

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, October 4, 2019  
Time: 9:30 a.m. – 12 p.m.  
Place: Metro Regional Center, Council Chamber

9:30 am	1.	<b>Call To Order, Declaration Of A Quorum And Introductions</b>	Tom Kloster, Chair
9:35 am	2. *	<b>Comments From The Chair And Committee Members</b> <ul style="list-style-type: none"><li>Monthly MTIP Amendments Update (Ken Lobeck)</li><li>TriMet MOD/OTP Project Update (Jeff Owen)</li><li>2020-2021 UPWP Process Update (John Mermin)</li><li>2021-24 MTIP Network Review &amp; Data Request for No-Build (Grace Cho)</li><li>TPAC 2020 Meeting Schedule/TPAC on the Road (Tom Kloster)</li><li>TPAC Parking Lot Discussion (Future topics/Periodic updates) ALL</li></ul>	Tom Kloster, Chair
9:50 am	3.	<b>Public Communications On Agenda Items</b>	
9:55 am	4. *	<b>Consideration of TPAC Minutes, September 6, 2019</b>	Tom Kloster, Chair
10:00 am	5. *	<b>Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 19-5037</b> Purpose: For the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program involving four projects impacting Portland, TriMet, Tualatin, and Washington County (OC20-02-OCT) <ul style="list-style-type: none"><li><u>Recommendation to JPACT</u></li></ul>	Ken Lobeck, Metro
10:10 am	6. *	<b>Frog Ferry Project Update</b> Purpose: Overview of the Frog Ferry project concept. <ul style="list-style-type: none"><li><u>Information/Discussion</u></li></ul>	Susan Bladholm, Friends of Frog Ferry
10:30 am	7. *	<b>Regional Flexible Funds Allocation (RFFA) technical, risk, public comment report</b> Purpose: Brief TPAC on the technical and risk assessment outcomes, discuss issues in developing draft recommendation. <ul style="list-style-type: none"><li><u>Information/Discussion</u></li></ul>	Dan Kaempff, Metro
11:00 am	8.	<b>Metro Legislative Recap</b> Purpose: To provide TPAC updates on transportation related issues during the 2019 legislative session. <ul style="list-style-type: none"><li><u>Information/Discussion</u></li></ul>	Randy Tucker, Metro
11:20 am	9.	<b>Regional Mobility Policy Work Plan</b> Purpose: Report back on scoping activities and seek feedback on draft work plan and engagement plan. <ul style="list-style-type: none"><li><u>Information/Discussion</u></li></ul>	Kim Ellis, Metro Lidwien Rahman, ODOT
11:50 am	10.	<b>Committee Feedback on Creating a Safe Space at TPAC</b> Purpose: This is a standing item to help ensure that TPAC meetings feel safe and inclusive for all members. <ul style="list-style-type: none"><li><u>Information/Discussion</u></li></ul>	Tom Kloster, Chair
12:00 pm	11.	<b>Adjourn</b>	Tom Kloster, Chair

\* Material will be emailed with meeting notice

# Metro respects civil rights

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**Повідомлення Metro про заборону дискримінації**  
Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1890 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

**Metro 的不歧视公告**  
尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1890（工作日上午8點至下午5點），以便我們滿足您的要求。

**Ogeysiiska takooris la'aanta ee Metro**  
Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

**Metro 의 차별 금지 관련 통지서**  
Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

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**ការប្រកាសពីការគោរពសិទ្ធិស្មើគ្នា** Metro  
ការគោរពសិទ្ធិស្មើគ្នា របស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិស្មើគ្នា របស់ Metro ឬដើម្បីទទួលបានការប្រកាសសិទ្ធិស្មើគ្នា របស់ Metro ប្រើប្រាស់ទូរស័ព្ទ 503-797-1890 ។  
[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)  
បើសិនជាអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ-ព្រហស្បតិ៍) ។  
ថ្ងៃច័ន្ទ-ព្រហស្បតិ៍ មុនថ្ងៃប្រជុំសាធារណៈ ៥ ថ្ងៃមុន។

**Metro** إشعار بامتثال Metro لحقوق المواطنة. Metro متوافق تمامًا مع قانون الحقوق المدنية لعام 1964 وقوانين ذات الصلة التي تحظر التمييز. إذا كان أي شخص يعتقد أنه قد تعرض للتمييز عند تلقي الخدمات أو المزايا بسبب العرق، اللون، الأصل القومي، الجنس، العمر أو الإعاقة، فيحق له تقديم شكوى إلى Metro. للحصول على معلومات حول برنامج Metro، أو للحصول على نموذج شكوى التمييز، يرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يرجى الاتصال بمقدمي خدمات الهاتف 503-797-1890 من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة قبل موعد الاجتماع.

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**Metro txoj kev ntxub ntxaug daim ntawv ceeb toom**  
Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.



