



600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, April 18, 2019

7:30 AM

Metro Regional Center, Council chamber

1. **Call To Order, Declaration of a Quorum & Introductions (7:30 AM)**
 2. **Public Communication on JPACT Items (7:35 AM)**
 3. **Update from the Chair & JPACT Members (7:10 AM)**
 4. **Consent Agenda (7:15 AM)**
 - 4.1 Resolution No. 19-4983, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving One Project Impacting SMART
Attachments: [Draft Resolution No. 19-4983](#)
[Exhibit A to Draft Resolution No. 19-4983](#)
[Staff Report to Resolution No. 19-4963](#)
[COM](#)
[18-0222](#)
 - 4.2 Consideration of March 21, 2019 Minutes
Attachments: [March 21, 2019 Minutes](#)
[18-5211](#)
 5. **Information/Discussion Items**
 - 5.1 Discussion of Regional Federal Legislative Agenda (7:20 AM)
Presenter(s): Tyler Frisbee, Metro
Bernie Bottomly, TriMet
Attachments: [Policy and Project Memo](#)
[Washington, D.C. and JPACT 2019](#)
[COM](#)
[18-0223](#)
 - 5.2 Resolution No. 19-4979, For the Purpose of Adopting the Fiscal Year 2019-20 Unified Planning Work Program: Recommendation to Metro Council (7:40 AM)
Presenter(s): John Mermin, Metro
Attachments: [Memo: 2019-20 Draft UPWP](#)
[Draft 2019-2020 United Planning Work Program](#)
[COM](#)
[18-0224](#)
-

5.3 Jurisdictional Transfer Assessment (7:50 AM) [COM](#)
[18-0226](#)

Presenter(s): John Mermin, Metro

Attachments: [Memo: Regional Framework for Highway Jurisdictional Transfer](#)

5.4 ODOT 100% Fix-It Leverage List (8:10 AM) [COM](#)
[18-0225](#)

Presenter(s): Mandy Putney, ODOT

Attachments: [2021-2024 STIP First Draft 100% List](#)

6. Adjourn (8:25 AM)

Upcoming JPACT Meetings

- *Thursday, May 16, 2019*
- *Thursday, June 20, 2019*
- *Thursday, July 18, 2019*

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro의 不歧视公告

尊重人權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamaataa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metro의 差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទៅកាន់គេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលការបកប្រែលោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.



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

2019 JPACT Work Program
As of 4/8/19

Items in italics are tentative

<p><u>April 18, 2019</u></p> <ul style="list-style-type: none"> • Resolution No. 19-4983, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving One Project Impacting SMART (AP19-08-APR) (consent) • Discussion of Regional Federal Legislative Agenda (Tyler Frisbee, Metro, and Bernie Bottomly, TriMet; 20 min) • Jurisdictional Transfer Assessment (John Mermin, Metro; 20 min) • ODOT 100% Fix-It Leverage List (Mandy Putney, ODOT; 15 min) 	<p><u>May 16, 2019</u></p> <ul style="list-style-type: none"> • Resolution No. 19-4979, For the Purpose of Adopting the Fiscal Year 2019-20 Unified Planning Work Program: Recommendation to Metro Council* (John Mermin, Metro; 15 min) • T2020 Transportation Regional Investment Measure (Andy Shaw and Tyler Frisbee, Metro; 15 min) • <i>Emergency Transportation Routes Update</i> • <i>Enhanced Transit/STIF Funding For Project Development (with TriMet)</i> • <i>TV Highway Corridor Plan</i> • <i>Congestion Pricing (ODOT & City of Portland; 15 min)</i>
<p><u>June 20, 2019</u></p> <ul style="list-style-type: none"> • <i>RTO/Safe Routes to Schools</i> • <i>Freight Commodity</i> 	<p><u>July 18, 2019</u></p> <ul style="list-style-type: none"> • <i>Mobility Policy Update*</i> • <i>SW Corridor – Marquam Hill Connector (TriMet)</i> • <i>Burnside Bridge (Multnomah County)</i>
<p><u>August 15, 2019</u></p>	<p><u>September 19, 2019</u></p> <ul style="list-style-type: none"> • <i>Regional Flex Funds</i>

<p><u>October 17, 2019</u></p> <ul style="list-style-type: none"> • <i>TSMO Strategy</i> • <i>Regional Flexible Funds</i> • <i>SW Corridor: Marquam</i> 	<p><u>November 21, 2019</u></p> <ul style="list-style-type: none"> • <i>Mobility Update</i>
<p><u>December 19, 2019</u></p> <ul style="list-style-type: none"> • <i>Regional Flexible Funds: Recommendation to Metro Council</i> • <i>T2020 Transportation Regional Investment Measure Update</i> • <i>Emergency Transportation Routes Update</i> 	

Parking Lot:

**4.1 Resolution No. 19-4983, For the Purpose of Adding or Amending Existing Projects to the
2018-21 Metropolitan Transportation Improvement Program Involving One Project Impacting
SMART (AP19-08-APR)**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 18, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR) RESOLUTION NO. 19-4983
AMENDING EXISTING PROJECTS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING ONE) Martha Bennett in concurrence with
PROJECT IMPACTING SMART (AP19-08-APR)) Council President Lynn Peterson

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

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

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

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

WHEREAS, the South Metro Area Regional Transit Agency (SMART) in Wilsonville received a \$320,000 Federal Transit Agency (FTA) discretionary grant under the 2016 FTA Section 5339(b) Bus and Bus Facilities program grant for the purchase of a new replacement bus; and

WHEREAS, FTA's 5339(b) Bus and Bus Facilities Program is a discretionary funding program with the purpose to improve the condition of the nation's public transportation bus fleets, expand transportation access to employment, educational, and healthcare facilities, and to improve mobility options in rural and urban areas throughout the country; and

WHEREAS, the 5339(b) funding award will enable SMART to purchase one replacement 30-foot low-floor, American Disabilities Act compliant diesel bus which will replace a high-floor bus which will provide improved accessibility for SMART ridership; and

WHEREAS, SMART is matching the \$320,000 5339(b) grant award with \$130,000 of their local funds as the project match resulting in a total project cost of \$450,000; and

WHEREAS, all amended projects were evaluated against seven 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 April 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the April 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 April 5, 2019 and approved the amendment approval recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on April 18, 2019 to formally amend the 2018-21 MTIP to include the April 2019 Formal Amendment bundle consisting of one project.

ADOPTED by the Metro Council this _____ day of _____ 2019.

Lynn Peterson, Council President

Approved as to Form:

Nathan A.S. Sykes, Acting Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 19-4983



Proposed March 2019 Formal Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **AP19--08-APR**
 Total Number of Projects: 1

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
New TBD	New TBD	SMART	FY 2016 Bus Replacement (SMART)	FTA 5339(b) 2016 Discretionary Funding Award, D2016-BUSP-042, procurement of one low-floor 30-foot replacement bus	ADD NEW PROJECT: The formal amendment adds SMART's discretionary FTA 5339(b) grant award to the MTIP enabling them to move forward and receive their grant funds to purchase 1 replacement 30-foot low-floor, ADA compliant, diesel bus



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
Exhibit A to Resolution 19-4983
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
New Project
Initial Programming

Lead Agency: SMART		Project Type:	Transit	ODOT Key:	New
Project Name: Purchase 1 Replacement 30 ft Low-Floor Diesel Bus (SMART) (FY 2016 Bus Replacement (SMART))		ODOT Type:	Bike/Ped	MTIP ID:	New
		Capacity Enhancing:	No	Status:	T22
Short Description: FTA 5339(b) 2016 Discretionary Funding Award , D2016-BUSP-042, procurement of one low-floor 30-foot replacement bus		Conformity Exempt:	Yes	RTP ID:	11107
		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2019	Past Amend:	0
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Years Active:	1	OTC Approve:	No

Detailed Description: In the city of Wilsonville area for SMART in the southern Metro MPO region, procure one low-floor 30-foot replacement bus per FTA 5339(b) 2016 Discretionary Funding Award, D2016-BUSP-042

STIP Description: TBD

PROJECT FUNDING DETAILS

Fund Type Code	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5339(b)	TBD	2019					\$ 320,000	\$ 320,000
							\$	-
							Federal Total:	\$ 320,000
State Funds								
							\$	-
							State Total:	\$ -
Local Funds								
Local	Match	2019					\$ 80,000	\$ 80,000
Other	OTH0	2019					\$ 50,000	\$ 50,000
							Local Total	\$ 130,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 450,000	\$ 450,000
Year Of Expenditure (YOE):								\$ 450,000

Notes and Changes:

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

Amendment Summary:

The formal amendment adds this new project to the 2018 MTIP for SMART. The programming will allow SMART to move forward and receive their grant award to procure one replacement 30-foot diesel bus. Project funding originates from a discretionary award from the FTA 5339(b) Bus and & Bus Facilities Investment Program consisting of \$320,000 of 5339(b) funds. The purpose of the Bus Program is to improve the condition of the nation's public transportation bus fleets, expand transportation access to employment, educational, and healthcare facilities, and to improve mobility options in rural and urban areas throughout the country.

RTP References:

> RTP ID: 11109 - Bus Replacements - including Alternative Fuel Vehicles

> RTP Description: Purchase buses to replace those that are out of date, unreliable or inoperable. Replacements buses could include alternative fuel vehicles or autonomous vehicles.

Fund Codes:

> 5339(b) = Federal Transit Agency (FTA) discretionary funding program with the purpose to improve the condition of the nation's public transportation bus fleets, expand transportation access to employment, educational, and healthcare facilities, and to improve mobility options in rural and urban areas throughout the country.

> Local = Local agency funds provided by the agency in support of the required match to the federal or state funds.

> Match note: Local match set at standard 20% requirement (\$80,000) with the remaining \$50,000 programmed as overmatch to the project.

Amendment Review and Development Personnel:

> Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Mass Transit, Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.

> ODOT LAL: Not Applicable.

> Project Manager or Agency Contact: Elli Work

> Metro MTIP Programming Manager: Ken Lobeck.

> ODOT Region 1 STIP Coordinator: Gabriela Garcia

Memo

Date: Friday, April 5, 2019
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: April 2019 MTIP Formal Amendment plus Approval Request of Resolution 19-4983

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING ONE PROJECT IMPACTING SMART (AP19-08-APR)

BACKGROUND

What This Is:

The April 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting SMART. One project comprises the amendment bundle.

What is the requested action?

TPAC recommends approval from JPACT for resolution 19-4983 and then on to the Metro Council enabling SMART's new project to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

The summary of the one project is shown in the below table:

Proposed April 2019 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: AP19-08-APR Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
New 21462	New TBD	SMART	FY 2016 Bus Replacement (SMART)	FTA 5339(b) 2016 Discretionary Funding Award, D2016-BUSP-042, procurement of one low-floor, ADA compliant, 30-foot replacement bus	ADD NEW PROJECT: The formal amendment adds SMART's discretionary FTA 5339(b) grant award to the MTIP enabling them to move forward and receive their grant funds to purchase the replacement 30-foot diesel bus

A detailed summary of the SMART’s new project being add to the MTIP is provided in the tables on the following pages.

Project 1: FY 2016 Bus Replacement (SMART) (New Project)			
Lead Agency:	SMART		
ODOT Key Number:	New TBD	MTIP ID Number:	New TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: In the city of Wilsonville area for SMART in the southern Metro MPO region, purchase one low-floor, 30-foot, ADA compliant, replacement bus per FTA 5339(b) 2016 Discretionary Funding Award, D2016-BUSP-042 Source: New MTIP project Funding: Federal Transit Agency discretionary Section 5339(b) funding award Type: Transit Location: In the city of Wilsonville area for SMART Cross Streets: N/A Mile Post Limits: N/A Bus Type Purchase: Replacement Current Status Code: T22 = Programming actions in progress or programmed in current MTIP STIP Amendment Number: TBD MTIP Amendment Number: AP19-08-APR 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>SMART received a discretionary FTA funding award from the 2016 5339(b) Discretionary program. FTA’s Section 5339(b) Bus and Bus Facilities program purpose is to improve the condition of the nation’s public transportation bus fleets, expand transportation access to employment, educational, and healthcare facilities, and to improve mobility options in rural and urban areas throughout the country.</p> <p>The 5339(b) Discretionary program addresses FTA’s statutory requirement to “consider the age and condition of buses, bus fleets, related equipment, and bus-related facilities”. FTA will prioritize projects that demonstrate how they will address significant repair and maintenance needs, improve the safety of transit systems, deploy connective projects that include advanced technologies to connect bus systems with other networks, and support the creation of ladders of opportunity.</p> <p>From the 2016 5339(b) Discretionary Project call, SMART was awarded 5339(b) funds to purchase 1 replacement 30-foot low-floor, ADA compliant diesel bus. The new vehicle will replace a high-floor bus, which creates accessibility challenges for SMART’s growing number of elderly and disabled riders. SMART is committed to converting our fleet to low-floor buses as replacements occur.</p> <p>The 5339(b) grant award is \$320,000 which SMART is matching with \$130,000 for a total project cost of \$450,000</p> <p>Added note: Subsequent discussions with FTA over the standard project naming convention rules in the STIP and MTIP resulted in a more general name to be used for the project. The revised name is now “FY 2016 Bus Replacement (SMART)”. The project description will provide additional clarifying remarks about the bus purchase.</p>		

Additional Details:	Timing for MTIP programming and approval is urgent to enable sufficient time for SMART to submit their TrAMS transit grant request to FTA for approval to begin expending funds before the end of September 2019. Original grant award occurred on October 12, 2016.				
	Federal Register / Vol. 81, No. 197 / Wednesday, October 12, 2016 / Notices 70485				
	TABLE 1—FY 16 GRANTS FOR BUSES AND BUS FACILITIES COMPETITION PROJECT SELECTIONS—Continued				
	State	Recipient	Project ID	Project description	Allocation
NY	New York City Department of Transportation.	D2016-BUSP-038	Construct a combination of bus lanes, stations, refurbished bus stops and transfer points, safety improvements, and transit signal priority and signal timing changes.	4,273,771	Recommended.
OH	Ohio Department of Transportation.	D2016-BUSP-039	Purchase replacement transit vehicles for rural service.	6,691,634	Highly Recommended.
OK	Central Oklahoma Transportation and Parking Authority.	D2016-BUSP-040	Purchase CNG replacement buses.	1,932,000	Highly Recommended.
OK	Oklahoma Department of Transportation.	D2016-BUSP-041	Purchase replacement ADA transit vehicles.	3,590,154	Highly Recommended.
OR	City of Wilsonville—SMART Transit	D2016-BUSP-042	Purchase low-floor 30-foot replacement bus.	320,000	Highly Recommended.
PA	River Valley Transit (Williamsport, AA).	D2016-BUSP-043	Purchase CNG replacement buses.	2,040,000	Highly Recommended.
PA	Southeastern Pennsylvania Transportation Authority (SEPTA).	D2016-BUSP-044	Rehabilitate Wissahickon Transit Center.	4,000,000	Highly Recommended.
PA	Transportation and Motor Buses for Public Use Authority (Altoona, PA).	D2016-BUSP-045	Purchase replacement transit buses.	864,000	Highly Recommended.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, new projects being added to the MTIP require a formal/full amendment.				
Total Programmed Amount:	The total project programming amount is \$450,000 or which \$320,000 is federal FTA 5339(b)				
Added Notes:	FTA verified the grant award to SMART				

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.

- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network

- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP

- 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.

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

- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the February 2019 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
---------------	--------------------

- Initiate the required 30-day public notification process..... March 27, 2019
- TPAC notification and approval recommendation..... April 5, 2019
- **JPACT approval and recommendation to Council..... April 18, 2019***

- Completion of public notification process..... April 25, 2019
- Metro Council approval..... May 2, 2019

Notes:

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

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	May 6, 2019
• Amendment bundle submission to ODOT for review.....	May 7, 2019
• Submission of the final amendment package to USDOT.....	May 7, 2019
• ODOT clarification and approval.....	Mid-April, 2019
• USDOT clarification and final amendment approval.....	Late April-early May, 2019

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION:

TPAC recommends the approval of Resolution 19-4983.

- TPAC approval date: April 5, 2019

No attachments

4.2 Consideration of March 21, 2019 Minutes

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 18, 2019
Metro Regional Center, Council Chamber



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

March 21, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)

Nina DeConcini

Craig Dirksen

Roy Rogers

Bob Stacey

Carley Francis

Karylenn Echols

Denny Doyle

Doug Kelsey

Temple Lentz

Chloe Eudaly

AFFILIATION

Metro Council

Oregon Department of Environmental Quality

Metro Council

Washington County

Metro Council

Washington State Department of Transportation

City of Gresham, Cities of Multnomah County

City of Beaverton, Cities of Washington County

TriMet

Clark County

City of Portland

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Emerald Bogue

Jim Bernard

Bart Hansen

Mandy Putney

Theresa Kohlhoff

AFFILIATION

Port of Portland

Clackamas County

City of Vancouver

Oregon Department of Transportation

City of Lake Oswego, Cities of Clackamas County

OTHERS PRESENT: Dwight Brasher, Ina Levin, Mark Graf, Jef Dalin, and Anna Slatinsky

STAFF: Margi Bradway, Ted Leybold, Dan Kaempff, Nathan Sykes, Ernest Hayes, Sara Farrokhzadian, Sima Anekonda

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

JPACT Chair Shirley Craddick called the meeting to order at 7:30 AM. She asked members, alternates and meeting attendees to introduce themselves.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

Mr. Ron Swaren—conveyed that the Washington Legislature was looking to replace a bridge on I-5, but stated that the replacement would affect a number of different areas. He summarized technical alternatives called the Western Arterial Highway and mentioned the roads and bus routes it would connect. He concluded that the Western Arterial Highway alternatives were simpler than the other ideas that were proposed.

Jillian Detweiler, Street Trust—recognized that the Regional Flexible Funds were vital for walking, biking and transportation.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Craddick announced that Metro needed to submit compliance for the 2019 Compliance Report. She explained the report was the urban growth functional plan. Chair Craddick recalled that the COO submitted a report on February, 28, 2019 to MPAC and JPACT as an informal inaction item. She said that there was also compliance with the regional transportation functional plan.

Chair Craddick announced that a policy maker forum would take place on April 22, 2019 at Metro. She stated that it was a special event for JPACT, MPAC, and other members. She said that Beth Osborn with Transportation for America would speak at the event. Chair Craddick mentioned that the forum would include a discussion on transportation outcomes.

Chair Craddick acknowledged Metro's responsibility on the Unified Planning Work Program. She stated that staff was drafting a document for this program. She highlighted that the draft would go to JPACT in April 2019. She stated that JPACT would take action on the draft in May 2019.

Chair Craddick highlighted that a demographic survey would be sent to JPACT members. She mentioned that they survey was a part of Metro's Title VI responsibilities under the Federal Highway and Administration Guidelines and was also a Diversity Action Plan item which called for periodic demographic analysis.

4. FEDERAL LEGISLATIVE AGENDA UPDATE

Ms. Tyler Frisbee stated that topics at the federal level moved quickly and sporadically. She provided a high level review of the federal level and noted that Chairman DeFazio was tasked to bring an infrastructure plan on the floor in May or June 2019. She said that the bill included transportation along with other items and noted that it would act mainly as a funding bill. Ms. Frisbee noted that Chairman Borasio reauthorized the

transportation legislation which would not expire for another two years. She cited that rail and transit issues were handled in different committees. Ms. Frisbee stated that it moved with earmarks as normal. She discussed that the JPACT trip focused on bringing policy issues forward and that staff worked carefully as a region to make their case.

Mr. Bernie Bottomly emphasized that the future of certain pieces of legislation was obscure. He said that staff worked at the local level to develop a set of priorities. He said that it was vital to not choose winners and losers in the region who would spend time trying to sort out their differences rather than working on the bill itself. Mr. Bottomly said that there were narrow limits to what could be obtained from a federal bill and spoke to how projects were picked. He mentioned that previous experiences where earmarks were not in place, ultimately causing hundreds of projects to remain incomplete. He said it was vital to pick projects that advance the regional strategy. He identified the following projects which spoke to the regional strategy: the I-295 Abernathy Bridge Work, the Barbur Viaducts, and safety projects.

Member discussion included:

- Commission Chloe Eudaly commented on the highway project and voiced appreciation for ODOT's dedication to pedestrian safety on pedestrian highways. She spoke to projects that were out of scale and cited other developments that were more appropriately sized. She then provided an anecdote about the importance of pedestrian safety
- Councilor Craig Dirksen supported for the projects listed. He said that viaducts needed to be replaced. He said that if the viaduct project was used in conjunction with the SW Corridor Light Rail plan, then it would address highway issues, alignment for light rail, as well as bike and pedestrian interests. He recommended that a compilation of arterial streets in need of improvement be created and put forward to the federal government. He remarked that improvements to alternative routes needed to be made.
- Commissioner Roy Rogers supported the viaduct project and highlighted that identifying projects would be an evolving process.
- Ms. Margi Bradway mentioned that next course of action was to bring a resolution to an upcoming JPACT meetings. Commissioner Rogers acknowledged that many jurisdictions already drafted a resolution in their own terms and hoped that those three items would be incorporated.
- Councilor Bob Stacey agreed with Commissioner Rogers and noted that this was a strong package which reflected the region's best intentions. He conveyed excitement for the collaborative support for the viaduct project. He then asked if there were enough dollars to create additional capacity as well as implement other projects. Ms. Putney stated that the projects do not yet have funding and that there was a scope of development for each project. She clarified that staff was seeking funding, not replacing funding.

5. CONSENT AGENDA

MOTION: Mayor Denny Doyle moved and Councilor Theresa Kohlhoff seconded to approve the consent agenda.

ACTION: With all in factor, the motion passed.

6. ACTION ITEMS

6.1 Resolution No. 19-1959, For the Purpose of Adopting the 2022-2024 Regional Flexible Funds Allocation Policy Statement for the Portland Metropolitan Area

Mr. Dan Kaempff provided an overview of the policy document and highlighted it closely followed the previous policy direction. He said that a two-step funding framework would be retained, which included 1) a regional bond commitments and region-de investments and 2) Active Transportation Freight and Economic Development. He said that the framework was updated.

Mr. Kaempff listed the 2018 RTP priorities that were RFFA policy framework: equity, safety, climate, and congestion relief. He reviewed additional inputs proposed by TPAC and referenced the one-time allocation to Oregon Household travel survey. He said that TPAC wanted to look for opportunities that allowed projects to switch from federal to local funds. He recognized that this had been a quick RFFA cycle and that there was not a robust policy.

Mr. Kaempff provided an overview of the Draft 2022-2024 RFFA investments then explained how RFFA would be completed by December.

Member discussion included:

- Ms. Putney asked how RTP priorities would be considered by RFFA. Mr. Kaempff stated that the policy documents listed those priorities. He said that the priorities were not weighted and that staff intended to provide a score to see which project should be pursued.
- Councilor Dirksen asked how the current RFFA policy be readdressed. He said that the major consideration was determining if the existing RFFA was in alignment with the updated RTP. He stated that that TPAC had addressed whether RFFA was in alignment. He spoke to the step 2 process and addressed the overlap between active transportation and improvements for freight. Ms. Bradway stated that multi-modal projects could apply for both active

transportation and freight. She also spoke to the RTP outcomes and stated that there would be a heavy focus on outcomes based criteria.

- Councilor Karylenn Echols asked about the timeline of the RFFA and when policy questions would be discussed. Ms. Bradway clarified that the timeline for RFFA and mentioned another policy conversation would be held in the upcoming year. Councilor Echols inquired about the policy discussion at the JPACT level. Mr. Kaempff clarified how partners helped assess current needs and guided policy discussion. Councilor Echols voiced appreciation for the streamlining of the application process.
- Mr. Doug Kelsey raised concerns regarding the \$141 million rounding and stated that the funding was driving the outcome, rather than having the money act as a secondary part of the needed outcomes. Mr. Kelsey said he was supportive of the process, but encouraged more work be conducted on policy and strategy.

Motion: Councilor Bob Stacey moved, and Ms. Emerald Bogue seconded, to recommend adoption of Resolution 19-1959 to the Metro Council.

ACTION: The motion passed with all in favor.

7. INFORMATION/DISCUSSION ITEMS

7.1 Regional Street Design Guidelines

Ms. Lake McTighe introduced herself and described the agencies and organizations represented on the technical workgroup. She mentioned that the purpose of the technical work group was to provide input throughout the update. Ms. McTighe described a timeline and deliverables required for the designing livable streets and trails projects.

Ms. McTighe summarized the content of the design guidelines, which included: purpose and how to use the guidelines; policy framework and desired outcomes; design functions and classifications; design elements, recommendations and considerations; visualizations and street illustrations; and performance-based decision making framework. She explained that the guidelines would continue to be developed and are meant to provide a high level overview. She described the uses of the framework and how they could be utilized in roadway designs. She emphasized that decisions were guided by desired policy outcomes and design principals.

Ms. McTighe spoke to integrating this work with the RTP. She mentioned the desire to design streets that serve the region's land use goals. She pointed to a diagram provided to JPACT members and described how it illustrated the function of street and trails. She highlighted the need to serve the community by ensuring clean air and water. She also noted that there were different design classifications which spoke to a number of

different transportation issues and helped reflect complex high level needs. Ms. McTighe described the regional street design policy classifications and mentioned the different designs applied to different classifications. She mentioned the regional street design classifications dictated how throughways and arterials in the RTP should be designed in the following areas: number of lanes, priority functions and design speed, separation of modes, flex-zone uses, place-making/public spaces, and green infrastructure.

Ms. McTighe expressed that with performance-based design, dosing elements support street functions to achieve desired outcomes. She illustrated how reassignment elements influenced functionality and ultimately outcomes. She stated that a performance-based design decision-making framework contributed to system wide networks and regional outcomes. She emphasized the importance of design and how that could be leveraged to reduce safety issues.

Member discussion included:

- Mr. Kelsey asked if this project was a robust and aggressive enough to address increases in transit development. He expressed concern that smaller buildings would not meet densification requirements of what the region would need for net travel time. Ms. McTighe noted that materials were updated to better reflect current densities and stated that such concerns would be brought to the April 22, 2019 workshop. She said that the design guidelines reflected current and adopted land use policies and many design elements in the guide address transit efficiency.
- Councilor Dirksen considered street classification cross sections and acknowledged that streets design often placed bicyclists next to traffic. He mentioned that better design would use parking places for vehicles to separate bicyclists and pedestrians. Councilor Dirksen asked if this might be included in the guidelines. Ms. McTighe said that the design would be included.
- Commissioner Eudaly asked for further clarification on security under design decisions. Ms. McTighe stated that the guidelines specifically addressed crime prevention through environmental design.
- Chair Craddick announced that there would be a forum held on April 22, 2019 then asked how JPACT would be including throughout the remainder of the process. Ms. Bradway stated that the forum would host speakers, including Council President Lynn Peterson, and would also include a technical workshop. She stated that a number of engineers helped work on the project and would attend the forum. Ms. Bradway said that the next step would be to have the Metro Council take action on the final product during the summer of 2019. She suggested that the project return to JPACT to receive further direction.
- Mr. Kelsey agreed that the project return to JPACT, specifically information regarding TOD. He then restated the need to build taller buildings in order to

meet increases in density in the region. Ms. McTighe mentioned that plan underwent an update to increase the size of the buildings. Ms. Bradway suggested that the TOD team be engaged in the discussion to better address these concerns. Ms. Kelsey encouraged that Metro receive feedback from the real-estate community.

ADJOURN

JPACT Chair Craddick adjourned the meeting at 8:48 AM.

Respectfully Submitted,



Sima Anekonda
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 21, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.0	Handout	3/21/19	2018 Compliance Report	032119j-01
3.0	Handout	3/21/19	Policymakers' forum: Transportation design for community outcomes	032119j-02
6.1	Presentation	3/21/19	DRAFT 2022-24 Regional Flexible Funds Allocation Policy	032119j-03
7.1	Presentation	3/21/19	Designing Livable Streets and Trails	032119j-04

5.1 Discussion of Regional Federal Legislative Agenda

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, April 18, 2019
Metro Regional Center, Council Chamber

MEMO

To: The Joint Policy Advisory Committee on Transportation (JPACT)
From: TriMet and Metro Staff
Re: JPACT Federal Policy Agenda
Date: April 5, 2019

On May 1-2nd, 2019, the Joint Policy Advisory Committee on Transportation (JPACT) will visit members of Congress and federal agency staff in Washington DC. As we have done in the past, TriMet and Metro staff worked with our local partners and staff of JPACT members to prepare a federal policy agenda. Attached is the staff recommendation regarding federal policy and project proposals for the 2019 JPACT trip to Washington D.C.

In developing these recommendations staff considered policy and project proposals that provide opportunities to maximize the region's leverage of federal funds and, at the same time, advance established regional policy, including the Regional Transportation Plan and Climate Smart Strategy.

It is unclear at this time whether federal transportation legislation will move forward and, if it does, what form it will take. Members of Congress who are influential on transportation issues, such as House Transportation and Infrastructure chairman Peter DeFazio, have expressed interest in a wide-ranging infrastructure investment package that might include highways, transit, aviation, marine and even technology sectors. If such a package were to move forward it could focus primarily on increasing funding rather than rewriting policy as a way to facilitate quick consideration and passage.

Other members of Congress have suggested that any congressional effort will take a more traditional approach of reauthorizing programs mode by mode (with highways and transit still joined in a single surface transportation bill). The FAST Act does not expire until 2020, which reduces somewhat the impetus for a wholesale rewrite of surface transportation law.

Both approaches will require increases in federal taxes or fees to generate additional spending, which will require the active support of both the House Ways and Means and Senate Finance committees. So far, neither committee has expressed a strong desire to tackle the funding question, although the House Ways and Means committee has held two hearings on infrastructure finance issues.

A further unknown is whether there will be an opportunity for congressionally directed project spending if either a funding or policy bill moves forward. Members from both parties and both chambers have expressed a cautious interest in reinserting congressional authority over project selection, but no clear direction has yet emerged on this issue. (However, the Senate has announced that they will not consider congressionally directed projects as part of the FY2019 appropriations process).

Despite the current uncertainty, staff believe it is important to present the delegation with both policy and project priorities now to be prepared in the event that legislation does begin to move forward. It is often the case that unsuccessful legislation in one session becomes the framework for successful legislation in a subsequent session. Because the highway and transit titles of the surface transportation act are handled jointly on the House side but by separate committees on the Senate side, we have organized the project and policy priorities as separate sections, however the intent is for the region to advocate for the top priorities as a package rather than as stand-alone requests.

Bringing federal money back to the region is not a given, and requires hard work on both our part and the part of our congressional delegation. At our most successful, the region has embraced a set of principles to guide its work in setting priorities for reauthorization. Those principles were:

1. Maximize federal funding to the region. Support those projects and policies that maximize the amount of federal funding that will flow into the region rather than looking for projects that are located in specific geographic or political boundaries.
2. Projects must be achievable within the timeframe of the authorization. Any project that is included in an earmark request must be in the RTP and have a regionally acknowledge plan for matching funds. There is nothing worse than expending political capital to achieve an earmark, only to have the authority go unused because matching funds weren't available or environmental work couldn't be completed.
3. Communication is key. We work best when we share information and communicate with the delegation through one or two representatives. It's important that we all agree on the messages we're sending to the delegation before contacts are made.
4. Don't put the delegation in the position of picking favorites. If we take our differences of opinion back to DC and ask the delegation to solve them, it diverts their attention away from advocating for us and it pits them against each other. One of the things that has distinguished the region from others over the decades is this deceptively simple ideas – we do the hard work for them and bring a unified position.
5. Support regional policy goals. On policy, we've typically supported policies that increase the formula allocation to Oregon. In addition, we've supported policies that increase the level of sub-allocation to the MPOs to get the funding as close to the ground as possible. Finally, we've supported policies that increase the flexibility for both ODOT and the MPOs in how they spend funds, providing us the broadest opportunity to direct federal funds to those projects that the region believes will provide the greatest benefit – rather than being constrained to do only those projects that fit within narrow federal policy guidelines.

The policies and project priorities proposed were developed with this principle in mind, with the hopes of helping our region put our best foot forward with our congressional delegation, Congress in general, and the Administration.

Joint Policy Advisory Committee on Transportation
Washington, D.C.
May 1-2, 2019

JPACT appreciates the work that the Oregon delegation has done and continues to do to advocate for more robust, flexible and locally directed federal funding for our transportation system. The region understands that there is significant uncertainty at this time regarding the prospects for additional federal transportation funding, whether there will be opportunities to modify federal policy, identify project priorities, and the timing of potential legislative action. Nevertheless, we wanted to provide you with the region's perspective on both policy changes and project priorities, should the opportunity arise for legislative activity in either or both of these areas.

Attached to this memo you will find more in depth discussion of policy changes supported by the region and additional detail regarding safety, highway and transit priority projects the region is eager to advance, should the opportunity arise. Following is a brief overview of those recommendations.

I. Policy Recommendations

- a. Highway Related Policy Recommendations. Should the opportunity arise to address the highway related sections of federal transportation policy, the region would like to recommend the following policies:
- Implement increased long-term, stable funding that supports maintaining and upgrading the federal highway system.
 - Continue flexible and multi-modal grant and funding opportunities, including the BUILD and INFRA programs to provide dedicated, discretionary funding for projects that address critical highway and bridge needs.
 - Incorporate innovative financing mechanisms, including Build America Bonds and the TIFIA program, recognizing that these provisions are helpful adjuncts to, but do not replace the need for, robust federal funding.
 - Continue development of the multi-modal National Highway Freight Network through dedicated funding.
 - Support local and state flexibility in developing, piloting and implementing congestion pricing and other projects to optimize system performance.
 - Ensure federal programs recognize the important role of local governments in designing, designating and implementing changes to the NHS.
 - Continue the sub-allocation of formula funds to local and regional jurisdictions, including CMAQ, TAP and some portion of STBG funds.
 - Expand federal financial assistance in facilitating jurisdictional transfer of orphan highways.
 - Recognize the critical need to address seismic resiliency on key regional facilities.

b. Transit Related Policy Recommendations. Again, should the opportunity arise to address the transit related portions of federal legislation, the region would like to recommend the following:

- Provide robust funding for the transit title, proportionate to highway resources, with particular focus on the Sec. 5309 Capital Investments Grant programs.
- Recognize the past performance of agencies in delivering Capital Investment Grant (CIG) projects on time and on or under budget when making risk assessments and setting contingency levels for New and Small Starts projects.
- Strengthen language directing the Administration to process CIG project reviews and execute grant agreements in a timely fashion.
- Expand the maximum federal contribution for Small Starts projects to reflect changes in project costs since 2015.
- Seek additional funding and program eligibility to support the transition of bus fleets away from carbon based fuels to low or no emissions strategies.
- Support continued innovation in customer-oriented technologies such as the MOD Sandbox to further integrate multimodal trip planning, booking and payment.

II. Project Recommendations

a. Highway Related Project Recommendations. The region has identified a number of road projects that would provide important benefits to the region. Our top three priorities for federal funding if the opportunity arises are:

- **I-205 Abernethy Bridge.** \$156m in congressionally directed funding to complete the expansion and seismic retrofit of the Abernethy Bridge.
- **Barbur Boulevard Viaducts.** \$160m in congressionally directed funding to complete the design and construction of two 85 year old timber viaducts on Barbur Boulevard in Portland. The reconstruction would also facilitate construction of the SW Corridor light rail project. The region also seeks language that would direct FTA to consider the cost of the viaducts as non-Section 5309 match for the SW Corridor Light Rail Project.
- **Portland Area Safety Improvements.** \$25m in congressionally directed spending to construct bike and pedestrian safety improvements on approximately multiple corridors around the region, including but not limited to Tualatin Valley Highway, Farmington Road, 82nd Avenue, McLaughlin Blvd. Division St., and N. Lombard Avenue.

In addition to these three projects, the region has identified a number of additional investments that it would like to recommend for further consideration, should resources allow (these projects are not listed in priority order):

- **Ross Island Bridgehead.** \$70m to reconfigure the road network at the west end of the Ross Island Bridge in the South Portland/Lair Hill neighborhood to accomplish multiple transportation and land use objectives.

- **Burnside Bridge design and engineering.** \$150m for design and engineering to create a resilient multimodal lifeline crossing over the Willamette River in the event of a major earthquake.
- **Basalt Creek Parkway.** \$23m to continue work on a new road in the 850-acre Basalt Creek Planning Area between the cities of Tualatin and Wilsonville identified in regional plans as a significant employment growth area.
- **Airport Way & 82nd Ave.** \$87m to construct a grade separated interchange to address congestion and delay at the intersection of 82nd Ave., Airport Way and the Red Line light rail project.

b. Transit Related Project Recommendations. The region appreciates the long-standing support of the delegation in advancing Small Start and New Start projects through the Capital Investment Grant process. We have one non-legislative request related to the Division Transit Project and two recommendations should there be an opportunity for congressional directed project spending.

- **Division Transit Project.** TriMet expects to submit the project for an \$87.5m, 50 percent federal share Small Starts Grant Request in September of 2019. The project has received a Medium-High rating from FTA. TriMet anticipates a favorable decision from FTA, but will ask the delegation to engage with FTA to communicate its support for the project after submittal of its application.
- **Red Line Light Rail Improvement.** \$150m in Small Starts funding to extend direct airport service from Beaverton to the employments centers near the Hillsboro Fairplex in Washington County. The project will improve system-wide performance and ridership with increased service through the purchase of up to 8 additional low-floor light rail cars, single-tracking and improving connections to the Gateway Transit Center.
- **Battery Electric Buses.** \$25m in congressionally directed funding to assist TriMet in the conversion of its diesel bus fleet to zero emissions battery electric vehicles. TriMet has committed to convert its entire 660 vehicle fleet to non-diesel buses by 2040, however funding has only been identified only for the first 80 vehicles.

**5.2 Resolution No. 19-4979, For the Purpose of Adopting the Fiscal Year 2019-20 Unified
Planning Work Program: Recommendation to Metro Council**

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, April 18, 2019
Metro Regional Center, Council Chamber

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 9, 2019
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: 2019-20 Draft Unified Planning Work Program (UPWP)

Background

What the UPWP Is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are detailed descriptions of the transportation planning activities, the relationships between them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not

The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT & the Metro Council on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes planning projects that will be receiving federal funds for the upcoming fiscal year.

UPWP Adoption process

The required Federal and State consultation was held at Metro on March 6. The draft UPWP provided for the April 18 JPACT meeting reflects input provided at the consultation meeting as well as TPAC. TPAC recommended the draft UPWP for approval at its April 5 meeting.

Next Steps

JPACT and Metro Council will be asked to take action at their May 16 meetings. Staff will transmit the adopted UPWP to Federal & State partners by May 20. This allows time for the IGA to be signed by Metro's COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

Please contact john.mermin@oregonmetro.gov, 503-797-1747 for inquiries about the UPWP.



Metro

DISCUSSION DRAFT

2019-2020 United Planning Work Program

Transportation planning in the Portland/
Vancouver metropolitan area

April 12, 2019

oregonmetro.gov

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Unified Planning Work Program website: [**oregonmetro.gov/unified-planning-work-program**](http://oregonmetro.gov/unified-planning-work-program)

The preparation of this strategy was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

TABLE OF CONTENTS

PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM (UPWP)

UPWP Overview

Introduction.....	1
Federal Requirements for Transportation Planning.....	3
Status of Metro’s Federally Required Planning Documents.....	6
Metro Overview.....	6
Metropolitan Planning Area Boundary Map.....	7
Metro Governance and Committees.....	9
Planning Priorities in the Greater Portland Region.....	11
UPWP Amendment Process.....	13
Glossary of Resource Funding Types.....	13
Metro Resolution to Adopt 2019-2020 UPWP.....	14

Planning Activities

I. General MPO Transportation Planning

(Recurring projects and programs that Metro leads)

Transportation Planning.....	19
Regional Transportation Plan Implementation.....	22
Regional Transit Planning Strategy.....	24
Metropolitan Transportation Improvement Program.....	26
Air Quality Monitoring.....	30
Climate Smart Implementation.....	33
Civil Rights and Environmental Justice.....	35
Public Engagement.....	37
Transportation System Management and Operations – Regional Mobility Program.....	39
Regional Travel Options (RTO) and Safe Routes to School Programs.....	42
Regional Freight Program.....	45
Data Management and Visualization.....	48
Economic, Demographic and Land Use Forecasting Program.....	51
Travel Forecast Maintenance.....	54
Technical Assistance Program.....	56
MPO Management and Services.....	58
Federal Transportation Performance and Congestion Management Monitoring and Reporting.....	61
Regional Transportation Safety Program.....	64
Regional Active Transportation Program.....	67
Enhanced Transit Concept Pilot Program.....	69
Complete Streets Program.....	71
Fund Swap Management and Monitoring.....	74

II. MPO Planning Projects

(One-time projects that Metro leads)

Regional Mobility Policy Update.....	79
--------------------------------------	----

Transportation Systems Management and Operations – Strategic Plan Update.....	86
Economic, Demographic, and Land Use Forecasting Development and Application Program.....	88
Travel Forecast Development and Application.....	90
Corridor Refinement and Project Development (Investment Areas).....	92
City of Portland Transit and Equitable Development Assessment.....	97
Southwest Corridor Transit Project.....	99
Division Transit Project.....	102
MAX Red Line Improvements Project.....	106
Central City Transit Capacity & Steel Bridge Analysis.....	108
Regional Congestion Pricing Technical Analysis.....	110
Regional Emergency Transportation Routes Update.....	112
Regional Freight Delay and Commodities Movement Study.....	118
Economic Value Atlas (EVA) Implementation.....	120
Jurisdictional Transfer Program.....	123

III. Other Regional Planning Projects

(Projects of regional significance not led by Metro)

ODOT – Development Review.....	127
ODOT – Transportation and Growth Management.....	129
ODOT – Region 1 Active Transportation Strategy.....	131
ODOT – Region 1 Transportation Data, Tools and Reports.....	133
ODOT – Region 1 Planning for Operations.....	135
I-5/ I-205 Value Pricing: Planning and Environmental Linkage.....	137

IV. Project Development Planning

(Federally funded transportation planning projects that have an emphasis of pre-NEPA, project development activities)

Project Development: French Prairie Bridge Connectivity.....	143
Project Development: Clackamas County – Trolley Trail Bridge: Gladstone to Oregon City.....	145
Project Development: Hillsboro – Oak and Baseline: S. 1 st – SE 10 th	148
Project Development: Tualatin – SW Herman Road: SW 124 th – SW Cheyenne Avenue.....	151
Project Development: Tualatin Hills Parks & Recreation District – Beaverton Creek Westside Trail – SW Hocken Avenue.....	153
Project Development: Vision Around the Mountain Planning Study.....	156
Project Development: TV Highway Project.....	158
Project Development: Oak Grove-Lake Oswego Pedestrian-Bike Bridge Feasibility Study.....	161

V. Other Planning Related Information

Memorandum of Understanding between Metro and SMART.....	167
Progress on Federal Corrective Actions.....	171
FY 2019-20 Unified Planning Work Program Funding Summary.....	178

*Southwest Washington Regional Transportation Council Unified Planning Work Program will be added when received



Unified Planning Work Program (UPWP) overview

Portland Metropolitan Area Unified Planning Work Program (UPWP) Overview

INTRODUCTION

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is developed by Metropolitan Planning Organizations (MPOs) in cooperation with Federal and State agencies, local governments and transit operators.

This UPWP documents the metropolitan planning requirements, planning priorities facing the Portland metropolitan area and transportation planning activities and related tasks to be accomplished during FY 2019-2020 (from July 1, 2019 to June 30, 2020).

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of The Fixing America's Surface Transportation FAST Act, the Oregon Transportation Planning Rule (which implements Statewide Planning Goal 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with the region's land use plans, and meets Federal and state planning requirements.

The UPWP is developed by Metro, as the MPO for the Portland metropolitan area. It is a federally-required document that serves as a tool for coordinating federally - funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. Included in the UPWP are detailed descriptions of the transportation planning projects and programs, listings of draft activities for each project, and a summary of the amount and source of state and federal funds to be used for planning activities. Estimated costs for project staff (expressed in full-time equivalent, or FTE) include budget salary and benefits as well as overhead costs per FTE for project administrative and technical support.

The UPWP is organized into three sections: the UPWP Overview, a listing of planning activities by category, and other planning related information including the UPWP for the Southwest Washington Regional Transportation Council.

Planning activities for the Portland metropolitan area are listed in the UPWP by categories to reflect how the activities are administered through planning agreements and the Metropolitan Transportation Improvement Program (MTIP). These categories include: General MPO planning for planning activities that occur on continuous cycles and are administered in the annual Metro-ODOT plan funding agreement, MPO planning projects that are discrete activities with an end date and generally may have an individual agreement between ODOT and Metro and unique entry in the TIP (if they have federal funding), other regional planning projects led by agencies other than Metro, and project development planning activities to increase project readiness and prepare project concepts to begin the NEPA and Preliminary Engineering phase of development. Organizing planning activities in this manner facilitates transparent administration of the planning activities by the agreements that provide for their scope and budget and by the MTIP which programs the funding for these activities and ensures funding is constrained (limited) to funds actually available.

The UPWP is developed by Metro with input from local governments, TriMet, SMART, ODOT, FHWA and FTA. Additionally, Metro must ~~annually~~ undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with ~~annual~~the adoption of the UPWPM TIP.

