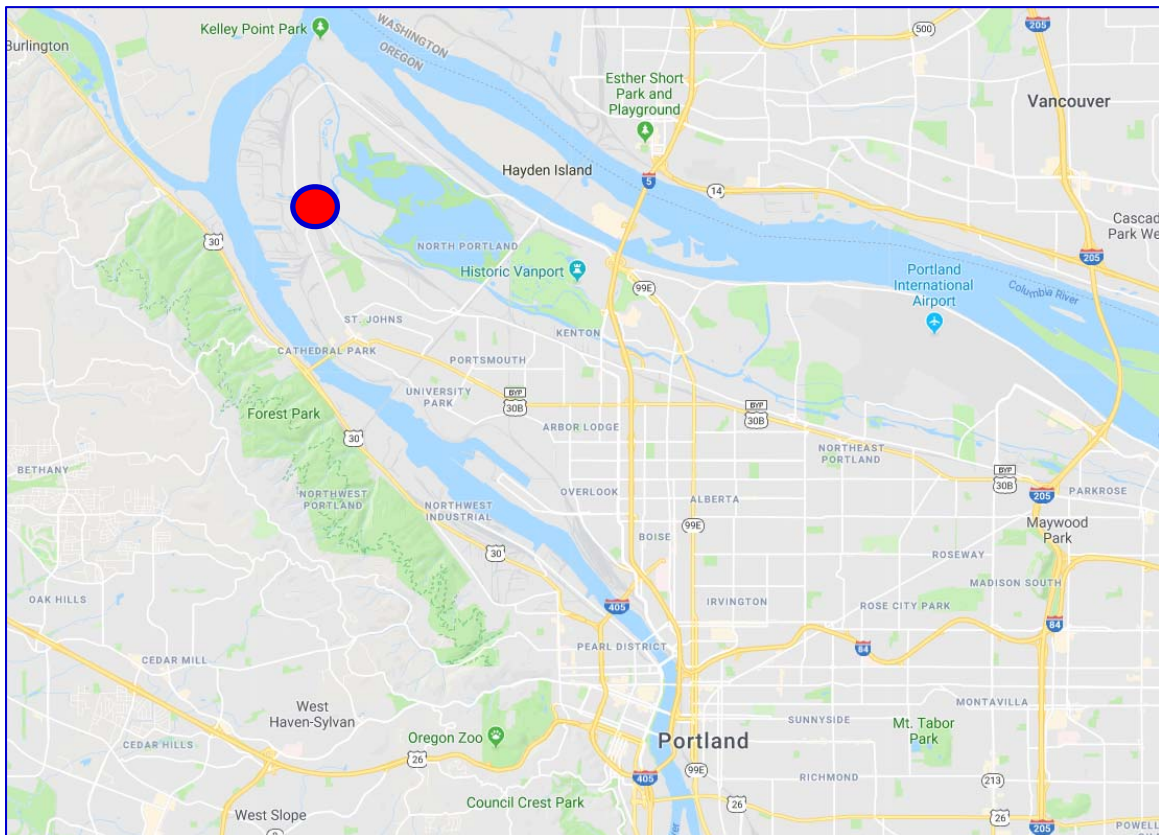
OR217: OR10 to O99W SB Auxiliary Lane (ODOT)



Keys 19300
North Rivergate Blvd Freight Project (Portland)



North Rivergate Blvd at UPRR Crossing





Regional Enhanced Transit Concept (ETC) Pilot Program

To meet the greater Portland region's environmental, economic, livability and equity goals as we grow over the next several decades, we need to invest more in our transit system, particularly the frequent service bus network.

Regional ETC pilot program

The Enhanced Transit Concept (ETC) pilot program employs new public partnerships to service treatments that increase capacity and reliability, yet are relatively low-cost to construct, context-sensitive, and able to be deployed quickly throughout the region where needed. This program is funded with \$5 million in regional flexible funds to increase transit ridership; identify, design and build ETC projects; and develop a pipeline of ETC projects region-wide.

ETC can be implemented through the coordinated investment of multiple partners and has the potential to provide major improvement to existing service, but less capital-intensive and more quickly implemented than large scale high capacity transit. Investments would serve our many growing mixed-use centers, corridors, and employment areas that demand a higher level of transit service but are not seen as short-term candidates for light-rail or corridor-based bus improvements.

ETC partnerships could also create more reliable, higher quality transit connections to connect low-income and transit-dependent riders to jobs, school and services.

Improving the speed and reliability of our frequent service network could be implemented at the regional scale, along corridors or at "hot spot" locations. Treatment types that have the potential to improve reliability are described in the following table.

Enhanced Transit treatments

Regional

- Bus on shoulder
- Transit signal priority/signal improvements
- Headway management

Corridor

- Level boarding
- All door boarding
- Bus stop consolidation
- Rolling stock modification
- Transit signal priority and signal improvements

Hotspots

- Dedicated bus lane
- Business access and transit (BAT) lane
- Intersection queue jump/right turn except bus lane
- Transit-only aperture
- Pro-time (peak period only) transit lane
- Multi-modal interactions
- Curb extension at stops/stations
- Far-side bus stop placement
- Street design traffic flow modifications
- Higher capacity vehicles

Preferential treatments, such as transit signal priority, covered bus shelters, special lighting, enhanced sidewalks, and protected crosswalks are fundamental to making the ETC network function at its highest level.

Metro, in partnership with TriMet, identified locations along the frequent transit service and streetcar lines with high ridership that are currently experiencing delays and reliability issues. These locations were evaluated through a series of workshops to identify potential ETC treatments that could be implemented by local jurisdictions.

In May 2018, Metro issued a Request for Interest (RFI) to our regional partners to advance ETC improvements discussed at the workshops. The intent of the ETC pilot program and the RFI is to develop partnerships between the local jurisdiction and the transit agency. Through the pilot program, we are able to provide technical design service to identify ETC improvements that could be built within two years, as well as develop a pipeline of future ETC projects.

Regional ETC Request for Interest

The Request for Interest (RFI) opened in May and closed in June of 2018. Local jurisdictions that submitted ETC proposals included:

- City of Beaverton
- City of Hillsboro
- City of Portland
- Clackamas County
- Multnomah County
- Washington County
- ODOT

There were a total 38 ETC proposal (49 individual projects) submitted through this process. Projects submitted to the RFI were screened based on the minimum award requirements:

- Projects must be on an existing or future frequent service transit line;

- Projects must have been through the Metro/ TriMet led Regional ETC Workshops or some other local or regional planning process;
- Projects must demonstrate that they will improve transit speed and reliability;
- Projects must be included in the 2018 Regional Transportation Plan;
- Projects must have the support from the local agency's director or elected official; and
- ETC eligible projects must be within the Metro region and be located on an existing or future frequent service bus line or streetcar line.

Criteria for the second screening of projects:

- Projects can be implemented within 2 years;
- Potential funding has been identified for the project (doesn't need to be committed, but is attainable);
- Projects have the potential to increase transit speed and reliability (most effective); and
- Projects improvements serve many riders and more than one transit line.

Moving forward

Through the RFI process, a portion of the projects are recommended to receive technical and design services through this regional ETC pilot program. A subset of these are project are anticipated to be funded from concept to final design/ready for construction and another subset would be funded for developing projects from concept to 15 percent design. The remaining projects submitted are considered as a pipeline for future funding.

Of the projects submitted, the following projects are recommended to receive technical and design services through the regional ETC pilot program:

Jurisdiction	# of funded projects (# of projects submitted)
City of Beaverton	1 (out of 1)
City of Hillsboro	2 (out of 2)
City of Portland	14 (out of 32)
Clackamas County	2 (out of 2)
Multnomah County	1 (out of 1)
Washington County	4 (out of 9)
ODOT	1 (out of 1)



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: August 3, 2018
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: Kim Ellis, RTP Project Manager
Subject: 2018 Regional Transportation Plan – Legislative Package

PURPOSE

Provide TPAC with an overview of how the 2018 Regional Transportation Plan and strategies for safety, freight, transit and emerging technology will be adopted.

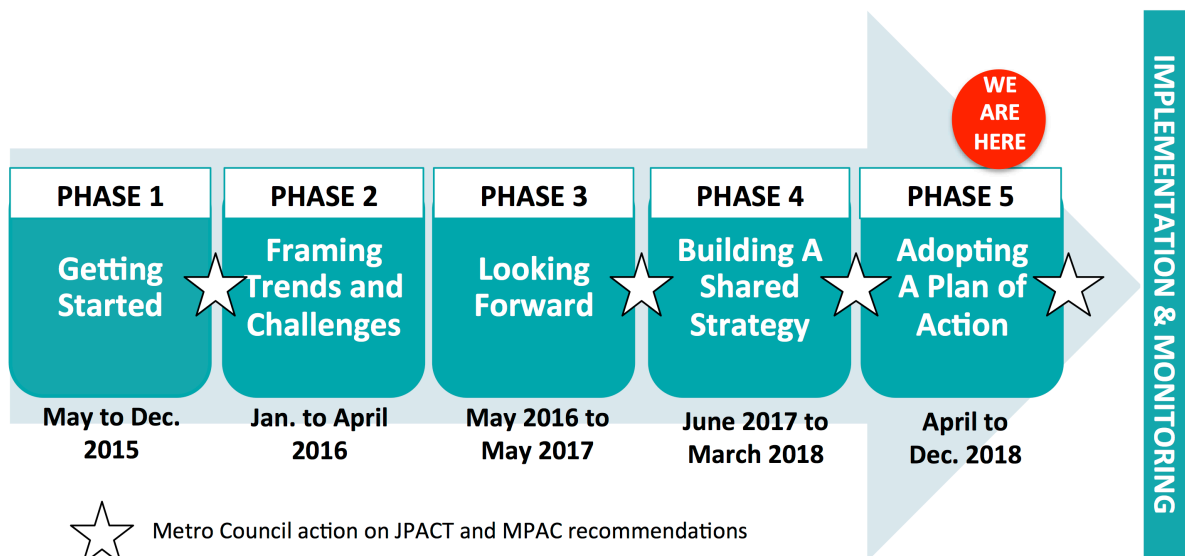
ACTION REQUESTED

No action is requested.

BACKGROUND

The greater Portland 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 region is in the final adoption phase for the 2018 Regional Transportation Plan (RTP) and draft strategies for safety, freight, transit and emerging technology.



A final 45-day public comment opportunity began on Friday, June 29 and will end on Monday, August 13, 2018. The Metro Council held a public hearing on August 2.

Metro staff will propose amendments to respond to public comments received by August 13 for consideration by the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) at the joint workshop on August 29 and during regular committee meetings in September and October. In October, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) will be asked to make their

respective recommendations to the Metro Council on adoption of proposed amendments and the 2018 RTP and strategies for safety, freight, transit and emerging technology. In early December, the Metro Council will be asked to consider MPAC and JPACT's recommendations on adoption of the 2018 RTP and the four strategies.

Adoption of the 2018 Regional Transportation Plan

The RTP is a component of the Regional Framework Plan, which is a governing document for the greater Portland region that carries the force and effect of law. When the Metro Council adopts amendments to the RTP or other components of the Regional Framework Plan, it is adopting legislation that must be adopted by ordinance in order to create legally binding requirements on local governments in the region. The RTP will also be adopted as the federally-recognized metropolitan transportation plan for the region under federal law and the regional transportation system plan for the region under state law. The ordinance number, draft title and a list of proposed exhibits is provided for reference:

Ordinance No. 18-1421 For the Purpose of Amending the 2014 Regional Transportation Plan to Comply With Federal and State Law and implement the 2014 Climate Smart Strategy *(draft title)*

- Exhibit A – Public Review Draft 2018 Regional Transportation and Appendices
- Exhibit B – Regional Framework Plan Amendments
- Exhibit C – Summary of Comments Received and Recommended Actions
- Exhibit D – Findings of Fact and Conclusions of Law

Adoption of the strategies for safety, freight, transit and emerging technology

The four strategies are primarily guidance documents that provide a vision, policies and recommendations for the region that support implementation of the RTP. Each strategy is being proposed for adoption by resolution because much of each strategy consists of recommendations that do not impose binding obligations on local governments. However, key elements from each of the strategies that will create binding obligations on local governments are being incorporated into the 2018 RTP, including: recommended freight and transit network concepts, system maps that define functional classifications for freight and transit, and policies for safety, freight, transit and emerging technology. Adoption of the individual strategies by resolution expresses the intent of the Metro Council to support and implement each of the strategies, and is appropriate for strategies that provide guidance and policy direction. The resolution number and draft title for each strategy is provided for reference:

Resolution No. 18-4892 For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan *(draft title)*

Resolution No. 18-4893 For the Purpose of Adopting the 2018 Regional Freight Strategy and Replacing the 2010 Regional Freight Plan *(draft title)*

Resolution No. 18-4894 For the Purpose of Adopting the 2018 Regional Transportation Safety Strategy *(draft title)*

Resolution No. 18-4869 For the Purpose of Adopting the 2018 Emerging Technology Strategy *(draft title)*

NEXT STEPS

Public review drafts are posted on the 2018 RTP at www.oregonmetro.gov/rtp. Members are requested to review and comment on the draft materials by August 13 during the formal comment period.

Metro staff will propose amendments to respond to public comments received by August 13 for discussion by MTAC and TPAC at the joint workshop on August 29. The draft legislation and respective staff reports will be available for review in early September.



Public comment opportunity on the 2018 RTP

June 29 to Aug. 13, 2018

Your input today will help guide decision-makers as they finalize the policies, strategies and project lists in the Regional Transportation Plan before adopting it in late 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.

Your voice is important

The Metro Council and other decision-makers want to hear from you to help them make a recommendation on the 2018 Regional Transportation Plan and supporting policies, strategies and projects by the end of the year.

You are invited to provide feedback on the plan during the **public comment period from June 29 through Aug. 13, 2018**. We want to hear your thoughts on:

- 2018 Regional Transportation Plan
- 2018 Regional Transit Strategy
- 2018 Regional Freight Strategy
- 2018 Regional Safety Strategy
- 2018 Regional Emerging Technology Strategy

SHARE YOUR THOUGHTS

June 29 to Aug. 13

Take the survey at:

oregonmetro.gov/rtp

Your input will be shared with regional decision-makers as they work together to finalize the policies, strategies and project lists in the 2018 RTP.

Regional policy committees will make final recommendations to the Metro Council in October. The Metro Council will consider adoption in December.

Learn more about the 2018 RTP at oregonmetro.gov/rtp

WAYS TO COMMENT

June 29 to Aug. 13

Comments will be accepted through Mon., Aug. 13, 2018

Write a letter

Metro Planning
600 NE Grand Ave
Portland, OR 97232

Email comments

transportation@oregonmetro.gov

Attend public hearing

Comment in person before the Metro Council on Aug. 2 at 2 p.m.

Location:

600 NE Grand Ave
Portland, OR 97232

Call

503-797-1750
503-797-1804 TDD

Take the survey

oregonmetro.gov/rtp

Follow
oregonmetro



2018 Regional Transportation Plan

The greater Portland 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.

During this comment period, the Metro Council will ask for public review and comment on the draft policies in the 2018 RTP, draft strategies for transit, freight, safety and emerging technology, and the projects recommended to address the region's significant and growing transportation needs.

Overview of draft strategies

Transit

As the region continues to grow, it's important that our transportation system provides a variety of travel options to meet the needs of everyone who calls this place home.

The purpose of the Regional Transit Strategy is to provide a coordinated vision and a set of policies to make transit service more convenient, frequent, accessible and affordable for everyone in the greater Portland region.

Freight

The greater Portland region is the trade and transportation gateway for Oregon and provides market access for many southwest Washington businesses.

The purpose of the Regional Freight Strategy is to define a set of policies and strategies aimed at increasing economic prosperity and stewardship of the multimodal freight network throughout the greater Portland region.

Safety

Traffic related deaths and severe injuries are a critical and preventable public health and social equity issue in the greater Portland region.

The purpose of the Regional Safety Strategy is to provide a specifically urban-focused overarching data-driven framework for increasing traffic safety in the greater Portland region. The plan focuses on strategies and actions drawn from best practices and proven to reduce traffic related deaths and serious injuries.

Emerging technology

Technology is already transforming our region's transportation system; the way the region's residents access, experience and use the transportation system has changed dramatically in the past five years.

The purpose of the Emerging Technology Strategy is to provide a framework for the region to harness new developments in transportation technology to ensure it is equitable, accessible and affordable to all people in the greater Portland region.



Materials after this page were distributed at the meeting.

Agenda Item 5:

August 2018 Formal MTIP Amendment & Approval Request of Resolution 18-4908

Agenda Support Materials:

- Draft Resolution 18-4908
- Exhibit A (funding tables) to Resolution 18-4908
- Staff Report
- Attachment 1 to Staff Report: Project Location Maps

August 10, 2018

Ken Lobeck, Funding Programs Lead

TPAC MTIP Formal Amendment

Approval Request

Seeking a single motion approval from TPAC to send to JPACT for:

- Approval of Resolution 18-4908
FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING TWO PROJECTS IMPACTING PORTLAND AND ODOT (AG19-01-AUG)
- Authorize a formal amendment to the 2018 MTIP
- Consisting of 2 projects
- Impacting ODOT & Portland

TPAC MTIP Formal Amendment

August 2018 (FFY 2019) Formal MTIP Amendment

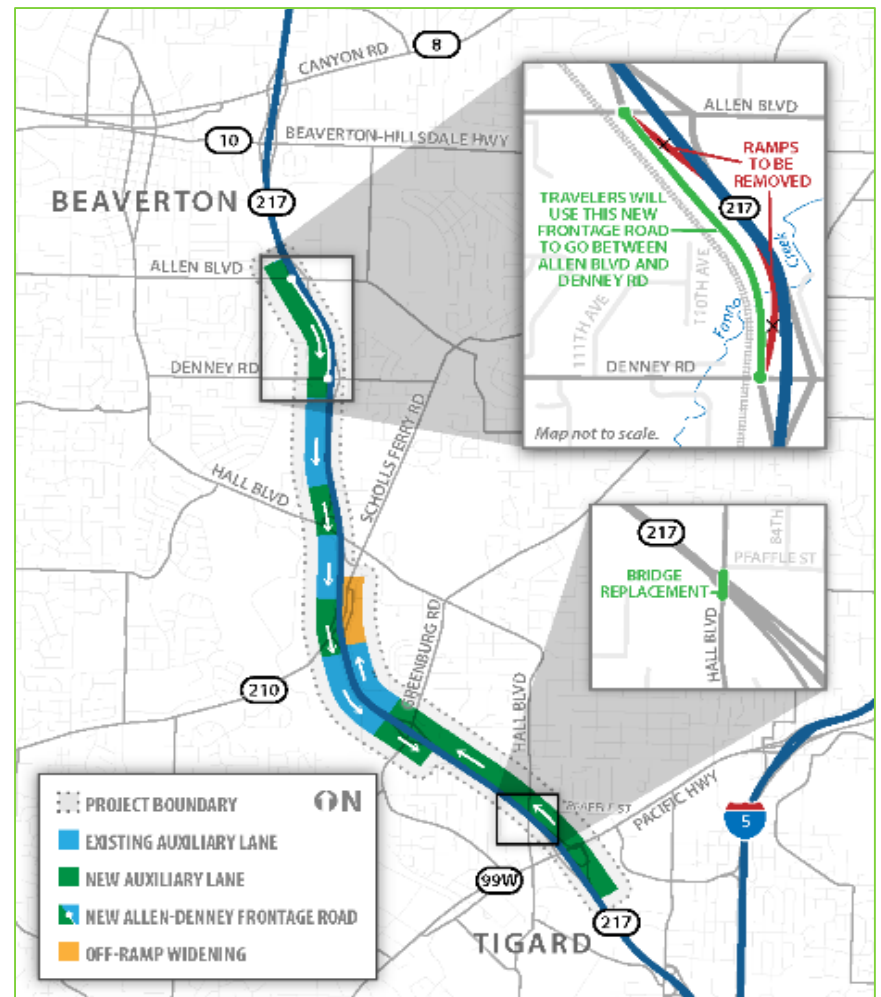
- Initiates the beginning of Federal Fiscal Year 2019 required project amendments to the MTIP & STIP
- Other than clean-up actions to FFY 2018, focus now is on 2019 and beyond.

August 2018 Formal MTIP Amendment

Project 1: Key 18841, ODOT

OR217 Southbound: OR10 to OR99W

- HB2017 Named project
- ROW and Construction phase funding being added to the project
- Total project programming & cost estimate is \$47.5 million



August 2018 Formal MTIP Amendment

Project 1: Key 18841, ODOT

OR217 Southbound: OR10 to OR99W

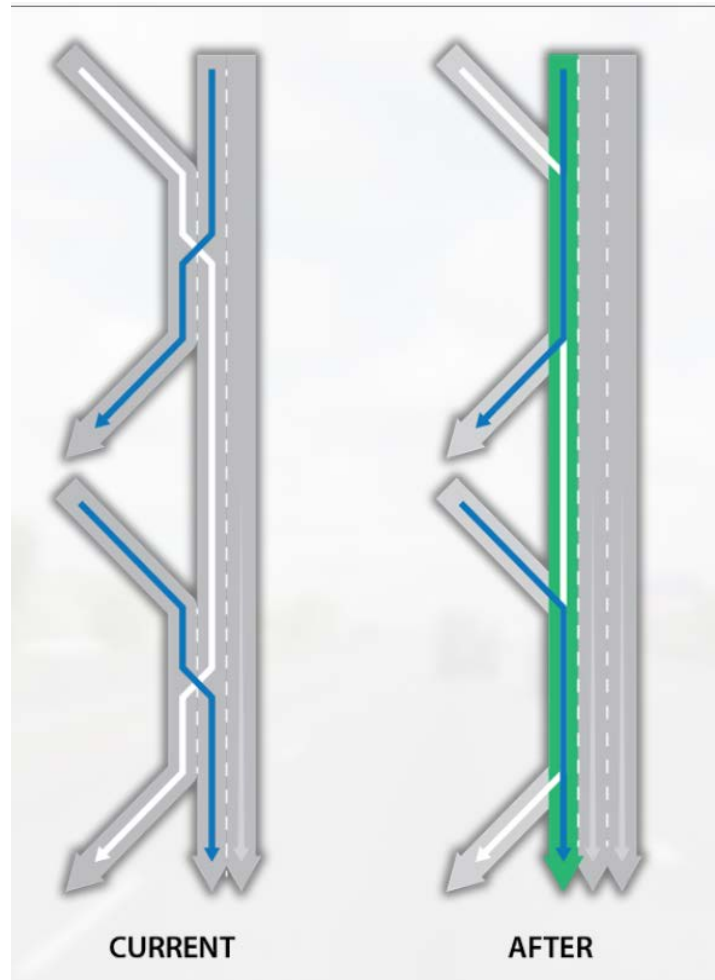
- Major project scope elements:
 - Connect existing SB auxiliary lanes to add a 3rd through lane on SB OR217
 - Build a frontage road between the Allen Blvd and Denney Rd ICs
 - Widen Scholls Ferry off-ramp from OR217 NB to include an additional lane
 - Build several retaining walls
 - Construct sound walls where required
 - Replace one of the Hall Blvd bridges over OR217 (at SW Pfaffle St)
 - Widen highway shoulders

Additional details at <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=18841>

August 2018 Formal MTIP Amendment

Project 1: Key 18841, ODOT

OR217 Southbound: OR10 to OR99W



August 2018 Formal MTIP Amendment

Project 1: Key 18841, ODOT

OR217 Southbound: OR10 to OR99W

- Adding ROW and Construction phase funding now:
 - To enable ROW pre-acquisition phase activities to begin involving the sound walls
 - Need to contact and begin negotiations with impacted residents
 - Project is included in the 2018 RTP with an estimated approval of December 2018
 - ROW pre-acquisition activities do not appear to be a consistency violation with the 2018 RTP
 - Keep the project on-schedule with ROW acquisition to begin in January 2019
 - Construction phase estimated to begin in 2020 and completed by the end of 2022

August 2018 Formal MTIP Amendment

Project 2: Key 19300, Portland

North Rivergate Blvd Freight Project

- Construct a two through-lane overcrossing at the UPRR/ Rivergate Blvd at-grade intersection
- Adding funding to resolve a Construction phase funding shortfall project



August 2018 Formal MTIP Amendment

Project 2: Key 19300, Portland

North Rivergate Blvd Freight Project

- Primary Scope Elements:
 - Construct a two lane overcrossing at the UPRR/ Rivergate Blvd at-grade intersection
 - Reconstruct/realign N Rivergate Blvd/N Lombard St intersection
 - Reconstruct N Rivergate Blvd west out to N Time Oil Rd
 - Construct a new frontage road from Lombard St to the OC



August 2018 Formal MTIP Amendment

Project 2: Key 19300, Portland

North Rivergate Blvd Freight Project

- Amendment adds construction phase funding to resolve a funding shortfall
- Current programming/cost estimate = \$22,226,019 with construction phase at \$17,817,229
- 60% Design Update increased total cost to \$26,158,076 with Construction increasing to \$21,723,076
- Port of Portland and city of Portland required to find at least another \$3.9 million for the Construction phase
- Both committed \$8 million of local funds for match and overmatch which already included \$5.4 as overmatch in the construction phase
- Even with the \$8 million for match and overmatch, the project would be \$1.5 million short

August 2018 Formal MTIP Amendment

Project 2: Key 19300, Portland

North Rivergate Blvd Freight Project

- In April 2018 – USDOT authorized the 2018 Highway Infrastructure Program (HIP) appropriation to the states
- Out of the total Oregon \$25 million appropriation, Metro received \$5,185,536
- HIP funds must be used for roadway improvement needs with a focus to support construction needs
- Ruled out Metro's intent to use the HIP for additional planning
- Metro & ODOT-Salem reviewed eligible projects for HIP funding

