



600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, June 20, 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 (7:40 AM)**
 - 3.1 Transit Agency Annual Budget Process and Programming of Projects [COM](#)
[18-0246](#)

Attachments: [Memo: 2021-2024 MTIP](#)
4. **Consent Agenda (7:45 AM)**
 - 4.1 Resolution No. 19-5001, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Four Projects Impacting Portland, SMART, and TriMet (JN19-10-JUN) [COM](#)
[18-0248](#)

Attachments: [Resolution No. 19-5001](#)
[Exhibit A to Resolution No. 19-5001](#)
[Memo: June 2019 MTIP Formal Amendment](#)
 - 4.2 Consideration of May 16, 2019 Minutes [18-5243](#)

Attachments: [May 16, 2019 Minutes](#)
5. **Information/Discussion Items**
 - 5.1 TV Highway Corridor Plan (7:50 AM) [COM](#)
[18-0243](#)

Presenter(s): Erin Wardell, Washington County

5.2 Metro Safe Routes to School Program Update (8:15 AM)

[COM](#)
[18-0244](#)

Presenter(s): Noel Mickelberry, Metro
Ted Leybold, Metro

Attachments: [Memo: Metro Safe Routes to School Program Update](#)

5.3 Regional Travel Options Grant (8:30 AM)

[COM](#)
[18-0252](#)

Presenter(s): Dan Kaempff, Metro

Attachments: [Memo: 2019-22 Regional Travel Options Grant](#)

6. Adjourn (8:45 AM)

Upcoming JPACT Meetings:

- *Thursday, July 18, 2019*
- *Thursday, August 15, 2019*
- *Thursday, September 19, 2019*

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

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

2019 JPACT Work Program
As of 6/7/19

Items in italics are tentative

| | |
|---|---|
| | <p><u>June 20, 2019</u></p> <ul style="list-style-type: none"> • Annual Transit Budget and Programming of Projects (Update from the Chair) • Resolution No. 19-5001, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Four Projects Impacting Portland, SMART, and TriMet (JN9-10-JUN) (consent) • TV Highway Corridor Plan (Erin Wardell, Washington County; 25 min) • Safe Routes to Schools (Noel Mickelberry and Ted Leybold; Metro 15 min) • Regional Travel Options Grants (Daniel Kaempff, Metro 15 min) |
| <p><u>July 18, 2019</u></p> <ul style="list-style-type: none"> • <i>Mobility Policy Update*</i> (Kim Ellis, Metro; 15 min) • <i>Regional Congestion Pricing Technical Study</i> (Grace Cho and Elizabeth Mros-O’Hara, Metro; 15 min) • <i>Enhanced Transit/STIF Funding For Project Development (with TriMet)</i> | <p><u>August 15, 2019</u></p> |
| <p><u>September 19, 2019</u></p> <ul style="list-style-type: none"> • <i>Freight Commodity Study</i> • <i>CBOS II</i> • <i>Regional Flexible Funds</i> | <p><u>October 17, 2019</u></p> <ul style="list-style-type: none"> • <i>T2020 Transportation Regional Investment Measure</i> (Andy Shaw and Tyler Frisbee, Metro; 15 min) • <i>TSMO Strategy</i> • <i>Regional Flexible Funds</i> |

| | |
|---|---|
| | <ul style="list-style-type: none"> • <i>Southwest Corridor: Marquam Hill</i> |
| <p><u>November 21, 2019</u></p> <ul style="list-style-type: none"> • <i>Mobility Policy Update (Kim Ellis, Metro; 20 min)</i> • <i>Designing Livable Streets (Lake McTighe, Metro; 20 min)</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:

- *Burnside Bridge (Multnomah County)*

3.1 Transit Agency Annual Budget Process and Programming of Projects

Update from the Chair & JPACT Members

Joint Policy Advisory Committee on Transportation
Thursday, June 20, 2019
Metro Regional Center, Council Chamber

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, June 13, 2019
To: Joint Transportation Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Metro
Jeff Owen, TriMet
Nicole Hendrix, SMART
Subject: 2021-2024 MTIP – Transit Agency Annual Budget Process and Programming of Projects

Purpose

To provide JPACT an overview on TriMet and SMART’s programming of federal revenues and local service investment recommendations from their annual budget process.

Introduction and Background

As part of Metro’s responsibilities as a metropolitan planning organization, Metro is responsible for developing and implementing the Metropolitan Transportation Improvement Program (MTIP). The MTIP is the programming document and process for how federal transportation funding gets invested and spent across transportation projects at the state, regional, and local levels in the greater Portland region over the next four years.

The current MTIP represents fiscal years 2018 -2021. As part of coordination efforts and recognizing JPACT’s role in overseeing and approving the MTIP investment program and amendments, partners who administer federal funds – namely ODOT, TriMet and SMART – provide a periodic update and discuss where federal and relevant state-local funds are planned for investment in the near-term.

The annual presentation of the transit agency budget by the transit agencies is part of the 2018-2021 MTIP implementation process and the 2021-2024 MTIP development process. The information provided gives an overview of the proposed and final annual budget and identifies where federal and relevant state-local funds are planned for investment in the near-term. In addition, the budget process and budget priorities provide information and context to the programming of projects for the 2021-2024 MTIP in development and come before JPACT in 2020 for approval.

Attachment and Materials

Attached to this memorandum are the following:

- SMART’s programming of projects for FY20
- TriMet’s programming of projects for FY20
- SMART budget process presentation (to TPAC in May 2019)
- TriMet budget process presentation (to TPAC in May 2019)

The presentations provide a brief overview of each agency’s planned investments for fiscal year 2020. The programming of projects illustrate the planned spending of federal dollars over fiscal year 2020, running from July 1, 2019 – June 30, 2020.



Public Notice: SMART Programs for Federal Transit Administration Funding Proposed for FY 2020 (July 1 2019 to June 30 2020)

SMART is offering three opportunities to submit or present comments at a Public Hearing on the proposed Program of Projects (POP) described in this notice. The Public Hearing is an opportunity to submit comments in person rather than via the email to hendrix@ridessmart.com. Opportunity for comments regarding the POP are associated with the City’s annual budget process and will be held at Wilsonville City Hall on:

- May 16, 2019 6:00 PM – Budget Committee
- May 28, 2019 6:00 PM – Budget Committee
- June 3, 2019 7:00 PM – City Council

A SMART staff member will be present at the Hearings listed above and the Hearings will be recorded. A translator is available upon request. *Un traductor está disponible a petición.* If no requests for public comment are received before or at the June 3 2019 hearing, the proposed POP shown below will become the final POP along with the City budget for the year.

Projects listed below show the anticipated maximum amount to be expended. The final amounts are contingent upon final federal transportation appropriations bill for the next fiscal year.

| Funding Source | Federal Amount | Federal Percent | Local Amount | Local Percent | Total |
|------------------------|-----------------------|------------------------|---------------------|----------------------|--------------|
| 1. 5307 Formula | \$1,268,061 | 80% | \$317,015 | 20% | \$1,585,076 |
| 2. STBG to 5307 | \$181,039 | 89.73% | \$20,721 | 10.27% | \$201,760 |
| 3. STP Transfer | \$32,000 | 80% | \$8,000 | 20% | \$40,000 |
| 4. 5310 Formula | \$54,472 | 80% | \$13,618 | 20% | \$68,090 |
| 5. 5339 (a) | \$139,635 | 80% | \$34,909 | 20% | \$174,544 |
| 6. 5339 (b) | \$529,600 | 80% | \$132,400 | 20% | \$662,000 |

Program Descriptions

1. 5307 Urbanized Area Formula

Project name: Capital Projects, Preventive Maintenance, Technology

Description: For preventive maintenance of existing vehicle fleet (including .5 service worker), bus stop improvements, integrated bus technology, administration building parking lot expansion, and the acquisition of one electric bus.

2. Surface Transportation Block Grant (STBG) to 5307

Project name: SMART Options Program

Description: Supports staff time for the Transportation Demand Management (TDM) Program called "SMART Options" includes one Outreach Coordinator, a Grants and Programs Manager, two summer interns, and one TDM technician. In addition, funds special outreach projects to reduce single occupancy vehicle trips.

3. Surface Transportation Program (STP) Transfer Funds

Project Name: Marketing of Transit Services

Description: Marketing of fixed-route public transit services that highlight transit connections to Portland.

4. 5310 Formula Enhanced Mobility of Seniors and Individuals with Disabilities

Project Name: Travel Training

Description: Contract with Ride Connection, a non-profit mobility management and special transportation service provider in the greater Portland region, to provide free travel training for seniors and people who have a disability.

Project Name: Demand Response Operations

Description: Pending FTA guidance to apply funds to demand response operating costs.

5. 5339 (a) Bus and Bus Facilities

Project Name: CNG Bus

Description: To purchase one 26-foot CNG cutaway.

Project Name: Software

Description: To purchase scheduling software.

6. 5339 (b) ODOT

Project Name: Bus and Support Vehicle Replacements

Description: To replace four vehicles that have reached the end of their useful life: two cutaway buses, one supervisor van and one rubber-tired trolley.

Project Name: CNG Infrastructure

Description: To expand CNG fueling station.

Metropolitan Transportation Improvement Program Coordination

TPAC Presentation

May 3, 2019



About SMART



THINK SMART OPTIONS

- ▶ Department of the City of Wilsonville
- ▶ 21,000+ employed in Wilsonville
- ▶ 25,000+ reside in Wilsonville
- ▶ Nine routes: Six in-town and connections to Canby, Salem, Tualatin/Barbur
- ▶ 300,000 riders annually
- ▶ Programs: Dial-A-Ride, SMART Options, Ride Connection Travel Training
- ▶ All in-town service is free



FY19 Accomplishments

- ▶ House Bill 2017 project planning
- ▶ Began neighborhood pilot shuttle
- ▶ Partnership with Canby to provide mid-day service
- ▶ New team members - Mobility Specialist, TDM Technician
- ▶ Cinema advertisement
- ▶ Dial-A-Ride Steering Committee
- ▶ Installation of electric chargers



Budget Timeline

May 7: Draft budget open for public comment

May 16: Budget Committee first hearing

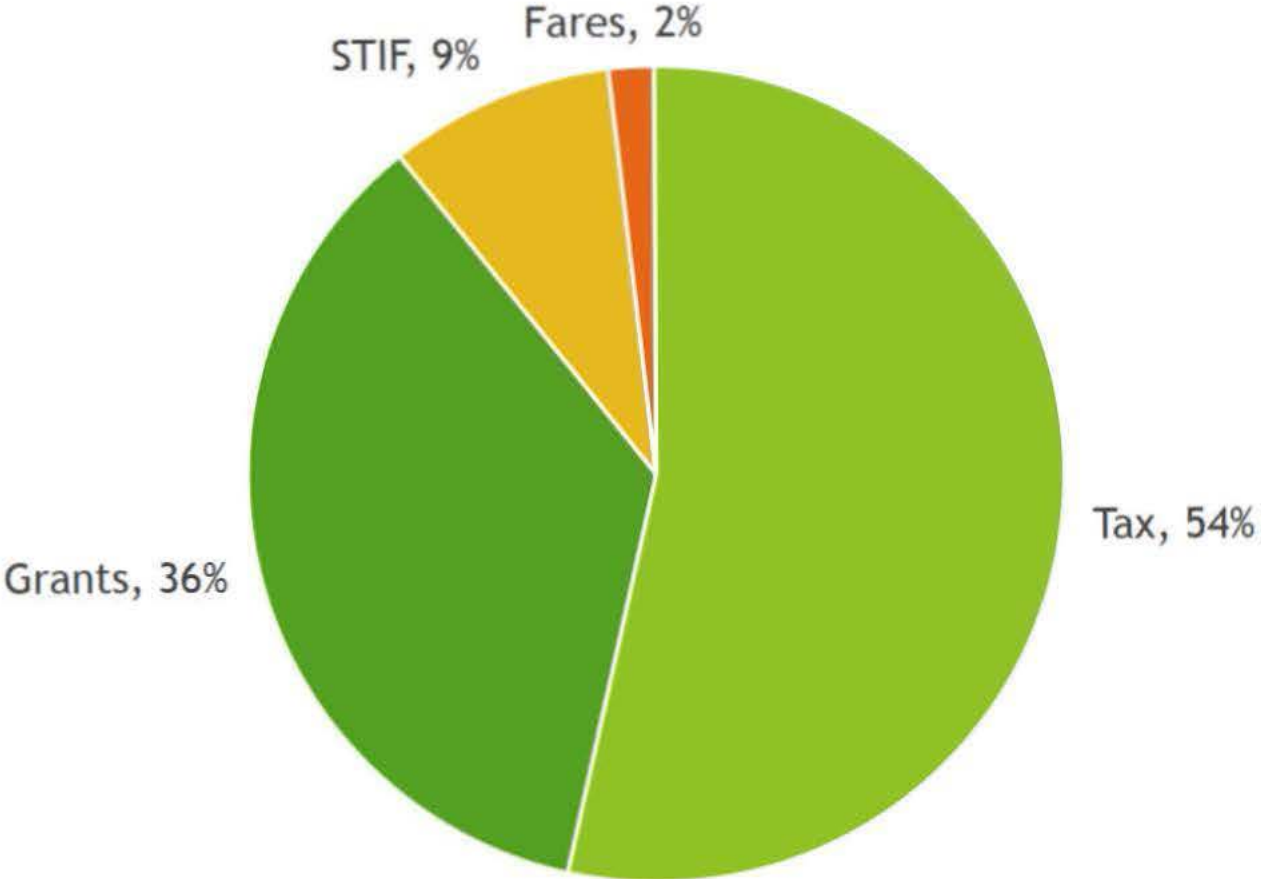
May 28: Budget Committee second hearing

June 3: City Council to adopt budget

July 1: New fiscal year begins



FY20 Budget Revenue Estimates



Proposed Program of Projects FY20

To be finalized June 3, 2019

5307 Urbanized Area Formula: \$1,585,076

- ▶ Capital Projects - Bus stop enhancements, admin parking
- ▶ Preventative Maintenance - Maintain quality of existing fleet, service worker
- ▶ Technology - Real-time arrival displays, mobile app, APC units
- ▶ Vehicle - One electric bus

Surface Transportation Block Grant to 5307: \$201,760

- ▶ SMART Options Program - Staffing costs for Transportation Demand Management (TDM) program for Wilsonville employers, residents and visitors.

Surface Transportation Program Transfer Funds: \$40,000

- ▶ Marketing - Cinema advertisement for transit connections to Portland.

Services for Seniors and Individuals with Disabilities *(POP Continued)*

5310 Urban Formula: \$68,090

- ▶ RideWise Travel Training - A partnership with Ride Connection to host a travel trainer at SMART to provide free assistance on navigating fixed route transit.
- ▶ Senior Trips - Provide seniors within the community trips to desired desintinations through third-party.



Fleet Replacement *(POP Continued)*

5339 (a) Bus and Bus Facilities: \$174,544

- ▶ Bus and Bus Facilities - Purchase one CNG cutaway and scheduling software.

5339 (b) ODOT: \$662,000

- ▶ Bus and Support Vehicle Replacements - To replace four vehicles that have reached end of useful life: Two cutaways, one supervisor van and one rubber-tired trolley.
- ▶ CNG system update - Expand the current CNG fueling station.

Questions/Comments?

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Transit Management Analyst

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Office: 503.685.9095



Public Notice: Provide Comments or Request a Public Hearing on TriMet’s plan for Federal Transit Administration funding for Fiscal Year 2020

TriMet is offering an opportunity to submit comments or request a Public Hearing on the proposed Program of Projects (POP) described in this notice. The Public Hearing is an opportunity for you to submit comments in person rather than via the email link federal_funding@trimet.org. If requested, the Public Hearing will be held at TriMet’s Harrison Square Building on Wednesday, May 15, 2019. A TriMet staff member will be present at the Public Hearing, with a tape recorder to record your comments; however, there will be no members of TriMet’s Board of Directors present. If no request for a Public Hearing is received by 5 p.m. on Wednesday, May 1, 2019, the proposed Program of Projects shown below will become the final Program of Projects.

| Funding Source | Federal Amount | Federal % | Local Amount | Total Project |
|---|----------------------|-----------|---------------------|----------------------|
| Section 5307 Urbanized Area Formula Program | \$ 41,865,249 | 80% | \$10,466,312 | \$ 52,331,561 |
| Section 5337 State of Good Repair | \$ 27,116,729 | 80% | \$ 6,779,182 | \$ 33,895,911 |
| Section 5310 Enhanced Mobility of Seniors & Individuals w/Disabilities | \$ 1,272,900 | 80% | \$ 318,225 | \$ 1,591,125 |
| Section 5339(a) Bus & Bus Facilities | \$ 4,902,815 | 80% | \$ 1,225,704 | \$ 6,128,519 |
| STBG Surface Transportation Block Grant Program | \$ 18,478,792 | 89.73% | \$ 2,114,980 | \$ 20,593,772 |
| CMAQ Congestion Mitigation & Air Quality | \$ 11,000,000 | 89.73% | \$ 1,258,999 | \$ 12,258,999 |
| TOTAL | \$104,636,485 | | \$22,163,402 | \$126,799,887 |

Details of the proposed FY2020 Program of Projects are as follows:

Section 5307 Urbanized Area Formula Program – Combined total of \$41,865,249 federal shown as follows:

- a. Project name: Bus & Rail Preventive Maintenance - \$41,515,249 (capital expense)
Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet’s service district of Clackamas, Multnomah and Washington Counties.
- b. Project name: 162nd Ave Pedestrian Access Improvements - \$350,000 (capital expense)
Description: Design and construction costs to improve pedestrian access near bus stops along 162nd Avenue that includes curb extensions, medians, signage and/or striping.

Section 5337 State of Good Repair Grant Program (High Intensity Motorbus and High Intensity Fixed Guideway) – \$27,116,729 federal

Project name: Bus & Rail Preventive Maintenance (capital expense)

Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet’s service district of Clackamas, Multnomah and Washington Counties.

Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program – \$1,272,900 federal

Project name: Elderly and persons with disability services (capital expense)

Description: To fund mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area.

Subrecipient: Ride Connection

Section 5339(a) Grants for Buses & Bus Facilities Formula Program – \$4,902,815 federal

Project name: Bus purchases (capital expense)

Description: Purchase fixed route buses.

Surface Transportation Block Grant (STBG) Program – Combined total of \$18,478,792 federal shown as follows:

- a. Project name: Regional Rail Debt Service – \$10,390,000 federal (capital expense)
Description: Portion of principal and interest payments on GARVEE bonds issued to partially finance the Portland-Milwaukie Light Rail Project, the Portland-Lake Oswego Transit Project, the Southwest Corridor Project, Division Transit Project, certain ODOT projects (highway/arterials), the Powell Garage, and costs of acquiring transit buses.
- b. Project name: Regional Transportation Options Program – \$400,000 federal (capital expense)
Description: Promotes transportation services via outreach and marketing, and educates employers about the range of commute options available to their employees.
- c. Project name: Bus & Rail Preventive Maintenance – \$7,688,792 federal (capital expense)
Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet’s service district of Clackamas, Multnomah and Washington Counties.

Congestion Mitigation & Air Quality (CMAQ) Program – \$11,000,000 federal

Project name: Regional Rail Debt Service (capital expense)

Description: Portion of principal and interest payments on GARVEE bonds issued to partially finance the Portland-Milwaukie Light Rail Project, the Portland-Lake Oswego Transit Project, the Southwest Corridor Project, Division Transit Project, certain ODOT projects (highway/arterials), the Powell Garage, and costs of acquiring transit buses.