This Unified Planning Work Program (UPWP) includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2019 through June 30, 2020. During the consultation, public review and adoption process for the 2019-20 UPWP, draft versions of the document were made available to the public through Metro's website, and distributed to Metro's advisory committees and the Metro Council.

When developing the annual UPWP, Metro follows protocols established by ODOT in cooperation with USDOT in 2016. These protocols govern the general timeline for initiating the UPWP process, consultation with state and federal agencies and adoption by JPACT and the Metro Council.

FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING

The current federal transportation ACT, Fixing America's Surface Transportation (FAST) Act provides direction for regional transportation planning activities. The FAST Act was signed into law by President Obama on December 4, 2015. It sets the policy and programmatic framework for transportation investments. Fast Act stabilizes federal funding to state and metropolitan regions for transportation planning and project improvements and funding levels for the federal aid transportation program, and among key initiatives adds new competitive grants which promote investments in the nation's strategic freight corridors.

In addition, FAST Act retains the multi-modal emphasis of the federal program by ensuring funding of transit programs as well as the Transportation Alternatives Program. FAST Act builds in the program structure and reforms of the prior federal Transportation Act, MAP-21, which created streamlined and performance-based surface transportation program.

Regulations implementing FAST Act require state DOTs and MPOs to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduce project delivery delays

A. Planning Emphasis Areas (PEAs)

The metropolitan transportation planning process must also incorporate Federal Highway Administration/Federal Transit Administration planning emphasis areas (PEAs).

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/joint-fta-fhwa-emphasis-planning-areas-pdf> For FY 2019-2020, these include:

- **Models of Regional Planning Cooperation:** Promote cooperation and coordination across MPO boundaries and across State boundaries to ensure a regional approach to transportation planning. Cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination includes the linkages between the transportation plans and programs, corridor studies, projects, data, and system performance measures and targets across MPO and State boundaries. It also includes collaboration between State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, target setting, and system performance reporting in support of performance based planning.
- **Access to Essential Services:** As part of the transportation planning process, identify social determination of transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This

emphasis area could include identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

- **MAP-21 and FAST Act Implementation: Transition to Performance Based Planning and Programming to be used in Transportation Decision-making:** The development and implementation of a performance management approach to metropolitan transportation planning and programming includes the development and use of transportation performance measures, target setting, performance reporting, and selection of transportation investments that support the achievement of performance targets. These components will ensure the achievement of transportation system performance outcomes.

B. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for public participation in the planning process.

C. Regional Transportation Plan

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.
- Recognition of the 2016 Coordinated Transportation Plan for Seniors and People with Disabilities
- Addressing required federal planning factors: improving safety, supporting economic vitality, increasing security, increasing accessibility and mobility, protecting the environment and promoting consistency between transportation investments and state and local growth plans, enhancing connectivity for people and goods movement, promoting efficient system management and operations, and emphasizing preservation of existing transportation infrastructure, **improving resiliency and reliability and enhancing travel and tourism.**
- **A performance-based planning process, including performance measures and targets.**

D. Metropolitan Transportation Improvement Program (MTIP)

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the MTIP period.
- A financial plan that demonstrates how the MTIP can be implemented.
- Descriptions of each project in the MTIP.
- A performance-based planning process, including performance measures and targets.

E. Transportation Management Area (TMA)

Metropolitan areas designated TMAs (urbanized areas with a population of over 200,000) such as the Metro must also address the following requirements:

- Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators.
- A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.
- A federal certification of the metropolitan planning process must be conducted at least every 4 years. At least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP. See Section V. Other Planning Related Information for a table displaying Metro's progress and future actions to address Federal Corrective Actions.

F. Air Quality Conformity Process

As of October 2017, the region has successfully completed its second 10-year maintenance plan and has not been re-designated as non-attainment for any other criteria pollutants. As a result, the region is no longer subject to demonstrating transportation plans, programs, and projects are in conformance, but will continue to be subject to meeting federal air quality standard and provisions within the State Implementation Plan.

STATUS OF METRO’S FEDERALLY REQUIRED PLANNING DOCUMENTS

Plan Name	Last Update	Next Update
Unified Planning Work Program (UPWP)	Adopted in May 201 9 ⁸	Scheduled for adoption in April 20 20 ¹⁹
Regional Transportation Plan (RTP)	Adopted in December 2018	Scheduled for adoption in December 2023
Metropolitan Transportation Improvement Program (MTIP)	Adopted August 2017	Scheduled for adoption in July, 2020
Annual Listing of Obligated Projects Report	Completed at the end of each calendar year	Scheduled for December 31, 2019
Title VI/ Environmental Justice Plan	Approved <u>Updated</u> July 2017	Scheduled for July 2020
Public Participation Plan	Adopted November-2017 <u>January 2019</u>	<u>July 2022</u> December-2018
ADA Self-Evaluation & Facilities Update Plan	Self-Evaluation completed in July 2018	Facilities Update Plan scheduled for completion in June 2019

METRO OVERVIEW

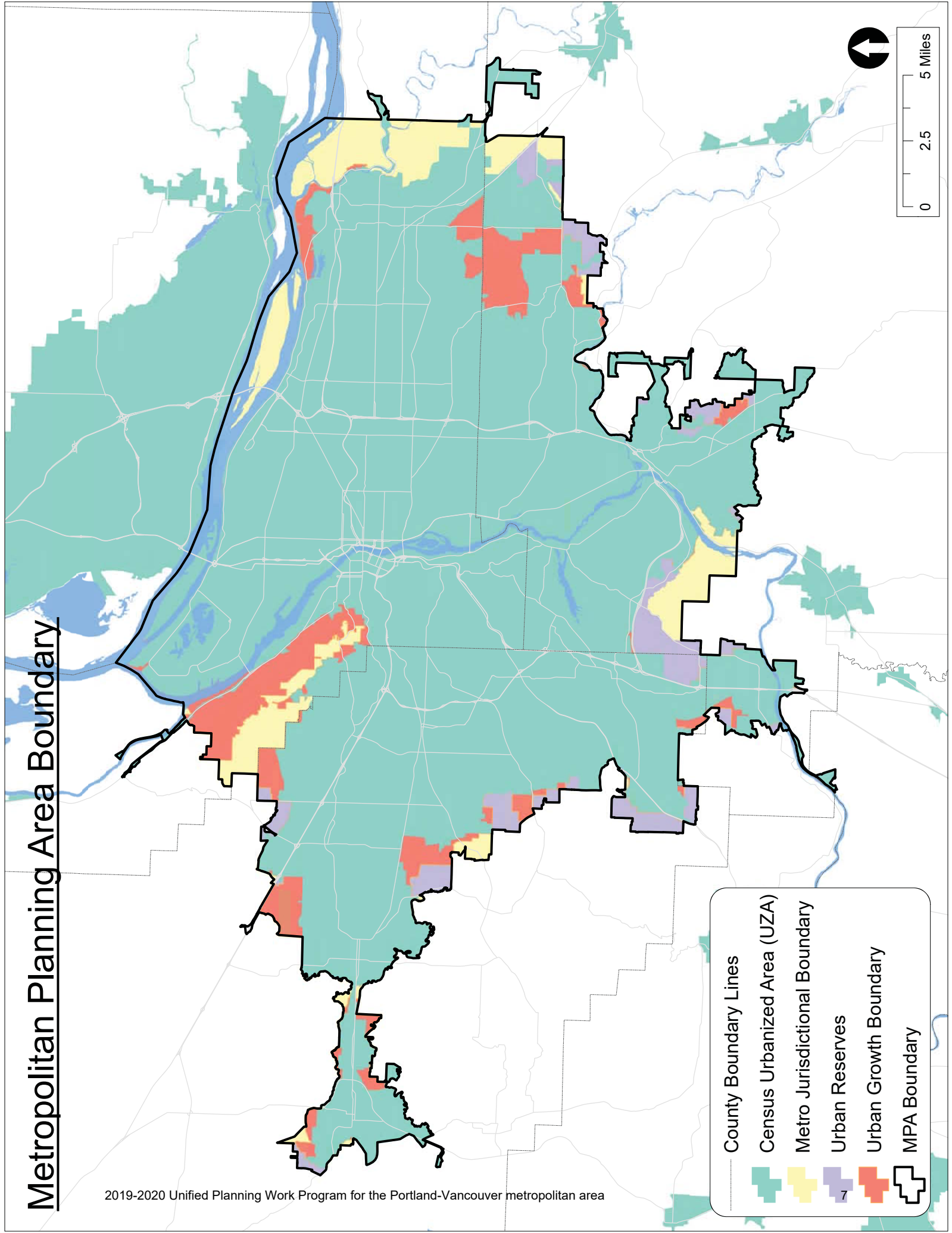
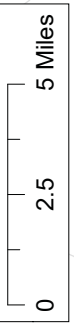
Metro was established in 1979 as the MPO for the Portland metropolitan area. Under the requirements of FAST Act, Metro serves as the regional forum for cooperative transportation decision-making as the federally designated Metropolitan Planning Organization (MPO) for Oregon portion of the Portland-Vancouver urbanized area.

Federal and state law requires several metropolitan planning boundaries be defined in the region for different purposes. The multiple boundaries for which Metro has a transportation and growth management planning role are: MPO Planning Area Boundary, Urban Growth Boundary (UGB), Urbanized Area Boundary (UAB), Metropolitan Planning Area Boundary (MPA), and Air Quality maintenance Area Boundary (AQMA).

Metropolitan Planning Area Boundary

2019-2020 Unified Planning Work Program for the Portland-Vancouver metropolitan area

- County Boundary Lines
- Census Urbanized Area (UZA)
- Metro Jurisdictional Boundary
- Urban Reserves
- Urban Growth Boundary
- MPA Boundary



First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties.

Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region’s urban growth boundary.

Third, the Urbanized Area Boundary (UAB) is defined to delineate areas that are urban in nature distinct from those that are largely rural in nature. The Portland-Vancouver metropolitan region is somewhat unique in that it is a single urbanized area that is located in two states and served by two MPOs. The federal UAB for the Oregon-portion of the Portland-Vancouver metropolitan region is distinct from the Metro Urban Growth Boundary (UGB).

Fourth, MPO’s are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities, including development of the UPWP, updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and allocation of federal transportation funding through the Regional Flexible Fund Allocation (RFFA) process. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next twenty years and areas within the Air Quality Maintenance Area Boundary (AQMA) – a fifth boundary.

The federally-designated AQMA boundary includes former non-attainment areas in the metropolitan region that are subject to federal air quality regulations. As a former carbon monoxide and ozone non-attainment region, the Portland metropolitan region had been subject to a number of transportation conformity requirements. As of October 2017, the region has completed and is no longer required to perform transportation conformity requirements for carbon monoxide. Transportation conformity requirements related to ozone were lifted in the late 2000’s due to the revocation of the 1-hour ozone standard, which was the standard the region had been in non-attainment.

REGIONAL POLICY FRAMEWORK

The 2018 RTP plays an important role in implementing the 2040 Growth Concept, the region’s adopted blueprint for growth. To carry out this function, the RTP is guided by a six desired regional outcomes adopted by the Metro Council, which in turn are implemented through the goals and objectives that make up the policy framework of the plan. These are the six desired outcomes:

- Equity
- Vibrant Communities
- Economic Prosperity
- Safe and Reliable Transportation
- Clean Air and Water
- Climate Leadership

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2018 RTP focuses on key priorities within this broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities described in this UPWP were prioritized and guided by these focus areas as a way to make progress toward the desired outcomes, and each project narrative includes a discussion of one or more of these planning priorities. Regional planning project included in the UPWP are also described in detail within the 2018 RTP, itself, in terms of their connection to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2018 RTP, which serves as the starting point for Metro's annual work plan for transportation planning.

METRO GOVERNANCE AND COMMITTEES

Metro is governed by an elected regional Council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

Joint Policy Advisory Committee on Transportation (JPACT)

JPACT is a 17-member policy committee chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation, (WSDOT). All MPO transportation-related actions are recommended by JPACT to the Metro Council. The Metro Council can ratify the JPACT recommendations or refer them back to JPACT with a specific concern for reconsideration.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

Metro Policy Advisory Committee (MPAC)

MPAC was established by Metro Charter to provide a vehicle for local government involvement in

Metro’s growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the transportation plan is developed to meet not only FAST Act, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

Transportation Policy Alternatives Committee (TPAC)

TPAC is comprised of technical staff from the same jurisdictions as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee. TPAC makes recommendations to JPACT.

Metro Technical Advisory Committee (MTAC)

MTAC is comprised of technical staff from the same jurisdictions as MPAC plus community and business members representing different interests, including public utilities, school districts, economic development, parks providers, housing affordability, environmental protection, urban design and development. MTAC makes recommendations to MPAC on land use related matters.

Metro Public Engagement Review Committee (PERC) and Committee on Racial Equity (CORE)

The Metro Public Engagement Review Committee (PERC) advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices. The Committee on Racial Equity (CORE) provides community oversight and advises the Metro Council on implementation of the Metro’s Strategic Plan for Advancing Racial Equity, Diversity and Inclusion. Adopted by the Metro Council in June 2016 with the support of MPAC, the strategic plan leads with race, committing to

concentrate on eliminating the disparities that people of color experience, especially in those areas related to Metro’s policies, programs, services and destinations.

PLANNING PRIORITIES IN THE GREATER PORTLAND REGION

FAST Act, the Clean Air Act Amendments of 1990 (CAAA), the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a comprehensive policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt, and implement a multi-modal transportation system.

These Federal, state and regional policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- Update of the Regional Transportation Plan (RTP)
- Update to the Metropolitan Transportation Improvement Program (MTIP)
- Implementation of projects selected through the STIP/MTIP updates
- Completing multi-modal refinement studies in the Southwest Corridor Plan and the Powell/Division Transit Corridor Plan.

Among the policy directives in the RTP and state and federal requirements are the region’s six desired outcomes:

- Equity – The benefits and burdens of growth and change are distributed equally
- Vibrant communities – People live, work and play in vibrant communities where their everyday needs are easily accessible
- Economic prosperity – Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.
- Safe and reliable transportation – People have save and reliable transportation choices that enhance the quality of their life.
- Clean air and water – Current and future generations enjoy clean air, clean water and healthy ecosystems
- Climate leadership – The region is a leader in minimizing contributions to global warming.

Metro's regional priorities not only meet the most critical planning needs identified within our region, but also closely match federal planning priorities, as well:

- The 2018 RTP update refined our outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on desired outcomes, but will also allow us to meet new federal requirements for performance base planning.
- The 2018 Regional Freight Strategy addresses rapidly changing port conditions in our region, including a gap in container cargo service, while also addressing FAST Act goals for implementing a national freight system.
- The 2018 Regional Safety Strategy responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish

- measures to help track safety to meet state and federal performance monitoring.
- The 2018 Regional Transit Strategy not only expands on our vision for a strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements.
 - The 2018 Emerging Technology Strategy identifies steps that Metro and its partners can take to harness new developments in transportation technology; and the increasing amount of data available to both travelers and planners - to support the regions goals.

A Climate Smart Strategy was adopted in December 2014, [as required by the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule](#), and is currently being implemented through the 2018 RTP. The Congestion Management Process (CMP) was adopted as part of [2014-2018 RTP](#) in [July-December 2014](#)~~8~~ (see [Chapter 5 Appendix L](#)). Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs. Metro staff revised the Regional Mobility Atlas as part of the [2018](#) RTP update.

Metro's annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the MPO Management and Services section of the work program. Other MPO activities that fall under this work program are air quality conformity analysis, quarterly reports for FHWA, FTA and other funding agencies, management of Metro's advisory committees, management of grants, contracts and agreements and development of the Metro budget. Quadrennial certification review took place in February 2017 and is covered under this work program.

UPWP AMENDMENT PROCESS

The UPWP is a living document, and must be amended periodically to reflect significant changes in project scope or budget to ensure continued, effective coordination among our federally funded planning activities. This section describes the management process for amending the UPWP, identifying project changes that require an amendment to the UPWP, and which of these amendments can be accomplished as administrative actions by staff versus legislative action by JPACT and the Metro Council.

Legislative amendments to the UPWP are required when any of the following occur:

- A new planning study or project is identified.
- There is either a \$200,000 or 20 percent change, whichever is greater, in the total cost of an existing UPWP project. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout.

Administrative ~~changes-amendments~~ to the UPWP can occur for the following:

- Changes to TOTAL UPWP project costs that do not exceed the thresholds for ~~formal~~legislative amendments above.
- Revisions to a UPWP narrative's scope of work, including objectives, tangible products expected in fiscal year, and methodology.
- Addition of carryover funds from previous fiscal year once closeout has been completed to projects/programs that extend into multiple fiscal years.

GLOSSARY OF RESOURCE FUNDING TYPES

- PL – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPO's).
- STBG– Federal Surface Transportation Program transportation funds allocated to urban areas with populations larger than 200,000. Part of Metro's regional flexible fund allocation (RFFA) to Metro Planning, or to specific projects as noted. Also known as: "TA Set aside."
- 5303 – Federal FTA transportation planning funds allocated to MPOs and transit agencies.
- ODOT MPO Funding – Funding from ODOT to support regional transportation planning activities (currently \$225,000 per year). ~~Also known as: "STG" B funds.~~
- TriMet MPO Funding - Funding from TriMet to support regional transportation planning activities (currently \$240,000 per year).
- Metro – Local match support from Metro general fund or solid waste revenues.
- Other – Anticipated revenues pending negotiations with partner agencies.

Placeholder for Metro Resolution Adopting 2019-2020 UPWP

Page 2 Resolution



I. General metropolitan planning organization (MPO) transportation planning

*Recurring projects and programs that
Metro leads*

Transportation Planning

Staff Contact: Tom Kloster, tom.kloster@oregonmetro.gov

Description

As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for meeting all federal planning mandates for MPOs. These include major mandates described elsewhere in this Unified Planning Work Program (UPWP), such as the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP) that follow this section. In addition to these major mandates, Metro also provides a series of ongoing transportation planning services and programs that support the major regional programs and other transportation planning in the region, including:

- Periodic amendments to the RTP that occur outside the regular RTP update cycles
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- General support for regional safety planning
- General support for regional corridor planning
- Ongoing transportation model updates and enhancements
- Policy support for regional Mobility and CMP programs

Metro also brings supplementary federal funds and regional funds to this program in order to provide general planning support to the following regional and state-oriented transportation planning efforts:

- Policy and technical planning support for the Metro Council
- Administration of the regional framework & transportation functional plans
- Ongoing compliance with State greenhouse gas emission targets
- Compliance with federal performance measures
- Periodic urban growth report support
- Ongoing support for Metro's local partnerships program
- Support for local Transportation System Planning
- Ongoing support for Metro's Transportation Snapshots
- Periodic support for other programs in the Planning & Development Department on transportation issues
- Collaboration in statewide transportation planning and rulemaking activities

Overall Objectives

Continued provision of regional transportation planning services and programs that support the major regional programs and other transportation planning in the region, as described above.

Previous Work *(through June 2019)*

- Adopted a major update to the Regional Freight Strategy as part of the 2018 RTP Update.
- Adopted a Regional Transit Strategy as part of the 2018 RTP Update.
- Adopted a major update to the Regional Safety Strategy as part of the 2018 RTP Update.
- Completed a major update to the Designing Livable Streets program of best practice tools.

- Supported the Powell-Division Transit & Development Project adoption and amendment to the RTP.
- Collaborated on state rulemaking amendments to the Oregon Transportation Planning Rule.
- Coordinated with ODOT and local city and county partners to develop a regional revenue forecast for 2040.
- Provided policy and technical support for freight enhancements to the regional travel demand model funded through a national grant.
- Provided ongoing support for Metro’s local partnerships program, including monthly training meetings and individual support for staff liaisons.
- Provided support for local Transportation System Plan updates in several local jurisdictions.

Methodology

General transportation support is organized around two thematic teams within the planning program. A team of modal and topic experts provides expertise and support on freight, bicycle, pedestrian, motor vehicle and transit planning, and topic experts provide support on climate change, equity, safety, street design, resilience, transportation funding, state and federal regulation and performance monitoring. These staff experts are generally available on short notice for periodic strategic consultation and support on Metro’s major projects and programs.

A second cross-departmental team consists of local government liaisons, each with 1-2 local jurisdictions to support on land use and transportation planning topics. This team provides ongoing support, and meets monthly to stay abreast of key planning issues and trends, legal and regulatory issues affecting local planning and to share experiences and solutions in providing local planning support.

Major Project Deliverables/ Milestones	
Ongoing	<ul style="list-style-type: none"> • Policy and technical planning support for the Metro Council • Periodic amendments to the RTP (as needed) • General support for regional safety planning • General support for regional corridor planning • Ongoing transportation model updates and enhancements • Policy support for regional Mobility and CMP programs • Administration of the regional framework & transportation functional plans • Ongoing compliance with State greenhouse gas emission targets • Collaboration in statewide transportation planning and rulemaking activities • Periodic urban growth report support • Ongoing support for Metro’s local partnerships program • Support for local Transportation System Planning • Ongoing support for Metro’s Transportation Snapshots program • Periodic support for other programs in the Planning & Development Department on transportation issues

Project Lead

- Metro Planning & Development Department

Project Partners

- Local Cities and Counties
- Metro Council
- Metro Parks & Nature Department
- Metro Research Center
- Oregon Department of Transportation
- Oregon Department of Land Conservation and Development
- Oregon Department of Environmental Quality
- U.S. Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services	\$	667,309
Interfund Transfers	\$	357,678
Materials & Services	\$	16,600

Resources:

PL	\$	285,685
STBG	\$	234,029
Metro	\$	26,786
Additional Local Contribution	\$	495,086

TOTAL \$ 1,041,586

TOTAL \$ 1,041,586**Full Time Equivalent Staffing:**

Regular Full Time FTE: 4.517

Regional Transportation Plan Implementation Update

Staff Contacts: Kim Ellis, kim.ellis@oregonmetro.gov

Description

Federal regulations require an update to the Regional Transportation Plan (RTP) five years. The 2018 RTP was the most recent update, and was adopted in December 2018 and includes an ambitious work program for implementing the plan over the coming years. This includes ongoing coordination with state and local agencies to demonstrate that the plan complies with statewide planning goals and is reflected in local transportation plan.

Overall Objectives

- Ongoing coordination with the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) to ensure continued compliance with state planning goals.
- Coordination with cities and counties to ensure the 2018 policies and projects are reflected in required updates to local transportation system plans.
- Periodic support for regional planning projects and programs related to implementation of the 2018 RTP.

Previous Work (through June 2019)

- Adopted 2018 RTP in December 2018.
- Adopted regional safety, transit, freight and emerging technology strategies that support the 2018 RTP in December 2018.
- Submitted findings of compliance with state planning goals as part of the 2018 RTP adoption.

Methodology

Metro works directly with federal, state and local agencies to implement the RTP. This includes outreach and education on RTP requirements for cities and counties, interpretation of RTP policy for planning efforts at the state, regional and local level and collaboration on local transportation system plan development.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• <i>(see ongoing activities)</i>
2 nd Quarter	<ul style="list-style-type: none">• <i>(see ongoing activities)</i>
3 rd Quarter	<ul style="list-style-type: none">• <i>Annual VMT reporting</i>
4 th Quarter	<ul style="list-style-type: none">• <i>(see ongoing activities)</i>
Ongoing	<ul style="list-style-type: none">• Provide technical and policy support for RTP implementation at the local, regional and state level

Project Lead

- Metro

Project Partners

- Oregon Department of Transportation
- Oregon Department of Land Conservation and Development
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties
- SW Washington Regional Transportation Council

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:			
Personal Services	\$	61,076	STBG	\$	84,178
Interfund Transfers	\$	32,737	Metro	\$	9,635
TOTAL	\$	93,812	TOTAL	\$	93,812

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.375

Regional Transit Planning Strategy

Staff Contacts: Jamie Snook, jamie.snook@oregonmetro.gov

Description

This is a critical time to consider how transit fits into our larger regional goals. The Climate Smart Strategy, adopted in 2014, provided clear direction to invest more in our transit system in order to meet regional goals and objectives related to sustainability and carbon emissions. Current growth rates will require us to expand transit service in order to provide people with transportation options and minimize congestion. Significant and coordinated investment is needed to continue to provide equivalent service as our region grows; increasing service and access will require dedicated funding, policies, and coordination from all jurisdictions. Transit also helps the region meet its equity and access goals as it is a primary mode of transportation for people with disabilities and youth, providing them with a way to get to work, school, and attain access to daily needs. Investments in transit will increase access to jobs and other community places, provide more transportation options for residents and workers, improve air quality, and reduce greenhouse gas emissions.

Metro has been working together with regional technical and policy advisory committees and community, business and elected leaders across the region to develop the Regional Transit Strategy creating a coordinated vision and strategy for transit in the Portland metropolitan area. The Regional Transit Strategy was a comprehensive look at transit service, operations and high capacity transit. The Regional Transit Strategy informed the transit element of the 2018 Regional Transportation Plan.

Overall Objectives

- Ongoing coordination with transit providers, cities and counties to ensure implementation of the policies and strategies reflected in the Regional Transit Strategy.
- Coordination with cities and counties to ensure the transit policies and projects are reflected in required updates to local transportation system plans.
- Periodic support for regional planning projects and programs related to implementation of the Regional Transit Strategy.
- Support policy framework established by the Oregon Public Transportation Plan

Previous Work *(through June 2019)*

- Adopted 2018 Regional Transportation Plan and Regional Transit Strategy in December 2018.
- Adopted updated Regional Transportation Functional Plan (RTPFP) requirements in December 2018 to guide required city and county transportation system plan updates.

Methodology

Metro works directly with federal, state and local agencies to implement the Regional Transit Strategy.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> (see ongoing activities)
2 nd Quarter	<ul style="list-style-type: none"> (see ongoing activities)
3 rd Quarter	<ul style="list-style-type: none"> Annual VMT reporting
4 th Quarter	<ul style="list-style-type: none"> (see ongoing activities)
Ongoing	<ul style="list-style-type: none"> Provide technical and policy support for RTP implementation at the local, regional and state level

Project Lead

- Metro
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties

Project Partners

- Oregon Department of Transportation
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties
- SW Washington Regional Transportation Council

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 51,878	PL	\$ 29,149
Interfund Transfers	\$ 27,807	STBG	\$ 28,898
		5303	\$ 16,448
		Metro	\$ 5,190
TOTAL	\$ 79,685	TOTAL	\$ 79,685

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.325

Metropolitan Transportation Improvement Program

Staff Contact: Ted Leybold, Ted.Leybold@oregonmetro.gov

Description

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring the progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area and all projects and activities using federal transportation funding, including those administered by ODOT, TriMet and SMART.

The MTIP program also administers the allocation of three on-going federal funding programs: urban Surface Transportation Block Grant (STBG) Program and its Transportation Alternatives (TA) program set aside, the Congestion Mitigation Air Quality (CMAQ) Improvement Program, and any special funding directed by federal law to be distributed by a Metropolitan Planning Organization. These funds are awarded together to projects and activities through the Metro Regional Flexible Fund Allocation (RFFA) process.

Development and management of the MTIP is governed by 23 CFR 450.300-336, Metropolitan Transportation Planning and Programming. The MTIP reflects the RTP's first four-year implementation priorities to meet regional transportation strategies. Metro staff is considering adding two years of "informational" programming to the MTIP, to better show the true schedule of projects proposed for funding, rather than artificially constrain the project programming schedule to a four-year program. If undertaken, staff understands and will clearly articulate that these two additional years are not a part of the official TIP programming and program analysis but are for information purposes only.

The MTIP is ~~also~~ a project implementation financial document used to verify and obligate all federal project transportation funding to be spent within the metropolitan planning area. It reflects how funding for projects and their specific phases will be expended to implement the project as part of the first four years of the RTP. The MTIP must be fiscally constrained and demonstrate the programming of project funding does not exceed the funding capacity in any single year of the MTIP.

Through its major update, the MTIP verifies the region's compliance with federal requirements and informs the region on progress in implementation of the RTP. Between major MTIP updates, the MPO amends the MTIP for new projects and major changes in existing project's scope, schedule or budget. Minor changes may be addressed through administrative modifications.

Overall Objectives

Develop, adopt, and administer the MTIP in a cooperative, continuous, and comprehensive process with:

- agencies that allocate federal transportation funding (ODOT, TriMet, SMART),
- agencies that implement regionally significant transportation projects/programs, and
- the public and public interest organizations.

Maximize advancement of the goals and objectives of the RTP through the allocation of 2022-24 regional flexible funds (STBG, CMAQ, TA) to priority projects and program activities.

Demonstrate expected progress toward achieving transportation performance targets by the projects and programs included in the MTIP. 2019-2020 Unified Planning Work Program for the Portland-Vancouver metropolitan area

Demonstrate compliance with federal regulations (e.g. financial constraint, air quality planning, etc.) for federal funding used within the MPO planning area.

Provide the public with understanding of investments proposed for inclusion in the MTIP and the opportunity to provide timely input to decision makers regarding those investment's impacts on program requirements, goals and objectives.

Previous Work (*through June 2019*)

Work completed in the 2018-19 fiscal year included:

- Implementation of the 2019-21 RFFA policy direction and investment decisions.
- Adoption of the 2021-2024 MTIP policy and the 2022-24 RFFA policy to provide MPO policy direction and input to the various funding allocation programs for allocating federal funds to ensure progress in implementing the goals and objectives of the RTP (spring 2019).
- Addressed the corrective action on the RTP financial plan and strategy. This work provides the foundation to address a second corrective action for demonstration of financial constraint of the MTIP.
- Adoption of a project charter for the development of the 2021-24 MTIP and coordination with ODOT, TriMet and SMART in the allocation and programming of funding to projects administered by those agencies.
- Administration of the MTIP, including reviewing, evaluating, and processing of MTIP amendments, project selection, financial plan and scope/schedule adjustments, including addressing a federal corrective action on the definition and processing of amendments.
- Collaborate and assist ODOT Local Agency Liaisons (LAL) with development and execution of RFFA project funded IGAs and obligation of federal funding.
- Support in administering local project development plans (UPWP Regionally Significant projects)

Methodology

The Metropolitan Transportation Improvement Program is administered through the following methods:

- Collaborate with partner TIP administering agencies to document roles and responsibilities utilizing tools such as planning agreements, project charters, regular coordination meetings, and other resources.
- Develop and document the cooperative revenue estimation process that ensures adequate funding is available by year to operate and maintain the system, adequate revenue is available to deliver projects on the schedule proposed in the TIP, and all other financial planning and fiscal constraint requirements are met.
- Program transportation projects in the region consistent with Federal rules and regulations.
 - Ensure funding in the first two years of the MTIP is available or committed and that costs are programmed in year-of-expenditure dollars.
 - Verify activities are an eligible use of the funding identified (the multiple federal funding programs each have unique restrictions on how they can be used)
 - Ensure projects will meet federal and state air quality regulations such as transportation control measures (TCMs) as defined in the Region's element of the

- Ensure projects are consistent with the Regional Transportation Plan, including inclusion of the project on RTP financially constrained project list.
- Documentation of any impacts towards meeting transportation performance targets.
- Ensure opportunity for public comment is provided.
- Specifically ensure and document how MTIP procedures address the federal corrective action regarding fiscal constraint.
- Report annually on the obligation (the acceptance by FHWA of an execution of agreements between ODOT/FHWA/FTA and the local lead agency to approve spending or the execution of a grant agreement between FTA and the local transit agency) of federal funds to individual projects and programs.
- Utilize the Congestion Management Process (CMP) in analyzing the existing transportation system and developing the priority projects for inclusion in the 2021-24 MTIP.
- Develop the resource capacity, technical evaluation and reporting tools, and process methods to implement new performance measurement requirements as part of the 2021-24 MTIP.
- Allocate the 2022-24 fiscal year regional flexible funds to projects and programs within the region to advance the goals and objectives of the Regional Transportation Plan.
- Consult with program stakeholders, including formal consultation with required entities in compliance with federal regulations.
- Provide accessible materials and timely opportunities for public comment on the 2022-24 RFFA, 2021-24 MTIP processes and MTIP amendments.
- Continue the MTIP public awareness program to include updated printed materials, web resources and other material to increase understanding of the MTIP process.
- Analyze project and programming data, document, and adopt the 2021-24 MTIP for submission to the Governor and inclusion in the Statewide TIP. This includes extensive cooperation with ODOT, TriMet and SMART on the programming of funds and documentation of allocation processes that collectively meet federal requirements.
- Continue improvements to the on-time and on-budget delivery of the local program of projects selected for funding through the Transportation Priorities process, including improved evaluation of project readiness as part of the 2019 allocation process.
- Provide administrative and technical support to local project development and construction, as needed. This includes support of initial project development tasks performed as a planning phase activity.
- Collaboration on the development of statewide process improvements and administrative tools to improve TIP administration, including: ODOT's local agency certification program improvements for project delivery, development of a statewide TIP and financial planning database platform, and updates to obligation policies.
- Until a statewide TIP and financial data platform is fully operational, maintain TransTracker database with project programming, amendment, obligation information and revenue information.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> ● Adopt Policy framework for 2021-24 MTIP update and 2022-24 RFFA ● <u>Call for Projects for 2022-24 RFFA</u> ● <u>Evaluation of RFFA project applications for risk and responsiveness to desired policy outcomes, including safety, equity, climate change and congestion.</u>
2 nd Quarter	<ul style="list-style-type: none"> ● Completion of the FFY 2019 Obligation Report.

	<ul style="list-style-type: none"> Allocation of the 2022-24 regional flexible funds to projects and activities.
3rd Quarter	<ul style="list-style-type: none"> Draft programming and evaluation of the 2021-24 MTIP for meeting federal, state and regional requirements.
4th Quarter	<ul style="list-style-type: none"> Adoption draft of the 2021-24 Metropolitan Transportation Improvement Program document.
Ongoing	<ul style="list-style-type: none"> Amendments to the 2018-21active-MTIP. Monitoring and reporting on project implementation of CMAQ, STBG, and TA funded projects and project development (planning) activities. Implementation of a new project programming and financial planning data platform (TBD pending statewide MPO & ODOT scheduling)

Project Lead

- Metro

Project Partners

- Oregon Department of Transportation and Oregon Transportation Commission – Cooperate/Collaborate
- TriMet – Cooperate/Collaborate
- South Metro Area Regional Transit – Cooperate/Collaborate
- Southwest Washington Regional Transportation Council
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Commission (OTC)
- Oregon Department of Environmental Quality (DEQ)
- Oregon Metropolitan Planning Organization Consortium (OMPOC)
- US Environmental Protection Agency (EPA)

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 646,805	PL	\$ 125,471,282.06
Interfund Transfers	\$ 346,687	STBG	\$ 162,789
Materials & Services	\$ 75,500	5303	\$ 684,141,643.30
		Metro	\$ 96,935,466.7
TOTAL	\$ 1,068,992	TOTAL	\$ 1,068,992

Full Time Equivalent Staffing:

Regular Full Time FTE: 4.575

Air Quality Monitoring

Staff Contacts: Grace Cho, grace.cho@oregonmetro.gov

Description

The Air Quality Monitoring Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) address state and federal regulations and are carrying out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP). The program also coordinates with other air quality and climate change initiatives in the region and the Federal Transportation Performance and Congestion Management Monitoring and Reporting Program.

Overall Objectives

- Maintain the region's attainment status for National Ambient Air Quality Standards (NAAQS).
- Ensure MPO activities, including the Regional Transportation Plan and the Metropolitan Transportation Improvement Program, comply with federal and state laws pertaining to the reduction of mobile source emissions of air pollutants.
- Monitor MPO Programs to ensure the region is meeting regional air quality emissions reduction goals.
- Comply with requirements outlined in the Portland area SIP, including implementation of transportation control measures.
- Monitor and report on the region's vehicle miles traveled per capita and air pollution levels.
- Remain competent in analytical tools and techniques to evaluate future mobile source emissions of air pollutants, including criteria pollutants and air toxics.
- Work in partnership with resource agencies and jurisdictional partners to address transportation-related air pollution and other local air quality initiatives.
- Coordinate with Oregon Department of Environmental Quality (DEQ) and Oregon Department of Energy (DOE) and Oregon Department of Transportation (ODOT) regarding consistency with statewide Greenhouse Gas planning and monitoring

Previous Work *(through June 2019)*

- Conducted an annual "year-in-review" on various air quality issues impacting the region and Oregon in partnership with ODEQ and EPA Region X.
- Reported on the annual vehicle miles per capita as part of meeting SIP monitoring requirements.
- Completed updates to the emissions model (MOVES2014b), consistent with EPA guidance.
- Collaboration in statewide and EPA Region 10 air quality coordination meetings to track the current state of air quality regulations, data and analytical tools, NAAQS updates, trainings, etc.
- Documented fleet and technology assumptions used in the regional emissions model (MOVES2014b) for the 2018 RTP emissions analysis.
- Identified policies and programs in 2018 RTP that reduce emissions.

Methodology

Metro conducts and organizes a set of on-going planning, technical analysis, data collection, and

coordination activities throughout the fiscal year for the Air Quality and Climate Change Monitoring Program. In fiscal years where a Regional Transportation Plan (RTP) update or the development of a new four-year Metropolitan Transportation Improvement Program (MTIP) is under way, additional planning, technical analysis, data collection, and coordination activities usually take place and are documented. These may include formal monitoring reports submitted to state and federal agencies. The program related work is typically presented and discussed with the Transportation Policy Alternatives Committee (TPAC), as the official local consultation body identified in the Portland area SIP. Other technical and policy committees, including the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC), and the Metro Council are consulted as appropriate or required.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Work with ODOT to request to FHWA for a reassessment of the applicability of MAP-21 CMAQ performance monitoring and reporting requirements.
2nd Quarter	<ul style="list-style-type: none"> • Annual Metro-DEQ work program coordination meeting as part of MOU implementation
3rd Quarter	<ul style="list-style-type: none"> • (see ongoing)
4th Quarter	<ul style="list-style-type: none"> • (see ongoing)
Ongoing	<ul style="list-style-type: none"> • Implementation of Metro and DEQ Memorandum of Understanding (MOU). • Consult, coordinate, and collaborate on air quality related items with Oregon DEQ, local, regional, state, and federal partners as well as interested community-based organizations. • Continue to implement Transportation Control Measures and other commitments outlined in the Portland area SIP. • Collaboration in statewide and EPA Region 10 air quality meetings as they are scheduled. • Voluntarily report on mobile source emissions from transportation with the RTP and MTIP. • Build partnership with DEQ, public health and other stakeholders to work toward a sub-regional air quality analysis

Project Lead

- Metro

Project Partners

- U.S. Environmental Protection Agency
- Federal Highway Administration - Oregon Division
- Federal Transit Administration - Region X
- Oregon Department of Transportation
- Oregon Department of Environmental Quality
- Oregon Department of Energy
- Oregon Department of Land Conservation and Development
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties
- SW Washington Regional Transportation Council

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services \$ 31,290
Interfund Transfers \$ 16,772

TOTAL \$ 48,062

Resources:

PL \$ 48,062

TOTAL \$ 48,062

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.23

Climate Smart Implementation

Staff Contacts: Kim Ellis, kim.ellis@oregonmetro.gov

Description

The Climate Smart implementation program is an ongoing effort to monitor and report on the region's progress in achieving the policies and actions set forth in the 2014 Climate Smart Strategy and the Oregon Metropolitan Greenhouse Gas Emissions Reduction Target Rule. The program also includes technical support and collaboration with other regional and statewide climate initiatives.

Overall Objectives

- Ensure MPO activities, including the Regional Transportation Plan and the Metropolitan Transportation Improvement Program, comply with ~~federal and~~ state laws pertaining to the reduction of greenhouse gases.
- Ensure MPO activities support greenhouse gas emissions reduction goals.
- Monitor and report on the region's vehicle miles traveled per capita and greenhouse gas emissions.
- Monitor and report on Climate Smart Strategy implementation as required by the Metropolitan Greenhouse Gas Emissions Reduction Target Rule and to support monitoring of the Statewide Transportation Strategy.

Previous Work (through June 2019)

- Completed updates to the emissions model (MOVES2014b), consistent with EPA guidance.
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to greenhouse gas emissions.
- Completed the first Climate Smart Strategy monitoring report, as part of the 2018 Regional Transportation Plan Appendix J, to report on the region's progress implementing key elements of the Climate Smart Strategy and expected outcomes.
- Documented fleet and technology assumptions used in the regional emissions model (MOVES2014b) for the 2018 RTP emissions analysis.

Methodology

Metro conducts and organizes a set of on-going planning, technical analysis, data collection, and coordination activities throughout the fiscal year for the Climate Smart Implementation Program. In fiscal years where a Regional Transportation Plan (RTP) update or the development of a new four-year Metropolitan Transportation Improvement Program (MTIP) is under way, additional planning, technical analysis, data collection, and coordination activities usually take place and are documented. These includes periodic monitoring reports submitted to state agencies. The program related work is typically presented and discussed with the Transportation Policy Alternatives Committee (TPAC), as the official local consultation body identified in the Portland area SIP. Other technical and policy committees, including the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC), and the Metro Council are consulted as appropriate or required.

Major Project Deliverables/ Milestones	
1 st Quarter	•
2 nd Quarter	•
3 rd Quarter	• Annual VMT reporting
4 th Quarter	•
Ongoing	• Provide technical and policy support for Climate Smart implementation activities at the local, regional and state level

Project Lead

- Metro

Project Partners

- Oregon Department of Transportation
- Oregon Department of Land Conservation and Development
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties
- SW Washington Regional Transportation Council

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 33,883	PL	\$ 52,044
Interfund Transfers	\$ 18,161		
TOTAL	\$ 52,044	TOTAL	\$ 52,044

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.2

Civil Rights and Environmental Justice

Staff Contact: Clifford Higgins, clifford.higgins@oregonmetro.gov

Description

Metro's transportation-related planning policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; Section 504 of the 1973 Rehabilitation Act and Title II of the 1990 Americans with Disabilities Act; the federal Executive Order on Environmental Justice; the United States Department of Transportation (USDOT) Order; the Federal Highway Administration (FHWA) Order; Goal 1 of Oregon's Statewide Planning Goals and Guidelines and Metro's organizational values of Respect and Public Service.

The Civil Rights and Environmental Justice program works to continuously improve practices to identify, engage and improve equitable outcomes for historically marginalized communities, particularly communities of color and people with low income, and develops and maintains processes to ensure that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability.

Overall Objectives

- Identify communities and populations that are historically under-represented in decision-making and have been marginalized by government action
- Engage communities of color, people with low income and other historically marginalized communities in plan and program development and in decision-making
- Assess outcomes of regional transportation plans and programs on historically marginalized communities in order to improve decisions, inform communities and increase equity outcomes
- Develop and maintain accessible processes to file discrimination complaints against Metro and its subrecipients

Previous Work (through June 2019)

- Transportation Equity Analysis for the 2018 Regional Transportation Plan (RTP) to determine future benefits, burdens and potential disparate impacts for historically marginalized communities
 - Sought input of communities of color on 2018 RTP through community leader forums and other means.
 - Limited English Proficiency Plan and Implementation Plan update
 - Civil rights non-discrimination notice update to specifically underscore compliance with Title II of the 1990 Americans with Disabilities Act
 - Vital document translations for languages identified during the Factor 1 analysis for the Limited English Proficiency Plan
 - City- and county-level demographic analyses to aid in local transportation system plan development and civil rights assessments
 - Americans with Disabilities Act facility accessibility self-evaluation and action plan for Metro Regional Center
-

Methodology

Metro researches best practices and works with federal, state and local government partners and community partners to develop processes to identify, engage and assess outcomes for historically marginalized communities.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> Annual Title VI Compliance Report, July 1, 2018, through July 30, 2019
2nd Quarter	
3rd Quarter	<ul style="list-style-type: none"> Transportation Equity Assessment on the Metropolitan Transportation Improvement Program Create method for and perform assessment of demographic change for mid-cycle of decennial censuses
4th Quarter	<ul style="list-style-type: none"> Title VI Plan update
Ongoing	<ul style="list-style-type: none"> Coordinate practices with Metro’s racial equity strategy and Planning and Development equity plan Conduct focused engagement with communities of color, English language learners and people with low income for transportation plans and programs Receive, report and investigate, as appropriate, civil rights discrimination complaints against Metro and its subrecipients Language resources, including translated vital documents, on the Metro website for all languages identified as qualifying for the Department of Justice Safe Harbor provision Language assistance guide and training for staff to assist and engage English language learners Build partnership with DEQ, public health and other stakeholders to work toward a sub-regional air quality analysis

Project Lead

- Metro

Project Partners

- Oregon Department of Transportation, Office of Civil Rights
- U.S. Department of Transportation/ Federal Transit Administration, Office of Civil Rights
- Local jurisdictions and agencies

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 107,491	PL	\$ 165,107
Interfund Transfers	\$ 57,615		
TOTAL	\$ 165,107	TOTAL	\$ 165,107

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.7

Public Engagement

Staff Contact: Clifford Higgins, clifford.higgins@oregonmetro.gov

Description

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials, and integrate, address and respond to the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro performs focused engagement to hear the perspectives of historically marginalized communities to inform decisions and meet the objectives of its Civil Rights and Environmental Justice program.