August 2018 Formal MTIP Amendment

Project 2: Key 19300, Portland

North Rivergate Blvd Freight Project

- North Rivergate Blvd Freight project was identified as the top candidate based on:
 - Must be a Metro funded project
 - Met all HIP eligibility requirements for the funding
 - Expected Construction phase timing meeting HIP obligation and expenditure requirements
- Metro offered to commit the entire \$5.1 million of HIP funds to address the Construction phase funding shortfall
- In exchange, Portland will return \$4 million of local funds to Metro to complete additional needed planning studies

August 2018 Formal MTIP Amendment

Project 2: Key 19300, Portland

North Rivergate Blvd Freight Project

- The \$4 million of local funds will be applied to, but not limited to the following studies:
 - Central City Transit Capacity & Steel Bridge Analysis
 - Willamette River Pedestrian and Bicycle Bridge
 - Enhance Transit on Tualatin Valley Highway
 - Jurisdictional Transfer Assessment Program
- A local IGA between Metro and Portland is being developed to complete the fund exchange

MPO CFR Compliance Requirements

6+ Review Factors

1. MTIP required programming verification
2. MTIP funding eligibility verification
3. Passes fiscal constraint review and verification
4. Passes RTP consistency review:
 - Identified in current constrained RTP (also includes verification that a capacity enhancing project is properly coded into the current transportation model)
 - Regionally significant project
 - Correct location, limits & scope elements in the modeling network
 - RTP and MTIP project costs consistent
 - Capacity enhancing: Included on modeling network as the same project
5. Satisfies RTP goals and strategies
6. MPO responsibilities verification:
 - Public notification successful completion
 - OTC approval required

MPO CFR Compliance Requirements

Public Notification Period

MPO responsibilities:

- August 2018 Formal Amendment: Public notification period is 8/7/2018 to 9/5/2018
- <http://www.oregonmetro.gov/metropolitan-transportation-improvement-program>

August 2018 MTIP Formal Amendment

Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	August 7, 2018
TPAC Notification and Approval Recommendation	August 10, 2018
30 Day Public Notification Period Ends	September 5, 2018
JPACT Approval and Recommendation to Council	September 18, 2018*
Metro Council Approval of Resolution 18-4901**	October 4, 2018
Amendment Bundle Submission to ODOT & USDOT	October 8, 2018
ODOT & USDOT Final Approvals	Mid/Late October 2018

* No August 2018 JPACT meeting scheduled

** Assumes no major comments received. Otherwise, project(s) or amendment will return to JPACT.

Approval Recommendation to JPACT

Summary

Staff Recommendation for TPAC:

Provide approval recommendation of Resolution 18-4908 to JPACT which includes 2 projects for ODOT and Portland

Staff also will make any remaining necessary corrections to Draft Resolution 18-4908, Exhibit A to 18-4908 Staff Report, and Attachment 1 to the Staff Report prior to JPACT

August 2018 Formal MTIP Amendment

Questions

Regional ETC Program

RFI review and project selection

Transportation Policy
Alternatives Committee
(TPAC)

August 10, 2018

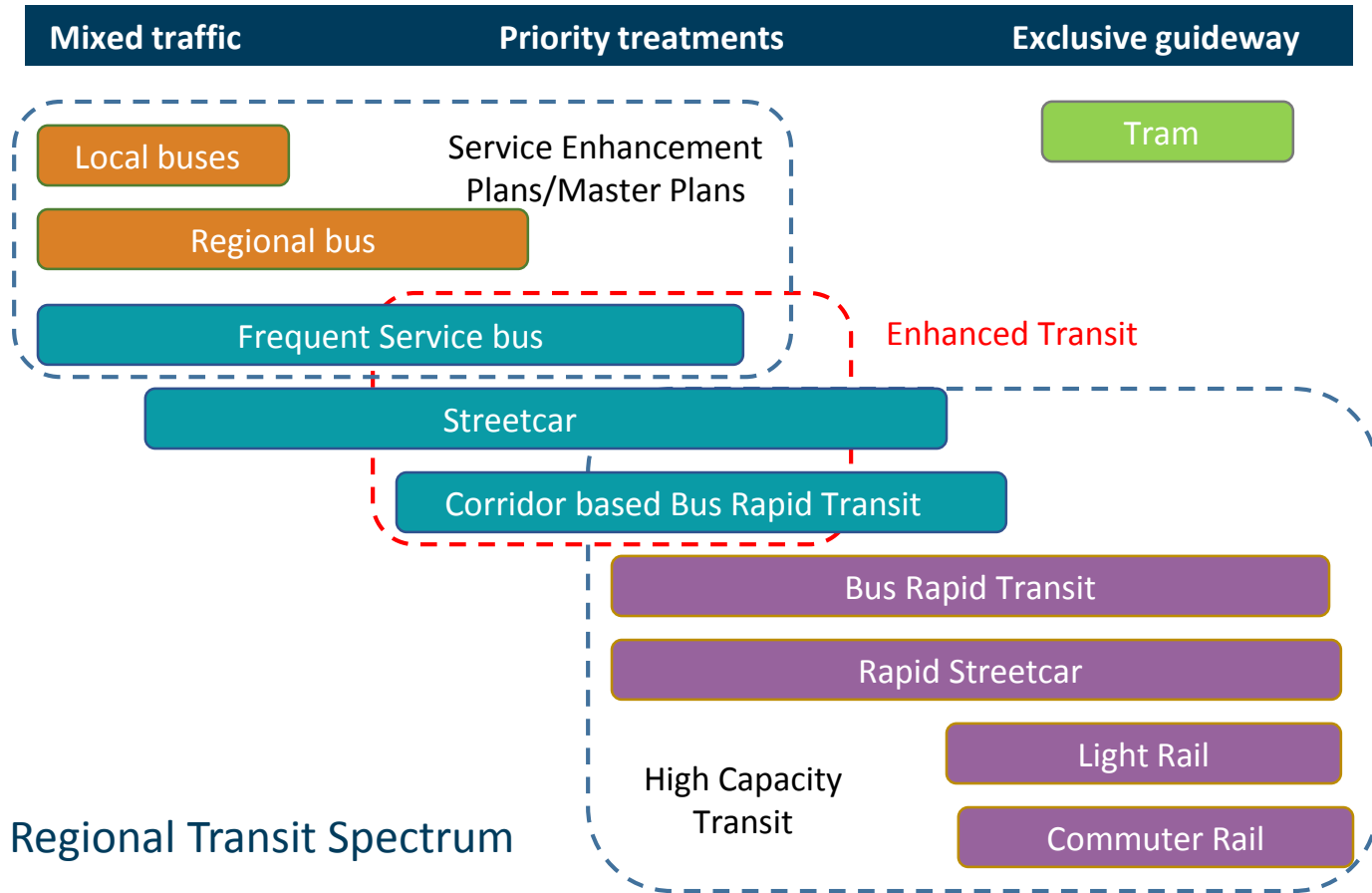


Enhanced Transit Concept (ETC)



“The greatest barriers to the use of public transportation are time and reliability. If people can’t count on transit to get them there at a specific time, they’re not going to use it.”

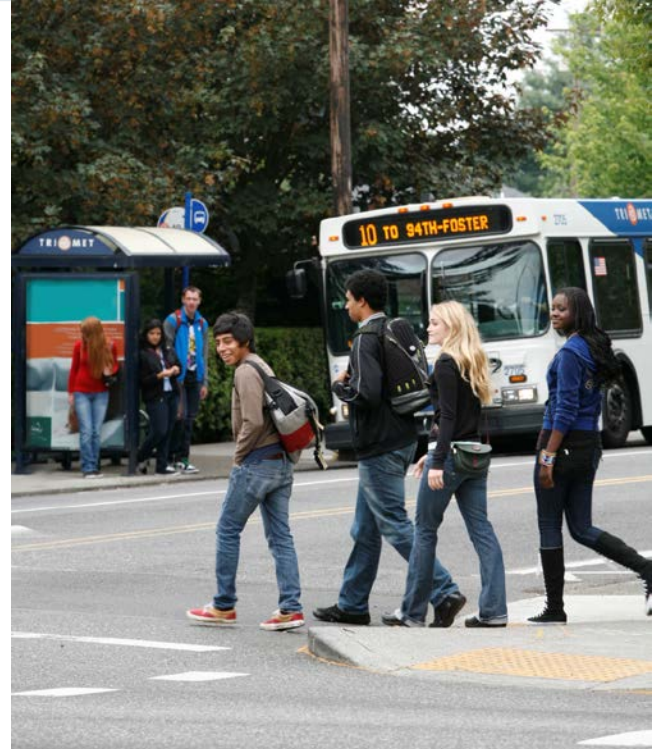
*—Adria Decker Dismuke,
Milwaukie resident*



New opportunity and a mandate emerged: Enhanced Transit Concept

Transit capital and operating partnerships:

- Increase capacity and reliability where needed
- Relatively low-cost to construct, context-sensitive, and able to be deployed more quickly



Enhanced Transit Concept Pilot Program

- Improve transit reliability, speed, and capacity
- Identify, design and build a set of Enhanced Transit projects
- Develop a pipeline of Enhanced Transit projects



Why Enhanced Transit?

Average Speed (mph)

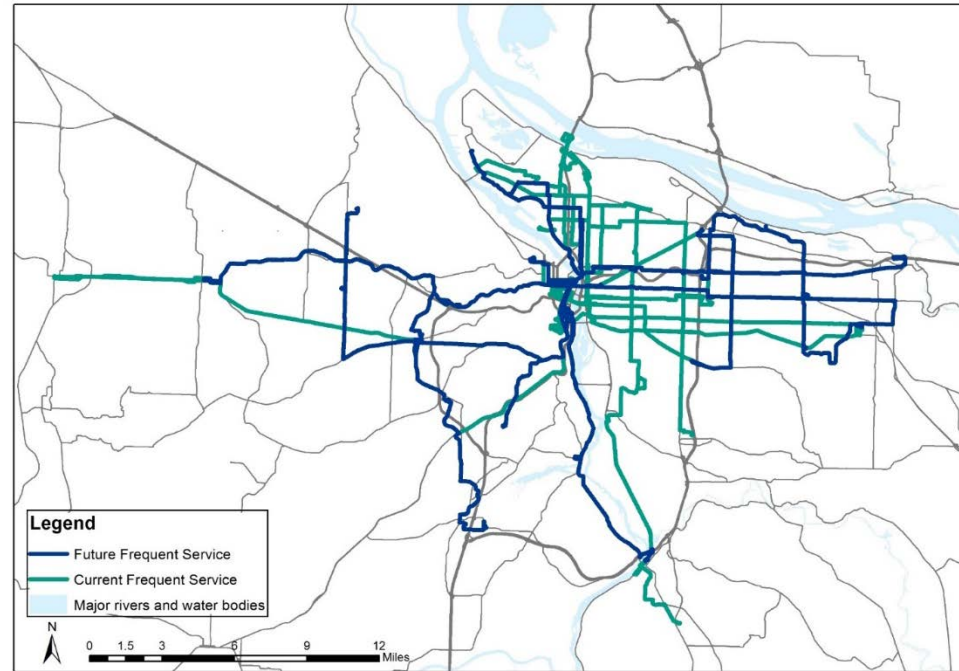


How Did We Get Here?

Defined the ETC Universe

- Existing and future Frequent Service lines
- Broken into time point segments

All Current and Future Frequent Service Lines



TriMet Bus Service
Variability in Weekday Operating Speeds (Peak to Off-Peak)
(Greater variability leads to less reliable service)

Variability by Timepoint Segment (Fall 2016)
(Percent difference between
90th and 10th percentile operating
speeds, including dwell time.)

— Less than 31.6%
— 31.6% to 36.2%
— 36.2% to 39.6%
— 39.6% to 43.6%
— More than 43.6%

Transit Delay During Peak Congestion Time



Segment Scoring

Each segment was scored from 1-5 on three variables:

- Reliability
- Dwell Time
- Ridership Per Mile

Segments that scored a 1 or a 2 on ridership were removed from the list

Composite scores were assigned to the remaining segments based on

- $\text{Ridership per mile} + \text{Dwell} + (\text{Reliability} * 2) = \text{Composite score 5-20}$



Original Segment Scoring

- Segments that scored <10 were removed
- There were 177 segments that scored 10 or greater

Jurisdictions to Participate in Enhanced Transit Workshops	Segments (Total = 177)	Number of Workshops
Portland Central City (CCIM boundary)	30	4
Portland Outside Central City	91	4
Multnomah County outside Portland	1	1
Clackamas County	14	1
Washington County	27	3
ODOT	Varies	1
Already studied (as part of Portland ETC Plan)	14	N/A

Program funding and proposed spending

\$4.9M total Program funding*

- \$0.5M for Program Management
- \$4.4M for Project Development

Split:

- \$2.0M Design to IFC
- \$2.4M Design to 15%

Estimated costs	
Design to IFC	\$ 2.0M
Design to 15%	+ \$ 2.4M
SUBTOTAL Project Development	= \$ 4.4M
+ Program Management	+ \$ 0.5M
TOTAL Program Funding	= \$ 4.9M

**\$100K of original \$5 million spent on workshops*

- Conducted all project scoring in single work session
- Applied a “readiness” lens to scored projects
- Built up rough cost estimates for design and analysis scope
- Developed scenarios for contract allocation

Project Overview & Key Metrics										Detailed Project Performance & Financials											
ID	Project Name	Status	Priority	Phase	Owner	Manager	Start Date	End Date	Duration (Days)	Key Milestones & Deliverables				Financial Performance				Resource Allocation			
										M1: Initiation	M2: Planning	M3: Execution	M4: Closure	Budget (€)	Actual (€)	Variance (€)	ROI (%)	Team Lead	Team Size	Team Type	Team Status
001	Project Alpha: New Product Launch	On Track	High	Phase 1	John Doe	Jane Smith	2023-01-01	2023-03-31	90	Task 1.1: Market Research	Task 1.2: Product Design	Task 1.3: Development	Task 1.4: Testing	1000000	950000	50000	15%	John Doe	10	Development	Active
002	Project Beta: System Upgrade	Delayed	Medium	Phase 2	Mike Brown	Sarah Green	2023-02-15	2023-05-15	90	Task 2.1: Requirement Gathering	Task 2.2: Architecture Design	Task 2.3: Implementation	Task 2.4: Deployment	800000	850000	-50000	10%	Mike Brown	8	IT Support	On Hold
003	Project Gamma: Marketing Campaign	On Track	Low	Phase 3	Emily White	David Black	2023-03-01	2023-06-30	120	Task 3.1: Campaign Strategy	Task 3.2: Content Creation	Task 3.3: Distribution	Task 3.4: Evaluation	500000	520000	-20000	8%	Emily White	5	Marketing	Active
004	Project Delta: HR System Rollout	At Risk	Medium	Phase 4	Chris Blue	Alice Red	2023-04-01	2023-07-31	120	Task 4.1: Vendor Selection	Task 4.2: Data Migration	Task 4.3: User Training	Task 4.4: Go-Live	700000	750000	-50000	12%	Chris Blue	12	HR Support	On Hold
005	Project Epsilon: Customer Service Portal	On Track	High	Phase 1	Robert Green	Laura Yellow	2023-05-01	2023-08-31	120	Task 5.1: User Requirements	Task 5.2: UI/UX Design	Task 5.3: Frontend Development	Task 5.4: Backend Integration	600000	580000	20000	18%	Robert Green	7	Product Development	Active
006	Project Zeta: Data Analytics Platform	On Track	Medium	Phase 2	Olivia Purple	Benjamin Grey	2023-06-01	2023-09-30	120	Task 6.1: Data Source Integration	Task 6.2: Analytics Engine	Task 6.3: Reporting Tools	Task 6.4: Security Audit	900000	920000	-20000	20%	Olivia Purple	15	Data Science	Active
007	Project Eta: Mobile App Development	On Track	High	Phase 3	Isabella Pink	Noah Brown	2023-07-01	2023-10-31	120	Task 7.1: App Concept	Task 7.2: Feature Specification	Task 7.3: Development	Task 7.4: Testing	400000	410000	-10000	22%	Isabella Pink	6	Mobile Development	Active
008	Project Theta: Internal Audit Process	On Track	Low	Phase 4	Lucas Blue	Mia Green	2023-08-01	2023-11-30	120	Task 8.1: Audit Scope Definition	Task 8.2: Data Collection	Task 8.3: Analysis	Task 8.4: Reporting	300000	310000	-10000	5%	Lucas Blue	4	Internal Audit	Active
009	Project Iota: Supply Chain Optimization	On Track	Medium	Phase 1	Ethan Red	Ava Yellow	2023-09-01	2023-12-31	120	Task 9.1: Supplier Identification	Task 9.2: Logistics Planning	Task 9.3: Inventory Management	Task 9.4: Cost Reduction	1100000	1080000	20000	10%	Ethan Red	18	Supply Chain	Active
010	Project Kappa: Website Redesign	On Track	Low	Phase 2	Sophia Purple	Leo Grey	2023-10-01	2024-01-31	120	Task 10.1: Design Mockups	Task 10.2: Content Migration	Task 10.3: Development	Task 10.4: Launch	250000	240000	10000	7%	Sophia Purple	3	Web Development	Active
011	Project Lambda: Compliance Training	On Track	Low	Phase 3	Oliver Blue	Charlotte Green	2023-11-01	2024-02-28	120	Task 11.1: Training Content	Task 11.2: Platform Selection	Task 11.3: User Onboarding	Task 11.4: Completion	150000	145000	5000	3%	Oliver Blue	2	Compliance	Active
012	Project Mu: New Market Entry	On Track	High	Phase 4	Aria Red	Lucas Yellow	2023-12-01	2024-03-31	120	Task 12.1: Market Research	Task 12.2: Legal & Regulatory	Task 12.3: Marketing Strategy	Task 12.4: Operations Setup	1300000	1250000	50000	12%	Aria Red	20	Market Expansion	Active
013	Project Nu: AI Research & Development	On Track	Very High	Phase 1	Leo Purple	Olivia Grey	2024-01-01	2024-06-30	180	Task 13.1: Research Proposal	Task 13.2: Algorithm Development	Task 13.3: Model Training	Task 13.4: Evaluation	1500000	1480000	20000	25%	Leo Purple	12	AI Research	Active
014	Project Xi: Sustainability Initiative	On Track	Medium	Phase 2	Charlotte Blue	Benjamin Green	2024-02-01	2024-05-31	120	Task 14.1: Sustainability Goals	Task 14.2: Carbon Footprint	Task 14.3: Green Energy	Task 14.4: Reporting	450000	440000	10000	6%	Charlotte Blue	5	Sustainability	Active
015	Project Omicron: Cybersecurity Enhancement	On Track	High	Phase 3	Oliver Red	Aria Yellow	2024-03-01	2024-06-30	120	Task 15.1: Vulnerability Assessment	Task 15.2: Patch Management	Task 15.3: Incident Response	Task 15.4: Security Audit	650000	630000	20000	9%	Oliver Red	7	Cybersecurity	Active
016	Project Pi: Employee Wellness Program	On Track	Low	Phase 4	Isabella Blue	Noah Green	2024-04-01	2024-07-31	120	Task 16.1: Program Design	Task 16.2: Vendor Selection	Task 16.3: Implementation	Task 16.4: Evaluation	200000	195000	5000	4%	Isabella Blue	3	HR Support	Active

Request for Interest responses

Request for interest responses	
# of Applications	38
# of Projects <ul style="list-style-type: none">as determined by the review teammanageable scope broken out into sub projects	49
Total value of requested design services	Approx. >\$15M
# of projects to receive funding for project development (Design to IFC / Design to 15%)	16 (9 / 7)
# of remaining projects with needed funding for development/implementation	33

Creating ETC Program

\$2 million

Lenses:

- Equity
- Leverage
- Geographic diversity
- Solving regional reliability and

Design to IFC

\$2.4 million

Lenses:

- Corridor project development
- Central City decision making
- Potentially promising projects that

Design to 15%

Not funded

Pipeline

Design IFC: projects and key elements

Project Name	Applicant	Key Element						
		Transit only lane	BAT	Queue jump	ITS Signals	Red Paint	Bike - Transit conflict	Stop placement optimization
122nd : Stark to Division (with longer extent for analysis only)	Portland		x	x	x	x	x	
Burnside Bridge: W Park/4th to E 12th (with shorter extent for construction)	Portland		x		x	x	x	x
SW Madison: SW 5th Ave to Hawthorne Bridge – Eastbound	Portland		x		x	x	x	x
SW 198th/TV Highway	Hillsboro			x	x			x
NW Everett from NW 6th to Steel Bridge	Portland	x			x			x
Burnside to Sandy @ 16th	Portland			x	x			x
McLoughlin Blvd. ETC: I-205 Interchange	Clackamas County	x			x			
Hall Blvd/Allen Blvd: Line 76 improvements	Beaverton		x	x	x	x	x	
Swift Red Paint Deployment	Portland		x			x		

Design to IFC: project summary

Project Name	Project County	Evaluation Score	Lines Served
122 nd : Stark to Division	Multnomah County	20	20, 73
Burnside Bridge: W Park/4 th to E 12 th	Multnomah County	20	12, 19, 20
SW Madison: SW 5th Ave to Hawthorne Bridge – Eastbound	Multnomah County	19	4, 6, 10, 14
NW Everett from NW 6 th to Steel Bridge	Multnomah County	17	4, 8, 44, 35, 77
Burnside to Sandy @ 16 th	Multnomah County	19	12, 19
McLoughlin Blvd. ETC: I-205 Interchange (<i>potential</i>)	Clackamas County	16	33
SW 198 th /TV Highway	Washington County	15	57
Hall Blvd/Allen: Line 76 improvements	Washington County	12	76
Swift Red Paint Deployment	Multnomah County	Multiple	15, 51

Swift Red Paint Deployment

- Determine what is needed for FHWA red paint deployment application.
- Identify existing transit priority locations to deploy red paint.
- Work with local jurisdictions on red paint deployment.



Design to 15%: Projects Summary

Project Name	Project Location	Evaluation Score	Lines Served
Sandy Blvd: NE 14 th to NE 82 nd	Multnomah County	18	12
Capitol Hwy at Hillsdale TC	Multnomah County	16	44, 45, 54, 56, 39, 65, 64
Hillsboro Transit Center	Washington County	16	57, multi-lines
McLoughlin Blvd: Boardman to River	Clackamas County	16	33
Cornell at 185 th (southbound/westbound)	Washington County	16	48, 52
TV Highway: SW 209 th and SW 170 th	Washington County	15	57
Central City in Motion design and analysis bundle	Multnomah County	Multiple	Multiple

Central City in Motion bundle

Project Locations:

- SE Hawthorne from Grand to SE 12th
- SW Columbia and Jefferson
- MLK/Grand couplet
- SE Morrison (coordinate with Red Paint pilot)
- NE Couch from NE 12th to MLK
- NE Multnomah from Rose Quarter to NE 16th
- SE Belmont



Funded Projects by jurisdiction (IFC/15%)

Jurisdiction	# of Applications	# of Projects	Funded Projects (# and %)
Portland	29	32	15 / 47% (11 Central City)
Multnomah County	<i>(joint application with the City of Portland)</i>	1	1 / 100% (Central City)
Beaverton	1	2	1 / 50%
Hillsboro	2	2	2 / 100%
Clackamas County	1	2	2 / 100%
Washington County	9	9	4 / 44%
ODOT	1	1	0 / 0%

Note: This list does not include potential locations for Red Paint deployment.

ODOT involvement in ETC Projects

Design to IFC

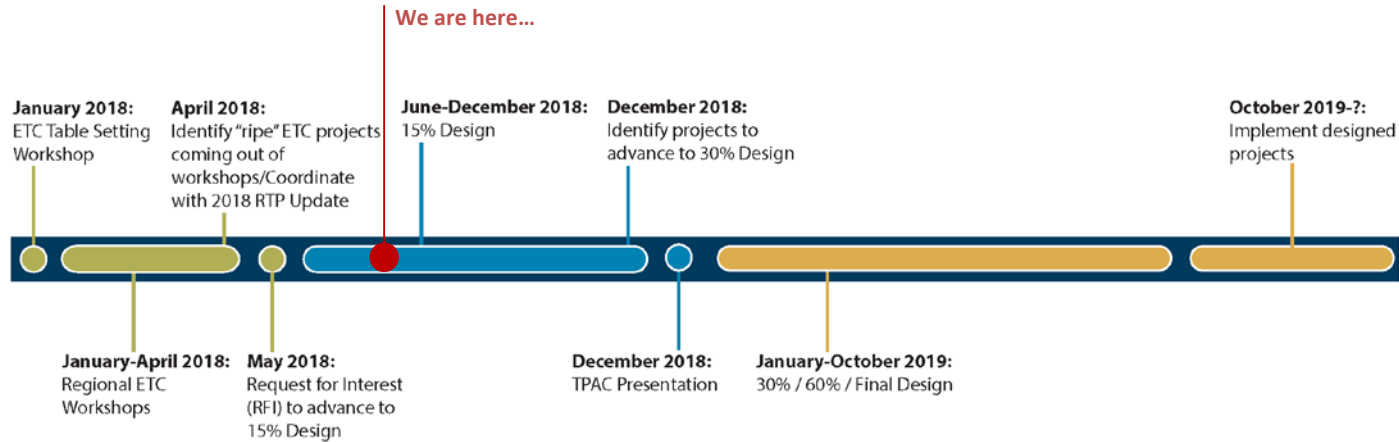
- McLoughlin Blvd. ETC: I-205 Interchange
- SW 198th/TV Highway
- NW Everett from NW 6th to Steel Bridge

Design to 15%

- McLoughlin Blvd: Boardman to River
- TV Highway: SW 209th and SW 170th
- Cornell at 185th ?