Actual receipt of grant funds and the accounting recognition of grant revenue are contingent on a final federal transportation appropriations bill for next federal fiscal year. These projects show the plan for the maximum expected amount.

Details of additional eligible program to include in FY2019 Program of Projects is as follows:

| Funding Source | Federal Amount | Federal % | Local Amount | Total Project |
|---|----------------|-----------|--------------|---------------|
| Surface Transportation Block Grant (STBG) Program | \$965,717 | 89.73% | \$110,531 | \$1,076,248 |
| Section 5339(c) Bus Program | \$2,290,000 | 49.00% | \$2,383,469 | \$4,673,469 |

Surface Transportation Block Grant (STBG) Program – \$965,717 federal

Project name: Bus Purchase (capital expense)

Description: Purchase fixed route buses.

Section 5339(c) Bus Program - \$2,290,000 federal

Project name: Bus Purchase (capital expense)

Description: Purchase of 5 zero emission, battery electric buses with depot-based and on-route charging equipment, including facility and infrastructure design and construction. Project includes professional service costs for project management.

Projects have been selected through TriMet’s planning process, which incorporates public involvement and are included in the Metropolitan and State Transportation Improvement Programs.

TPAC Update: Annual Budget Process and Capital Improvement Program



Jeff Owen
Strategic Planning
Coordinator



TriMet, Public Affairs
Planning & Policy

owenj@trimet.org
503-962-5854

May 3, 2019

Today's Highlights

- FY20 Budget Process Overview
- Use of Federal funds
- Key Highlights from FY Budget
- Capital Improvement Program
- Full Proposed Budget Available online:
<https://trimet.org/budget/>

Proposed FY20 Budget

(July 1, 2019 – June 30, 2020)

Timeline up to July 1, 2019:

- Proposed: April 2019
 - Includes review by Multnomah County Tax Supervising & Conservation Commission
- Approved: May 2019
- Adopted: June 2019
- Starts: July 1, 2019



FY20 Proposed Budget:
<https://trimet.org/budget/>

Budget Overview

- FY20 Proposed Budget totals \$ 1.44 billion:
 - Operating Requirements: \$ 684.2 million
 - Capital Improvement Program: \$ 271.7 million
 - Pass Through, Fund Exchanges and Special Payments: \$ 22.9 million
 - Fund Balances and Contingency: \$ 464.1 million

FY20 Proposed Budget Themes

- Operating and maintaining the existing transit system
- Improving and increasing service; Service changes; Expanding service and operation of a Transit Assistance Program
- Maintaining headways and capacity of bus and rail service
- Vehicle replacements of all types
- Costs of ADA complementary paratransit service
- Costs associated with further development of Hop Fastpass™
- Capital and operating project expenditures from the Capital Improvement Program
- Mid-life overhaul of light rail vehicles
- Debt service expense
- Continued commitment to strengthen pension reserves

Use of Federal funding for FY20

See the printed handout, available online:

<https://trimet.org/meetings/pdf/trimet-fy20-proposed-pop-comment-meeting.pdf>

- **5307:** Urbanized Area Formula
- **5337:** State of Good Repair
- **5310:** Enhanced Mobility of Seniors & Individuals with Disabilities
- **5339(a):** Buses & Bus Facilities Formula
- **STBG:** Surface Transportation Block Grant
- **CMAQ:** Congestion Mitigation & Air Quality

Buses

- Planning to replace 46 buses in FY20, plus 19 expansion buses
- Entire bus fleet will be low-floor low emission, air conditioned, and at our desired standard average age of 8 years
- Bus fleet growing to 712
- New paint scheme and other improvements



Buses: Electric Bus Pilot

- TriMet has committed to a non-diesel bus fleet by 2040
- FTA Low-No Grant provides bulk of initial funding for first five pilot buses
- Line 62-Murray Blvd will see all 5 battery-electric buses that will be powered by PGE's Clean WindSM renewable energy program
- More at: <https://trimet.org/electricbuses>



Sample Bus Service Improvements:

- Upgrade **Line 20-Burnside/Stark** and **Line 76-Beaverton/Tualatin** to Frequent Service, with buses arriving every 15 minutes or better most of the day, every day.
- Add Sunday service on **Line 30-Estacada** and **Line 32-Oatfield**.
- Add more trips in the morning, afternoon and late night, as well as run buses on Saturdays and Sundays on **Line 74-162nd Ave**.
- Adjust the routes of **Line 19-Woodstock/Glisan** and **Line 70-12th/NE 33rd Ave** to improve reliability.



Fourth Bus Base (4421 NE Columbia Blvd):

- As bus service expands and we grow the bus fleet, the agency needs a new bus garage to store and maintain even more vehicles
- Will employ about 330 bus operators, plus up to 100 maintenance, cleaning, training, management and other positions.
- Estimated \$ 56 million budget
- More at: <https://trimet.org/betterbus/pdf/columbia-bus-base.pdf>



LIFT Vehicles

- Vehicles replaced at the scheduled interval of 8 years, approximately 125,000 to 150,000 miles
- Assumes 27% funded with 5310 and another 40% from STIF funding



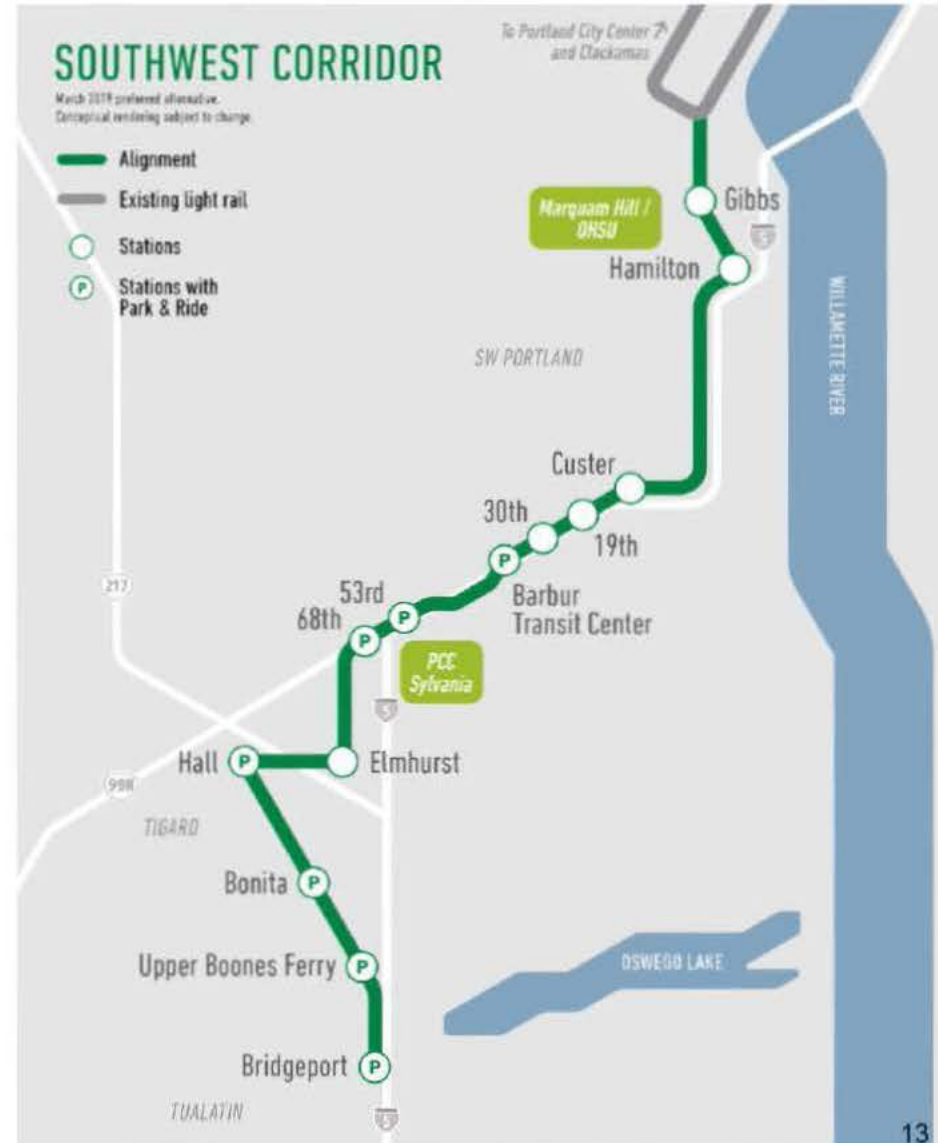
Light Rail Vehicles

- FY20 includes major overhauls of light rail vehicles as part of a 7-year, \$105.5 million project
- FY20 includes \$ 18.7 million for continued design work and initial construction on the next generation of LRVs, expected to enter service in 2021



Southwest Corridor Project

- FY20 includes funds to continue engineering (design) and Federal environmental impact work
- Expected construction starting in late 2022, opening in late 2027
- More details at: <https://trimet.org/swcorridor>



Division Transit Project

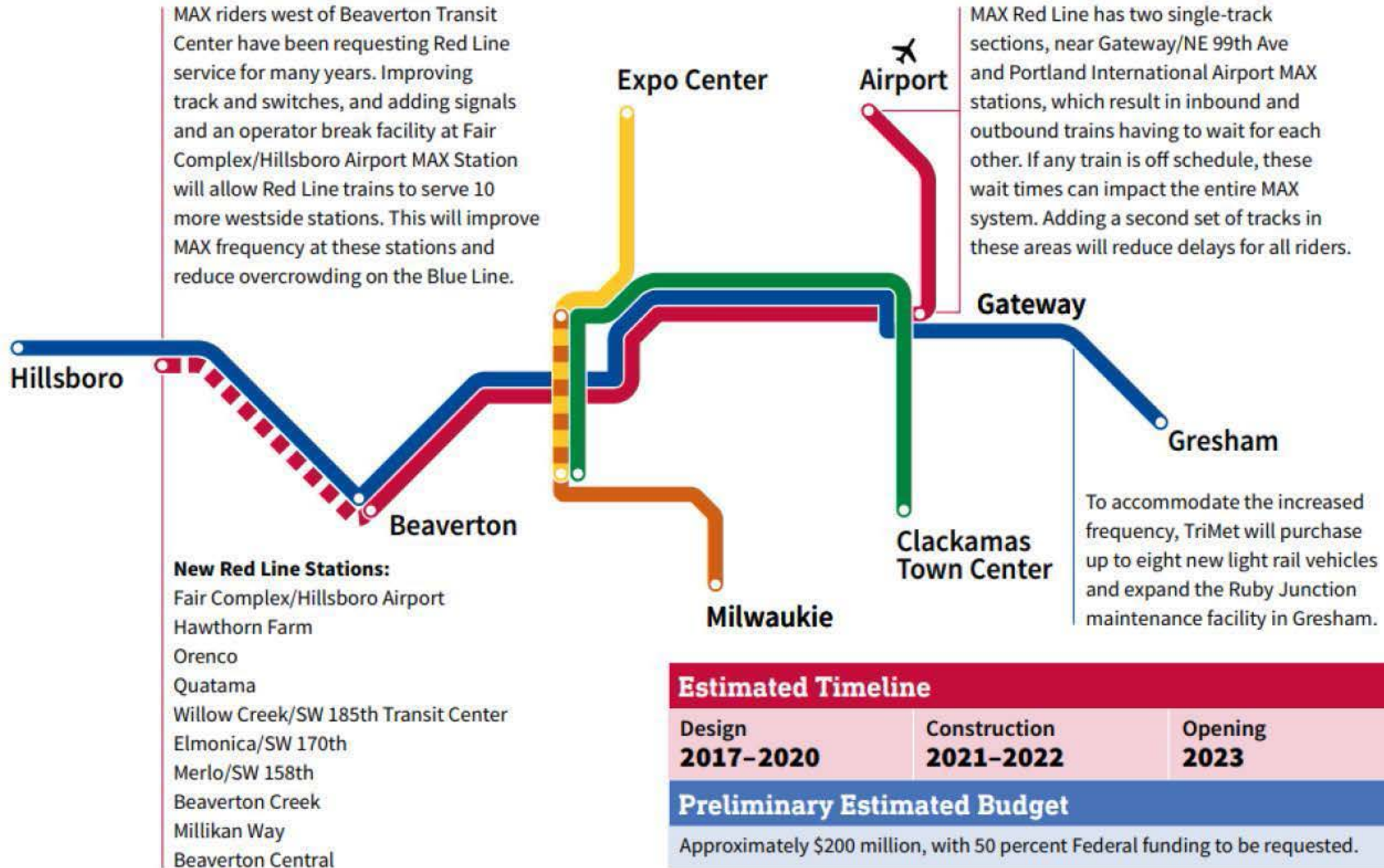
- FY20 includes funding to complete design and begin construction - Initial construction is scheduled to begin in late 2019, with service beginning in 2022
- The FTA announced its expected Capital Investment Grant recipients, including \$ 87.4 million for Division Transit Project
- More at: <https://trimet.org/division>



MAX Red Line Improvements Project



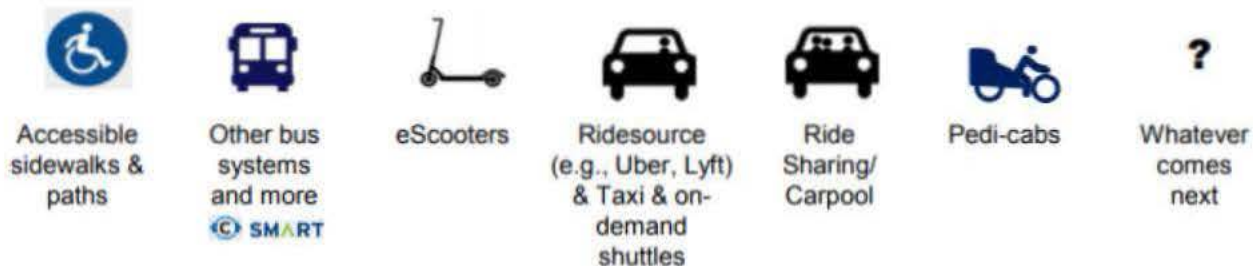
Improves on-time performance on all five MAX lines and extends MAX Red Line to 10 stations in Beaverton and Hillsboro



More at: <https://trimet.org/redlineimprovements/>

Mobility is Evolving

- TriMet partners with mobility providers to give you more options to get around
- Beta Trip Planner: <https://betaplanner.trimet.org>



**4.1 Resolution No. 19-5001, For the Purpose of Adding or
Amending Existing Projects to the 2018-21
Metropolitan Transportation Improvement Program
Involving Four Projects Impacting Portland, SMART,
and TriMet**

(JN19-10-JUN)

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, June 20, 2018
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

| | | |
|-------------------------------------|---|--|
| FOR THE PURPOSE OF ADDING OR |) | RESOLUTION NO. 19-5001 |
| AMENDING EXISTING PROJECTS TO THE |) | |
| 2018-21 METROPOLITAN TRANSPORTATION |) | Introduced by: Chief Operating Officer |
| IMPROVEMENT PROGRAM INVOLVING FOUR |) | Martha Bennett in concurrence with |
| PROJECTS IMPACTING PORTLAND, SMART |) | Council President Lynn Peterson |
| AND TRIMET (JN19-10-JUN) |) | |

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, a final design and pre-construction phase obligation review by FHWA, ODOT, and Portland for Portland's active transportation class project, East Portland Access to Employment and Education, determined the project required the addition of an \$80,000 Utility Relocation phase and approximately \$5.2 million to support required additional American Disability Act (ADA) curb and ramp improvements conditioned to the project which will be covered by the city of Portland using local funds allowing the construction phase to be obligated and implemented in August 2019; and

WHEREAS, the annual transit project review conducted among SMART, ODOT, and Metro revealed two duplicate senior and disabled program funded projects under the FTA Section 5310 program one being the SMART ADA Stop Enhancements and the other being the SMART Mobility Management project which are now both being cancelled and removed from the MTIP as a technical correction; and

WHEREAS, the annual transit project review conducted among TriMet, ODOT, and Metro revealed a placeholder project, TriMet's FY 2019 Open Trip Planner project which will proceed via a different funding track resulting in the project becoming an unnecessary placeholder which is now being cancelled and removed from the MTIP through this amendment bundle; 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 June 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the June 2019 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, JPACT received their notification and requested approval recommendation to Metro Council and recommended approval to the Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on June 20, 2019 to formally amend the 2018-21 MTIP to include the June 2019 Formal Amendment bundle consisting of four projects.

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 19-5001



Proposed June 2019 Formal Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **JN19-10-JUN**
Total Number of Projects: 4

| ODOT Key # | MTIP ID # | Lead Agency | Project Name | Project Description | Description of Changes |
|------------|-----------|-------------|---|--|--|
| 19297 | 70675 | Portland | East Portland Access to Employment and Education | At various locations in east Portland build and improve sidewalks, crossings, bus stops, bike facilities and other safety facilities to provide improved access to jobs, businesses, and education opportunities | <u>COST INCREASE:</u> The formal amendment adds approximately \$80,000 in support of a required UR phase and \$5.2 million of local agency funds needed to address the adjusted construction phase scope of activities. The adjusted scope includes an increase in the number of curbs that will be rebuilt than originally estimated. Additionally, the scope includes additional ADA ramp improvements which were not part of the original scope of work. The updated scope of work also requires an adjustment to the project limits. The scope changes result in a construction phase increase from the original estimate of \$4,165,184 to \$9,370,185. The net cost increase to the project equals a 54.8% increase and is above the cost threshold of 20% for administrative modifications. |
| 20865 | 70895 | SMART | SMART ADA Stop Enhancements (2019) | Bus stop enhancements | <u>CANCELLED PROJECT:</u> Upon the completion of their annual project reviews, SMART identified key 20865 as a duplicate project in the MTIP. The MTIP Manager and Region 1 STIP Coordinator confirmed SMART's finding and authorized the project to be removed from the MTIP. There is no impact to SMART or the 5310 program as a result of the project cancellation in the MTIP. |

| | | | | | |
|-------|-------|--------|----------------------------------|--|---|
| 20863 | 70893 | SMART | SMART Mobility Management (2019) | Ride Wise Travel Trainer | <p><u>CANCELLED PROJECT:</u></p> <p>Upon the completion of their annual project reviews, SMART identified key 20863 as a duplicate project in the MTIP. The MTIP Manager and Region 1 STIP Coordinator confirmed SMART's finding and authorized the project to be removed from the MTIP. There is no impact to SMART or the 5310 program as a result of the project cancellation in the MTIP.</p> |
| 20850 | 70893 | TriMet | Open Trip Planner | <p>Add to current Open Trip Planner (OTP) other transit planning function to incorporate first/last mile connections by ride hailing and bike share. Already OTP supports connections to transit by bike</p> | <p><u>CANCELLED PROJECT:</u></p> <p>Upon the completion of their annual project reviews, TriMet identified Key 20850 as an unnecessary project they have not funded. Most likely, the project was included in the MTIP as a placeholder based on previous versions that was expected to carry-over into 2018 MTIP. However, upon developing their actual program of projects, Key 20850 was not included. The MTIP Manager and Region 1 STIP Coordinator confirmed TriMet's assessment and authorized the project to be removed from the MTIP.</p> |

Project #1 - Key 19297

Metro

2018-21 Metropolitan Transportation Improvement Program (MTIP)