## 2019-20 TPAC Work Program

**As of 9/20/2019**

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

<p><b>October 4, 2019</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Monthly MTIP Amendments Update(Ken Lobeck)</li> <li>• TriMet MOD/OTP Project Update (Jeff Owen)</li> <li>• 2020-2021 UPWP Process Update (John Mermin)</li> <li>• 2021-24 MTIP Network Review &amp; Data Request for No Build (Grace Cho)</li> <li>• TPAC 2020 Meeting Schedule/TPAC on the Road (Kloster)</li> <li>• TPAC Parking Lot Discussion (All)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 19-5037</b> <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• Frog Ferry Project Update <u>Information/Discussion</u> (Susan Bladholm, Friends of Frog Ferry, 20 min)</li> <li>• RFFA technical, risk, public comment report <u>Information/Discussion</u> (Kaempff, 30 min)</li> <li>• Metro Legislative Recap <u>Information/Discussion</u> (Randy Tucker, 20 min)</li> <li>• Regional Mobility Policy Work Plan <u>Information/Discussion</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>	<p><b>November 1, 2019</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Announce: TSMO Sub-allocation for FFY19-21(Caleb Winter)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 19-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• Regional Mobility Policy Work Plan <u>Recommendation to JPACT</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min)</li> <li>• Regional Flexible Funds Allocation <u>Information/Discussion</u> (Kaempff, 45 min)</li> <li>• Designing Livable Streets and Trails, <u>Information/Discussion</u> (McTighe, 30 min)</li> <li>• Regional Congestion Pricing Study <u>Information/Discussion</u> (Mros O-Hara/Cho, 30 min)</li> <li>• CBOS II Amendment to UPWP <u>Information/Discussion</u> (Mermin/Lobeck, Metro; Scott Turnoy, ODOT; 30 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)</li> </ul>
<p><b>December 6, 2019</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 19-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <b>Regional Flexible Funds Allocation 19-****</b> <u>Recommendation to JPACT</u> (Kaempff, 60 min)</li> <li>• <b>CBOS II Amendment to UPWP 19-****</b> <u>Recommendation to JPACT</u> (John Mermin, 30 min)</li> <li>• State of Transportation Safety Within the Region <u>Information/Discussion</u> (Lake McTighe, 45 min)</li> <li>• Regional Congestion Pricing Technical Analysis <u>Information/Discussion</u> (Grace Cho/Elizabeth Mros O-Hara, Metro, 30 min)</li> <li>• PILOT Phase 2 grant program framework <u>Information/Discussion</u> (Eliot Rose, 30 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)</li> </ul>	<p><b>January 10, 2020</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <b>TSMO Strategic Projects Work Plan</b> <u>Recommendation to JPACT</u> (Caleb Winter, 45 min)</li> <li>• Tri-Met Mobility Strategy &amp; Mobility on Demand/Open Trip Planner (MOD/OTP) Project Update (Jeff Owen &amp; Bibiana McHugh, TriMet/Eliot Rose, Metro, 30 min)</li> <li>• Regional Mobility Policy Update-PSU/TREC Research Report <u>Information/Discussion</u> (Kim Ellis, Metro/Jennifer Dill, PSU/TREC; 60 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)</li> </ul> <p><b>TPAC Equity Training Session in Jan. TBD</b></p>

## **2019-20 TPAC Work Program**

**As of 9/20/2019**

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

<p><b><u>February 7, 2020</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>TransPort Subcommittee Quarterly Update &amp; TSMO Strategy Report (Caleb Winter, 30 min)</li> <li>Freight Commodity Study/Planning (Collins, 30 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)</li> </ul>	<p><b><u>March 6, 2020</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)</li> </ul>
<p><b><u>April 3, 2020</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>Oregon Passenger Rail Corridor Investment Plan, Federal Railroad Administrative Decision of Record <u>Information/Discussion</u> (Jennifer Sellers, ODOT, Mara Krinke, David Evans Associates, Inc., 45 min)</li> <li>2021-2024 MTIP Performance Assessment Results and Public Review Draft <u>Information/Discussion</u> (Grace Cho, 45 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)</li> </ul>	<p><b><u>May 1, 2020</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>2021-2024 MTIP – Adoption Draft, Revisions, and Public Comment Report <u>Information/Discussion</u> (Grace Cho, 45 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)</li> </ul>
<p><b><u>June 5, 2020</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li><b>2021-2024 MTIP – Adoption Draft 19-****</b> <u>Recommendation to JPACT</u> (Grace Cho, 20 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)</li> </ul>	<p><b><u>July 10, 2020</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)</li> </ul>



## 2019-20 TPAC Work Program

**As of 9/20/2019**

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

<p><b>August 7, 2020 – no meeting</b>  <b>TPAC on summer recess</b></p>	<p><b>September 4, 2020</b>  Comments from the Chair: <ul style="list-style-type: none"> <li>Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <b>Agenda Items:</b> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 20-****</b>  <u>Recommendation to IPACT</u> (Lobeck, 15 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)</li> </ul> </p>
<p><b>October 2, 2020</b>  Comments from the Chair: <ul style="list-style-type: none"> <li>Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <b>Agenda Items:</b> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 20-****</b>  <u>Recommendation to IPACT</u> (Lobeck, 15 min)</li> <li>Regional Emergency Transportation Routes (ETR) Update – Draft ETR Routes and Report <u>Information/Kick-off Discussion</u> (Kim Ellis, Metro/Laura Hanson, RDPO; 45 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)</li> </ul> </p>	<p><b>November 6, 2020</b>  Comments from the Chair: <ul style="list-style-type: none"> <li>Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <b>Agenda Items:</b> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 20-****</b>  <u>Recommendation to IPACT</u> (Lobeck, 15 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)</li> </ul> </p>
<p><b>December 4, 2020</b>  Comments from the Chair: <ul style="list-style-type: none"> <li>Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <b>Agenda Items:</b> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 20-****</b>  <u>Recommendation to IPACT</u> (Lobeck, 15 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)</li> </ul> </p>	

### **Parking Lot: Future Topics/Periodic Updates**

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>Corridor Planning Updates (1) TV Highway, (2) Rose Quarter, (3) Burnside Bridge</li> <li>TriMet Coordinated Transportation Plan for Seniors and People with Disabilities (Vanessa Viassar, TriMet, 30 min)</li> <li>Climate Smart Strategy Updates</li> <li>Enhanced Transit Update</li> <li>TPAC Democratic Rules Training (Kloster)</li> </ul> | <ul style="list-style-type: none"> <li>Columbia River Crossings Discussions</li> <li>Value Pricing Legislative Updates on Directives</li> <li>T2020 Transportation Regional Investment Measure</li> <li>MAX Tunnel Study</li> <li>SW Corridor-Marquam Hill Connector (TriMet)</li> <li>Columbia Connects Project</li> <li>2020 Census</li> <li>Columbia/Lombard Mobility Plan (PBOT)</li> </ul> |
|---|---|

Agenda and schedule information, call 503-797-1766. E-mail: [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov)  
To check on closure or cancellations during inclement weather please call 503-797-1700.

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: September 26, 2019  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: August/September 2019 Metropolitan Transportation Improvement Program (MTIP)  
Monthly Submitted Amendments

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## **BACKGROUND:**

The monthly submitted MTIP formal amendment and administrative modification project lists for the August/September 2019 timeframe is attached for TPAC's information. Note: The special STIP Re-Balancing Amendment that occurred during July 2019 and consisted of over 70 projects in the MTP region was submitted to TPAC as a separate item. The August/September 2019 Monthly Amendment Summary Report now returns the summary report back to the regular format starting with the August 2019 Administrative Modification.

### **Formal Amendments Approval Process:**

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment. Although submitted in a bundle format for faster approvals as accomplished in other states, each project amendment in Oregon is still reviewed and approved individually by ODOT and FHWA/FTA. The individual project review and approval approach can add days or weeks to the approval process depending upon where the project is located in the approval queue.