Enhanced Transit Concept Pilot Program



Next steps

July/August 2018

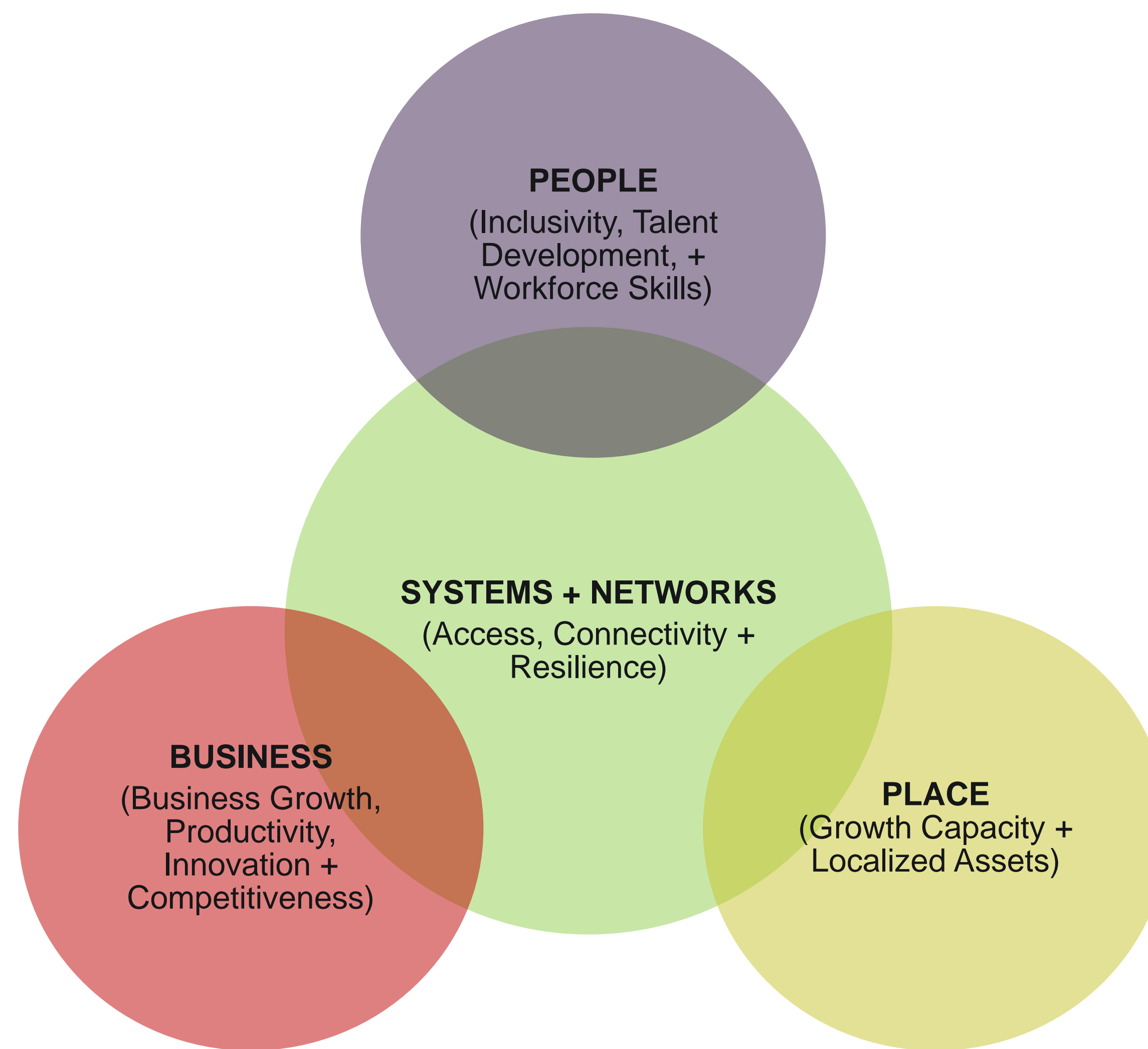
1. Metro and TriMet are developing one page fact sheets about the project selection and outcomes
2. Confirm agencies support and commitment of projects and level of project development
3. Metro will schedule scoping meetings to determine the analysis and design necessary for each project
4. Consultants will be matched to projects and jurisdictions
5. Jurisdictions to:
 - participate in scoping meetings
 - identify the right people to include
 - identify any and all check-in points or schedule constraints
6. Identify and develop agreements on scope, budget and schedule

August/September 2018

1. Start work

oregonmetro.gov





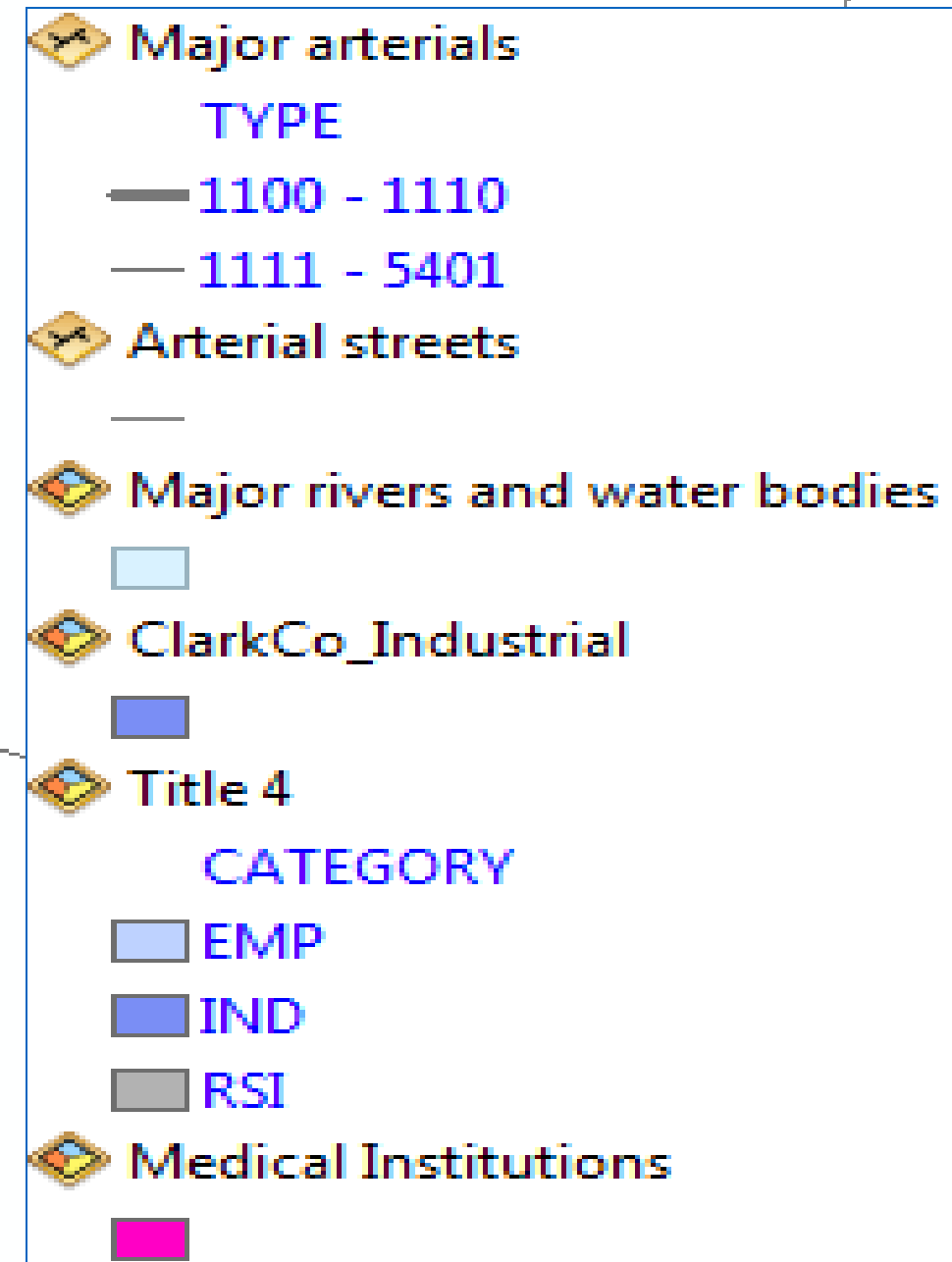
Economic Value Atlas

TPAC– 8/10/2018

Economic Value Atlas

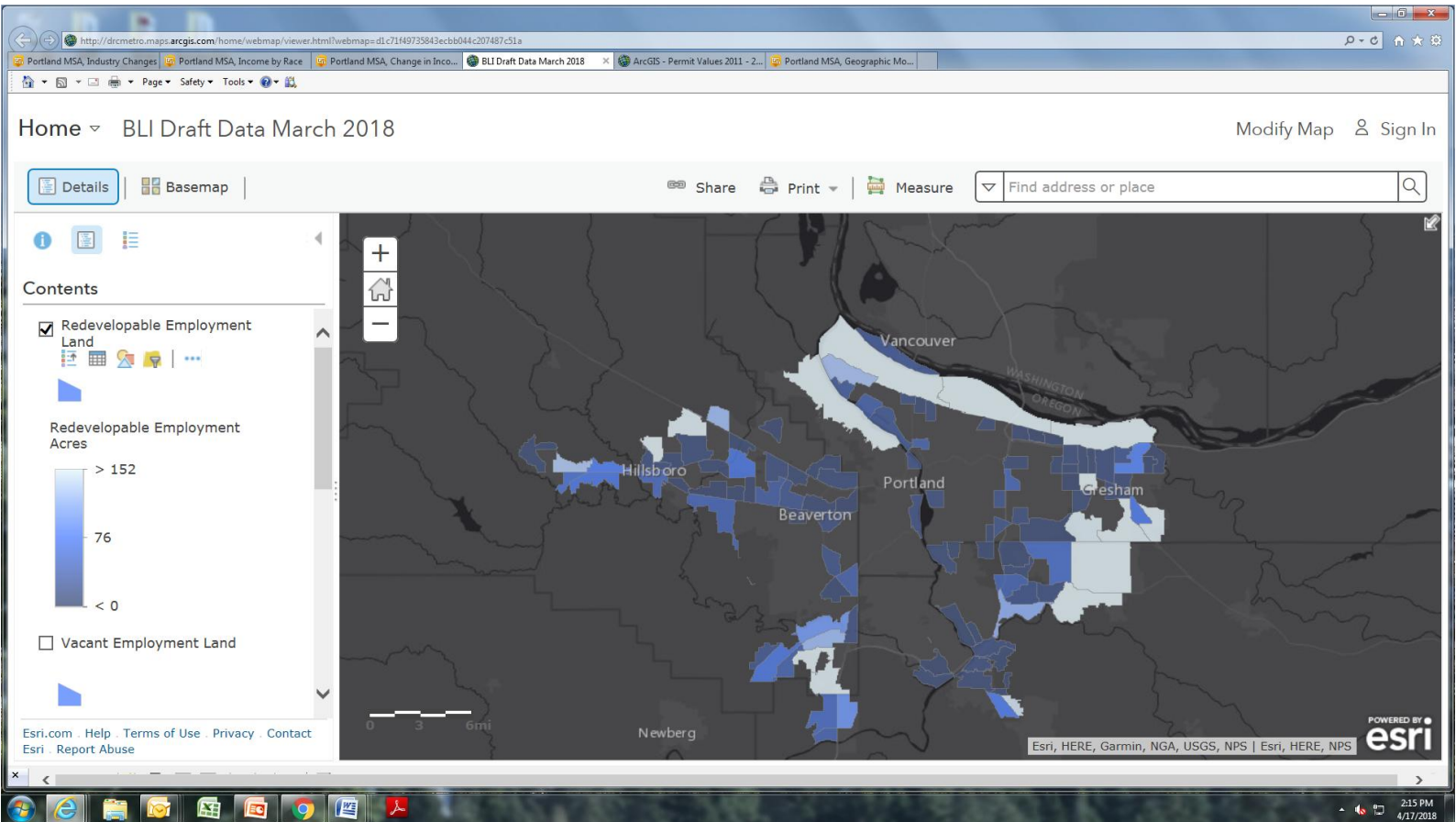
A collaborative project to establish tools and analysis aligning planning, infrastructure, and economic development to build agreement on investments to strengthen our regional economy.

4-County Industrial + Employment Lands + Medical Institutions

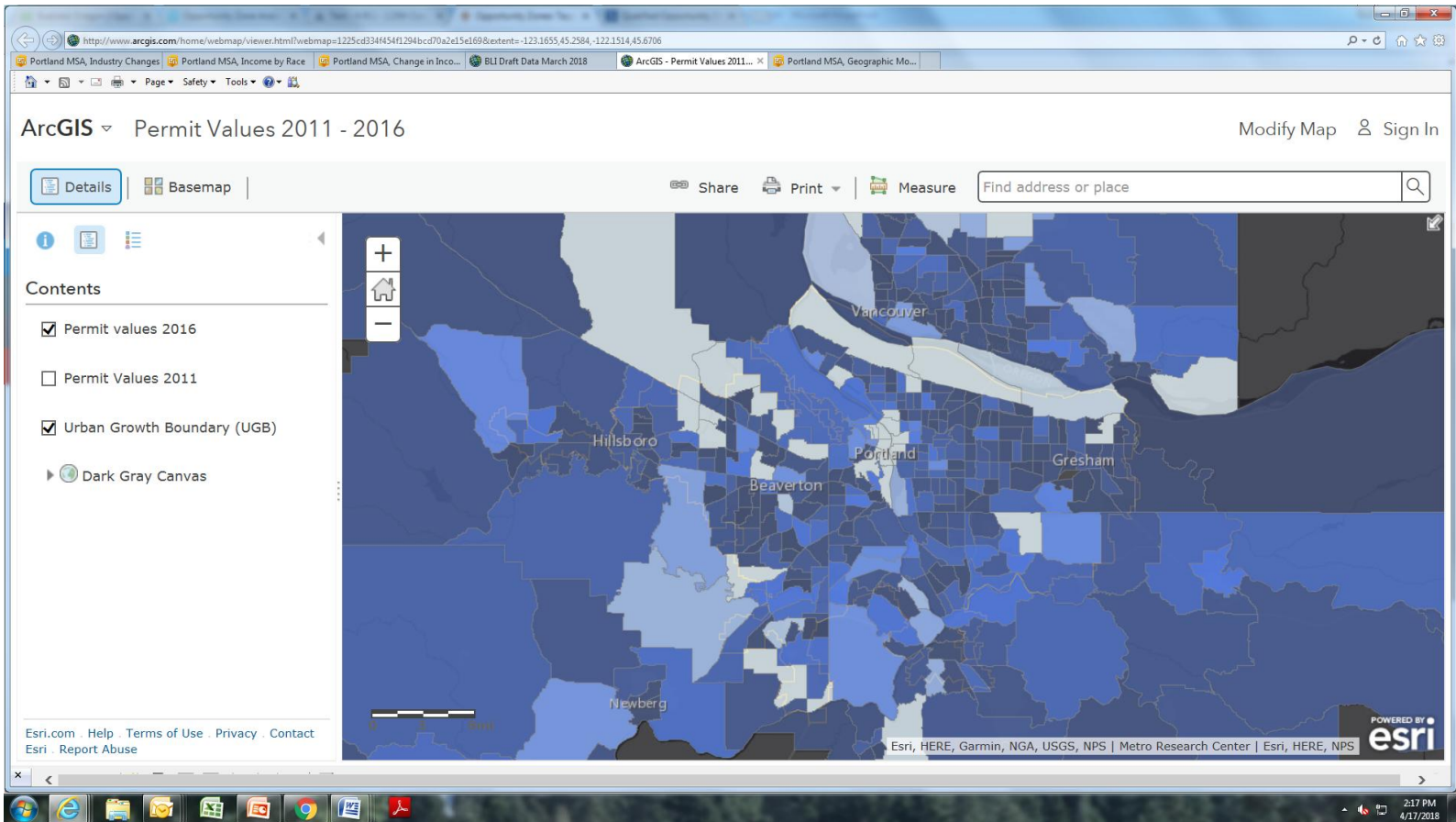


Find Connection Between Various Economic Interests

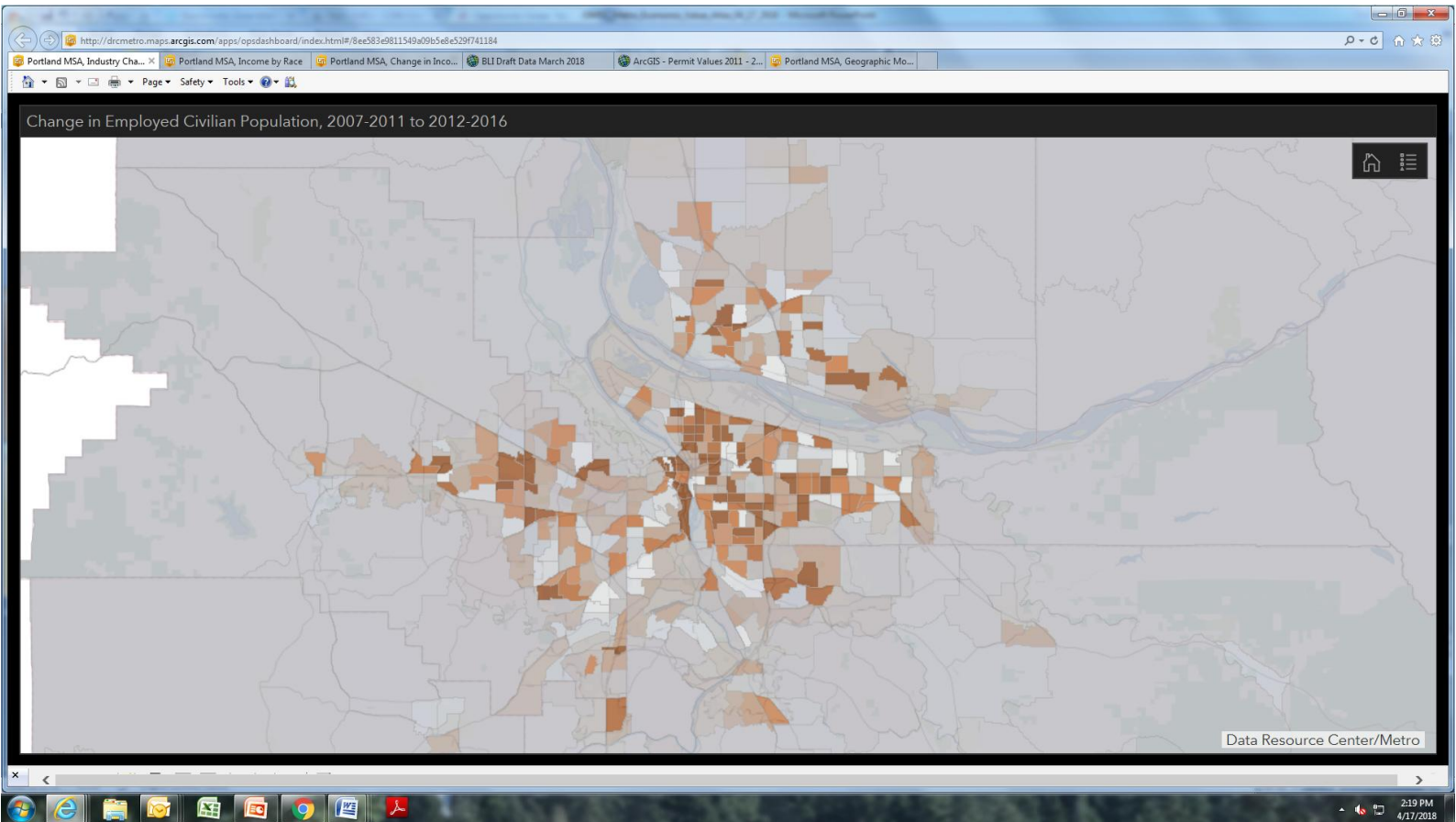
Redevelopable Land



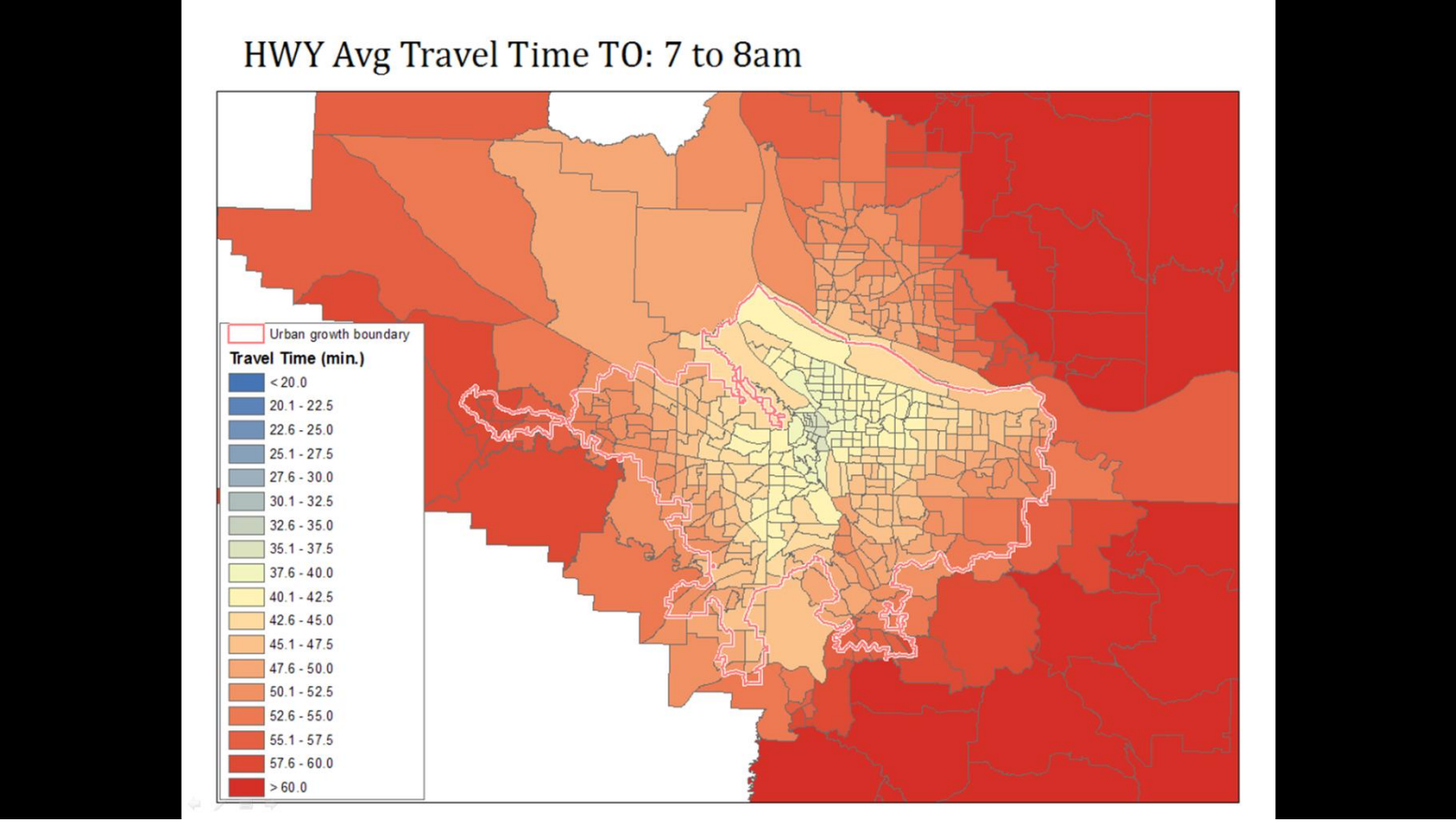
Permit Activity



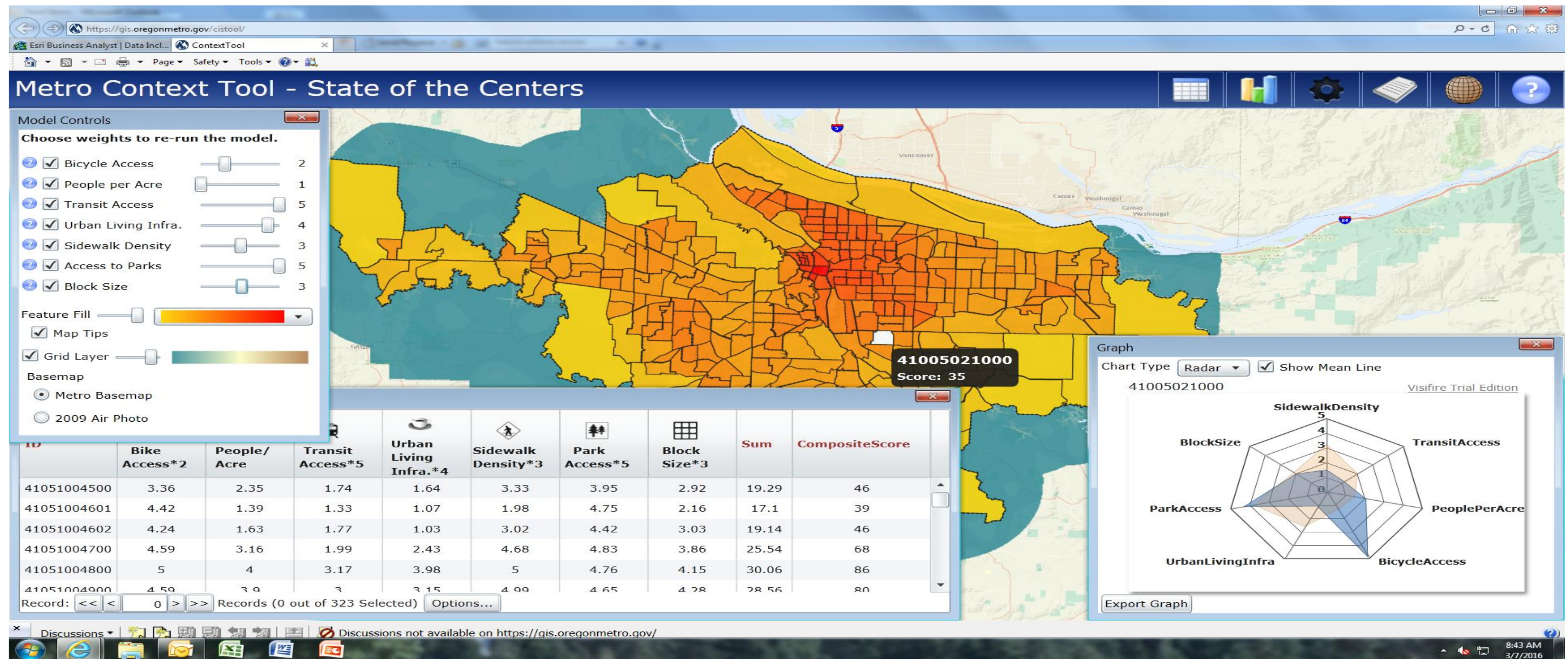
Employment + Demographic Trends



Travel Times



Visualization of Economic Conditions + Values



EVA TIMELINE



- ✓ • **Market Assessment**
- ✓ • **Data Preparation + Economic Indicators**
- ✓ • **Use Case Interviews**
- ✓ • **EVA Tool Development**
- **Summer 2018 – Testing + Refinement**
- **Fall 2018 – Final Report/Tool + Presentation**
- **Winter 2018/2019 – Early Applications**