Exhibit A to Resolution 19-5001

PROJECT AMENDMENT DETAIL WORKSHEET



**Formal Amendment
Cost Increase
6th Amendment to Project**

| | | |
|--|---------------------------|------------------------|
| Lead Agency: Portland | Project Type: Active Trns | ODOT Key: 19297 |
| Project Name: East Portland Access to Employment and Education | ODOT Type: BikePed | MTIP ID: 70675 |
| Project Status: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.). | Capacity Enhancing: No | Status: 6 |
| Short Description: At various locations in east Portland build and improve sidewalks, crossings, bus stops, bike facilities and other safety facilities to provide improved access to jobs, businesses, and education opportunities | Conformity Exempt: Yes | RTP ID: 11196 |
| | On State Hwy Sys: No | RFFA ID: 50216 |
| | Mile Post Begin: N/A | RFFA Cycle: 2010-14 |
| | Mile Post End: N/A | UPWP: No |
| | Length: N/A | UPWP Cycle: N/A |
| | 1st Year Program'd: 2016 | Past Amend: 5 |
| | Years Active: 4 | OTC Approval: No |

Detailed Description: In east Portland on SE Cherry Blossom Dr, 102nd Ave & 103rd Ave between Washington Street and Market St, SE Market Street from
STIP Description: Build and improve sidewalks, crossings, bus stops, bike facilities and other safety facilities to provide improved access to jobs, businesses, and education opportunities

PROJECT FUNDING DETAILS

| Fund Type | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
|----------------------------------|-----------|------|----------|-------------------------|--------------|----------------------------|------------------------|--|
| Federal Funds | | | | | | | | |
| STP-U | Z230 | 2017 | | \$ 1,529,579 | | | | \$ 1,529,579 |
| STP-U | Z230 | 2019 | | | | | \$ 3,737,420 | \$ 3,737,420 |
| | | | | | | | Federal Totals: | \$ 5,266,999 |
| Federal Fund Obligations: | | | | \$ 1,529,579 | \$ - | | | ROW phase obligated with local funds = \$613,298 |
| EA Number: | | | | PE002742 | R9382000 | | | |
| Initial Obligation Date: | | | | 11/3/2016 | 12/20/2018 | | | |
| State Funds | | | | | | | | |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | State Total: | \$ - |
| State Fund Obligations: | | | | | | | | |
| EA Number: | | | | | | | | |
| Initial Obligation Date: | | | | | | | | |

| Local Funds | | | | | | | | |
|----------------------------|-----------------|-----------------|-----------------------|------------|-------------------------|-------------------------|----------------------------|---------------------|
| Local | Match | 2017 | | \$ 175,067 | | | \$ 175,067 | |
| Other | OTH0 | 2019 | | | \$ 630,000 | | | |
| Other | OTH0 | 2019 | | | \$ 613,298 | | \$ 613,298 | |
| Other | OTH0 | 2019 | | | | \$ 80,000 | \$ 80,000 | |
| Local | Match | 2019 | | | | \$ 427,764 | \$ 427,764 | |
| Other | OTH0 | 2019 | | | | \$ 5,205,001 | \$ 5,205,001 | |
| | | | | | | | \$ - | |
| | | | | | | | Local Total | \$ 6,501,130 |
| Phase Totals Before Amend: | \$ - | \$ 1,704,646 | \$ 630,000 | \$ - | \$ 4,165,184 | \$ 6,499,830 | | |
| Phase Totals After Amend: | \$ - | \$ 1,704,646 | \$ 613,298 | \$ 80,000 | \$ 9,370,185 | \$ 11,768,129 | | |
| | | | | | | | Year Of Expenditure (YOE): | \$ 11,768,129 |

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 approximately \$80,000 in support of a required UR phase and \$5.2 million of local agency funds needed to address the adjusted construction phase scope of activities. The adjusted scope includes an increase in the number of curbs that will be rebuilt than originally estimated. Additionally, the scope includes additional ADA ramp improvements which were not part of the original scope of work. The updated scope of work also requires an adjustment to the project limits. The scope changes result in a construction phase increase from the original estimate of \$4,165,184 to \$9,370,185. The net cost increase to the project equals a 54.8% increase and is above the cost threshold of 20% for administrative modifications.

RTP References:

- > RTP ID: 11196 (2014 RTP)
- > RTP Name: East Portland Advisory Bicycle Lane Network

Fund Codes:

- > STP-U = Surface Transportation Program for Urbanized Areas. The funds are allocated to Metro on a annual formula basis. Metro then awards some of the funding through the Regional Flexible Funding Allocation (RFFFA) Program through a competitive discretionary call for projects.
- > Local = General local funds the agency provides in support of the required match.
- > Other = another general type of local funds committed to the project that is beyond the local matching funds.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2, Air Quality - Pedestrian and Bicycle Facilities
- > Project is located on the NHS: Several site locations identified which do fall on the NHS system
- > ODOT LAL: Justin Bernt
- > Project Manager or Agency Contact: Timur Endur
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
Exhibit A to Resolution 19-5001
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
 Cancelled Project
 1st Amendment to Project**

| | | | | | |
|---|---|---------------------|---------|------------------|--------------|
| Lead Agency: SMART | | Project Type: | Transit | ODOT Key: | 20865 |
| Project Name: SMART ADA Stop Enhancements (2019) | | ODOT Type: | Transit | MTIP ID: | 70895 |
| Project Status: N/A - duplicate project | | Capacity Enhancing: | No | Status: | N/A |
| Short Description: Bus stop enhancements | | Conformity Exempt: | Yes | RTP ID: | 11343 |
| | | On State Hwy Sys: | No | RFFA ID: | N/A |
| | | Mile Post Begin: | N/A | RFFA Cycle: | N/A |
| | | Mile Post End: | N/A | UPWP: | N/A |
| | | Length: | N/A | UPWP Cycle: | N/A |
| | | 1st Year Program'd: | 2019 | Past Amend: | 0 |
| | | Years Active: | 1 | OTC Approval: | No |
| Detailed Description: None | Duplicate Project in the MTIP Project is being cancelled and removed from the MTIP | | | | |
| STIP Description: Bus stop enhancements | | | | | |

| PROJECT FUNDING DETAILS | | | | | | | | |
|----------------------------------|-----------|------|----------|-------------------------|--------------|--------------|------------------------|-------|
| Fund Type | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other (Transit) | Total |
| Federal Funds | | | | | | | | |
| 5310 | F160 | 2019 | | - | | | \$ 57,045 | \$ - |
| | | | | | | | Federal Totals: | \$ - |
| Federal Fund Obligations: | | | | | | | | |
| EA Number: | | | | | | | | |
| Initial Obligation Date: | | | | | | | | |
| State Funds | | | | | | | | |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | State Total: | \$ - |
| State Fund Obligations: | | | | | | | | |
| EA Number: | | | | | | | | |
| Initial Obligation Date: | | | | | | | | |

| Local Funds | | | | | | | | |
|----------------------------|-------|------|------|------|------|------|----------------------|----------------------|
| Local | Match | 2019 | | | | | | \$ 11,409 |
| | | | | | | | | \$ - |
| | | | | | | | Local Total | \$ - |
| Phase Totals Before Amend: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 68,454 | \$ 68,454 |
| Phase Totals After Amend: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Year Of Expenditure (YOE): | | | | | | | | \$ - |

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:

Upon the completion of their annual project reviews, SMART identified key 20865 as a duplicate project in the MTIP. The MTIP Manager and Region 1 STIP Coordinator confirmed SMART's finding and authorized the project to be removed from the MTIP. There is no impact to SMART or the 5310 program as a result of the project cancellation in the MTIP.

RTP References:

- > RTP ID: 11343 - Bus Stop Access Improvements
- > RTP Name: Design & construct a variety of improvements to enhance access to transit including bus stops, bus shelters (with solar or conventional lighting), bus pull-outs, ADA improvements at stops, interactive kiosks, etc.

Fund Codes:

- > 5310 = FTA formula based allocation of federal funds supporting transit improvements for seniors and disabled populations
- > Local = General local funds the agency provides in support of the required match.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2, Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- > Project is located on the NHS: Yes
- > ODOT LAL: N/A
- > Project Manager or Agency Contact: Elli Work
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
 2018-21 Metropolitan Transportation Improvement Program (MTIP)
 Exhibit A to Resolution 19-5001
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
 Cancelled Project
 1st Amendment to Project**

| | | |
|---|---|------------------------|
| Lead Agency: SMART | Project Type: Transit | ODOT Key: 20863 |
| Project Name: SMART Mobility Management (2019) | ODOT Type: Transit | MTIP ID: 70893 |
| Project Status: N/A - duplicate project | Capacity Enhancing: No | Status: N/A |
| Short Description: Ride Wise Travel Trainer | Conformity Exempt: Yes | RTP ID: 11327 |
| | On State Hwy Sys: No | RFFA ID: N/A |
| | Mile Post Begin: N/A | RFFA Cycle: N/A |
| | Mile Post End: N/A | UPWP: N/A |
| | Length: N/A | UPWP Cycle: N/A |
| | 1st Year Program'd: 2019 | Past Amend: 0 |
| | Years Active: 1 | OTC Approval: No |
| Detailed Description: None | Duplicate Project in the MTIP Project is being cancelled and removed from the MTIP | |
| STIP Description: Ride Wise Travel Trainer | | |

PROJECT FUNDING DETAILS

| Fund Type | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other (Transit) | Total |
|----------------------------------|-----------|------|----------|-------------------------|--------------|--------------|------------------------|-------|
| Federal Funds | | | | | | | | |
| 5310 | F160 | 2019 | | - | | | \$ 31,686 | \$ - |
| | | | | | | | Federal Totals: | \$ - |
| Federal Fund Obligations: | | | | | | | | |
| EA Number: | | | | | | | | |
| Initial Obligation Date: | | | | | | | | |
| State Funds | | | | | | | | |
| | | | | | | | \$ | - |
| | | | | | | | \$ | - |
| | | | | | | | State Total: | \$ - |
| State Fund Obligations: | | | | | | | | |
| EA Number: | | | | | | | | |
| Initial Obligation Date: | | | | | | | | |

| Local Funds | | | | | | | | | |
|----------------------------|-------|------|------|------|------|------|------|----------------------|----------------------|
| Local | Match | 2019 | | | | | | \$ 7,922 | |
| | | | | | | | | \$ - | |
| | | | | | | | | Local Total | \$ - |
| Phase Totals Before Amend: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 39,608 | \$ 39,608 |
| Phase Totals After Amend: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Year Of Expenditure (YOE): | | | | | | | | | \$ - |

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:

Upon the completion of their annual project reviews, SMART identified key 20863 as a duplicate project in the MTIP. The MTIP Manager and Region 1 STIP Coordinator confirmed SMART's finding and authorized the project to be removed from the MTIP. There is no impact to SMART or the 5310 program as a result of the project cancellation in the MTIP.

RTP References:

- > RTP ID: 11327 - SMART Commuter Bus Services to Neighboring Communities
- > RTP Name: Additional service hours for new services and related bus stop and ROW improvements to neighboring communities; such as, Salem, Tigard, Tualatin, Sherwood, Woodburn, Portland, etc.

Fund Codes:

- > 5310 = FTA formula based allocation of federal funds supporting transit improvements for seniors and disabled populations
- > Local = General local funds the agency provides in support of the required match.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2, Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- > Project is located on the NHS: Yes
- > ODOT LAL: N/A
- > Project Manager or Agency Contact: Elli Work
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
 2018-21 Metropolitan Transportation Improvement Program (MTIP)
 Exhibit A to Resolution 19-5001
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
 Cancelled Project
 1st Amendment to Project**

| | | |
|---|--------------------------|------------------------|
| Lead Agency: TriMet | Project Type: Transit | ODOT Key: 20850 |
| Project Name: Open Trip Planner | ODOT Type: Transit | MTIP ID: 70893 |
| Project Status: N/A - Placeholder project entry | Capacity Enhancing: No | Status: N/A |
| Short Description: Add to current Open Trip Planner (OTP) other transit planning function to incorporate first/last mile connections by ride hailing and bike share. Already OTP supports connections to transit by bike | Conformity Exempt: Yes | RTP ID: 10927 |
| | On State Hwy Sys: No | RFFA ID: N/A |
| | Mile Post Begin: N/A | RFFA Cycle: N/A |
| | Mile Post End: N/A | UPWP: N/A |
| | Length: N/A | UPWP Cycle: N/A |
| | 1st Year Program'd: 2019 | Past Amend: 0 |
| | Years Active: 1 | OTC Approval: No |

Detailed Description: None

STIP Description: Add to current Open Trip Planner (OTP) other transit planning function to incorporate first/last mile connections by ride hailing and bike share. Already OTP supports connections to transit by bike.

**Unnecessary Placeholder Project in the MTIP
 Project is being cancelled and removed from the MTIP**

PROJECT FUNDING DETAILS

| Fund Type | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other (Transit) | Total |
|----------------------------------|-----------|------|----------|-------------------------|--------------|--------------|----------------------|-------|
| Federal Funds | | | | | | | | |
| 5312 | FF12 | 2019 | | - | | | \$ 10,000 | \$ - |
| Federal Totals: | | | | | | | | \$ - |
| Federal Fund Obligations: | | | | | | | | |
| EA Number: | | | | | | | | |
| Initial Obligation Date: | | | | | | | | |
| State Funds | | | | | | | | |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| State Total: | | | | | | | | \$ - |
| State Fund Obligations: | | | | | | | | |
| EA Number: | | | | | | | | |
| Initial Obligation Date: | | | | | | | | |

| Local Funds | | | | | | | | | | |
|----------------------------|-------|------|----|---|----|---|----|---------------------|----------------------|----------------------|
| Local | Match | 2019 | | | | | | \$ 2,500 | | |
| Other | OVM | 2019 | | | | | | \$ 2,279 | | |
| | | | | | | | | \$ - | | |
| | | | | | | | | Local Total | \$ - | |
| Phase Totals Before Amend: | \$ | - | \$ | - | \$ | - | \$ | - | \$ 14,779 | \$ 14,779 |
| Phase Totals After Amend: | \$ | - | \$ | - | \$ | - | \$ | - | \$ - | \$ - |
| Year Of Expenditure (YOE): | | | | | | | | | \$ | - |

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:

Upon the completion of their annual project reviews, TriMet identified Key 20850 as an unnecessary project they have not funded. Most likely, the project was included in the MTIP as a placeholder based on previous versions that was expected to carry-over into 2018 MTIP. However, upon developing their actual program of projects, Key 20850 was not included. The MTIP Manager and Region 1 STIP Coordinator confirmed TriMet's assessment and authorized the project to be removed from the MTIP.

RTP References:

- > RTP ID: 10927 - Operating Capital: Information Technology Phase 1
- > RTP Name: Communication Systems

Fund Codes:

- > 5310 = FTA formula based allocation of federal funds supporting transit improvements for seniors and disabled populations
- > Local = General local funds the agency provides in support of the required match.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2, Mass Transit - Operating assistance to transit agencies.
- > Project is located on the NHS: N/A
- > ODOT LAL: N/A
- > Project Manager or Agency Contact: Alison Langton
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Tuesday, June 4, 2019
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: June 2019 MTIP Formal Amendment plus Approval Request of Resolution 19-5001

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING FOUR PROJECTS IMPACTING PORTLAND, SMART, AND TRIMET (JN19-10-JUN)

BACKGROUND

What This Is:

The June 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting Portland, SMART, and TriMet. Four projects comprise the amendment bundle.

What is the requested action?

Staff is providing JPACT notification of the June 2019 formal amendment and requesting their approval recommendation to the Metro Council for Resolution 19-5001 to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

Added Notes:

- The June 7, 2019 Transportation Policy Alternatives Committee (TPAC) was cancelled. The June 2019 Formal Amendment bundle is proceeding directly to JPACT as a result. All other processing requirements are being completed in compliance with the MPO and USDOT MTIP amendment approved processes (e.g. 30-day public notice, development of staff report, supporting resolution, etc.). The four projects contained in the June 2019 Formal MTIP Amendment Bundle represent major technical corrections.
- Portland's East Portland Access to Employment and Education requires a construction phase increase to address ADA requirements and inclusion of a small Utility Relocation phase. Completion of the finding increase to the project needs to occur now to enable the construction phase the ability to obligate during mid-August.
- SMART's two projects are duplicates and are being removed from the MTIP as a correction. There is no FTA Section 5310 funding loss to SMART as a result.
- TriMet's Open Trip Planner project was included in the MTIP as a placeholder based on follow-on funding assumptions to their FFY 2017 Open Trip Planner project. However, funding is not directly required for FFY 2019 through this project allowing it to be cancelled now in the MTIP.

- Both SMART and TriMet’s project cancellation were determine through an annual project review during May with both agencies to update project grant approvals by FTA, required project slips and any needed project cancellations for the year.

The summary of the four projects is shown in the below table:

| Proposed June 2019 Formal Amendment Bundle | | | | | |
|--|-----------|-------------|--|--|---|
| Amendment Type: Formal/Full | | | | | |
| Amendment #: JN19-10-JUN | | | | | |
| Total Number of Projects: 4 | | | | | |
| ODOT Key # | MTIP ID # | Lead Agency | Project Name | Project Description | Description of Changes |
| 19297 | 70675 | Portland | East Portland Access to Employment and Education | At various locations in east Portland build and improve sidewalks, crossings, bus stops, bike facilities and other safety facilities to provide improved access to jobs, businesses, and education opportunities | COST INCREASE: The formal amendment adds approximately \$80,000 in support of a required UR phase and \$5.2 million of local agency funds needed to address the adjusted construction phase scope of activities. The adjusted scope includes an increase in the number of curbs that will be rebuilt than originally estimated. Additionally, the scope includes additional ADA ramp improvements which were not part of the original scope of work. The updated scope of work also requires an adjustment to the project limits. The scope changes result in a construction phase increase from the original estimate of \$4,165,184 to \$9,370,185. The net cost increase to the project equals a 54.8% increase and is above the cost threshold of 20% for administrative modifications. |
| 20865 | 70895 | SMART | SMART ADA Stop Enhancements (2019) | Bus stop enhancements | CANCELLED PROJECT: Upon the completion of their annual project reviews, SMART identified key 20865 as a duplicate project in the MTIP. The MTIP Manager and Region 1 STIP Coordinator confirmed SMART’s finding and authorized the project to be removed from the MTIP. There is no impact to SMART or the 5310 program as a result of the project cancellation in the MTIP. |
| 20863 | 70893 | SMART | SMART Mobility Management (2019) | Ride Wise Travel Trainer | CANCELLED PROJECT: Upon the completion of their annual project reviews, SMART identified key 20863 as a duplicate project in the MTIP. The MTIP Manager and Region 1 STIP Coordinator confirmed SMART’s finding and authorized the project to be removed from the MTIP. There is no impact to SMART or the 5310 program as a result of the project cancellation in the MTIP. |
| 20850 | 70893 | TriMet | Open Trip Planner | Add to current Open Trip Planner (OTP) other transit planning function to incorporate first/last mile connections by ride hailing and bike share. Already OTP supports connections to transit by bike | CANCELLED PROJECT: Upon the completion of their annual project reviews, TriMet identified Key 20850 as an unnecessary project they have not funded. Most likely, the project was included in the MTIP as a placeholder based on previous versions that was expected to carry-over into 2018 MTIP. However, upon developing their actual program of projects, Key 20850 was not included. The MTIP Manager and Region 1 STIP Coordinator confirmed TriMet’s assessment and authorized the project to be removed from the MTIP. |

Supplement Guidance as of June 4, 2019: Impact of ODOT's STIP Re-balancing Effort.

The four projects included in the June 2019 Formal MTIP Amendment are proceeding separately from the STIP project Re-balancing Effort. An annual transit project review occurred around the same time as the STIP Re-balancing Effort focusing on transit fund/grant approvals in FTA's Transit Award Management System (TrAMS) system, required project slips, delays implementing transit projects, and other issue such as inadvertent project programming duplications.