### **Administrative Modifications Approval Process:**

Projects requiring only small administrative changes as approved by FHWA and FTA are accomplished via Administrative Modification bundles. Metro accomplishes one to two "Admin Mod" bundles per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes are already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and boundaries, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT Region 1 STIP Coordinator and ODOT-Salem. The Admin Mod projects are still reviewed and approved individually by ODOT, but on average will be approved for STIP inclusion within two weeks after Metro submission to ODOT.

## SEPTEMBER 2019 SUMMARY OF SUBMITTED FORMAL AMENDMENTS

September 2019 Formal Amendment Project Summary					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
<p>Child projects being added to the Metro MPO MTIP from the ODOT Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Statewide Grant include project entries #1 - #6. ATCMTD Project #0 represents the grant matching funds project in Key 21157 which also is being updated for a construction phase obligation correction</p>					
ATCMTD Project #0 (or #7) Key 21157	71030	ODOT	I-205 Johnson Creek - Glen Jackson Phase II	Construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84 and rehab improvements to impacted interchanges plus implement Advance Traffic Management System (ATMS).	<b><u>COST DECREASE:</u></b> Key 21157 acts as the approved match to the ODOT statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program. The construction phase obligation decrease is also being updated and reflects a 20.9% cost decrease to the project which requires a formal amendment
ATCMTD Project #1 Key 21504 NEW	TBD	ODOT	I-205 Active Traffic Management	Include ops & safety improvements that combine ATMS freeways, active traffic signal management, & performance monitoring on I-205 (ATCMTD Child)	<b><u>ADD NEW PROJECT:</u></b> K21504 provides the I-205 System test and Evaluation component to the ATMS improvements. This will include operational and safety improvements that combine Active Traffic Management (ATM) systems on freeways, active traffic signal management, and performance monitoring to reduce crashes, improve travel time reliability, safety and operations on I-205.
ATCMTD Project #2 Key 21495 NEW	TBD	ODOT	OR212/224 Arterial Corridor Management	The OR212/224 Arterial Corridor Management project will implement a variety of treatments to improve safety, mobility, and reliability along the congested, industrial OR212/224 corridor in Clackamas County. ATCMTD child project	<b><u>ADD NEW PROJECT:</u></b> Key 21495 is a child project to the larger statewide ODOT ATCMTD grant. This project primarily includes modifications and additions to existing signalized intersections with improvements that include: (1) Upgrades up to 18 traffic signal controllers to advanced traffic controllers (ATC) (2) Enhanced mainline radar detection (3) Advance radar detection for improved freight operation (4) Battery back-up systems at select intersections to keep signal operational during power outages (5) Improved communication to traffic signals within the project corridor
ATCMTD Project #3 Key 21496 NEW	TBD	Portland	NE Airport Way Arterial Corridor Management	ATCMTD child project to deploy ITS infrastructure along Airport Way from 82nd Ave to Riverside Parkway. Install message signs, update signal collectors, CCTV cameras, fiber communication, etc.	<b><u>ADD NEW PROJECT:</u></b> Key 21496 is a child project to the larger statewide ODOT ATCMTD grant. The city of Portland will install Intelligent Transportation Systems (ITS) infrastructure along Airport Way from 82nd Avenue to Riverside Parkway. Awarded ATCMTD grants funds to this project total \$1,200,000. The match is covered in project 21157

ATCMTD Project #4 Key 21498 NEW	TBD	TriMet	TriMet Next Generation Traffic Signal Priority	Implement a Next Generation Transit Signal Priority System (TSP), that will allow for fast and reliable high occupancy vehicle travel in TriMet's service area (ATCMTD child)	<b><u>ADD NEW PROJECT:</u></b> Key 21498 is added to the MTIP as a child project from the larger ODOT statewide ATCMTD grant. TriMet will implement a software-based traffic signal preemption and priority control system. The Centralized TSP system will provide an integrated preemption and priority control solution, interfacing with the existing vehicle, network, and traffic infrastructure where supported. The system will include the following components: the core application, vehicle API and intersection API, and optional vehicle hardware.
ATCMTD Project #5 Key 21500 NEW	TBD	Washington County	Cornelius Pass Road Arterial Corridor Management	Implement a variety of Intelligent Transportation System (ITS) treatments to enhance safety and mobility in rural and suburban Washington County and Multnomah County (Cornelius Pass Road from US 30 to OR 8, TV Highway	<b><u>ADD NEW PROJECT:</u></b> Key 21500 is a ATCMTD child project that will construct just under a mile of fiber optic communication interconnect between US 26 and West Union Road, install two rural variable message signs at route decision points to warn of weather or blockage on Cornelius Pass Road, install two rural curve warning systems for locations with the most run off the road crashes, and two rural weather stations, with cameras, Bluetooth, and cellular connection to advise of weather conditions near the high elevation points on Cornelius Pass Road.
ATCMTD Project #6 21499 (#9 on Grant budget table) NEW	TBD	Metro	Multimodal Integrated Corridor Management Architecture	ATCMTD child project to develop standardized TSMO/ITS policies for data access and sharing plus required architecture platform supporting shared data	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds this new child project to the larger ODOT statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program from Federal Highways Administration (FHWA). The Metro project is one of nine total subprojects to be implemented as part of the total grant. The Metro Multimodal Integrated Corridor Management Architecture project will support the Metro ITS Architecture Plan to develop appropriate policies and strategies supporting data sharing elements and toe recommended ITS architecture resulting in a TSMO/ITS data sharing formal policy, management procedures, partnering, reporting and evaluation leading to data sharing implementation
<b>End of the ATCMTD Grant Projects</b>					

Additional Projects Submitted as Part of the September 2019 Formal Amendment Bundle - Combining Projects					
Project #8 Key 20473	71001	ODOT	OR210 Over OR217	Deck overlay; replace joints; patch column spalls.	<b>COMBINED PROJECT:</b> OR 210 over OR 217 was initially authorized to be increased by #1 million (to the construction phase). Subsequent discussions as the amendment was in initial development phase determined that Key 20437 would be combined into Key 18841 and progress together with that project. This amendment shows the initial funding increase to the project and then corresponding d-programming action as Key 20437 is combined into Key 18841.
Project #9 Key 21179	71034	ODOT	OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project \$54,000,000 original award)	<b>COMBINED PROJECT:</b> The formal amendment combines the ADVCON and local Other funds into Key 18841. Obligated and expended State funds in PE remain with Key 21179. All other funds are transferred through this amendment to Key 18841.
Project #10 Key 18841	70782	ODOT	OR217 Southbound: OR10 to OR99W	<del>OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane (HB2017 Awarded Project)</del> <b>On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB &amp; SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening (Combines Key 21179 and 20473 into Key 18841) (HB2017 \$44 million award)</b>	<b>COMBINED PROJECT:</b> Keys 20473 and 21179 are combined into Key 18841 for streamlined delivery, costs, and improved delivery efficiencies. The three projects also were part of the STIP Re-balancing Amendment that occurred during July 2019. However, due to the complexities of combining the three projects with the current programming, unprogrammed approved committed funds, and the additional funds to cover the cost increase, Metro requested the projects proceed via a formal amend to allow additional details about the combining effort to be included.