Brookings Market Scan

Box A (contd.): Focus Clusters







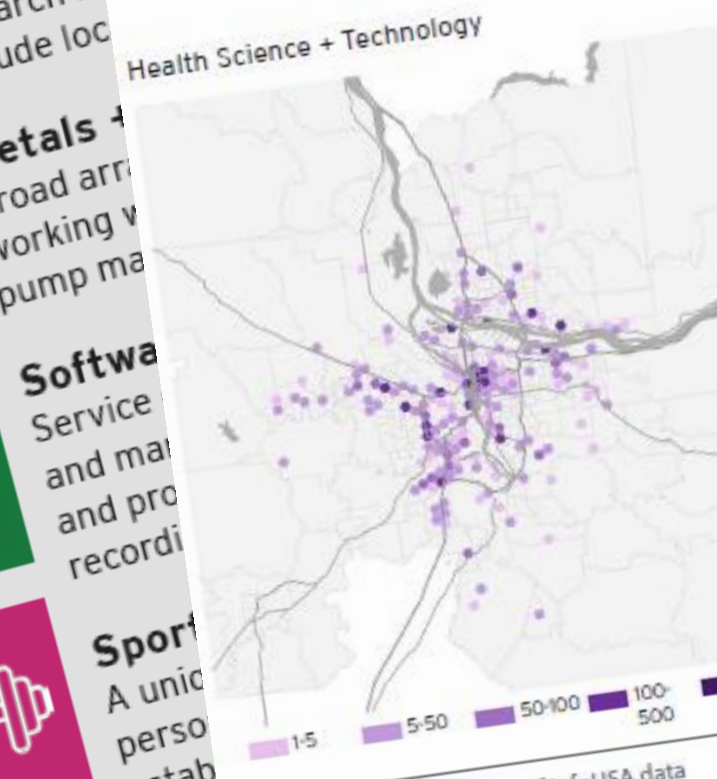
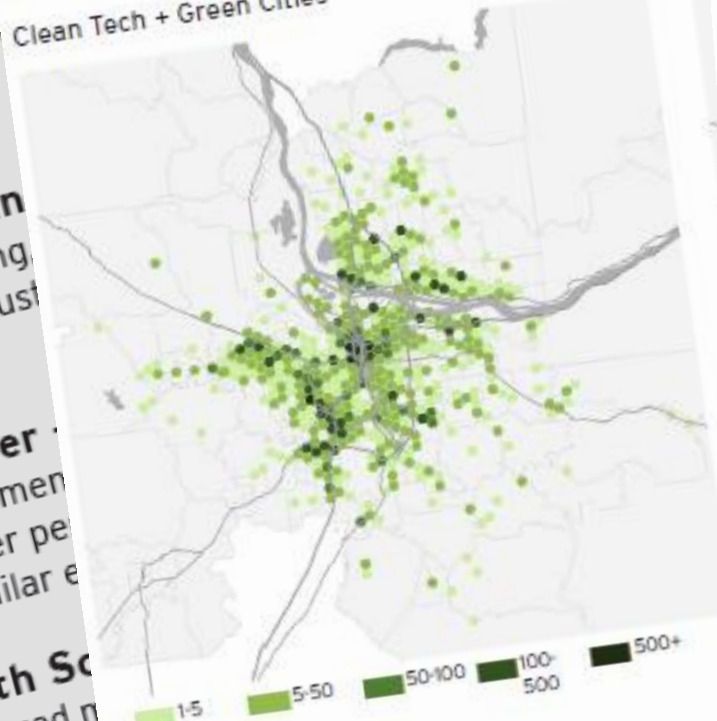
-  **Clean Tech**
Manufacturing, disposal, industrial resilience.
-  **Computer**
Establishment, computer peripheral, and similar equipment.
-  **Health Science**
Advanced research and development, include local hospitals.
-  **Metals**
Broad array of working, pump manufacturing.
-  **Software**
Service and maintenance, and professional recording.
-  **Sports**
A unique personal establishment.

FIGURE 11
Six focus clusters and other major industries in METRO counties, 2015

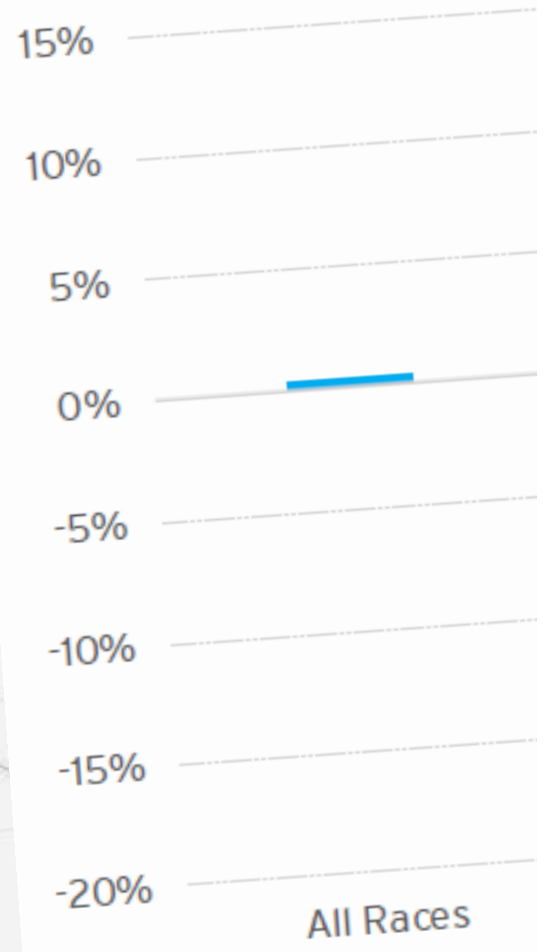


Source: Brookings analysis of InfoUSA data

underscoring that most wage gains at the top of the income ladder. At the same time period, the price index rose by nearly 10 percent into median wage gains.³⁵ In addition, inflation in goods and services

FIGURE 6

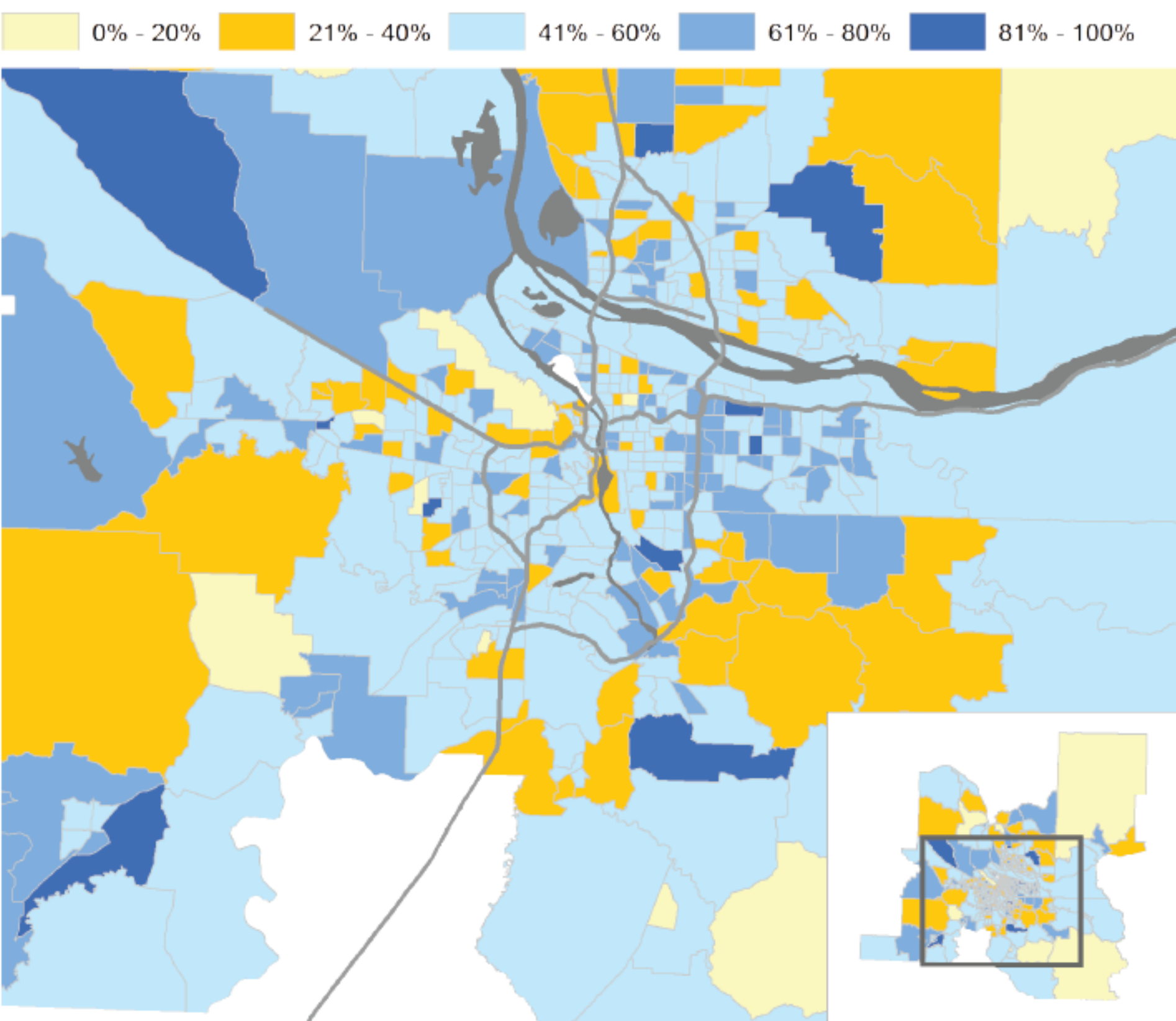
Inflation-Adjusted median wage growth, 2000-2015



Source: Brookings analysis of

FIGURE 14a

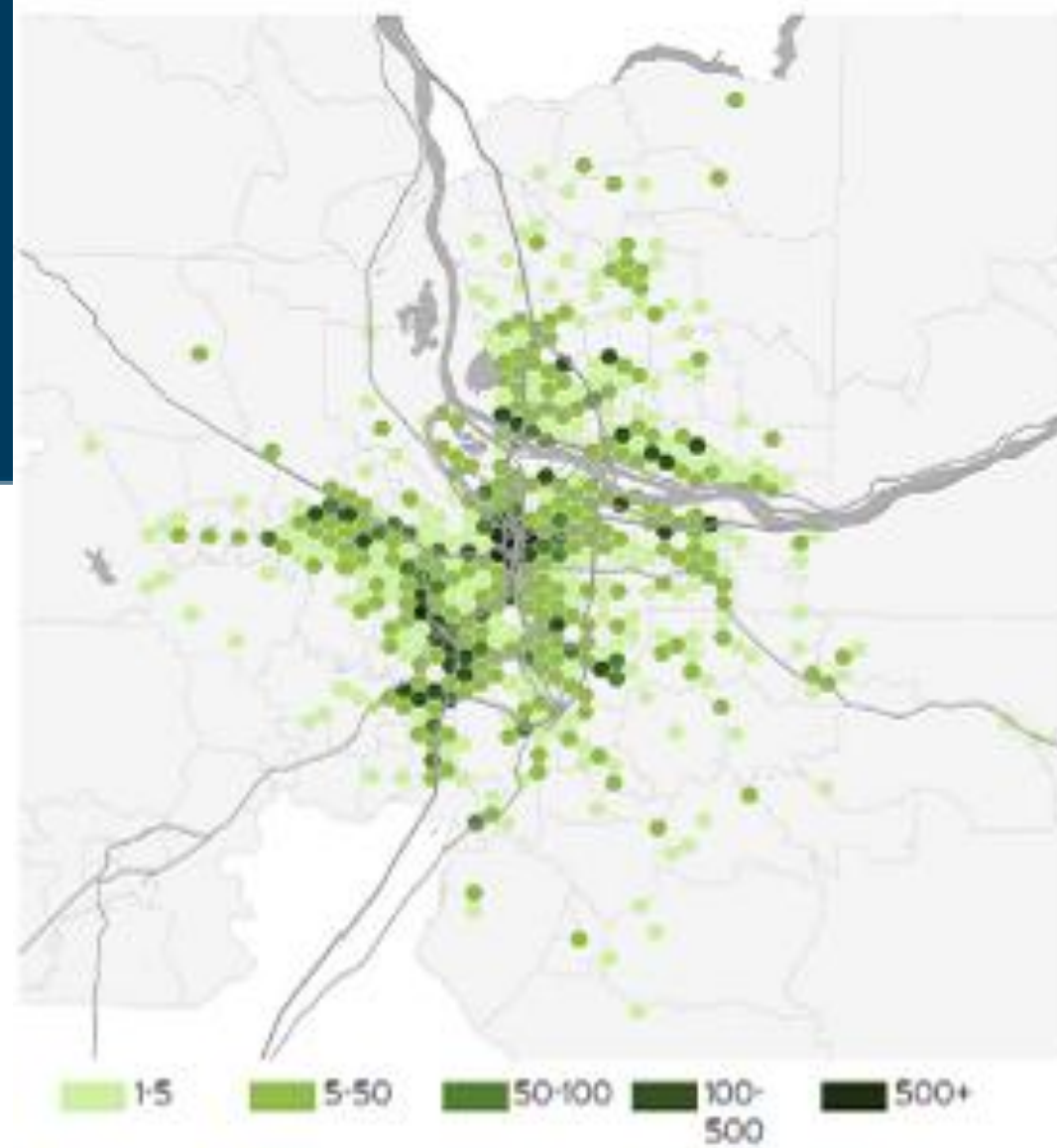
Share of renters spending over 30 percent of income on housing, by census tract, 2011-2015



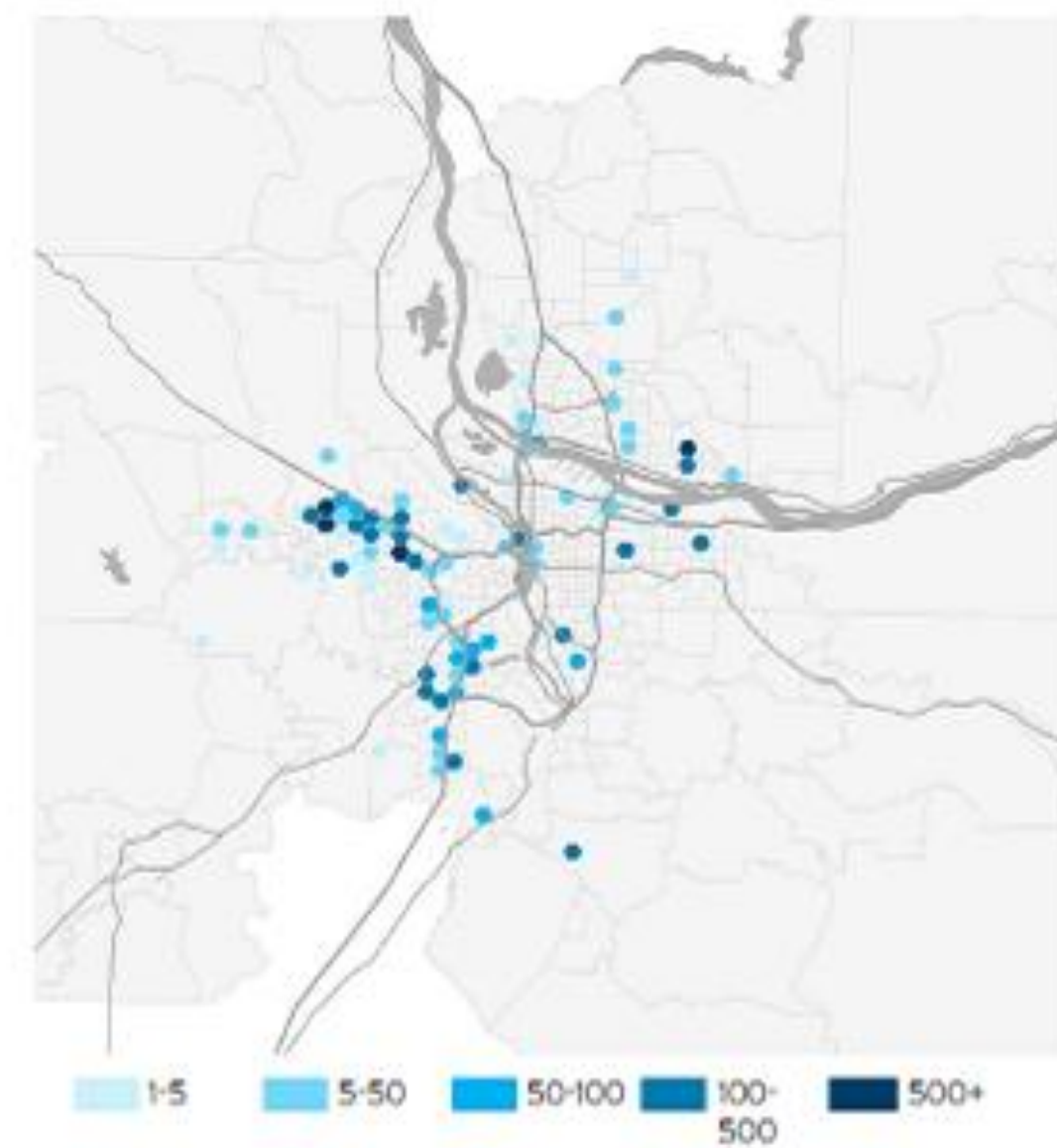
Source: Brookings analysis of 2011-2015 American Community Survey data

Six focus clusters and other major industries, employment by area, METRO counties, 2015

Clean Tech + Green Cities

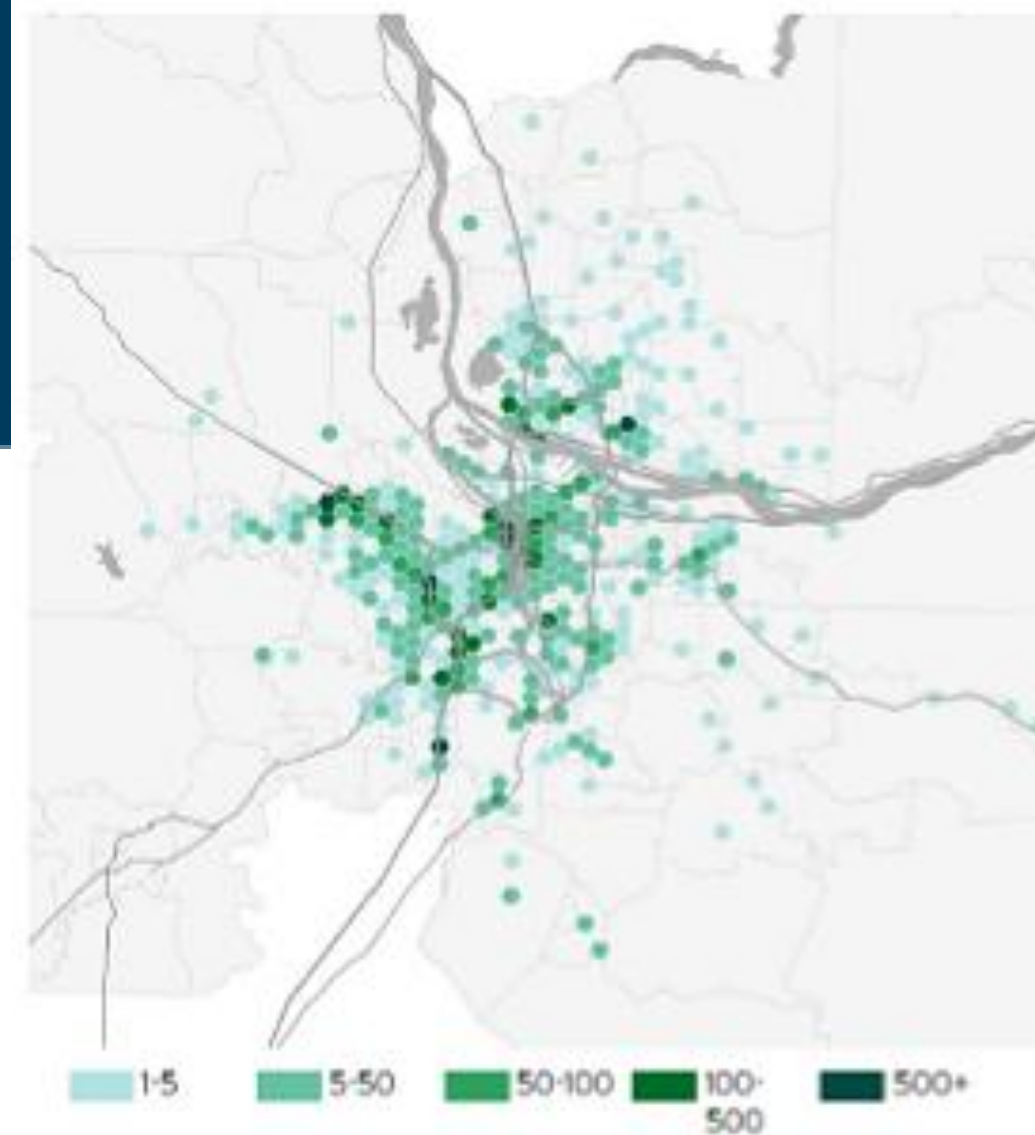


Computer + Electronics

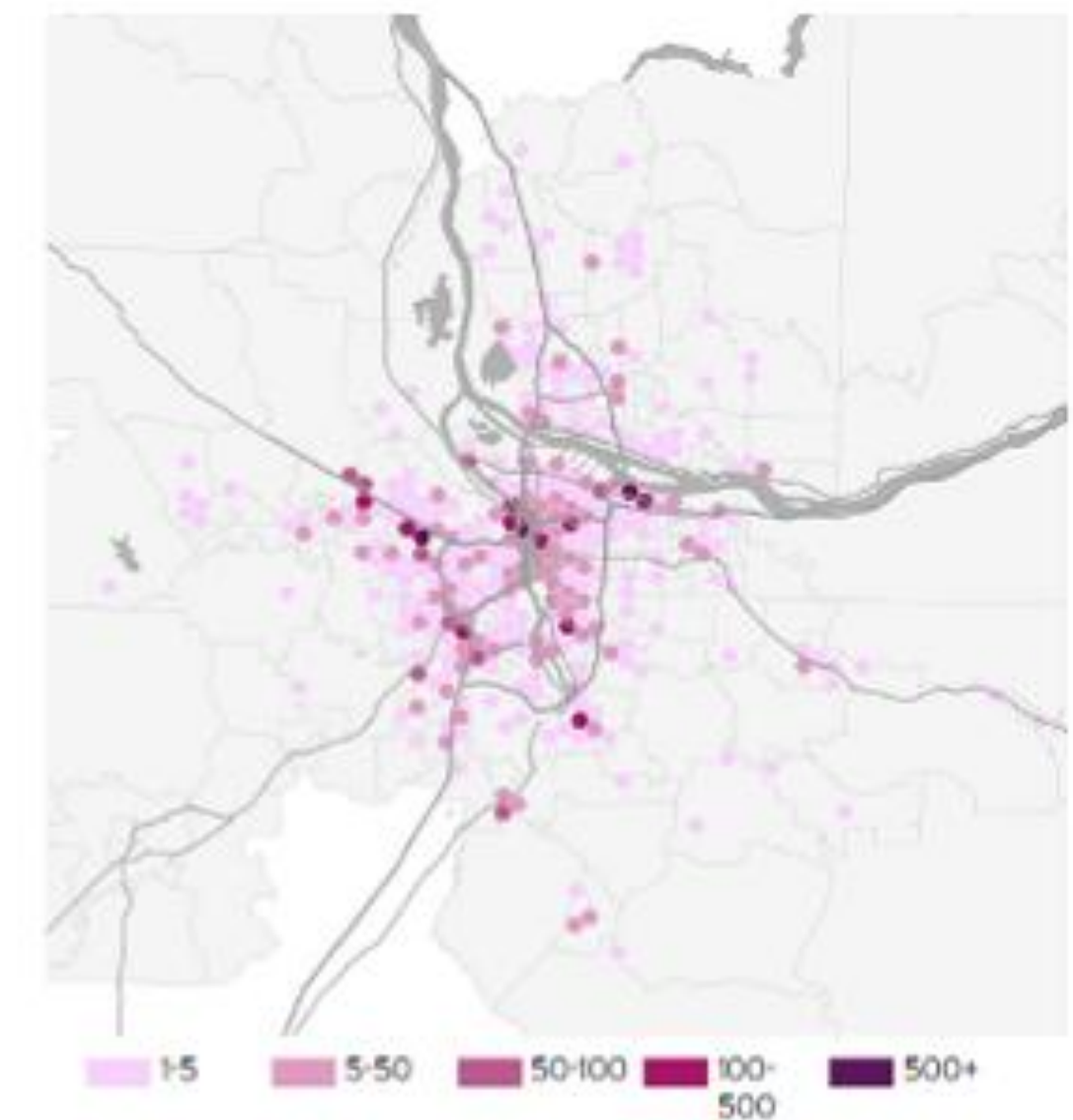


Six focus clusters and other major industries, employment by area, METRO counties, 2015