ODOT's STIP Re-balancing Effort is focusing on ODOT funded projects and Metro funded projects managed by ODOT's Local Delivery program. The focus on this review is to determine if project funding is sufficient, delivery schedules are accurate, determine and confirm which phase obligations will occur before the end of FFY 2019 (before September 30, 2019), and identify what project phases unfortunately must be slipped from 2019 to 2020. The STIP Re-balancing Effort is a corrective action due to the initial discovery of several ODOT projects were severely underfunded. The review then spread to include the Metro funded projects.

Currently one Metro project (Portland's East Portland Access to Employment and Education included this amendment bundle). If time permitted, ODOT Region 1 decided to allow the Metro funded projects to move forward separately through the normal amendment process.

Why ODOT identified the need for a STIP Re-balancing Effort: The period of May through June represents final project reviews and staging period for end of year phase obligations. During preliminary reviews of several bridge improvement projects, scoping and funding issues were identified for a few projects. The review then expanded to other ODOT funded projects to determine if similar funding issues or scoping problems were present. Two core reasons have been identified contributing to the scoping and funding issues. They include:

- **The Hot Economy:** The building and construction industry is still considered "hot" resulting in short-term inflationary cost increases on transportation projects. This has resulted in construction bids for major capital projects coming in above 30% of the project engineer's estimate. Some of the construction bid estimates have come in well over 50% of the engineer's estimate further exacerbating the funding shortfalls.
- **Project Scoping Issues:** As projects work through the National Environmental Protection Act (NEPA), they include the identification of required scope of work activities and the projection of cost estimates to assist in developing the final design and scope elements for the project. This portion of the federal delivery process is often simply referred to project development activities. The intent of project development is to identify the estimated project scope of work, potential barriers to delivery, possible mitigation requirements to offset delivery barriers, offer alternatives in alignment and construction, and determine project phase costs for delivery that can be five to six years in the future. Unfortunately, the project scoping/project development efforts applied to current ODOT STIP projects has not resulted in accurate cost estimates or complete scope of work requirements for numerous projects.

Where are we now?

As of June 4, 2019, ODOT regions have submitted the impacted projects requiring scope adjustments or cost increases to ODOT Salem for review and final actions. ODOT senior management will determine final decisions to cannibalize projects in order salvage other existing

projects and which projects are required to be slipped into the next STIP cycle. The review also includes FHWA who will provide additional conditions for the final approval changes. The final recommend changes are planned to proceed to the Oregon Transportation Commission (OTC) at their June 2019 meeting.



The MPOs will need to complete a summary verification that RTP consistency still exists and no major impacts to fiscal constraint or conformity/air quality will result. The level of review will depend upon FHWA direction to the MPOs. A second issue needing additional FHWA guidance is the process for the MPOs complete the required project amendments or administrative modifications, or both to ensure the MTIP and STIP maintain programming consistency and the proper documentation trail exists. Because of volume of project changes, both ODOT and the MPOs expect FHWA to grant a simplified amendment/administrative modification process to update the MTIP and STIP.

Assuming OTC approves the re-balanced 2018 STIP and no RTP consistency or fiscal constraint issues are present, plus the required amendment/administrative modification requirements are completed, Metro staff will bring forward the final project list to TPAC and JPACT at their July 2019 meeting as an information item for their review and discussion.

June 2019 Formal Amendment Project Summaries:

A detailed summary of the amended projects is provided in the tables on the following pages.

| Project 1: East Portland Access to Employment and Education | |
|--|---|
| Lead Agency: | Portland |
| ODOT Key Number: | 19297 MTIP ID Number: 70675 |
| Projects Description: | <p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: At various locations in east Portland build and improve sidewalks, crossings, bus stops, bike facilities and other safety facilities to provide improved access to jobs, businesses, and education opportunities. • Source: Existing MTIP project. • Funding: Metro RFFA awarded Surface Transportation Program federal funds plus local matching and local overmatching funds • Type: Active Transportation (Pedestrian and bicycle improvements) • Location: In east Portland - multiple sites for project improvements • Cross Streets: <ul style="list-style-type: none"> ○ 100s Neighborhood Greenway Alignment- Generally on 106th and 108th Ave from NE Tillamook St in the north south to Franklin St about 400 yards north of SW Powell Blvd along the 100s Neighborhood Greenway Alignment ○ Along the 150s Neighborhood Greenway Alignment from NE Halsey St south to Powell Blvd • Mile Post Limits: N/A - local arterials • Current Status Code: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.). • STIP Amendment Number: TBD • MTIP Amendment Number: JN19-20-JUN |
| What is changing? | <p>AMENDMENT ACTION: COST INCREASE & ADD UR PHASE:</p> <ul style="list-style-type: none"> • The amendment adds a new \$80,000 Utility Relocation phase to address utility issues not originally identified as part of the scope of work |

| | |
|--|--|
| | <ul style="list-style-type: none"> • Adds approximately \$5.2 million of local funds to the construction phase to address additional ADA requirements (construction of additional ramps to ADA specification) not originally identified as part of the scope of work. |
| <p>Additional Details:</p> | <p>With the additional local funding commitment, pedestrian and bikeway improvements will continue as the existing approved scope activities identified in the 100s and 150s Neighborhood Greenway Alignment areas.</p> <div style="display: flex; justify-content: space-around;">   </div> |
| <p>Why a Formal amendment is required?</p> | <p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, cost changes beyond the administrative modification threshold require a formal/full amendment. The additional \$5+ million results in a net cost change of 54.8% and is well above the 20% administrative threshold for cost changes.</p> |
| <p>Total Programmed Amount:</p> | <p>The total project programming amount increases from \$6,499,830 to \$11,768,129</p> |
| <p>Added Notes:</p> | <p>The addition of the UR phase and construction phase cost increase needs to first occur as a condition for the project to obligate the construction phase by mid-August 2019.</p> |


| | |
|---|---|
| <p>Project 2: SMART ADA Stop Enhancements (2019)</p> | |
| <p>Lead Agency:</p> | <p>SMART</p> |
| <p>ODOT Key Number:</p> | <p>20865</p> |
| | <p>MTIP ID Number: 70895</p> |
| <p>Projects Description:</p> | <p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: ADA related bus stop enhancements and improvements • Source: Existing MTIP project. • Funding: FTA Section 5310 federal funds |

| | |
|-------------------------------------|---|
| | <ul style="list-style-type: none"> • Type: Transit project. • Location: Various transit bus stops in and around the Wilsonville area • Cross Streets: N/A • Overall Mile Post Limits: N/A • Current Status Code: N/A – Project is a duplicate project. • STIP Amendment Number: TBD • MTIP Amendment Number: JN19-10-JUN |
| What is changing? | <p>AMENDMENT ACTION: CANCELLED PROJECT</p> <p>Each year Metro and ODOT complete a transit project review and status update concerning their current year programmed projects. The review asks SMART and TriMet:</p> <ul style="list-style-type: none"> • Identify which projects have been submitted for their Federal Transit Administration (FTA) grant approval in the FTA Transit Award Management System (TrAMS) • Identify which projects and how much grant funding was awarded via their TrAMS grant award which allows the federal funds to be considered obligated and also allows the agency to begin expending their FTA funds. • Identify which projects received only partial awards and need to carry-over their unobligated funds into the next federal fiscal year. • Identify project programming issues or needed clean-up actions • Identify any problems or trends involving the obligation of federal funds through the FTA. <p>Upon completion of their annual projects review, SMART identified two projects that appeared to be duplicate 5310 funded projects programmed in 2019. SMART requested the two projects be removed from the MTIP to avoid confusion over obligations and TrAMS grant approvals. Metro and ODOT’s review concurred with SMART assessment and Key 20865 and 20863 are being cancelled from the MTIP through this amendment. The project cancellation acts as a required technical correction to the MTIP</p> |
| Additional Details: | SMART’s authorized FTA section 5310 formula funds for FY 2019 is programmed in Key 19316 5310 FY 2018 Senior and Disabled: For Services and facility improvements for elderly and disabled customers |
| Why a Formal amendment is required? | Per FHWA/FTA/ODOT & the MPOs Amendment Matrix, cancelling and removing a project from the MTIP requires a formal/full amendment |
| Total Programmed Amount: | The total project programming amount decreases from \$68,454 to \$0 |
| Added Notes: | |

| | | | |
|-----------------------|---|-----------------|-------|
| Project 3: | SMART Mobility Management (2019) | | |
| Lead Agency: | SMART | | |
| ODOT Key Number: | 20863 | MTIP ID Number: | 70893 |
| Projects Description: | <p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Ride Wise Travel Trainer • Source: Existing MTIP project. • Funding: Federal FTA Section 5310 funds • Type: Transit • Location: N/A | | |

| | |
|-------------------------------------|--|
| | <ul style="list-style-type: none"> • Cross Streets: N/A • Overall Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: TBD • MTIP Amendment Number: JN19-10-JUN |
| What is changing? | <p>AMENDMENT ACTION: CANCELLED PROJECT (Duplicate Project)</p> <p>Project is consider a duplicate project and is being removed from the MTIP</p> <p>RideWise is an information program designed for senior adults (60+) or a person with a disability and live within the SMART area of service (primarily Wilsonville) that provides the “ropes of public transportation” to provide seniors and the disabled with a greater share of mobility and freedom.</p> <p>Participants in our RideWise program receive access to information, public transportation training, and support centered on the safe and independent use of public transportation which includes:</p> <ul style="list-style-type: none"> • Public transit info: Information is sometimes all it takes to get someone traveling independently on transit. We are at the ready to provide support and knowledge over the phone • Group transit trips: Group trips are designed to help people feel comfortable with the transit system in a social, relaxed environment • One-on-one travel training: Personalized, hands-on experience using our regional transit system • Support for educators: We provide technical assistance and support, which may include fare for staff, for those providing transit training in the classroom. <p>SMART delegates the RideWise travel training to Ride Connection who currently provides the bulk of the RideWise training. Ride Connection also provides the RideWise travel training program throughout the entire three county Metro region. Funding to Ride Connection is passed on from SMART’s regular FTA Section 5310 project in Key 19316. As a result, Key 20863 became an unnecessary duplicate project.</p> |
| Additional Details: | SMART’s authorized FTA section 5310 formula funds for FY 2019 is programmed in Key 19316 5310 FY 2018 Senior and Disabled: For Services and facility improvements for elderly and disabled customers |
| Why a Formal amendment is required? | Per the FHWA/FTA/ODOT/MPO Amendment Matrix, cancelling a project requires a formal/full amendment |
| Total Programmed Amount: | The total project programming amount decreases from \$39,607 to \$0 |
| Added Notes: | |

| | |
|-----------------------|---|
| Project 4: | |
| Lead Agency: | TriMet |
| ODOT Key Number: | 20850 MTIP ID Number: 70936 |
| Projects Description: | <p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Open Trip Planner • Source: Existing MTIP project. |

| | |
|--|---|
| | <ul style="list-style-type: none"> • Funding: Federal FTA Section 5312 funds • Type: Transit • Location: N/A • Cross Streets: N/A • Overall Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: TBD • MTIP Amendment Number: JN19-10-JUN |
| <p>What is changing?</p> | <p>AMENDMENT ACTION: CANCELLED PROJECT (Unnecessary Placeholder)</p> <p>Key 20850 was added to the 2018 MTIP with the intent for possible follow-on activities. However, TriMet’s annual project review determined the placeholder was not required and has requested the project removed from the MTIP</p> <p>OpenTripPlanner (OTP) is an open source, multimodal trip planning system that is collaboratively developed by a team from across the world. Initially coordinated by OpenPlans and TriMet, the OTP Project was first funded through a Metro 2009–2011 Regional Travel Options Grant.</p> |
| <p>Additional Details:</p> | <p>TriMet was one of eleven grant recipients of the Federal Transit Administration’s (FTA) Mobility on Demand (MOD) Sandbox Project. The program is designed to provide the public transportation industry with a better understanding of how to adapt to the rapidly changing mobility marketplace. TriMet proposed to extend our existing multimodal trip planner to include private mobility service providers. As a result, TriMet is the first US transit agency to release a multimodal trip planner that incorporates shared-use mobility service providers, including BIKETOWN, car2go, Lyft (pilot only participation), Uber and Zipcar. This is a fundamental step towards providing our customers with convenient, personalized door-to-door travel options.</p>  <p>The new trip planner is designed to be easily replicated by transit agencies in other cities. Because it uses open source technology and open data, including OpenStreetMap, other transit agencies can quickly adjust the trip planner for their system. TriMet can then benefit from improvements other agencies make and incorporate them into our trip planner.</p> |
| <p>Why a Formal amendment is required?</p> | <p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, cancelling a project requires a full/formal amendment to the MTIP</p> |
| <p>Total Programmed Amount:</p> | <p>The total project programming amount decreases from \$14,779 to \$0</p> |
| <p>Added Notes:</p> | |

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

| 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. |

- Is eligible for special programming exceptions periodically negotiated with USDOT as well.
- Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

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

| <u>Action</u> | <u>Target Date</u> |
|---|------------------------------|
| ● Initiate the required 30-day public notification process..... | June 4, 2019 |
| ● TPAC notification and approval recommendation..... | N/A (June meeting cancelled) |
| ● JPACT approval and recommendation to Council..... | June 18, 2019* |
| ● Completion of public notification process..... | July 3, 2019 |
| ● Metro Council approval..... | July 11, 2019 |

Notes:

* Final amendment composition is dependent upon upcoming direction from FHWA concerning the ODOT STIP Re-balancing Amendment processing instructions

USDOT Approval Steps:

| <u>Action</u> | <u>Target Date</u> |
|---|--------------------|
| ● Metro development of amendment narrative package | July 15, 2019 |
| ● Amendment bundle submission to ODOT for review..... | July 16, 2019 |
| ● Submission of the final amendment package to USDOT..... | July 16, 2019 |
| ● ODOT clarification and approval..... | Early August, 2019 |
| ● USDOT clarification and final amendment approval..... | Mid-August, 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:

Staff recommends JPACT approve Resolution 19-5001 and recommend Metro Council approval of Resolution 19-5001 to enable submission to USDOT for final approval and programming updates to the 2018-21 MTIP.

Attachments: None

4.2 Consideration of May 16, 2019 Minutes

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, June 20, 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

May 16, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Nina DeConcini
Craig Dirksen
Tim Knapp
Roy Rogers
Bob Stacey
Jessica Vega Pederson
Denny Doyle
Paul Savas
Karylenn Echols

AFFILIATION

Metro Council
Oregon Department of Environmental Quality (ODEQ)
Metro Council
City of Wilsonville, Cities of Clackamas County
Washington County
Metro Council
Multnomah County
City of Beaverton, Cities of Washington County
Clackamas County
City of Gresham, Cities of Multnomah County

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Bernie Bottomly
Mandy Putney
Chris Warner
Emerald Bogue
Bart Hansen
Jef Dalin

AFFILIATION

TriMet
Oregon Department of Transportation
City of Portland
Port of Portland
City of Vancouver
City of Cornelius, Cities of Washington County

OTHERS PRESENT: Theresa M. Kohlhoff, Sharon Nasset, Denise Barret, Jamie Huff, Frank Bubenik, Jeff Gudman, Arlene Kimen, Cindy Pederson, Erin Wedrdell, Garet Prior, Jeff Owen, Kari Scholoshamer

STAFF: Margi Bradway, Tom Kloster, Jamie Snook, Dan Kamp, Lisa Hendricks, Elissa Gertler, Tyler Frisbee, John Mermin, Nathan Sykes, Ernest Hayes, Sara Farrokhzadian, Marlene Guzman, and 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

Ms. Sharon Nasset, Third Bridge Now: stated that individuals were worried about converting to electric cars. She raised concerns that individuals may be taxed for charging their car and considered outlets for where cars could be charged. She suggested that the taxes raised from electric vehicles could be used for road development. Ms. Nasset provided details on charging stations and urged JPACT to embrace electric vehicles.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Craddick summarized JPACT's trip to Washington D.C. and highlighted the support received from the Congressional Delegation. She said that the delegation emphasized the importance of unity within the region and to focus on major priorities. She said that earmarks would be present and that Chair DeFazio indicated that there may be congressional spending. She described meetings with transportation staff where the Abernathy Bridge was discussed. She said that the administration wanted districts to carry more funding responsibility. Chair Craddick stated the support JPACT received from the State Legislature and highlighted work being done on a regional package. She spoke to the need for local agreement.

Mr. Bernie Bottomly discussed a meeting with an active administrator and their appreciation of the work conducted by Metro and the delegation.

Jessica Vega Pederson stated that it was the first JPACT trip she participated and expressed excitement over speaking with the delegation. She noted that the trip would help set the stages for future success.

Mayor Denny Doyle mentioned that individuals were surprised at how united the region was.

Commissioner Paul Savas appreciated the different perspective he gained from the trip and highlighted that Metro was not alone in the issues they were facing. He indicated that construction costs were continuing to increase due to the shortage of workers. He said there needed to be human infrastructure to build projects. He then discussed his testimony on a bill that would fund I-205 or and Abernathy Bridge.

Commissioner Roy Rogers thanked Chair Craddick for her leadership throughout the trip. He expressed interested in ODOT Region One and announced that the director of Land Use Transportation was leaving in June 2019. He said that there would be national searches to fill the position.

Mayor Knapp said that the agreement was to devise a plan that would fund a project. He expressed interest in learning what elected officials thought of reauthorizing the fast tax, stating that there might be an opportunity to move things forward.

Mr. Warner mentioned that Senator Ron Wyden emphasized the need to move quickly and provide adequate communication.

Ms. Emerald Bogue thanked those who helped organize and carry out the trip.

Ms. Margi Bradway mentioned that there would be a going away party for Mr. Singelakis.

Chair Craddick spoke to the challenges of working as one united voice. She then thank staff members for their efforts in organizing the event.

4. CONSENT AGENDA

MOTION: Commissioner Rogers moved and Councilor Stacey seconded to adopt Resolution No. 19-4979 and the April 18, 2019 Minutes

ACTION: With all in favor, motion passed.

Mayor Knapp moved to remove Resolution No. 19-4993 from the consent agenda, Commissioner Rogers seconded.

Member discussion included:

Mayor Knapp conveyed that the memo listed over 100 projects that were out of scope. He recalled that JPACT was supposed to be informed by the federal government as to how they would proceed with the funding. He expressed concern that there were over 100 projects that were not fully funded. He said that, due to financial shortcomings, projects could not be significantly realized. Ms. Mandy Putney stated that ODOT was conducting an audit and review of the scope and budgets for the 18-21 STIP. She then stated that this information would be presented to the OTC in the following month. She acknowledged that she did not have information on the FHWA feedback. She highlighted that the memo offered program areas that needed to be reviewed and revised. Ms. Putney said that more information on the impact to the region would be available the following month. Mayor Knapp said the memo indicated six projects that were contained within the proposed amendment and that certain funds would be shifted to accommodate other projects. He clarified if the memo included the potential impact of the entire review and rebalance process Ms. Putney said that the projects would have been brought to JPACT regardless of the rebalancing effort. Mayor Knapp asked if individuals understood the magnitude of the 100 projects. He asked if those projects would be deferred or revised. Ms. Putney stated that there was no information available on the topic.

Ms. Margi Bradway indicated that, from an MTIP standpoint, there were no substantive changes to the projects. Mayor Knapp said that the region may face a significant number of shortages. Ms. Putney stated that this conversation was occurring at the statewide level and mentioned the need to have more conversations. Mayor Knapp clarified when the review would be completed.