Additional Project Submitted as Part of the September 2019 Formal Amendment Bundle - Transit Related					
<b>Project #11 Key 21552</b>	TBD	SMART	<b>Bus and Bus Facilities - Rural SMART 2017</b>	Vehicle/facilities replacement and expansion	<b>ADD NEW PROJECT:</b> SMART was awarded \$555,200 in FTA Section 5339 funds from the ODOT Rural Area Discretionary Awards program. The match requirement is 16% or \$106,800. Total project cost is \$662,000. Funding will support SMART's vehicle/facilities replacement needs.
<b>Project #12 Key 21517</b>	TBD	TriMet	<b>TriMet Bus Replacement Award FFY2019</b>	Replacement of 13 buses. Funding shifted from ODOT Non-MPO project grouping bucket Key 21424	<b>ADD NEW PROJECT:</b> TriMet was awarded \$1,014,845 in federal transit funds from ODOT's Public Transit Division's STP Vehicle Replacement Program for bus replacement needs

<b>Project #13 Key TBD</b>	TBD	TriMet	<b>TriMet Low-No Bus Program FFY 2019</b>	FFY 2019 FTA Low-No Bus Program (5339c) discretionary award to purchase zero-emission battery electric replacement buses	<b><u>ADD NEW PROJECT:</u></b> TriMet received a discretionary grant from FTA's Low or No-Emission Vehicle Program for the FYY 2019 Cycle. The grant will be used to purchase zero-emission electric replacement buses
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## MTIP ADMINISTRATIVE MODIFICATIONS August 2019

Note: The September 2019 Administrative Modification bundle is still under development and not completed as of 9/26/2019.

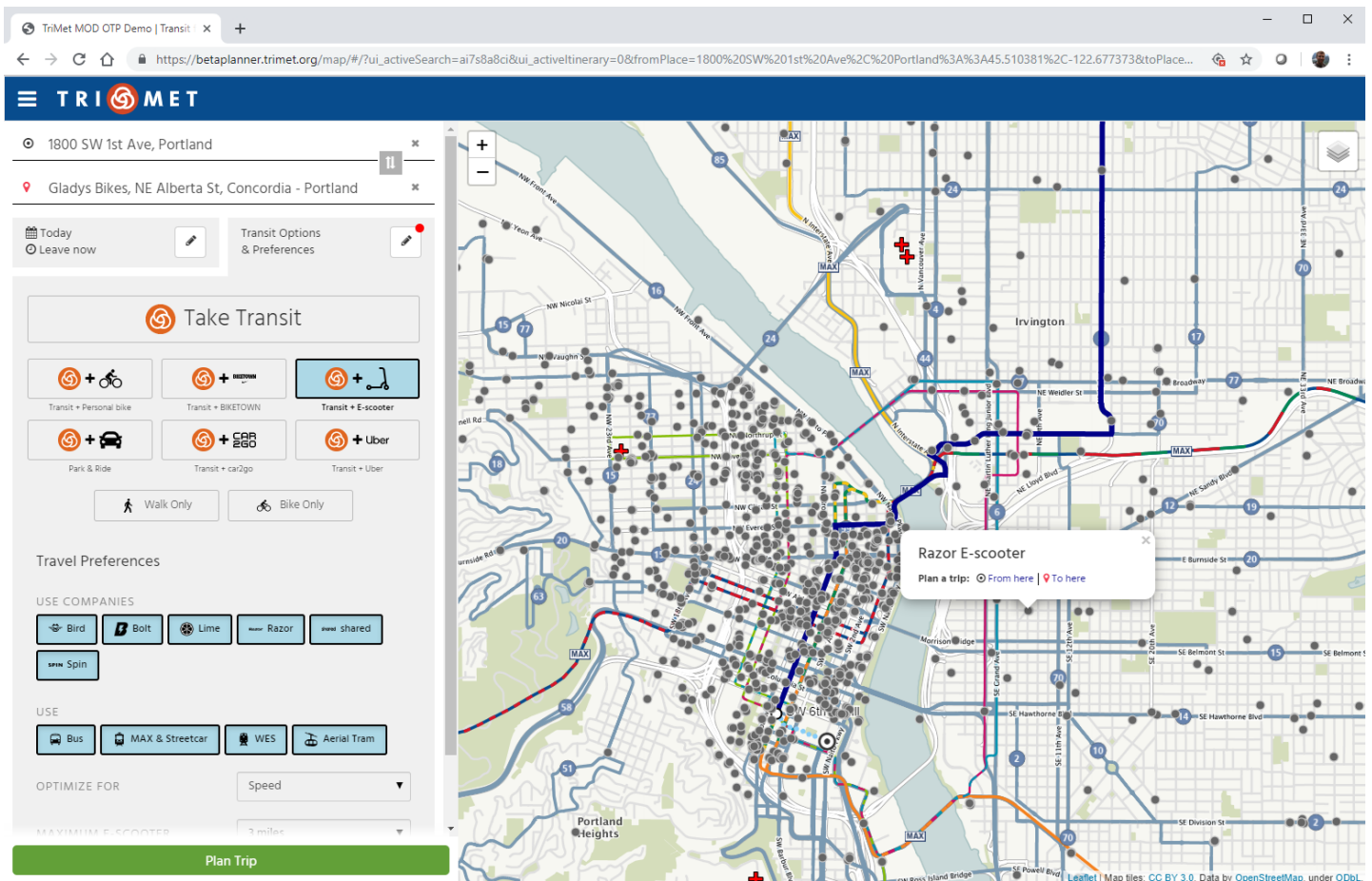
<b>Proposed August 2019 Administrative Modification Bundle #1</b> <b>Modification Number: AB19-19-AUG1</b> <b>Total Number of Projects: 4</b>				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
19280	Happy Valley	SE 129th Ave - Bike Lane and Sidewalk Project	The project will build a sidewalk and add bike lanes along SE 129th Avenue. Roadway	<b><u>COST INCREASE</u></b> ROW increases by \$173k with construction increasing by \$502k. Construction slips to 2021 as well. Cost change = 17.7% increase and results for poor initial project scoping.
20897	Metro	Regional Freight Studies	Regional freight and economic development planning projects and studies.	<b><u>COST DECREASE:</u></b> Minor project cost decrease (\$10k of STBG + match) based on final project study funding authorization of \$200k of STBG
20827	TriMet	TriMet Bus and Rail Preventive Maintenance (2019)	Capital Maintenance For Bus And Rail	<b><u>PROJECT PHASE SLIP:</u></b> The project has already obligated \$26,440,519 of 5337 funds. Project is being slipped to 2020 to ensure remaining funds will be approved in TrAMS.
21306	Washington County	Systemic Signals and Illumination (Washington Co.)	Illumination, intersection work, bike and pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, utility relocation, and other safety improvements at various locations (PGB-ARTS)	<b><u>SFLP FUND SWAP:</u></b> The admin mod completes fund swap to be funded by SFLP