Overall Objectives

- Promote participation of individuals and of community, business and other stakeholder groups
- Provide communications that are understandable, timely and broadly distributed to support transparency, demonstrate relevance and encourage public participation
- Provide the public with opportunities to being involved early and throughout policy, plan, project and program development
- Comply with federal and state laws, regulations and guidance regarding public participation and notice of comment opportunities in transportation and land use decision
- [Conduct public participation consistent with the adopted Public Participation Plan for Transportation Planning](#)

Previous Work (through June 2019)

- Public engagement review process through the Public Engagement Review Committee to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices
- Robust public engagement through the Southwest Corridor Light Rail Project Draft Environmental Impact Statement
- Robust public engagement through the development of the 2018 Regional Transportation Plan
- Produced multiple Regional Snapshots to better communicate issues and opportunities for greater Portland in the areas of transportation, land use and jobs
- Update to the Public Involvement Policy for Transportation Planning as part of a planned update to the agency's Public Engagement Guide
- Regional Snapshot on jobs including data on historically marginalized populations

Methodology

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Annual agency public engagement report, July 1, 2018, to June 30, 2019 • Regional Snapshot, transportation or land use topic
2nd Quarter	<ul style="list-style-type: none"> • Update to the agency's Public Engagement Guide • Regional Snapshot, transportation or land use topic • Annual community summit
3rd Quarter	<ul style="list-style-type: none"> • Annual agency public engagement report, July 1, 2018, to June 30, 2019
4th Quarter	
Ongoing	<ul style="list-style-type: none"> • Engagement and public comment on transportation planning projects, including the Southwest Corridor Light Rail, regional flexible funds and Metropolitan Transportation Improvement Project, mobility policy refinement, regional travel options strategy, corridor refinement and project development • Marketing, awareness-raising and capacity-building support for regional travel options partners • Content to build awareness, transparency and trust through Metro News and other channels

Project Lead

- Metro

Project Partners

- Local jurisdictions
- TriMet
- Oregon Department of Transportation
- U.S. Department of Transportation/ Federal Transit Administration

FY 2018-19 Cost and Funding Sources

Public Engagement is spread throughout other project budgets. Please refer to the MTIP, Corridor Planning, Civil Rights, MPO Management & Services budget summaries.

Transportation System Management and Operations – Regional Mobility Program

Staff Contact: Caleb Winter, caleb.winter@oregonmetro.gov

Description

Regional Mobility is one of two program areas under the broad policy heading of Transportation System Management and Operations (TSMO) – the other is the Regional Travel Options program. Together these two programs advance TSMO strategies by coordinating the development, implementation and performance monitoring of regional demand and system management strategies that relieve congestion, optimize infrastructure investments, promote travel options and reduce greenhouse gas emissions.

Overall Objectives

- Coordinate Regional Mobility strategies and investments, following regional plans including the Congestion Management Process (CMP).
- Manage allocation of regional flexible funds for TSMO projects.
- Coordinate and collaborate with 2020 TSMO Strategy update, Regional Travel Options and ODOT Region 1 Planning for Operations activities (see separate UPWP entries)
- Guide investments in ITS communications infrastructure based on the data Communications Master Plan, regional resources and regional partnerships.
- Update the region’s ITS Architecture Plan for consistency with the National and State ITS Architecture Plans.
- Continue to strengthen the Transportation Policy Alternatives Committee’s (TPAC) institutional capacity, and a regional understanding, regarding TSMO especially in the area of joint demand and system management, connected vehicles and automated vehicles.
- Serve as a regional liaison to advance research, education and training on transportation management and operation issues relevant to the region.
- Maintain ongoing communication with counterparts at Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) regarding CMP implementation as it relates to TSMO.

Previous Work *(through June 2019)*

- Managed TSMO project sub-allocations from the 2012-15 MTIP and 2016-2018 MTIP.
- Continued TSMO related work from the Congestion Management Process (CMP).
- Shared the regional ITS Architecture and supported training on new ARC-IT tools.
- Led agency stakeholders to prioritize regional data communications investments based on the regional Communications Master Plan.
- Managed, coordinated and collaborated in monthly TransPort meetings. Drafted an update to TransPort Bylaws and elected new Chair and Vice Chair.
- Collaborated in PORTAL TAC, ITS Network Management Team, Cooperative Telecommunications Infrastructure Committee and the Traffic Incident Management (TIM) Coalition.
- Coordinated TSMO-related professional development and training opportunities.
- Conducted project selection process for FY 2018-2021 MTIP TSMO Program funds.

Methodology

With the intent of supporting TSMO investments and activities in the Portland metropolitan region, the TSMO Regional Mobility Program encompasses three activity areas for Metro that include regional policy development and support; MTIP grant management; and system performance management. The Regional Mobility Program supports implementation following the systems engineering process, ensuring consistency with regional and national Intelligent Transportation Systems Architecture, supporting the Congestion Management Process and following federal fund requirements and ODOT procedures. The Regional Mobility supports performance measures by continuing to implement the Arterial Performance Management Regional Concept of Traffic Operations and supports the archiving and utilization of data through PORTAL and other sources.

Major Project Deliverables/ Milestones	
1 st Quarter	•
2 nd Quarter	•
3 rd Quarter	•
4 th Quarter	•
Ongoing	<ul style="list-style-type: none"> • Manage regionally-funded projects consistent with the 2010-2020 Regional TSMO Plan and subsequent regional policies and plans. • Provide strategic and collaborative program management in coordination with TransPort, ODOT Region 1 Planning for Operations (see separate UPWP entry), PORTAL Technical Advisory Committee, ITS Architecture, ITS Network Management Team, Traffic Incident Management (TIM) Coalition, Central Signal System Users Group, Cooperative Telecommunications Infrastructure Committee and other regional TSMO-related forums. • Support implementation of the Arterial Performance Measure Regional Concept of Operations (RCTO) to expand real-time, multimodal traffic and performance data collection capabilities including signal controllers. • Continue to collaborate in the regional project led by City of Portland to upgrade or replace the Regional Central Signal System. • Continue regional advancement of Automated Traffic Signal Performance Measures and next generation Transit Signal Priority. • Identify and pursue opportunities to implement the Emerging Technology Strategy (e.g., regional data sources; systems for connected and automated vehicles). • Continue TSMO Strategy Update (For more info, see separate UPWP entry on TSMO Strategy update). • Support development of alternative strategies recommended in the I-84 Multimodal Integrated Corridor Management (ICM) report. • Collaborate in developing the concept of operations for Clackamas Multimodal ICM (led by Clackamas County; details will be amended into UPWP). • Support TSMO related elements of the Congestion Management Process.

Project Lead

- Metro

Project Partners

- FHWA, FTA, ODOT, TriMet, Port of Portland, counties, cities, emergency managers, Wilsonville SMART, WSDOT, Southwest Washington Regional Transportation Council, C-Tran

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:		
Personal Services	\$	80,840	STBG	\$ 111,418
Interfund Transfers	\$	43,330	Metro	\$ 12,752
TOTAL	\$	124,170	TOTAL	\$ 124,170

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.55

Regional Travel Options (RTO) and Safe Routes to School Programs

Staff Contact: Dan Kaempff, daniel.kaempff@oregonmetro.gov

Description

Regional Travel Options (RTO) and Safe Routes to School (SRTS) Programs

The Regional Travel Options Program implements RTP policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying out the travel demand management components of the RTP. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO strategies include promoting transit, shared trips, bicycling, walking, telecommuting and the Regional Safe Routes to School Program. The program is closely coordinated with other regional transportation programs and region-wide planning activities.

RTO is an ongoing program for over the past two decades. It is the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. It has evolved from a series of programs aimed at reducing commute trips through carpooling and transit use, to its current iteration as a coordinated effort to encourage people to reduce single-occupant auto trips across the spectrum of travel purposes. Since 2003, the program has been coordinated and guided by a strategic plan. In 2018, the RTO Strategy was updated to better align the program with the updated goals, objectives and performance targets of the 2018 RTP, and to create goals and objectives for the new SRTS program.

Overall Objectives

- Increase access to and use of travel options to reduce vehicle miles traveled, provide cleaner air and water, improve health and safety, and ensure people have choices for travelling around the region.
- Reach existing and new participants more effectively by expanding the RTO program and working with new partners.
- Encourage families to walk and bicycle to school safely by implementing a regional Safe Routes to School (SRTS) program.
- Measure, evaluate and communicate the RTO program's impacts to continually improve the program.
- Coordinating grant funding with a wide range of partners and organizations.

Previous Work (through June 2019)

- Completed grant-funded projects awarded to partners through the 2017-19 RTO grant solicitation process. Awarded grants to 18 projects, totaling \$2.5 million.
- Enhanced coordination between regional partners engaged in employer outreach activities. Provided technical assistance and materials to support partners work.
- Implemented new SRTS regional program, consisting of grants and technical assistance to

support partners' work, and direct outreach to school districts to implement new SRTS education programs.

- Conducted research and evaluation work to better understand the impact of the program's efforts at changing travel behavior, and to inform future program grant making and to ensure alignment with RTP goals and objectives.

Methodology

A new three-year round of RTO grant-funded projects will commence July 1, 2019. These will be the first grants awarded under the new 2018 RTO Strategy, which outlined a new program direction intended to strengthen existing partner's work, while expanding the program's reach both demographically as well as geographically. Six different grant programs are aimed at providing a variety of opportunities for partners to receive funding and carry out RTO activities in the region, depending on their organization's interests, abilities, experience and capacity.

Marketing coordination and technical support is carried out at the regional level. Metro provides support to partners through a variety of methods to develop marketing and outreach tools that deliver a consistent, coordinated message about travel choices. It also provides information, education, and other means of enhancing and supporting partners' work.

The RTO program uses a broad evaluation framework to better capture the range of outcomes delivered by RTO grant partners and to align projects with RTP performance measures. In keeping with the RTP mode share targets, a primary RTO performance measure is shifting mode share to approximately 40% non-drive-alone trips among RTO program participants by 2028.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Review grantee deliverables and reporting, pay invoices.
2 nd Quarter	<ul style="list-style-type: none"> • Review grantee deliverables and reporting, pay invoices.
3 rd Quarter	<ul style="list-style-type: none"> • Review grantee deliverables and reporting, pay invoices.
4 th Quarter	<ul style="list-style-type: none"> • Review grantee deliverables and reporting, pay invoices.
Ongoing	<ul style="list-style-type: none"> • <u>Quarterly review grantee deliverables and reporting, pay invoices.</u> • Host bimonthly partner's meetings, aimed at education and coordination of activities. Lead regional marketing efforts to support partner's work and provide a consistent message throughout the region. Compile data and prepare evaluation reports to measure program effectiveness.

Project Lead

- Metro Planning and Development Department (Regional Travel Options staff)

Project Partners

- Metro Council – Policy making
- Joint Policy Advisory Committee on Transportation (JPACT) – Policy making
- Transportation Policy Alternatives Committee (TPAC) – Policy making
- Transportation Research and Education Center (TREC) – Cooperate/Collaborate
- Oregon Transportation Commission (OTC) – Cooperate/Collaborate
- Federal Highway Administration (FHWA) – Cooperate/Collaborate
- Federal Transit Administration (FTA) – Cooperate/Collaborate

- Oregon Department of Transportation (ODOT) – Cooperate/Collaborate
- SW Regional Transportation Council (RTC) – Cooperate/Collaborate
- Washington State Department of Transportation (WSDOT) – Cooperate/Collaborate
- Beaverton School District – Grant Recipient
- City of Milwaukie – Grant Recipient
- City of Portland – Grant Recipient
- City of Tigard – Grant Recipient
- City of Vancouver – Cooperate/Collaborate
- City of Wilsonville/Wilsonville SMART – Grant Recipient
- Clackamas Community College – Grant Recipient
- Community Cycling Center – Grant Recipient
- C-TRAN – Cooperate/Collaborate
- Explore Washington Park – Grant Recipient
- Go Lloyd – Cooperate/Collaborate
- Multnomah County – Grant Recipient
- Oregon Walks – Grant Recipient
- Portland Community College – Grant Recipient
- Ride Connection – Grant Recipient
- The Street Trust – Grant Recipient
- TriMet – Grant Recipient, Cooperate/Collaborate
- West Columbia Gorge Chamber of Commerce – Grant Recipient
- Westside Transportation Alliance – Grant Recipient

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:			
Personal Services	\$	723,807	FTA STBG	\$	3,502,717
Interfund Transfers	\$	387,960	ODOT – FHWA – STBG	\$	182,332
Materials & Services	\$	2,733,147	Metro	\$	159,864
TOTAL	\$	3,844,914	TOTAL	\$	3,844,914

Full Time Equivalent Staffing:

Regular Full Time FTE: 5.9

Regional Freight Program

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

Description

The Regional Freight Program manages updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and supporting Regional Freight Strategy. The program provides guidance to jurisdictions in planning for freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region. Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight planning program.

Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing collaboration with the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other regional transportation programs and region-wide planning activities.

Overall Objectives

Policy

- Engage with the Oregon Transportation Plan, Regional Transportation Plan (RTP), corridor refinement plans, and local Transportation System Plans (TSP) to ensure consideration and integration of freight policies and strategies as directed by the Regional Transportation Functional Plan.
- Work with state, regional and local agencies and private interests to implement the Regional Freight Strategy, including the action items identified in Chapter 9, as well as advancement of key multimodal freight investment priorities, securing appropriate private matching funds, and ensuring regional investments are competitively considered under state freight funding programs.
- Track industrial land use planning efforts to monitor whether current and future freight movement needs are addressed.
- Continue to work with Oregon Freight Advisory Committee to identify statewide freight project needs.
- Maintain a Regional Freight Program outreach component including web page, presentations, and informational materials.
- Provide data analysis and tracking of performance measures, like the FAST Act provisions

Projects

- Support and collaborate on enhancements to freight analysis tools including the update of the Commodity Flow Forecast, testing and implementation of Metro's Behavior Based Freight Model, and the Portland Oregon Regional Transportation Archive Listing (PORTAL).
- Collaborate with the Port of Portland and other stakeholders, to support the region's export initiative and leverage it into a broader economic development initiative that maximizes returns in the region. Consider export strategies as a key driver for investments affecting the regional freight network, seek available funding and coordinate relevant initiatives or analysis.

- Track regional projects with significant implications for freight movement.

Previous Work (through June 2019)

- Updated the regional freight vision and policies for the 2018 Regional Transportation Plan.
- Replaced the regional freight performance measure and target with the federal performance measure for freight movement and economic vitality, which measures the percent of Interstate System miles with reliable truck travel times.
- Set 2020 and 2022 regional targets for the percent of Interstate System miles with reliable truck travel times (using the same methodology as the federal performance measure)
- Finalized the Regional Freight Strategy as part of the 2018 Regional Transportation Plan.
- Developed a draft work plan that outlines which near-term action items within the regional freight action plan (chapter 8 of the Regional Freight Strategy) will be addressed in FY 2019-20.
- Developed a draft scope of work for applied uses of the Regional Freight Model including improved evaluation of the cost of congestion, benefits of freight project improvements and better understanding of truck related environmental impacts.

Methodology

The regional freight program is part of Metro’s MPO function, and the Regional Freight Plan was adopted in June 2010 as part of the Regional Transportation Plan. The focus of the work program for FY 2019-20 will continue to be on coordination with freight stakeholders, local jurisdictions and partners; and enhancing data collection and analysis tools. Continue to seek additional funding and partnership opportunities which will allow us to further implement the regional freight strategy and stimulate jobs and economic activity.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Begin the work on the identified near-term action items within the regional freight action plan for completion by June of 2020. • Coordinate work on the applied uses of the Regional Freight Model with travel forecasting staff. • Write a draft scope of work and a RFP for the Regional Freight Delay and Commodities Movement Study.
2nd Quarter	<ul style="list-style-type: none"> • Write 2020-21 UPWP narrative for Regional Freight Program that continues implementation of the Regional Freight Strategy. • Finalize the scope of work and select a contractor for the Regional Freight Delay and Commodities Movement Study.
3rd Quarter	<ul style="list-style-type: none"> • Complete a report on applied uses of the Regional Freight Model with input from travel forecasting staff. • Manage the contract for the Regional Freight Delay and Commodities Movement Study (CMS).
4th Quarter	<ul style="list-style-type: none"> • Manage the contract for the Regional Freight Delay and Commodities Movement Study.
Ongoing	<ul style="list-style-type: none"> • Provide freight planning support for the Regional Mobility Policy. • Represent Metro at quarterly meetings and work with the Oregon Freight Advisory Committee.

	<ul style="list-style-type: none"> • Represent Metro at monthly meetings and work with the Portland Freight Committee. • Work on identified near-term action items within the regional freight action plan.
--	---

Project Lead

- Metro Planning and Development Department

Project Partners

- City and county transportation agencies
- Port of Portland
- Oregon Department of Transportation
- U.S, Department of Transportation/ Federal Highway Administration
- Oregon Modeling Steering Committee – Freight Subcommittee
- Portland Freight Committee and other community groups focused on freight and goods movement

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 90,321	STBG	\$ 125,203
Interfund Transfers	\$ 48,412	Metro	\$ 14,330
Materials & Services	\$ 800		
TOTAL	\$ 139,533	TOTAL	\$ 139,533

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.575

Data Management and Visualization

Staff Contact: Karen Scott-Lowthian, karen.scott-lowthian@oregonmetro.gov

Description

Metro's Research Center (RC) provides Metro departments and the region with spatial and other data services including: data acquisition, aggregation, and standardization; data storage systems, software applications, and system analysis; and analytic products that visualize data to support planning, decision-making, performance measurement, and other purposes.

Overall Objectives

- Provide a data-driven and valid analytic foundation for decision support, planning support, and program management support to Metro and the region. This includes more-detailed objectives that augment and support P&D objectives:
- Provide performance measurement data and easy access to it via products and systems that visualize data as useful information supporting land use planning, transportation planning & programming, program management, and other Metro programs and policy goals.
- Provide foundation data upon which analytics and other processes can depend for performance measurement, planning, and operational support.
- Provide land use and transportation data to support Metro's transport and land use forecasting models (see separate sections describing land use and transport forecasting).
- Provide decision-support, analytic, and operational-support software applications by procurement or in-house development.
- Innovate to enhance Metro's ability to use data for planning, performance measurement, and decision-making.
- Coordinate with local jurisdictions, state agencies, private entities, and other partners to ensure efficient data development and data management.

Previous Work *(through June 2019)*

- Supported Metro Planning and Development Department by providing data, advanced analysis, technical expertise, and analytic and cartographic products for the Regional Transportation Plan, Metropolitan Transportation Improvement Program, Southwest Corridor Plan, Regional Transportation Options program, Regional Transit Strategy, Regional Housing Bond, and other efforts.
- Updated and improved the Land Development Monitoring System (LDMS), including tax lot, housing and employment data, building permits, etc.
- Conducted regional Factor 1 limited English proficiency analysis for Metro's Title VI reporting and updated regional demographic and socio-economic data.
- Provided data, analysis, technical expertise and tool support to the Economic Value Atlas(EVA)
- Coordinated and processed updates and annexations to jurisdictional boundaries as well as Census geographies
- Updated and published Regulated Affordable Housing Inventory
- Provided review and support of regional crash data.
- Provided technical review of new ancillary data sources (Sidewalk Labs, housing, etc.)

- Published quarterly updates and enhancements to the Regional Land Information System (RLIS)

Methodology

- Coordinate and cooperate closely with internal Metro and external partners to ensure optimal data acquisition and utilization and craft analytics that well serve Metro’s Planning and Development activities.
- Using best enterprise practices, develop and maintain robust data systems infrastructure, software, and staff capacity for data analysis and visualization
- Integrate data management, visualization, and analysis with the forecasting elements of the UPWP (described elsewhere)
- Monitor developments of and suggest directions for data- and analytic-related policy at the regional, state, and national level

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Publish quarterly update and enhancements to RLIS • Complete work plan for enhanced safety data, analysis and tool development in support of Vision Zero
2 nd Quarter	<ul style="list-style-type: none"> • Publish quarterly update and enhancements to RLIS • Complete scope for enhanced bike and pedestrian data in support of the Regional Active Transportation program • Complete scope for next phases of EVA
3 rd Quarter	<ul style="list-style-type: none"> • Publish quarterly update and enhancements to RLIS • Complete first phase of platform for development and display of performance measures in support of regional performance measurement including Map 21 • Update data that informs the Land Development Monitoring System (LDMS), including tax lot, housing and employment, building permits, etc • Update and publish regional demographic and socio-economic data (e.g., income, race, ethnicity, age, employment, education)
4 th Quarter	<ul style="list-style-type: none"> • Publish quarterly update and enhancements to RLIS • Publish coordinated database/tool of safety related data? • Displacement Monitoring tool? (RTP 8.5.3.6 - SWEDS)
Ongoing	<ul style="list-style-type: none"> • Provide new data evaluation and acquisition, analysis, technical support and tools in support of Planning and Development programs • Provide technical support, data, analysis and cartographic products to Regional Housing Bond • Continue providing ad hoc data, analysis, and visualization services to members of the public and private entities through RC public information support

Project Lead

- Metro Research Center

Project Partners

- Metro planners
- Local governments

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services	\$	998,586
Interfund Transfers	\$	535,242
Materials & Services	\$	61,000

Resources:

PL	\$	279,091
ODOT Support	\$	157,193
TriMet Support	\$	134,233
Metro	\$	1,024,311

TOTAL \$ 1,594,828

TOTAL \$ 1,594,828

Full Time Equivalent Staffing:

Regular Full Time FTE: 7.66

Economic, Demographic and Land Use Forecasting Program

Staff Contact: Dennis Yee, dennis.yee@oregonmetro.gov

Description

The **Economic, Demographic and Land Use Forecasting Program** complements the **Economic, Demographic, and Land Forecasting Development and Application Program**. The Land Use Analytics Team (LUAT) assembles historical data and future forecasts of population, land use, and economic activity that support Metro's planning needs. LUAT provides forecasts at various geographies, ranging from regional (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future.

Metro planning staff use the forecasts and projections to manage solid waste policy, study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives. Local jurisdictions across the region also rely on the forecast products to inform their comprehensive plan and system plan updates.

Overall Objectives

- Provide employment, population, and land use forecasts and projections to regional policy makers.
- Apply the best available tools to carry out forecasting efforts and support planning projects.
- Maintain econometric models that produce regional growth projections for economic and demographic data series.
- Update land use forecasting tools on a regular basis.

Previous Work *(through June 2019)*

- **Census Data:** Created a repository of key Census data and advised local partners on Census activities such as the local update of community addresses (LUCA) process and the Census' participant statistical areas program (PSAP) (Survey, Data Acquisition, and Research).
- **Economic Data:** Maintained and tracked key economic indicators that inform economic conditions and are used for regional forecasts (Survey, Data Acquisition, and Research).
- **Land Development Monitoring System (LDMS):** Developed process for extracting land consumption information from the Metro RLIS database (Regional Land information system). (Survey, Data Acquisition, and Research).
- Updated regional economic and demographic modeling components and completed an aggregate regional economic/demographic forecast (Regional Macro-Forecast and Modeling).
- Analyzed reference case and alternative growth scenarios to inform the 2018 urban growth management decision (Land Use Forecast and Modeling).
- Initiated a Land Use Model Scoping Project. This is a multi-year, consultant-assisted project that will result in the following deliverables (Land Use Forecast and Modeling):
 - Land Use Model Design Plan and Final Report
 - Mid-Cycle UGB Decision Model Design Plan
 - Land Use Model/ABM Integration Design Plan
 - Residential Survey Design Plan

- Completed additional validation and sensitivity analytics on the housing sub model of the MetroScope land use model (Land Use Forecast and Modeling).
- Developed a prototype Housing and Transportation Cost Index tool to estimate the number of cost burdened households, the cost burdened condition of the median household, and cost burden estimates for above average, average and below average income bracket households. This information was used to support the Housing Needs Analysis of the most recent Urban Growth Boundary decision (Land Use Forecast and Modeling).
- Updated the MetroScope land use model visualization tool and dashboard indicator tools. (Land Use Forecast and Modeling).

Methodology

Metro will utilize its set of forecast models and tools to prepare a disaggregate forecast at the TAZ (traffic analysis zones) level for regional transportation planning and projects. Metro will consult with state and local partners, engage stakeholders in reviewing forecast inputs, provide needed forecast details, before producing the final disaggregate forecast product.

Metro will review and recommend modernization and upgrades to its land use modeling tools to help maintain and to provide timely policy and forecast information to future policy makers and stakeholders.

Metro will develop a new aggregate industrial demand forecast models to predict future land development needs.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Develop work plan for disaggregate TAZ forecast: <ul style="list-style-type: none"> ○ Engage stakeholders ○ Convene a regional land use advisory group ○ Review forecast inputs ○ Review policy inputs • Modernization of land use model: <ul style="list-style-type: none"> ○ Review / Revise / Accept consultant report – a recommendations to update land use modeling ○ Develop a Metro RC work plan based on the consultant recommendations of the needs assessment report • Development of an aggregate industrial land use model – oversee consultant work tasks
2nd Quarter	<ul style="list-style-type: none"> • Disaggregate forecast preparations <ul style="list-style-type: none"> ○ Update as needed forecast inputs (e.g., Buildable Land Inventory, update with adopted RTP assumptions) ○ Update as needed policy inputs (e.g., redevelopment assumption, update concept / zoning plans of UGB expansions, review and update prospective UGB assumptions) • Modernization of land use model: <ul style="list-style-type: none"> ○ Implementation of Metro land use model work plan elements (TBD from Q1) • Review / Revise / Accept the aggregate industrial land use model

	<ul style="list-style-type: none"> • Test (Metro RC) and validate the aggregate industrial land use model under typical Metro forecast usage
3rd Quarter	<ul style="list-style-type: none"> • Produce DRAFT disaggregate forecast <ul style="list-style-type: none"> ○ Engage stakeholders with disaggregate forecast review • Modernization of land use model: <ul style="list-style-type: none"> ○ Review / Revise / Accept consultant recommendations – consultant will recommend the best available land use modeling practices for addressing new state legislation allowing Metro to revise the UGB prior to the typical 6-year periodic review interval. ○ Develop a Metro RC workplan based on the consultant recommendations for a mid-cycle UGB expansion. Develop appropriate modeling and forecasting tools.
4th Quarter	<ul style="list-style-type: none"> • FINAL disaggregate forecast • Council adoption of FINAL forecast products • Modernization of land use model: <ul style="list-style-type: none"> ○ Review / Revise / Accept consultant report – recommendations on best practices to integrate land use model with an activity based transport model; recommendation on best practices in designing a residential survey for a land use model development effort ○ Develop a Metro RC workplan based on the consultant’s recommendations
Ongoing	<ul style="list-style-type: none"> • Annual Land development monitoring system • Census data – provide local assistance to upcoming 2020 Census activities • Economic data – update databases to support regional forecasting efforts • Land use model improvements in operation and efficiency • Annual solid waste generation forecast and analytics • Regional land use indicators and benchmarks

Project Lead

Modeling and Forecasting Division of the Metro Research Center.

Project Partners

- Cities and counties in and adjacent to Metro
- State of Oregon
- Stakeholders: Portland State University, Port of Portland, Trade Associations, NGO’s

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 145,379	PL	\$ 242,601
Interfund Transfers	\$ 77,923		
Materials & Services	\$ 19,300		
TOTAL	\$ 242,601	TOTAL	\$ 242,601

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.989

Travel Forecast Maintenance

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

The **Travel Forecast Maintenance Program** includes the supporting work elements and activities necessary to keep the travel demand model and ancillary tools responsive to policy questions and investment decisions that emerge during the regional transportation planning process. The major projects and tasks included within this program are differentiated from the **Travel Forecast Development and Application Program** in that they are on-going effort as opposed to significant one-time initiatives.

Note: The Travel Forecast Maintenance and the Travel Forecast Development and Application Programs were combined programs up until the FY 2018-19 UPWP, so the apparent similarities in the program narratives below are an artifact of their prior combined status. Moving forward from the FY 2018-19 UPWP, the differences between the programs can be explicitly identified by comparing the Major Project Deliverables/Milestones sections of the respective narratives.

Overall Objectives

- Ensure the continued validity and utility of the travel demand modeling methods, techniques and tools.
- Ensure that travel demand modeling methods, techniques and tools are consistent with the guidelines and requirements of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Environmental Protection Agency (EPA).

Previous Work (through June 2019)

- Conducted periodic household travel behavior surveys.
- Updated existing trip-based travel demand models.
- Developed a dynamic activity-based travel demand model platform.
- Developed a next generation behavioral-based freight travel demand model.
- Simplified routing algorithm for the bicycle assignment tool.
- Developed a working Multi-Criterion Evaluation toolkit.
- Developed a prototype Housing + Transportation Cost Index toolkit.
- Reviewed and updated travel demand model input data and assumptions.
- Streamlined travel demand model application computer code and scripts.
- Collaboration with the Oregon Model Steering Committee.
- Collaboration with Transportation Research Board Committees and Conferences.
- Developed automated procedures for performance monitoring requirements.

Methodology

The Modeling and Forecasting Division of the Metro Research Center will manage the Travel Forecast Maintenance Program. A combination of the activities listed below will be utilized to achieve the objectives of the Travel Forecast Maintenance Program:

- In-house research and development.
- Strategic visioning and scoping.

- Consultant and contractor assistance.
- Collaboration and data-sharing with regional partners.
- Purchase of 3rd party data products and/or proprietary software.
- Staff training for computer software development and coding.
- Collaboration at national conferences and peer exchanges.

Major Project Deliverables/ Milestones	
1st Quarter	
2nd Quarter	
3rd Quarter	
4th Quarter	
Ongoing	<ul style="list-style-type: none"> • Updates to travel demand model networks. Input data, and code base. • Development of a Micro Analysis Zone (MAZ) system and associated data attributes for the activity-based travel demand model framework. • Continued collaboration on various Oregon Model Steering Committee subcommittees and work groups. • Continued collaboration on Transportation Research Board committees and conferences.

Project Lead

- Modeling and Forecasting Division of the Metro Research Center.

Project Partners

- Oregon Department of Transportation.
- TriMet.
- City and county transportation agencies.
- Federal Highway and Transit Administrations.
- Oregon Department of Environment Quality.
- Federal Environmental Protection Agency.
- Oregon Health Authority.
- Port of Portland.
- State and regional universities.

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 535,146	PL	\$ 515,078
Interfund Transfers	\$ 286,838	ODOT Support	\$ 45,187
Materials & Services	\$ 35,585	TriMet Support	\$ 98,527
		Metro	\$ 198,777
TOTAL	\$ 857,569	TOTAL	\$ 857,569

Full Time Equivalent Staffing:

Regular Full Time FTE: 3.689

Technical Assistance Program

Staff Contact: Cindy Pederson, cindy.pederson@oregonmetro.gov

Description

The purpose of the Technical Assistance program is to provide transportation data and modeling services for projects that are of interest to local entities. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation (ODOT), the Port of Portland, private sector businesses and the general public. In addition, client agencies can use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. A budget allocation defines the amount of funds that is available to each regional jurisdiction for these services.

Overall Objectives

- US Department of Transportation (USDOT) protocols require the preparation of future year regional travel forecasts to analyze project alternatives. The primary objective of this program is to provide travel modeling tools and services to clients for local project needs.

Previous Work (through June 2019)

- Provided custom modeling services to a consultant analyzing multimodal access to requested locations in the region
- Distributed transportation networks and trip tables from the most current Regional Transportation Plan to regional partners
- Purchased and maintained modeling software for ODOT Region 1, City of Portland, City of Gresham, City of Hillsboro, Clackamas County, Multnomah County and Washington County

Methodology

Data and modeling services are provided to jurisdictions, regional agencies and the private sector upon request. Transportation network modeling software is purchased and maintained for regional agencies upon request. There are currently seven agencies that participate in this program.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Funds to the local governmental agencies to purchase and pay maintenance on transportation modeling software (upon request).
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	<ul style="list-style-type: none">• Technical assistance work is completed upon request.

Project Lead

- Metro Research Center – Modeling Services Division

Project Partners

- Oregon Department of Transportation
- TriMet
- City of Portland

- Washington County
- Clackamas County
- Multnomah County
- City of Gresham
- Port of Portland
- Private consultants and other non-governmental clients

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 50,863	STBG	\$ 60,515
Interfund Transfers	\$ 27,262	ODOT Support	\$ 22,620
Materials & Services	\$ 19,176	TriMet Support	\$ 7,240
		Metro	\$ 6,926
TOTAL	\$ 97,301	TOTAL	\$ 97,301

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.33

MPO Management and Services

Staff Contact: Tom Kloster, tom.kloster@oregonmetro.gov,
Margi Bradway, margi.bradway@oregonmetro.gov

Description

Metropolitan Planning Organization (MPO) Management and Services provides overall management and administration of Metro's Metropolitan Planning Organization (MPO) role. Overall department administration includes:

- preparation and administration of the Unified Planning Work Program (UPWP),
- procurement,
- contract administration,
- grants administration,
- internal and external reporting,
- quinquennial-quadrennial review and annual-regular self-certification (with MTIP adoption) of meeting MPO requirements,
- certifications and assurances filing to demonstrate capacity to fulfill MPO requirements,
- public participation in support of MPO activities,
- air quality modeling support for MPO programs, and
- staffing and services to meet required needs of the various standing MPO advisory committees, including the Metro Council, Joint Policy Advisory Committee on Transportation (JPACT), Transportation Policy Alternatives Committee (TPAC) and other project-specific working groups and advisory committees

As an MPO, Metro is regulated by Federal planning requirements and is a direct recipient of Federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation Plan (RTP) and other transportation planning activities. The purpose of the MPO is to ensure that Federal transportation planning programs and mandates are effectively implemented, including ongoing coordination and consultation with state and federal regulators.

JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on MPO actions. TPAC serves as the technical body that works with Metro staff to develop policy alternatives and recommended actions for JPACT and the Metro Council.

As the MPO, Metro is responsible for preparing the annual Unified Planning Work Program (UPWP), a document that coordinates activities for all federally funded planning efforts in the Metro region. Once adopted, the UPWP is a living document, and Metro makes periodic amendments, as needed, under procedures established in the UPWP.

Metro also maintains intergovernmental agreements (IGAs) and memorandums of understanding (MOUs) with local on general planning coordination and special planning projects. These agreements include:

- South Metro Area Rapid Transit (SMART) MOU (*effective through June 30, 2020*)
- Southwest Washington Regional Transportation Council (RTC) MOU (*effective through June 30, 2021*)

- Oregon Department of Environmental Quality MOU (*effective through March 7, 2023*)
- 3-Way Planning IGA with ODOT and TriMet (*effective through June 19, 2021*)

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened by ODOT.

Overall Objectives

Provide consistent and ongoing administrative support for the regional transportation planning programs.

- Maintain an updated UPWP, including annual updates and periodic amendments, as needed, to advance regional planning projects
- Complete **quarterly semi-annual** and year-end planning progress reports to be submitted to FTA and FHWA via ODOT
- Complete an annual self-certification review of compliance with federal transportation planning requirements in conjunction with completing the MTIP
- Complete the **54**-year federal certification review by FHWA, FTA and EPA (next review in 2021)
- Complete annual recruitment of community representatives for TPAC's six community member seats (three seats are filled annually for 2-year terms)
- Maintain planning intergovernmental agreements and memorandums of understanding with regional planning partners to ensure timeline delivery of planning program products and funding
- Staff and provide information to JPACT and TPAC to develop MPO policies
- Consistency with RTP and MTIP on an ongoing basis

Previous Work (*through June 2019*)

- Adoption of the 2019-20 UPWP.
- Completion of **quarterly semi-annual** and year-end planning progress reports for 2018-19 submitted to FTA and FHWA via ODOT.
- Coordination of the UPWP with the 2019-20 Metro budget.
- Completion of the 2018 annual self-certification.
- Organization of twelve JPACT meetings, twelve TPAC meetings and several TPAC workshops as well as coordination of agenda items on Metro Council, MPAC, MTAC meetings as needed.
- Complete recruitment of TPAC community representatives for the 2019-20 (calendar year) cycle.
- Collaboration with other MPOs and Transit staff at quarterly meetings convened by ODOT and at quarterly OMPOC meetings.
- Complete scheduled updates to IGAs and MOUs.
- Provision of MPO staff support, as needed.

Methodology

MPO services and support is organized around two thematic teams. A team of planning professionals manages the ongoing MPO planning functions, including development of UPWP and leading our various regional planning projects and programs. A second team of finance professionals lead our budget, contracts, procurements and intergovernmental agreements. These teams work closely within Metro's Planning and Development Department.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Collaboration with other MPOs and transit agencies at quarterly Oregon MPO

	<ul style="list-style-type: none"> and Transit meeting • Collaboration with other MPOs at OMPOC meeting
2nd Quarter	<ul style="list-style-type: none"> • Collaboration with other MPOs and transit agencies at quarterly Oregon MPO and Transit meeting • Collaboration with other MPOs at OMPOC meeting • Completion of draft 2019-20 UPWP
3rd Quarter	<ul style="list-style-type: none"> • Collaboration with other MPOs and transit agencies at quarterly Oregon MPO and Transit meeting • Collaboration with other MPOs at OMPOC meeting • Consultation for draft 2019-20 UPWP
4th Quarter	<ul style="list-style-type: none"> • Collaboration with other MPOs and transit agencies at quarterly Oregon MPO and Transit meeting • Collaboration with other MPOs at OMPOC meeting • Adoption of 2019-20 UPWP <u>(including a transmittal to ODOT with the list of projects that require individual IGAs)</u> • Self-Certification • Update to RTP and MTIP amendment processes
Ongoing	<ul style="list-style-type: none"> • Organization of monthly JPACT and TPAC Meetings • Provision of MPO support, as needed • UPWP administration • Contract administration • Grants administration • Procurement

Project Lead

- Metro Planning & Development Department

Project Partners

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Commission (OTC)
- Oregon Department of Environmental Quality (DEQ)
- US Environmental Protection Agency (EPA)

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 181,368	PL	\$ 308,082
Interfund Transfers	\$ 97,213		
Materials & Services	\$ 29,500		
TOTAL	\$ 308,082	TOTAL	\$ 308,082

Full Time Equivalent Staffing:

Regular Full Time FTE: 1.32

Federal Transportation Performance and Congestion Management Monitoring and Reporting

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

Description

MAP-21/FAST Act Performance Measures and Targets for the Portland Metro Region

The U.S. Department of Transportation issued new regulations for states and MPOs that require greater monitoring of mobility on our throughway system and setting targets for system performance. Metro will address federal MAP-21 and FAST Act transportation performance management requirements that were adopted as part of the 2018 Regional Transportation Plan (RTP), for the following areas:

- Safety
- ~~National Highway System~~-Asset Management
- ~~National Highway System~~ Performance
- ~~National Freight Movement on the Interstate System~~
- Congestion Mitigation and Air Quality Program
- Transit Asset Management

The performance targets are for federal monitoring and reporting purposes and will be coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region's Congestion Management Process and complement other performance measures and targets contained in Chapter 2 of the 2018 RTP.

Congestion Management Process

Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of goods and people. A congestion management process (CMP) is a systematic objectives driven approach for managing congestion that provides accurate, up-to-date information on transportation system performance for all modes of travel. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP, as defined by federal regulation, is intended to move these congestion management strategies into the funding and implementation stages.

A CMP is required in metropolitan areas with greater than 200,000 people, and are known as Transportation Management Areas (TMAs). Federal requirements also state that in all TMAs, the CMP shall be developed and implemented as part of the transportation planning process such that CMP strategies are reflected in the regional transportation plan (RTP).

The goal of the region's CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through a combination of reducing drive alone trips, increasing transit ridership, bicycling, and walking, supporting freight mobility, and expanding the use of operational system management and demand management strategies.

The Regional Transportation Plan calls for strategic widening of existing roads and throughways to address congestion bottlenecks, increasing street network connectivity, expanding travel options, and using system and demand management strategies to help improve reliability and better connect

goods to market. Prior to adding new motor vehicle capacity beyond the planned system of arterial and throughway through lanes, the region's CMP and RTP policy require an analysis of travel demand reduction and operational management strategies. They also require an analysis of planned transit service and multimodal connectivity improvements to demonstrate that these strategies cannot adequately address arterial or throughway deficiencies and bottlenecks.

The Mobility Corridor Atlas is the main tool Metro uses for the Congestion Management Process and MAP-21 reporting.

Overall Objectives

MAP-21/FAST Act Performance Measures and Targets for the Portland Metro Region

- Continue monitoring and reporting for the federal MAP-21 and FAST Act transportation performance management requirements that include: Safety, ~~National Highway System~~-Asset Management, ~~National Highway System~~-Performance, ~~National~~-Freight Movement ~~on the Interstate System~~, Congestion Mitigation and Air Quality, and Transit Access Management.
- Review current regional performance measure targets for 2020 and 2022 and evaluate if the regional targets need to be adjusted.

Congestion Management Process

The 2018 RTP's goals, objectives and policies provide a framework for the region's Congestion Management Process (CMP). The 2018 RTP outlines a series of 11 goals which Metro will monitor. Some RTP objectives related to the goals and specific to the CMP are:

- Walkable Communities
- A Connected Region
- Access to Industry and Freight Intermodal Facilities
- Travel Choices
- Regional Mobility
- Transportation Safety
- Clean Air
- Performance-based Planning

Previous Work (through June 2019)

MAP-21/FAST Act Performance Measures and Targets for the Portland Metro Region

- In 2018, Metro worked with ODOT to set MAP-21 performance measure targets.
- Coordinated with ODOT and obtained ODOT review of the target setting for the region on Safety, National Highway System Asset Management, National Highway System Performance, National Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Program.
- Coordinated target reporting for Transit Asset Management with TriMet, SMART and C-TRAN.

Congestion Management Process

- Developed congestion management objectives and policies as part of the RTP, Transportation System Management and Operations Action Plan, and Regional Travel Options Strategy.
- Identified geographic areas and regional transportation networks using the Mobility Corridor Atlas to apply the CMP.
- Established multimodal performance measures for the CMP as part of the RTP Performance Targets (Chapter 2) and Performance Evaluation (Chapter 7).
- Other transportation monitoring measures have been developed as part of the 2018 RTP and have been calculated and evaluated.

Methodology

Metro calculated, gather from other agencies, and organized the data for reporting purposes, on the federal MAP-21 and FAST Act transportation performance management requirements for the region. Most of the regional targets match the statewide MAP-21/FAST Act Performance targets. Where the regional targets differ from the statewide targets, the regional targets were set based on the 2016 and 2017 Baseline data that showed the state target was not achievable by 2022. Metro asked ODOT for review of the draft regional targets before finalizing the targets.

The Congestion Management Process (CMP) relies on performance measures in the RTP and provides a framework for ongoing data collection and monitoring of system performance with the Mobility Corridor Atlas as the reporting vehicle.

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	<ul style="list-style-type: none"> • MAP-21 performance monitoring and reporting. • Review of MAP-21 targets for the region based on new reporting data. • Development of the Mobility Corridor Atlas tool. • Collect data and monitor system performance for the CMP. • Identify and evaluate the effectiveness of the CMP strategies • Implement selected CMP strategies and manage the transportation system.

Project Lead

- Metro Planning and Development Department

Project Partners

- Oregon Department of Transportation
- U.S. Department of Transportation/ Federal Highway Administration
- City and county transportation agencies
- TriMet
- South Metro Area Regional Transit (SMART) and C-TRAN

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 29,258	PL	\$ 44,941
Interfund Transfers	\$ 15,682		
TOTAL	\$ 44,941	TOTAL	\$ 44,941

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.2

Regional Transportation Safety Program

Staff Contact: Lake McTighe, lake.mctighe@oregonmetro.gov

Description

Working with partners in the region Metro has completed an updated 2018 Regional Transportation Safety Strategy. To implement the strategy, Metro is formalizing regional transportation safety activities in a Regional Transportation Safety Program to support achieving national, state, regional and local safety goals, objectives, policies and performance targets.

A two-year work plan will be developed to guide Metro activities related to transportation safety in coordination with federal, state and local partners. The work plan will be based on the strategies and actions identified in the 2018 Regional Transportation Safety Strategy and the Regional Safe Routes to School Program.

Tasks in the Regional Transportation Safety Program work plan will include annual reports to the Metro Council and JPACT, schedules to update regional plans and the Regional Transportation Functional Plan to reflect current policy direction, activities to coordinate with partners and increase awareness of Vision Zero and Safe Routes to School, identifying legislative priorities and refining regional funding criteria, and developing and maintaining relevant crash data and analysis tools.

Overall Objectives

- Reduce and eliminate fatalities from traffic crashes in region
- Develop and implement a two-year work plan for a traffic safety program to support implementation of the 2018 Regional Transportation Safety Strategy, Safe Routes to School Program and local, national and state transportation safety plans
- Support and be consistent with the Oregon Transportation Safety Plan

Previous Work (through June 2019)

- Establishment of ad-hoc Regional Safety Workgroup in 2009 in response to a Federal Highway Administration recommendation to better incorporate safety into the MPO planning process
- Metro worked with local governments, ODOT, TriMet, practitioners and researchers to draft the region's first Regional Transportation Safety Plan
- Adoption of regional safety performance targets in 2010 Regional Transportation Plan
- Completion of the 2011 Metro State of Safety Report
- Completion of the 2012 Regional Transportation Safety Plan
- Adoption of the 2014 Climate Smart Strategy, which included recommended actions for safety
- Updated safety targets and policy in the 2014 Regional Transportation Plan
- Adoption of the 2018 Regional Transportation Safety Strategy, including updated Vision Zero safety target, annual safety targets to meet federal requirements, safety performance measures, strategies and actions, developed with guidance from technical safety work group, Metro technical and policy advisory committees, and Metro Council
- Identification regional high injury corridors and intersections using ODOT and regional data and replicable GIS based methodology, and completion of the 2017 Regional High Injury Corridors and Intersections Report

- Completion of the 2018 Metro State of Safety Report
- Development of new safety policy section in the 2018 Regional Transportation Plan
- Developed draft work plan for Transportation Safety Program
- Updated, host and maintain a publicly available Metro crash map analysis tool with 2012-2018 crash data. The tool was developed in 2014 with ODOT 2007-2011 crash data and provided a simple format to visually explore crash data.