Commissioner Savas said the memo was also related to housing. He conveyed that the cost of construction was increasing due to the shortages of workers. He said that making an adjusting or adding scope to the projects would come with substantial risk.

MOTION: Mayor Knapp moved and Commissioner Savas seconded to adopt Resolution No. 19-4993.

ACTION: With all in favor, motion passed.

5. INFOTMATION/DISCUSSION ITEMS

5.1 T2020 Transportation Regional Investment Measure

Commissioner Jessica Vega Pederson stated that she co-chaired the Transportation Taskforce which advised what corridors the transportation measure should focus on as well as what projects and what region-wide investments needed to be made. She remarked that the taskforce had decided on what values to center on and was in the process of tearing different corridors. She explained that once Metro votes, the corridors would then be given to local area teams. Commissioner Pederson thanked Metro staff for their work and said that individuals on the taskforce were approaching the work with lots of dedication and passion. She highlighted that the advisory committee consisted of a diverse group of individuals. She spoke to the large amount of work that needed to be done as well as excitement over the projects.

Ms. Tyler Frisbee recalled that in January 2019, the Council discussed what path the RTP measure should take. She said the Council took the lead on the project and did immense work discussing their values and preferred structure. She said that rather than discussing a multitude of projects, she recommended that JPACT consider major places in the region that move people and how to improve such areas. She stated that the corridor approached needed to serve as a backbone to the measure then addressed the need for safe routes to school programs. She emphasized that the process should increase enthusiasm and was the reason for the creation of the taskforce.

Ms. Frisbee said that taskforce was considering what places move a lot of people and how may the needs of this region be met. She outlined the timeline for the process, mentioning that in May 2019 a recommendation would be created. She said that Council valued the direction and that considerations were grounded in the RTP and the Climate Smart Strategy. She emphasized that the plan was rooted in racial equity.

Mr. Andy Shaw spoke to preliminary corridors that had the most congestion and the largest opportunity to increase transit access. He said that the taskforce was asked to add additional corridors in an effort to get ahead of the growth. He said that staff was now working on narrowing the list of areas using data as well as general knowledge and experience. He asked that JPACT consider the connection between various issues to help the taskforce in their decision making process. He said that nine or ten corridors would be provided to the Council and would then be tiered. He said that Tier 1 would be a high potential corridor to advance outcomes and project readiness. Mr. Shaw identified Tier 2 as less of a potential and could be further developed and included in the package, or specific improvements could be funded through the programs. He then said that Tier 3 projects had the least amount of potential and that specific improvements could be funded through the programs.

Mr. Shaw provided a timeline of the task force process. He said that the upcoming summer would be focused on additional projects and that fall 2019 would provide time to discuss more of the project concepts.

Member discussion included:

- Councilor Karylinn Echols thanked staff for their efforts throughout the process and explained what challenges were being addressed. She then expressed concerns over classifying eight to ten projects as top tier.
- Ms. Putney required clarification on the timeline of the projects. Mr. Shaw said that conversations would occur earlier in the timeline, however more information on projects from the local investment team process was required.
- Commissioner Savas mentioned that the lack of communication across jurisdictions may pose issues. He suggested that Metro help facilitate conversations across counties regarding different projects occurring in the region. He mentioned that the group could participate in various tours either on 82nd avenue or survey different facilitates for bike and pedestrian transportation. He emphasized the need to prioritize areas where there was less development rather than investing in areas where there were already structures in place. Ms. Frisbee mentioned that tours would take place in July 2019.
- Mayor Knapp highlighted the issues of considering future problems and discerning where planning needs to occur. He said that there needed to be more emphasis on how transportation systems were interconnected. He added that while there was a lot of transportation data available, decision-making was not purely analytical.
- Ms. Bogue thanked Metro staff and the Council for their work. She said that in order for future planning efforts to be successful, there needed to be a way to collect funds and ensure that the plan was in alignment with the voters. She then inquired about issues regarding revenue. Mr. Shaw stated that there discussion regarding the local government's ability to raise revenue. He indicated that there were several constraint areas, but was hopeful that there would be more conversations dealing with raising revenues.
- Mayor Doyle thanked staff and asked if Oregon Route 212 was the subject of public testimony. Mr. Shaw said that there were many individuals protesting and highlighted the passion of each testifier discussing climate change. He said that more testing needed to be done to ensure that climate efforts were efficient.

5.2 Regional Emergency Transportation Routes

Ms. Denise Barrett spoke to the largeness of the region and mentioned that the Metro region oversaw 2.4 million people. She stated that the Regional Disaster Preparedness Organization (RDPO) was founded on a regional vision process that occurred in 2009 wherein Metro was a member. She recalled in that 2014 to 2015, jurisdictions signed an intergovernmental agreement. She highlighted partnerships with the private sector, contributing members, and special districts.

Ms. Barrett stated that the RDPO consisted of local organizations in coordination with one another. She said that organization took a regional perspective on issues but also highlighted the importance of local problems as well. She emphasized that disasters did not respect jurisdictional boundaries and that RDPO decision were largely made through consensus. She described the meaning of "whole community" as creating an inclusive and respectful community that considered different needs. She indicated that the national preparedness goals helped focus RDPO's issues and stated that the organizations often

received funds from the federal government. She mentioned that the organization had \$10 million in active funding. She described how the preparedness goals was broken into five mission areas: prevention, protection, mitigation, response, and recovery. Ms. Barrett stated that, in order to support a collaborative effort, there needed to be multiple committees dealing with the following focus areas: policy, steering, program, work groups, and task forces.

Ms. Kim Ellis highlighted the original routes identified by the RDPO were targeted for the following types of emergencies: rapid damage assessment, debris clearance, and life-saving and life-sustaining response activities. She said that the goal of designated the routes was to improve the region's emergency preparedness and minimize loss of life and property in the event of a major disaster, particularly a major earthquake. She mentioned that designating these routes also elevated these routes as priorities for mitigation. Ms. Ellis discussed that criteria used in the 1990s to select state routes. She mentioned that such routes were relatively flat with low landslide potential and served large populations. She added that routes were last updated in 2005 and that there was an opportunity to reexamine those routes in the Regional Transportation Plan (RTP) update.

Ms. Ellis conveyed the progress of the regional emergency transportation routes update. She mentioned that work was accomplished in partnership with Portland State University (PSU), where a graduate assistant was assisting in background research. She mentioned that there were many reports published which reviewed the State's lifeline routes. She said research was being done in order to determine what routes should be invested in, updated, or retrofitted. She said that in 2018, the City of Portland developed a transportation recovery plan which would be used as a starting point. She said that an updated map would be provided and that there needed to be continued collaboration and partnership. She said that the presentation was meant to be an opportunity to learn more about the importance of emergency routes.

Ms. Ellis reviewed the timeline and conveyed what work would be accomplished in fall 2019. She stated that JPACT input would be required before the recommendations approached the Council. She then summarized the next steps for the plan.

Member discussion included:

- Ms. Bogue expressed interest in the emergency routes that led to the Portland airport. She then explained that that Portland airport was built on sand and was prone to liquefaction. She highlighted that there was no seismically upgraded airport runway in the United States. She said that there would be more conversations on how the airport can accommodate a major disaster.
- Commissioner Pederson mentioned that the Burnside Bridge was designated as a lifeline routes in the 1990s and highlighted the need to conduct mitigation efforts along that route. She urged JPACT members to also consider what work was being accomplished by other jurisdictions regarding seismically upgraded structures. Ms. Barrett said that there was more integration in planning efforts and added that

there was outdated earthquake impact data. She added that new data showed new building stocks and that taking a system approach was the most effective method to protect against disasters.

- Councilor Dirksen thanked presenters for their overview and was pleased to hear that there was an updated process. He asked whether updates to the Burnside Bridge were necessary given that the newly construct Tilikum Crossing was built to earthquake standards. Mr. Bottomly clarified that only certain parts of the Tilikum Crossing were updated. Ms. Ellis added that the Burnside Bridge was identified as a lifeline routes because it connected numerous streets and had fewer landslide potentials. She emphasized that the purpose of the presentation was not to question the updates to the Burnside Bridge, but rather to discuss was work was being carried out.
- Mayor Knapp said that routes needed to maintain connection to the outside world. He recalled his testimony in Salem regarding the Boon Bridge, which included seismic hardening. He said that in Wilsonville, \$3.5 million was needed to accomplish updates to the plan. Mayor Knapp relayed the importance of providing numerous lifelines and connections to the outside world during natural disasters and emphasized the importance of upgrading the Boon Bridge. He wondered if transportation projects were connected to transportation resiliency and recovery. Ms. Barrett mentioned that the State Resiliency Officer secured RWRAP projects which considered multimodal transportation. Mayor Knapp recalled Congressman DeFazio's discussion on congressionally directed funding and updates to seismically updated corridors.
- Councilor Stacey highlighted infrastructure challenges and the difficulty of pulling away from other projects. He provided a personal anecdote on preparing for a natural disaster by refinancing his home. He spoke to the significance of the regional disaster planning and expressed gratitude for the presentation.
- Commissioner Savas spoke to resiliency and different lifeline routes. He mentioned the need to identify key hubs and that populations in Clackamas County needed to have an accessible route.

5.3 TV Highway Corridor Plan

This agenda item was rescheduled to the June 20, 2019 JPACT meeting due to time constraints.

6. ADJOURN

JPACT Chair Craddick adjourned the meeting at 9:00 AM.

Respectfully Submitted,



Sima Anekonda
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF May 16, 2019

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|------|---------------|----------|--|--------------|
| 5.1 | Presentation | 5/16/19 | #getmoving2020 Presentation | 051619j-01 |
| 5.2 | Presentation | 5/16/19 | Regional Emergency Transportation Routes Update Presentation | 051619j-02 |

5.2 Metro Safe Routes to School Program Update

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, June 20, 2019
Metro Regional Center, Council Chamber

Memo

Date: Thursday, June 13th, 2019
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Noel Mickelberry, Metro Safe Routes to School Program Coordinator
Subject: Metro Safe Routes to School Program Update

In 2016, JPACT & Metro Council allocated \$1.5 million through the 2019-2021 Regional Flexible Fund Allocation to create a regional Safe Routes to School program. The purpose of this memo is to provide an update on program development to date, and what to expect over the next three years of implementation.

What is Safe Routes to School?

Safe Routes to School (SRTS) is a national movement that aims to make it safer and easier for students to walk and roll to school. The most successful Safe Routes to School programs incorporate the Six E's: Evaluation, Education, Encouragement, Engineering, Enforcement, and Equity. While Equity stands alone as its own E, it's also critical to build equity into each aspect of a comprehensive Safe Routes to School program.

Background + Policy Direction

Since 2015, there has been growing support for increased investment in Safe Routes to School in the Portland Metro region. This is in part due to a decrease in federal funding for the program nationally, as well as a recognition that active school trips are a key component of student success and contribute to a healthier and more connected community for all.

In response to the \$1.5 million funding allocation within the 2019-2021 Regional Flexible Funds, Safe Routes to School was incorporated into the 2018 Regional Travel Options Strategy. The RTO Strategy policy direction includes implementation of a regional Safe Routes to School program (non-infrastructure) with the following program elements:

- Grant funding dedicated to local, community-based Safe Routes to School activities that connect youth to education and encouragement opportunities related to school travel, with an emphasis on Title I schools or equivalent¹.
- One full-time Safe Routes to School Program Coordinator at Metro to manage grants and collaborate with local coordinators, state partners, and community groups across the region to advance SRTS.
- Technical assistance funds to support program development, implementation, and evaluation. These funds will be prioritized based on local SRTS program needs and an analysis of needs in school communities without dedicated SRTS staff. Funding may support the creation of template materials, best practice research, or data collection support.

Metro SRTS Program Development

In addition to the RTO Strategy, Metro developed a Regional SRTS Framework that analyzed the existing programs and funding in the region, the needs & gaps identified by local programs, and an analysis of all schools in the region based on safety, equity & impact. Based on this Framework and the policy direction of JPACT & Metro Council, Metro staff have developed the following SRTS Program Vision & Goals to guide program activities over the next three years:

¹ Title I schools receive federal funds to support low-income student educational goals. Many schools may not fully qualify for federal funds, but serve a similar population of students. Metro's SRTS Program Goals broaden this to include a focus on students of color and students with disabilities.

Metro SRTS Program Vision: We envision a region where all kids and youth are able to safely, affordably and efficiently access school & their community by walking and rolling².

Metro SRTS Program Goals:

- SRTS programs in the region are effective, inclusive & sustainable.
 - Strategies to reach this goal include developing a coordinated communications plan, supporting networking & collaboration between SRTS coordinators, and prioritizing technical assistance funding.
- SRTS programs prioritize equitable outcomes for students of color, low-income students, and students with disabilities.
 - Strategies to reach this goal include reducing barriers to accessing SRTS funding, developing relationships in target school communities & supporting grantees in developing culturally appropriate programming.
- SRTS is integrated into state, regional, and local policy priorities to support programs and invest in safety improvements
 - Strategies to reach this goal include integrating SRTS into education standards & practices, facilitating policy development with local coordinators & supporting investment in infrastructure that improves safety for kids walking and rolling.

19-22 RTO SRTS Grantees

As a part of the Regional Travel Options Grant process, \$900,000 was dedicated to Safe Routes to School. Metro's Safe Routes to School Program Coordinator will serve as grant manager and work with grantees on the implementation of their program in alignment with the goals listed above.

² 'Walking and rolling' is language used to be inclusive of all types of active trips, including the use of mobility devices, bicycles, busses, scooters, skateboards, etc.

5.3 Regional Travel Options Grant

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, June 20, 2019
Metro Regional Center, Council Chamber

Memo

Date: Wednesday, June 12, 2019
To: JPACT and interested parties
From: Dan Kaempff, Principal Transportation Planner
Subject: 2019-22 Regional Travel Options Grant Outcomes

Purpose

Provide JPACT with an update on the results of the 2019-2022 Regional Travel Options (RTO) grant-making process.

Background

RTO works to increase people's awareness of non-single occupant automobile options and to make it easier to use those options. The RTO program maximizes the return on the region's investments in transit service, sidewalks and bicycle facilities by encouraging travel using these modes through education of their personal and economic benefits. It also helps to reduce demand on the region's streets and roads, thus mitigating auto congestion and reducing greenhouse gas emissions.

RTO is the region's transportation demand management (TDM) program and is a component of the Congestion Management Process. The RTO program supports the regional land use and transportation policy framework envisioned in the 2040 Growth Concept, and further defined through the Regional Transportation Plan (RTP). The program also supports the direction given through Oregon Highway Plan Policy 1G.1 which identifies demand management as an initial step in protecting the functionality of the existing highway system.

The RTO program is funded through the Regional Flexible Funds. In 2017, JPACT and Metro Council increased funding to the RTO program as part of the 2019-21 Regional Flexible Funds Allocation (RFFA). \$250,000 was added to respond to recommended actions identified in the Climate Smart Strategy, and \$1.5 million was added to create a regional Safe Routes to School program to fund education and outreach efforts in schools. Total amount of Regional Flexible Funds allocated to the RTO program for fiscal years 2020, 2021 and 2022 is \$9.29 million.

Since 2003, the RTO program has been guided by a strategy document that builds upon RTP policy to specify the program's purpose, goals and objectives. It also defines Metro's role to coordinate and support the work of cities, counties, transit agencies, non-profit community organizations and other partners. In addition to administrative, technical and collaboration support, the program allocates grant funds to projects that support the region's RTO policy, goals and objectives. This policy direction was updated in the 2018 Regional Travel Options Strategy, adopted by Metro Council on May 24, 2018 (Resolution 18-4886).

Program performance

The RTO program conducts an evaluation of what the program's investments are achieving in terms of progress towards regional and programmatic goals. The most recent program evaluation covered work done during the 2013-2016 timeframe. The complete report is available at oregonmetro.gov/travel-options-research. A few highlights are as follows:

- 58 million VMT of commuter trips eliminated annually; 6 million fewer auto trips
- 250,000 employees engaged in commute trip reduction programs
- 28,000 metric tons of GHG reduced annually
- Of people participating in RTO-funded commuter programs, 6.6% walk and bike to work; 13.3% take transit to work regionwide (compared to 5.5% walk/bike, 6.3% transit regionwide¹)
- 119,000 Sunday Parkways participants (2015)
- Individualized Marketing projects:
 - Cedar Hills: drive alone trips went from 63.8% to 62.6%; transit use increased from 7.6% to 9.5%
 - PCC Southeast Campus: drive-alone trips decreased from 29.3% to 27.9% among participants; bicycling trips increased from 13.4% to 21.3%
 - Milwaukie: drive-alone trips decreased from 65.6% to 60.5%; MAX usage increased from 0.7% to 4.4%; walking increased from 6.6% to 10.1%
- Wayfinding projects make it easier, more attractive and safer to walk and bicycle. Surveys and observed data indicate increases in these modes following installation of these signs and other directional devices. (Tigard, THPRD, Clackamas Regional Center)

Grant categories

The 2018 RTO Strategy identified refinements and updates to the program's grant categories. These new and updated categories are aimed at improving the program's overall performance and expanding its reach, particularly to communities of color and other underserved communities. A description of each category is as follows:

Core Partner – Three-year grants, for long-standing partners with fully developed RTO programs. This funding is intended to create and sustain ongoing, successful programs. Funding is awarded on a non-competitive basis, but grantees are committed to a long-term programmatic effort and must meet advanced performance standards.

Emerging Partner – This grant category focuses on expanding the reach of the RTO program. It funds activities that help partners in creating a plan for doing RTO work, and expanding their capacity to develop and deliver programs that align with the RTO program mission and goals. The overall intent is to create more partners that meet the qualifications of the Core Partner level.

Note: A total of five organizations submitted proposals in this category. The original intent was to award funding on a competitive basis. After evaluation of the proposals, it was determined that taking a more flexible approach to supporting partners in this category was in the best interests of the program. In pursuit of helping to expand the program and build partner capacity, Metro is awarding a direct grant to Oregon City to support their continued development and implementation of their downtown TDM strategic plan. The other four applicants in this category have been offered consultant support (via an on-call contract with Metro) to do further planning to prepare their organizations for expanding their RTO-related work.

Infrastructure/Innovation – This category is aimed at supporting partners' outreach work, installing supportive infrastructure² needed to help people use active transportation modes, and to test new technology and other new methods of innovative public engagement focused on reducing auto use.

¹ 2016 American Community Survey data

² Infrastructure projects are limited to investments which a.) assist people with finding their way along walking or cycling routes, and b.) provide end-of-trip facilities such as bicycle parking or repair stations.

Funding is awarded on a competitive basis. \$350,000 is available for each of the three fiscal years (2019, 20, 21).

Safe Routes to School – (Please refer to the staff memo provided separately in the meeting materials for details about this category.)

Marketing – Metro manages projects on behalf of RTO partners for creative work and production of materials needed to support their work. Awards are in the form of payments to Metro’s contracted vendors in exchange for services provided for the grantee. Metro will handle payment of vendors on the grantee’s behalf. A new round of applications opens each January through 2021.

Sponsorships – These are small grants (under \$3,500) intended to help with partners’ event production expenses or for small items to support outreach efforts. Funding is awarded on semi-annual basis; as such applications or awards have not yet been completed. The application process will be open in July and January of the three upcoming fiscal years).