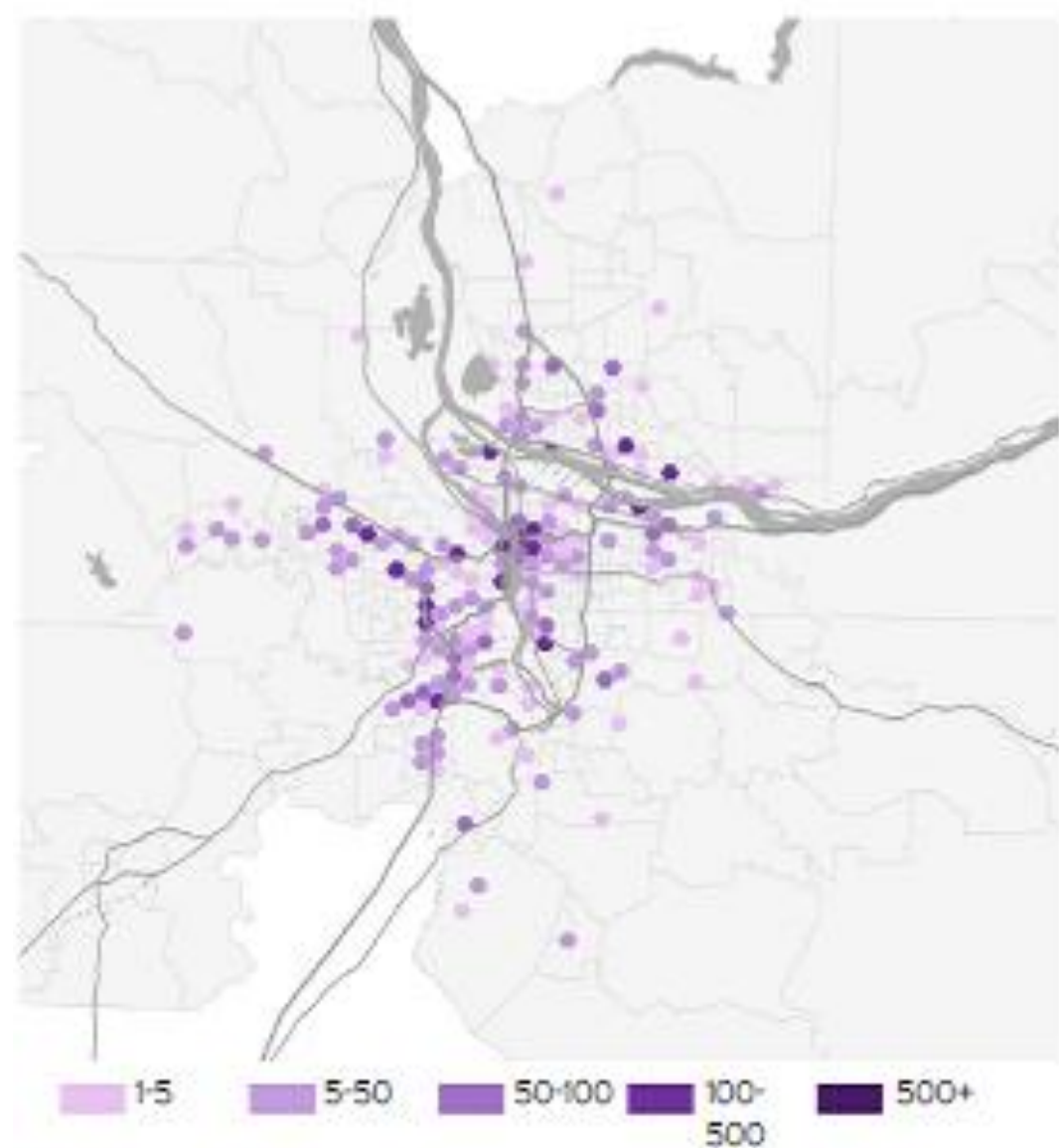
Software + Media



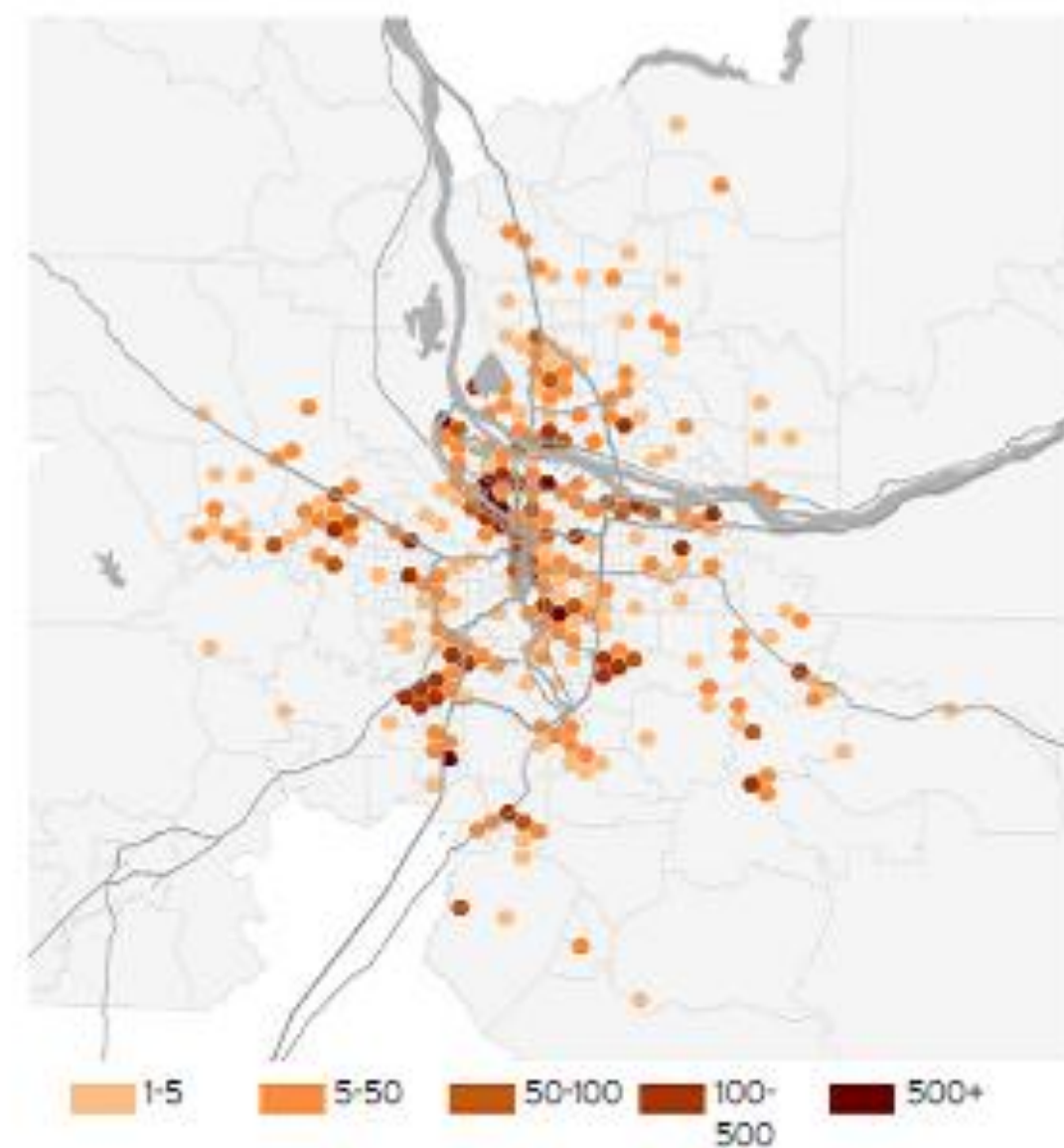
Sporting Equipment + Apparel + Design



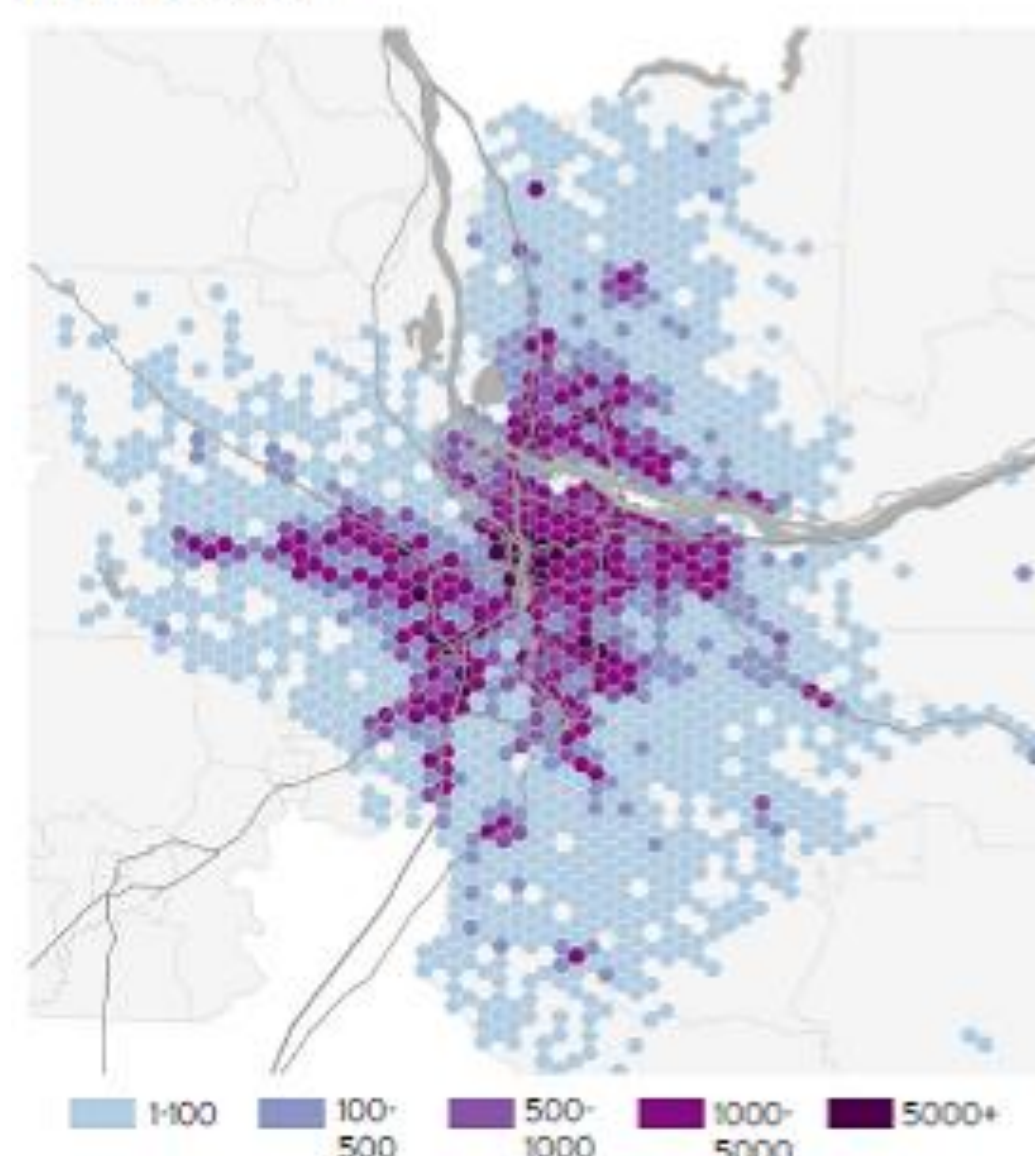
Health Science + Technology



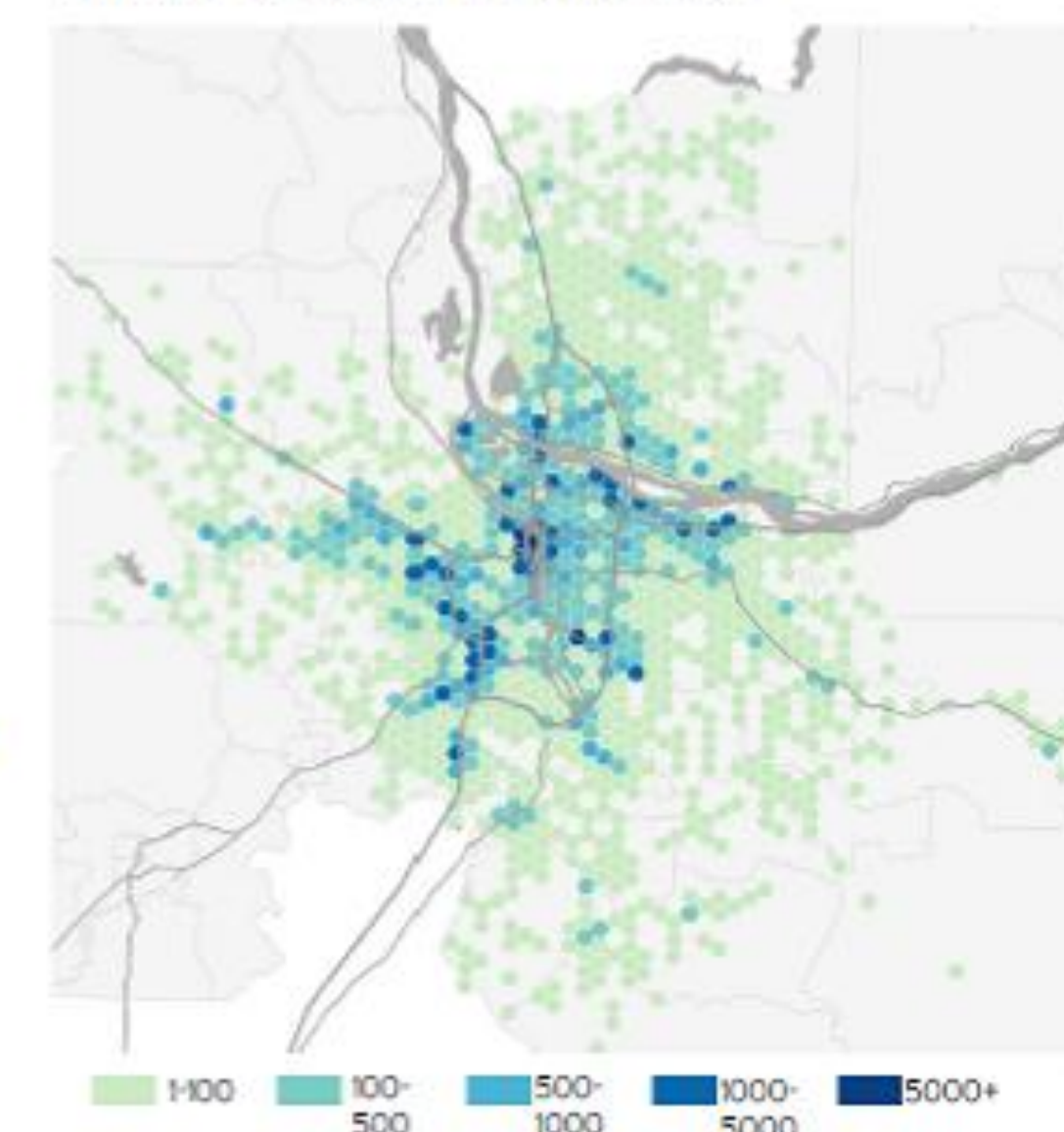
Metals + Machinery



Local Services



Tradable Services + Tradable Goods



Freight Flows To Outside Markets for Portland-Vancouver MSA

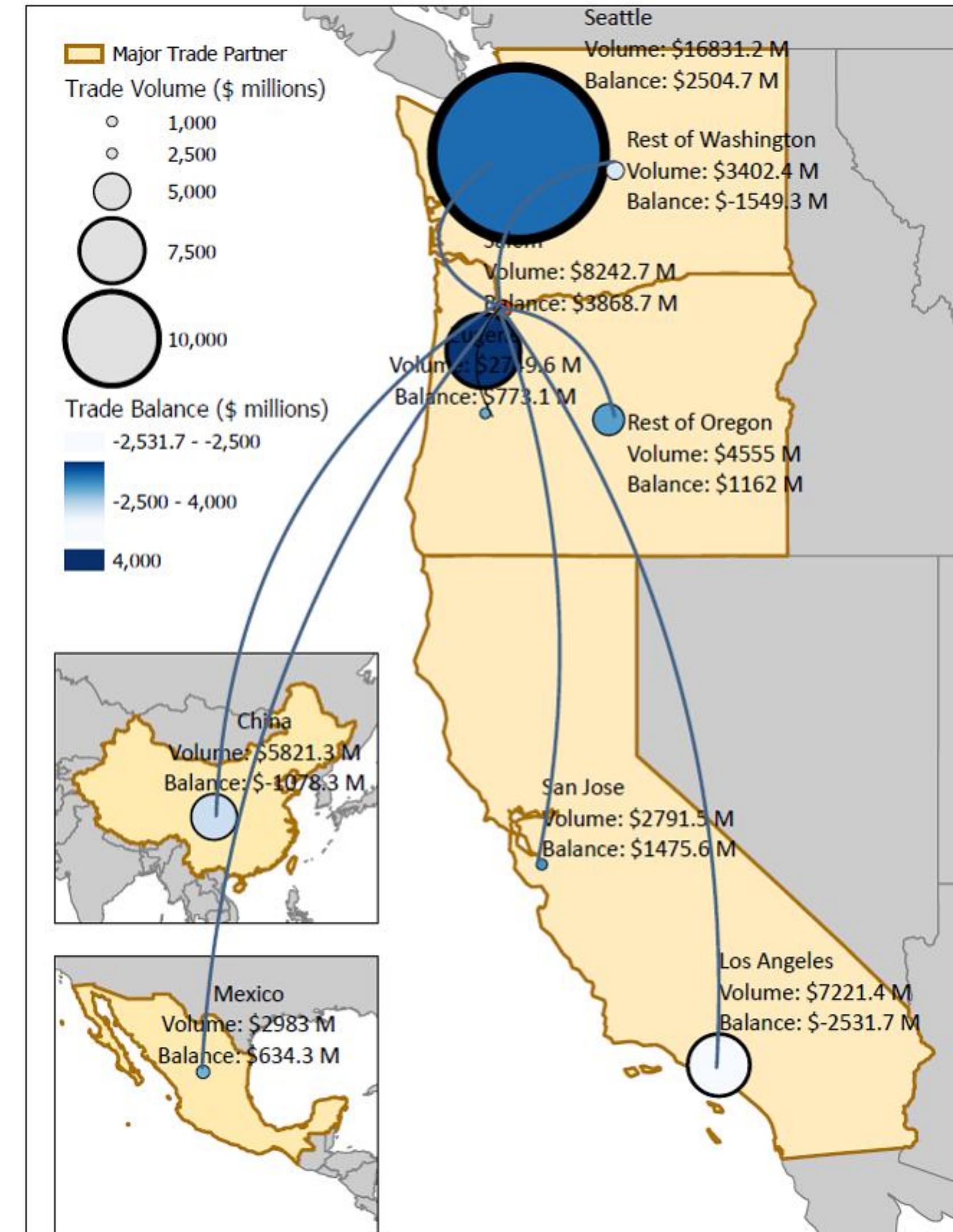
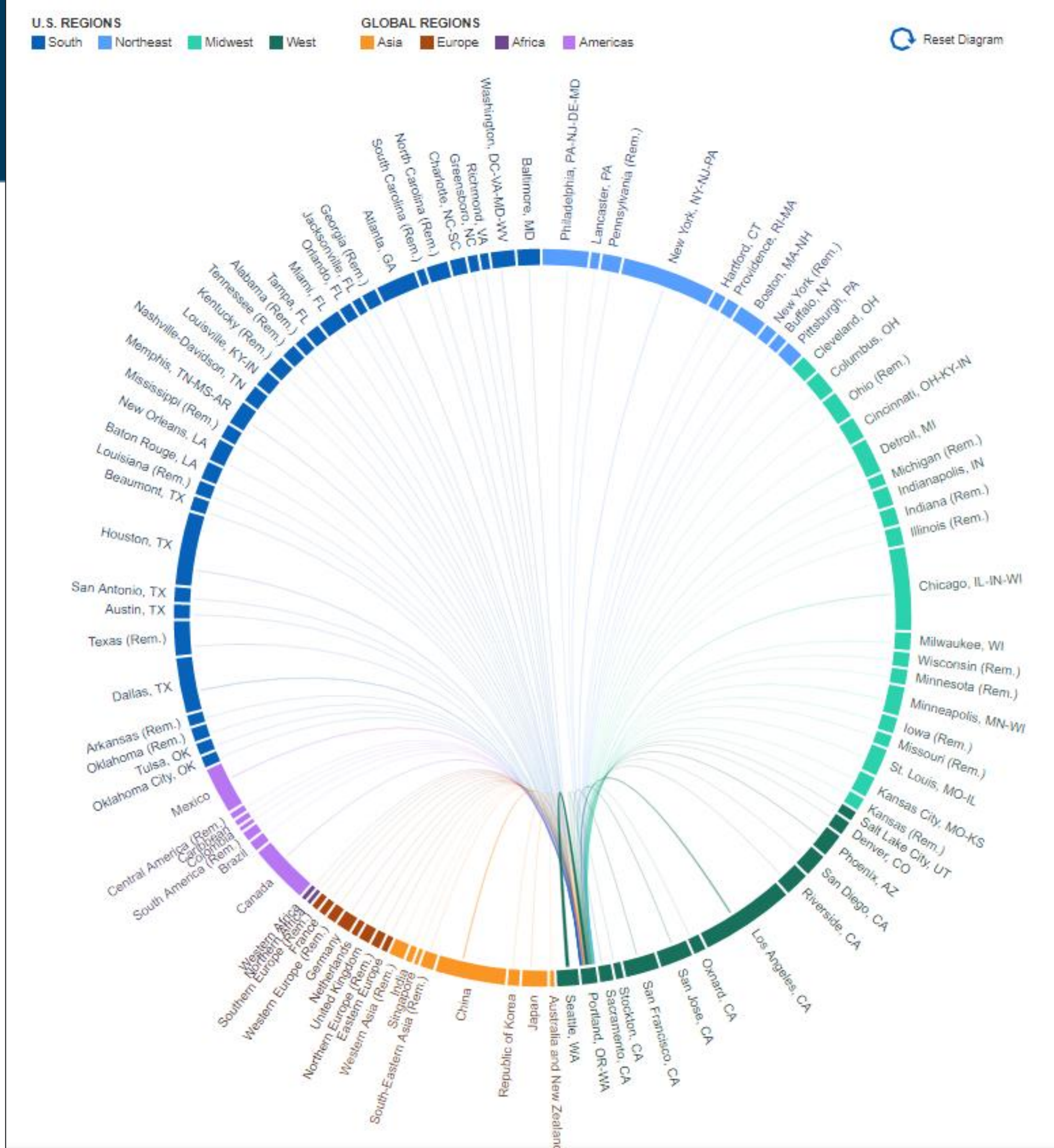
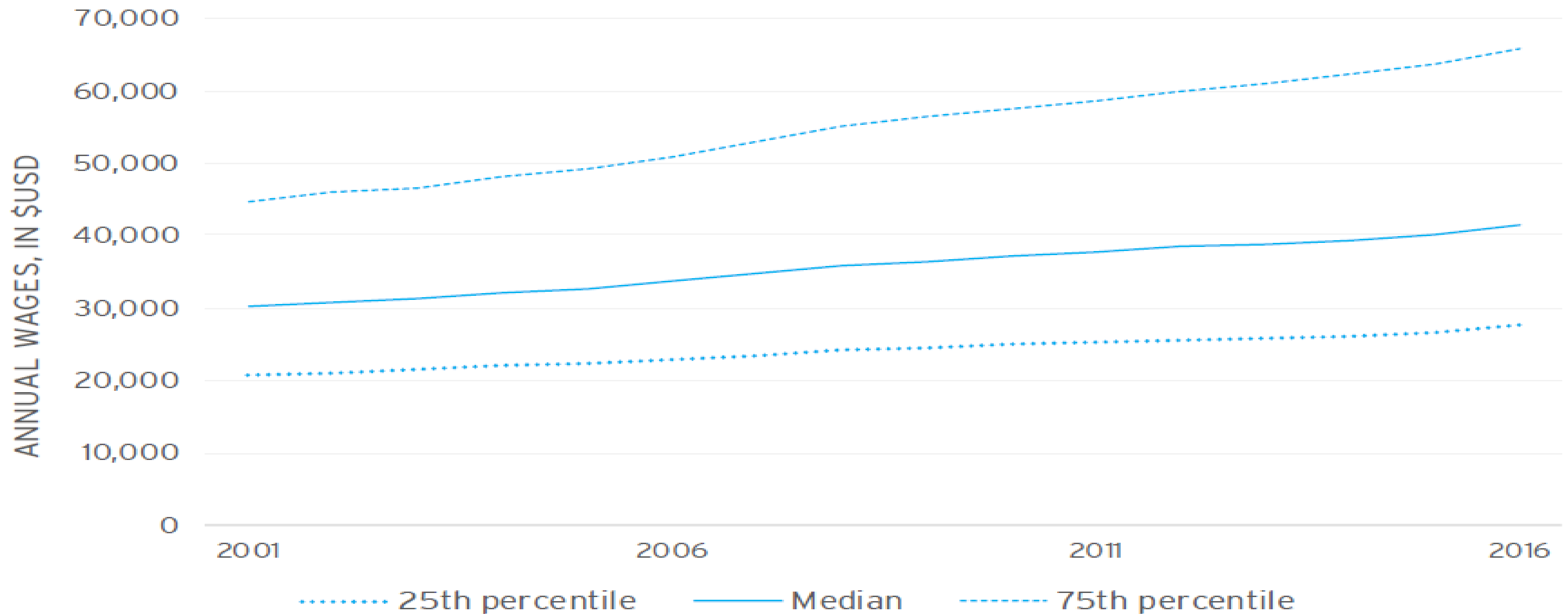