## TriMet Mobility On Demand (MOD) Open Trip Planner (OTP) Demonstration:

- While the existing TriMet trip planner on [trimet.org](https://trimet.org) combines TriMet buses and trains, Portland Streetcar, and Portland Aerial Tram with biking and walking, the beta version of our new planning tool also brings in Uber, SHARE NOW (formerly car2go), BIKETOWN, and shared e-scooters to make it easier to get where you need to go across even more modes.
- The tool uses real-time locations of vehicles, bikes, and e-scooters to plan a single trip using a mix of travel options. It's mobile-friendly for use on smartphones, including a map for laying out your trip.
- Because it uses open source technology and open data, other transit agencies could adjust the trip planner for their system, and share improvements back and forth.

Try it out today: [betaplanner.trimet.org](https://betaplanner.trimet.org)



## What's Next?

- TriMet has applied for the next round of FTA funding for these purposes, called the Integrated Mobility Innovation Demonstration Program (IMI). Grant award announcements are expected soon – hopefully in October/November 2019.
- TriMet is working closely with our partners to further prepare for the future of mobility, and the best ways to package together multiple modes of mobility for a more seamless and integrated customer experience for our riders.



# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Friday, July 12, 2019  
To: Transportation Policy Alternatives Committee and Interested Parties  
From: Grace Cho, Senior Transportation Planner  
Subject: Request for Agency Review of 2015 Base Year Network for 2021-2024 MTIP Performance Assessment

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## PURPOSE

Metro staff are developing data and tools to support the development of the 2021-2024 MTIP. As part of the 2021-2024 MTIP development, Metro will conduct a performance assessment of the package of investments identified in the 2021-2024 MTIP. A key tool for the performance assessment will be the regional travel demand model. Local government and regional partner input is requested that will be used to create a 2024 no build network for use during the performance assessment. In addition, the information for the 2024 no build network will also help with the development of a 2020 base year network.

## ACTION REQUESTED

Local governments and regional partners input is helpful to ensure accuracy of the roadway and bicycle network attributes for both networks. Agencies are requested to review the 2015 base year roadway network and submit requested edits with supporting documentation to Metro.

## By October 31<sup>st</sup>, 2019

1. Please identify all roadway and bicycle facility projects completed since 2015 and those projects expected to be completed by end of calendar year 2020. These projects will be included in a new 2020 base year networks.
2. Please identify all future roadway and bicycle facility projects with committed funding to be included in a new 2024 no build network. It is important to ensure the 2024 no build network displays all roadway capacity and bicycle facility projects for which funding has been committed. This includes fully locally funded projects which are on a regional facility (as identified on the regional system maps).

## INSTRUCTIONS FOR RTP ROADWAY NETWORK REVIEW AND SUBMITTING UPDATES

Each jurisdiction should contact Thaya Patton at (503) 797-1767 or by e-mail at [thaya.patton@oregonmetro.gov](mailto:thaya.patton@oregonmetro.gov) to determine the ideal format for receiving the roadway network for review.

Metro staff can customize .pdf files that contain maps of the 2015 base year network that can be printed and marked up by hand during your review. Additionally, the 2015 base year network is available to view online at the following website.

<http://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=8182ae58218c4d578973c23cf9968236>

Metro can also provide electronic VISUM version files containing the 2015 base network, which jurisdictions can edit directly. These VISUM version files will substitute for marked up maps. In both instances marked up .pdfs or electronically edited VISUM version files a memo containing a list

of proposed edits by each jurisdiction should also be provided to Metro for records keeping purposes.

There are four main roadway network attributes that should be considered when reviewing the 2015 roadway network:

1. The number of THROUGH lanes. A continuous left turn lane is indicated by “.5,” so a typical 3-lane facility would be coded as 1.5 lanes in each direction.
2. The FREE-FLOW speed on the facility. This may not always be the same as the posted speed.
3. The POSTED speed on the facility. This may not always be the same as the free-flow speed.
4. The APPROACH capacity. This is the capacity at an intersection located at the outflow end of a link. General guidelines for arterials are 500-700 for 1 lane, 900-1100 for 1 through lane with auxiliary turn bays, 1200-1400 for 2 lanes and 1500-2100 for 2 through lanes with auxiliary turn bays. Metro staff will review proposed capacity changes to maintain consistency across the region.
5. Intersections where capacity changes have occurred through the addition/subtraction of TURN BAYS. It is sufficient to indicate an intersection has changed from 2015 to 2020. Metro staff will use current aerial photography to update the intersection design in the network. For the 2024 no build network, please provide as much information as possible about intersection design: number of left/right turn bays by approach and turn bay lengths. If this information is not available, Metro staff will use default values.

Prior to October 31<sup>st</sup>, please have your modeling staff review the above roadway network attributes for accuracy and provide marked up maps and/or VISUM version files and a memo summarizing the proposed changes to [grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov). The marked up maps/VISUM files and supporting memo should identify recommended changes to attributes in the 2015 roadway network and list any committed projects that should be added to the 2024 no build roadway network.

#### INSTRUCTIONS FOR SUBMITTING MTIP BICYCLE NETWORK UPDATES

By October 31<sup>st</sup>, bicycle facility additions to be included in the 2024 no build (and 2020 base year) bicycle networks should be submitted using shapefiles where available, marked up maps, and written lists describing the location and type of bicycle facility improvement. The memo summarizing the proposed changes should be submitted to [grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov).