Grant awards

| Applicant | Project | Amount |
|--|---|--------------------|
| Core Partner | | |
| City of Portland | Smart Trips, Connected Communities | \$945,000 |
| City of Wilsonville (SMART) | SMART Options Program | \$300,000 |
| Clackamas Comm. College | CCC Core Partner Grant | \$150,000 |
| Community Cycling Center | CCC Core Partner Grant | \$150,000 |
| Explore Washington Park | Diversity, Equity, and Inclusion Program | \$150,000 |
| Go Lloyd | Communications and Outreach Plan | \$150,000 |
| Oregon Walks | Building Capacity Through Open Streets | \$150,000 |
| Portland Community College | Expanding Commuting Options (ECO) | \$150,000 |
| Ride Connection, Inc. | RideWise Travel Training Program | \$300,000 |
| The Street Trust | Bike More Challenge | \$150,000 |
| TriMet | TriMet Employer Outreach Program | \$1,200,000 |
| Westside Transp. Alliance | Promoting Travel Options in Wash. Co | \$300,000 |
| | Total Core Partner: | \$4,095,000 |
| Emerging Partner | | |
| Oregon City | Downtown TDM Plan Implementation | \$150,000 |
| Planning support to four additional applicants | | \$300,000 |
| | Total Emerging Partner: | \$450,000 |
| Innovation & Infrastructure | | |
| City of Gresham | Gresham Rockwood Bike Route | \$59,887 |
| City of Gresham | Wy'East/Gresham-Fairview Trail Wayfinding | \$29,053 |
| Clackamas County | Oak Grove Bicycle Parking | \$9,041 |
| p:ear | p:ear Bike Works | \$180,000 |
| Ride Connection, Inc. | Mobility Management Services | \$78,390 |
| | Total Innovation & Infrastructure: | \$356,371 |

Materials following this page were distributed at the meeting.

| Applicant | Project | Amount |
|------------------------------|--|---------------------|
| Safe Routes to School | | |
| Beaverton School District | Beaverton School District SRTS Program | \$150,000 |
| City of Hillsboro | City of Hillsboro SRTS Program | \$80,000 |
| City of Portland | Parkrose SD SRTS/Vision Zero for Youth | \$80,000 |
| City of Tigard | Tigard-Tualatin Schools SRTS | \$150,000 |
| Clackamas County | Clack Co SRTS Program Coordinator | \$120,000 |
| Community Cycling Center | Community Based SRTS | \$80,000 |
| Multnomah County | East Mult. Co SRTS Program | \$240,000 |
| | Total Safe Routes to School: | \$900,000 |
| Marketing | | |
| City of Portland | Metrowide Safety Marketing Campaign | \$50,000 |
| Lake Oswego Sust. Network | Carpooling Campaign | \$35,000 |
| Portland State University | Stages of Change Communication Plan | \$30,000 |
| Ride Connection | Travel Options Marketing Materials | \$25,000 |
| The Street Trust | Marketing Outreach | \$50,000 |
| | Total Marketing: | \$190,000 |
| | | |
| | Total 19-22 RTO Grants: | \$ 5,691,371 |



TV Highway Corridor

JPACT
June 20, 2019



Washington County
Department of Land Use & Transportation



TV Hwy project development

- Corridor vision
- Community and partner engagement to identify projects
- Prioritized list of cost-estimated projects
- Project delivery strategy

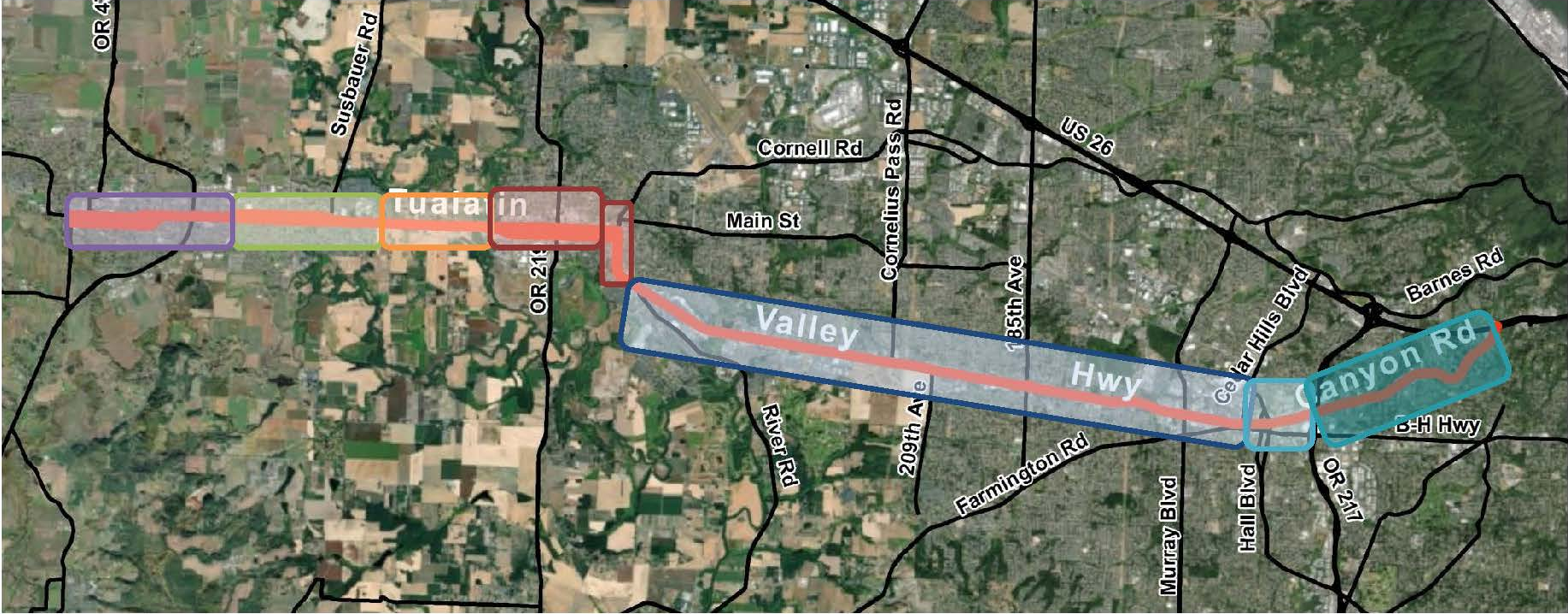
Projects ready for regional funding package in 2020 or other funding sources



Builds on previous efforts and outreach

- TV Hwy Corridor Plan
- Aloha-Reedville Livable Community Plan
- Aloha Tomorrow
- Moving Forward TV Highway
- Beaverton, Cornelius, Forest Grove, Hillsboro TSPs and studies

TV Hwy overview



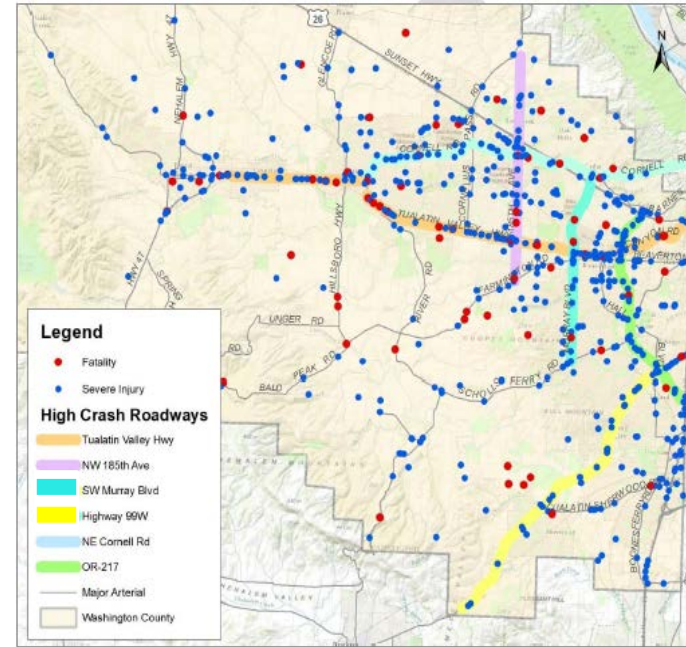
Draft Corridor Vision

A corridor where all people and goods can travel safely and efficiently, where more people use transit, and where affordable and equitable housing and businesses are supported.



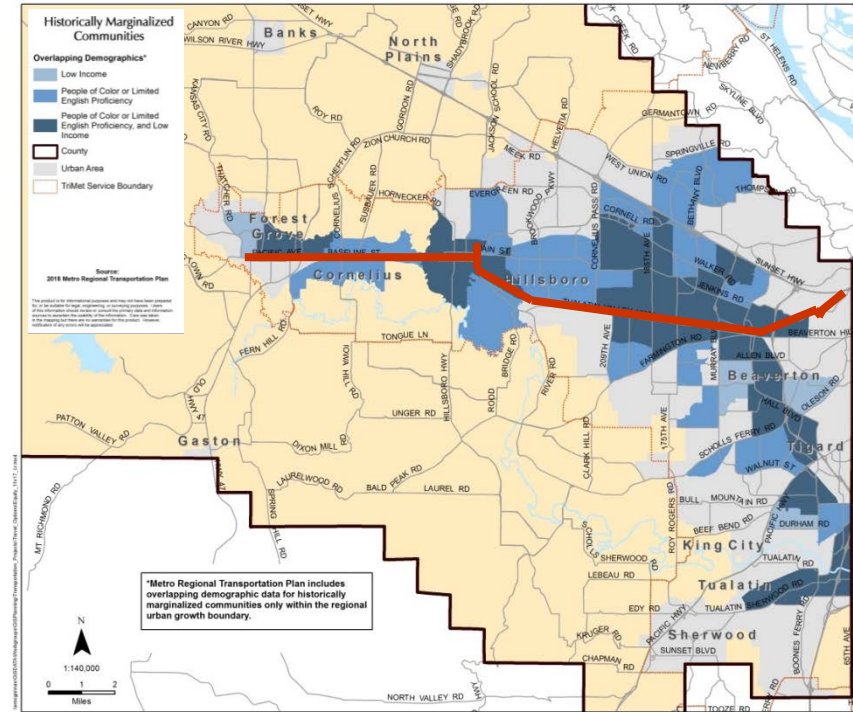
✓ Improve safety

- High-crash corridor
- Gaps in bike lanes, sidewalks, lighting and protected crossings accessing transit
- 84% of pedestrian crashes occurred within 250 feet of bus stops



✓ Support low-income and communities of color

- 45 percent of the population within corridor is below 200 percent of the poverty line
- Hispanic/Latino residents are the dominant people of color group



✓ Make it easier to get around

Challenges

- Transit travel time is more than twice that of auto
- TV Hwy 35-40K vehicles/day
- North-south volumes to grow 40% by 2040



Potential solutions

- Strategic intersection and roadway improvements
- Improved bus stops
- Transit priority

✓ Protects clean air

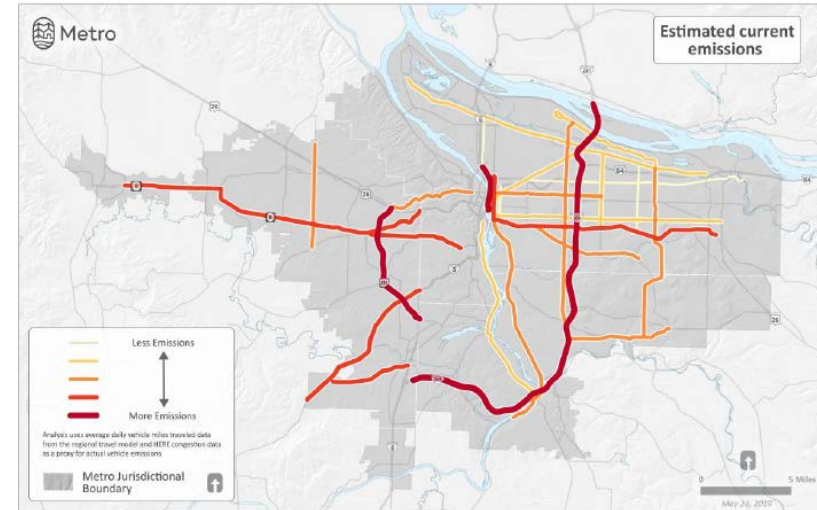
Line 57 carries around 7,200 riders/day

Challenges

- Major congestion

Potential solutions

- Priority transit investments (up to 3x increase in transit ridership by 2040)
- Complete bike and walk network
- Improve system operations



✓ Support economic growth

- Preserve regional and freight mobility
- Designated freight route
- Connects major employment, commercial and residential centers
- Supports transit-oriented development



✓ Leverage regional and local investments

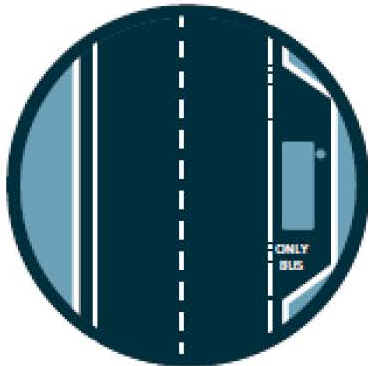
- Support compact, affordable and transit-oriented development
- Coordinates planning efforts and investments of local and regional partners



Elements to be considered



- **BUS STOP AMENITIES INCLUDING:** Near-level boarding, all-door boarding, off-board fare payment, real time information
- **ACCESS IMPROVEMENTS INCLUDING:** Separated sidewalks, enhanced crossings, improved lighting, and protected and separated bike lanes
- **BUS PULLOUTS**
- **TRANSIT SIGNAL PRIORITY:** Providing improvements to transit service speed and reliability



Forest Grove project concepts

- Safe and reliable travel for all users
- Better access to transit
- Walking and bicycling improvements
- Better streetscape



Forest Grove, Oregon

Image capture: Sep 2018 © 2019 Google

Cornelius project concepts

- Intersection improvements
- Lighting
- Sidewalks
- Raised median at warranted locations
- Pedestrian crossings



Cornelius, Oregon

Image capture: Sep 2018 © 2019 Google



Image capture: Sep 2018 © 2019 Google

Council Creek Regional Trail

- Rural segment
- Provide safe bicycle and pedestrian parallel east-west route
- Rail to trail or rail with trail



Hillsboro, Oregon

Image capture: Sep 2018 © 2019 Google



West Fork Rail to Trail

Hillsboro project concepts

- Downtown Hillsboro Transit Center and street two-way conversion
- Improve pedestrian and bicycle access
- Improve traffic circulation
- Transit stop safety



Hillsboro TC Concept 3-A



Aloha project concepts

- Transit stop safety
- Pedestrian crossings
- Center running transit operations
- Raised median at warranted locations
- Transit queue bypass at 198th, 205th and 209th
- Turf-to-Surf regional trail



Beaverton project concepts

- Raised median
- Protected pedestrian crossings
- New multimodal connections
- Intersection improvements
- Sidewalk enhancements



Beaverton, Oregon

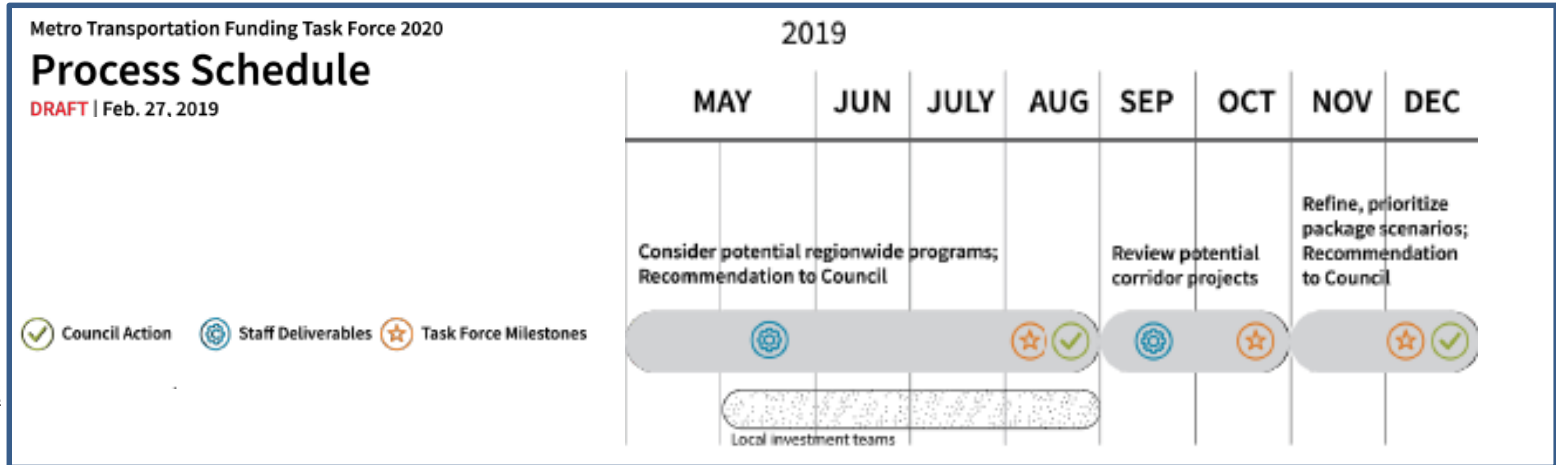
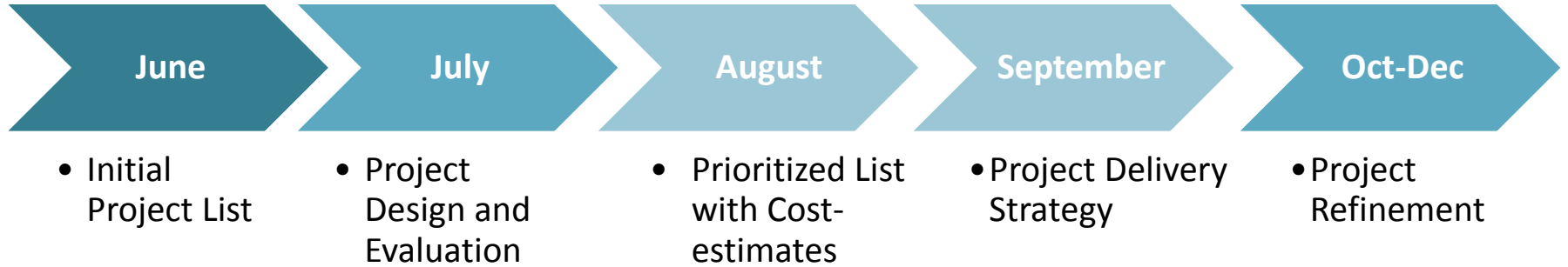
Image capture: Sep 2018 © 2019 Google



Next Steps

- Complete project lists from each jurisdiction
- Coordinate with Metro:
 - Regional Funding Measure Local Investment Team July meeting
 - Project evaluation

Schedule



Questions?