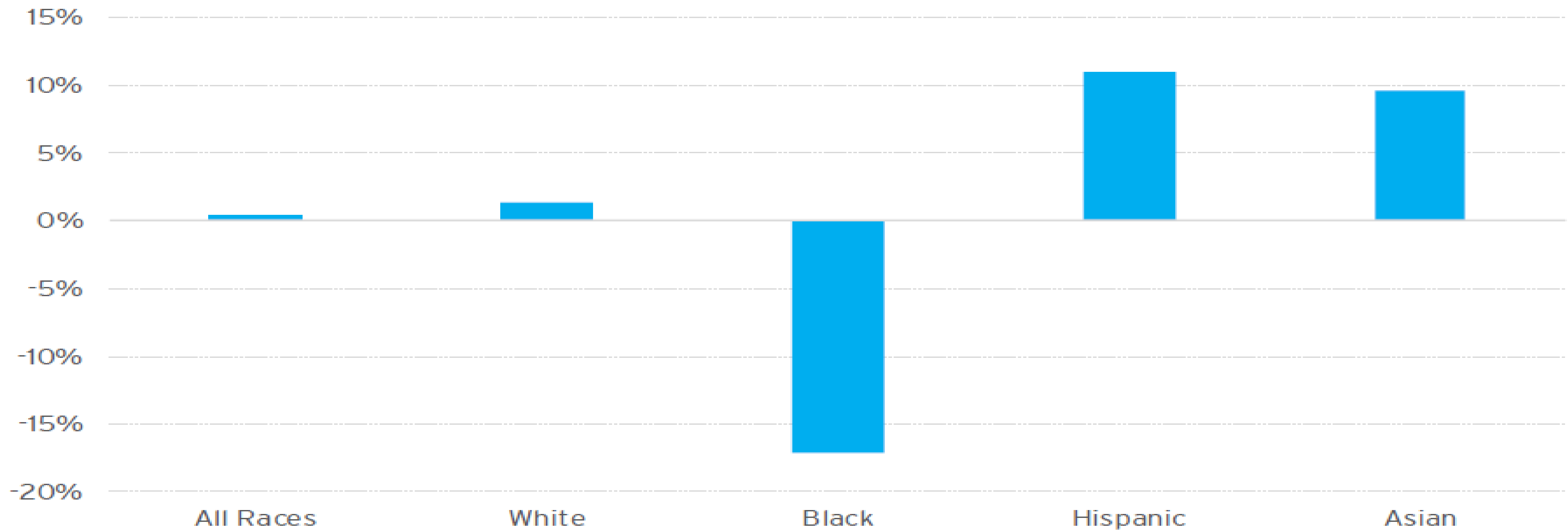
FIGURE 5

Nominal wage growth by income bands in the Portland metropolitan area, 2001-2016



Source: Brookings analysis of OES data

Inflation-Adjusted median wage growth by race in the Portland metropolitan area, 2000-2015



Source: Brookings analysis of American Community Survey (ACS) data

SHARED ECONOMIC VALUES

BUSINESS

- 1. GROW **A STRONG MIX OF** LOCAL JOBS + FIRMS
- 2. GROW TRADED SECTOR JOBS + TARGET FIRMS THAT BRING NEW CAPITAL TO THE REGION
- 3. SUPPORT ENTREPRENEURS AND STARTUPS THAT ADVANCE INNOVATION
- 4. IMPROVE MARKET ACCESS + SUPPLY CHAIN LINKAGES TO INCREASE PRODUCTIVITY

PEOPLE

- 5. INCREASE ACCESS TO WORKFORCE WITH NECESSARY EDUCATION + IN-DEMAND OCCUPATIONAL SKILLS
- 6. GROW + IMPROVE ACCESS TO BUSINESSES WITH MIDDLE WAGE JOB OPPORTUNITIES + **HIGH OPPORTUNITY OCCUPATIONS**
- 7. FOSTER AN ECONOMY THAT BENEFITS + IMPROVES CONDITIONS FOR PEOPLE AFFECTED BY POVERTY + **IMPROVES ECONOMIC ATTAINMENT**
- 8. ELIMINATE HURDLES TO PEOPLE OF COLOR, WOMEN, + MARGINALIZED COMMUNITIES TO LEVERAGE ALL WORKERS + ENTREPRENEURS

PLACE

- 9. FACILITATE MORE EFFICIENT USE, ACCESS, AND MARKET READINESS OF INDUSTRIAL/EMPLOYMENT LANDS + MAJOR INSTITUTIONS
- 10. STABILIZE COMMUNITIES + ENHANCE LOCAL REAL ESTATE MARKETS
- 11. IMPROVE HOUSING + TRANSPORTATION AFFORDABILITY THAT MAINTAINS COMPETITIVE COST OF LIVING
- 12. INVEST IN ASSETS + INFRASTRUCTURE THAT SUPPORT VIBRANT COMMUNITIES WITH ACCESS TO OPPORTUNITY

Brookings Memo on Indicators

Goals

- The primary objectives around improving well-being for people and businesses
- Established by regional public and civic entities

Values

- More specific objectives stemming from regional goals
- Established by Metro staff in consultation with experts

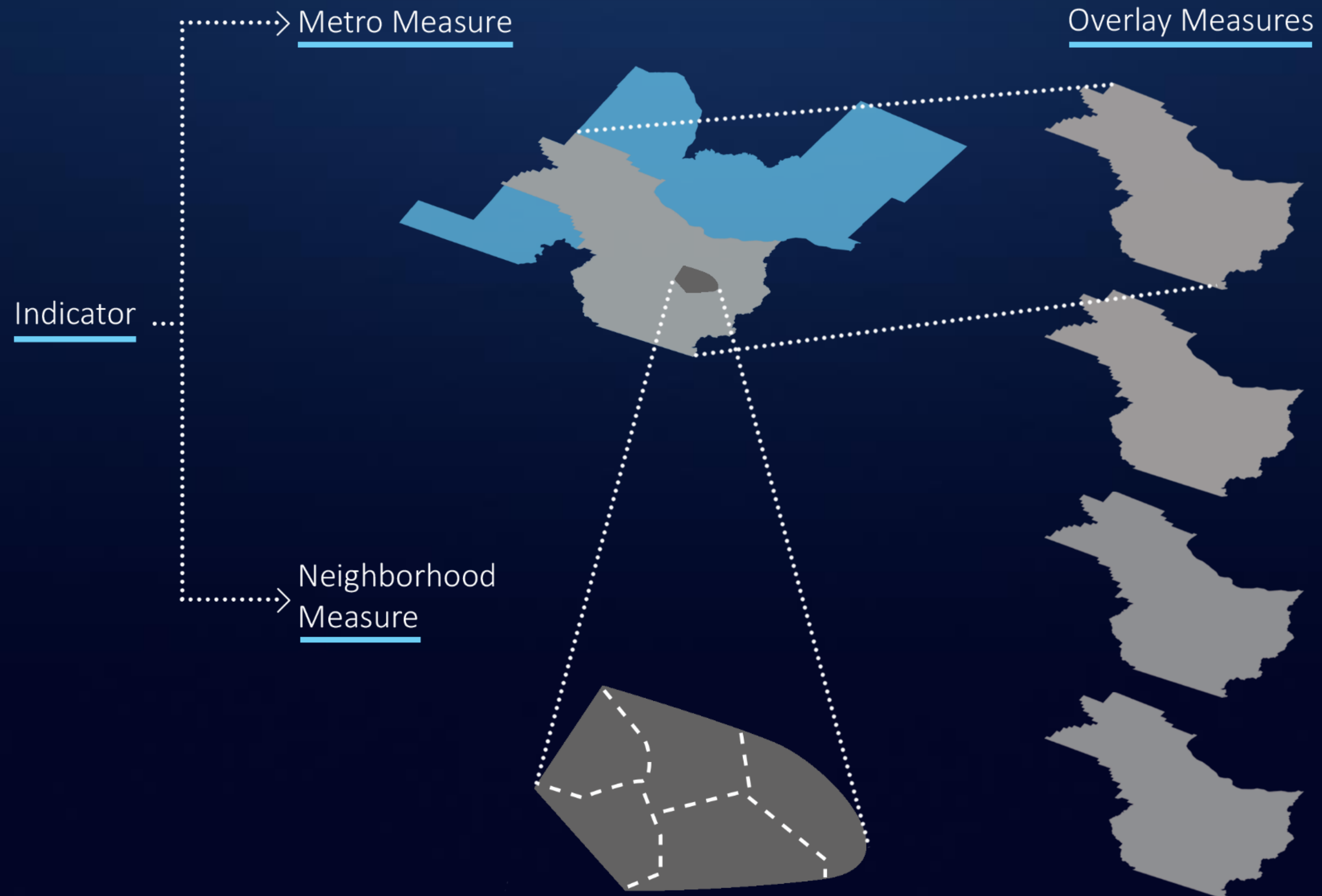
Indicators

- Represent components of Metro's economic values
- Organized around more universal economic principles

Measures

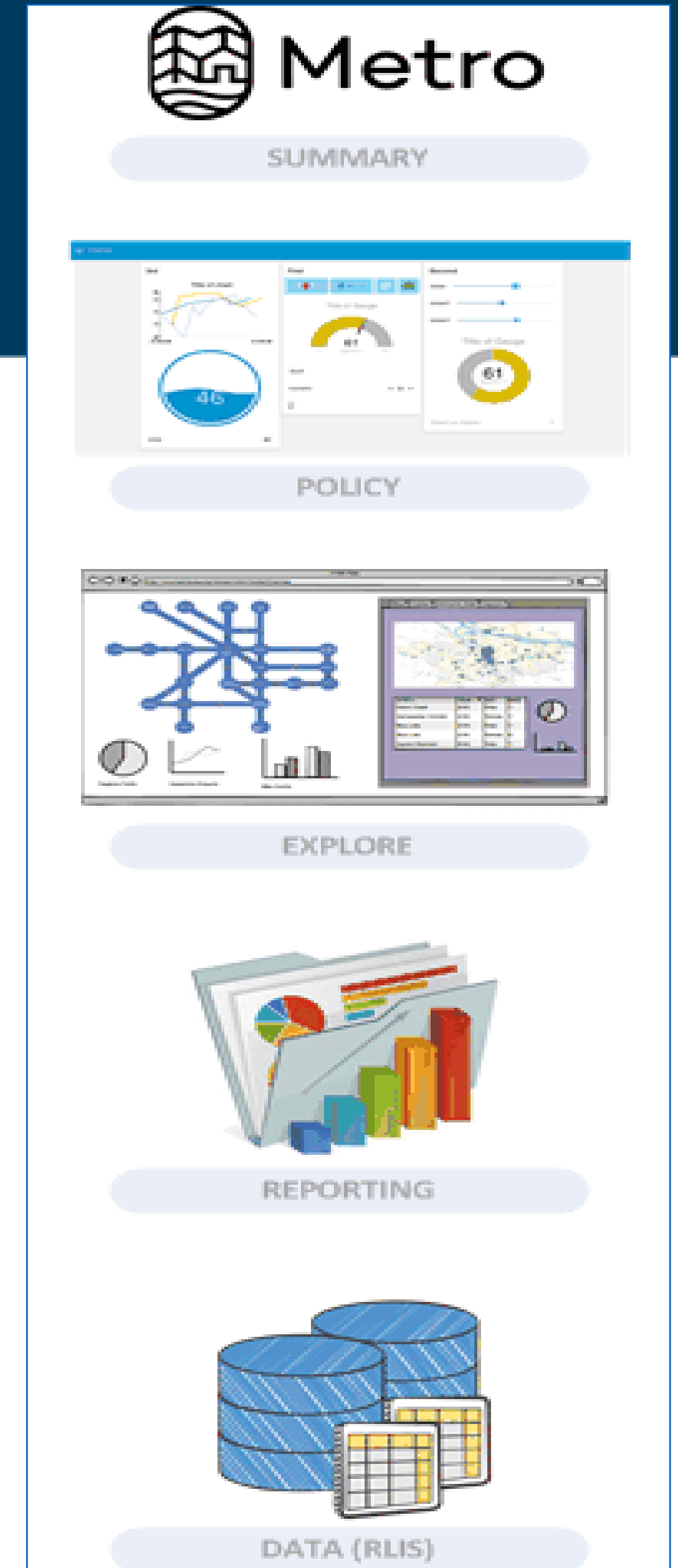
- Report specific data under each indicator
- Deployed at different geographic levels
- Meant to be used in unique combinations to assess different interests

Organizing by geography



Metro Performance Measure Plan - Regional Barometer

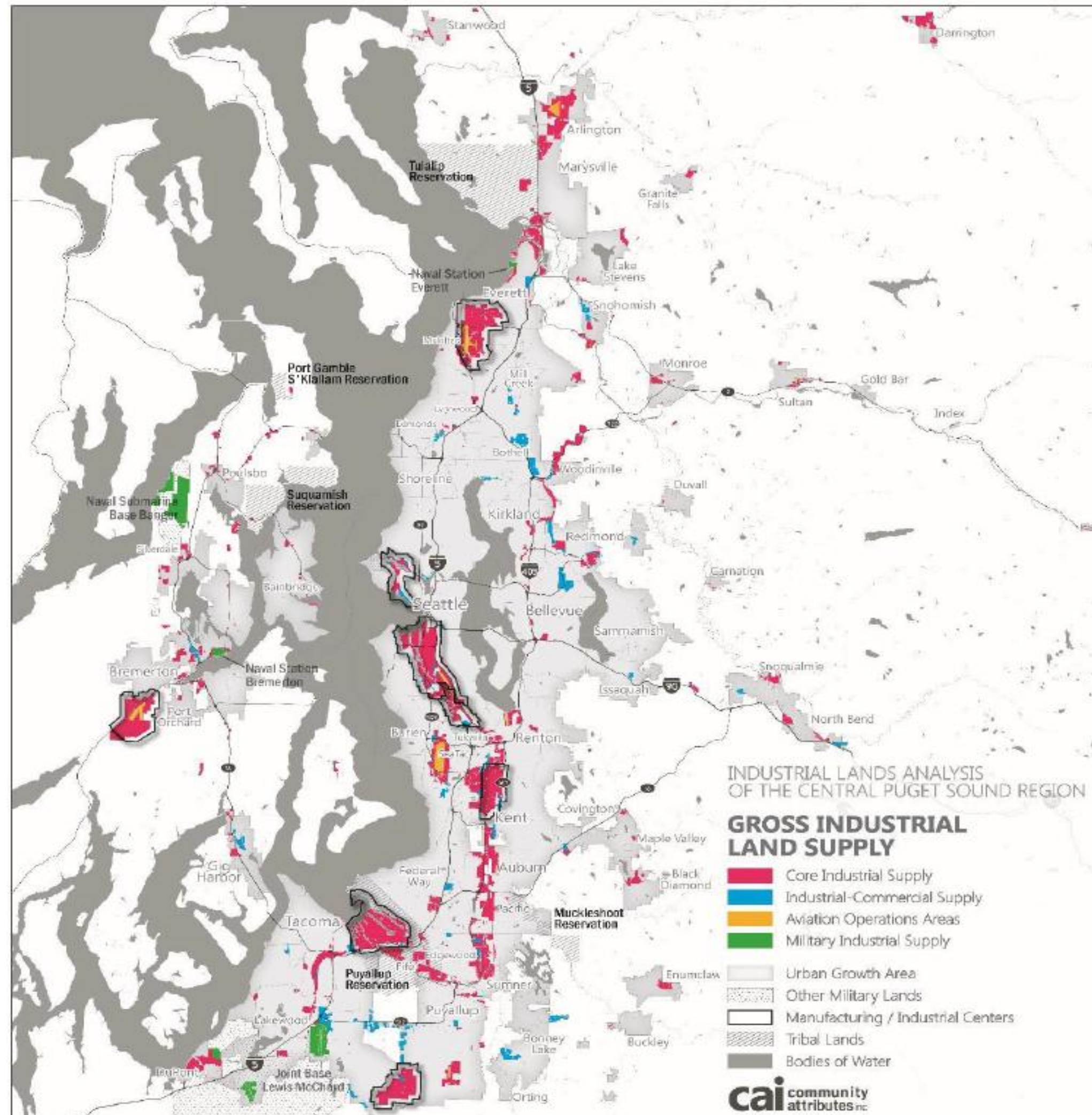
- Public – 30 Seconds
- Elected – 3 Minutes
- Professional – 30 Minutes
- Wonk – 30 Hours
- Variable Use Cases – Business expansion prospects vs. workforce development needs/opportunities



Metro-Specific Applications

- **2018 Housing Measure** – Possible guidance to counties for where affordable housing could make sense given existing affordability levels and nearby workforce
- **2020 Transportation Measure** – Indication of economic conditions among 8-10 corridors under consideration as part of the package of projects advanced to voters (e.g. types of industries/workers served, and observed mobility/access constraints)
- **Regional Flexible Funds** – Refinement to existing economic measures that focus mostly on freight mobility and environmental justice
- **2023 Regional Transportation Plan** - Exhibiting relative competitiveness of areas to pinpoint what goes in to local Transportation System Plans
- **Land/Growth Management** - not directly linked to state-mandated economic forecast process, BUT...contextual info on regional/community economic conditions and trends

Possible Applications: Industrial Area Plans + Investment



Chris Mefford, ([CAI](#))

- **Define industrial subareas** for analysis
- **Understand existing tenants**, private site improvements + firm interdependencies
- Consider prospects for **certain industry operations in non-industrial areas**
- **Analyze** available building area; development transactions/pipeline; and lease, absorption and vacancy rates
- **Further classify industrial zones**, while maintaining flexibility/interchangeable nature of land supply for certain industry operations
- **Use firm prospects and development market trends to set development goals +** prioritize mobility/access improvements

What the current tool does



**Combines 24 EVA
datasets**



**Allows real time,
multivariate analysis**

What's still to be built?