#### OTHER MTIP NETWORK UPDATES

Updates to the 2024 no build (and 2020 base year) transit networks will be developed by Metro staff in coordination with TriMet and the South Metro Area Regional Transit (SMART) district.

- Questions about the travel model network assumptions should be directed to Thaya Patton at (503) 797-1767 or by e-mail at [thaya.patton@oregonmetro.gov](mailto:thaya.patton@oregonmetro.gov)
- Questions about the overall 2021-2024 MTIP process should be directed to Grace Cho at (503) 797-1776 or by e-mail at [grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov)

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: September 27, 2019  
To: TPAC Members, Alternates and Interested Parties  
From: Marie Miller, Metro  
Subject: 2020 Transportation Policy Alternatives Committee (TPAC) Meeting Schedule

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## 2020 TPAC Meeting Schedule

Transportation Policy Alternatives Committee (TPAC) meetings are held monthly, 1<sup>st</sup> Fridays unless otherwise noted. Metro Council Chamber, 9:30-12pm

This 2020 schedule provides TPAC consideration for holding meetings outside Metro Regional Center during the 2020 year, in locations around our region.

Date	Day	Meeting	Time	Location
Jan. 10	2 <sup>nd</sup> Friday*	TPAC	9:30 a.m. – noon	
Feb. 7	1 <sup>st</sup> Friday	TPAC	9:30 a.m. - noon	
March 6	1 <sup>st</sup> Friday	TPAC	9:30 a.m. – noon	
April 3	1 <sup>st</sup> Friday	TPAC	9:30 a.m. – noon	
May 1	1 <sup>st</sup> Friday	TPAC	9:30 a.m. – noon	
June 5	1 <sup>st</sup> Friday	TPAC	9:30 a.m. – noon	
July 10	2 <sup>nd</sup> Friday*	TPAC	9:30 a.m. – noon	
August 7	1 <sup>st</sup> Friday	TPAC		NO Meeting-on Recess
Sept. 4	1 <sup>st</sup> Friday	TPAC	9:30 a.m. – noon	
Oct. 2	1 <sup>st</sup> Friday	TPAC	9:30 a.m. – noon	
Nov. 6	1 <sup>st</sup> Friday	TPAC	9:30 a.m. – noon	
Dec. 4	1 <sup>st</sup> Friday	TPAC	9:30 a.m. – noon	

*\*Schedule adjusted to accommodate legal holiday.*



# Meeting minutes

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

Date/time: Friday, September 6, 2019 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

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## **Members Attending**

Ted Leybold, Vice Chair  
Karen Buehrig  
Lynda David  
Eric Hesse  
Dayna Webb  
Katherine Kelly  
Don Odermott  
Jeff Owen  
Tom Bouillion  
Tyler Bullen  
Glenn Koehrsen  
Maria Hernandez-Segoviano  
Jennifer Campos

## **Affiliate**

Metro  
Clackamas County  
SW Washington Regional Transportation Council  
City of Portland  
City of Oregon City and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
City of Hillsboro and Cities of Washington County  
TriMet  
Port of Portland  
Community Representative  
Community Representative  
Community Representative  
City of Vancouver

## **Alternates Attending**

Mike Bezner  
Erin Wardell  
Jaimie Huff  
Garet Prior  
Melanie Ware

## **Affiliate**

Clackamas County  
Washington County  
City of Happy Valley and Cities of Clackamas County  
City of Tualatin and Cities of Washington County  
Oregon Department of Transportation

## **Members Excused**

Jessica Berry  
Chris Deffebach  
Mandy Putney  
Cory Ann Wind  
Laurie Lebowsky  
Rachael Tupica  
Jessica Stetson  
Emily Lai  
Beverly Drott

## **Affiliate**

Multnomah County  
Washington County  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
Federal Highway Administration  
Community Representative  
Community Representative  
Community Representative

## **Guests Attending**

Mike Bomar  
Jim Hagar  
Kate McQuillian  
Lidwien Rahman  
Scott Turnoy

## **Affiliate**

Port of Vancouver  
Port of Vancouver  
City of Beaverton  
Oregon Department of Transportation  
Oregon Department of Transportation

**Metro Staff Attending**

Kim Ellis, Principal Transportation Planner	Ken Lobeck, Funding Programs Lead
Dan Kaempff, Principal Transportation Planner	Eliot Rose, Senior Tech & Transportation Planner
Tim Collins, Senior Transportation Planner	Patrick McLaughlin, TOD Development Project Mgr.
Caleb Winter, Senior Transportation Planner	Marne Duke, Senior Public Affairs Specialist
Clifford Higgins, Communications Program Mgr.	Cindy Pederson, Research Center Manager II
Noel Mickelberry, Associate Transportation Planner	Marie Miller, TPAC Recorder

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

Vice Chairman Ted Leybold called the meeting to order at 9:30 a.m. A quorum was declared of members present. Introductions were made.

**2. Comments From the Chair and Committee Members**

- **Monthly MTIP Amendments Update** (Ken Lobeck)

Ken Lobeck provided an update on the UPWP regionally significant projects currently in process of moving toward completion or toward close-out, and programming under obligation from the state of Oregon with required target dates progress tracking. A memo in the packet explains the UPWP regionally significant projects identified requiring reporting process, with note of key close-out requirements on projects. For further information on the process or questions with requirements, agencies are encouraged to contact Mr. Lobeck.

- **Regional Flexible Funds Allocation (RFFA) public comment period** (Dan Kaempff)

Dan Kaempff provided a handout memo to the committee that gave details on the upcoming steps in the 2022-2024 Regional Flexible Funds Allocation (RFFA) process. The public comment process begins today and is available on our website. In the handout memo, it was noted:

There are four components that comprise the information TPAC and JPACT will consider.

1. Technical evaluation – measuring the project outcomes and alignment with RTP policy priorities

2. Risk assessment – evaluation of projects for their level of preparedness and risks to project delivery

3. Public comment – a 30 public comment period is scheduled for September 6 to October 7. Metro Council will hold a public hearing on September 26, with JPACT members invited and encouraged to attend to hear public testimony.

4. Priority identification – county coordinating committees and the City of Portland will have the opportunity to identify which projects they consider to be their priorities.