Methodology

Metro will manage the Regional Transportation Safety Program and the development of a two-year work plan. Metro will also consult with partners listed under [Project Partners](#) ~~Other Stakeholders~~ in the development of the work plan and implementing actions and will coordinate internally with other programs and projects at Metro.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Finalize draft work plan • Develop regional safety/performance-based street design workshop in coordination Metro Active Transportation and Complete Streets programs
2 nd Quarter	<ul style="list-style-type: none"> • Convene regional transportation safety work group, refine draft work plan • Develop regional approach for future transportation safety legislation, including level of effort and feasibility analysis to address equity in fines and enforcement
3 rd Quarter	<ul style="list-style-type: none"> • Finalize work plan • Draft annual report for Metro Council and JPACT • Develop visualizations and graphics of data analysis, crash statistics, logo and other material for annual reports, plans, and regional transportation safety webpage. To inform elected officials, the public and other stakeholders and support public understanding of Vision Zero. • Develop crash data and analysis business plan in partnership with Metro Research Department.
4 th Quarter	<ul style="list-style-type: none"> • Update key crash data findings • Visual display of data • Update High Injury Corridors and report back for annual report. • Report back on selected safety projects in the region • Finalize annual report • Develop understanding of level of effort to develop posted speed data set.
Ongoing	<ul style="list-style-type: none"> • Track implementation activities • Develop and maintain crash data and analysis tools: CrashMap, sidewalk and bikeway data, traffic, bike and pedestrian counts, crash prediction and crash risk exposure models • Develop and maintain web, video and printed materials to clearly communicate • Coordinate with other Metro programs and departments, including transit, active transportation, freight, Complete Streets and Data Resource Center

Project Lead

- Metro Planning and Development Department

Project Partners

- City and county transportation agencies
 - Oregon Department of Transportation
 - Oregon Department of Land Conservation and Development
 - Police, fire and public health departments
 - TriMet, SMART and other transit operators in the region
 - U.S. Department of Transportation/ Federal Highway Administration
 - Non-profit and community groups focused on traffic safety
 - Refer to the 2018 Regional Transportation Safety Strategy for an extensive list of potential partners
-

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services	\$	30,556
Interfund Transfers	\$	16,378

TOTAL	\$	46,934
--------------	-----------	---------------

Resources:

STBG	\$	42,114
Metro	\$	4,820

TOTAL	\$	46,934
--------------	-----------	---------------

Full Time Equivalent Staffing:

Regular Full Time FTE:	0.2
------------------------	-----

Regional Active Transportation Program

Staff Contact: John Mermin, john.mermin@oregonmetro.gov

Description

The Regional Active Transportation Program manages updates to and implementation of pedestrian, bicycle and access to transit in the Regional Transportation Plan (RTP) and the Regional Active Transportation Plan. The program provides guidance to jurisdictions in planning for safe, efficient and comfortable active transportation access and mobility on the regional transportation system (including regional trails and multi-use paths).

Additionally, the program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to active travel needs and issues across the region. The program ensures that prioritized regional bicycle and pedestrian projects are competitively considered within federal, state, and regional funding programs. Ongoing data collection, analysis, education, and stakeholder coordination are also key elements of Metro's Active Transportation program.

Overall Objectives

- Develop and implement a Regional Active Transportation work plan to support the implementation of the Regional Active Transportation Plan
- Coordinate with and support other regional programs and planning projects such as Regional Safety program, Enhanced Transit Concept Pilot Program, Jurisdictional Transfer Assessment Program, Regional Mobility Policy Update, Investment areas planning and Metro's Return on Investment analysis of active transportation projects.
- Support RTP implementation at local TSP level and within technical advisory committees for Regionally funded active transportation projects
- Technical support for regional funding measures
- Convene regional partners for biannual active transportation / safety summits
- Annually attends local Bicycle or Pedestrian advisory committees and county coordinating committees to provide updates on Metro projects and collect input.

Previous Work *(through June 2019)*

- Development of 2014 Regional Active Transportation Plan (ATP)
- Implementation of the ATP within regional plans and projects, e.g. 2014 and 2018 Regional Transportation Plans, Southwest Corridor Plan, Powell-Division Plan, East Metro Connections Plan.
- Spring 2019 regional safety / performance-based street design workshop in coordination Metro Safety and Complete Streets programs

Methodology

Metro Planning & Development manages the program and coordinates with the Metro's Parks and Nature department and other regional partners.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Support planning and development of active transportation projects • Develop work program for Active transportation program
2nd Quarter	<ul style="list-style-type: none"> • Host Active Transportation / Safety workshop sharing new Regional street design guidance in coordination with Metro Safety and Complete Streets programs
3rd Quarter	<ul style="list-style-type: none"> • Host active transportation / safety workshop
4th Quarter	<ul style="list-style-type: none"> • Annual report to JPACT & Metro Council
Ongoing	<ul style="list-style-type: none"> • Coordination with Metro's Return on Investment analysis of active transportation projects. • Coordination with other Metro programs and projects and with various regional partners

Project Lead

- Metro

Project Partners

- Local Cities and Counties
- Oregon Department of Transportation
- Port of Portland
- TriMet, SMART and other transit operators in the region
- Non-profit and community groups focused on active transportation
- U.S. Department of Transportation / Federal Highway Administration

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 15,278	STBG	\$ 21,057
Interfund Transfers	\$ 8,189	Metro	\$ 2,410
TOTAL	\$ 23,467	TOTAL	\$ 23,467

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.1

Enhanced Transit Concept Pilot Program

Staff Contact: Jamie Snook, jamie.snook@oregonmetro.gov

Description

This is a critical time in our region to consider how transit fits into our larger regional goals. As our region deals with significant population and employment growth, we must turn to more efficient modes of moving people around in order to ensure that our freeway system meets a basic level of mobility necessary for freight movement. The Climate Smart Strategy, adopted by JPACT and the Metro Council in 2014, provided clear direction to invest more in our transit system in order to meet regional goals and objectives related to sustainability and carbon emissions.

To meet the greater Portland region's environmental, economic, livability and equity goals today and as we grow over the next several decades, new partnerships are needed to deliver transit service that provides increased capacity and reliability yet is relatively low-cost to construct, context-sensitive, and able to be deployed quickly throughout the region where needed. Producing "Enhanced Transit," through the co-investment of multiple partners could be a major improvement over existing service such as our region's existing and future Frequent Service bus lines, but less capital-intensive and more quickly implemented than larger scale high capacity transit projects the region has built to date.

Investments serve our many rapidly growing mixed-use centers and corridors and employment areas that demand a higher level of transit service but may not be good candidates for light rail, or bus rapid transit with fully dedicated lanes at this time.

On October 2017, JPACT authorized utilization of bond proceed revenue of \$5 million to support the funding of the Enhanced Transit Concept Pilot Program. The program will support the development of ETC projects and build partnerships between transit agencies and jurisdictions to implement improvements quickly. ETC can include regional scale, corridor scale, and/or spot-specific improvements that enhance the speed and reliability for buses or streetcar.

Overall Objectives

- Increase transit ridership to a level that will be sufficient to meet regional and local mode split goals by improving transit reliability, speed, and capacity through hotspot bottleneck locations in congested corridors and throughout the region. This will be accomplished through moderate capital and operational investments from both local jurisdictions and transit agencies.
- Identify and design a set of Enhanced Transit projects with local jurisdictions and facility owners where improvements are most needed and can be deployed quickly to produce immediate results.

- Develop a pipeline of Enhanced Transit projects so they are ready to advance forward to construction as jurisdictions identify funding.
- Pilot new and innovative ideas to increase transit travel times.

Previous Work (through June 2019)

- Coordinated with partners to identify potential in right-of-way projects.
- Conducted ETC workshops with partners around the region to gauge ripeness of selected projects.
- Issued a request for interest to identify ETC projects that are ripe for design and implementation.
- Identified projects to fast track towards construction and projects to advance into project development.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Assist to advance projects to construction by end of 2019
2nd Quarter	<ul style="list-style-type: none"> • Assist to advance projects to construction by end of 2019
3rd Quarter	<ul style="list-style-type: none"> • Assist to advance project development on projects
4th Quarter	<ul style="list-style-type: none"> • Assist to advance project development on projects
Ongoing	<ul style="list-style-type: none"> • Assist to advance projects to construction • Assist to advance project development • Continue to work with regional partners • Monitor success of pilot projects

Project Lead

- Jamie Snook, Metro
- Kelly Betteridge, TriMet

Project Partners

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

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 103,019	Metro	\$ 158,237
Interfund Transfers	\$ 55,218		
TOTAL	\$ 158,237	TOTAL	\$ 158,237

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.7

Complete Streets Program

Staff Contact Lake McTighe, lake.mctighe@oregonmetro.gov

Description

Metro's Complete Streets Program was established to provide transportation design guidelines, regional arterial and throughway design classifications and tools to support local jurisdictions to design streets that implement context-sensitive design solutions. Context driven performance-based design supports the 2040 Growth Concept and achieving regional goals, including: Vision Zero, increased transportation options for people of all ages and abilities, efficient and reliable travel for all modes, healthy people and environment, security, reduced green house gas emissions, sustainable economic prosperity, racial and income equity, vibrant communities, resiliency and fiscal stewardship.

Program elements include providing resources, tools and technical assistance to cities and counties as transportation projects go through project development and design and convening workshops, forums and tours to increase understanding and utilization of best practices in transportation design. The program is closely coordinated with other regional transportation programs, with region-wide planning activities, and with Metro's Parks and Nature Department.

An update of the regional street and green street (stormwater management) design guidelines and new regional trail design guidelines are nearly finalized and provide design elements and a Performance-Based Design Decision Making Framework. The updated guidelines reflect the state of the practice in transportation and incorporate missing topics, including designing for safety, age friendly communities, relationship of transportation design to public and environmental health, providing for effective freight and goods movements in multimodal environments, trail design, separated bikeways and bicycle and transit interaction.

The Complete Streets Program implements Regional Transportation Plan (RTP) design policies for regional transportation facilities and includes ongoing involvement in local transportation project conception, funding, and design. Metro's Regional Transportation Functional Plan (RTFP), the implementing plan of the RTP, specifies that city and county street design regulations shall allow implementation of the recommended designs. Additionally, transportation projects funded with federal Regional Flexible Funds must follow the design guidelines. This program also addresses Federal context-sensitive design solutions initiatives and requirements to develop mitigation strategies to address impacts of the transportation projects.

Overall Objectives

- Finalize and release updated regional green street and trail design guidance to provide cities, counties and agencies with up-to-date, state of the practice, context sensitive and performance based guidance.
- Finalize updated Metro web presence for Complete Streets Program.
- Implement complete streets program activities to support performance-based design of transportation projects.

Previous Work *(through June 2019)*

- Updated design policy section of the 2018 Regional Transportation Plan.
- Completed draft content for the updated and new guidelines, consistent with annotated outline developed by technical work group, including: performance-based decision making framework; land use and transportation transect; diagrams, tables and graphics; white paper on nine design elements; design elements template and content; glossary; resource list; photographs and schematics.
- Convened technical work group to review and provide input on draft content.
- Provided update to and received input from Metro technical advisory committees and Metro Council.
- Held Performance-Based Planning and Design workshop, coordinated with safety and active transportation programs.
- Developed draft updated web page for Complete Streets Program.
- Developed publicly available Livable Streets photo library.
- Coordinated with Regional Flexible Fund program on criteria related to design and green infrastructure.
- Drafted case study to illustrate performance-based design decision making process.

Methodology

Metro with local jurisdictions in project-development activities for regionally funded transportation projects. During FY 2019-21, the Complete Streets Program will continue to focus on projects that directly relate to implementation of Region 2040 land use components, including projects funded through the Metropolitan Transportation Improvement Program (MTIP) and will coordinate as needed on the Regional Flexible Funds program and other regional transportation funding activities as needed.

Finalizing the updated street, green street and new trail design guidelines will be led by Metro's Planning and Development Department in coordination and collaboration with Metro's Park and Nature Department, the Technical Work Group with representatives from the Oregon Department of Transportation, TriMet and SMART, and cities and counties. Metro staff will work with experts within Metro, with the Consultant team and with the Technical Work Group to review and revise content for design guidance and programmatic activities. The Technical Work Group will conclude meeting in the first quarter of FY2019-21 once the updated design guidelines are finalized, but may be convened on an ad hoc basis to collaborate on regional street and trail design issues. Technical Work Group meetings are open to the public.

Periodic updates will be given to the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council. Overarching direction from the Metro Council and the technical and policy advisory committees will inform the project.

Updates to county and city transportation coordinating technical advisory committees and other stakeholder groups will be made to increase awareness of the project and receive input.

Metro will maintain an interested parties email distribution list for the Complete Street Program and provide information to that list as needed on topics relevant to the program.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> Finalize updated regional street, green street and new trail design guidelines. Release updated and new design guidelines. Activate Complete Streets webpage on Metro’s website. Develop timeline to review and update the design policy section of the 2018 RTP. Update of the design policy section will reflect the regional design guidelines and better integrate green infrastructure and natural resource protection. Update must be completed prior to completion of the next RTP update.
2nd Quarter	<ul style="list-style-type: none"> Develop timeline and work scope to complete one or more local, national or international case studies to illustrate performance-based design decision making process and to support implementation of regional street and trail design guidance. Develop timeline for presentations, forums and workshops for Complete Street program.
3rd Quarter	<ul style="list-style-type: none"> Implement, dependent on scoped timeline, activities associated with case studies and presentations/forums/workshops.
4th Quarter	<ul style="list-style-type: none"> Implement, dependent on scoped timeline, activities associated with case studies and presentations/forums/workshops.
Ongoing	<ul style="list-style-type: none"> Continue to expand publicly accessible on-line photo and image library. Update Metro Complete Streets program website as needed, adding case studies, new resources as they are available. Provide technical assistance as needed on transportation plans and processes.

Project Lead

- Metro – Lead Agency (Planning and Development Department)

Project Partners

- Metro Parks and Nature Department - Cooperate/Collaborate
- Oregon Department of Transportation - Cooperate/Collaborate
- TriMet, SMART – ~~Collaborate~~Cooperate/Collaborate
- Cities, Counties, Special Districts, Agencies - Cooperate/Collaborate

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 87,014	STBG	\$ 120,695
Interfund Transfers	\$ 46,640	Metro	\$ 28,559
Materials & Services	\$ 15,600		
TOTAL	\$ 149,254	TOTAL	\$ 149,254

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.55

Fund Swap Management and Monitoring

Staff Contact: Grace Cho, grace.cho@oregonmetro.gov

Description

In Metro's responsibilities as a metropolitan planning organization (MPO) for the Portland region, the agency has allocation and programming authority of certain federal surface transportation funds. These funds are often referred to as the Regional Flexible Funds, which are federal surface transportation block grant (STBG) and congestion mitigation and air quality (CMAQ) monies, but at times Metro receives notification of new or additional federal funding allocation authority. Metro must document and develop the schedule of planned expenditure for the funds in which the MPO has allocation authority as well as all other federal surface transportation funds to be expended in the region. That document and schedule, known as the Metropolitan Transportation Improvement Program (MTIP) is approved by JPACT and the Metro Council.

In early 2017 and in autumn 2018, JPACT and the Metro Council approved and directed Metro staff to pursue a number of funding swaps of Regional Flexible Funds and Highway Infrastructure Program funds in which Metro has allocation authority. The funding swaps were in part to reduce the number of transportation projects to undergo the federal aid process and to support flexibility in project development on a number of active transportation projects and other regional planning studies.

Overall Objectives

- Track delivery of fund swapped projects.
- Track and monitor project progress of fund swapped projects
- Manage and administer the local funds in a manner that is efficient, transparent and with established protocols that would sufficiently meet an audit.

Previous Work *(through June 2019)*

- Executed in total three IGAs (two with TriMet and one with the City of Portland) to exchange federal Regional Flexible Funds or Highway Infrastructure Program funds for local funds
- Executed seven (7) IGAs with local jurisdictions which address the delivery of 12 projects across the IGAs (FY 2018-2019)
- Procured ZoomGrants software license and set up the grant management tools and system
- Developed and documented the business process for the Metro administered funding

Methodology

Metro administers the swapped funding and monitors the delivery of the projects. Each project which was identified for swapping federal funds with local funds was done so in a specific selection process based on the type of federal funds being swapped and the local funds available. The selection process is described in the business process. Intergovernmental agreements (IGAs) are used to define the scope of work and establish the deliverables and schedule/timeline for the project. Information from the IGAs has been entered into a grant management database for monitoring progress and managing reimbursement requests for work completed on the project. As necessary, any MTIP amendments or UPWP entries are undertaken and coordinated by staff and with the jurisdiction delivering the project.

The following projects which have been identified for funding swaps and conducting planning activities:

- Connected Lents – City of Portland
- Connected Division Midway – City of Portland
- Connected Cully Phase 2 – City of Portland
- 148th Avenue Safety and Access to Transit – City of Portland
- Stark/Washington Corridor Improvements – City of Portland
- I-84 Path Extension – City of Portland
- Fanno Creek Regional Trail – Bonita Road to Tualatin Bridge – City of Tigard
- Westside Trail Bridge Design – Tualatin Hills Parks and Recreation District
- Bike-Pedestrian Access through the Union Pacific Rail Bridge on 223rd Avenue – Multnomah County
- Division Complete Street – City of Gresham
- Active Transportation Economic ROI Analysis – Metro
- Oak Grove – Lake Oswego (OGLO) Pedestrian/Bike Bridge Feasibility study– Clackamas County
- TV Highway – Washington County

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Collect project quarterly reports
2nd Quarter	<ul style="list-style-type: none"> • Collect project quarterly reports
3rd Quarter	<ul style="list-style-type: none"> • Collect project quarterly reports
4th Quarter	<ul style="list-style-type: none"> • Collect project quarterly reports
Ongoing	<ul style="list-style-type: none"> • Receive and review deliverable products • As necessary, manage and work through change management requests (e.g. scope change requests, etc.) and ensure the original project • Produce regular monitoring and progress reports • Continue to execute intergovernmental agreements (IGAs) with the jurisdictions delivering locally funded projects • Submit any additional regular reporting to document the funding expenditures and cost of administering the fund swap program

Project Lead

- Metro

Project Partners

- TriMet
- Port of Portland
- Cities and Counties

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 14,374	Additional Local Contributions	\$ 22,079
Interfund Transfers	\$ 7,705		
TOTAL	\$ 22,079	TOTAL	\$ 22,079

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.1



II. Metropolitan planning organization (MPO) planning projects

One time projects that Metro leads

Regional Mobility Policy Update

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

Description

In 2018, Metro completed an update to the ~~long-range~~ regional transportation plan. Congestion and its impacts on mobility and the region's economic prosperity and quality of life are a top public concern. The update identified current traffic congestion on many of the region's throughways and ~~other local and state-owned~~ arterials, and predicts that many of these facilities are unlikely to meet adopted interim regional mobility policy targets in the future, including I-5, I-205, I-84, OR 217 and US 26.

Recognizing a ~~number of the problems~~ limitations with ~~the current adopted mobility policy~~ importance of addressing growing congestion in a comprehensive and timely manner, ODOT and Metro prioritized moving forward with a ~~more refined and~~ focused look at the *Interim Regional Mobility Policy* adopted in the RTP and the Oregon ~~Highway~~ Highway Plan (OHP) Policy IF3 (Highway Mobility Policy) in advance of the next update to the RTP (due in 2023).

~~This effort will identify multimodal mobility measures and targets for determining needs and for evaluating the current and future performance of each of the region's multimodal mobility corridors. The purpose goal of this effort is to update the interim mobility policy framework for the Portland metropolitan area in the RTP and OHP Policy 1F, including development of alternative mobility measures and targets. The updated policy framework will define ~~clear~~ clear mobility expectations and a decision-making framework that will guide the development of and updates to regional and local transportation system plans and the evaluation of plan amendments subject to the Transportation Planning Rule (TPR) -0060 during development review. The updated framework will also guide future monitoring and reporting in support of the region's congestion management process and MAP-21/FAST Act performance-based planning. that shows where, under what circumstances and how certain performance measures and targets could apply in long range transportation system planning, development plan amendment review, operational and investment decisions. The project is expected to identify result in amendments to the Regional Transportation Plan RTP and regional functional plans (as appropriate) and the Oregon OHP Policy 1F3 for consideration by JPACT, the Metro Council and the Oregon Transportation Commission prior to initiating the 2023 RTP update Transportation Plan and modal plans. (as appropriate). The updated framework will also guide future monitoring and reporting in support of the region's congestion management process and MAP 21/FAST Act performance based planning.~~

Additional background information on this project can be found in Chapter 8 (Section 8.2.3.41) of the 2018 ~~Regional Transportation Plan RTP~~.

Overall Objectives

- ~~Metro Council and Oregon Transportation Commission consider approval of the updated mobility policy framework prior to initiating the 2023 RTP update. Modernize the mobility policy framework for developing long-range transportation system plans and guiding the evaluation of plan amendments, operations and investment decisions in the Portland Metro region.~~

- Develop an alternative mobility policy and associated measures, targets and methods for the Portland metropolitan region that define mobility expectations for multiple modes users, and time periods, and that:
 - Clearly and transparently communicate mobility expectations and provide clear targets for local, regional and state decision-making
 - Addresses all modes of transportation and both people and goods movement
 - Distinguish between throughway and arterial performance
 - Are financially realistic
 - Reflect and are consistent with adopted state, regional and community policy objectives
 - Support implementation of the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and Climate Smart Strategy and related policies
 - Address growing motor vehicle congestion in the region and its impacts on transit, freight and other modes of travel
 - Are innovative and advance the state of the art beyond the current motor vehicle v/c-based measures and targets
 - Consider system and facility performance for all modes in the alternative mobility policy, as well as financial, environmental and community impacts of the policy, including impacts of the policy on traditionally underserved communities
 - Are applicable and useful at the system plan, mobility corridor, and plan amendment (development review) scale
 - Identify mobility corridor-based, multimodal mobility measures, targets and methods for application in the region that are financially realistic and advance Region 2040 desired outcomes and RTP goals and policies.
- Ensure the updated mobility policy framework is inspired by innovation and new ideas.
- For purposes of plan amendment review, develop performance measures that clarify when and how system and modal benefits can outweigh localized traffic impacts of proposed plan amendments.
- Ground policy development and implementation in community, regional and state goals for land use and transportation, public values and mobility expectations, sound technical analysis and input from partners, stakeholders and the public.
- Communicate complete, accurate, understandable, and timely information to the publicpartners and, stakeholders and partners throughout the project.
- Ensure an inclusive engagement approach that provides meaningful opportunities for input from policymakers, community and business leaders and organizations, local jurisdictions, transit and Port districts and the public prior to key milestones.
- Build broad local government buy-in and support for the updated policy and implementation.
- Increase collaboration and coordination among state, regional and local partners.
- Ensure compliance with all public participation requirements and consistency with state requirements and plans, including relevant statewide planning goals, the State Agency Coordination Program (OAR 731-015-0055) and the Oregon Highway Plan, OHP Policy Action 1F3 and associated Operational Notice PB-02.

~~A Complete adoption of the updated mobility policy framework by the Metro Council and the Oregon Transportation Commission prior to initiating the 2023 RTP upda~~

Previous Work (through June 2019)

- ~~Adoption of the 2040 Growth Concept in 1995 — the region’s integrated land use and transportation strategy for managing growth and directing investments.~~

- Adoption of the Oregon Highway Plan (OHP) in 1999.
- Adoption of the Interim Regional Mobility Policy for the region in the 2000 ~~Regional Transportation Plan (RTP)~~.
- Ongoing implementation of the region's ~~Congestion Management Process (CMP)~~ since adoption of the 2000 RTP.
- Adoption of the Interim Regional Mobility Policy in Table 7 and Policy 1F3 in the Oregon Highway Plan OHP in 2002.
- Adoption of the Oregon Transportation Plan (OTP) in 2006, the policy document that frames and organizes all of the state's modal plans for transportation.
- Adoption of the "Regional Mobility Corridors Concept" and "System Completion" policy frameworks in the 2010 RTP as tools for diagnosing and monitoring and reporting on mobility needs in 24 subareas that contain the region's twenty-four major multimodal travel corridors and – an integrated multimodal transportation system of – developing a comprehensive strategy for improving mobility in each corridor. Each mobility strategy bundles throughways, arterials, transit routes, freight routes and regional active transportation routes, including regional trails, ~~as complementary parts of an integrated transportation system that serves~~ planned land uses identified in the 2040 Growth Concept and Regional Framework Plan.
- Publication of the Regional Mobility Corridor Atlas in 2010 and 2015 to identify gaps and deficiencies for all modes of travel within each regional mobility corridor.
- Updates to the Oregon Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP) in 2011 ~~to address emerging statewide issues in congestion management~~.
- Publication of the ODOT Region 1 Corridor Bottleneck Operations Study (CBOS) in 2013 to identify bottleneck locations on the region's throughway system and potential solutions.
- Publication of the ODOT Region 1 Active Traffic Management (ATM) Atlas in 2016.
- Publication of ODOT Region 1 Portland Transportation Performance Report in 2016 and 2018, documenting growing congestion and crash rates on the region's throughways and impacts on system reliability.
- Publication of Regional Transportation Snapshots in 2016 and 2017, documenting changes in travel behavior and overall transportation system performance for all modes of travel.
- ~~Collaboration with ODOT, TriMet and SMART to meet MAP-21/FAST Act Transportation federal Performance performance-Based based Planning planning requirements in 2017 and 2018.~~
- ~~Adoption of the Regional Transportation Safety Strategy in 2018.~~
- ~~Adoption of the Regional Freight Strategy in 2018.~~
- ~~Adoption of the Regional Transit Strategy in 2018.~~
- Adoption of the Regional Transportation Safety Strategy, the Regional Freight Strategy and the Regional Transit Strategy in 2018.
- Adoption of the 2018 Regional Transportation Plan, including near-term safety and congestion-related performance monitoring targets as required by MAP-21/FAST Act and long-term performance targets related to safety, congestion, system completion, mode share, vehicle miles traveled and vehicle emissions. The RTP also identifies the need to update the RTP-Interim Regional Mobility Policy prior to the next scheduled RTP update (due in 2023).
- Project agreement between Metro and ODOT.

~~Collaborated with ODOT, regional partners and stakeholders, including representatives of historically marginalized communities, to develop the problem statement, charter, approach, intergovernmental agreement, work plan, public engagement plan and budget for this project in 2018 and 2019.~~

Public engagement report summarizing feedback received during partner outreach and engagement activities that informed development of the work plan and public engagement plan for this project.

~~Approval of the work plan and public engagement plan by JPACT and the Metro Council in June 2019.~~

Methodology

This effort will be completed in two broad phases:

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

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

~~The project will This work will produce two major policy refinements/amendments to the RTP and Policy 1F3 in the OHP for consideration by JPACT and the Metro Council in June 2021 (by resolution) and the Oregon Transportation Commission, following adoption by JPACT and the Metro Council.:~~

- ~~A OneA corridor-specific mobility policy framework~~ framework will be developed for the ~~National Highway System~~ regional's ~~Throughways, for the purpose of meeting federal requirements, and because the NHS generally corresponds to the Interstate and Statewide highway system defined in which generally correspond with~~ ~~Expressways designated in~~ the Oregon Highway Plan (OHP). This policy will be incorporated into the RTP, Regional Transportation Functional Plan ~~and~~ and the Oregon Transportation Plan and modal plans ~~OHP Policy 1F3 for the purpose of evaluating the performance of throughways in the region (as appropriate).~~
- A mobility ~~corridor-based~~ mobility policy framework will be developed for regional arterial streets ~~for the purpose of managing motor vehicle congestion while improving safety for all users, improving transit speed and reliability, completing gaps and deficiencies in pedestrian and bicycle facilities and supporting regional and local land use plans.~~ This policy will be incorporated into the RTP and Regional Transportation Functional Plan ~~for county and city-owned arterials, and in the Oregon Transportation Plan~~ OHP Policy 1F3 ~~for the purpose of evaluating the performance of state-owned arterials.~~

~~Together, the new policy frameworks will guide transportation system planning as part of future RTP and local TSP updates in support of the region's ongoing congestion management process. The~~

policy frameworks will also be applied to the evaluation of transportation impacts of plan amendments during development review, and will provide guidance for operational decisions.

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

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

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

State Highways.

Together, these new policy frameworks will guide transportation system planning as part of future RTP updates and the development of city and county Transportation System Plans (TSPs) in support of the region's ongoing Congestion Management Process (CMP). The policy frameworks will also be applied to the evaluation of transportation impacts of plan amendments, and will provide guidance for operational and investment decisions.

In addition to becoming a part of the 2023 RTP, this effort will also inform, and be informed by, related regional planning efforts, such as the 2020 Transportation System Management and Operations (TSMO) Strategy, Regional Congestion Pricing Technical Analysis, Enhanced Transit Corridors Pilot Project and the Jurisdictional Transfer Assessment (JTA) Project. The project will apply the proposed measures and targets to selected mobility corridors at the mobility corridor and development review scale through case studies. The case studies will involve a technical assessment to determine the feasibility and adequacy of the proposed measures and targets. Following the case studies, the project will define an updated alternative mobility policy for the Portland region, including measures and targets for use in the 2023 RTP update.

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

This work is anticipated to continue in FY 20-21, concluding in June 2021 prior to initiating the 2023 RTP update.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • <u>Work plan and public engagement plan with a refined problem statement, project approach and glossary of terms</u> • Contractor scope(s) of work • <u>Findings/Background report(s) including existing regional and state mobility policy framework and performance measures, and related studies and plans by ODOT Region 1, Washington County, and others. to demonstrate the need to update the RTP regional mobility policy</u> • <u>Scoping public engagement report</u>
2 nd Quarter	<ul style="list-style-type: none"> • Case studies • Public engagement report <ul style="list-style-type: none"> • Guiding principles for updating regional mobility policy framework
3 rd Quarter	<ul style="list-style-type: none"> • Policy framework elements defined (e.g., desired performance outcome targets, evaluation measures and methods and range of potential solutions to address)
4 th Quarter	<ul style="list-style-type: none"> • <u>Direction for case studies</u> Case studies to illustrate framework elements and potential applications • Public engagement report
Ongoing	<ul style="list-style-type: none"> • Quarterly reports • Maintain project website

Project Leads

- Metro and the Oregon Department of Transportation

Project Partners

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

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services \$ 354,894
Requirement \$ 190,223

Resources:

STBG \$ 501,337
Metro \$ 57,380

Materials & Services \$ 13,600

TOTAL \$ 558,718

TOTAL \$ 558,718

Full Time Equivalent Staffing:

Regular Full Time FTE: 2.6

Transportation Systems Management and Operations – Strategic Plan Update

Staff Contact: Caleb Winter, caleb.winter@oregonmetro.gov

Description

The Transportation System Management and Operations (TSMO) program currently follows a 10-year plan that ends 2020. The plan update will be known as the 2020 TSMO Strategy, and will serve as the strategy to implement key components of the 2018 RTP. The TSMO Strategy will guide program investments using RFFA funding, state funding, additional federal grant funds and local funds, building on investments in transportation system efficiency and supporting innovations.

Overall Objectives

- Lead process for updating and adoption of the TSMO Strategy. Strategy will provide direction for new regional funding investments aimed at reducing greenhouse gas emissions.
- The Strategy update process will review past TSMO investments and the state of TSMO in the region to understand the safety, livability, multimodal and reliability outcomes achieved.
- The process will look at how advances in information technology have changed methods to manage and operate the transportation system, including emerging technology.
- Analyze what investments provide system efficiency.

Previous Work (through June 2019)

- 2006-2007 – development of regional ITS strategies (federal grant).
- 2008-2011 - an ODOT TGM grant supported the region’s first TSMO Plan.
- 2014 – a final Concept of Operations was completed for a large area around the area where [I-84](#) and I-205 meets to consider Active Corridor Management elements ODOT, City of Portland and other regional partners could implement to improve reliability.
- 2016 – FHWA supported a regional workshop around capability maturity for traffic management.
- 2016 – Update of the regional ITS Architecture and data Communications Plan
- 2017 – Regional concept for next-generation Transit Signal Priority completed by TriMet
- 2018 – Metro led a Multimodal Integrated Corridor Management planning grant for the I-84 multimodal corridor from downtown Portland to Troutdale (US DOT competitive grant funds).

Methodology

Engage stakeholders to understand issues and needs from operators and the traveling public. Analyze multimodal performance data to advance the region’s ability to diagnose and address congestion, support multimodal operations, reduce climate and other impacts and incorporate safety connected to Vision Zero. Refine regional strategy to guide TSMO investments and activities in the Portland metropolitan region. When needed, identify and recommend policy to leverage the strategy.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Develop a project management plan to ensure smooth delivery of the 2020 TSMO Strategy utilizing the partner-agency staff and consultant resources effectively. • Develop a common way to understand equity in the context of TSMO. • Prepare public and stakeholder engagement plan. • Review regional progress under the current TSMO plan
2 nd Quarter	<ul style="list-style-type: none"> • Update regional vision for TSMO while aligning with the 2018 RTP and supporting strategies. • Assess the future of TSMO through understanding the region’s current capabilities, scanning peers and reviewing policies to address long-term needs. • Identify technologies useful to TSMO in our region. • Do financial planning to define the best use of TSMO funds. • Develop TSMO Strategy projects.
3 rd Quarter	<ul style="list-style-type: none"> • Create the companion pieces to the strategy to smoothly implement the new 2020 TSMO Strategy. • Produce the 2020 TSMO Strategy, to be considered for regional adoption.
4 th Quarter	
Ongoing	

Project Lead

- Metro

Project Partners

- FHWA, ODOT, TriMet, Port of Portland, counties, cities, Southwest Washington Regional Transportation Council, WSDOT, emergency managers

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 100,000	TSMO Strategic Plan	\$ 271,728
		STBG	
Consultants	\$ 202,828	Metro/Match	\$ 31,100
TOTAL	\$ 302,828	TOTAL	\$ 302,828

Full Time Equivalent Staffing:

Regular Full Time FTE: ~~n/a~~ 0.5

Economic, Demographic, and Land Forecasting Development and Application Program

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

The **Economic, Demographic, and Land Forecasting Development and Application Program** complements the **Economic, Demographic and Land Use Forecasting Program**. The Land Use Analytics Team (LUAT) is responsible for the carrying out the activities related to long-term forecast tool development and application that support Metro's planning responsibilities. LUAT regularly updates long-range economic and demographic projections in order to incorporate the latest observed changes in demographic, economic, and real estate development conditions.

Overall Objectives

- Build capacity of land use forecasting models, data, and knowledge.
- Apply land use forecasting tools and data to Metro planning projects such as the Urban Growth Management process and the Regional Transportation Plan.

Previous Work *(through June 2019)*

- Creation of the Land Use Technical Advisory Group (LUTAG) to advise Metro staff on the data, local conditions, and forecast validity of Metro's land use toolkit (Stakeholder Outreach).
- Conducted a Residential Housing Preference Survey to determine if tastes and preferences for housing might shift in future years as regional demographics evolve (Survey, Data Acquisition, and Research).
- Validation and sensitivity analysis of MetroScope – Metro's long-range land use forecast model. This work also included convening an independent expert review panel to review the model methods and structure, and analyze the results from the validation and sensitivity report (Survey, Data Acquisition, and Research).
- Refined Buildable Land Inventory to better incorporate the regulatory framework, development constraints, and development incentives for the Metro region (Survey, Data Acquisition, and Research).
- Implemented new redevelopment model that replaces obsolete redevelopment filters in the old BLI methodology. The redevelopment model should provide greater accuracy in estimating the Buildable Land Inventory and therefore better land supply information to the UGR analysis and results (Survey, Data Acquisition, and Research).
- Developed a prototype Housing and Transportation Cost Index tool to estimate the number of cost burdened households, the cost burdened condition of the median household, and cost burden estimates for above average, average and below average income bracket households. This information was used to support the Housing Needs Analysis of the most recent Urban Growth Boundary decision (Survey, Data Acquisition, and Research).

Methodology

The Modeling and Forecasting Division of the Metro Research Center will manage the Economic, Demographic, and Land Forecasting Development and Application Program. A combination of the activities listed below will be utilized to achieve the objectives of the Economic, Demographic, and Land Forecasting Development and Application Program:

- Survey, Data Acquisition, and Research:
 - Stakeholder Involvement via LUTAG
 - Buildable Land Inventory
 - Market Research
 - Performance Measurement
- Model and Analytic Tool Improvements:
 - Model Development
 - Innovation
- Risk Management

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Land Use Model Design Plan
2nd Quarter	<ul style="list-style-type: none"> • Land Use Model Scoping Final Report (Phase I)
3rd Quarter	<ul style="list-style-type: none"> • Mid-Cycle UGB Decision Model Design Plan
4th Quarter	<ul style="list-style-type: none"> • Land Use Model/ABM Integration Design Plan • Residential Survey Design Plan
Ongoing	<ul style="list-style-type: none"> • Distributed Forecast • Housing and Transportation Cost Index Tool (Post-Prototype)

Project Lead

- Modeling and Forecasting Division of the Metro Research Center.

Project Partners

- Metro Council/Staff
- Metro Planning and Development Department
- Oregon Office of Economic Analysis
- Oregon Department of Land Conservation and Development
- Portland State University Population Research Center
- Local Governments and Jurisdictional Partners

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 72,497	PL	\$ 111,355
Interfund Transfers	\$ 38,858		
TOTAL	\$ 111,355	TOTAL	\$ 111,355

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.481

Travel Forecast Development and Application

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

The **Travel Forecast Development and Application Program** includes the supporting work elements and activities necessary to keep the travel demand model and ancillary tools responsive to policy questions and investment decisions that emerge during the regional transportation planning process. The major projects and tasks included within this program are differentiated from the **Travel Forecast Maintenance Program** in that they are significant one-time initiatives as opposed to on-going efforts.

Note: The Travel Forecast Development and Application and the Travel Forecast Maintenance Programs were combined programs up until the FY 2018-19 UPWP, so the apparent similarities in the program narratives below are an artifact of their prior combined status. Moving forward from the FY 2018-19 UPWP, the differences between the programs can be explicitly identified by comparing the Major Project Deliverables/Milestones sections of the respective narratives.

Overall Objectives

- Ensure the continued validity and utility of the travel demand modeling methods, techniques and tools.
- Ensure that travel demand modeling methods, techniques and tools are consistent with the guidelines and requirements of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Environmental Protection Agency (EPA).

Previous Work (through June 2019)

- Conducted periodic household travel behavior surveys.
- Updated existing trip-based travel demand models.
- Developed a next generation dynamic activity-based travel demand model platform.
- Developed a next generation behavioral-based freight travel demand model.
- Simplified routing algorithm for the bicycle assignment tool.
- Developed a working Multi-Criterion Evaluation toolkit.
- Developed a prototype Housing + Transportation Cost Index toolkit.
- Reviewed and updated travel demand model input data and assumptions.
- Streamlined travel demand model application computer code and scripts.
- Collaboration with the Oregon Model Steering Committee.
- Collaboration with Transportation Research Board Committees and Conferences.

Methodology

The Modeling and Forecasting Division of the Metro Research Center will manage the Travel Forecast Development and Application Program. A combination of the activities listed below will be utilized to achieve the objectives of the Travel Forecast Development and Application Program:

- Plan, coordinate, (and conduct) a household travel behavior survey during 2020-21 timeframe.
- Investigate and/or acquire emerging data products (e.g., Sidewalk Labs Replica) to complement and/or replace traditional data sources.

- Updating, refine, and enhance current generation of travel demand models (e.g., trip-based travel demand model) and tools.
- Test and refine the next generation of model platforms (e.g., activity-based passenger travel demand model, behavior-based freight travel demand model) and toolkits (e.g., Multi-Criterion Evaluation tool, Housing + Transportation Cost Index tool) currently under development.

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	<ul style="list-style-type: none"> • Scope and work plan for 2021 regional household travel survey. • Final report on the Replica data pilot/evaluation. • Validated activity-based travel demand model. • Integrated behavior-based freight and activity-based travel demand models. • Integrated Multi-Criteria Evaluation (MCE) tool and activity-based travel demand models. • Application version of Housing + Transportation Cost Index tool.

Project Lead

- Modeling and Forecasting Division of the Metro Research Center.

Project Partners

- Oregon Department of Transportation.
- TriMet.
- City and county transportation agencies.
- Federal Highway and Transit Administrations.
- Oregon Department of Environment Quality.
- Federal Environmental Protection Agency.
- Oregon Health Authority.
- Port of Portland.
- State and regional universities.

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 282,574	PL	\$ 434,033
Interfund Transfers	\$ 151,459		
TOTAL	\$ 434,033	TOTAL	\$ 434,033

Full Time Equivalent Staffing:

Regular Full Time FTE: 1.966

Corridor Refinement and Project Development (Investment Areas)

Staff Contact: Malu Wilkinson, Malu.Wilkinson@oregonmetro.gov

Description

~~The Investment Areas program works with Metro has traditionally collaborated on local project-development activities for regionally funded transportation projects. In support of that function, the Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) and concurrently works with jurisdictional partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit-oriented development (TOD) in the region's mixed-use areas, conducting multijurisdictional planning processes to evaluate high capacity transit and other transportation improvements, and integrating freight and active transportation projects into multimodal corridors. Investment Areas can provide resources necessary to fund major project work that occurs prior to a formal funding agreement between Metro and a jurisdiction. Such critical early work includes project scoping, preparation of purpose and need statements, development of evaluation criteria, and developing public involvement plans.~~

~~The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro Metro also provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP. The Investment Areas program coordinates with those efforts to ensure consistency with regional projects, plans, and policies. Investment Area projects typically support compact transit oriented development (TOD) in the region's mixed use areas, conduct multijurisdictional planning processes to evaluate high capacity transit and/or other transportation improvements, and work to integrate freight and active transportation projects into multimodal corridors.~~

~~Metro has traditionally collaborated on local project-development activities for regionally funded transportation projects. In recent years, the Project Development!~~~~In recent years, the~~ program has focused on projects directly related to completion of corridor refinement planning and project development activities in regional transportation corridors outlined in the RTP. It has also focused on developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. In the future, it will support initiation of new corridor planning efforts to be led or supported by Metro in collaboration with partners. Project Development funding is also required to fund work on major projects that occurs prior to a formal funding agreement between Metro and a jurisdiction, such as project scoping, preparation of purpose and need statements, development of evaluation criteria, and developing public involvement plans. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies. ~~It will also support initiation of new corridor planning efforts to be led by~~

~~Metro or others.~~

Overall Objectives

- Ensure consistency with regional plans and policies related to major transportation corridors by collaborating with local jurisdictions in local planning and project development activities, including technical advisory committees, workshops and charrettes, as well as provide formal comment on proposed projects.
- Implement the Mobility Corridor Initiatives strategy outlined in the RTP through monitoring ongoing planning activities and working with other jurisdictions to initiate new corridor efforts.
- Advance transit projects identified in the High Capacity Transit Plan as part of the RTP
- Collaboration in the development of projects not yet funded by other grants or contracts.

Previous Work (through June 2019)

This work program has included two regional corridor refinement work prioritization processes of the corridor refinement work plan (in 2005 and in 2009). It has also including scoping, grant application and other start up activities of many studies including the 2005 Highway 217 Corridor study, the Eastside Streetcar project, I-405 loop study, I-5/99W, Sunrise Corridor, Damascus TSP/Highway 212 and Sunrise Parkway refinement plans and the Columbia Crossing Project.

In FY ~~2017-18~~2018-19, the program provides additional support for the Division Transit Project and Southwest Corridor Light Rail Project and the Southwest Corridor Plan and Shared Investment Strategy and the study of an Enhanced Transit Corridor approach for the region. The program allows development and support of new investment areas as defined in the implementation chapter of the Regional Transportation Plan, including improvements for the Tualatin Valley Highway, transit capacity improvements through Portland's central city, enhancements to the Max Red Line, and projects to support economic development in the area surrounding the Columbia River.

Accomplishments in FY ~~2017-18~~2018-19 include:

- Worked with TriMet and ODOT to define and develop new projects in priority high capacity transit (HCT) or Mobility Corridors. These could include on-street bus rapid transit projects or urban circulators.
- Worked with local jurisdictions in regional HCT priority corridors to develop land use plans that support the System Expansion Policy elements of the RTP.
- Supported local project development efforts on mobility corridors, including supporting the study of an Enhanced Transit Corridor approach for the region.
- ~~Continued to~~Provided additional unanticipated support for the Division Transit project
- ~~Continued to support~~ And the SWSouthwest Corridor Shared Investment Strategy and TransitLight Rail project.
- Continued support for the Regional Transit Strategy as part of the 2018 RTP Update (2017-2018)).
- ~~Worked with jurisdictions and community partners in a new economic investment area along McLoughlin Boulevard~~
- Worked with bi-state partners to initiate a coordinated effort to define a shared investment strategy to support economic development goals.
- Partnered with TriMet and others to develop a scope of work for assessing approaches to improve

transit capacity through Portland's central city.