For more information, please contact:

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Erin_wardell@co.washington.or.us

503-846-3876



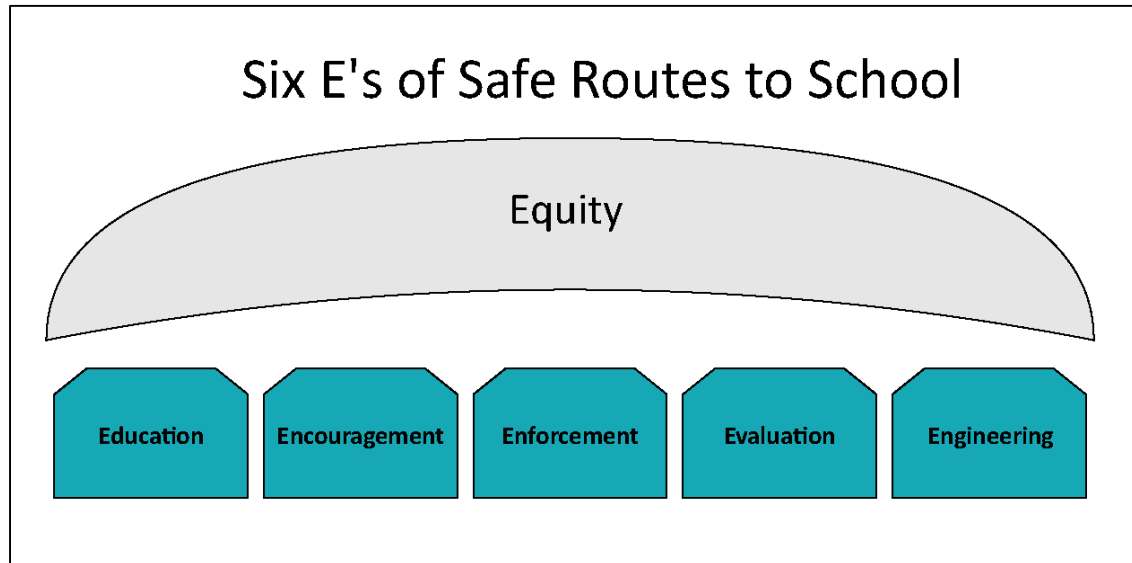
Metro



Metro Safe Routes to School Program

JPACT Program Update | June 20, 2019

What is Safe Routes to School?



Advocates call for regional help

2015: State, local and federal funding not sufficient to meet region's needs

Coordinated program = More efficient and effective

Call for both program and infrastructure funding



BikePortland.org
To inform and inspire

As Congress drops Safe Routes to School, advocates ask Metro to step in

\$1.5M in regional SRTS funding

Approved by
JPACT & Metro
Council in 2016 as
part of 19-21
Regional Flexible
Fund Allocation

Criteria in RFFA
Step 2 Active
Transportation
project focus area

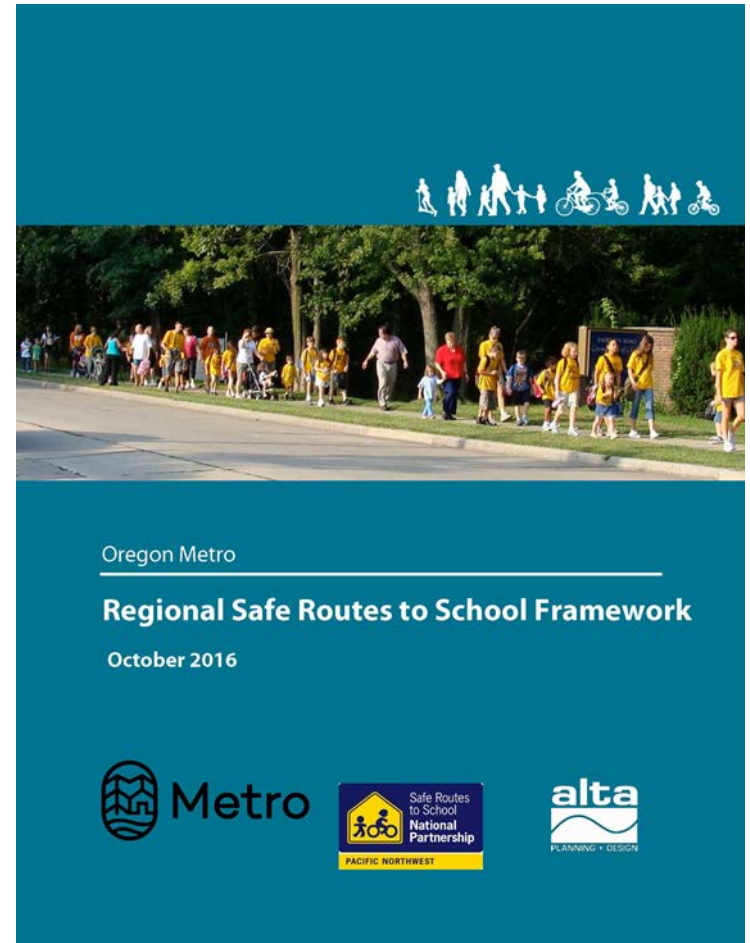


SRTS regional framework

Data on 300+ schools
in region

Recommendations for
regional program

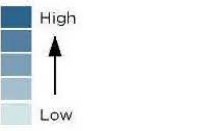
Developed in
conjunction with
practitioners



Metro Regional Safe Routes to School Strategy

Regional School Site Analysis

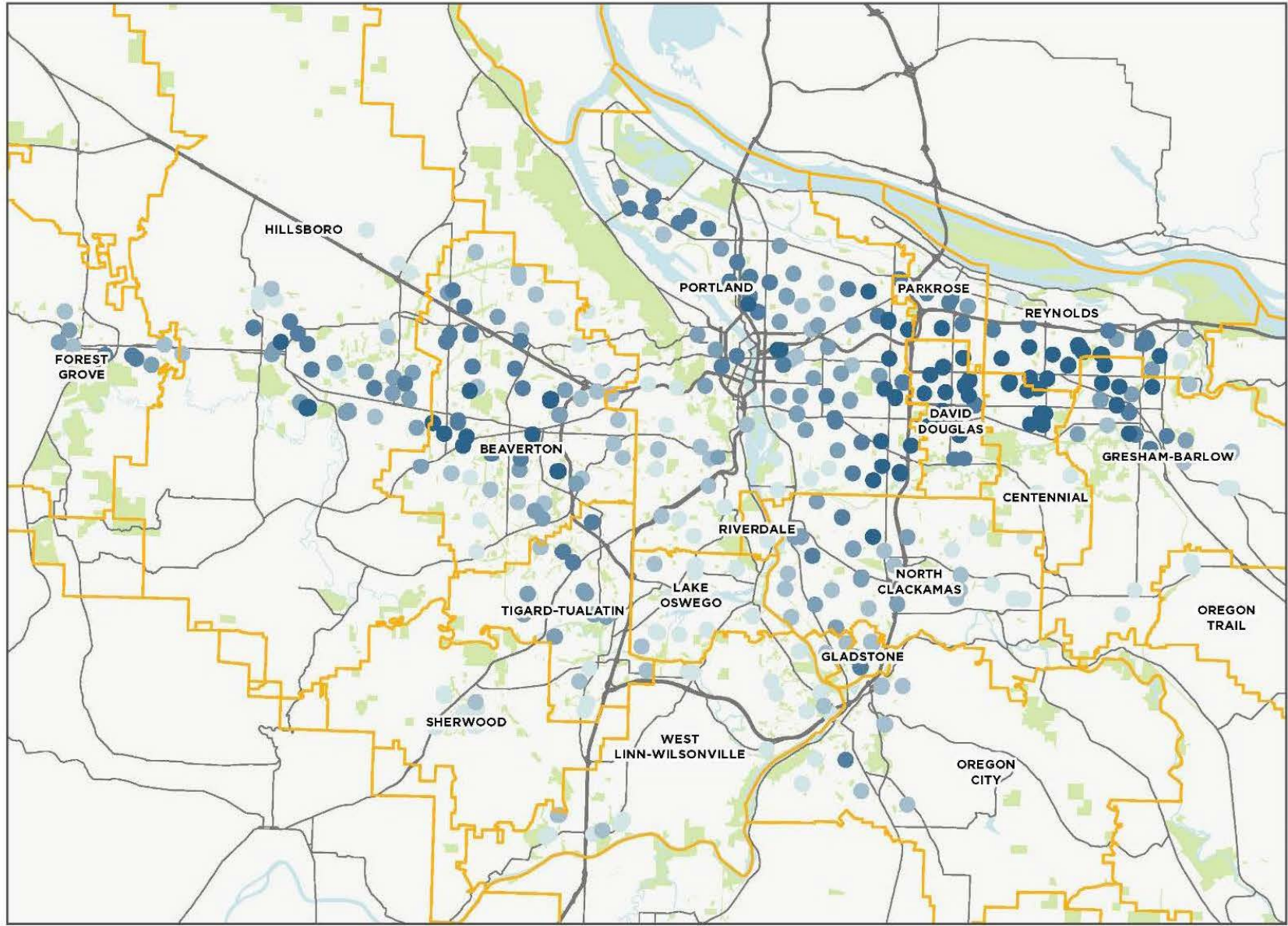
OVERALL SCORE



School District Boundaries

INPUTS

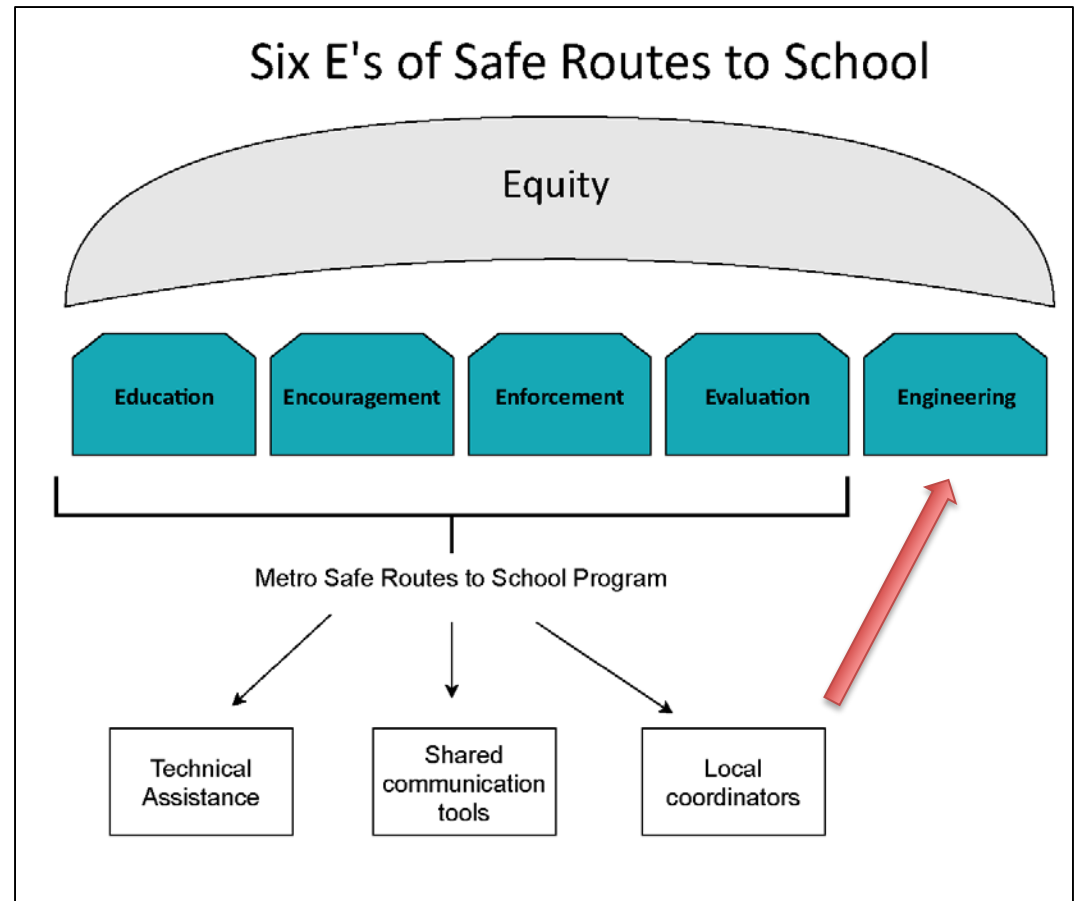
- Household Income
- Students Eligible for Free or Reduced Lunch
- Non-white Student Percentage
- Pedestrian and Bicycle Crashes
- Sidewalk Coverage
- Barriers to Walking and Biking
- Youth Population
- Density of Local Street Network
- Enrollment



Data Source: Metro's RUS, ODOT, ODOG, and ACS
Map produced October 2016.



Metro's Safe Routes to School Program



Metro Program Vision + Goals

We envision a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking and transit.

Goal 1: SRTS programs in the Metro region are effective, inclusive & sustainable

Goal 2: SRTS programs prioritize equitable outcomes for students of color, low-income students, and students with disabilities

Goal 3: SRTS is integrated into state, regional & local policy priorities to support programming and invest in safety improvements

Metro SRTS Program Components

- Grant funding for local programs
- Technical assistance, shared resources
- Regional coordinator

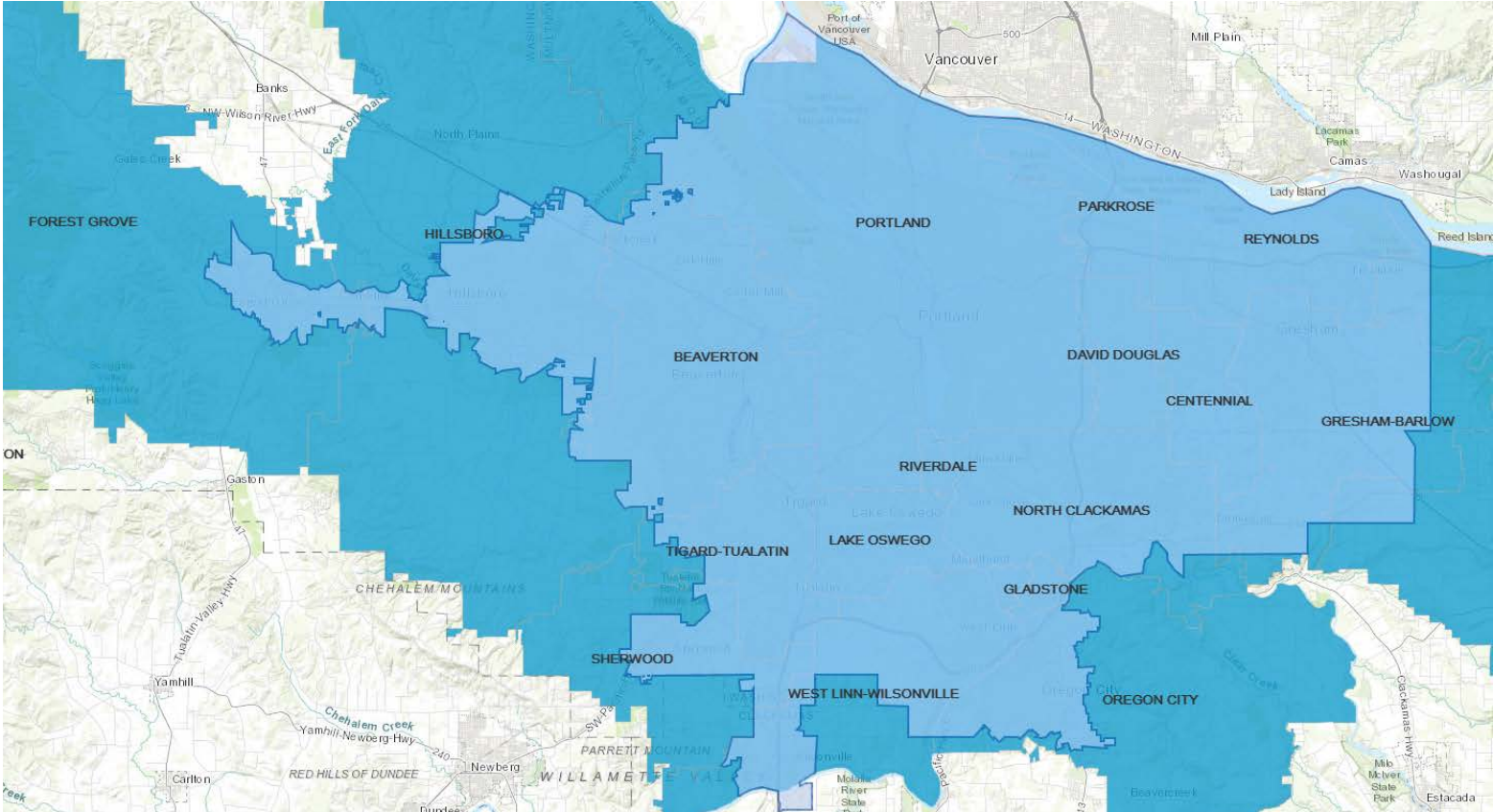


2019-2022 RTO Safe Routes to School Grant recipients

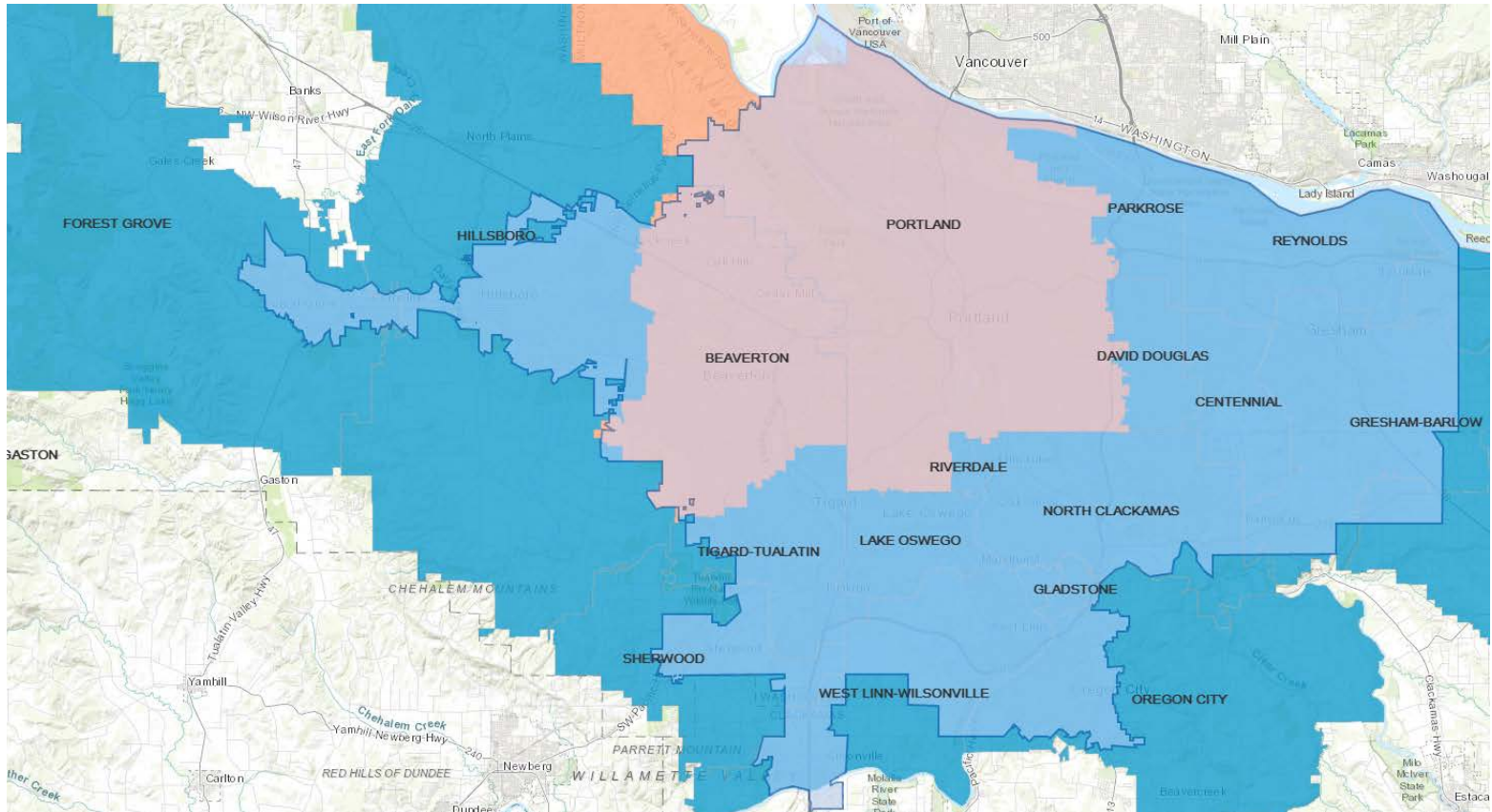
| 2015-2017 SRTS Grantees (\$283,000) | 2017-2019 SRTS Grantees (\$461,000) | 2019-2022 SRTS Grantees (\$900,000) |
|-------------------------------------|-------------------------------------|-------------------------------------|
| Portland Public Schools | Beaverton School District | Beaverton School District |
| Beaverton School District | East Multnomah County | City of Hillsboro |
| | City of Tigard | City of Portland |
| | | City of Tigard |
| | | Clackamas County |
| | | Community Cycling Center |
| | | East Multnomah County |