TPAC and JPACT will use this information in their discussions of the RFFA projects throughout the fall of 2019, leading to a scheduled adoption of a final project package by Metro Council in January 2020. Page 6 of the memo notes the final public comment period ending Oct. 7, with the report expected Oct. 15 in time for input from county coordinating committees, TPAC and JPACT before final recommendation is prepared.

Comments from the committee:

- Karen Buehrig asked when the full spreadsheet referred to in the memo would be available to the committee. Mr. Kaempff reported this would be sent out to the committee today.
- Katherine Kelly noted that the risk assessment section of the evaluation was expected before public comment began but that jurisdictions had not yet received this information. Mr. Kaempff reported this was a timeline issue and that the risk analysis was not included in the public comments information. Applicants are now currently receiving this information, asking for more information and clarification on their projects. Responses to these questions will be used in developing a final risk assessment report, scheduled to be completed in early October, prior to county coordinating committee priority identification processes.
- Garett Prior acknowledged the challenge with the timelines and confirmed that cities and applicants would receive clarification on details with the public comment and evaluation. It was also confirmed that project readiness and risk assessment were the same.
- Eric Hesse asked for clarification on the spreadsheet; a ranking of projects, financial capabilities? Mr. Kaempff reported there were no ranking or financial capabilities in the spreadsheet. The information was created to provide evaluations on policy priorities in the RTP that could be developed for policy outcomes.
- Maria Hernandez-Segoviano asked how it could be shown these projects are aligning with priorities in the RTP. Mr. Kaempff reported that all 23 projects submitted for evaluation are in the RTP, and that part of the evaluation is reviewing the policy objectives identified in the RTP priorities, and including risk assessments. When asked if all the projects could be shown with this information, Mr. Kaempff confirmed it would and reported at the next month meeting. He encouraged the committee to contact him for any further questions or clarifications on the projects and process.
- **2021-2024 MTIP Network Review and No Build Reminder** (Ted Leybold)  
Vice Chair Leybold reminded the committee of the memo in the packet from Grace Cho. Information in the memo reminds local governments and regional partners to identify all roadway and bicycle facility projects completed since 2015 and those projects expected to be completed by end of 2020 to submit documentation for the regional roadway network by October 31. Contact Metro staff Thaya Patton or Grace Cho for questions or more details.

### **3. Public Communications on Agenda Items - none**

### **4. Consideration of TPAC Minutes from July 12, 2019**

**MOTION: To approve the minutes from July 12, 2019 as presented.**

Moved: Glenn Koehrsen

Seconded: Jeff Owen

**ACTION: Motion passed unanimously with one abstention; Katherine Kelly.**

### **5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 19-5018**

Ken Lobeck presented information on resolution 19-5018, Sept. 2019 Formal MTIP Amendment that:  
Recommend JPACT approval of Resolution 19-5018:

- o Includes formal amendments to 13 projects
- o 9 new projects being added to the MTIP
- o Impacting Metro, ODOT, Portland, SMART, TriMet, and Washington County

- Adds six new Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant child projects

- Combines three OR 217 projects
- Adds new transit projects for SMART and TriMet

The FAST Act established the Advanced Transportation and Congestion Management Technologies Deployment Program to make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.

ODOT submitted an application and was successful in obtaining an ATCMTD grant award. The total grant award is \$12 million. The required minimum match is 50% or greater. ODOT's grant submittal is called the Smart Mobility Network. The Smart Mobility Network uses smart technologies statewide in both urban and rural regions to ease the impacts of rapid growth, guide infrastructure investments, and promote optimal mobility for all modes. Overall, the project uses 30 smart technologies, including advanced traveler information systems and infrastructure maintenance, monitoring, and condition assessment to create an integrated and cohesive transportation planning and management program in Oregon serving all modes. ODOT's Smart Mobility Network grant will be partitioned into nine separate sub-projects. Including the matching project in Key 21157, six additional sub-projects will be programmed and implemented in the Metro MPO boundary area.

A slide showing the OR 217 three combined projects into a single project for combined delivery efficiencies/economies of scale, full construction phase programming added to the already committed funds, and now total cost with combined projects and full programming is now \$134,200,840.

New transit projects added to the amendment include:

- ODOT Rail and Public Transit Division grant awards
- Discretionary grant awards to SMART and TriMet:
  - o Key 21522: \$555,200 award to SMART - Bus and Bus Facilities Rural SMART 2017 new project to purchase:
    - One 30-35 feet, 25-35 seat CNG powered bus
    - Two 25-30 feet, 16-30 seat CNG powered buses
    - One 20 foot, 3-6 seat gas powered van
    - Support expansion of SMART's CNG refueling station
  - o Key 21517: TriMet Bus Replacement Award FFY 2019
    - Bus replacement purchases
    - \$1,014,845 grant award
- TriMet Low-No Bus Program FFY 2019
- FTA Section 5339c Low or No-Emission discretionary award
- Provides funding for the purchase or lease of zero emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities
- TriMet awarded \$2,088,579 of 5339c plus added match of \$2,159,421 for a total of \$4,248,000
- Purchase zero-emission battery electric replacement buses

Lobeck reported that MPO CFR Compliance requirements have been met including the new Performance Measurements, with public notification period now open through Sept. 30. ODOT and USDOT final approvals are expected in early Nov. 2019.



Comments from the committee:

- Jeff Owen gave full support of the combined funding on projects. He suggested that consideration of these for JPACT further provide opportunities for partners that compete for federal funds that, when combined, bring new funding to the region. This is worth celebrating for examples of successful transit funding in the region.
- Maria Hernandez-Segoviano expressed appreciation for highlighting this federal funding that is unique with combined grants. She would like to see a TriMet presentation that matches the increased funding to increased ridership in the region. The use of federal funds for capital projects and operational investments should continue to be presented and highlighted with this type of combined partner funding.

**MOTION: To provide approval recommendation to JPACT of Resolution 19-5018, for the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) involving thirteen projects impacting Metro, ODOT, Portland, SMART, TriMet, and Washington County, and to direct staff to make all necessary corrections to amendment documents.**

Moved: Eric Hesse

Seconded: Melanie Ware

**ACTION: Motion passed unanimously.**

#### **6. Regional Flexible Funds Allocation (RFFA) Region-wide Program Review**

Patrick McLaughlin presented information on the **Transit-Oriented Development (TOD) Program**. The TOD program seeks to implement the 2040 Growth Concept by investing in compact mixed-use projects near light rail stations, along frequent service bus corridors and in town centers and regional centers. In order to maximize its ability to leverage transit-oriented development and increasing affordability in high cost and gentrifying neighborhoods, the TOD program allocates its limited resources by identifying and prioritizing station areas and corridors with existing transit orientation and emerging market potential.