Methodology

~~Metro collaborates with local jurisdictions in local project-development activities for regionally funded transportation projects. In addition, as provided by the State Transportation Planning Rule (TPR), Metro is required to complete a regional Transportation System Plan that identifies the need for transportation facilities and their function, mode, and general location. The 2000 RTP called for completion of 18 specific corridor refinements and studies for areas where significant needs were identified but that required further analysis before a specific project can be developed. Section 660-012-0025 of the TPR requires prompt completion of corridor refinements and studies.~~

~~In winter 2005, Metro again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the consultation, in winter 2005-06, JPACT and Metro Council approved a corridor planning work plan update, which called for initiation of five new corridor plans in the next five years. In winter 2007-08, Metro commenced work on one of the corridor planning efforts identified in that work program, the Regional High Capacity Transit System Plan.~~

~~In fall 2009, Metro worked with technical committees and local jurisdictions to prioritize the five remaining corridors, and develop a phased approach to accomplish all remaining refinement plans by 2020. During that process, Mobility Corridor #15 (East Multnomah County connecting I-84 and US-26) and Mobility Corridors #2 and #20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the "Tigard Triangle") have emerged as strong candidates for corridor refinement planning in terms of technical factors, as well as local urgency and readiness.~~

Metro's Investment Areas program has been connecting the planning for major transportation projects with the community's broader goals and needs by providing a process to leverage the strengths of multiple partners to accomplish shared goals. While each area's conditions and needs are different, the approach of bringing together government, community, and business partners provides a framework to produce a shared plan of action to guide the investments and decisions of multiple agencies. Including a broader set of stakeholders in a collaborative decision making process allows for decisions that once seemed unclear or unfair to stakeholders to be more transparent. This approach improves our ability to involve and include those who are affected by these decisions and investments.

Investment areas can set the stage for a range of major capital investments beyond high capacity transit. Other Metro investment areas have focused on freight routes connecting major highways through small communities, redevelopment of brownfields in employment areas, and leveraging the opportunities of a regionally significant riverfront destination. The following areas are complete or are underway:

East Metro Connections Plan
Southwest Corridor
Division Transit Project
McLoughlin Investment Area

The investment areas approach is intended to leverage transportation or other major public investments to address four potential elements: workforce and economic development, environment and parks, affordable housing and vibrant community development. The selection of investment

areas starts with the foundation of the 2040 Growth Concept and the Regional Transportation Plan. Decision makers and staff then have opportunity to apply filters for equity, economic significance, and readiness to sort through potential investment areas and identify the next one for regional attention.

There is interest throughout the region in applying the investment areas approach to other geographies where multiple major investments with major impacts are planned or contemplated. The region uses the Regional Transportation Plan to evaluate transportation needs and help prioritize investments in major corridors that connect various cities and counties. As regional partners define potential Enhanced Transit Corridors and develop a regional transportation investment strategy future investment areas will be identified. Investment areas staff will continue to work with partners across the region to ensure we make the most to align local, regional and state investments to support our goals.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Continue support for the Regional Transit Strategy as part of the 2018 RTP Update
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	<ul style="list-style-type: none"> • Work with TriMet and ODOT to define and develop new projects in priority high capacity transit (HCT) or Mobility Corridors. These could include on-street bus rapid transit projects or urban circulators. • Work with local jurisdictions in regional HCT priority corridors to develop land use plans that support the System Expansion Policy elements of the RTP. • Continue to support local project development efforts on mobility corridors and enhanced transit corridors. • Continue to Provide unanticipated additional support for the Division Transit project • Continue to support and the SWSouthwest Corridor Shared Investment Strategy and TransitLight Rail project. • Work with jurisdictions and community partners in a new economic investment area along McLoughlin Boulevard. • Build on existing bi-state collaborations, forming a new level of coordination between transportation and land use agencies and economic and workforce interests in the national freight and commerce corridor where I-5 and I-205 span the Columbia River. • ExploreIn partnership with TriMet, explore approaches to improve transit capacity through Portland's central city, including ways to alleviate transit operational issues caused by the Steel Bridge. <p>Identify affordable housing opportunities, land use adjustments and economic development and business stabilization opportunities along the 6.1-mile streetcar line extension to Montgomery Park, linking Portland's central eastside to an underserved area of Northwest Portland and ultimately Hollywood Town Center in Northeast Portland</p>

Project Lead

- Metro – Lead Agency

Project Partners

- TriMet – cooperate/collaborate
 - ODOT – cooperate/collaborate
 - Multnomah, Clackamas and Washington Counties – cooperate/collaborate
 - Other Local Cities – cooperate/collaborate
-

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services	\$	<u>466,734</u> <u>17,844</u>
Interfund Transfers	\$	<u>250,169</u> <u>23,964</u>
Materials & Services	\$	<u>1,360,405</u> <u>395,500</u>

Resources:

Regional Corridor Planning STBG	\$	707,762
STBG	\$	196,727
FTA – Equitable TOD Planning	\$	1,076,000
Metro	\$	96,819

TOTAL \$ 2,077,308

**TOTAL \$ 2,077,3081,008.
012**

Full Time Equivalent Staffing:

Regular Full Time FTE: 3.3705

City of Portland Transit and Equitable Development Assessment

Staff Contact: Brian Harper, Metro, brian.harper@oregonmetro.gov

Description

The project seeks to create a transit-oriented development plan for a future East-West transit line. This includes identifying affordable housing, economic development and business stabilization opportunities along the 6.1-mile transit extension to Montgomery Park, linking Portland’s central eastside to an underserved area of Northwest Portland.

Project partners will examine how transit and TOD and transportation investments can better support inclusive development, affordable housing and access. The workplan will focus on planning for compact development along the corridor with an emphasis on identifying tools to help advance equitable development.

Overall Objectives

- Identify appropriate transit mode to connect Central Eastside to NW Portland and identify equitable development outcomes desired by the community.

Previous Work (through June 2019)

- Draft Scope

Methodology

- Metro: Grant administration and oversight, communication with the Federal Transit Administration (FTA), consultant procurement, disbursement of grant funds
- PSI: Project leadership and management
- BPS: Community engagement, land use existing conditions and analysis, City adoption of plan amendments
- PBOT: Transportation existing conditions, transportation analysis, transportation implementation, City adoption of plan amendments.

Major Project Deliverables/ Milestones

<u>1st Quarter</u>	<ul style="list-style-type: none"> • <u>Intergovernmental Agreement</u> • <u>Grant progress report to FTA</u> • <u>Consultant procurement</u> • <u>Documentation of grant compliance</u> • <u>Final Scope</u> • <u>Community Engagement Plans</u> • <u>Solicit proposals for small contracts or grants with community-based organizations</u> • <u>Project website and communication materials</u> • <u>Form 6-10 person Project Advisory Committee</u>
<u>2nd Quarter</u>	<ul style="list-style-type: none"> • <u>Existing Conditions Reports</u>

	<ul style="list-style-type: none"> ○ <u>Land Use</u> ○ <u>Transportation</u>
3rd Quarter	<ul style="list-style-type: none"> ● <u>Housing inventory and needs assessment report</u> ● <u>Employment and economic development impacts and opportunities report</u>
4th Quarter	<ul style="list-style-type: none"> ● <u>Benefits and costs summary report</u> ● <u>Multi-modal street plan for project corridor</u> ● <u>Transit analysis of mode and network changes</u> ● <u>Alignment and land use assessment</u> ● <u>Urban design frameworks</u> ● <u>Opportunity site evaluations</u> ● <u>Equity Analysis report</u> ● <u>Preferred Urban Design Concept</u> ● <u>Preferred Land use Concepts</u>
Ongoing	<ul style="list-style-type: none"> ● <u>Project manager meeting agendas and minutes</u> ● <u>Coordination of RTP and 2040 Comprehensive Plan</u> ● <u>Engagement of under-represented communities</u> ● <u>Communications</u> ● <u>Advisory Committee meetings</u> ● <u>Future Phases:</u> <ul style="list-style-type: none"> ○ <u>Transportation System Plan amendments</u> ○ <u>Conceptual planning level designs and cost estimates</u> ○ <u>Preliminary infrastructure funding plan</u> ○ <u>Funding plan for implementing equity recommendations</u> ○ <u>Legislative Adoption</u> ○ <u>Zoning code amendments</u> ○ <u>Community engagement summary and equity evaluation</u> ○ <u>Development Agreement</u>

Project Lead

- City of Portland

Project Partners

- Metro, Portland Streetcar, TriMet

FY 2019-20 Cost and Funding Sources

<u>Requirements:</u>			<u>Resources:</u>		
<u>Personal Services</u>	<u>\$</u>	<u>48,890</u>	<u>FTA TOD Planning</u>	<u>\$</u>	<u>1,076,000</u>
<u>Interfund Transfer</u>	<u>\$</u>	<u>26,205</u>			
<u>Materials & Services</u>	<u>\$</u>	<u>1,000,905</u>			
<u>TOTAL</u>	<u>\$</u>	<u>1,076,000</u>	<u>TOTAL</u>	<u>\$</u>	<u>1,076,000</u>

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.32

Southwest Corridor Transit Project

Staff Contact: Chris Ford, chris.ford@oregonmetro.gov

Description

The Southwest Corridor Transit Project is the cornerstone of the Southwest Corridor Plan, a comprehensive effort to identify and implement public realm investments and incentive desired development in support of local land use visions within a fast growing area. This corridor extends from Central City Portland south to cities of Sherwood and Tualatin in the vicinity of Highway 99W and Interstate 5. The plan is a partnership between Metro, Washington County, the Oregon Department of Transportation, TriMet and the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, and King City.

The light rail project would be a 12-mile MAX extension from the Portland Transit Mall to serve SW Portland, Tigard, Tualatin and the surrounding communities. The proposed project also includes bicycle, pedestrian and roadway projects to improve access to light rail stations, and improved connections to the educational opportunities and services on Marquam Hill and the Portland Community College Sylvania campus. In conjunction, Metro is working with project and community partners on the Southwest Corridor Equitable Development Strategy to support inclusive outcomes including affordable housing, workforce development, and access to education and other ladders of opportunity aligned with this major regional investment.

Overall Objectives

- Develop a light rail project concept to connect Tualatin, downtown Tigard and Southwest Portland to the existing MAX network to improve mobility and create the conditions that will allow communities in the corridor to achieve their land use vision.
- Undertake necessary steps for implementation of the light rail project, including completion of federal environmental review, collaborative transit and urban design, permitting, commitment of non-federal funding, participation in the Federal Transit Administration (FTA) New Starts program, and attainment of a medium-high project rating from FTA.
- Identify and implement policies, strategies and investments to promote equitable outcomes for existing and future residents, workers and visitors to the SW Corridor.
- Coordinate funding opportunities for other public realm investments in the SW Corridor, including transportation improvements and parks, trails and habitat projects.

Previous Work *(through June 2019)*

- In 2011, the Southwest Corridor Steering Committee was created by Metro Council to help identify a high capacity transit investment for the SW Corridor.
- In 2013, the Southwest Corridor Steering Committee recommended a Shared Investment Strategy identifying transit investments; transportation improvements (roadway, bicycle and pedestrians); parks, trails and habitat projects; and regulations, policies and incentives to achieve desired development consistent with adopted land use visions.
- In 2015-16, the project steering committee substantially narrowed the high capacity transit alignment options still under consideration, and recommended light rail over bus rapid transit as the transit mode.
- In 2016, the federal environmental review process began to evaluate the remaining light rail

alignment options.

- In 2017, the SW Equitable Development Strategy began, including formation of a project oversight committee that meets bimonthly.
- In June 2018, the Draft Environmental Impact Statement (EIS) was released for public review and comment, leading to a Southwest Corridor Steering Committee recommendation on the preferred alternative that took into account the Draft EIS and public input.
- In November 2018, a locally Preferred Alternative (LPA) for the SW Corridor Light Rail project was adopted into the Regional Transportation Plan.
- In December 2018, Metro Council approved a Land Use Final Order for the Southwest Corridor Light Rail Project, streamlining the land use permitting process.
- In December 2018, TriMet requested to enter the Project Development phase of FTA’s New Starts program.
- In winter 2019, TriMet received approval from FTA to enter Project Development.
- In winter/spring 2019, a new project steering committee issued recommended for elements of the LRT project not covered by the LPA, plus any adjustments to station location and park-and-rides.
- TriMet issued a Conceptual Design Report showing the proposed built outcome of the LRT project.
- Ongoing post-LPA transit design advancement in support of the Final EIS.

Methodology

Metro will continue to manage the federal environmental review process and equitable development strategy. TriMet will manage the design of the light rail project, guided by a steering committee and a community advisory committee, in consultation with project partners.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Submit Southwest Equitable Development Strategy to FTA • LRT project capital cost estimate
2nd Quarter	<ul style="list-style-type: none"> • Publish Final Environmental Impact Statement for SW Corridor LRT project
3rd Quarter	<ul style="list-style-type: none"> • Record of Decision issued for SW Corridor LRT project
4th Quarter	<ul style="list-style-type: none"> • Sign intergovernmental agreements for non-federal funding of LRT project
Ongoing	<ul style="list-style-type: none"> • Continued ODOT and project partner staff meetings to review and discuss project planning and designs • Continued public engagement process • Continued collaboration with project partners to support local community land use visions • Work toward identifying funding and implementation options for SW Corridor transportation improvements (roadway, bicycle and pedestrians) and parks, trails and habitat projects listed in the Southwest Shared Investment Strategy but not included in the LRT Preferred Alternative

Project Lead

- TriMet / Metro

Project Partners

- ODOT, Washington County, City of Portland, City of Tigard, City of Tualatin, FTA

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services	\$	643,938
Interfund Transfers	\$	345,151
Materials & Services	\$	1,023,700

Resources:

Metro	\$	355,785
Other Anticipated Funds	\$	1,657,004

TOTAL	\$	2,012,789	TOTAL	\$	2,012,789
--------------	-----------	------------------	--------------	-----------	------------------

Full Time Equivalent Staffing:

Regular Full Time FTE: 5.03

Division Transit Project

Staff Contact: Elizabeth Mros-O'Hara, Elizabeth.Mros-OHara@oregonmetro.gov

Description

~~The Division Transit Project is a bus rapid transit project that would run between downtown Portland to downtown Gresham. The Powell/Division Corridor Transit Implementation Plan coordinates land use and transportation planning efforts for an investment strategy that defines a transit project for a Small Starts application (the Division Transit Project), develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development. The transit project would connect several low income areas with major education and workforce training sites including Portland State University, Oregon Health & Science University, Portland Community College and Mount Hood Community College as well as Portland and Gresham job centers. — supporting the community goals. This corridor extends from Central City Portland east to Gresham in the vicinity of Powell Boulevard and Division Street.~~

Based on a transit alternatives assessment and public input, the project steering committee recommended a Locally Preferred Alternative (LPA) for the transit project that includes the transit mode (bus rapid transit), the route (from downtown Portland on the transit mall to Southeast Division Street to the Gresham Transit Center, and the general stop locations (approximately 1/3 mile apart). In addition, the project partners identified land use actions and station area investments that would support livable communities in the corridor and included them in the City of Portland and City of Gresham Local Action Plans. This process provided the foundation for TriMet's successful application to enter into Project Development with the Federal Transit Administration and sets the stage for a future Small Starts funding application and the initiation of environmental approvals under the National Environmental Policy Act (NEPA).

The LPA was adopted by the local jurisdictions in December 2016, and Metro Council in June 2017. With local adoption of the LPA, TriMet began leading the design, traffic, and outreach with support from Metro and other project partners. Metro continued to lead the NEPA environmental process conducting a Documented Categorical Exclusion. This NEPA process was completed in winter of 2018-19. In addition, Metro led the historic, cultural, and recreational resources evaluation and consultation processes (Section 106 and 4(f)). This analysis and consultation with the Oregon State Historic Preservation Organization, tribes, and other consulting parties was also completed in winter of 2018-19.

~~The land use investment strategy pieces are being led by the local jurisdictions which have adopted Local Action Plans outlining their vision for implementing land use and economic development that complements the transit investment of the Division Transit Project.~~

Overall Objectives

- Develop a transit solution that efficiently serves a high demand corridor in the near term while recognizing the limited local capital and operational funding for near term implementation.
- Develop a Powell/Division Corridor community investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development centered on a transit line.

- Establish agreements on local, regional and state actions to support implementation of the community investment strategy.
- Develop multimodal solutions that distribute both benefits and burdens of growth, support active lifestyles and enhance the natural environment.
- Actively engage public in developing the criteria to prioritize transportation investments and land use changes.
- Conduct transit alternatives assessment to determine the best mode, alignment, associated service changes and capital improvements of a high capacity bus route.
- Complete environmental approvals under the National Environmental Policy Act (NEPA).
- Incorporate refined transportation planning project into RTP and implement improved transit service between Gresham and Portland.

Previous Work (through June 2019)

Powell/Division Transit and Development Plan

The Division Transit Project is an outgrowth of the Powell/Division Transit and Development Plan that looked at improvements for community development and transit for the area between downtown Portland and downtown Gresham in the vicinity of Powell Boulevard and Division Street. The Powell/Division Corridor Transit Implementation Plan coordinates land use and transportation planning efforts for an investment strategy that defines a transit project for a Small Starts application (the Division Transit Project), develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development. The land use investment strategy pieces are being led by the local jurisdictions which have adopted Local Action Plans outlining their vision for implementing land use and economic development that complements the transit investment of the Division Transit Project. The Division Transit Project is continuing to be planned, designed, and constructed over the next two years.

Multi-modal Corridor Refinement

The 2000 Regional Transportation Plan (RTP) identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. ~~In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies including the Powell/Foster corridor. The phase I Powell/Foster plan was completed and the findings were adopted by JPACT and the Metro Council in FY 2003/04.~~

~~In winter 2005, Metro again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the consultation, in winter 2005/06, JPACT and Metro Council approved a corridor planning work plan update, which called for initiation of five new corridor plans in the next five years. In winter 2007/08, Metro commenced work on one of the corridor planning efforts identified in that work program, the Regional High Capacity Transit System Plan.~~

~~As part of the regional Transportation Plan update, in 2009, Metro worked with technical committees and local jurisdictions to identify and prioritize remaining corridor needs. One of the such prioritized corridors was the East Metro Connections Plan (EMCP) which included a study of bus service issues, including bus rapid transit (BRT) route from central Portland to Mount Hood Community College within the Powell / Division corridor.~~

High Capacity Transit Corridors

In July 2009, the Metro Council adopted the Regional High Capacity Transit (HCT) System Plan. The HCT plan identifies and prioritizes corridors for implementation based on a set of evaluation criteria consistent with the goals of the RTP and the region's 2040 growth concept. The HCT plan was adopted by the region as part of the Regional Transportation Plan in June 2010. In July 2011, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council adopted the High Capacity Transit System Plan Expansion Policy guidelines to further describe the process for moving projects forward.

Both the HCT plan and the system expansion policy identify Portland Central City to Gresham in the vicinity of Powell Corridor as a Near-Term regional priority corridor. The rigorous HCT process included the application of 25 evaluation criteria approved by the Metro Council and Joint Policy Advisory Committee on Transportation. System Expansion policy targets were applied to both the Southwest and Powell corridors. While on many measures such as transit supportive land use and community support, regional network connectivity and integrated transportation system development, the corridors scored equally, Powell measured higher in Housing and Transportation Affordability Benefit and Region 2040 Connections. The Southwest corridor scored higher on TOTAL corridor ridership and funding potential. Both corridors are currently moving forward with collaborative efforts with local, state and regional partners.

East Metro Connections Plan

The East Metro Connections Plan (EMCP) included a recommendation for future study of HCT in the Powell/Division Corridor. A BRT in the Powell/Division corridor has strong regional and jurisdictional support. The recommendations from the EMCP study included detailed transit findings from the analysis and near term implementation plans.

Methodology

~~Metro led the Powell/Division Transit and Development Plan in partnership with TriMet. In December 2018, with the adoption of the Division Transit Project Locally Preferred Alternative, TriMet has become the lead partner for the project with Metro continuing to lead the NEPA process. This project builds on previous work including the Powell/Foster study (Metro, 2004), the Outer Powell Boulevard Conceptual Design Plan (City of Portland, 2011) and the East Metro Connections Plans work. In 2013-14 the project partners worked collaboratively to develop the land use and transportation scope(s) and budget(s).~~

The project improves the land use and transportation conditions and mobility in the Powell/Division Corridor to support vibrant communities with transportation that helps to sustain economic prosperity, healthy ecosystems, and community assets; minimizes contributions to global warming; and enhances quality of life. This work program started with locally identified land use plans and priorities and economic development strategies. The transportation analyses identify measures to support the land use strategies and improve mobility (particularly transit) in the corridor. ~~Metro is the local~~ TriMet is the lead agency that considers and compares various transit alternatives, including mode, alignment / routing, service and capital improvements, as well as a no build scenario. ~~Metro was the lead agency for the NEPA process and the historic and cultural analysis and evaluation (Section 106 and 4(f)). FTA concurred with the NEPA Documented Categorical Exclusion in March 2019.~~

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> Support design, federal coordination, and outreach led by TriMet 90% design plans costed and completed Potentially receive federal funding under FTA Small Starts CIG program
2 nd Quarter	<ul style="list-style-type: none"> Support design, federal coordination, and outreach led by TriMet Final 100%/issued for construction design completed Potentially receive federal funding under FTA Small Starts CIG program Initial construction begins
3 rd Quarter	<ul style="list-style-type: none"> Support design, federal coordination, and outreach led by TriMet Outreach and construction planning led by TriMet
4 th Quarter	<ul style="list-style-type: none"> Support design, federal coordination, and outreach led by TriMet Powell Garage readied for articulated buses
Ongoing	<ul style="list-style-type: none"> Continued project partner staff meetings to review and discuss project planning and designs Continued public engagement process Continued collaboration with project partners to support local community land use visions

Project Lead

- TriMet
- Metro leads NEPA and Historic and Cultural evaluation and consultation.

Project Partners

- Metro, City of Portland, City of Gresham, Multnomah County, Oregon Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 23,399	Regional Corridor Planning STBG	\$ 19,114
Interfund Transfers	\$ 12,542	Metro	\$ 16,827
TOTAL	\$ 35,941	TOTAL	\$ 35,941

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.15

MAX Red Line Improvements Project

Staff Contact: Elizabeth Mros-O’Hara, Elizabeth.Mros-Ohara@oregonmetro.gov ; Malu Wilkinson, Malu.Wilkinson@oregonmetro.gov

Description

The MAX light rail system provides high capacity transit connecting the major centers of our region. The MAX Red Line has connected the City of Beaverton, downtown Portland, Gateway Regional Center, and Portland International Airport since 2001. Since its opening, there has been substantial growth in the corridor and more demand for reliable transit connecting these important centers.

Currently, the Red Line has two single track sections near Gateway/99th Ave and Portland International Airport, which result in inbound and outbound trains having to wait for each other. If a train is off schedule, these wait times can impact the entire MAX system as other trains rely on the same tracks to serve different parts of the region.

Adding a second set of tracks in these areas will reduce delays for riders on all five MAX lines. In addition, community leaders on the west side have been requesting Red Line service to better connect a growing part of the region, and TriMet’s Westside Service Enhancement Plan identifies the extension of the Red Line further west as part of TriMet’s strategy for improving transit.

The Red Line improvements west of the Beaverton Transit Center include improving track and switches and adding signals and a new operator break facility at the Fair Complex/Hillsboro Airport MAX Station allowing Red Line trains to serve ten more west side stations. These stations are currently only served by the MAX Blue Line, which is often overcrowded. Improvements will allow TriMet to increase train frequency to better meet rider demand.

Improved transit will support anticipated redevelopment at the Port of Portland, such as the expansion of the Portland International Airport, and potential redevelopment at the Gateway Regional Center.

Overall Objectives

Increase speed and reliability of all five MAX lines and improve carrying capacity to meet transit demand west of the Beaverton Transit Center. Construct improvements in the 2021-2022 timeframe with an opening targeted for 2023. This work will improve mobility and transit performance throughout the region.

Previous Work (through June 2019)

- Initiation of discussions with jurisdictions and stakeholders to coordinate design and better transit access.
- Initiation of the transit design and environmental analysis.
- Submission of draft Documented Categorical Exclusion to FTA.
- Adoption of Locally Preferred Alternative.
- Entry into project development.

Methodology

TriMet and Metro will work with the local jurisdictions and the Port of Portland to scope the project to improve access to major transit origins and destinations, improve reliability of the entire MAX system, and support future redevelopment at the Gateway Regional Center, the Port of Portland properties, and within Beaverton and Hillsboro.

TriMet and Metro will also consult with the federal agencies during the scoping phase.

TriMet is coordinating with local jurisdictions to avoid and minimize any potential impacts associated with improving the Red Line.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> Finalize Documented Categorical Exclusion; Complete 30% design. Submit for FTA Rating
2 nd Quarter	<ul style="list-style-type: none"> Complete 60% Design
3 rd Quarter	<ul style="list-style-type: none"> Receive Rating Recommendation in President's Budget
4 th Quarter	<ul style="list-style-type: none"> Apply Develop materials for the Small Starts Grant Agreement
Ongoing	

Project Lead

- TriMet

Project Partners

- Metro
- Port of Portland
- City of Portland
- City of Beaverton
- City of Hillsboro
- Federal Transit Administration
- Federal Aviation Administration

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 31,489	Regional Corridor Planning STBG	\$ 19,089
Interfund Transfers	\$ 16,878	Metro	\$ 29,279
TOTAL	\$ 48,368	TOTAL	\$ 48,368

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.2

Central City Transit Capacity and Steel Bridge Analysis

Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

This study explores ways to alleviate transit operational issues caused by the Steel Bridge. As the critical link between downtown Portland and the east side of the greater Portland region for the Blue, Green, Red, and Yellow MAX Lines, as well as for several bus routes, the 106 year old bridge constrains light rail throughput, requires frequent maintenance that impacts system-wide light rail reliability, and presents structural risks. The Steel Bridge with its current two-track configuration cannot reliably accommodate anticipated growth in service.

Preliminary analysis identified more than 20 concepts that were consolidated into representative alternatives and evaluated to understand the potential benefits and drawbacks. Initial study suggests that two concepts appear most promising:

- a new transit bridge south of and parallel to the Steel Bridge
- a transit tunnel between Lloyd Center station and Goose Hollow station

Overall Objectives

The study is being implemented to define a project that will:

- Improve travel times for transit riders
- Achieve transit system reliability goals
- Provide adequate capacity for future ridership at peak hours
- Improve system redundancy and address seismic risks
- Support redevelopment goals in the Rose Quarter area

Previous Work (through June 2019)

- Completed IGA with TriMet
- Completed work plan
- Initiated study of alternatives for a new transit bridge
- Initiated study of alternatives for a transit tunnel
- Initiated modeling comparing build alternatives to No-Build
- initiated study to assess potential funding options
- initiated stakeholder engagement process

Methodology

Metro will manage the Central City Transit Capacity and Steel Bridge Analysis. Metro will consult with partners in the development of the work plan and implementation of the study, and coordinate internally with other programs and projects at Metro.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Complete modeling
2 nd Quarter	<ul style="list-style-type: none">• Complete alternative analyses

3 rd Quarter	<ul style="list-style-type: none"> Complete funding analysis
4 th Quarter	
Ongoing	<ul style="list-style-type: none"> Stakeholder engagement

Project Lead

- Metro Planning and Development Department

Project Partners

- TriMet
- City of Portland
- Oregon Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 125,535	Other Local Anticipated Funds	\$ 567,822
Interfund Transfers	\$ 67,287		
Materials & Services	\$ 375,000		
TOTAL	\$ 567,822	TOTAL	\$ 567,822

Full Time Equivalent Staffing:

Regular Full Time FTE: 1.05

Regional Congestion Pricing Technical Analysis

Staff Contact: ~~Tyler Frisbee, Tyler.frisbee@oregonmetro.gov~~, Margi Bradway, margi.bradway@oregonmetro.gov

Description

As the greater Portland region's population continues to grow, and our congestion grows with it, we need to use all of the tools at our disposal to provide the best transportation system to residents, workers and businesses. Even if we build all of the transportation projects we have identified in the next twenty years, congestion will continue to get worse; we can't build our way out of it. Congestion pricing is a tool that other places have used to reduce congestion and help people get around their city more efficiently, and the Portland region should understand how it could be applied across the region to maximize benefits and minimize risks.

Other rapidly growing metropolitan regions, including Puget Sound, the San Francisco Bay Area, the San Diego Association of Governments, Los Angeles and Chicago, undertook regional studies to better understand the various ways congestion pricing could be implemented and the impacts associated with each option. Some of these studies coincided with the implementation of tolling projects, others were done independently. While the Portland region undertook some of the first studies of congestion pricing in 1998 and 1999, and just finished analysis of the impacts of pricing on two key corridors in the region, we do not have an updated understanding of the different ways that congestion pricing could be applied regionally to help our region address our specific goals and challenges.

A regional study should model various types of demand-management pricing to help the region better understand how each type would impact other policy outcomes, including but not limited to congestion reduction, freight mobility, equity, greenhouse gas emissions reduction, and mode shift.

Overall Objectives

- Identify the policy impacts that different types of demand-management focused pricing programs (including cordon pricing, VMT pricing, parking pricing, and a high-volume network pricing program) would have on policy outcomes, including:
 - Congestion
 - Traffic diversion
 - Safety
 - Freight throughput
 - Equitable outcomes for underserved communities
 - VMT
 - Greenhouse gas emissions
 - Air pollution
 - Mode splits

Previous Work *(through June 2019)*

The work below is not directly related to this proposed study, but will provide guidance and background information to the process:

- Traffic Relief Options Study (1996-1999)

- Portland Metro Area Value Pricing Feasibility Analysis

Methodology

Metro, ODOT, and PBOT will work together to develop a work plan and approach for a regional pricing study, and will work with other partners to ensure their needs are considered in the work plan development. The Oregon Metro Research Center will lead the modelling work and analysis.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> Develop work plan and identify shared partner interests in outcomes Begin modelling work of various pricing programs
2 nd Quarter	<ul style="list-style-type: none"> Refine modelling work
3 rd Quarter	<ul style="list-style-type: none"> Present early modelling results and receive feedback for next round
4 th Quarter	<ul style="list-style-type: none"> Second modelling phase of work
Ongoing	<ul style="list-style-type: none"> Present modelling findings

Project Lead

- Oregon Metro Planning and Development Department

Project Partners

- Oregon Department of Transportation
- Portland Bureau of Transportation
- City and County Transportation Agencies
- TriMet

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 60,066	PL	\$ 92,261
Interfund Transfers	\$ 32,195	Metro	\$ 190,000
Materials & Services	\$ 190,000		
TOTAL	\$ 282,261	TOTAL	\$ 282,261

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.45

Regional Emergency Transportation Routes Update

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

Description

Natural disasters can happen anytime, and the transportation system needs to be prepared to withstand them and to ~~provide needed~~facilitate life-saving and life-sustaining activities, including the transport for ~~of first responders (e.g., police, fire and emergency medical services),~~ fuel, essential supplies and ~~medical transport~~patients. The Regional Emergency Transportation Routes (ETRs) project will aim to update the existing ETRs ~~and MOU~~ for the 5-county Portland-Vancouver region in partnership with the Regional Disaster Preparedness Organization (RDPO).

First designated in 1996, regional Emergency Transportation Routes (ETRs) are priority routes targeted during an emergency for debris-clearance and transportation corridors to facilitate life-saving and ~~enhancing~~sustaining response activities. They ~~current regional ETRs were~~ ~~are~~ established by ~~an~~ a memorandum of understanding between ~~agreement with~~ the Oregon and Washington Departments of Transportation (ODOT and WSDOT), ~~Metro~~the Port of Portland, Clackamas, Columbia, Multnomah and Washington counties and the City of Portland in the Portland-Vancouver metropolitan region in 2006 ~~TriMet and five counties in the Portland metropolitan region (including the three in Metro's service area, as well as Clark County in Washington and Columbia County in Oregon).~~ That MOU outlines responsibility for the RDPO Emergency Management work group – referred to as REMTEC – to coordinate an update of the ETRs on a five-year cycle. However, no updates have been made since 2006.

Since 2006, ~~when the current ETRs were last updated along with an MOU between ODOT, WSDOT, Metro and the local jurisdictions, advances have been made in~~ our understanding of ~~the~~ seismic risks ~~to our transportation system~~ in the region has improved. Funded by the RDPO, the 2017 Oregon Department of Geology and Mineral Industries (DOGAMI) Enhanced Earthquake Impact Study assessed seismic vulnerability of buildings and infrastructure in the region, outlining anticipated impacts of a 9.0 Cascadia Subduction Zone (CSZ). The analysis was expanded in 2018 to include Columbia County in Oregon and Clark County in Washington. The DOGAMI analysis shows that most of the designated ETRs (meant to facilitate post-earthquake life-safety response activities) in the region will experience significant liquefaction, ground deformation and landslide risks.

ODOT has evaluated the seismic resilience of the state-designated Lifeline Routes in Clackamas, Columbia, Multnomah and Washington counties. Currently, ODOT is working with each county to assess the seismic resiliency of locally designated ETRs and potential detour routes for the most seismically vulnerable state bridges by using local arterial streets. This effort includes an evaluation of the cost-benefit of the investment on the local transportation system compared to the retrofit cost of state-owned bridges bypassed by the potential detour routes. In addition, each county in Oregon is recommending changes to the ETRs within their respective jurisdiction based on this analysis.

Building on the DOGAMI work, ODOT is working with each county to further assess the state designated lifeline routes and the locally designated ETRs to anticipate seismic impacts to bridge and overpass infrastructure on the state's designated lifeline arterial streets and throughways. Each

county is recommending changes to the ETRs within their respective jurisdiction based on this analysis. The City of Portland also completed an update of their ETRs in 2018, independent of ODOT's work with the counties, which will be brought into the planning effort.

Given the above work, the designation of current ETRs need to be re-evaluated at a regional-scale for seismic vulnerability and to reflect updates recommended by the City of Portland and each of the five counties. The purpose of revisiting the existing ETR routes with a seismic lens is to evaluate whether the routes have a high likelihood of being damaged or cut-off during an earthquake and determine whether other routes may be better suited to prioritize as ETRs as a result. And, in line with ODOT's analysis, provide guidance on the most cost-effective routes to make more seismically resilient in future capital investment plans. This project will update existing designated regional routes using the latest DOGAMI seismic data, ODOT Lifeline analysis and subsequent county-level bridges and ETR analysis.

This project will also update the current agreement for the five-county region. The updated agreement will define a reasonable time frame for future updates and outline roles and responsibilities of the agencies involved for future updates and data management.

Additional background information on this project can be found in Chapter 8 (Section 8.2.3.10) of the 2018 Regional Transportation Plan.

Overall Objectives

- Increase collaboration and coordination among state, regional and local partners, including transportation planners and emergency management and operations staff and the Regional Disaster Preparedness Organization. Raise the level of visibility and relevance of ETRs in transportation planning for emergencies, disasters and significant events.
- Increase awareness among within the preparedness and planning community of public and private assets and capabilities that may be available to support response efforts locally, regionally, statewide and nationally.
- Improve emergency transportation route resilience to withstand changing environments and more quickly restore normal operations.
- Facilitate informed dialogs and planning between transportation and other major stakeholders involved in emergency planning.
- Strengthen regional partnerships around resiliency, recovery and enhanced transportation networks.
- Communicate complete, accurate, understandable, and timely information to stakeholders throughout the project.
- Provide meaningful opportunities for input from policymakers and key stakeholders.

Build on existing datasets and analysis completed by DOGAMI, ODOT and local jurisdictions:

Ensure an inclusive engagement approach that provides meaningful opportunities for input from policymakers, local jurisdictions, transit and Port districts and the public prior to key milestones. Prepare amendments for inclusion in the 2023 Regional Transportation Plan update. Develop recommendations for future work to address longer-term regional transportation recovery, resilient infrastructure planning and identify infrastructure interdepend

Previous Work (through June 2019)

- Designation of first Regional Emergency Transportation Routes in 1996.

- Approval of updated Emergency Transportation Routes and Memorandum of Understanding between ODOT, WSDOT, Port of Portland, ~~Metro~~, City of Portland and three-counties in 2006.
- Publication of the Oregon Department of Geology and Mineral Industries' [Earthquake Regional Impact Analysis for Clackamas, Multnomah and Washington counties](#) in 2017 ~~and subsequent analysis for Clark and Columbia counties in 2018-2019.~~
- Completion of county-level review and refinement of county ETRs using DOGAMI analysis and ODOT bridge data in 2018 and early 2019.
- Secured grant funding from the Urban Areas Security Initiative (UASI) program through the RDPO.
- Development of the [scope of work plan](#) and ~~public stakeholder~~ engagement plan by Metro and RDPO in coordination with project partners.
- Release of a Request For Proposals for contractor support for technical analysis and other support.

Methodology

This effort will be completed from June 2019 to January 2021 ~~as defined in the scope of work and public engagement plan developed by Metro and RDPO. The project will hire a graduate student and consultant to work under the direction of RDPO and Metro to support the delivery of the project scope of work and stakeholder engagement plan developed by Metro and RDPO.~~

The ETR project will:

- deliver an updated ETR map in ArcGIS platform, a list of ETR corridors and accompanying report for use by state, regional and local entities in planning and emergency response. The accompanying report will outline the methodology and criteria used and resultant application of the ETR information.
- update the ETR database by incorporating all existing, current data on the ETRs, including existing maps and methodologies, DOGAMI's seismic impact analysis, ODOT Lifeline analysis and subsequent county-level bridges and ETR analysis in four of the five counties and analysis conducted by the City of Portland.
- account for infrastructure updates in the region that may impact resilience of certain routes.
- better address ETR connections between neighboring jurisdictions and connections to the designated State lifeline routes by analyzing adjacencies and ensuring connectivity of routes.
- establish updated, data-driven, agreed-upon and validated criteria for refining the Regional Emergency Transportation Routes designations.
- establish a tiered prioritization structure (if deemed appropriate) to address the phases of emergency response and the transition toward recovery, and/or to address the variability of needed routes depending on the emergency scenario/differing hazard impacts.
- account for critical infrastructure and social service facilities in the ETR prioritization criteria, with an agreed upon methodology (connected to a related ongoing project of RDPO).

The project will engage and consult with transportation, emergency management and public works departments of each county and the City of Portland (via the RDPO's working groups for these disciplines), ODOT and Washington Department of Transportation (WSDOT), as well as the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), Southwest Regional Transportation Council (RTC), TriMet, SMART, C-TRAN and DOGAMI. Other agencies and groups will be engaged and consulted as key stakeholders due to their roles in emergency response and/or critical infrastructure and social services for vulnerable populations, including: the Northwest Oregon

Health Preparedness Organization (NWHPO), the RDPO Fire/EMS Work Group, the RDPO Public Works Work Group, paratransit providers, law enforcement, port districts and water and utility providers such as, Portland General Electric (PGE), Pacific Power, NW Natural, among others.

This work will provide information to support the critical facilities assessment and Regional Recovery Framework Project being developed by the RDPO and the Regional Debris Management Plan developed by Metro and it will support statewide efforts to update the 2013 Oregon Resilience Plan in 2021.

Following completion of the ETR project, jurisdictional partners and the RDPO will develop draft agreement¹ language defining a timeline for future ETR updates and roles and responsibilities for data management between all appropriate jurisdictions. The ETR project will also serve as a basis for identifying policy and technical amendments for consideration in Metro's Regional Framework Plan and implementing Regional Transportation Plan and functional plans to inform planning and investment decisions. The ETR project will inform recommendations for future planning work related to regional transportation recovery, resiliency and emergency management in the Portland-Vancouver region for consideration by the region's policymakers. To that end, the project team will seek endorsement of the project recommendations by the RDPO Steering Committee and Policy Committee, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Southwest Regional Transportation Council (RTC).

Metro and RDPO will work together with a contractor to engage local, regional, and state partners to update the regional ETRs. While recognizing these routes will be used following an earthquake, flood or other hazards, this work will update the current ETRs with a focus on seismic vulnerability. The project will:

- Update existing ETR criteria to address DOGAMI seismic vulnerability data, ODOT lifeline routes, critical facility locations, multimodal routes, vulnerable populations and other factors identified during the scoping phase.
- Update data and maps of ETRs for use by all agencies for future regional and local transportation and emergency response planning.
- Document definitions, methodology, tiered priorities, etc. in a simple and easy to reference accompanying report/guide document.
- Develop amendments for inclusion of the updated ETRs in the 2023 Regional Transportation Plan and recommendations for future work to address longer-term regional transportation recovery, resilient infrastructure planning and identify infrastructure interdependencies.
- A draft MOU documenting the updated emergency transportation routes (ETR) on a map of the region. The updated MOU will define a reasonable time frame for periodic updates (perhaps extending the update from 5 years to 10 years, per recent practice). The MOU also will outline responsibilities of the agencies involved (ODOT, WASHDOT, Metro, TriMet, C-Tran, SMART, RDPO, REMTEC, DOGAMI, etc.) for future updates and data management.
- Dissemination of updated routes and other project outcomes in the form of a half-day event.

This work will provide information to support the critical facilities assessment and Regional Recovery Framework Project being developed by the RDPO and the Regional Debris Management Plan developed by Metro and support statewide efforts to update the 2013 Oregon Resilience Plan in 2021. This work is anticipated to continue in FY 20-21, concluding in June/January 2021.

¹ The agreement could be in the form of a memorandum of understanding (MOU) or an intergovernmental agreement (IGA).

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Contractor selection • Contractor and scope(s) of work • <u>Policy framework and best practices review (memo)</u> • Data collection- compilation and organization
2 nd Quarter	<ul style="list-style-type: none"> • Mapping and analysis • Draft framework-ETR refinement process design and <u>draft regional ETR</u> criteria • <u>Public Stakeholder</u> engagement report
3 rd Quarter	<ul style="list-style-type: none"> • Mapping and analysis • <u>Stakeholder workshop(s) and engagement report</u>
4 th Quarter	<ul style="list-style-type: none"> • Draft ETR maps • <u>Stakeholder</u>Public engagement <u>report</u>
Ongoing	<ul style="list-style-type: none"> • Quarterly reports • Maintain project website

Project Lead

- Regional Disaster Preparedness Organization (RDPO) and Metro

Project Partners

- Metro Council
- Joint Policy Advisory Committee on Transportation
- SW Washington Regional Transportation Council
- RDPO Steering Committee, RDPO Policy Committee and RDPO Regional ETR Work Group
- Regional Emergency Management Work Group (also known as REMTEC)
- Transportation Policy Alternatives Committee
- Oregon Department of Transportation
- Washington Department of Transportation
- Oregon Department of Geology and Mineral Industries (DOGAMI)
- Oregon Office of Emergency Management
- ~~RDPO Regional ETR Work Group~~
- ~~REMTEC (also known as Regional Emergency Management Work Group)~~
- Cities and Counties~~counties in the Portland-Vancouver region~~
- Ports of Portland
- Port of ~~and~~ Vancouver
- TriMet, SMART, C-TRAN and other transit operators in the region
- ~~Metro Research Center, Parks & Nature and Property and Environmental Services Departments~~
- Local, regional and state transportation ~~and~~, emergency management and public works agencies~~departments and organizations~~
- ~~SW Washington Regional Transportation Council~~
- Bi-State Coordination Committee
- Federal Highway Administration
- ~~Federal Transit Administration~~

- ~~Business associations, community-based organizations, transportation and environmental advocacy groups~~

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 23,944	Other Anticipated Funds	\$ 36,778
Interfund Transfers	\$ 12,834		\$
TOTAL	\$ 36,778	TOTAL	\$ 36,778

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.15

Regional Freight Delay and Commodities Movement Study

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

Description

In October 2017, the Regional Freight Work Group (RFWG) discussed the need for future freight studies that should be called out in the 2018 Regional Freight Strategy. The RFWG recommended that the Regional Freight Delay and Commodities Movement Study should be included as a future freight study.

The purpose of the Regional Freight Delay and Commodities Movement Study will be to evaluate the level and value of commodity movement on the regional freight network within each of the mobility corridors identified in the Regional Transportation Plan's Mobility Corridor Atlas. The study will use Metro's new freight model to summarize the general types of commodities, the tonnage of the commodities and the value of the commodities that are using these freight facilities within each of the mobility corridors. The study will also evaluate the need for improved access and mobility to and from regional industrial lands and intermodal facilities.

The study will recommend prioritized freight projects for the next RTP and Regional Freight Strategy based on new freight measures, congestion, unreliability, accessibility and the highest tonnage and value of commodities within each mobility corridor.

Overall Objectives

- Develop a methodology for determining which freight facilities and mobility corridors are carrying the highest tonnage of goods and commodities, and the highest amount of value for those commodities.
- Develop a measure based on the tonnage and value of the goods and commodities carried in each corridor for determining which corridors should be prioritized for transportation projects based on their importance for freight and economic value.
- Based on the congestion and unreliability found in each of the mobility corridors, Metro will identify corridors that have the most importance for freight and economic value.
- Utilize the new freight monitoring measure for reliability and the evaluation measures for cost of delay on the freight network and freight access to industrial land and intermodal facilities.

Previous Work *(through June 2019)*

- Developed a draft scope of work for applied uses of the Regional Freight Model including improved evaluation of the cost of congestion, benefits of freight project improvements and better understanding of truck related environmental impacts.

Methodology

To be determined by the applied uses of the Regional Freight Model and the draft scope of work for the Regional Freight Delay and Commodities Movement Study.