**Tract selection
mechanism**



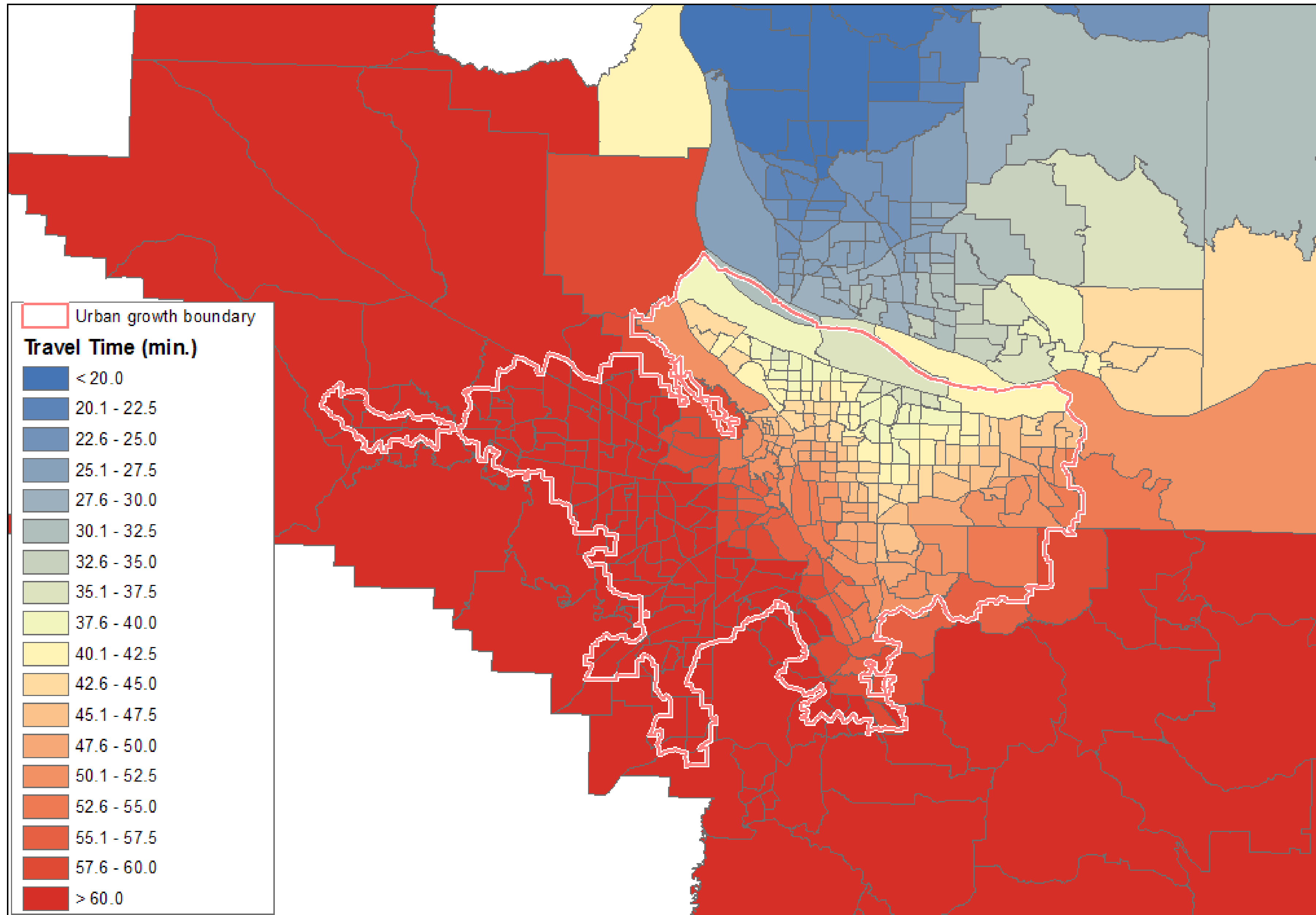
**Ability to export
data**

**Star charts for
selected tracts**

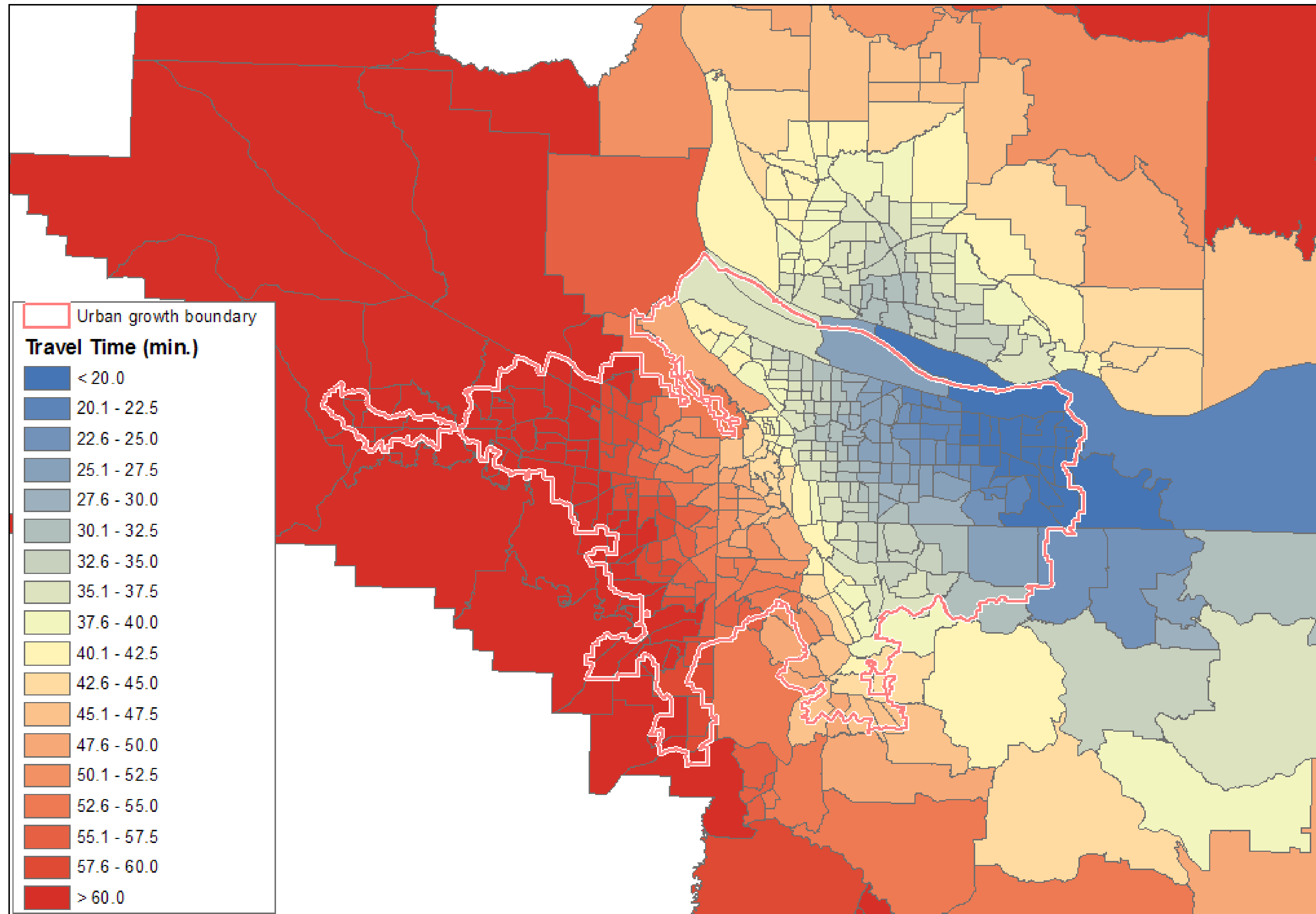


**Walkthrough
tutorials**

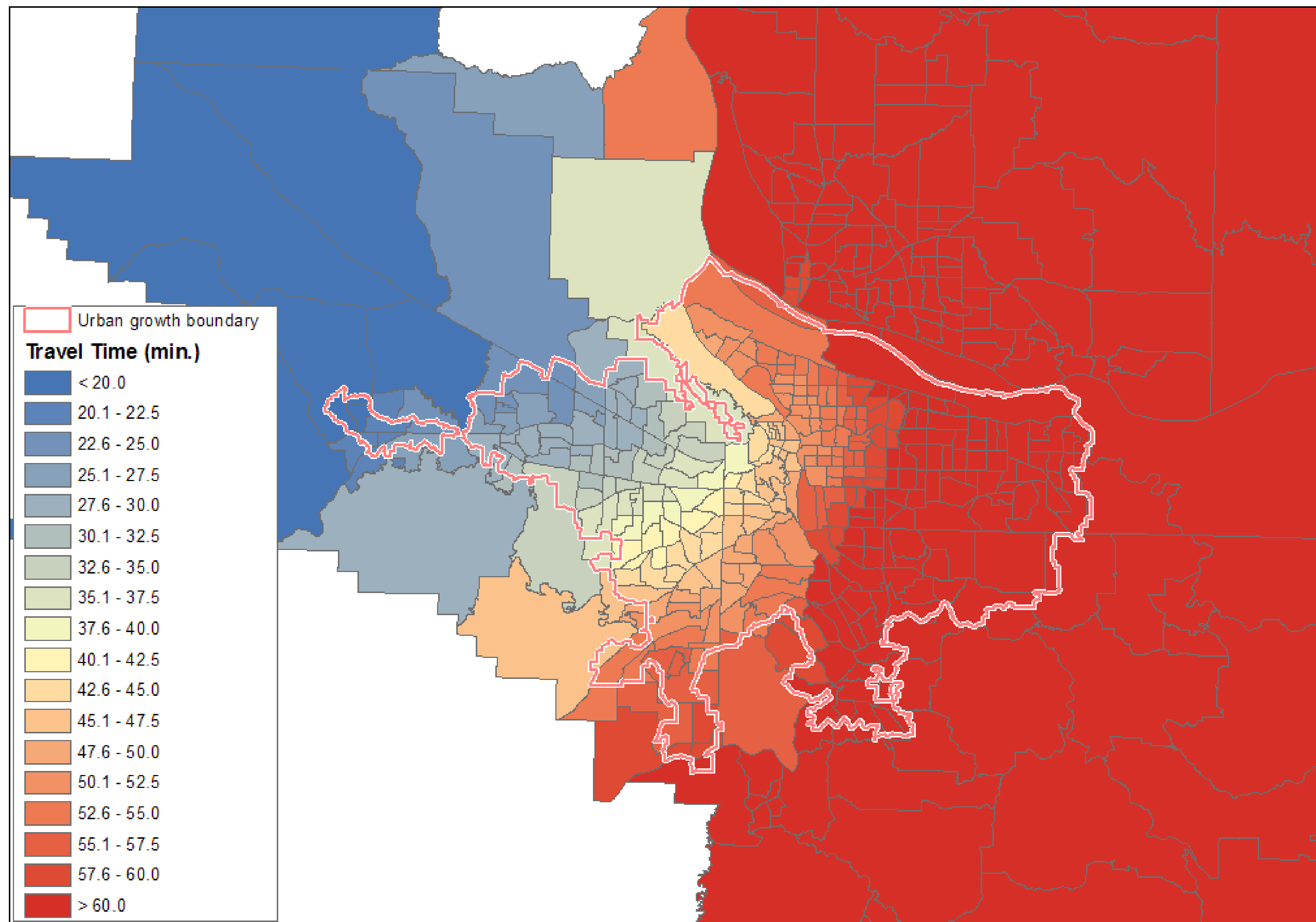
I5 North Travel Time T0: 5 to 6pm



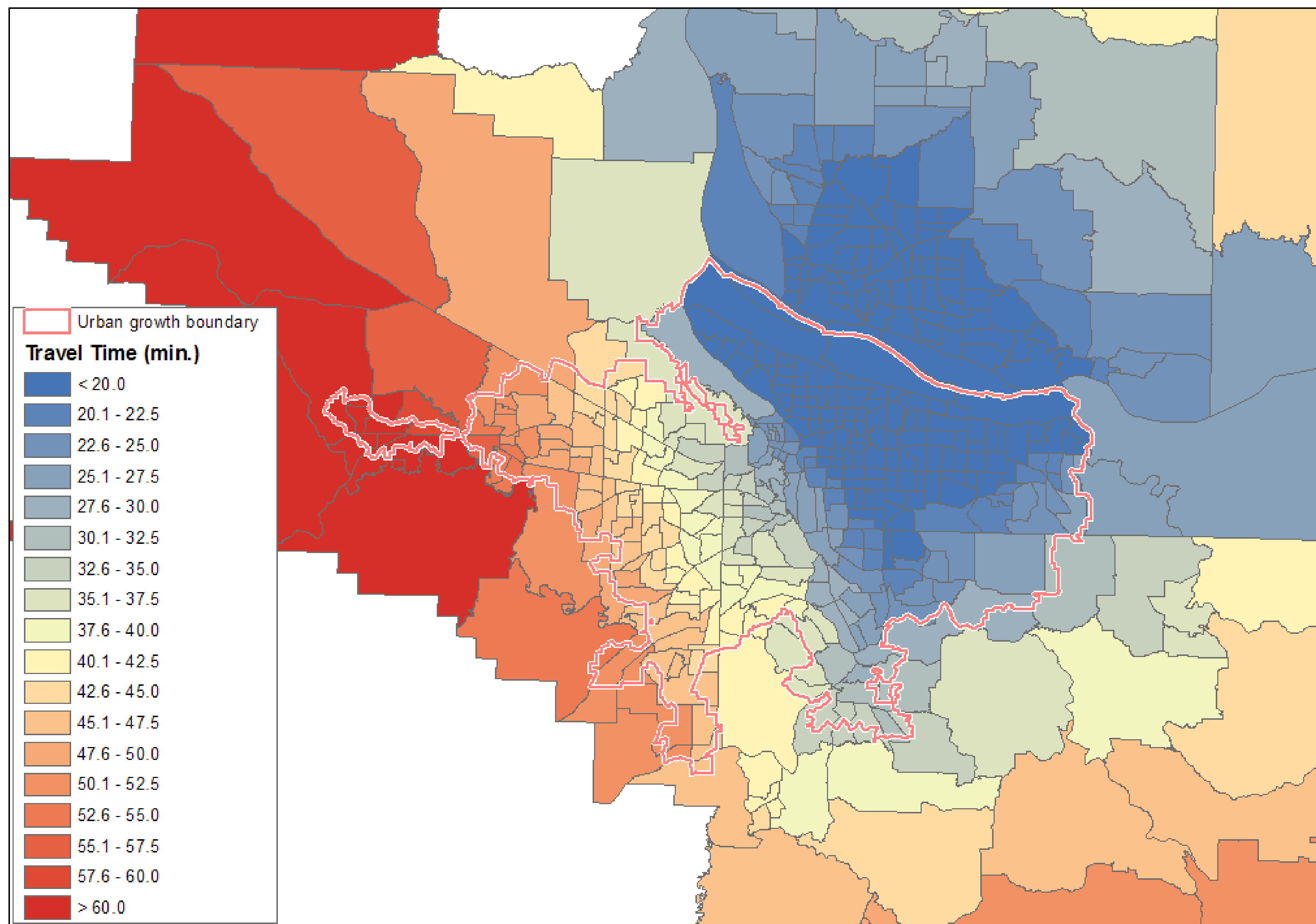
I84 East Travel Time T0: 5 to 6pm

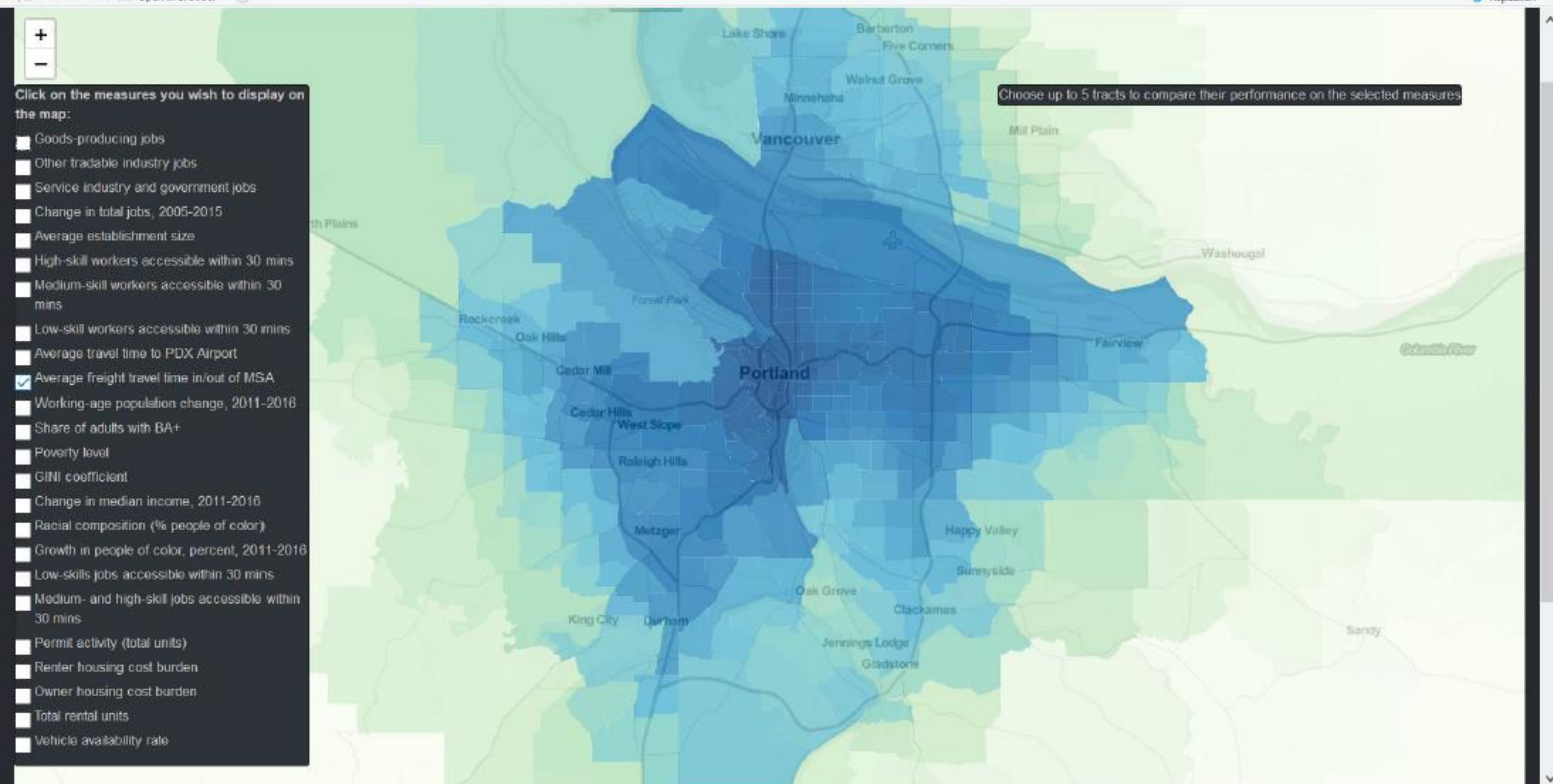


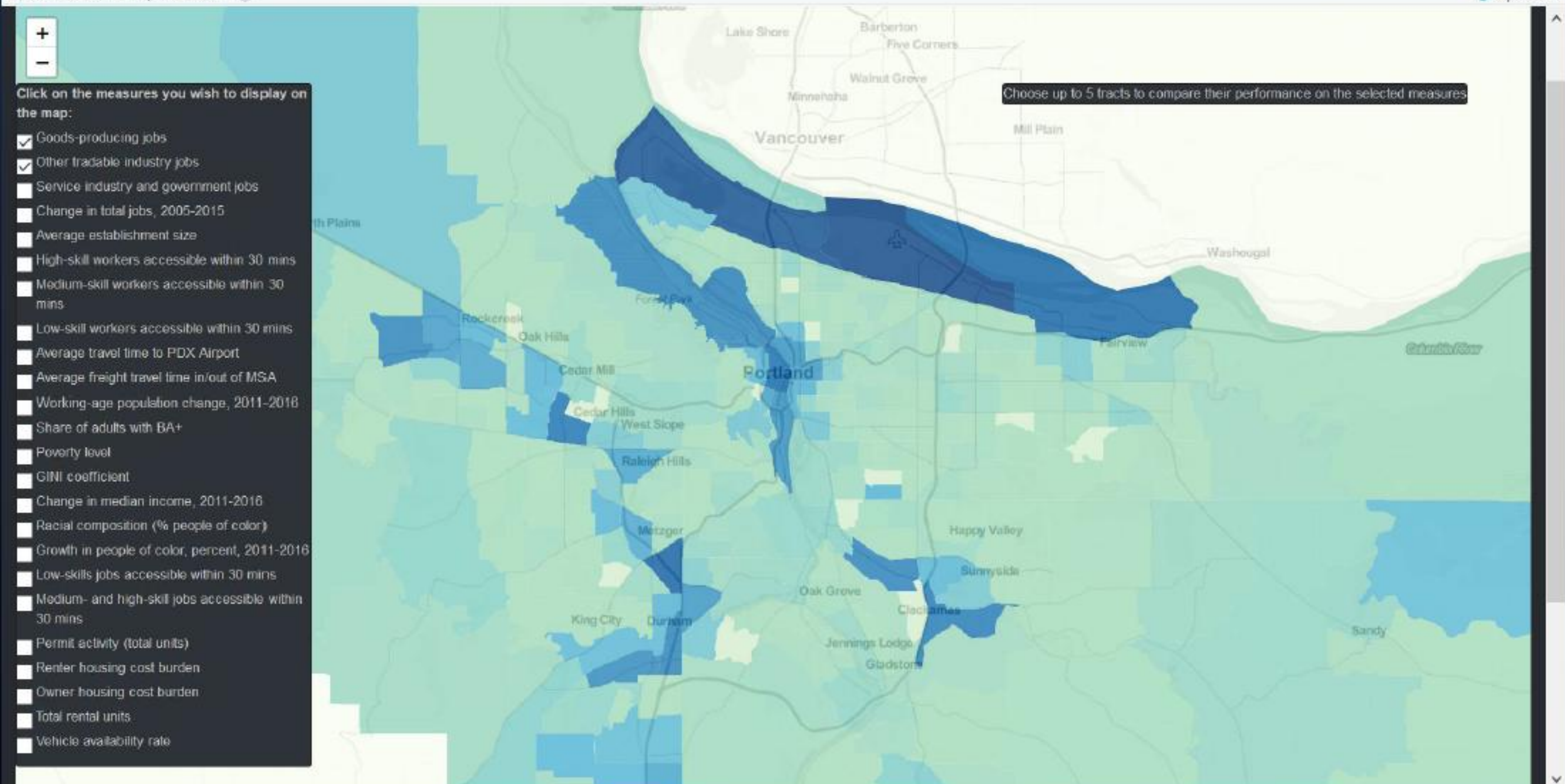
West Exit Avg Travel Time T0: 5 to 6pm

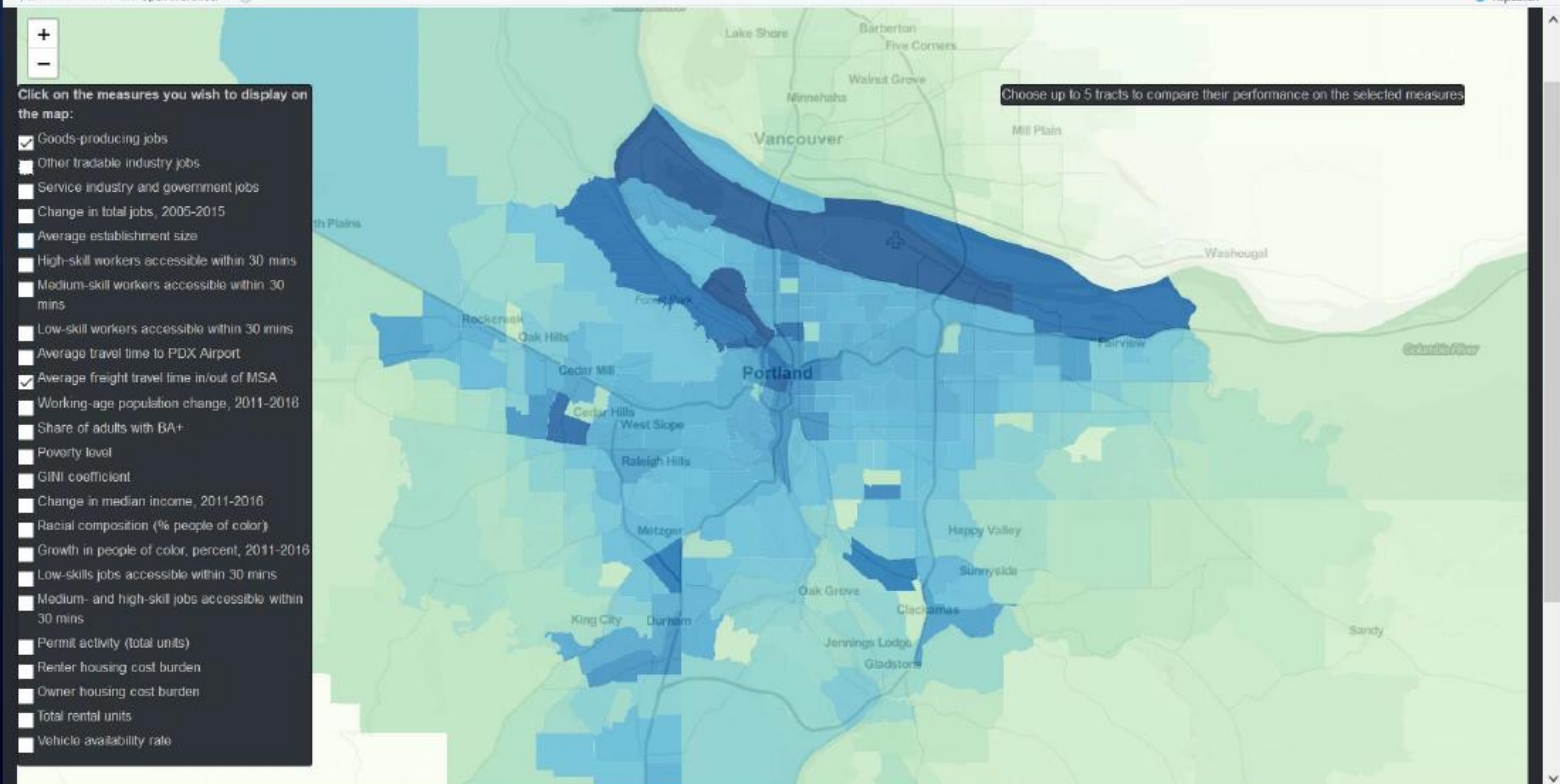


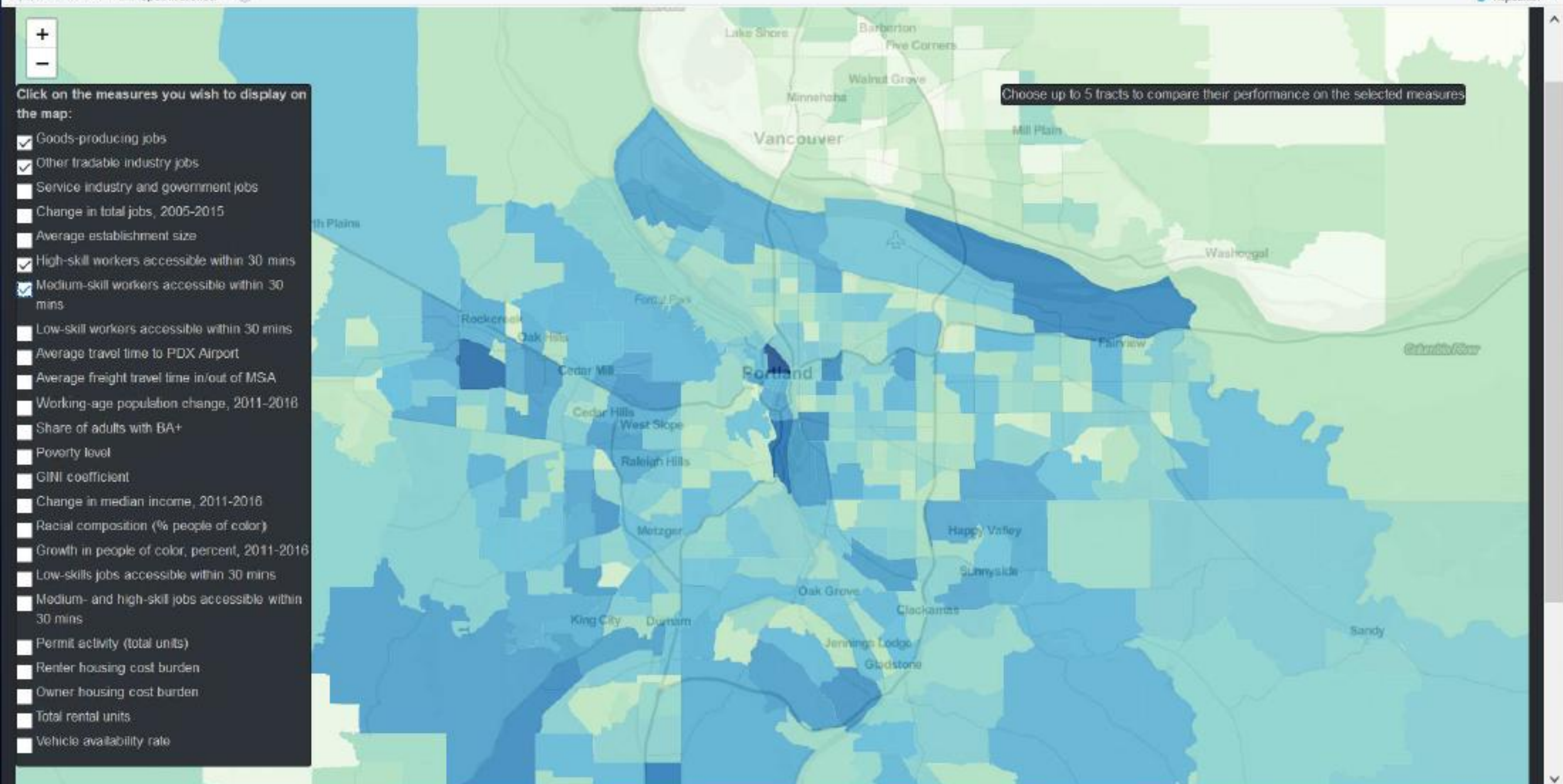
PDX Travel Time T0: 5 to 6pm

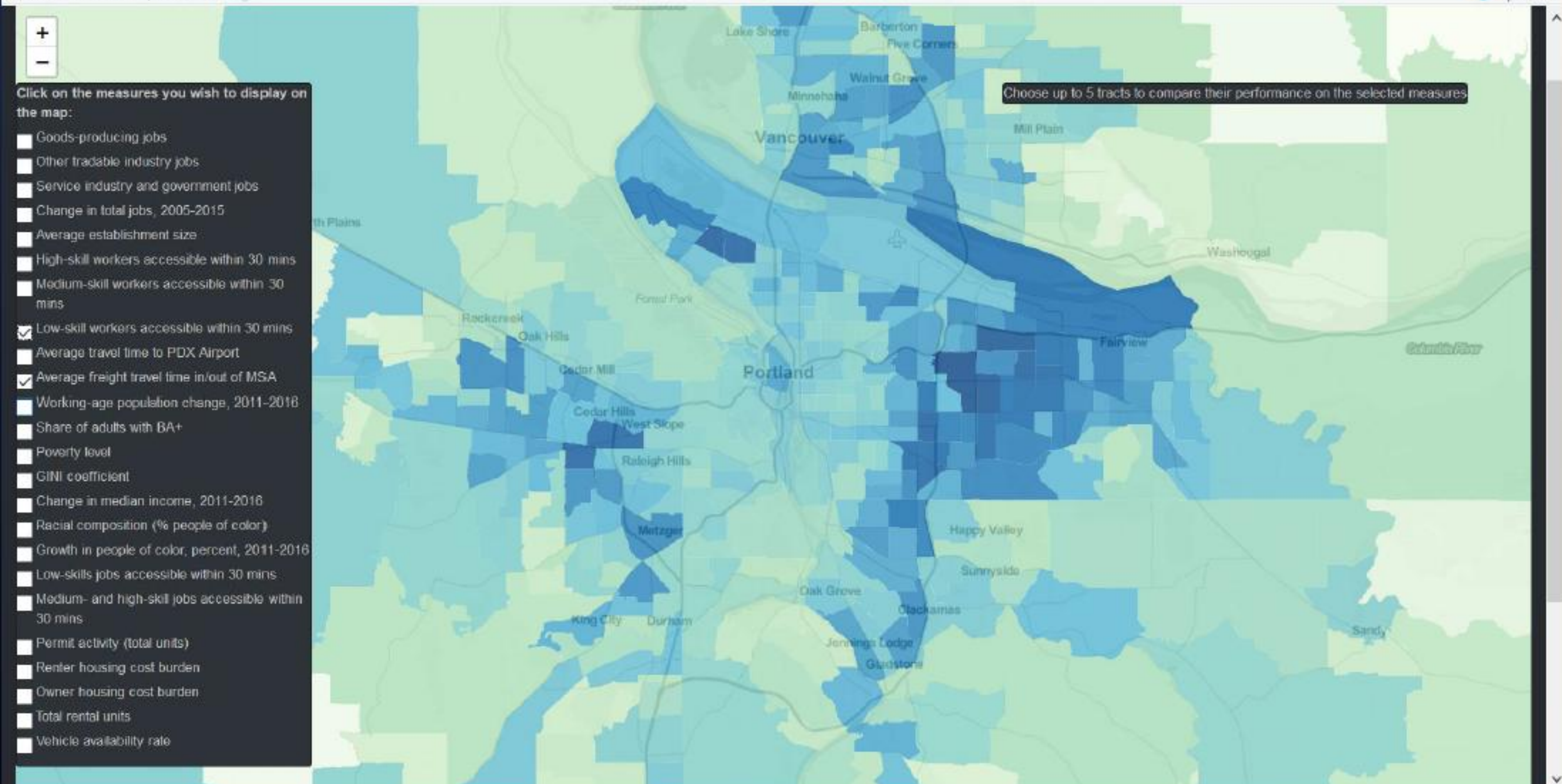


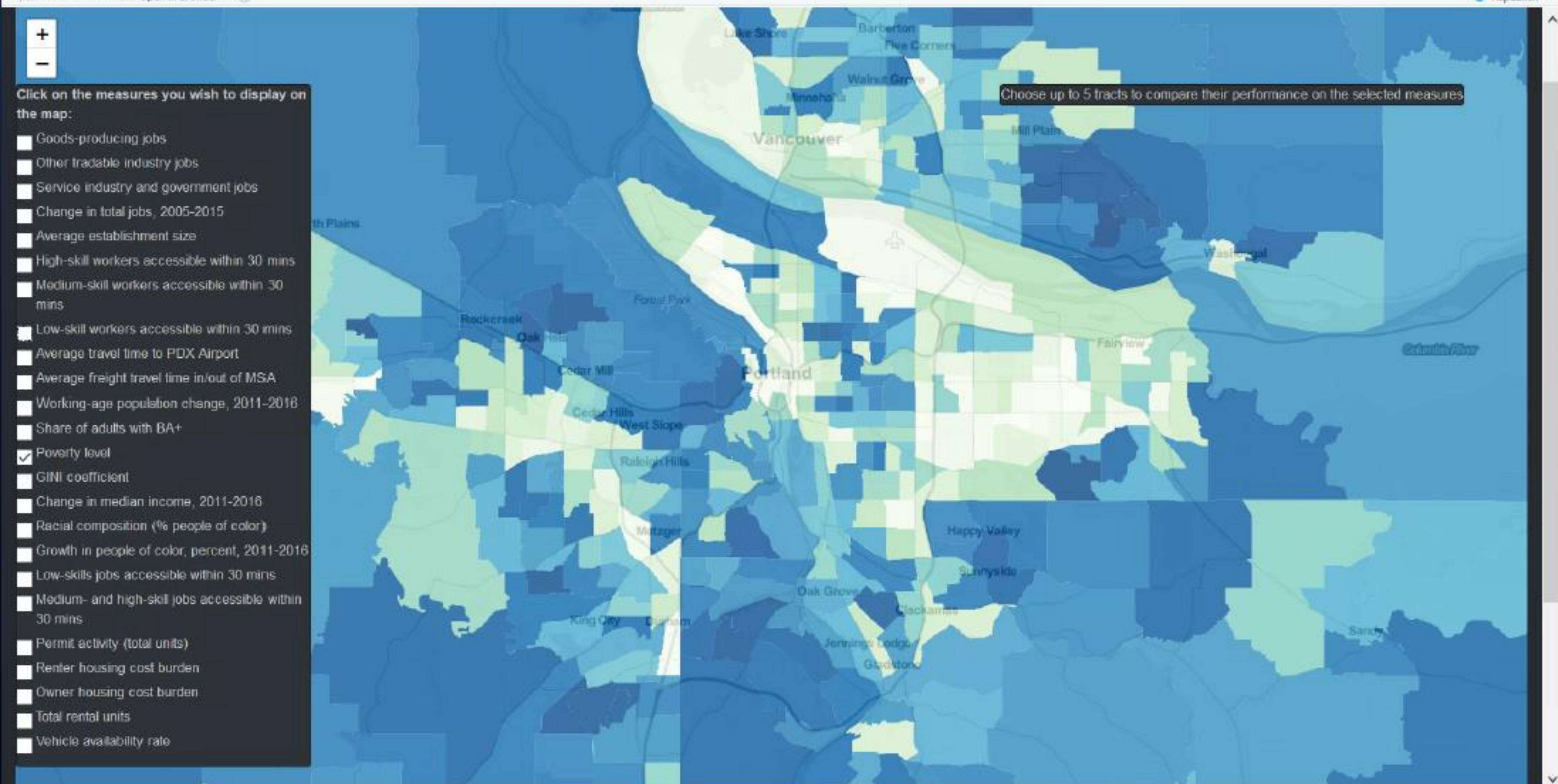


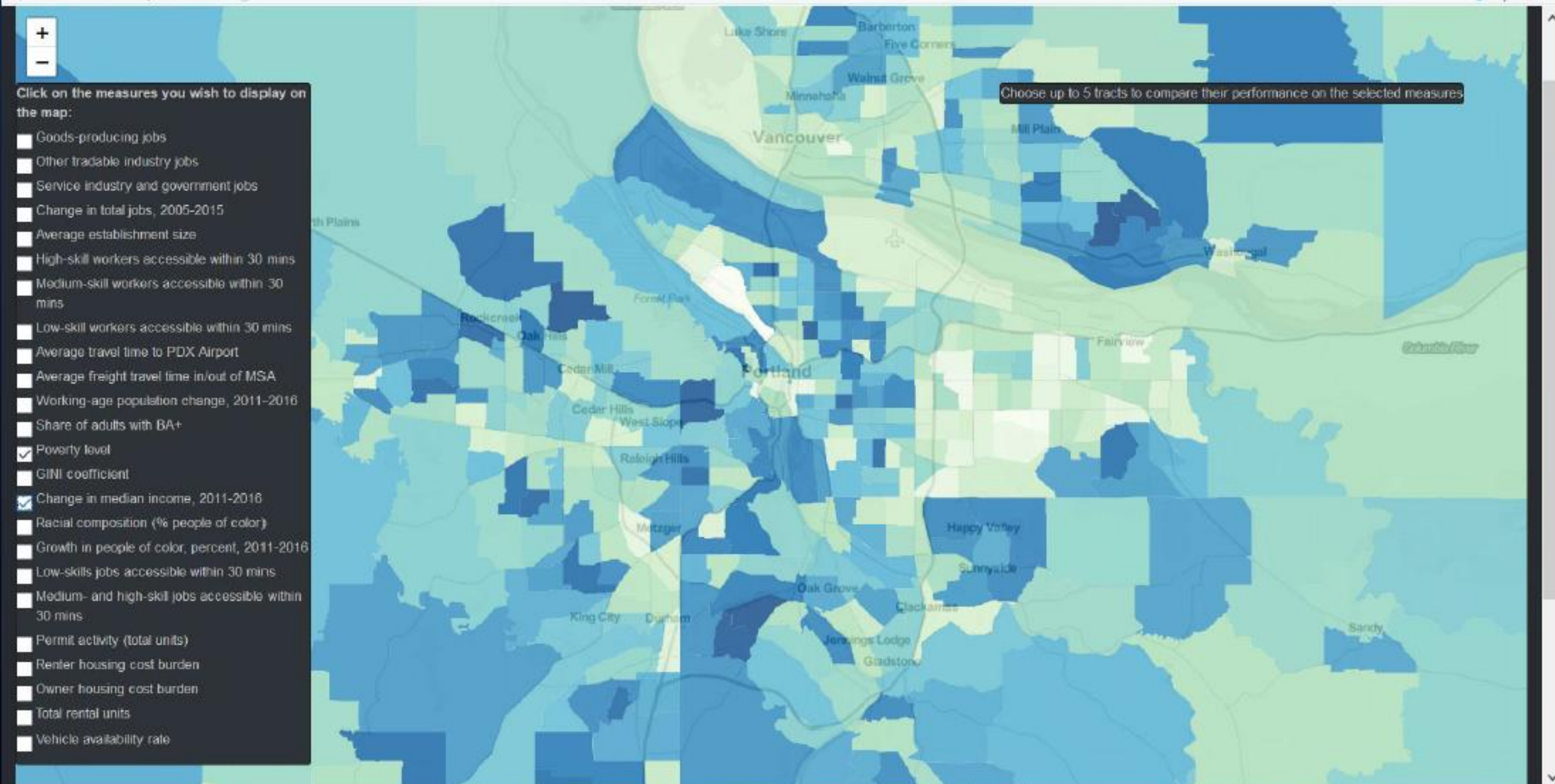


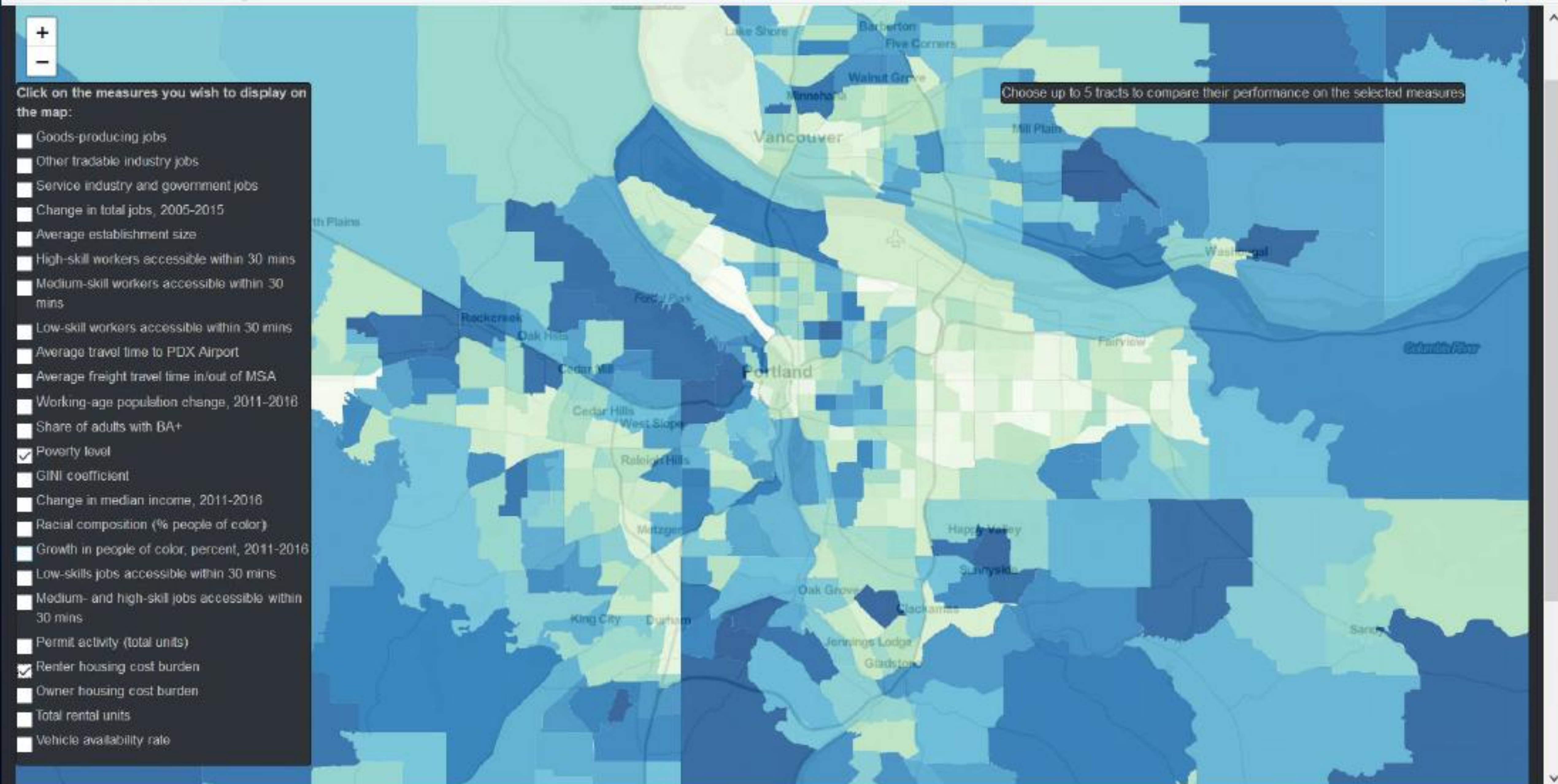


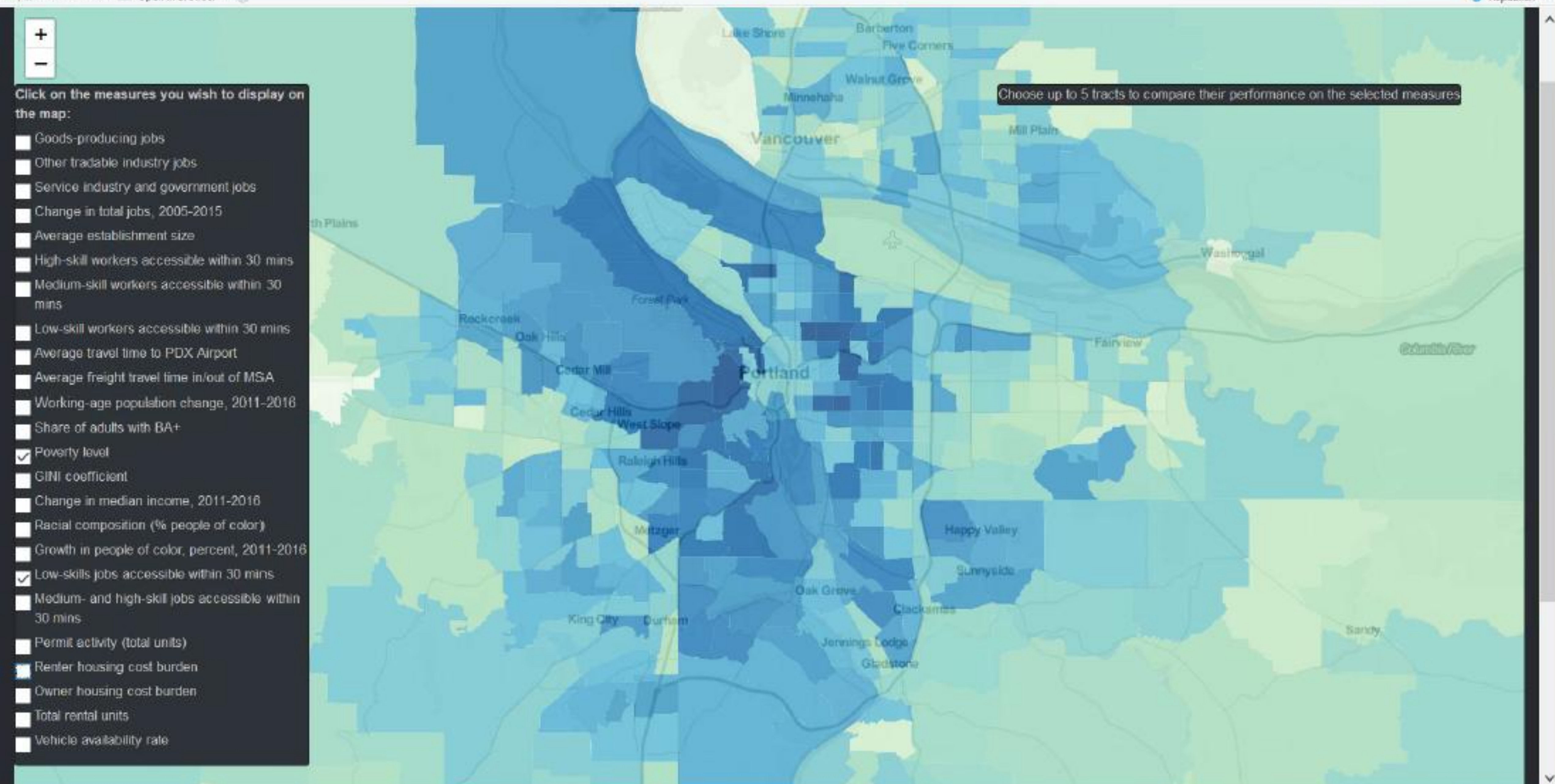












EVA TIMELINE

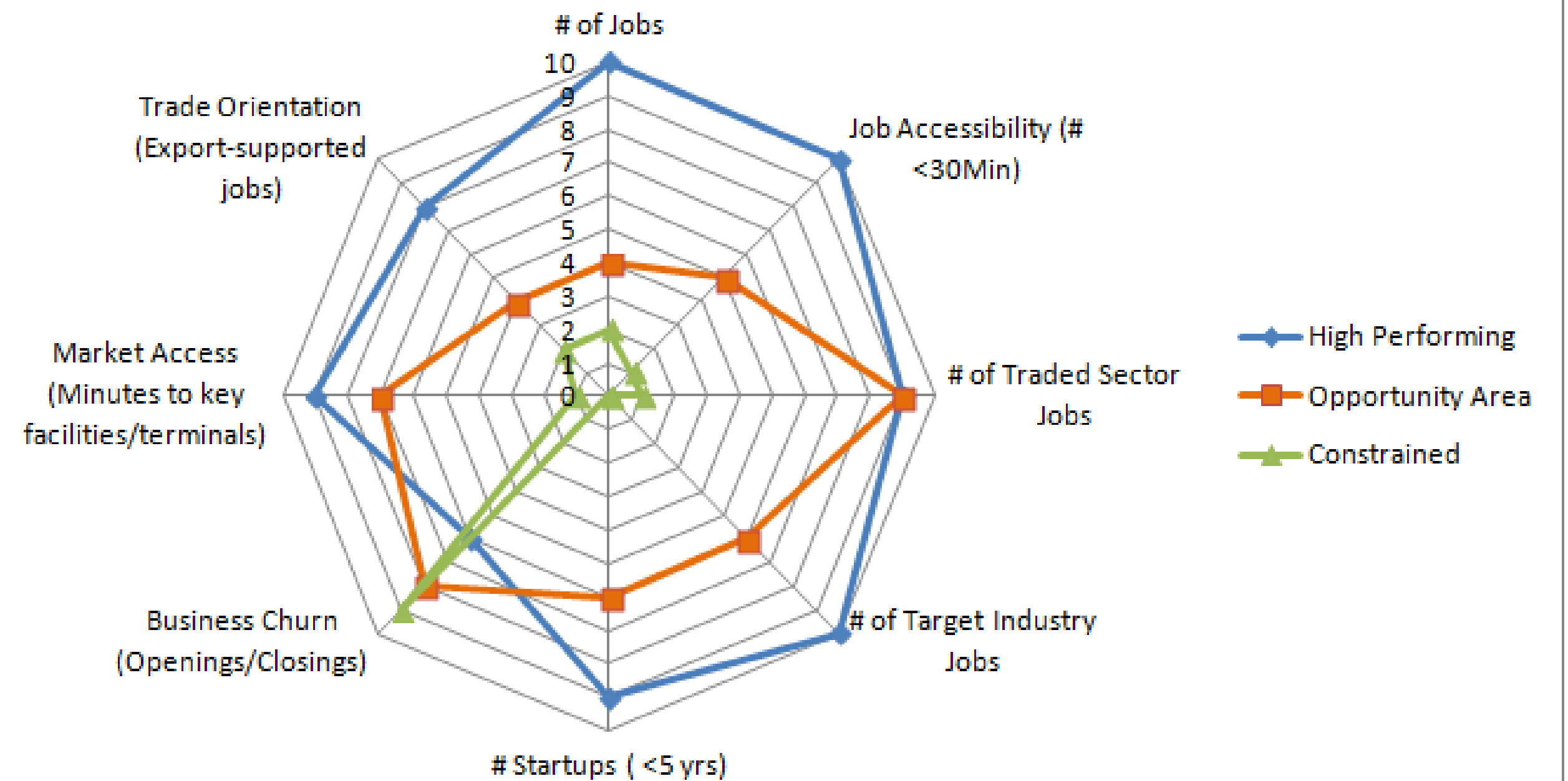
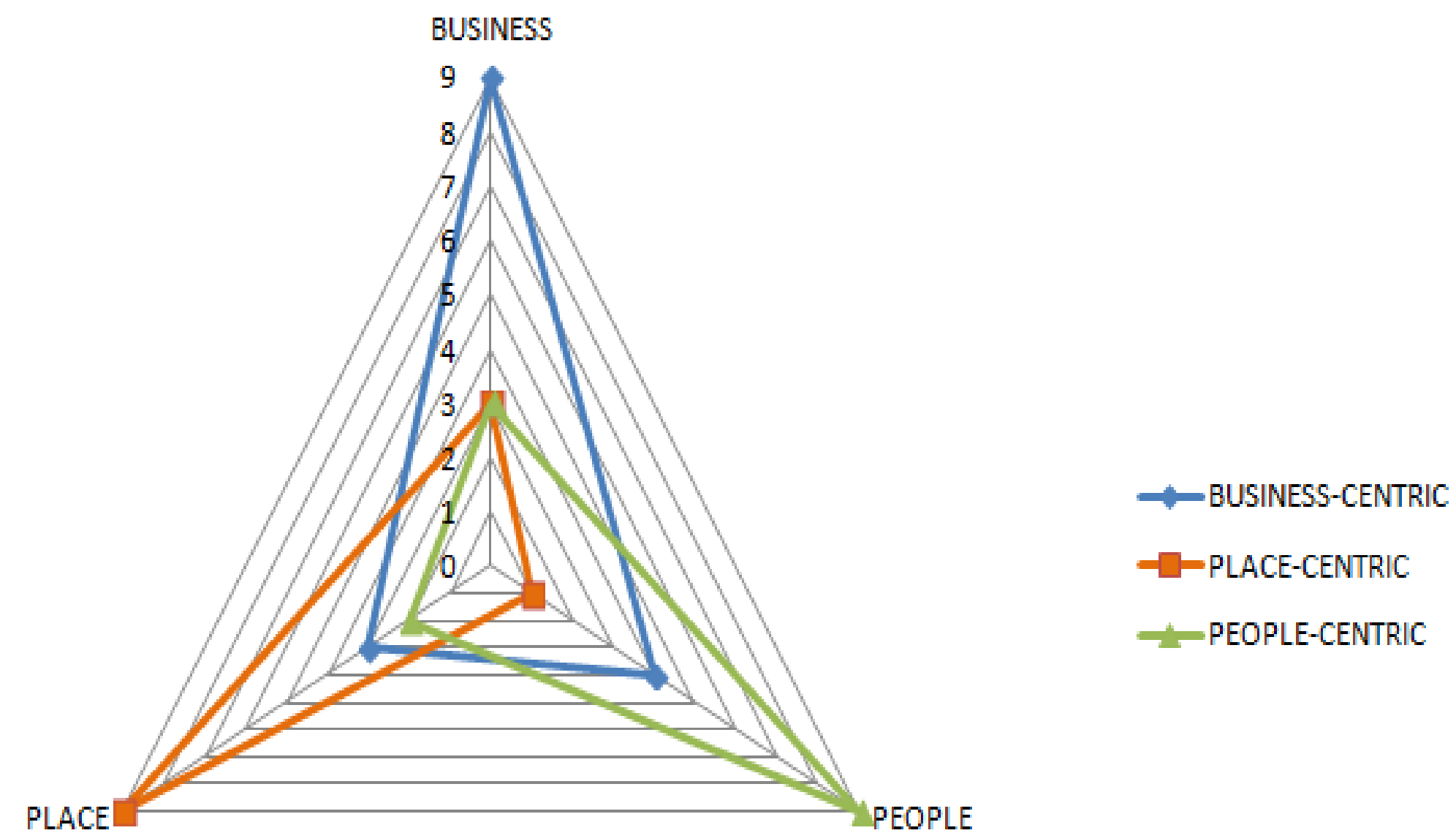


- ✓ • **Market Assessment**
- ✓ • **Data Preparation + Economic Indicators**
- ✓ • **Use Case Interviews**
- ✓ • **EVA Tool Development**
- **Summer 2018 – Testing + Refinement**
- **Fall 2018 – Final Report/Tool + Presentation**
- **Winter 2018/2019 – Early Applications**

Possible Applications: Prioritized for full build out - December 2018

- **EVA SAYS HELLO!** – Display of 30 SECOND + 30 MINUTE + 30 HOUR versions with tutorials.
- **ECONOMIC STRATEGY + EOA STARTER KIT** – Tool to assist jurisdictions in evaluating existing industry conditions and exhibit competitive advantages/disadvantages AND initiate/assist DLCD Economic Opportunity Analysis process.
- **EVA VISUALIZATION TOOL** – Organize map tool to show high/low performance with map outputs and spider graph for pre-selected variables in Business, People, Place AND within each economic value.