- Focus on serving Title 1 or equivalent schools
- Over twice as much requested in 2019 as available funding
- SRTS activities also funded through Core Partner and I&I RTO categories
- ODOT non-infrastructure funding in progress

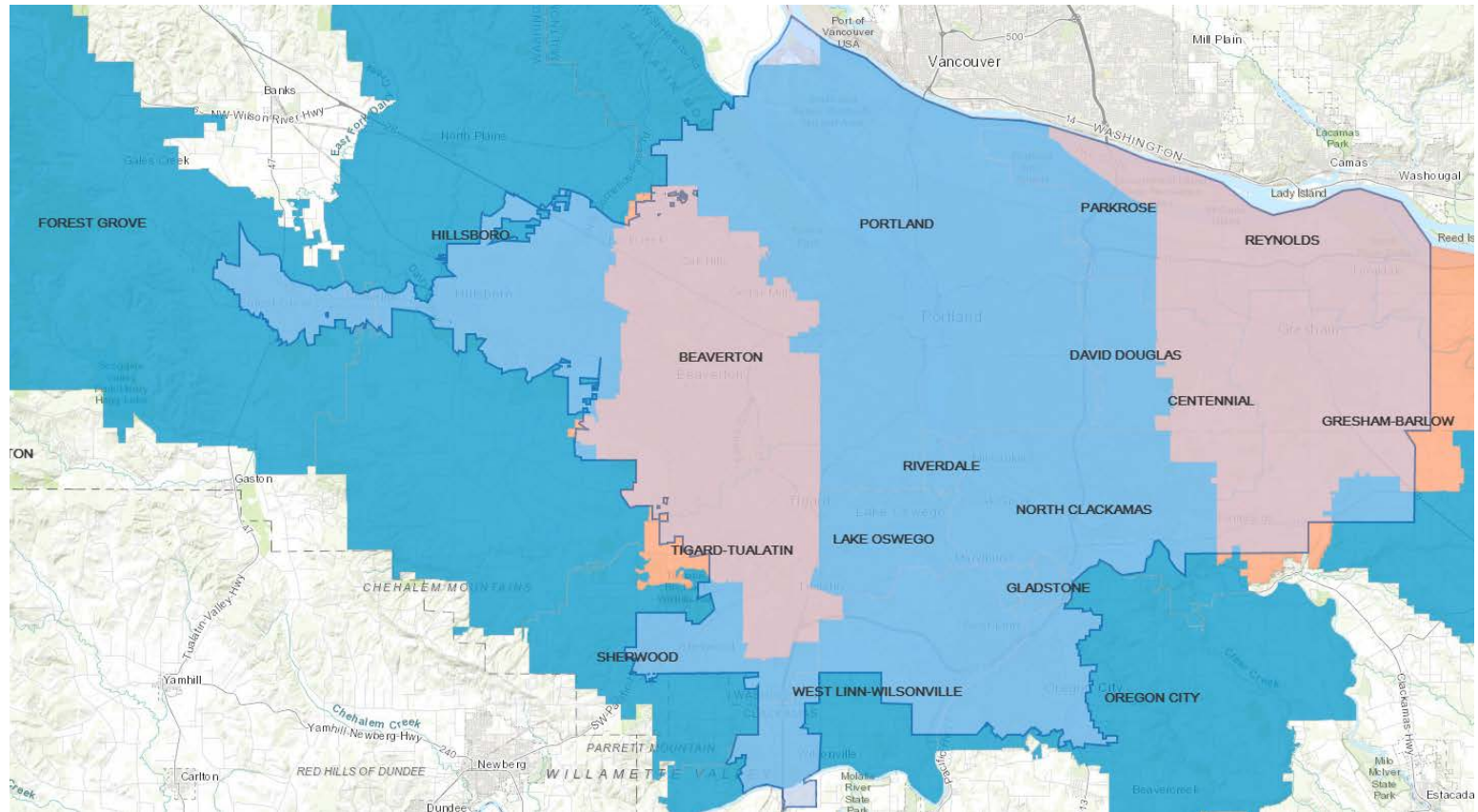
Metro Area School Districts



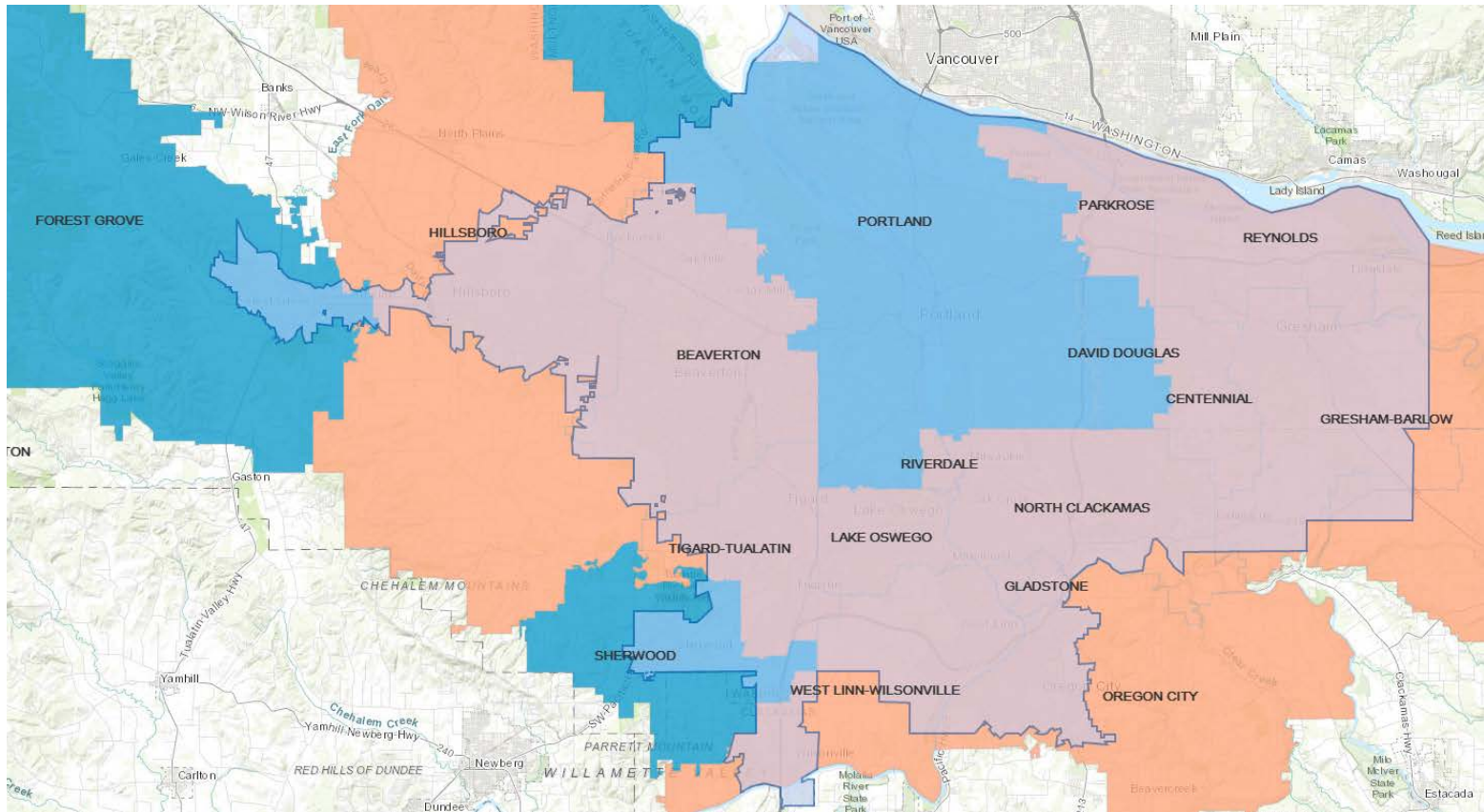
2015 – 2017 Metro funded SRTS programs



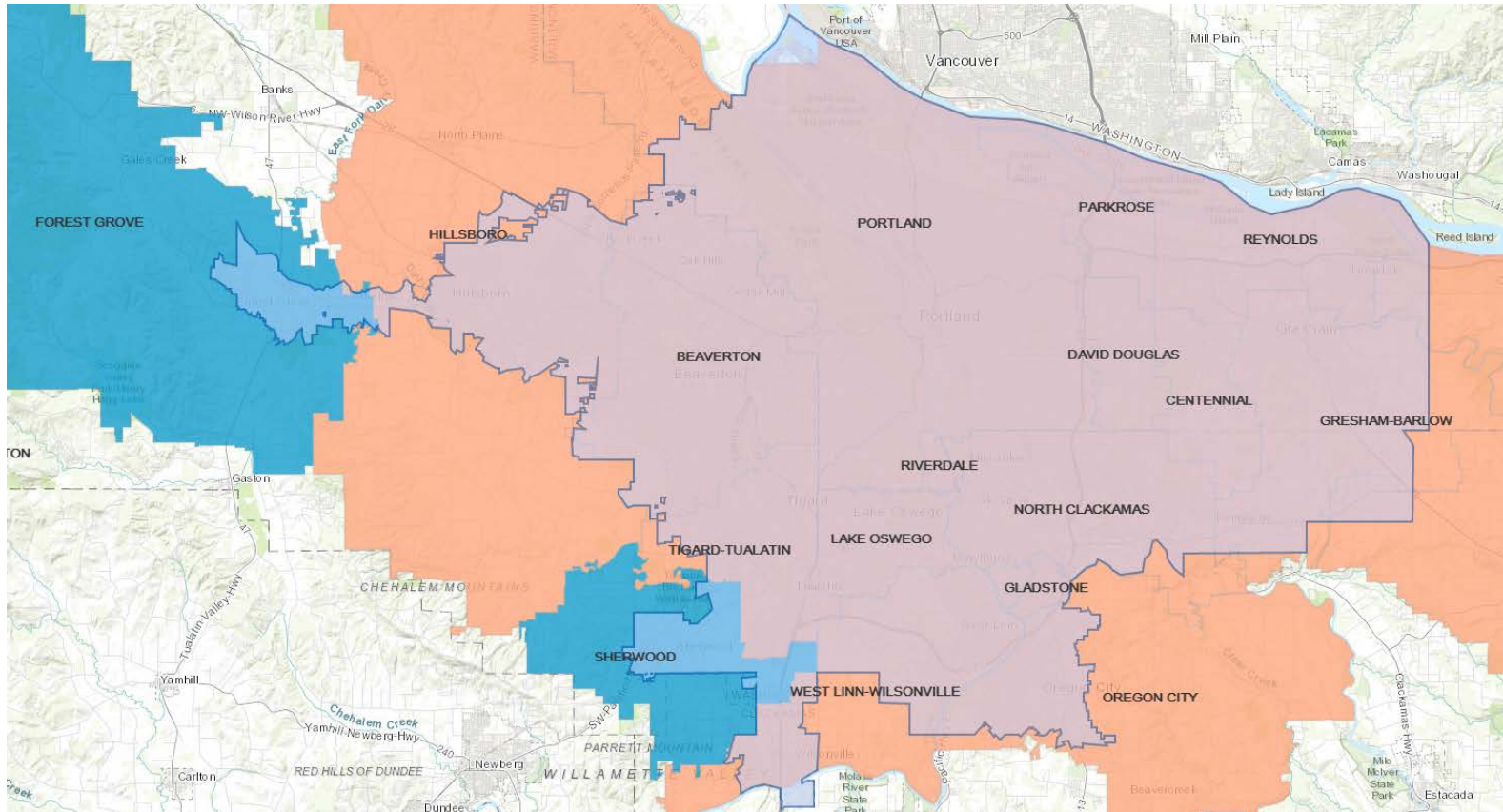
2017-2019 Metro funded SRTS programs



2019-2022 Metro funded SRTS programs



All programs in Metro Area



Recent partner successes

Rutas Seguras a la Escuela

DAVIS ELEMENTARY SCHOOL

DIA DE CAMINAR ASI A LA ESCUELA

8:45 am LUNES, 1° DE ABRIL

EMPIEZA EN LOS APARTAMENTOS BARBERRY VILLAGE

224 SE 188th Ave, 97233

Camina a lo largo de NE 188th asi a la Couch

Con la MASCOTA DE LOS TRAIL BLAZERS, BLAZE!



FUTURE APOLLO WALK + BIKE RALLY

MAY 22, 2019 SUNSET HIGH SCHOOL



- * BIKE SAFETY CHECKS
- * HELMET FITTINGS
- * WALKING SCHOOL BUS SIGN-UPS
- * PED & BIKE SKILLS COURSES LED BY TEEN AMBASSADORS
- * PLAN FOR MORE HIGH SCHOOL-BASED RALLIES

Next steps (Coordinator activities)

- Support grantees in delivering effective & inclusive programs
- Identify and develop program plans with emerging communities/partners across region
- Provide coordinated communication + develop technical assistance opportunities
- Engage in local, regional and statewide policy discussions regarding SRTS

Thank you!

Noel Mickelberry
Safe Routes to School Program Coordinator

noel.mickelberry@oregonmetro.gov

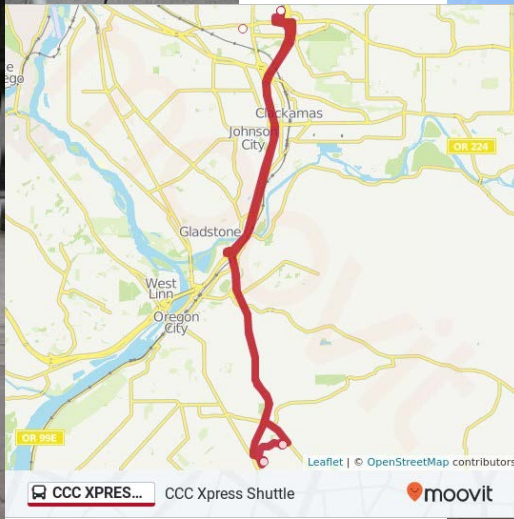
Learn more: oregonmetro.gov/srts



Metro

Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov



2019-22 RTO Grants Outcomes

Presentation to JPACT – June 20, 2019

Today's purpose

- Provide JPACT with an update on the outcomes of the 2019-2022 Regional Travel Options (RTO) program grant-making process



Program overview

- RTO is part of the region's efforts on managing congestion, by helping people to choose ways to use autos less
- Also known as Transportation Demand Management (TDM)
- Program has evolved from commuter-focused efforts in mid-1990s (ISTEA) into today's multi-modal, multi-faceted, multi-partner approach

Planning direction for RTO

Policy foundation is found in the following state and regional direction:

- Transportation Planning Rule (OAR 660-012-0020, 2, f)
- Oregon Transportation Plan (Strategy 2.1.1)
- Oregon Highway Plan (Action 1G.1)
- Oregon Transportation Options Plan
- Climate Smart Strategies Toolbox of Actions
- 2018 Regional Transportation Plan (Objective 4.5)
- 2018 Regional Travel Options Strategy

Program outcomes (2013-2016)*

- 58 million VMT eliminated per year
- 250,000 employees engaged; higher percentages of transit, bike, walking
- 119,000 Sunday Parkways participants
- Successful outreach projects
- Signage, bike racks, etc. make it easier for people to bike, walk, use transit

* <https://www.oregonmetro.gov/travel-options-research>

2018 RTO Strategy goals

1. Increase access and use of travel options
2. Reach existing and new participants
3. Encourage walking and bicycling to school (Safe Routes to School)
4. Measure, evaluate, improve the program

Putting policy into action

- Support partners' desire to grow
- Continue advancing equity
- Support successful partner efforts
- Encourage innovation
- Create more funding opportunities
- Streamline funding process

Grant categories

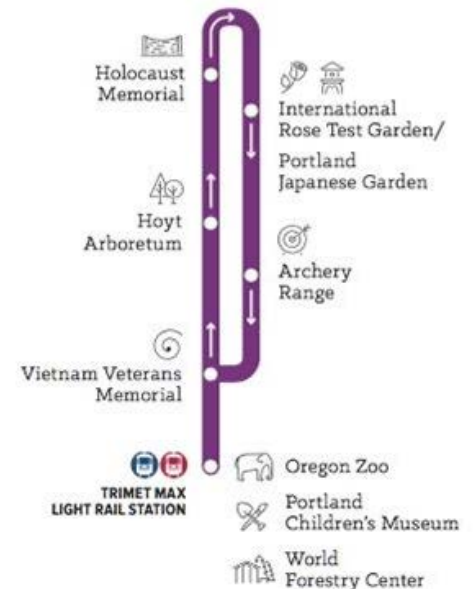
1. Core Partner
2. Emerging Partner
3. Innovation and Infrastructure
4. Safe Routes to School
5. Marketing
6. Sponsorships

Get Around the Park



TAKE THE FREE SEASONAL SHUTTLE

ARRIVES EVERY 15 MINUTES



1. Core Partners

Partners + amounts selected based on historical performance

Stable RTO funding for 12 ongoing programs

Elevated expectations for performance, outcomes, ongoing organizational commitment to RTO work

- Clackamas Comm. College
- Community Cycling Center
- Explore Washington Park
- Go Lloyd
- Oregon Walks
- City of Portland
- Portland Comm. College
- Ride Connection
- SMART
- The Street Trust
- TriMet
- Westside Transportation Alliance

2. Emerging Partners

Aimed at growing the RTO program's reach; expansion into more communities, reach new audiences

Preparation for Core Partner status

Planning and program development activities

Funded:

- Oregon City

(Technical assistance provided to other applicants)

3. Innovation and Infrastructure

Innovative approaches to reach new audiences

Supportive infrastructure to help people use active transportation

Funded:

- City of Gresham
- Clackamas Co.
- p:ear
- Ride Connection

4. Safe Routes to School

Support for education and encouragement programs

Staff time and resources

Title 1 schools prioritized

Public or non-profit partners

Funded:

- Beaverton SD
- City of Hillsboro
- City of Portland
- City of Tigard
- Clackamas Co.
- Community Cycling Center
- Multnomah Co.

5. Marketing

Support for developing and producing marketing campaigns/materials

Indirect grant awards, via payments to on-call contracts with Metro vendors

Metro assistance with project management

Funded:

- City of Portland
- Lake Oswego Sustainability Network
- Portland State University
- Ride Connection
- The Street Trust

6. Sponsorships

Small awards – under \$3,500 – to support partner events, or small items to help improve community outreach

Funding becomes available July 1, 2019

Total awards

- Nearly \$5.7 million awarded
- Additional \$1.2 million yet to be awarded in Sponsorships, Marketing and I & I categories in 2020 and 2021



Questions?

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oregonmetro.gov/RTOgrants



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