The study schedule and consultant work will start during the 3rd quarter of FY 2019-20 and continue for 12 to 18 months, ending in FY 2020-21. Project expenditures will occur in FY 2020-21 and will likely exceed the expenditures in FY 2019-20.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> Coordinate work on the applied uses of the Regional Freight Model with travel forecasting staff. Write a draft scope of work and a RFP for the Regional Freight Delay and Commodities Movement Study (under Future Freight Studies in the 2018 Regional Freight Strategy)
2nd Quarter	<ul style="list-style-type: none"> Finalize the scope of work and select a contractor for the Regional Freight Delay and Commodities Movement Study.
3rd Quarter	<ul style="list-style-type: none"> Complete a report on applied uses of the Regional Freight Model with input from travel forecasting staff. Serve as Metro's lead and manage the contract for the Regional Freight Delay and Commodities Movement Study.
4th Quarter	<ul style="list-style-type: none"> Serve as Metro's lead and manage the contract for the Regional Freight Delay and Commodities Movement Study.
Ongoing	<ul style="list-style-type: none"> Develop findings and conclusions from the study. Study and project deliverables and expenditures will continue into FY 2020-21.

Project Lead

- Metro Planning and Development Department

Project Partners

- City and county transportation agencies
- Port of Portland
- Oregon Department of Transportation
- Oregon Modeling Steering Committee – Freight Subcommittee
- Portland Freight Committee and other community groups focused on freight and goods movement

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:		
Personal Services	\$	35,000	Other Anticipated Funds	\$ 200,000
Consultants	\$	165,000		
TOTAL	\$	200,000	TOTAL	\$ 200,000

Full Time Equivalent Staffing:

Regular Full Time FTE: n/a

Economic Value Atlas (EVA) Implementation

Staff Contact: Jeff Raker, jeffrey.raker@oregonmetro.gov

Description

Development of the Economic Value Atlas (EVA) is establishing tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. Phase III of the Economic Value Atlas decision-support mapping tool concluded in 2018. The EVA enters an implementation phase in FY 2019-2020 that includes test applications among partner organizations and jurisdictions, refinements to the tool, and integration into agency-wide activities.

This work provides new mapping and discoveries about our regional economic landscape, links investments to local and regional economic conditions and outcomes and informs policy and investment – providing a foundation for decision-makers to understand the impacts of investment choices to support growing industries and create access to family-wage jobs and opportunities for all.

Overall Objectives

- Provide a solid data foundation for key regional policies, actions and investment strategies, such as [Greater Portland 2020](#), the 2040 Growth Concept, the Regional Transportation Plan, Regional investment areas and corridor refinement planning
- Bridge local and regional economic development aspirations;
- Support regional transportation planning and investment decisions by highlighting key intersects between transportation and economic conditions.
- Build a granular understanding of relative economic strengths and challenges among communities in the region to inform local Transportation System Plans, Economic Opportunity Analyses, and area studies,

Previous Work *(through June 2019)*

- Phase 1 - Engagement + Partner Development
 - Economic Development Listening Tour
 - Establish Working Group – Economic Value Atlas Task Force
 - Scope development and consultant selection
 - Expert Input on Cluster + Cross-Sector Challenges + Options
 - Market assessment of traded sector economy
 - Ongoing engagement of key economic and workforce development partners
- Phase 2 - Regional Economic Analysis
 - Coalesce + Establish Economic Performance Indicators
 - Visual/Spatial Mapping of Regional Economy + Clusters
 - Economic Value Atlas Decision-Support Mapping Tool (anticipated winter 2018/2019)
- Phase 3 - Early applications and refinement (anticipated spring 2019)

Methodology

Metro will serve as project manager for this effort, with significant support from Greater Portland Inc., Port of Portland, City of Portland, and Business Oregon. Remaining phases of the project include:

- Phase 3 –Guidance on Metro Plans + Initiatives
 - Use EVA to ID Future Investment Areas
 - Integrate Findings Into 2018 RTP Update + MTIP
 - Integrate metrics/criteria into 2019-2020 RFFA
 - Integrate analyses/findings into future multi-criteria evaluation
- Prospective Future Phases – Guidance on external policy/actions, advance cluster-specific and cross-sector action plan(s), and build out ongoing Metro role in economic and workforce development.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> ● Tool Refinements ● Prospective Test EVA Applications <ul style="list-style-type: none"> ○ Local TSPs and EOAs ○ 2020 Transportation Measure ○ Explore integration of metrics/criteria into 2021-2023 RFFA ○ Columbia Connects ○ 2040 Growth Concept refresh on employment lands ○ Use EVA to ID or inform future Investment Areas ○ Integrate analyses/findings into future multi-criteria evaluation
2nd Quarter	<ul style="list-style-type: none"> ● Continue work on Prospective Test EVA Applications
3rd Quarter	<ul style="list-style-type: none"> ● Additional Tool Refinements
4th Quarter	<ul style="list-style-type: none"> ● Refresh Data and establish Opportunity Cost Calculator for specific infrastructure investments
Ongoing	

Project Lead

Metro – Lead Agency

Project Partners

ODOT – Contract Manager
 Greater Portland, Inc. – Collaborate/Cooperate
 Work Systems, Inc. – Collaborate/Cooperate
 Port of Portland – Collaborate/Cooperate
 City of Portland – Collaborate/Cooperate
 Business Oregon – Collaborate/Cooperate
 Joint Policy Advisory Committee (JPACT)
 Metro Policy Advisory Committee (MPAC)
 Transportation Policy Alternatives Committee (TPAC)
 Metro Technical Advisory Committee (MTAC)

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services \$ 74,344
Interfund Transfers \$ 39,848

TOTAL \$ 114,192

Resources:

Metro \$ 114,192

TOTAL \$ 114,192

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.65

Jurisdictional Transfer Program

Staff Contact: [Tom Kloster, tom.kloster@oregonmetro.gov](mailto:tom.kloster@oregonmetro.gov) [John Mermin, john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov)

Description

The 2018 Regional Transportation Plan identifies the need and a process for completing several jurisdictional transfers in the Metro region for older, state-owned facilities that have lost their statewide function over time to urbanization and now function as urban arterial streets. Most of these routes have been bypassed by modern, limited access throughways that replace their statewide travel function. In recognition of this transition, the state has adopted policies to promote the jurisdictional transfer of these older routes to city or county ownership.

Most of these roadways have a backlog of pavement maintenance as well as gaps or deficiencies in basic urban pedestrian and bicycle facilities. Funding for near- or long-term investments has not been identified by the state or local jurisdictions. Furthermore, there is no agreement in the region on which roads are the highest priorities when it comes to what to transfer, when, and at what cost. For this reason, these transfers will take time to accomplish on a case-by-case basis.

Overall Objectives

Help project partners identify roadways that are good candidates for transfer, expected cost ranges to fund state of good repair improvements, cost ranges to fund additional improvements and potential funding sources and timelines.

Previous Work (through June 2019)

Identification of need and processes for transfer described in the *2018 RTP, Oregon Highway Plan* and *Oregon Jurisdictional Transfer Handbook*.

Methodology

Metro will work with ODOT to lead a collaborative and inclusive process for decision-making to prioritize highways and address some of the next steps for transfer in the Portland region. Because Metro does not own any roadways, Metro will act as a facilitator and convener of partners to move the process forward. The 2018 RTP establishes the following steps for assessing candidate facilities for jurisdictional transfer:

STEP 1: Identify roadways in the Portland region that might be candidates for jurisdictional transfer using Oregon Highway Functional Classifications and other criteria.

STEP 2: Compile existing data on existing conditions, including safety, pedestrian completeness, transit service and pavement conditions.

STEP 3: Evaluate costs and local readiness of corridors for transfer.

STEP 4: Prioritize roadways for jurisdictional transfer in the Portland region into three tiers of readiness and urgency for transfer.

STEP 5: Identify risk issues and legal mechanisms for Tier 1 corridors identified in the assessment.

These steps will help prepare the region, local governments and the state to identify priorities and readiness. The process will not commit funding sources, but it will help project partners identify roadways that are good candidates for transfer, expected cost ranges to fund state of good repair improvements, cost ranges to fund additional improvements and potential funding sources and timelines.

While this process aims to assess and prioritize roadways for transfer in the Portland region, it is not intended to discourage any transfers from occurring prior or during the assessment process. There are certain roadways and jurisdictions that may be ready for a transfer without going through this assessment process.

Major Project Deliverables/ Milestones	
2019-20	<ul style="list-style-type: none"> • Identify roadways in the Portland region that might be candidates for jurisdictional transfer. • Compile existing data on existing conditions of candidate corridors. • Evaluate costs and local readiness of corridors for transfer. • Prioritize roadways for jurisdictional transfer in the Portland region. • Identify risk issues and legal mechanisms for identified Tier 1 corridors

Project Leads

- Metro Planning & Development Department
- Oregon Department of Transportation

Project Partners

- Local Cities and Counties
- Metro Council
- TriMet
- U.S. Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 75,686	Other Anticipated Funds	\$ 116,254
Interfund Transfers	\$ 40,568		
TOTAL	\$ 116,254	TOTAL	\$ 116,254

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.55



III. Other regional planning projects

Projects of regional significance not led by Metro

ODOT Development Review

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state roadway system, or if they involve access (driveways) to state roadways. This includes work with jurisdiction partners and applicants, and products may include written responses and/or mitigation agreements. This work includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time.

Overall Objectives

- Make recommendations for mitigation of safety and operational impacts of development on the state roadway system as appropriate
- Work collaboratively with local jurisdictions and applicants to develop mitigation agreements
- Review land use actions for Transportation Planning Rule (TPR), Oregon Highway Plan, Access Management Rule and ODOT permit compliance and make recommendations as appropriate

Previous Work *(through June 2019)*

In a typical fiscal year, Region 1 staff review of over 2,000 land use actions, with approximately 150 written responses and 100 mitigation agreements.

Methodology

General methodology steps include:

- Intake of local/regional jurisdiction notice of land use actions
 - Review for impact on state roadway system; review of plan amendments and development site plan review for TPR (comprehensive plan amendment/zone change), Oregon Highway Plan, access and permit considerations as appropriate
 - Work with partners and applicants as necessary to determine appropriate mitigation
 - Recommend conditions of approval as appropriate regarding the proposed land use action for mitigation of safety and operational impacts of development and ODOT permit requirements
-

Major Project Deliverables/ Milestones	
Ongoing	<ul style="list-style-type: none"> • Response letters and mitigation agreements.

Project Lead

- Oregon Department of Transportation

Project Partners

- Oregon Department of Land Conservation and Development
- Cities and Counties

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Staff Time	\$ 300,000	SPR	\$ 300,000
TOTAL	\$ 300,000	TOTAL	\$ 300,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 2.75

ODOT – Transportation and Growth Management

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

Oregon's Transportation and Growth Management (TGM) Program supports community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go. The ODOT/DLCD TGM program provides grants to regional and local jurisdictions to conduct land use and transportation planning.

Overall Objectives

- Partner with DLCD and regional or local governments to conduct land use and transportation planning efforts receiving TGM grants
- Provide technical assistance with regard to best practices and consistency and compliance with the Oregon Transportation Plan, Oregon Highway Plan, Transportation Planning Rule, and other applicable state transportation plans, regulations and standards

Previous Work (through June 2019)

- Washington County – First/Last Mile (June 2019)
- Portland – Columbia Corridor Plan (June 2019)
- Gresham – Clackamas-Columbia Corridor (June 2019)
- Multnomah County – Scenic Gorge Congestion Management (2018)
- South Clackamas Transit Master Plan (June 2019)

Methodology

Methodology is dependent on work product, but generally includes standard planning steps (identifying the problem, existing conditions, policy framework, needs assessment, development of alternatives, evaluation of alternatives, recommendations, funding strategies) consistent with the Oregon Highway Plan, Transportation Planning Rule and the Regional Transportation Plan and Functional Plan.

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	

Project Lead

- Oregon Department of Transportation

Project Partners

- Oregon Department of Land Conservation and Development
- Cities, Counties, Transit Agencies (Grant Recipients)

FY 2019-20 Cost and Funding Sources

Requirements:

ODOT Staff Time \$ 200,000
Grants Estimate \$

TOTAL \$ Total Amount

Resources:

TGM (STPBG) \$ 200,000
TGM (STPBG) \$

TOTAL \$ Total Amount

Full Time Equivalent Staffing:

Regular Full Time FTE: 2.0

ODOT – Region 1 Active Transportation Strategy

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

Building on the recently completion of the Active Transportation Needs Inventory, this project will enable ODOT Region 1 to engage in the identification and conceptual planning of projects that increase biking, walking and access to transit. The Oregon Transportation Plan set a goal of completing the state biking and walking network by 2030. The 2016 Statewide Bicycle and Pedestrian Plan and accompanying Implementation Plan establish a framework for pursuing this.

Overall Objectives

- Identify priority active transportation investments
- Develop facility cross-sections and project plans (not to exceed 30% design)
- Support mobility corridor efforts throughout the region to ensure facilities for walking and biking

Previous Work (*through June 2019*)

- Region 1 Active Transportation Needs Inventory (FY 2013 - 2017)

Methodology

- Develop region-specific implementation actions based on the Oregon Bicycle and Pedestrian Plan
- Select needs on state facilities and initiate project planning
- Collaborate with local agencies in identifying opportunities to link implementation actions with transportation system plan activity (development or implementation)

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	

Project Lead

- Oregon Department of Transportation

Project Partners

- Metro
- Cities, Counties, Transit Agencies
- TriMet and Rural Transit Providers

FY 2019-20 Cost and Funding Sources

Requirements:

ODOT Staff Time \$ 125,000
Consultant Services \$ 25,000

TOTAL \$ 150,000

Resources:

SPR \$ 150,000
TGM (STPBG) \$

TOTAL \$ 150,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.5

ODOT – Region 1 Transportation Data, Tools and Reports

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

In recent years, ODOT has produced several atlas-style documents to support the planning, programming and development of transportation investments around the region. These include the Interchange Atlas, Active Transportation Needs Inventory Atlas, Corridor Bottleneck Operations Study Project Atlas and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of this project is to ensure that ODOT and its partners always have up to date and useful data available.

Overall Objectives

- To support planning, programming and design of a safe and efficient transportation system.
- To ensure ready access to current and reliable data that supports decision making.

Previous Work (*through June 2019*)

- 2016 Corridor Performance Report
- 2017 Interchange Atlas Update

Methodology

- Continue to invest in data collection
- Identify needs for new data or new data representations (annual review)
- Update published documents (ATNI, e.g.) as appropriate
- Make as much of this data available online (TransGIS, e.g.) as possible
- Perform outreach to raise awareness of data availability and utility

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	

Project Lead

- Oregon Department of Transportation

Project Partners

- Metro
- TriMet, Jurisdictional Partners

FY 2019-20 Cost and Funding Sources

Requirements:

ODOT Staff Time \$ 30,000
Consultant Services \$ 70,000

TOTAL \$ 100,000

Resources:

SPR \$ 100,000
\$

TOTAL \$ 100,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.25

ODOT – Region 1 Planning for Operations

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

ODOT seeks to leverage its recent work program investments in diagnosing bottlenecks and developing a strategy for active traffic management (ATM). This project will seek to identify and plan for project investments that support Transportation System Management and Operations (TSMO) on highways throughout the region. These investments are meant to improve safety and efficiency for all users of the transportation system.

Overall Objectives

- Identify and prioritize investment opportunities where TSMO can improve safety and efficiency
- Collaborate with local and regional agencies to find and implement cost-effective TSMO investments
- Enhance ODOT’s ability to support local planning efforts with respect to planning for operations

Previous Work *(through June 2019)*

- ODOT has developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region.
- In FY18, ODOT initiated a second phase of CBOS.

Methodology

- Perform on-going diagnostic analysis of the transportation system, especially before/after studies as projects are built.
- Collaborate with local agencies on the development of transportation system plans, with emphasis on integrating ATM and other strategies to achieve safety and efficiency goals.
- Coordinate this effort with Metro and other partners on the upcoming TSMO Strategic Plan, including its updating and implementation.
- Identify and prioritize TSMO investment opportunities
- Early project planning (not to exceed 30% design)

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	

Project Lead

- Oregon Department of Transportation

Project Partners

- Metro, TriMet, Jurisdictional Partners

FY 2019-20 Cost and Funding Sources

Requirements:

ODOT Staff Time \$ 25,000
Consultant Services \$ 100,000

TOTAL \$ 125,000

Resources:

SPR \$ 125,000
\$

TOTAL \$ 125,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.25

I-5/I-205 Value Pricing: Planning & Environmental Linkage

Staff Contact: Judith Gray, Judith.gray@odot.state.or.us

Description

In its 2017 session, the Oregon Legislature passed a historic transportation funding package, House Bill (HB) 2017. HB 2017 committed \$5.3 billion in investments on congestion relief projects, preservation and maintenance for roads and bridges, biking and walking options, better public transportation, freight movement, and electric vehicle incentives. In addition, Section 120 of HB 2017 established a Traffic Congestion Relief Program, directing the Oregon Transportation Commission (OTC) to pursue federal approval to implement value pricing on freeways in the Portland region, starting with Interstate 5 and Interstate 205.

The overall purpose of this tolling implementation on I-5 and I-205 is to improve mobility for the region, with an emphasis on those trips that depend on the freeways for regional and longer travel. To achieve this purpose, the project has the following objectives:

- Create a revenue source to help fund bottleneck relief projects in the corridor.
- Use variable toll rates to manage traffic congestion in the I-5/I-205 corridor.

In order to implement this directive, the OTC directed ODOT to initiate the Portland Metro Area Value Pricing Feasibility Analysis. The purpose of the feasibility analysis was to engage regional stakeholders, agency partners, and the public to explore the options available and determine how and where congestion pricing could help improve congestion on I-5 or I-205 during peak travel times. A consultant team with national expertise in congestion pricing, economics, and public engagement helped ODOT administer the feasibility analysis. The Oregon Metro Research Center provided considerable modelling support throughout the effort.

Based on the PAC recommendation, technical analysis, and public input, the OTC directed ODOT to advance value pricing projects for further study, including National Environmental Policy Act (NEPA) requirements, on both I-5 and I-205 to effectively manage north/south travel through the metro area. Both projects could provide congestion relief and, potentially, funding for planned projects and mitigation strategies. The OTC also accepted the PAC recommendation to develop the mitigation strategies in conjunction with the pricing projects to address the following priorities:

- Improved public transportation and other transportation options as essential strategies for equity and mobility
- Special provisions for Environmental Justice populations, including low income communities
- Diversion strategies to minimize and mitigate negative impacts

Separate from the initial implementation of these two pricing projects and mitigation strategies, the OTC directed ODOT to develop an approach for systemwide congestion pricing evaluation.

Overall Objectives

- Complete analysis of recommended pricing projects on I-5 and I-205 to address objectives, including improving overall mobility by managing congestion and investing in freeway bottlenecks.
- Develop strategies to ensure benefits are broadly shared and to mitigate potential negative impacts
- Conduct sufficient outreach, coordination, analysis, and project development to address regional/Oregon priorities and meet federal NEPA requirements.

Previous Work (through December 2018)

The planned work will build on the Portland Metro Area Value Pricing Feasibility Analysis, completed in December 2018.

Methodology

ODOT is developing a work plan and initiating procurement for consultant services. The Oregon Metro Research Center will continue to provide modelling and analysis, along with ODOT and consultant modeling support. As work gets underway, ODOT expects to engage community, regional, statewide, and tribal stakeholders, in addition to extensive public engagement.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Engage consultant and identify stakeholders• Develop Purpose & Need statement and corresponding performance measures for technical analysis.• Establish modeling baseline for future analysis periods.
2 nd Quarter	<ul style="list-style-type: none">• Conduct neighborhood, equity, transit planning, and other focused engagement to address mitigation priorities• Conduct initial modeling for alternatives analysis
3 rd Quarter	<ul style="list-style-type: none">• Continue engagement and analysis for alternatives analysis
4 th Quarter	<ul style="list-style-type: none">• Continue engagement and analysis for alternatives analysis;• Continue development of mitigation strategies
Ongoing	<ul style="list-style-type: none">• Begin developing proposed project and Environmental Baseline Report

Project Lead

- Oregon Department of Transportation

Project Partners

- Oregon Metro Research Center, Southwest Washington Regional Transportation Council
- Metro, regional, city and county agencies
- Washington Department of Transportation
- Federal Highway Administration

FY 2019-20 Cost and Funding Sources

Requirements:

ODOT Staff Time \$ 500,000
Consultant Services \$ 2,500,000

TOTAL \$ 3,000,000

Resources:

STIP \$ 3,000,000
Resource \$

TOTAL \$ 3,000,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 5



IV. Project development planning

Federally-funded transportation planning projects that have an emphasis of pre-NEPA, project development activities

Project Development: French Prairie Bridge Connectivity

Staff Contact: Zachary J. Weigel, P.E., weigel@ci.wilsonville.or.us

Description

The Interstate 5 Boone Bridge, the only existing connection across the Willamette in the Wilsonville area, is considered unsafe for pedestrians and cyclists. The French Prairie Bridge will provide a critical missing link to restore a seamless, non-highway connection between Portland and Eugene. The bridge will connect the Portland region with the French Prairie area by linking the Ice Age Tonquin Trail with the Champoeg Trail and the Willamette Valley Scenic Bikeway.

The French Prairie Bridge would also serve as a needed rapid-incident, emergency response system allowing authorized vehicles a bypass when the Boone Bridge is blocked. The bridge will give ODOT and other responsible authorities the ability to clean-up faster; and police, fire, and other emergency vehicles will have better access to incidents. Currently, when traffic incidents occur near Boone Bridge, I-5 and the entire surrounding freeway system can shut-down for hours.

Overall Objectives

- Safe bicycle and pedestrian access
- Improved connectivity between the Willamette Valley Scenic Bikeway and new regional Ice Age Tonquin Trail.
- Emergency and post-disaster route for police, fire and response vehicles and equipment.
- Tourism development
- Practical, cost-effective transportation solution with multiple public benefits.

Previous Work *(through June 2019)*

- Form Technical Advisory Committee and project Task Force for project decision recommendations.
- Opportunity and Constraints memo summarizing results of land use reconnaissance, geotechnical, hydraulics, socioeconomics traffic impacts, 4f and 6f impacts, historic and cultural resources reports within the study area.
- Identify preferred French Prairie Bridge location and alignment.
- Identify preferred French Prairie Bridge type/design.
- Complete French Prairie Bridge Location Evaluation Report and Planning Effort Summary
- Conceptual bridge design and cost estimating.

Methodology

The City of Wilsonville will consult with partners listed under Other Stakeholders in the identification of the preferred French Prairie Bridge location, alignment, and type/design, conceptual bridge design and cost estimating, and supporting environmental fieldwork necessary to give Wilsonville and regional partners' information needed to decide whether to pursue final design and construction of the bridge.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> Supporting environmental fieldwork to be determined by FHWA
2nd Quarter	<ul style="list-style-type: none"> Supporting environmental fieldwork to be determined by FHWA
3rd Quarter	
4th Quarter	
Ongoing	

Project Lead

- City of Wilsonville

Project Partners

- Metro
- Clackamas County
- Oregon Department of Transportation
- Federal Highway Administration
- Old Town Neighborhood Association
- Charbonneau Country Club
- Cycle Oregon, BTA, and other organizations and advisory committees serving regional bicycle and pedestrian needs
- Tualatin Valley Fire and Rescue District (TVFRD)
- Clackamas County Sheriff's Office
- Friends of French Prairie
- Travel Oregon

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Staff	\$ 30,000	Federal Grant	\$ 200,000
Consultant Fees	\$ 220,540	Local Match	\$ 20,540
		Local Funds	\$ 30,000
TOTAL \$ 250,540		TOTAL \$ 250,540	

Full Time Equivalent Staffing:

Project Manager	0.25
Total	0.25

Project Development: Clackamas County – Trolley Trail Bridge: Gladstone to Oregon City

Staff Contact: Joel Howie, PE (Clackamas County) jhowie@clackamas.us
Jacque Betz (City of Gladstone) betz@ci.gladstone.or.us

Description

The project will study the feasibility of replacing the recently demolished Union Pacific Railroad's Portland Avenue Historic Trolley Bridge for pedestrians and bicyclists. The project would provide a much-needed active transportation link across the Clackamas River and become the signature landmark for the popular new Trolley Trail.

Gladstone and Oregon City, designated as a town center and a regional center, respectively, in Metro's 2040 Growth Concept and 2035 Regional Transportation Plan, are separated by the Clackamas River. The Gladstone side of the river is home to many schools and community centers serving traditionally underserved populations, and the Oregon City side is the site of a high-density commercial and residential development. The most direct route connecting the two centers across the river is the 99E/McLoughlin Boulevard Bridge, but it lacks bicycle facilities and its sidewalks are substandard. Additionally, the Oregon Department of Transportation has stated that adding bicycle facilities to the bridge roadway would conflict with traffic and freight movement along McLoughlin Boulevard, a state highway.

Overall Objectives

- County will develop a Request for Proposals document for engineering consultant services to conduct the feasibility study. County and City will review proposals submittals and rate the proposals. County will develop a draft scope of work and provide to the highest rated consultant. County will negotiate the final scope of work and fee estimate with the highest rated consultant. If reasonable, request a contract with the consultant. If unreasonable, repeat negotiation process with the second highest rated consultant and beyond until a reasonable fee estimate is reached.
- Upon completion of the consultant contract, the following are the expected tasks to be included in the feasibility study report:
 - Public involvement meetings;
 - geotechnical evaluation of foundation alternative concepts;
 - environmental scoping including wetland reconnaissance, permitting requirements such as Clean Water Act Section 404 (US Army Corps of Engineers), Oregon Removal-Fill Law (Oregon Department of State Lands), Endangered Species Act (U.S. Fish & Wildlife Service and National Marine Fisheries Service), and stormwater Management Guidelines (DEQ), biological resources identification, cultural resources investigation; identification of local permitting requirements including floodplain regulations;
 - investigation of existing utility impacts and possible utilities to be carried on the new bridge;
 - evaluation of river hydraulics and scour potential, and determination of needed streambank restoration;

- evaluation of structural alternatives including new bridge types; developing alternative bridge concept plans and developing alternative cost estimates;
- identification of needed agency agreements and maintenance plan requirements;
- and trail concept planning for connections to Gladstone and Oregon City trails.

Previous Work (through June 2019)

- County developed a Request for Proposals document for engineering consultant services to conduct the feasibility study.
- County and City reviewed consultant proposals and rated the consultants.
- County developed a draft scope of work and provided to the highest rated consultant.
- County and highest (or second highest) rated proposer completed negotiations on the statement of work and fee estimate and entered into a consultant contract.
- A draft feasibility study and report was completed including:
 - project management and project meetings;
 - public involvement;
 - geotechnical evaluation of foundation alternatives;
 - environmental scoping including wetland reconnaissance, permitting requirements such as Clean Water Act Section 404 (US Army Corps of Engineers), Oregon Removal-Fill Law (Oregon Department of State Lands), Endangered Species Act (U.S. Fish & Wildlife Service and National Marine Fisheries Service), and stormwater Management Guidelines (DEQ), biological resources identification, cultural resources investigation; identification of local permitting requirements including floodplain regulations;
 - investigation of existing utility impacts and possible utilities to be carried on the new bridge;
 - evaluation of river hydraulics and scour potential;determination of needed streambank restoration;
 - evaluation of structural alternatives including new bridge types; developing alternative bridge concept plans and developing alternative cost estimates;
 - identification of needed agency agreements and maintenance plan requirements;
 - a trail concept planning for connections to Gladstone and Oregon City trails.

Methodology

Clackamas County is responsible for implementing the RFQ and being the holder of the consultant contract. Both Clackamas County and the City of Gladstone are responsible for reviewing and providing comments on the draft feasibility study and associated draft reports.

Major Project Deliverables/ Milestones	
1 st Quarter	● Final Report Completed
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	

Project Lead

- Clackamas County

Project Partners

- City of Gladstone

FY 2019-20 Cost and Funding Sources

Requirements:

Metro Grant	\$	8,973
City of Gladstone	\$	1,027
Match		

TOTAL \$ 10,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0

Project Development: Hillsboro – Oak and Baseline, S. 1st – SE 10th

Staff Contact: Karla Antonini, karla.antonini@hillsboro-oregon.gov

Description

In Hillsboro, the Baseline/Oak couplet (Oregon Highway 8, or OR8) is a critical transportation element connecting western Washington County through Hillsboro’s Downtown. While it serves as the primary route bringing freight and commuters into Hillsboro’s Downtown core, as well as carrying regional travel to and from western portions of the County, it has long imparted some negative impacts on the City’s residents and businesses.

As the “front door” for many drivers, the two streets create a pass through, commercial strip presenting challenges for potential customers and pedestrians. The streets create a barrier between the low-income, ethnically diverse neighborhood to the south, and the City’s Downtown core (including important government and commercial functions) lying to the north. Both streets have existing sidewalks, yet are less than desirable to walk or bike along, and are difficult to walk or bike across due to safety issues. This also makes bus stops difficult for pedestrians to access.

The couplet, while providing high visibility due to the annual daily traffic of 33,000, is not highly supportive to business investment along the corridor due to the poor condition of the sidewalk zone, the rapidly-moving traffic (30 mph through a Central Business District), and the lack of on-street parking (except on one side of Oak) to support storefront business access and better buffer the pedestrian zone from auto and freight traffic. Moreover, the couplet fails to direct drivers and pedestrians to the nearby Main Street business district, thus eliminating potential customers for the Main Street merchants.

This project seeks to support redevelopment along the Oak/Baseline couplet by providing a comfortable, human-scale environment for residents and business customers while at the same time accommodating auto and truck traffic along the State highway. It also seeks to increase accessibility by persons using all modes of transport to priority community service destinations such as City and County offices, the Health & Education District, the 10th Street commercial corridor as well as the Main Street district, with its restaurants, retailers and arts and entertainment venues. The project will also enhance access to the regional light rail system located in the heart of the Downtown, as well as bus access to the TriMet Line 57 Frequent Service route, and routes 46, 47, and 48, and the Yamhill County fixed-route bus service at MAX Central Station, located one block north of the Oak-Baseline couplet.

Overall Objectives

- To select a preferred design alternative that improves the conditions on Baseline, Oak and 10th Avenue to make it a more pleasant and inviting environment for all modes of travel, pedestrians and residents.
- To select a preferred design alternative that allows for easier access to the north and south of Oak and Baseline Streets for the low income, ethnically diverse neighboring residents to

access services from the Health & Education District, the Downtown area, and the SW Industrial Area.

- To select a preferred design alternative that catalyzes private and public development in the Hillsboro regional center as envisioned in land use planning policies.
- The concept plans will include proposed plans, cross-sections, locations of pedestrian and bicyclist facilities and amenities, transit facilities and amenities, and concept-level traffic, bicycle, and pedestrian signal and related technology system modifications and enhancements.
- The final report will describe the preferred concept for improving the Baseline, Oak and 10th Avenue corridor and scope of work for implementation (Design Exceptions, Corridor Plan approvals, list of future permits, plan amendments, legal actions, etc.).
- Obtain Design Concurrence from ODOT Region 1 Roadway and State Traffic Engineer’s office for preferred concept.

Previous Work (through June 2019)

- Scope of work submitted to ODOT for comment
- Completed a Project Change Request form to expand the project limits on Oak and Baseline Streets to SW Adams Street and on SE 10th Avenue from SE Maple Street to E Main Street to better capture the streetscape impacts.
- Working on amending the work scope for the project.
- IGA will be executed.
- Obligate funds for the project

Methodology

The City of Hillsboro intends to work with its partner agencies (including ODOT, Washington County, TriMet, and Metro), the Hillsboro Chamber of Commerce, the Hillsboro Downtown Partnership, adjoining cities (Cornelius and Forest Grove) as well as affected businesses, property owners, and residents to consider whether the alternatives are desirable to the community and if so, develop a plan for how it could best be implemented in this location. There will be involvement by a Technical Advisory Committee. We anticipate that the work plan will take approximately one year to complete.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Meet with ODOT/Metro to discuss potential design standards • Submit IGA to ODOT for execution
2nd Quarter	<ul style="list-style-type: none"> • Finalize Scope of Work • Obligate funds for the project • RFP written, reviewed and finalized • ODOT/Metro Review of RFP
3rd Quarter	<ul style="list-style-type: none"> • Contract with refined scope (includes one month for RFP release and interviews) • Consultant selected and work begins
4th Quarter	<ul style="list-style-type: none"> • Design and implement the public participation process
Ongoing	<ul style="list-style-type: none"> • Work continues

Project Lead

- City of Hillsboro

Project Partners

Metro – Cooperate/Collaborate
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate
Hillsboro Chamber of Commerce
Other Stakeholders:
Washington County
Forest Grove
Cornelius
Metro Regional Freight Technical Advisory Committee
Regional Transportation Council (RTC) of metropolitan Washington County
Oregon Transportation Commission (OTC)
Land Conservation and Development (DLCD)
Community groups and organizations involved in climate planning, equity, land use and transportation issues.
Organizations serving minority, elderly, disabled, and non-English speaking resident’s needs.
Organizations and advisory committees serving regional bicycle, pedestrian, and transit needs
General public.

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Staff	\$ 557,227	Federal Grant	\$ 500,000
	\$	Local Match	\$ 57,227
TOTAL	\$ 557,227	TOTAL	\$ 557,227

Full Time Equivalent Staffing:

Project Manager: 0.25

Project Development: Tualatin - SW Herman Road: SW 124th - SW Cheyenne Avenue

Staff Contact: Jeff Fuchs, Public Works Director, City of Tualatin. jfuchs@tualatin.gov

Description

In the City of Tualatin, on SW Herman Rd between SW 124th Ave and SW Cheyenne Ave, project 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. (2019-21 RFFA Awarded Project) (UPWP Regionally Significant Project)

Overall Objectives

- Create safer conditions for walking and biking in this corridor
- Use public engagement to develop roadway alternatives and select a preferred alternative
- Improve freight mobility by separating active transportation users from automobiles and freight along this corridor.
- Prepare preliminary design

Previous Work (through June 2019)

- Prepared and submitted speed zone reduction request for ODOT approval
- Development and finalization of the ODOT Project Prospectus parts 1 & 2
- Draft business charter, outlining the required scope of work and budget
- Review and adoption of IGA for jurisdictional approval

Methodology

- The City would like to reduce the speed limit on this segment of Herman Rd and has requested ODOT approval for this. Reducing the speed limit will be the first step in improving roadway safety and will determine the roadway design solutions.
- Project Development: public engagement, alternatives development, and preliminary design

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Complete speed zone reduction request process (ODOT) • Development and finalization of the ODOT Project Prospectus parts 1 and 2 • Draft IGA for jurisdictional approval
2 nd Quarter	<ul style="list-style-type: none"> • Prepare consultant RFP and scope of work
3 rd Quarter	<ul style="list-style-type: none"> • Consultant solicitation
4 th Quarter	<ul style="list-style-type: none"> • Begin preliminary engineering
Ongoing	

Project Lead

- City of Tualatin

Project Partners

- ODOT
- Washington County
- Tualatin Chamber of Commerce
- Ride Connection

FY 2019-20 Cost and Funding Sources

Requirements:

Preliminary engineering \$ 725,000
\$

TOTAL \$ 725,000

Resources:

Local Match \$ 100,000
RFFA Grant \$ 625,000

TOTAL \$ 725,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 1

Project Development: Tualatin Hills Parks & Recreation District - Beaverton Creek Westside Trail – SW Hocken Avenue

Staff Contact: Rene' Brucker, rbrucker@thprd.org

Description

This planning project will design a 1.5-mile long multiuse off-street regional trail along the TriMet light rail corridor and Beaverton Creek between the Westside Regional Trail and SW Hocken Avenue in Beaverton. The trail will be a 12-foot wide hard surface (asphalt) and may include sections of permeable pavement if appropriate) and will include 2-foot wide gravel shoulders. Boardwalks, and possibly a bridge, may be needed in sections to cross wetlands and/or floodplain areas at the east end of the project. Fencing is anticipated where the trail will parallel the TriMet light rail line towards the west end of the project.

Street crossings, four in total, are anticipated at SW 153rd and SW Hocken Avenue (collector streets) and at SW Shannon Place and Schottky Terrace (local streets). The crossing at SW 153rd will include upgrades to the light rail track crossing to accommodate the trail and the crossing at SW Hocken Avenue is anticipated to include a signalized mid-block crossing to connect to an existing on-street section of the Beaverton Creek Trail.

The planning work will include an alternatives/feasibility analysis and preferred location for the trail, preliminary cost estimates, environmental studies and potential impacts/mitigation and a prospectus that will lead to the PE phase.

Overall Objectives

- Provide an off-street transportation option for bicycles and pedestrians where only on-street routes currently exist.
- Provide multi use trail connections to existing east/west and north/south trails, such as the Westside Trail, Beaverton Creek Trail and Waterhouse Trail, as well as to downtown Beaverton.
- Strengthen the project area's non-motorized active transportation system and improve user safety.
- Work collaboratively with local jurisdictions, stakeholders and the community.
- Improve connections to residential neighborhoods, underserved communities, commercial and employment center, transit services, schools, parks and recreation, natural areas and open space, other essential public facilities and off-street trails throughout the region.
- Create a community trail link between the Crescent Connection Trail in Beaverton to the existing Westside Trail at the Tualatin Hills Nature Center.
- Determine a preferred trail alignment

Previous Work *(through June 2019)*

- Contract negotiations complete in November 2018 with a notice to proceed.
- Project kick-off December 2018.
- Survey, Environmental, Utilities & Geotech work start Dec. 2018.
- (2) public open houses

- Completion of Opportunities & Constraint Evaluation & Evaluation Criteria Technical Memo March 2019
- Survey completion April 2019
- Near completion of Trail Design Alternatives

Methodology

Tualatin Hills Park & Recreation District (THPRD) coordinates with and reports to ODOT and provides quarterly and yearly updates to Metro. THPRD provides project management and works collaboratively with ODOT in the project management role.

- Metro – program and update the Regional Transportation Plan
- Oregon Department of Transportation (ODOT) – oversight and management of project funding, contract negotiations and changes and provision of technical expertise and support services
- Federal Transit Administration (FTA) – coordination to minimize impacts to transit services
- TriMet – coordination to minimize impacts to transit services and ROW negotiations
- Tualatin Hills Park & Recreation District (THPRD) – oversight and management of day-to-day project activities, ROW negotiations and coordination with ODOT, local jurisdictions and stakeholders
- Community groups and organization involved in transportation issues – input and review of project development plans
- General Public – input and review of project development plans

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Completion of Design Development of Trail Design Alternatives
2nd Quarter	<ul style="list-style-type: none"> • Completion of Trail Alternatives Evaluation Report
3rd Quarter	<ul style="list-style-type: none"> • Completion of Preferred Alternative Development, • Completion of Prospectus Development • Completion of New Bridge Design • Start of Concept Plans (30%)
4th Quarter	<ul style="list-style-type: none"> • Continuing Concept Plans (30%) development
Ongoing	<ul style="list-style-type: none"> • Planning Project Completion July 2020

Project Lead

- ODOT
- Metro

Project Partners

- Tualatin Hills Park & Recreation District

FY 2019-20 Cost and Funding Sources

Requirements:

Consultant Staff & Subs \$ 474,000
ODOT Staff \$ 52,320

Resources:

RFFA GrantFederal \$ 800,000
Local \$ 91,564

TOTAL \$ 526,320

TOTAL \$ 891,564

Full Time Equivalent Staffing:

Regular Full Time FTE: 1.95

THPRD Project Manager .35

Consultant 1.5

ODOT Project Manager .10

Project Development: Vision Around the Mountain Planning Study

Staff Contact: Jason.d.kelly@odot.state.or.us

Description

The purpose of this planning study is to develop transit service connectivity and enhanced operational coordination along the Columbia River Gorge and Mt. Hood transit corridors. The project will assess transit consumers' travel patterns, transit operators' productivity, marketing strategies, network coverage, and transit service levels in the Mt. Hood travel shed. Additionally, the project will outline programmatic and policy considerations for integrating transit systems.

Overall Objectives

- Connect and coordinate transit services in Mt. Hood travel shed
- Identify marketing strategies to reach transit users
- Establish parameters for integrating transit systems

Previous Work (through June 2019)

- No project work has been funded; however, previous studies will inform this project

Methodology

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Launch project
2 nd Quarter	<ul style="list-style-type: none">• Existing Conditions Analysis
3 rd Quarter	<ul style="list-style-type: none">• Outreach: Visioning Workshops, Stakeholders, Riders
4 th Quarter	<ul style="list-style-type: none">• Final Report
Ongoing	

Project Lead

- Jason Kelly, ODOT

Project Partners

- Clackamas County
- City of Sandy
- Hood River County Transportation District
- TriMet
- ODOT
- FHWA Western Federal Lands
- United States Forest Service
- Oregon State Parks

FY 2019-20 Cost and Funding Sources

Requirements:

Existing Conditions	\$	23,098.03
Outreach	\$	28,036.75
Visioning Workshop	\$	14,178.16
Final Report	\$	36,770.85

TOTAL \$ 102,083.79**Resources:**

Resource	\$
Resource	\$
Resource	\$
Resource	\$

TOTAL \$

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.15

Project Development: TV Highway Project

Staff Contact: Dyami Valentine, dyami_valentine@co.washington.or.us

Description

A work plan will be developed to guide activities related to developing an enhanced transit and transportation safety plan for TV Highway between Beaverton and Forest Grove in coordination with state and local partners. The work plan will be based on the strategies and actions identified in the previous work noted below and result in an actionable plan for improved mobility to address long-standing infrastructure and investment issues along TV Highway.

The action plan will strive to identify a preferred transit solution and develop a set of projects with costs estimates that can be delivered with a high level of confidence for the corridor that safely and efficiently serves high ridership demand, improves access to transit, and is coordinated with related transportation investments. The solution will include mode, alignment and station locations with supporting transportation improvements.

Overall Objectives

- Achieve a shared understanding and desired set of outcomes for the TV Highway corridor.
- Develop and implement a work plan to address long-standing infrastructure and investment issues along TV Highway.

Previous Work *(through June 2019)*

- **TV Highway Corridor Plan** (2013) identified multimodal transportation improvements in the TV Highway corridor. Applicable recommendations adopted into Washington County Transportation System Plan (2015)
- **Aloha Reedville and Livable Community Plan** (2014) identified strategies to support job growth, business development, affordable housing options and transportation solutions in the urban unincorporated area of Aloha-Reedville.
- **Aloha Tomorrow** developed implementation steps to advance detailed land use and transportation recommendations for the Town Center Focus Area centered at TV Highway and 185th Avenue, supporting a community vision for a walkable, vibrant, and livable town center with a mix of commercial, residential, and civic uses. The project also examined several high capacity transit alternatives between Beaverton and Hillsboro.
- **Moving Forward TV Highway Enhanced Transit and Access Plan** evaluated enhanced transit alternatives and investment solutions to improve transit mobility in the TV Highway corridor in urban unincorporated Washington County and support Town Center goals for Aloha.
- **TV Highway Improvement Plan** (Forest Grove)
- **Safety and Access to Transit Phases 1 and 2** (2018-2021 STIP)
- **Oak/Baseline Couplet Study:** Design option alternatives for traffic calming features to reduce vehicle speeds. Study areas include the number of travel lanes and improving pedestrian and bicycle access (Hillsboro)
- **Canyon Rd safety and streetscape improvements** (Beaverton)

Methodology

Washington County will manage the TV Highway Project in close coordination with city and regional partners.

1. **Inter-Jurisdictional and Agency Coordination**
 - a. Washington County will also consult with the cities of Forest Grove, Cornelius, Hillsboro and Beaverton as well as ODOT, TriMet and Metro in the development of the work plan and implementing actions and will coordinate with other programs and projects.
2. **Intersection/Spot Treatments**
 - a. Evaluate stop locations, placement and potential consolidation throughout the corridor (Forest Grove to Beaverton).
 - b. Evaluate use, feasibility, multi-modal impacts and warranted locations of converting right turn only lane to a shared transit/right-turn lane, allowing buses to bypass traffic in the through lanes to access far side stops.
 - c. Evaluate and recommend transit signal priority treatments to modify traffic signal timing or phasing when buses are present to both improve transit performance and reduce traffic impacts to right-turning vehicles in shared transit lane/right-turn lane environments.
3. **Corridor Enhancements**
 - a. Evaluate use, feasibility, multi-modal impacts and warranted locations of the following types of treatments:
 - i. Business Access and Transit lanes
 - ii. Shared bus and bike zones
 - iii. Street design and traffic flow modifications
 - b. Identification of potential ODOT design exceptions and design concurrence.
4. **Access Enhancements**
 - a. Evaluate access improvements for transit users, including people of all ages and abilities (ADA), walking and biking.

Major Project Deliverables/ Milestones	
1 st Quarter	•
2 nd Quarter	•
3 rd Quarter	•
4 th Quarter	•
Ongoing	•

Project Lead

- Washington County

Project Partners

- Metro
- Beaverton
- Cornelius
- Hillsboro
- Forest Grove
- TriMet
- Oregon Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:

RequirementPersonal \$ 500,000
Services
Requirement \$
TOTAL \$ **500,000**

Resources:

ResourceOther Local \$ \$500,000
Funds
Resource \$
TOTAL \$ **500,000**

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.5

Project Development: Oak Grove-Lake Oswego Pedestrian-Bike Bridge Feasibility Study

Staff Contact: Steve Williams, swilliams@clackamas.us

Description

Interest in a pedestrian-bicycle bridge spanning the Willamette River between Oak Grove and Lake Oswego has been strong for many years. There is no crossing between the Sellwood Bridge in Portland and the OR43 Bridge in Oregon City, a distance of over 10 miles. As result, east-west movement by pedestrians and bicyclists is hampered within the region. When Clackamas County did a full update of the county Transportation System Plan in 2013 the project receiving the greatest public support was a proposed Oak Grove-Lake Oswego pedestrian-bicycle bridge.