SAMPLE OF AREA ECONOMIC ORIENTATION



Possible Applications: Partial build or limited functions - December 2018 + refined in 2019

- **BUSINESS AREA/SITE IDENTIFICATION** – Tools to assist businesses in early area/site identification based on zoning allowances, access to labor pool, existing mobility/connectivity, and other key factors.
- **TRANSPORTATION PROJECT PRIORITIZATION** – Mapping tool that uses RTP/RFFA and RTC criteria + local system plan criteria to support transportation project selection discussions around where it makes sense to invest in different types of transportation.

Possible Applications: Slow Build with significant external input- 2019-2020

- **WORKER OPPORTUNITY TOOLKIT** – Tool to ID where it makes sense to improve access to training opportunities and early assessment of where workers may be exposed to better job opportunities, transit and services access, + more affordable living WITH connections to better workforce development interfaces among partners.
- **OPPORTUNITY COST CALCULATOR** – Backcast local economic conditions on a set of built and/or proposed infrastructure projects? Earlier version could elevate current problems associated with areas where proposed infrastructure improvements attempt to address specific economic needs?

Discussion Questions

- Do the examples of what the EVA can tell us about the economy make sense?
- What are the most important questions regarding the place-based economy that need to be answered?
- What are the most important stories that need to be told and how can the tool contribute most effectively?
- Should there be versions with less selectable layers?

Questions?

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