At the same time, there are important questions regarding the feasibility of such a bridge. In 2009 Metro began a study of adding a pedestrian and bicycle facility to the existing railroad bridge, but was informed by the railroad that they were not willing for that to take place. There are also other issues related to the feasibility of the proposed bridge. Properties on both the east and west sides of the river are fully developed and the only likely sites for the bridge on both sides seem to be existing publicly owned properties. In addition, there appear to be challenges with connecting a bridge to the pedestrian and bicycle transportation network.

This project has three purposes: 1) Determine the feasibility of developing the bridge and providing connections to the existing pedestrian-bicycle network; 2) Conduct public engagement to determine the strength of support for the bridge within the project area; 3) Develop a plan for city and county governments, and the region to work together to build and maintain the bridge.

Overall Objectives

- Identify bridge landing sites on both the east and west sides of the Willamette River, connections to the existing pedestrian and bicycle network, bridge concepts that meet all state and federal requirements, and planning level cost estimates for the bridge.
- Prepare a funding plan for development/construction as well as long term operations and maintenance of the bridge.
- Identify environmental and design issues that must be addressed and prepare a scope of work for a type, size and location study to bring the project to 30% design and undertake all required environmental and permitting processes.
- Develop a plan for coordinated action by local and regional governments to develop, operate and maintain the bridge.
- Determine the level of support for the project among members of the public.

Previous Work *(through June 2019)*

- The engineering feasibility analysis for the bridge including connections to the pedestrian and bicycle network will be completed by June 2019.
- An environmental scoping and permitting review meeting will be complete by June 2019.
- An environmental justice/equitable development analysis will be complete by June 2019.
- The public engagement activities will have started but will not be complete by June 2019.

Methodology

By June 2019 the technical analysis will mainly be complete. The main activities in FY2019-20 will be completion of the engineering feasibility study, completion of the project cost estimates, development of the scope of work for the type, size and location study, and development of the final report and the final cycle of public engagement. During that period the project partners will be asked to determine if they support moving forward with the project.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Bridge Engineering Analysis Report • NEPA/Permitting Scoping Report • Project Cost Report • Scope of Work for Type, Size and Location Study
2 nd Quarter	<ul style="list-style-type: none"> • Final Public Engagement activities • Project Funding Plan • Coordination Plan for the Development, Operations and Maintenance of the Bridge
3 rd Quarter	<ul style="list-style-type: none"> • Approval of the Final Report
4 th Quarter	<ul style="list-style-type: none"> • If the project is determined to be feasible, and sufficient funding is available the project sponsors will move forward with the Type, Size and Location study beginning in the last quarter of FY19-20
Ongoing	

Project Lead

- Clackamas County Department of Transportation and Development

Project Partners

- North Clackamas Park and Recreation District
- City of Lake Oswego
- City of Milwaukie
- Metro

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Project Management	\$ 10,000	TriMet Bond FundsOther Local Funds	\$ 10,000
Coordination Plan	\$ 10,000	TriMet Bond FundsOther Local Funds	\$ 10,000
Engineering Feasibility	\$ 45,000	Other Local FundsTriMet Bond Funds	\$ 45,000
Cost Estimates	\$ 50,000	Other Local FundsTriMet Bond Funds	\$ 50,000

NEPA/Permitting Scope	\$ 6,000	Other Local	\$ 10,000
		Funds	
		TriMet Bond	
Public Engagement	\$ 15,000	Other Local	\$ 15,000
		Funds	
		TriMet Bond	
TOTAL \$ 136,000		TOTAL \$ 136,000	

Full Time Equivalent Staffing:

Regular Full Time FTE: .25



V. Other planning related information

**MEMORANDUM OF UNDERSTANDING
BETWEEN METRO AND
SOUTH METRO AREA REGIONAL TRANSIT
IMPLEMENTING
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT**

This MEMORANDUM OF UNDERSTANDING (MOU) is made and entered into by and between **METRO**, the Portland Urbanized Area Metropolitan Planning Organization (MPO), acting by and through its elected officials, hereinafter referred to as METRO, and the City of Wilsonville, acting by and through the **SOUTH METRO AREA REGIONAL TRANSIT** and the City of Wilsonville elected officials, hereinafter referred to as SMART, collectively referred to as the Parties.

RECITALS

WHEREAS, by authority granted in ORS 190.110, units of local government or state agencies may enter into agreements for the performance of any or all functions and activities that parties to the agreement, or their officers or agents, have the authority to perform, and

WHEREAS, intergovernmental agreements defining roles and responsibilities for transportation planning between the MPO for an area and the public transit operator(s) for the area are required by Fixing America's Surface Transportation (FAST) Act and the Code of Federal Regulations (CFR), Chapter 23, Section 450.314; and

WHEREAS, METRO and SMART are mutually interested in the implementation of a multimodal transportation system and the Parties agree to consultation and coordination in the development of the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), Regional Travel Options (RTO) program, multi-modal corridor studies, Transit Environmental Impact Statements/ Preliminary Engineering, Unified Planning Work Program (UPWP), and SMART's short-term Transit Investment Plan; and

WHEREAS, the Metropolitan Transportation Planning program is in the mutual interest of METRO and SMART and they mutually agree to appropriate funding shares to support the program; and

WHEREAS, METRO and SMART have responsibilities for complying with Federal, State, and Local regulations related to transportation and the provision of public transit; and

WHEREAS, METRO and SMART acknowledge that SMART is represented by the position for the "Cities of Clackamas County" on the Joint Policy Advisory Committee on Transportation (JPACT) and the Transportation Policy Alternatives Committee (TPAC).

NOW THEREFORE, the premises being in general as stated in the foregoing, it is agreed by and between the Parties hereto as follows:

TERMS OF AGREEMENT

1. Pursuant to the authority above and incorporated herein, METRO and SMART agree to define roles and responsibilities in carrying out the metropolitan transportation planning process, as further described in this MOU.
2. The term of this MOU will begin on January 1, 2018 and will terminate on June 30, 2020.
3. This MOU may be revisited and modified as needed, when the Parties so determine. Any modification to this MOU must be in writing and signed by the Parties.

METRO Agrees to:

1. Adopt and maintain the RTP and the MTIP as required by the Oregon Transportation Planning Rule and for coordination of METRO and SMART public involvement processes.
2. Provide for a coordinated, cooperative, and continuing transportation planning and programming process.
3. Manage the operation of JPACT and TPAC.
4. Develop the Congestion Management Process that is inclusive of transit, transportation demand management, and traffic operations strategies as required by federal regulations.
5. Coordinate with the Oregon Department of Transportation (ODOT) to develop and maintain regional Intelligent Transportation Systems (ITS) architecture for traffic and transit operations.
6. Conduct multimodal corridor alternative analyses, in cooperation with SMART and affected local governments, in corridors needing a major transportation investment, as called for in local or regional transportation plans.
7. Be the federally designated lead agency for transit New Starts planning as prescribed by the process administered by the Federal Transit Administration through the conduct of a multi-modal corridor alternatives analysis and selection of a locally preferred alternative (or similar designation) as adopted by the METRO Council and other participating agencies. This will apply to major transit projects that have been identified in local or regional transportation plans and are expected to seek federal funds.
8. Lead the preparation of National Environmental Policy Act (NEPA) documents, including draft and final environmental impact statements in cooperation with SMART and affected local governments, in those corridors where a transit project has been designated as the locally preferred alternative or other similar designation by the METRO Council following completion of a multimodal corridor alternatives analysis or

where a locally developed transit project anticipates seeking federal funding.

9. Prepare data as necessary to fulfill the requirements of the Federal Transit Administration's New Starts Reporting requirements.
10. Prepare for METRO Council adoption any ordinances, resolutions, and reports required to meet appropriate federal, state, and regional requirements in the development and advancement of federally funded major transit projects.
11. Conduct air quality conformity determinations for transportation plans, programs, and projects as required by federal and state regulations.
12. Develop, maintain, and analyze transportation-related data and GIS information for use in transportation planning studies.
13. Maintain and update regional travel forecasting models for the Portland metropolitan area, that provide base year and future year travel estimates for person trips, transit trips, and walk/bike trips.
14. Consult with SMART on development of the annual UPWP and include work elements of interest to SMART to the extent feasible within funding constraints.
15. Coordinate with SMART on early, ongoing, and responsive public involvement activities, as required by federal, state, and locally mandated rules and regulations in the transportation planning and programming process.


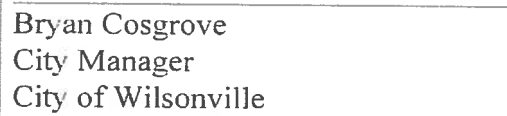

SMART Agrees to:

1. Coordinate and consult with METRO on development of transit plans and programs as they relate to performance of the regional transportation system. These include but are not limited to: a short-term Transit Investment Plan, Employee Commute Trip Reduction Plans, ADA Paratransit Service Plans, transit management system planning, development of appropriate ITS architecture, SMART annual service plan, High Capacity Transit (HCT) planning, access to jobs and reverse commute programs, other transit services planning, pedestrian access to transit planning, and park-and-ride facility planning. SMART shall also provide program and policy development guidance and technical assistance in preparing transit elements of the RTP that relate to the SMART system and its interface with the Tri-County Metropolitan Transportation District of Oregon (TriMet) and other public and private transit providers. This includes development of proposed transit networks for regional travel forecasting models.
2. Coordinate closely with METRO regarding transit system projects requiring a major transportation investment such as a New Starts or Small Starts projects, and the development of related transit Environmental Impact Statements/Preliminary Engineering. Such efforts may include but are not limited to assistance in route and transit system planning, design, and estimating capital and operating costs.
3. Cooperate with METRO to continue to improve the cost-effective delivery of planning and preliminary engineering services where required and to ensure planning and engineering work for New Starts projects are adequately funded.
4. Coordinate with METRO in collection and analysis of transit related data utilized to complete National Transit Database (NTD) reports.

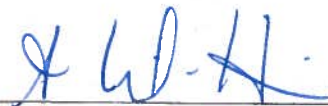
5. Submit the following for review and/or consideration of adoption by JPACT and the METRO Council:
 - a. The short-term Transit Investment Plan with documentation of its consistency with the RTP.
 - b. The annual Paratransit Service Plan with documentation of compliance with Federal regulations and the RTP.
 - c. Projects for inclusion in the MTIP/STIP.
6. Consult with METRO on development of the annual UPWP to include work elements of interest to SMART to the extent feasible within funding constraints.
7. Assist METRO with preparation of the Regional Travel Options Report.
8. Coordinate with SMART's JPACT and TPAC representatives to address policy issues that affect transit in the region.
9. Provide annual funding toward work elements of interest to SMART in METRO's transportation planning work program.
10. Coordinate public involvement activities with METRO in the transportation planning and programming process, as required by state and federal planning regulations,

IT IS MUTUALLY AGREED:

The undersigned agencies in the State of Oregon, in accordance with CFR, Chapter 23, Section 450.314 (MPO Agreements) do hereby mutually agree to consult and coordinate in carrying out transportation planning and programming the Portland Urbanized Area as required by this Subpart.

 Martha Bennett Chief Operating Officer Metro 1/29/18 Date	 Bryan Cosgrove City Manager City of Wilsonville  Date 1/31/18
--	---

Approved as to Form:



Amanda Guile-Hinman
Assistant City Attorney
City of Wilsonville

**2017 Federal Certification Review
USDOT Findings and Metro Response**

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Nov 6, 2018)
<p>Metropolitan Transportation Plan (MTP)</p>	<p>Corrective Action 1: By December 31, 2018, with the update of the 2018-2040 MTP, Metro must create a financial plan that meets all of the requirements of 23 CFR 450.324(f)(11), including documentation of systems-level operations and maintenance costs, the cooperative revenue estimation process, and a clear demonstration of financial constraint.</p>	<p>Metro recognizes the importance of existing asset maintenance and operations costs relative to forecasted revenues and the context this provides for spending trade-offs for these purposes relative to investing in system expansion to serve growing demand for access and mobility. Metro staff is investigating how to utilize existing Oregon DOT data on system conditions and forecasted maintenance costs for the National Highway System and TriMet/SMART data on transit system operations costs relative to forecasted revenues as part of the current RTP update. We are also monitoring the ODOT efforts to respond to mandates from recent state legislation to standardize and report on pavement management conditions for how that data can be utilized in the long-range planning process. Finally, we are cooperating with ODOT and are leading development within the region on implementation of MAP-21 performance measure and target setting requirements for pavement assets and will be incorporating those measures and</p>	<p>12/31/2018</p>	<p>Metro completed this work for the purpose of developing the 2018 RTP in collaboration with our city, county, regional and state agency partners. The framework, methodology and revenue assumptions and estimates are included in the appendix to the RTP. This work formed the basis for demonstration of financial constraint in the RTP project solicitation. The 2018 RTP was adopted by the Metro Council on December 6, 2018.</p>

		<p>targets into the RTP and TIP update processes.</p> <p>The current MTP update will describe the cooperative revenue estimation process that has been undertaken. Metro participated in an ODOT led statewide process to forecast state and federal revenues to the state and MPO levels.</p> <p>Metro led the regional process to forecast local transportation revenues developed within the region. How to account for the impacts of the recent state funding legislation (HB 2017) within the long-range plan is still under development with ODOT estimates of fiscal impacts.</p> <p>The 2018 RTP will demonstrate financial constraint by showing that project costs do not exceed forecasted revenues.</p>	7/1/2020	<p>A cooperative revenue forecasting process to determine the urban-STBG, TAP set-aside, and CMAQ funds expected to be available through the next allocation cycle has begun and will be documented in the next MTIP by July 2020. The</p>
<p>Transportation Improvement Program (TIP)</p>	<p>Corrective Action 2: By July 1, 2020, with the update of the next TIP, Metro must provide clear documentation of a cooperative revenue estimation process, that ensures adequate funding is available by year to operate and maintain the system, adequate revenue is available to deliver projects</p>	<p>Metro will work with ODOT, the region's transit agencies, FHWA and FTA staff to document the cooperative revenue process and processes to demonstrate fiscal constraint within the TIP. This work will require the active cooperation of the agencies that administer federal funding within the region and guidance from USDOT staff on acceptable practices between Metro as the MPO and the other administering agencies to prioritize</p>		

	<p>on the schedule proposed in the TIP, and all other financial planning and fiscal constraint requirements identified in 23 CFR 450.326 are met.</p>	<p>projects for programming in the TIP and to demonstrate fiscal constraint of those projects.</p>		<p>same is true for transit fund revenues. ODOT has indicated it is working on a proposal for how to account for financial constraint of ODOT administered funds for allocation to projects within MPO areas. It is expected this proposal will be reviewed by FHWA and MPO staff and consensus reached on how to proceed. ODOT and MPO staff have also registered for NTI training this spring on TIP financial planning, which should inform how our state proceeds on this topic.</p>
<p>Corrective Action 3: By May 27, 2018, Metro must update amendment “Exceptions” in the TIP management procedures to clearly distinguish what changes affect fiscal constraint and ensure those happen via a full</p>		<p>The TIP amendment management procedures were updated in March 2018 to be consistent with the statewide matrix developed by ODOT and FHWA to define when a project change affects fiscal constraint. Those that do are processed as a full amendment with public notification and comment period and adoption by</p>	<p>5/27/2018</p>	<p>Compliance with this Corrective Action continues.</p>

	amendment per 23 CFR 450.328.	Metro Council resolution prior to submission for inclusion in the STIP.		
Public Participation	<p>Corrective Action 4: By January 30, 2018, Metro shall update the PPP to meet all requirements of 23 CFR 450.316 and 326(b), including:</p> <ul style="list-style-type: none"> • Identification of key decision points for each major planning process where the MPO requests public comment and the explicit procedures for outreach at these milestones. • Specific outreach strategies to engage traditionally underserved populations. • Criteria or process to evaluate the effectiveness of outreach processes • In each major planning document, 	<p>Metro is committed to updating the PPP to meet all requirements of 23 CFR 450.316 and 326(b).</p> <p>To meet this corrective action, Metro has decided to split its Public Engagement Guide to reflect the need for both the public’s understanding of public engagement in transportation planning processes (through a Public Participation Plan) and a best practices guide for practitioners (the focus of the Public Engagement Guide). The update to the Public Engagement Guide portion of this new “split” document is expected to be completed later in 2018.</p> <p>The internal review draft of the Transportation Planning Public Participation Plan will be completed by Feb. 9, followed by a stakeholder review. A final version is expected by March 16, 2018</p>	3/16/2018	<p>Metro completed and posted the updated PPP for transportation planning on Jan. 30, 2019, entitled “Be involved in building a better system for getting around greater Portland.” The document is published on several pages of the Metro website, including the “Public projects” page (oregonmetro.gov/public-projects). The agency’s larger Public Engagement Guide is expected to be updated by early 2020 to incorporate this information and update other engagement practices.</p>

	<p>a demonstration of how the explicit processes and procedures identified in the PPP were followed and a summary that characterizes the extent to which public comments influenced TIP development.</p>			
<p>Consultation</p>	<p>Corrective Action 5: By June 30, 2018, Metro shall develop and document a formal consultation process for the MPO to meet all requirements in 23 CFR 450.316(b-e).</p>	<p>Metro will complete this work in tandem with the current UPWP process and self-certification for 2018.</p> <p>Our goal is to more directly connect consultation to the UPWP in order to create a blanket finding for smaller projects that would therefore also be eligible for administrative amendments, thus streamlining maintenance for the UPWP. Under our proposed process, larger projects would require separate consultation from the UPWP and would be subject to a legislative amendment.</p> <p>As part of this reform, we are also seeking FHWA clarification on UPWP convening responsibilities for Metro and ODOT. Our objective is for Metro to carry this</p>	<p>6/30/2018</p>	<p>Metro piloted a tribal and agency consultation process through the finalization of the 2018 Regional Transportation Plan. During this process, participants were asked to identify process stages of MTP and RTP updates where they would like information or consultation. This information will be used to create ongoing consultation process guidance for future MTP and RTP updates. The</p>

		<p>responsibility, including meeting logistics, agency notices and public notice to improve upon and streamline our current process.</p>		<p>document is expected by April 30, 2019.</p>
<p>Civil Rights and Environmental Justice</p>	<p>Corrective Action 6: By October 1, 2018, to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, Metro must:</p> <ul style="list-style-type: none"> • Designate an employee who will serve as coordinator for Section 504 and ADA matters. • Conduct an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines. • Develop a Section 504/ADA nondiscrimination notice, to be posted 	<p>Metro is committed to coming into full compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, including:</p> <ul style="list-style-type: none"> • designating an employee who serves as coordinator for Section 504 and ADA Titles II and III (the Director of Human Resources will continue to be responsible for Title I) (July 2018). • conducting an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines, which is currently in process for Metro's main building and parks facilities (July 2018). • developing a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information), which has been 	<p>10/1/2018</p>	<p>An employee for Section 504 and ADA matters was designated ahead of Oct. 1, 2018 (Mary Rowe, HR director).</p> <p>An ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers was completed in July 2018. Many improvements are slated as part of the building's maintenance schedule; a full specified timeline and budget forecast will be developed through 2019.</p> <p>A Section 504/ADA nondiscrimination notice was developed and</p>

	internally and externally (for employees' and the public's information).	<p>posted online and will be included in planning reports and meeting agendas and posted internally in 2018 (March 2018).</p> <ul style="list-style-type: none"> • Metro has completed a review of the region's demographics as part of the 2015-18 MTIP and as part of the 2018 RTP. In early 2019, Metro will use American Community Survey data analysis to assess shifting demographics for communities of color and communities with lower income since the 2010 Census (January 2019). <p>To inform the 2018 RTP development and adoption, the Transportation Equity Analysis will assess and contrast the benefits and burdens for EJ and non-EJ populations as part of the 2018 RTP development and adoption. This work was piloted in the 2015-18 MTIP and will continue to frame subsequent MTIP updates (December 2018)</p>		<p>posted to the Metro website and included in federal documents ahead of Oct. 1, 2018. The nondiscrimination notice that is translated into multiple languages and posted in the Metro Regional Center lobby, the Metro Council chambers and on agendas for the Metro Council and advisory committees will be updated with the 2018 Factor 1 Limited English Proficiency data, adding an additional three languages and the additional information for Section 504/ADA by June 30, 2019.</p>
--	--	---	--	---

Southwest Washington Regional Transportation Council Unified Planning Work Program (added later)

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Metro Council President

Lynn Peterson

Metro Councilors

Shirley Craddick, District 1

Christine Lewis, District 2

Craig Dirksen, District 3

Juan Carlos Gonzalez, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans

Stay in touch with news, stories and things to do.

oregonmetro.gov/news

If you have a disability and need accommodations, call 503-220-2781, or call Metro’s TDD line at 503-797-1804. If you require a sign language interpreter, call at least 48 hours in advance.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1795 fax

2018 Regional Transportation Plan



safe • reliable • healthy • affordable

For more information, visit
oregonmetro.gov/rtp

Printed on recycled-content paper

April 12, 2019

5.3 Jurisdictional Transfer Assessment

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, April 18, 2019
Metro Regional Center, Council Chamber

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 9, 2019
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: John Mermin, Senior Transportation Planner
CC: Margi Bradway, Deputy Director
Subject: Regional Framework for Highway Jurisdictional Transfer

Background

This project provides Metro with an opportunity to help facilitate a conversation between the state and local partners to address a long-standing issue identified in the Regional Transportation Plan (RTP) since 2010. Metro Deputy Planning Director, Margi Bradway, briefed JPACT on this project in July 2018 as part of discussions of the RTP Implementation Chapter (Chapter 8 of the 2018 RTP). ODOT is a key partner of this study.

A Jurisdictional Transfer Assessment was identified in the RTP as a necessary step to help our region meet its equity, safety and multi-modal goals. In the Metro region, ownership patterns of streets, roads and highways reflect historical patterns but do not necessarily reflect current transportation uses, land use and development patterns. The history of roadway provides an important context for decision-making. Sometimes called an “orphan highway” these arterials were originally constructed by the State of Oregon as a rural or farm-to-market roadway. But as city limits expanded, many of these roads became surrounded by an increasingly dense urban environment. These changes in the character of the roadway may warrant a change in ownership.

The purpose of the project is to identify which state-owned routes in the Portland metro region should be evaluated and considered for jurisdictional transfer. As part of this process, we will identify gaps and deficiencies on these routes, develop a cost methodology for assess costs need for transfer, identify barriers and opportunities for transfer from state ownership to local ownership, and most importantly, prioritize the routes regionally.

The process will provide an opportunity to address issues related to classifications, cost estimates and mechanisms for transfer. However, it does not commit funds or commit a jurisdiction to transfer.

Next Steps

Working closely with ODOT, Metro is kicking off the Jurisdictional Transfer Assessment process in spring of 2019 and the work will continue throughout 2020. Metro staff is in the process of hiring a consultant to help with the technical work. Staff will be bringing back deliverables to TPAC and JPACT at key decision points throughout the year and next year.

5.4 ODOT 100% Fix-It Leverage List

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, April 18, 2019
Metro Regional Center, Council Chamber

2021-2024 STIP First Draft 100% List - Region 1 All Roads Transportation Safety (ARTS) Program

The All Roads Transportation Safety (ARTS) Program allocates funds in four sub-categories based on cost-effectiveness.

Bike and Pedestrian Improvements						
Project Number	Project Name	Project Description	County	Project Cost	CEI	Leverage* #
459	W Burnside at SW St Claire Ave (Portland)	Install a pedestrian hybrid beacon	Multnomah	\$ 664,830	\$ 255,190	
408	OR8 (N Adair St): at N 4th Ave & OR10: Oleson Rd - 62nd Ave	Add a buffered bike lane and green bike striping through the intersection	Washington	\$ 100,132	\$ 332,937	
463	SE Belmont St: 7th Ave - 34th Ave (Portland)	Install illumination at 21 intersections	Multnomah	\$ 307,780	\$ 421,551	
458	SW 257th Drive at Sturges Dr/Cherry Park Rd (Multnomah)	Install bike boxes on Sturges and Cherry Park legs of the intersection and bicycle warning signs on either side of 257th	Multnomah	\$ 48,303	\$ 574,506	
460	Ped-Bike Treatments at 5 intersections (Beaverton)	Install illumination, pedestrian signal modifications, green conflict markings, and advance warning signs	Washington	\$ 754,769	\$ 586,871	
464	Rectangular Rapid Flash Beacons (Gresham)	Install rectangular rapid flash beacons (RRFB) at 5 locations.	Multnomah	\$ 549,344	\$ 950,716	
462	NE Killingsworth St: Martin Luther King Jr Blvd - 33 rd. Ave (Portland)	Install pedestrian crossing islands and pedestrian signal modifications	Multnomah	\$ 442,966	\$ 990,931	
				\$ 2,868,124		

Hot-Spots						
Project Number	Project Name	Project Description	County	Project Cost	B/C	Leverage* #
465	SE Division St: 148th Ave - 174th Ave (Portland)	Convert existing two-way left turn lane to a raised median.	Multnomah	\$ 2,797,665	10.361	
467	NE Fremont St: 102nd Ave - 122nd Ave (Portland)	Install speed bumps	Multnomah	\$ 194,436	8.960	
466	SE Stark St: 148th Ave - 162nd Ave (Portland)	Convert existing two-way left turn lane to a raised median.	Multnomah	\$ 1,518,150	7.665	
471	SE Flavel St at 72nd Ave (Portland)	Rebuild signal and add illumination.	Multnomah	\$ 1,097,746	3.270	
470	SE Gladstone St at Cesar Chavez Blvd (Portland)	Install left turn lanes and rebuild signal	Multnomah	\$ 1,053,947	3.226	
472	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	Install a new signal and raised median	Clackamas	\$ 1,556,392	3.201	
469	SW Shattuck Rd at OR10 (Beaverton-Hillsdale Highway) (Portland)	Rebuild traffic signal to accommodate left turn signal heads and phases .	Multnomah	\$ 1,178,695	3.024	
468	NW West Union Rd at Neahkahnie Ave (Washington County)	Widen West Union at Neahkahnie and install a left turn lane westbound from West Union onto Neahkahnie	Washington	\$ 1,149,863	2.280	
422	OR213 (Cascade Hwy South) at S Toliver Rd	Road Safety Audit (RSA) Implementation, Phase 1.	Clackamas	\$ 3,028,259	1.552	509
				\$ 13,575,152		

Intersection Systemic						
Project Number	Project Name	Project Description	County	Project Cost	B/C	Leverage* #
393	US26 (Mt Hood Hwy): SE 8th Ave - SE 87th Ave	Update signals and improve intersection warning signage. Trim vegetation.	Multnomah	\$ 91,610	171.486	
395	OR219: Baseline - Scholls & OR10: 198th Ave - Kinnaman Rd	Upgrade signals, signs and striping. Install stop approach activated warning system. Tree removal and tree trimming	Washington	\$ 404,339	45.985	499
400	US30B (Lombard): N Kerby Ave - NE 168th Ave	Upgrade signals, signage and striping. Install green bike lanes. Remove and trim trees and foliage.	Multnomah	\$ 582,392	30.638	
398	OR8: SW Canyon Ln - OR47 & OR47: OR8: - B St	Illumination, signal improvements and tree trimming.	Washington	\$ 2,432,406	27.003	
453	Beavercreek Rd: Molalla Ave - S Mapelane Rd (Oregon City)	Improve signal hardware, install signage and remove trees	Clackamas	\$ 1,374,423	22.347	
392	US30: NE Jordan Rd - OR35	Signage improvements and tree trimming	Hood River, Multnomah	\$ 167,781	20.248	
399	OR99W: OR217 - SW Sunset Blvd	Signal upgrades. Replace signs and bike lane conflict markings. Remove and trim trees.	Washington	\$ 1,986,527	19.473	514
				\$ 7,039,478		

Road Departures						
Project Number	Project Name	Project Description	County	Project Cost	B/C	Leverage* #
454	SE Mt Scott Blvd:101st Ave - 104th Ave (Portland)	Install guardrail and reflective delineators. Improve curve signage	Multnomah	\$ 105,681	21.957	
455	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Install high friction surface treatment (HFST), signage and edgeline/fog line markings on curves	Clackamas	\$ 352,991	13.869	
404	OR217 at US26 Westbound Ramp	Apply high friction surface pavement treatment (HFST) on ramp curved section	Washington	\$ 620,042	6.384	
456	SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)	Install rumble strips	Multnomah	\$ 183,919	6.029	
405	US30: Sandy River - OR35	Install curve warning signs	Hood River, Multnomah	\$ 380,000	3.235	
406	I-84: Ainsworth State Park and Bonneville Dam Curves	Apply high friction surface pavement treatment (HFST) on 2 curved sections	Multnomah	\$ 1,753,010	1.993	
				\$ 3,395,644		

*See attached list for Leverage project details

2021-2024 STIP First Draft 100% List - Region 1 Fix-It Programs

Bridge, Culvert and Interstate Maintenance Pavement programs are administered on a statewide basis. Region Preservation Pavement and Operations are administered within the region.

BRIDGE

Sub-Category	Project Number	Project Name	Project Description	County	Project Cost	Leverage* #
	126	I-84 (westbound): Union Pacific Railroad bridge	Bridge deck or bridge replacement study. (Bridge 02135A)	Hood River	\$ 500,000	
	127	I-84 (eastbound): Tooth Rock Tunnel	Bridge deck repair (Bridge 04555)	Multnomah	\$ 5,028,365	
	128	US30B: Bridge over private driveway	Concrete repair and deck Rehabilitation (Bridge 06498)	Multnomah	\$ 1,920,856	
	129	OR8: Johnson Creek Bridge	Culvert repair (Culvert 0P461)	Washington	\$ 1,755,943	
	130	I-205: Glenn Jackson Bridge	Bridge deck rehabilitation (Bridge 09555)	Multnomah	\$ 2,000,000	
	131	US30: Bridal Veil Falls Bridge	Bridge rehabilitation (Bridge 00823)	Multnomah	\$ 1,263,545	
	132	I-84 eastbound: McCord Creek bridge	Bridge replacement (Bridge 02193B)	Multnomah	\$ 29,465,180	
	133	US30: St. Johns Bridge	Concrete repair and deck rehabilitation. (Bridge 06497)	Multnomah	\$ 22,142,398	
	145	OR120: Columbia Slough Bridge	Bridge replacement (Bridge 01726)	Multnomah	\$ 500,000	
	202	US30: Troutdale Bridge	Bridge footing scour repair. (Bridge 02019)	Multnomah	\$ 4,773,210	
	203	I-5: Boone Bridge	Bridge deck rehabilitation .	Clackamas	\$ 9,348,451	493
BRIDGE RAIL RETROFIT	205	OR35: US26 Overcrossing Bridge	Bridge rail repair, (Bridge 16136)	Clackamas	\$ 662,598	
BRIDGE RAIL RETROFIT	210	OR99W : Rock Creek Bridge	Bridge rail repair. (Bridge 01578A)	Washington	\$ 854,236	
					\$ 80,214,783	

CULVERT

Sub-Category	Project Number	Project Name	Project Description	County	Project Cost	Leverage* #
Priority Route	212	US30: Watson Rd - NW Hoge Ave	Priority route culverts rehabilitation and replacement	Multnomah	\$ 4,187,362	
Priority Route	213	I-84: Corbett Interchange - East Hood River Interchange Ph2	Design for priority route culverts rehabilitation and replacement	Hood River, Multnomah	\$ 300,000	
Fish Passage	214	OR35: Tilly Jane Creek Culvert	Fish passage culvert replacement	Hood River	\$ 6,231,737	
Large Culvert Repair	217	I-84: Ruckle Creek Culvert	Culvert repair	Hood River	\$ 1,391,208	
					\$ 12,110,307	

PAVEMENT

Sub-Category	Project Number	Project Name	Project Description	County	Project Cost	Leverage* #
Interstate Maintenance	146	I-5: E Burnside St - Marquam Bridge	Pavement repair study	Multnomah	\$ 700,000	
Interstate Maintenance	149	I-84: NE Martin Luther King Jr Blvd - I-205	Design for pavement resurfacing	Multnomah	\$ 1,000,000	
Interstate Maintenance	151	I-84: Multnomah Falls - Cascade Locks	Pavement rehabilitation to repair cracking, rutting, and wear.	Hood River, Multnomah	\$ 17,592,984	
Region Preservation	154	OR8: Minter Bridge Rd - SE 73rd Ave	Pavement resurfacing to repair cracking, and curb ramp improvements.	Washington	\$ 10,725,088	515
Region Preservation	155	US26: Glencoe Rd - Cornelius Pass Rd	Pavement resurfacing to repair ruts.	Washington	\$ 12,436,629	
Region Preservation	157	OR224: SE 17th Ave - OR213 (SE 82nd Ave)	Pavement resurfacing to repair cracking, rutting and wear, and curb ramp improvements.	Clackamas	\$ 19,430,877	434
Region Preservation	158	US26: Salmon River - Zigzag	Pavement resurfacing to repair ruts .	Clackamas	\$ 10,163,014	386
Region Preservation	159	OR35: Polallie Creek - OR281 (Hood River Hwy)	Pavement resurfacing to repair cracking, rutting and wear.	Hood River	\$ 7,562,361	
Region Preservation	161	US30B (Lombard): N Newman Ave - N Boston Ave	Pavement resurfacing	Multnomah	\$ 3,852,816	513
					\$ 83,463,770	

OPERATIONS

Sub-Category	Project Number	Project Name	Project Description	County	Project Cost	Leverage* #
ITS	218	Region 1 traffic monitoring and control Systems	Purchase and install hardware and software for traffic monitoring and control systems.	Region wide	\$ 700,000	
ITS	219	Region 1 variable message signs	Install and replace variable message signs (VMS).	Region wide	\$ 1,609,311	
ITS	220	I-5 (northbound): Marquam Bridge - Capitol Highway	Install Variable Advisory Speed (VAS) and truck warning signs on the northbound section of I-5	Multnomah	\$ 5,949,867	
ITS	483	Region 1 traffic monitoring cameras	Install and replace traffic monitoring cameras.	Region wide	\$ 645,000	
ITS	508	Region 1 Operations	Traffic controllers, turn lanes and operational improvements.	Region wide	\$ 1,000,000	
SLIDES	K20522	US30B at Bridge Ave ramps	Tree clearing and slope stabilization.	Multnomah	\$ 2,806,200	
SLIDES	507	Region 1 rockfall mitigation strategy	Rockfall and tree hazard assessment and mitigation.	Region wide	\$ 250,000	
SSI	221	Region 1 signal head replacement and upgrades	Signal head replacement and LED upgrades.	Region wide	\$ 200,000	
SSI	222	Region 1 striping and raised pavement markers	Restriping and replacement of raised pavement markers.	Region wide	\$ 200,000	
SSI	223	Region 1 signal detection replacement and upgrades	Signal loop detection replacements and upgrades.	Region wide	\$ 200,000	
SSI	224	Region 1 audible crosswalk signal replacements	Install audible crosswalk signal replacements.	Region wide	\$ 200,000	
SSI	226	OR224 at SE Monroe St	Full signal upgrade.	Clackamas	\$ 2,528,378	
SSI	229	OR213 (NE 82nd Ave) at Glisan St	Full signal upgrade.	Multnomah	\$ 3,688,270	388
SSI	235	OR8 (SW Baseline St) at SW Main St	Full signal upgrade.	Washington	\$ 2,897,949	494
					\$ 22,874,974	

*See attached list for Leverage project details

2021-2024 STIP First Draft 100% List - Region 1 Leverage Program

The Oregon Transportation Commission (OTC) allocated certain amounts of "leverage" funding to Region 1 in each of three categories and provided guidance on the use of these funds.
Selected projects must leverage a project in the 21-24 Fix-It programs (Bridge, Culvert, Pavement, Operations, ARTS) or in HB2017.

CATEGORY	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT
ACTIVE TRANSP.	386	US26: Salmon River Road Crossing Enhancement	Upgrade the existing pedestrian crosswalk (near Welches Elementary School)	Clackamas	\$ 787,525	158 (Pavement)
ACTIVE TRANSP.	388	OR213 (82nd Ave): at NE Davis St	Improve pedestrian facilities (at Vestal Elementary School)	Multnomah	\$ 1,287,500	229 (Operations)
ACTIVE TRANSP.	490	OR213(SE 82nd Ave): Clatsop St - Lindy St	Construct sidewalk/infill	Clackamas	\$ 1,896,763	K21177 (HB2017)
ACTIVE TRANSP.	494	OR8 (SW Baseline St): Main St - Dennis St Section 1	Construct sidewalk to fill in the gap west of Main St (south side of highway)	Washington	\$ 471,716	235 (Operations)
ACTIVE TRANSP.	500	OR141 (SW Hall Blvd): Cascade Ave - Scholls Ferry Rd	Widen the Hall Blvd structure overcrossing OR217 by 19 ft. to the north to allow for the addition of a sidewalk on the north side of Hall Blvd and bike lanes across the structure in both directions. (Additional funds: \$2,000,000 from local partner and \$800,000 from ODOT's Sidewalk Improvement Program, SWIP)	Washington	\$ 3,000,000	K18841 (HB-2017)
Total:					\$ 7,443,504	
Available:					\$ 7,476,000	

CATEGORY	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT
HIGHWAY	493	I-5: OR551 (Wilsonville - Hubbard) – Charbonneau Onramp	Extends auxiliary lane from the northbound Canby-Hubbard entrance ramp to the northbound Miley Road (Charbonneau) entrance ramp	Clackamas	\$ 2,204,807	203 (Bridge)
HIGHWAY	496	I-5 (southbound): Marquam Bridge - Capitol Highway	Install Variable Advisory Speed (VAS) and truck warning signs on the southbound section of I-5	Multnomah	\$ 1,094,633	220 (Operations)
HIGHWAY	497	I-84 (westbound) at Multnomah Falls	Install technology to close the off-ramps to the Multnomah Falls parking lot and provide upstream traveler information. This project is comparable to what exists on the eastbound side.	Multnomah	\$ 782,022	151 (Pavement)
HIGHWAY	504	OR8: SE Brookwood Ave - OR217	Install fiber optic cable where gaps exist for the operation of traffic control systems. (Partial).	Washington	\$ 2,923,389	154/408 (Pavement/ARTS)
HIGHWAY	509	OR213 (Cascade Hwy South) at S Toliver Rd	Road Safety Audit Implementation, Phase 2 (Additional funds: ODOT anticipates local partner and developer contribution of \$3-5 million)	Clackamas	\$ 1,500,000	422 (ARTS)
Total:					\$ 8,504,851	
Available:					\$ 8,483,573	

CATEGORY	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT
SAFETY	434	OR224: Monroe Greenway Implementation	Intersection modifications to increase safety of new neighborhood greenway	Clackamas	\$ 3,076,643	157 (Pavement)
SAFETY	499	OR10 at SW 195th Ave	Install a rectangular rapid flashing beacon (RRFB)	Washington	\$ 253,137	395 (ARTS)
SAFETY	511	OR-213 (82nd Avenue) Pedestrian Safety	Install Rectangular Rapid Flash Beacons (RRFBs) at SE Clatsop St, NE Pacific Ave, SE Glencoe Rd and Clackamas Town Center	Multnomah, Clackamas	\$ 2,879,472	K21177 (HB2017)
SAFETY	513	US30B (N Lombard) at Delaware and Peninsula Trail Crossing	Install a rectangular rapid flashing beacons (RRFBs)	Multnomah	\$ 1,188,398	161 (Pavement)
SAFETY	514	OR-99W (SW Barbur Blvd) at Coronado	Install Rectangular Rapid Flash Beacon (RRFB)	Washington	\$ 1,296,159	399 (ARTS)
SAFETY	515	OR-8: TV Highway Pedestrian Safety	Install Rectangular Rapid Flash Beacons at 192nd and in Forest Grove near C&D Row	Washington	\$ 1,975,000	154 (Pavement)
Total:					\$ 10,668,809	
Available:					\$ 10,680,000	

Leverage Program Drops:

Base Project on Fix It 100% list						
CATEGORY	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT
ACTIVE TRANS.	491	US30: Eagle Creek Ramp	Construct a ramp to provide an alternative access to the stairs for people with disabilities or bikes. This will allow users to access the Eagle Creek off-ramp from the Toothrock Viaduct.	Multnomah	\$ 7,198,178	127 (Bridge)
HIGHWAY	492	I-84: Benson Lake - Multnomah Falls	Construct a paved path parallel to I-84 from the Benson Lake State Park to the Multnomah Falls parking lot.	Multnomah	\$ 4,858,501	151 (Pavement)
HIGHWAY	495	OR8: OR47 (Nehalem Hwy) - SW17th Ave	Install fiber optic cable for the operation of traffic control systems.	Washington	\$ 1,330,706	408 (ARTS)
ACTIVE TRANS.	505	I-84: at Lewis & Clark State Park (Jordan Rd)	Construct a multi-use path along Jordan Rd	Multnomah	\$ 2,360,690	K17270
Fix it project dropped from program list						
CATEGORY	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT
SAFETY	436	US30B: N Lombard at Denver Ave	Close slip lane and other intersection modifications	Multnomah	\$ 900,000	161 (Pavement)
AT	N/A	99W @ 53rd	Improvements in pedestrian infrastructure	Multnomah	N/A	

2021-2024 STIP - Projects not advanced to the draft 100% list

ALL ROADS TRANSPORTATION SAFETY (ARTS)

The All Roads Transportation Safety (ARTS) Program allocates funds in four sub-categories based on cost-effectiveness - These projects were on the 150% list but have not moved to the draft 100% list.

Bike and Pedestrian Improvements					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00410	OR213, OR99E, OR30B Bike and Pedestrian Improvements	Install shared use path on SE 82nd Ave and RRFB at SE Clatsop St. OR99E at SE Risley Ave, add RRFB, continental crosswalk markings and advance warning pedestrian signs. At US30B (N Lombard St) at the Peninsula Trail crossing install a RRFB and advance warning signs.	CLACKAMAS, MULTNOMAH	4,430,208	The project components were split to other projects: namely, 511 Region 1 RRFB (82nd Ave), 513 Region 1 RRFB (Lombard). The shared use path at 82nd and Clatsop and RRFB at Risley Ave intersection were dropped
2124_00409	US30B (N Lombard St): N Wilbur Ave - N Denver Ave	Extend the road diet to this section by reducing the existing 4 lanes to 3 (1 lane in each direction with a 2-way left turn lane)and buffered bike lanes.	MULTNOMAH	400,943	
2124_00461	SE Cesar Chavez at Belmont, Holgate & Hawthorne at 7th Ave	Install left turn signals and phasing at the intersections of SE Cesar Estrada Chavez Blvd and SE Belmont St and SE Holgate Blvd, and the intersection of SE Hawthorne Blvd and SE 7th Ave	MULTNOMAH	1,387,738	

Hot Spots					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00416	OR212(Clackamas Boring Hwy) at US26 (Mt Hood Hwy)	Install intersection lighting at OR-212 and US 26 EB Ramps.	CLACKAMAS	230,774	
2124_00420	OR213 (Cascade Hwy South) at S Macksburg Rd	Install a roundabout	CLACKAMAS	11,861,331	
2124_00414	OR213 (82nd Ave) at SE Glencoe Rd	Install a raised concrete median	CLACKAMAS	76,437	Fund through Access Management program
2124_00413	OR213 (82nd Ave) at NE Multnomah St	Install a raised traffic median on the southern approach to the signalized intersection of 82nd and Multnomah.	MULTNOMAH	89,851	Fund through Access Management program
2124_00421	OR213 (82nd Ave) at NE Fremont St	Signal Rebuild/Raised Median	MULTNOMAH	136,760	Fund through Access Management program
2124_00473	SE Mt Scott Blvd at 112th Ave (Portland)	Install a modern urban roundabout.	MULTNOMAH	2,620,040	
2124_00415	OR8 (Tualatin Valley Hwy) at 192nd Ave	Install a raised concrete median to prevent left turns out of the shopping areas driveways	WASHINGTON	406,624	Fund through Access Management program
2124_00417	OR8 (SE Oak Street) at 9th Ave	Install a raised median at the southern portion of SE 9th St at the intersection with OR8 (SE Oak St) to allow right turn outs only.	WASHINGTON	291,037	Fund through Access Management program

Intersection Systemic					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00401	OR213 (Cascade Hwy S): I-205 - OR211	Upgrade signal heads and install reflectorized back plates. Install advance intersection warning signs, flashing beacons, radar detection units, upgrade stop signs, install stop bars and tree trimming.	CLACKAMAS	594,221	
2124_00433	OR211, OR212 & OR224 Intersection Systemic Improvements	Install signs, stop bars, rumble strips. Install new signal heads, right turn signals, reflectorized back plates, illumination. Tree trimming.	CLACKAMAS	2,498,072	
2124_00397	OR281, OR282 and OR35 Signs, Signals and Illumination	Illumination, signal improvements, tree trimming , installing and updating signs stop bars.	CLACKAMAS, HOOD RIVER	985,632	
2124_00394	US26: SE 90th PL - Timberline Rd	Update stop signs, adding or reinstalling stop bars. Add or update intersection warning and signal ahead signs	CLACKAMAS, MULTNOMAH	541,116	
2124_00396	I-205: Columbia River - SW Stafford Rd	Illumination, signal improvements at the intersections, signing/stripping improvements at un-signalized intersection, and coordinated signal timing of urban traffic signals for 2 intersections.	CLACKAMAS, MULTNOMAH	1,676,466	

Road Departures					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00402	OR211: S Springwater/S Hillockburn Rd - S Short Fellows Rd	Tree removal to increase the distance to roadside obstacles	CLACKAMAS	738,714	
2124_00407	OR219 at SW Robinson area curves & I-84 at Fairview Pkwy WB ramp	Apply high friction surface pavement treatment (HFST) at a curve location on OR219 south of SW Robinson Rd and I-84 Fairview Parkway Westbound on-ramp.	MULTNOMAH, WASHINGTON	554,051	
2124_00403	OR219: SW Robinson Rd - OR210 (SW Scholls Ferry Rd)	Tree management on two 0.5 mile sections to increase sight distance.	WASHINGTON	190,209	
2124_00457	OR210 (SW Scholls Ferry Rd): Tile Flat Rd - SW 175th Ave	Install 3-feet additional pavement, gravel shoulder and grading. Use this space to install a bike lane	WASHINGTON	1,040,202	

2021-2024 STIP - Projects not advanced to the draft 100% list

Bridge, Culvert and Interstate Maintenance Pavement programs are administered on a statewide basis. Region Preservation Pavement and Operations are administered within the region.

Bridge Program

Bridge Rail Retrofit					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00204	I:205: NE Glisan St Overcrossing Bridge	Bridge 13520 rail repair	MULTNOMAH	1,106,961	
2124_00206	I-84: Bridal Veil Connector Bridge over UPRR	Bridge no. 06671 rail repair	MULTNOMAH	2,384,543	
2124_00207	OR99E (Pacific Hwy East): SE Grand Ave Viaduct. - Phase 2	Bridge no. 06767 rail repair	MULTNOMAH	2,069,867	
2124_00207	OR99E (Pacific Hwy East): SE Grand Ave Viaduct. - Phase 1	Bridge no. 02097 rail repair	MULTNOMAH	635,606	
2124_00208	OR99W (Pacific Hwy West): Harbor Drive Viaduct.	Bridge no. 05195A rail repair	MULTNOMAH	-	
2124_00209	OR99E: SE Water St Viaduct and Partial Viaduct	Bridge rail repair. Bridge numbers 02732 & 02374	CLACKAMAS	5,047,528	
2124_00211	OR213 (SE 82nd Ave): Mt Scott Creek & UPRR Bridge	Bridge rail repair .Bridge 01578A	CLACKAMAS	1,476,760	

Bridge					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00132	I-84: McCord Creek eastbound bridge	Bridge no.02193B Deck replacement	MULTNOMAH	13,296,957	
2124_00134	US26: Ross Island (Willamette River) Bridge	Bridge no. 05054 strengthening and concrete repair	MULTNOMAH	24,623,858	
2124_00135	OR99W: Steel Bridge East Approach (Portland)	Bridge no. 06683B. Painting	MULTNOMAH	7,853,667	
2124_00137	OR217: SW Allen Blvd Bridge Overcrossing(Beaverton)	Bridge no. 16134 deck rehabilitation	WASHINGTON	5,081,516	

Culverts

Fish Passage					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00215	I-84: Oneonta Creek Culvert	Fish passage culvert improvement	MULTNOMAH	884,160	Need will be assessed as part of the I-84: Corbett Interchange - East Hood River Interchange Ph2 (213) design project

Large Culvert Repair					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00216	I-84: Oneonta Creek Culvert	Large culvert repair	MULTNOMAH	442,816	Need will be assessed as part of the I-84: Corbett Interchange - East Hood River Interchange Ph2 (213) design project

Pavement

Interstate Maintenance					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00147	I-5: Victory Blvd - Lombard St	Pavement resurfacing to repair ruts.	MULTNOMAH	2,442,313	
2124_00148	I-405: Fremont Bridge - Marquam Bridge	Pavement resurfacing to repair ruts.	MULTNOMAH	4,452,298	
2124_00150	I-205: SE Johnson Creek - SE 82nd Dr	Pavement resurfacing to repair ruts.	MULTNOMAH	9,010,758	

Region Preservation					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00152	OR35: US26 - White River	Pavement resurfacing to repair rutting and wear, and restore smoothness. PE currently programmed at \$421,980	CLACKAMAS, HOOD RIVER	6,736,778	
2124_00156	OR99E: Expo Center - US30B (NE Lombard St)	Pavement rehabilitation of very poor pavement.	MULTNOMAH	28,579,788	
2124_00160	OR35: Neil Creek Rd - Willow Flat Rd	Pavement resurfacing to repair cracking, rutting and wear.	HOOD RIVER	8,845,816	
2124_00161	US30B (Lombard): N Denver Ave - N Greenwich	Pavement rehabilitation of very poor pavement, and curb ramp improvements.	MULTNOMAH	2,501,890	

2021-2024 STIP - Projects not advanced to the draft 100% list

Bridge, Culvert and Interstate Maintenance Pavement programs are administered on a statewide basis. Region Preservation Pavement and Operations are administered within the region.

Operations

Intelligent Transportation Systems (ITS)					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00220	I-5 : Marquam Bridge - Capitol Highway (NB and SB)	Install Variable Advisory Speed (VAS) and truck warning signs on the Northbound section of I-5	MULTNOMAH	8,361,714	

Slides and Rockfall					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00243	OR99E: MP13.82 - MP14.06 (Canemah Park)	Inspection and repair of the draped mesh system. Spot scaling as necessary, catchment clearing, tree hazard and woody vegetation removal.	CLACKAMAS	897,584	
2124_00245	I-205 (Southbound): Sunset Ave - OR35 (Willamette Blvd)	Reduce the potential for future rock-fall by scaling, slope rounding. Remove hazard tree and woody vegetation at high hazard locations.	CLACKAMAS	2,509,042	Design phase funding included in the draft 100% list
2124_00244	I-84: Ruthton Point Slide	Remove large boulders from the rimrock at the top of the slope, slope rounding, removing hazard trees, and improving catchment.	HOOD RIVER	1,435,478	
2124_00246	I-84: Bonneville and Cascade Locks Slides	Reduce the potential for future rock-fall by removing hazard trees and woody vegetation from slope and crest of slope and spot scaling at high hazard locations.	HOOD RIVER, MULTNOMAH	1,285,232	
2124_00240	US-26: Jefferson Street - Highland Intch Design	Design for future slope regrading and installation of draped or pinned mesh	MULTNOMAH	6,269,715	
2124_00241	US-26: Jefferson Street - Highland Intch Scaling	Reduce the potential for future rock-fall by scaling, slope rounding. Remove hazard tree and woody vegetation at high hazard locations.	MULTNOMAH	1,164,294	

Signs, Signals, and Illumination					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00227	OR99E (Pacific Highway E) at W Arlington Rd and River Rd	Full signal upgrade	CLACKAMAS	2,928,961	
2124_00435	OR43 at I-205 SB Off/On Ramp	Full signal rebuild to separate the signals from the sign bridge to new mast arm poles on three corners for the three approaches.	CLACKAMAS	1,546,242	
2124_00225	Region 1 Region-wide Controller Upgrades	Region 1 Controller Replacement	CLACKAMAS, HOOD RIVER, MULTNOMAH, WASHINGTON	1,000,000	Included in Region 1 traffic monitoring and control Systems
2124_00238	I-84: Historic Columbia River at Cascade Locks Interchange	Install a new illumination system including poles and power supply	HOOD RIVER	1,581,826	
2124_00228	OR213 (NE 82nd Ave) at Fremont St	Full signal upgrade	MULTNOMAH	3,717,876	
2124_00230	OR213 (NE 82nd Ave) at Prescott St	Full signal upgrade	MULTNOMAH	2,781,711	
2124_00231	US30B (N Lombard St) at Denver Ave Signals	Full signal upgrade	MULTNOMAH	3,762,733	
2124_00233	OR99W (SW Barbur Blvd) at 64th Ave	Full signal upgrade	MULTNOMAH	-	
2124_00236	I-5: N Denver Ave tunnel illumination	Upgrade the illumination system by replacing the electrical system including the replacement of the existing obsolete fixtures to current standard.	MULTNOMAH	1,035,329	
2124_00234	OR8 (Tualatin Valley Hwy) at SE Minter Bridge	Full signal upgrade	WASHINGTON	2,563,388	
2124_00237	OR217: OR8 (Canyon Rd) - OR10 (Beaverton Hillsdale Hwy)	Upgrade the illumination system.	WASHINGTON	1,435,231	
2124_00239	I-5: I-205 Interchange	Install 30 new towers	WASHINGTON	1,026,522	

Materials following this page were distributed at the meeting.



Metro

2019-20 Unified Planning Work Program

JPACT, April 18, 2019

John Mermin, Senior Transportation Planner

What is the UPWP

- Annual federally-required document that ensures efficient use of federal planning funds
- Describes:
 - Transportation planning tasks
 - Relationship to other planning activities in the region
 - Budget summaries

What the UPWP isn't

- Not a regional policy making document
- Not a funding decision document, does not allocate funds
- No construction, design, or preliminary engineering
- Only includes transportation planning projects, federal funds, coming fiscal year

TPAC recommendation

- Recommended approval of UPWP at their April 5 meeting
- Requested opportunity to review final draft at May 3 TPAC

Next Steps

- May 16 JPACT Action
- May 16 Metro Council Action
- May 20 Submit to USDOT & ODOT
- June 30 IGA signed by Metro COO

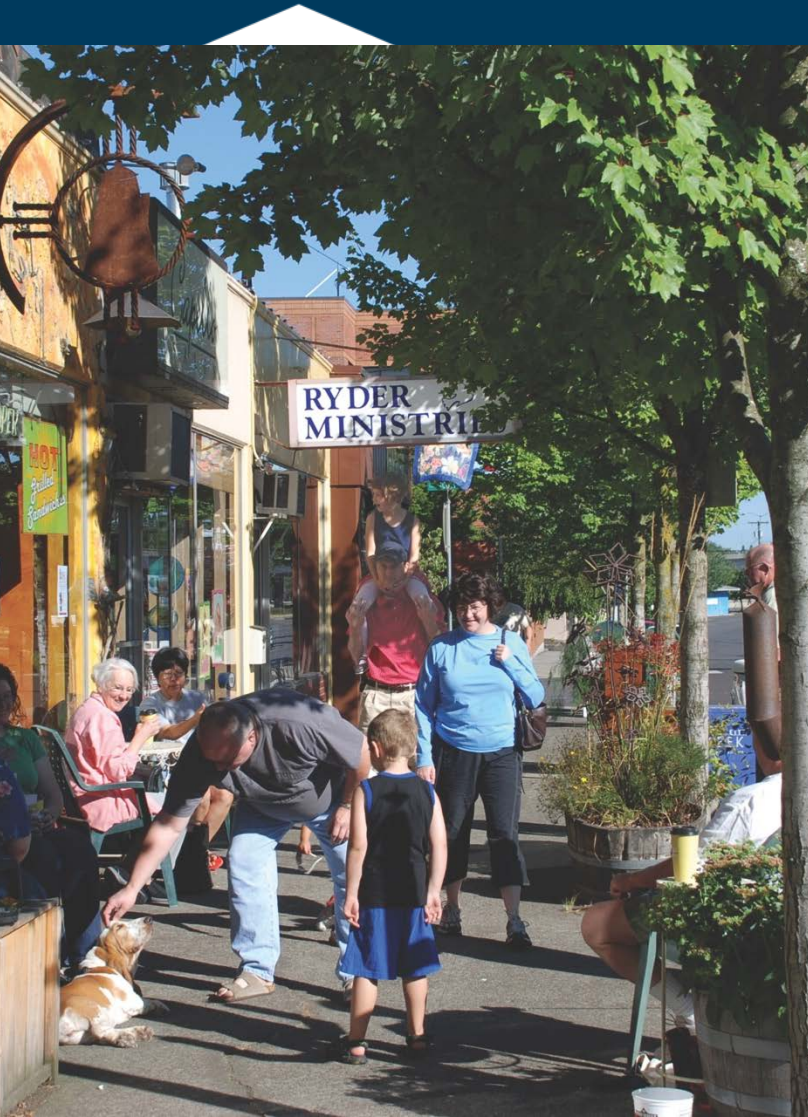


Metro

Regional Framework for Highway Jurisdictional Transfer

JPACT | April 18, 2019

Overview of Jurisdictional Transfer Project



- Proposed process included in the 2018 Regional Transportation Plan (RTP)
- Aims to create consensus around regional priorities for transfer
- Opportunity to address issues related to classifications, cost estimates and mechanisms for transfer
- Does *not* commit funds or commit a jurisdiction to transfer

Background

- Ownership patterns of streets, roads and highways reflect historical patterns, but not necessarily current transportation function, land use and development patterns
- Often referred to as “orphan highways”, these roadways were constructed by the State for farm-to-market or statewide travel at a time when Oregon was much less urban.

Why Jurisdictional Transfer?

1934

Today



Portland Archives, A2009-009.3120

N.E. 82nd Ave - 5-28-34

Photo credit: vintageportland.wordpress.com



Photo credit: City of Portland

82nd Avenue (Hwy 213)

Why Jurisdictional Transfer?

1948



Photo credit: City of Portland archive

Today



Photo credit: Oregonlive.com

Barbur Blvd (Hwy 99W)

What's changed since JPACT last heard about this project?

- Project managers assigned from Metro & ODOT
- RFP released
- Briefed Metro Council & received direction

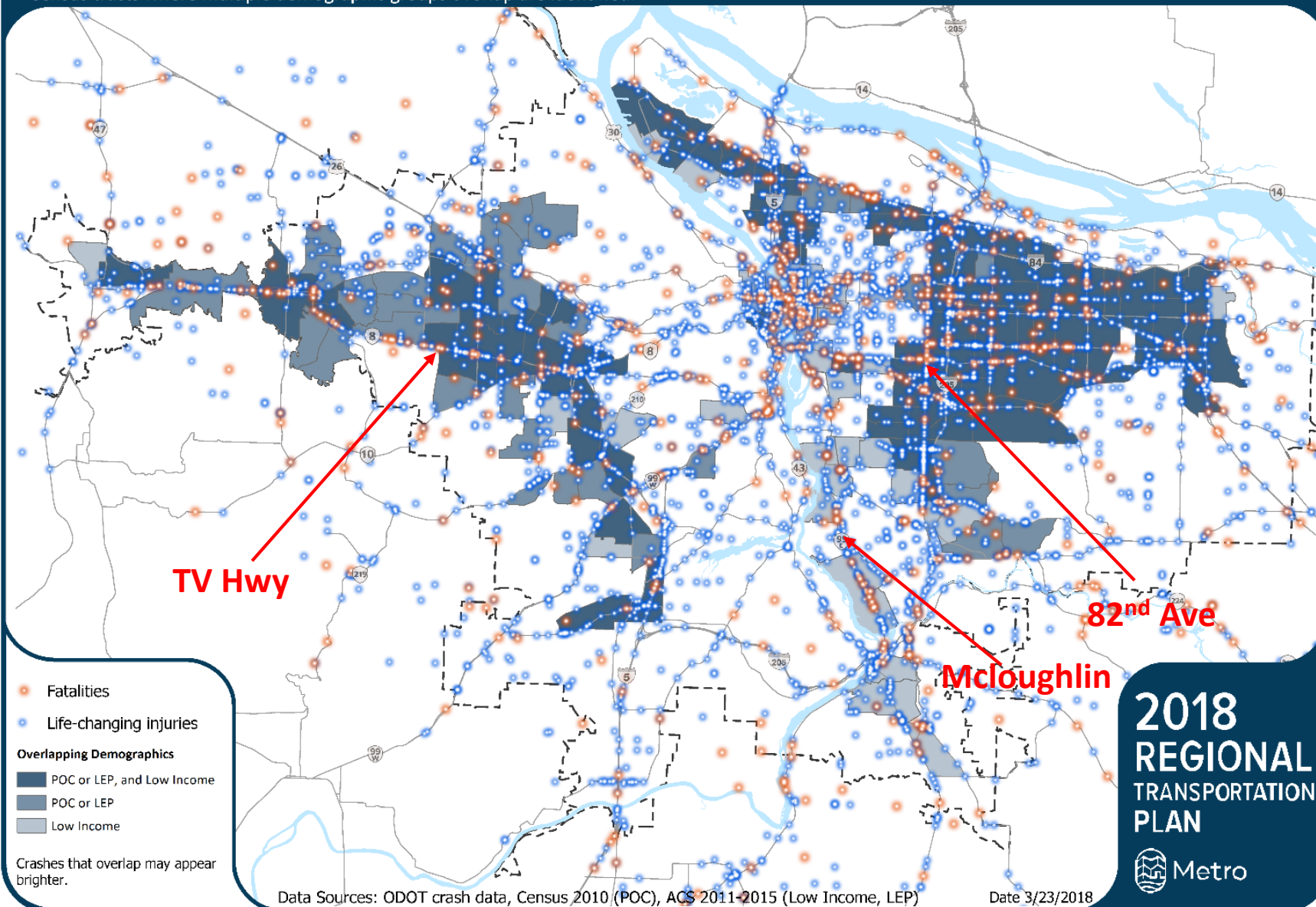
Metro Council Direction

- Use equity lense when prioritizing
- Capture all benefits & risks associated with potential tra

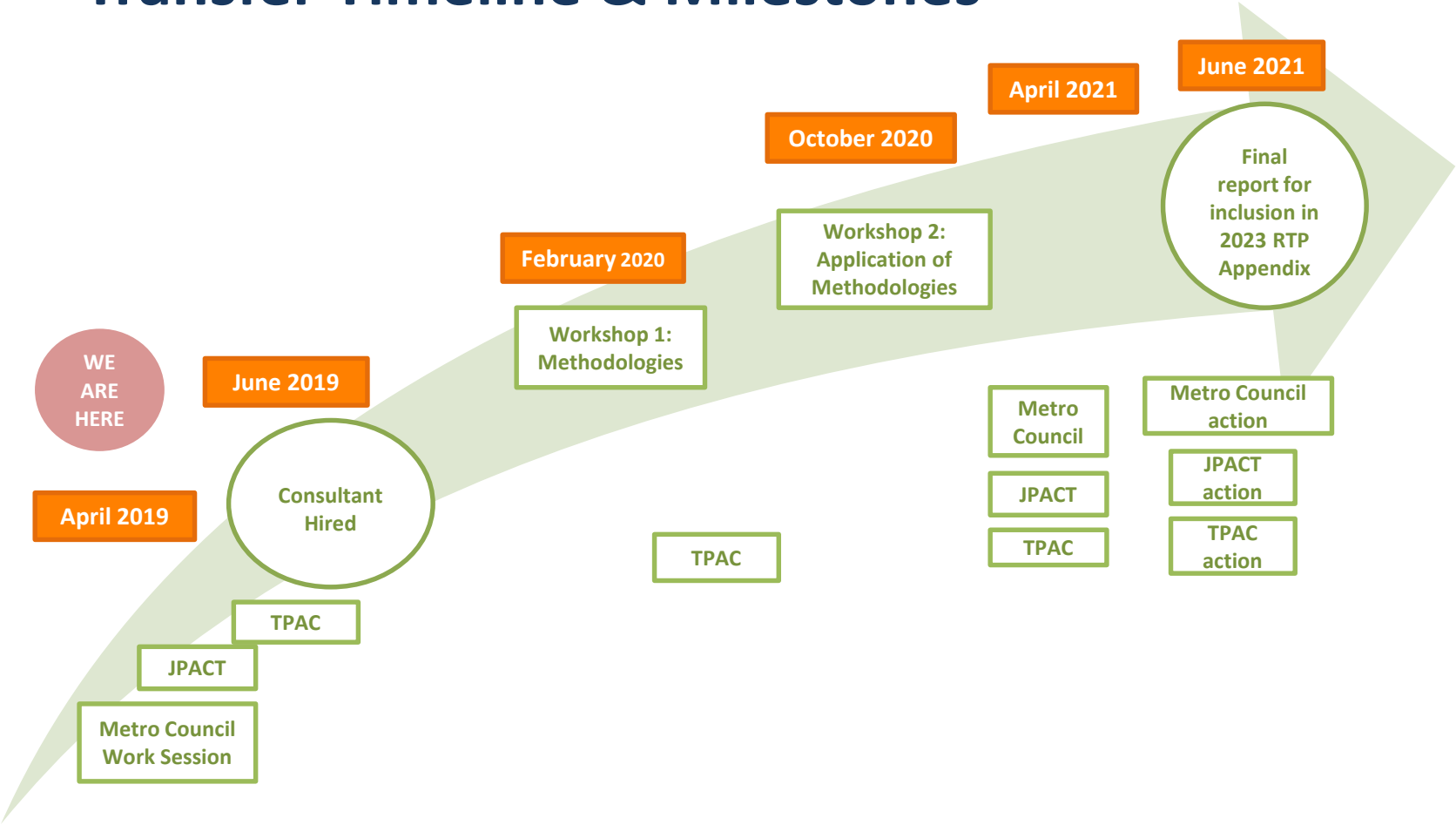
Fatal and Serious Crashes overlapping Communities of Color

Fatal and Serious Crashes Overlapping Communities of Color, English Language Learners, and Lower-Income Communities

This map shows the overlap of fatal and life changing crashes involving people driving, biking and walking with census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and English language learners. Census tracts where multiple demographic groups overlap are identified.



Regional Framework for Highway Jurisdictional Transfer Timeline & Milestones



Next steps

April 18	JPACT Briefing
April-May	Evaluation of consultant proposals
May-June	Negotiation of final scope, schedule, budget
June 7	TPAC Briefing
July	Consultant work (Corridor Identification) begins

How does JPACT want to be involved?



Statewide Transportation Improvement Program (STIP)

2021-24 Development Update

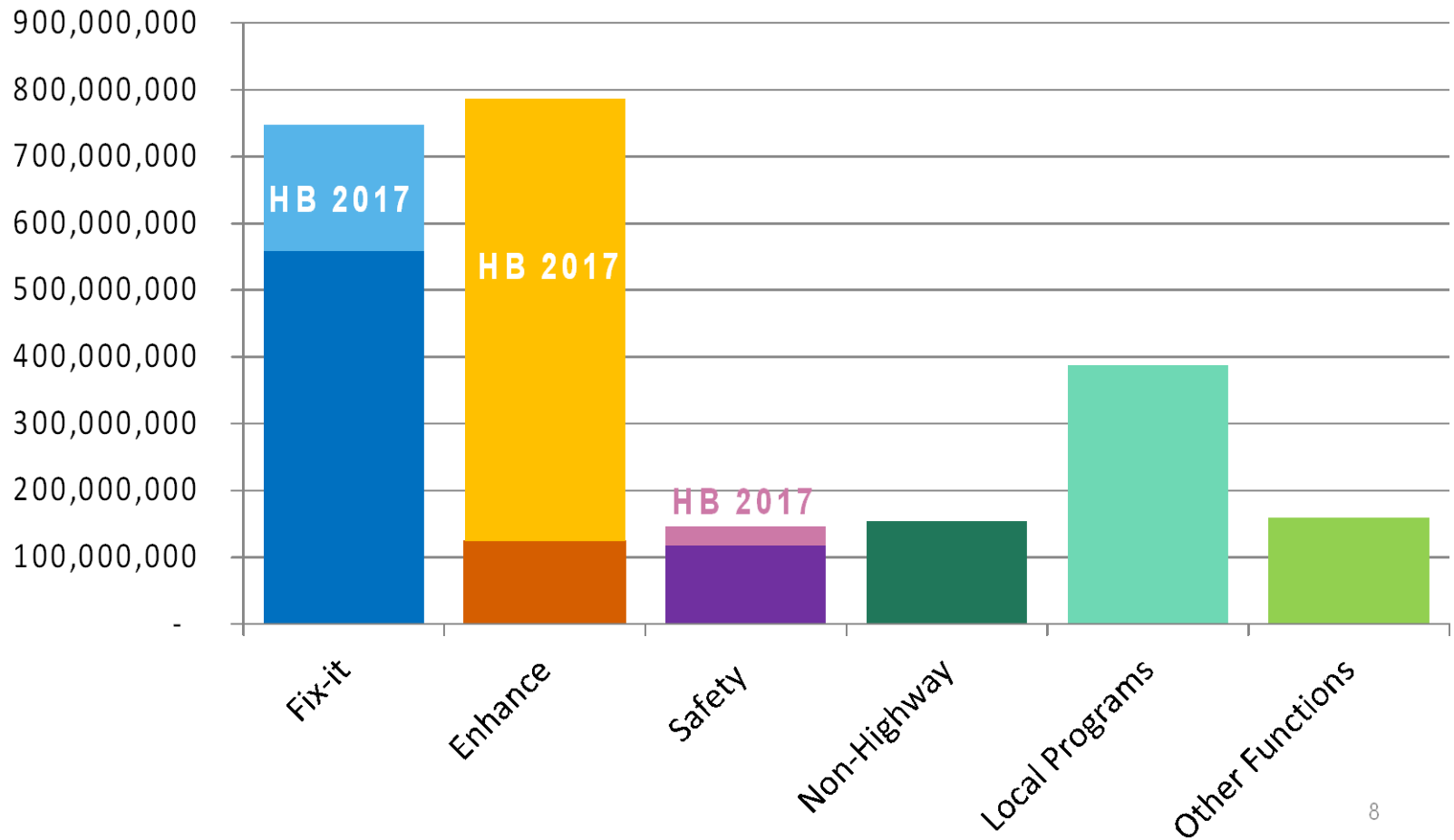
JPACT – April 18, 2019

Jon Makler, ODOT Region 1 Planning Manager



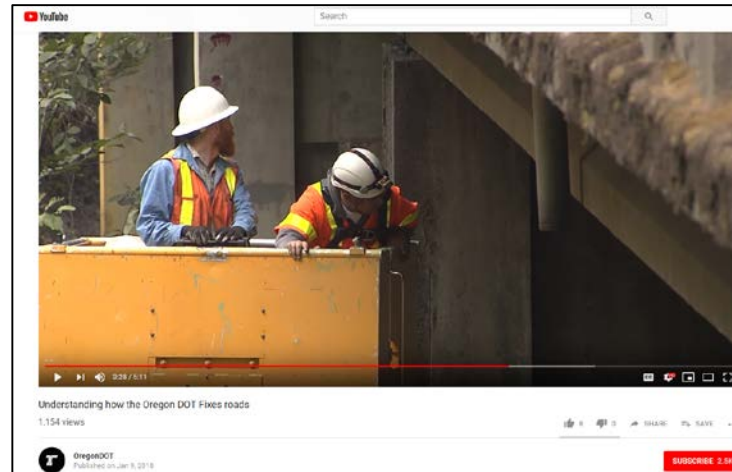
2021-24 STIP Allocation (\$2.45B, 3 years)

OTC Decision, December 2017



STIP Fix-It Programs

<https://www.youtube.com/watch?v=drxakQYA1c4>



Paving



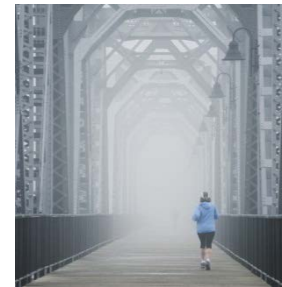
ARTS*



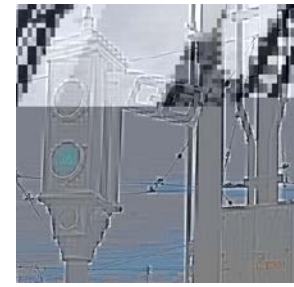
Culvert



Bridge

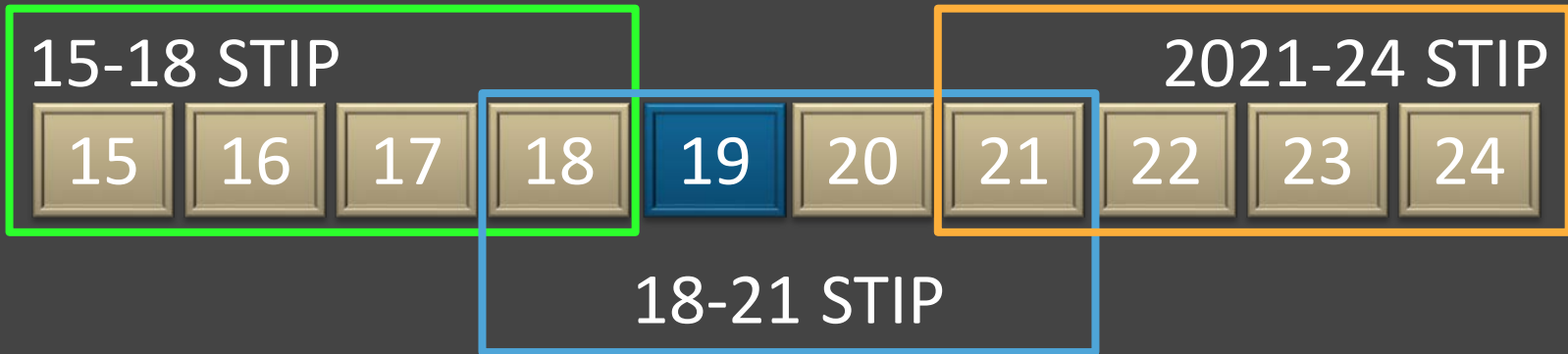


"Ops"



* All Roads Transportation Safety

21-24 STIP Timeline



2018
Identify and
Scope
Candidates

2019
Region 1
Outreach &
Prioritization

2020
OTC
Outreach &
Adoption



Leverage Programs

2021-24 STIP



State Highway

Region 1: \$8.5M



Safety

Region 1: \$10.7M

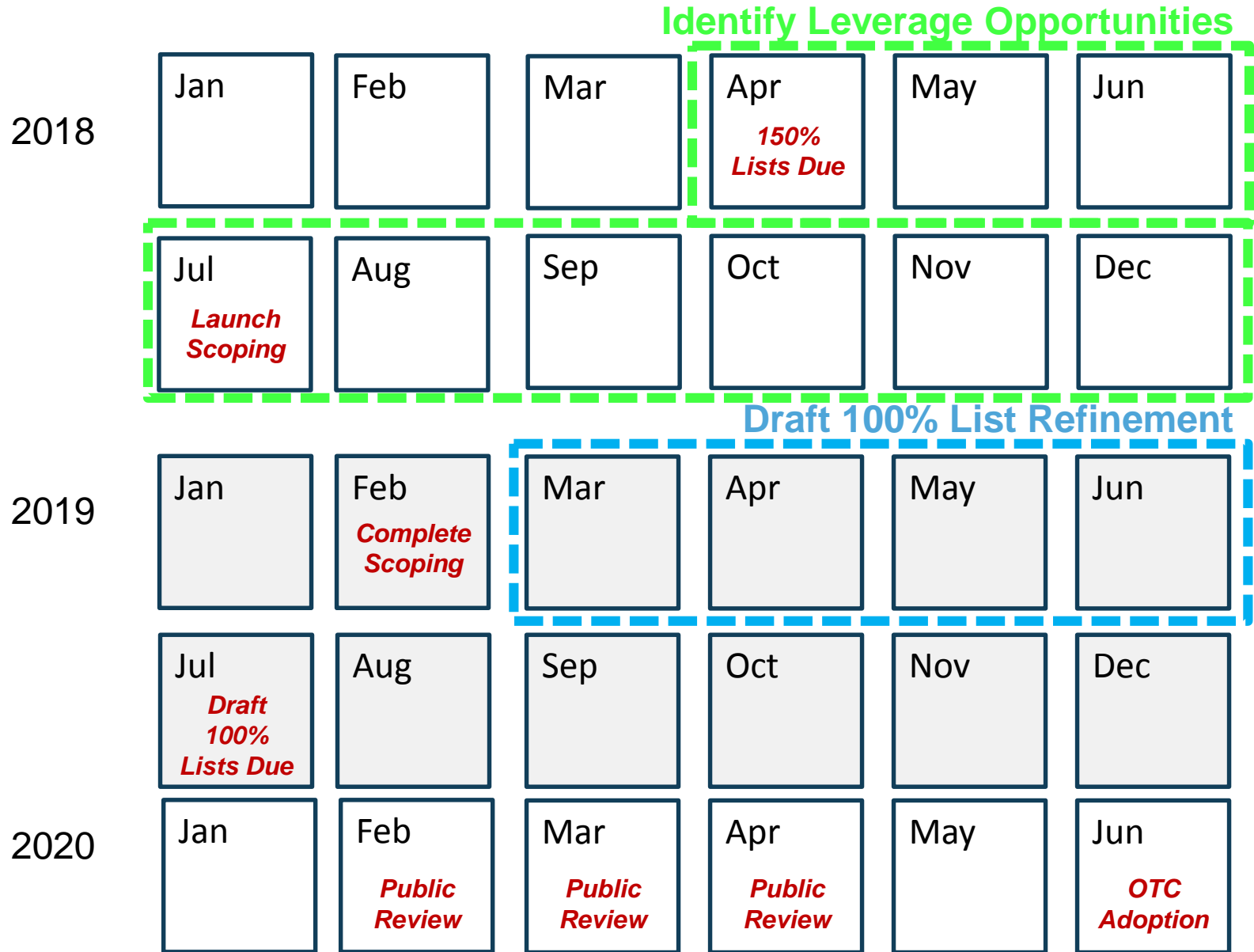


Active
Transportation

Region 1: \$7.5M



Leverage Program Timeline & Next Steps



R1 STIP Website

odotregion1stip.org

All 150% project lists

All initial draft 100% lists

Project map

Feedback link

Background information

Coming soon: individual project fact sheets

ODOT Home Programs Planning & Technical Guidance Drivers & Vehicles Doing Business Data & Maps

Local Governments Get Involved About Us

scenarios to determine the cost and schedule for each investment. That process, known as "scoping," took place in late 2018 and early 2019.

3. Public review and OTC adoption: The OTC's official public comment period is April through June 2020. In addition, this region-specific website exists to provide stakeholders with the opportunity to provide input starting in February 2019.

Selecting projects

Development of the STIP must follow statewide funding allocations and project selection guidelines. Program managers coordinate with stakeholders in the region to develop lists of potential projects based on the applicable criteria. Because needs far exceed funding, the program managers begin by identifying "150 percent lists" that include projects worth approximately 150 percent of their anticipated funding levels. An interaction map presents the 150 percent lists in Region 1, organized by funding program.

Fix-It

The Fix-It programs fund projects that fix or preserve the state's transportation system, including bridges, pavement, culverts, traffic signs and others. ODOT uses data about the conditions of assets to choose the highest priority projects. In recent STIP cycles, the Commission has allocated most funding to Fix-It programs. Watch our video explaining the Fix-It Program.

Each of the sections below is one of the "Fix-It" programs included in the 2021-2024 STIP. Please click on the "+" symbol to learn more about the program and to view a list of the potential projects included in that program's 150 percent list.

- The All Roads Transportation Safety (ARTS) Program
- Pavement Preservation
- Bridges
- Culverts
- Operations

Operations Program projects improve safety and increase operational efficiencies on the state highway system. There are four sub-program areas in the Operations program:

- Intelligent Transportation Systems;
- Signs, Signals and Illumination;
- Slopes and Rock Falls; and,
- Transportation Demand Management.

[View the 150 percent list for this program.](#)

Leverage

The OTC created three leverage programs that provide the opportunity to add features to Fix-It projects. ODOT has outlined eligibility for all three programs and consults the OTC in the project selection process. In Region 1, leverage opportunities/potential projects are identified during the scoping process for the Fix-It program.

- Active Transportation
- Safety Leverage (HB 2017)
- State Highway Leverage

Region 1 Pages

- Press Releases
- Weekly Construction Updates
- Historic Columbia River Highway
- ACEC-ODOT Brown Bag Lunch Series

Resources

- Sign up for alerts
- TripCheck

Contact Us

Contact the Region 1 STIP team
R1STIP@odot.state.or.us



Thank you.

ODOT – Region 1 Active Transportation Strategy

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

Building on the recently completion of the Active Transportation Needs Inventory, this project will enable ODOT Region 1 to engage in the identification and conceptual planning of projects that increase biking, walking and access to transit. The Oregon Transportation Plan set a goal of completing the state biking and walking network by 2030. The 2016 Statewide Bicycle and Pedestrian Plan and accompanying Implementation Plan establish a framework for pursuing this.

Overall Objectives

- Identify priority active transportation investments
- Develop facility cross-sections and project plans (not to exceed 30% design)
- Support mobility corridor efforts throughout the region to ensure facilities for walking and biking

Previous Work (through June 2019)

- Region 1 Active Transportation Needs Inventory (FY 2013 - 2017)

Methodology

- Develop region-specific implementation actions based on the Oregon Bicycle and Pedestrian Plan
- Select needs on state facilities and initiate project planning
- Collaborate with local agencies in identifying opportunities to link implementation actions with transportation system plan activity (development or implementation)

Major Project Deliverables/ Milestones	
1 st Quarter	•
2 nd Quarter	•
3 rd Quarter	•
4 th Quarter	•
Ongoing	<ul style="list-style-type: none"> • <u>Develop a portfolio of development-ready project concepts.</u> • <u>Collaborate with partners, including Metro, on development of data sources and analytical methods.</u>

Project Lead

- Oregon Department of Transportation

Project Partners

- Metro
- Cities, Counties, Transit Agencies
- TriMet and Rural Transit Providers

FY 2019-20 Unified Planning Work Program

FY 2019-20 Cost and Funding Sources

Requirements:

ODOT Staff Time \$ 125,000
Consultant Services \$ 25,000

TOTAL \$ 150,000

Resources:

SPR \$ 150,000
TGM (STPBG) \$ Amount

TOTAL \$ 150,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.5

ODOT – Region 1 Transportation Data, Tools and Reports

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

In recent years, ODOT has produced several atlas-style documents to support the planning, programming and development of transportation investments around the region. These include the Interchange Atlas, [Corridor/Transportation Performance Report](#), and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of this project is to ensure that ODOT and its partners always have up to date and useful data available.

Deleted: Active Transportation Needs Inventory Atlas

Deleted: Corridor Bottleneck Operations Study Project Atlas

Overall Objectives

- To support planning, programming and design of a safe and efficient transportation system.
- To ensure ready access to current and reliable data that supports decision making.
- To support the regional Congestion Management Process.
- To contribute to implementation of performance-based planning and programming.

Previous Work (through June 2019)

- 2016 [Traffic Performance Report](#)
- 2017 Interchange Atlas Update
- [2018 Traffic Performance Report](#)

Deleted: Corridor

Methodology

- Continue to invest in data collection (ongoing)
- Identify needs for new data or new data representations (annual review)
- Update published documents as appropriate
- Make as much of this data available online (TransGIS, e.g.) as possible
- Perform outreach to raise awareness of data availability and utility
- Implement the ODOT-Metro agreement with respect to working together on future editions of the Traffic Performance Report (the next edition is expected in 2020)

Deleted: (ATNI, e.g.)

Major Project Deliverables/ Milestones	
1 st Quarter	•
2 nd Quarter	•
3 rd Quarter	•
4 th Quarter	• Procurement of consultant services for 2020 Performance Report
Ongoing	• In FY20, all anticipated deliverables fall under the "ongoing" heading while anticipating the next update of the performance report in FY 21.

Project Lead

- Oregon Department of Transportation

FY 2019-20 Unified Planning Work Program

Project Partners

- Metro
- TriMet, Jurisdictional Partners

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
ODOT Staff Time	\$ 30,000	SPR	\$ 100,000
Consultant Services	\$ 70,000		\$
TOTAL	\$ 100,000	TOTAL	\$ 100,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.25

ODOT – Region 1 Planning for Operations

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

ODOT seeks to leverage its recent work program investments in diagnosing bottlenecks and developing a strategy for active traffic management (ATM). This project will seek to identify and plan for project investments that support Transportation System Management and Operations (TSMO) on highways throughout the region. These investments are meant to improve safety and efficiency for all users of the transportation system.

Overall Objectives

- Identify and prioritize investment opportunities where TSMO can improve safety and efficiency
- Collaborate with local and regional agencies to find and implement cost-effective TSMO investments
- Enhance ODOT's ability to support local planning efforts with respect to planning for operations
- Support regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro agreement's identification of opportunities to coordinate, cooperate and collaborate.

Formatted: Space After: 0 pt

Previous Work (through June 2019)

- ODOT has developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region.
- In FY18, ODOT initiated a second phase of CBOS.
- In FY19, complete the production of CBOS2 Project Atlas

Formatted: Space After: 0 pt

Methodology

- Perform on-going diagnostic analysis of the transportation system, especially before/after studies as projects are built.
- Collaborate with local agencies on the development of transportation system plans, with emphasis on integrating ATM and other strategies to achieve safety and efficiency goals.
- Coordinate this effort with Metro and other partners on the upcoming TSMO Strategic Plan, including its updating and implementation.
- Identify and prioritize TSMO investment opportunities
- Early project planning (not to exceed 30% design)
- Refinement of certain projects that have been identified in CBOS2 Atlas

Formatted: Underline

Major Project Deliverables/ Milestones

1 st Quarter	• <u>Public Involvement Process for CBOS2 Project Atlas</u>
2 nd Quarter	• <u>Possible continuing PIP for CBOS 2</u>
3 rd Quarter	•
4 th Quarter	•

FY 2019-20 Unified Planning Work Program

Ongoing	<ul style="list-style-type: none"> • <u>Development of preliminary/conceptual cost estimates for CBOS2 project concepts.</u> • <u>Collaborate with Metro on data and methods.</u>
---------	---

Project Lead

- Oregon Department of Transportation

Project Partners

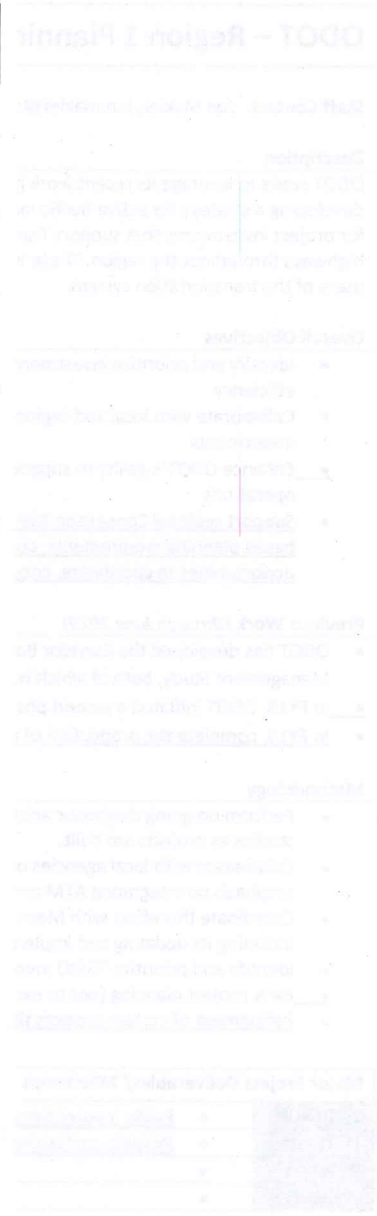
- Metro, TriMet, Jurisdictional Partners

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
ODOT Staff Time	\$ 25,000	SPR	\$ 125,000
Consultant Services	\$ 100,000		\$
TOTAL	\$ 125,000	TOTAL	\$ 125,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.25



ODOT – Transportation and Growth Management

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

Oregon's Transportation and Growth Management (TGM) Program supports community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go. The ODOT/DLCD TGM program provides grants to regional and local jurisdictions to conduct land use and transportation planning.

Overall Objectives

- Partner with DLCD and regional or local governments to conduct land use and transportation planning efforts receiving TGM grants
- Provide technical assistance with regard to best practices and consistency and compliance with the Oregon Transportation Plan, Oregon Highway Plan, Transportation Planning Rule, and other applicable state transportation plans, regulations and standards

Previous Work (through June 2019)

- Washington County – First/Last Mile (June 2019)
- Portland – Columbia Corridor Plan (June 2019)
- Gresham – Clackamas-Columbia Corridor (June 2019)
- Multnomah County – Scenic Gorge Congestion Management (2018)
- South Clackamas Transit Master Plan (June 2019)

Methodology

Methodology is dependent on work product, but generally includes standard planning steps (identifying the problem, existing conditions, policy framework, needs assessment, development of alternatives, evaluation of alternatives, recommendations, funding strategies) consistent with the Oregon Highway Plan, Transportation Planning Rule and the Regional Transportation Plan and Functional Plan.

Major Project Deliverables/ Milestones	
1 st Quarter	• Select Grant Recipients
2 nd Quarter	• Develop Draft Statements of work, initiate procurement
3 rd Quarter	• Conduct procurement
4 th Quarter	• Conduct negotiations and issue notice to proceed
Ongoing	• Administer grants from previous year(s)

Project Lead

- Oregon Department of Transportation

Project Partners

FY 2019-20 Unified Planning Work Program

-
- Oregon Department of Land Conservation and Development
 - Cities, Counties, Transit Agencies (Grant Recipients)

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
ODOT Staff Time	\$ 200,000	TGM (STPBG)	\$ 200,000
Grants Estimate	\$	TGM (STPBG)	\$ Amount
TOTAL	\$ Total Amount	TOTAL	\$ Total Amount

Full Time Equivalent Staffing:

Regular Full Time FTE: 2.0