Demand for Metro's TOD Program kept pace and managed to nearly match last year's record number of new, funded projects. Building again on adjustments made to the program in 2016, 80 percent of Metro's funded projects included buildings with income-restricted units to serve lower income households. Metro's TOD program stimulates private investment by helping offset the higher costs of compact development. TOD program investments totaling \$16 million have leveraged more than \$697 million in private development activity across 45 completed TOD projects.

Comments from the committee:

- Tyler Bullen asked if there were rules of development with income restricted/subsidized units. Mr. McLaughlin reported there were none as long as the grant recipients met the requirements of the TOD program. When asked if parking was allowed in these units, Mr. McLaughlin reported they tried to keep parking space down as much as possible, but worked on a case by case with jurisdictions for the type of development and market rate property. Asked the percentage of total cost of the program TOD provides, typically a small percentage, 1-2%, unless when buying more land for development.
- Don Odermott commented on the success of the TOD program. Having regional and town centers for transit frequent service is important, with more parking for accessibility and sustainability. It was recommended that when new routes are added to the regional system, proactively planning for service coverage and accessibility to take advantage of these opportunities should be considered.

- Katherine Kelly agreed with these comments and the successful work on the TOD program. It was suggested that more discussion be held on the land development side of investments for future frequent service. The TriMet TOD program and Metro's could be linked and coordinated together for efficiency and partnership in future programming. Mr. Laughlin agreed that TriMet works in partnership with Metro on corridor prioritization and knowledge sharing with the program. Jeff Owen agreed that a joint presentation between TriMet and Metro TOD programs would be beneficial.
- Maria Hernandez-Segoviano what funds were from TOD and if any, affordable housing bond funds. Mr. Laughlin reported that the TOD program funds were from RFFA, and 90% of the affordable housing bond funds were distributed to jurisdictions with strict and limited restrictions for low income housing. The remaining 10% of the bond funding Metro will use for land acquisition for affordable housing, with a focus on investments and policy approved expected that the end of Sept., focused on RTP priorities. Ms. Hernandez-Segoviano commented on the link between transportation and housing with the need for agency policies to have a concerted effort. It would be helpful to have a report on TriMet and Metro land surplus policies so that opportunities are not lost when affordable housing is needed.
- Erin Wardell noted the cluster map shown was outdated, missing more frequent service that have since come on line. It was asked if there would be an update to future TOD areas in the next 10 years, with opportunities to development investments. Mr. Laughlin acknowledged the rapid pace of the frequent services with data, and future updates to maps and graphs will highlight this. Future areas they are looking at now include SW Corridor for priority with land, and areas with TriMet bus service areas.

Marne Duke presented information on the **Regional Travel Options program**. With the program purpose to optimize infrastructure investments, reducing single people travel on roads, contribute to healthy, livable communities, RTO provides direct support for Travel Demand Management (TDM) programs. The 2018 Strategy update:

- Creates a framework for improved performance through better partner support
- Broadens equity and geographic reach
- Aligns with 2018 RTP direction, Climate Smart commitments, ODOT plans
- Expands focus to help kids (Safe Routes to School)
- Creates principles for using technology

The RTO grant program has awarded \$5.7 million to 25 organizations in six grant categories. Seven grants to Safe Routes to Schools help support developing educational and outreach programs and program coordination. Funds for collaborative marketing help coordinate partner efforts, sharing of research and resources, pilot projects exploring new techniques and audiences, and new funding dedicated for partner-led projects.

Evaluation of the program helps measure program impact and awareness of the program. The TDM inventory and assessment provides information on whom and where we are not serving, why these techniques are not being utilized, and how we can be more efficient moving forward. Work on the current assessment wraps up this fall, with implementation on the action plan in 2020.

Comments from the committee:

- Glenn Koehrsen asked what information was available with first mile/last mile connections between Oregon City and Clackamas County town center, specifically funding Clackamas

County Community College. Karen Buehrig added to Ms. Duke's input on TDM program funding with CCC student shuttle information and marketing. Different funding sources for programs are being developed currently in Clackamas County for a study on shuttle services, hiring a new transit coordinator and working on TDM marketing. The County and Oregon City are encouraged to keep agencies informed of new program and services.

Caleb Winter provided information on the **Transportation System Management and Operations Program (TSMO)**. Showing the cost of congestion projected to increase per driver in the next year an average of \$1,625, slower transit bus travel trends, and sources of more congestion on our transit routes, the purpose of TSMO is for developing intelligent, smarter responses to constrained fiscal environment, constrained space, growing demand and growing capabilities.

TSMO programs on regional arterials, transit, bicycle and pedestrian systems serve:

- Regional signal systems
- Transit signal priority
- Arterial travel time
- Multimodal data collection
- Traveler information
- Freight traffic engineering

Metro will convene partners this fall to begin updates of the TSMO Strategy, evaluating past efforts and applying 2018 Regional Transportation Plan Goal 4, Reliability and Efficiency: *The transportation system is managed and optimized to ease congestion, and people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options.*

#### **In Brief**

- 2022-2024 RFFA allocates the TSMO program \$5.74, matched by a minimum of \$0.66 million from local sources totaling \$6.4 million for projects and strategy support for three (3) years.
- TSMO investment priorities will follow the planning process for the 2020 TSMO Strategy update. This planning work is underway to develop a TSMO action plan to achieve RTP Goal 4, Reliability and Efficiency on the region's transportation system.
- Fall 2020 is the soonest Metro would solicit for 2022-2024 TSMO projects.
- Project recommendations will involve regional stakeholders through TransPort, supported by Metro Resource Development staff.

Comments from the committee:

- Karen Buehrig asked where in the project solicitations process we are at now. Mr. Winter reported that first round applications with RFFA are open with more information on the TSMO website. Criteria and readiness questions were being addressed. Funding available is estimated at \$4.6 million this round, with application submittals due to close Sept. 23.
- Erin Wardell commented on success with this program, especially due to the working with partners in the region as full investment strategies. Washington County looks forward to continuing with these efforts.
- Tyler Bullen asked how the figure of \$1,625 cost of congestion per driver was arrived. Mr. Winter and Eric Hess commented that several factors were calculated into this number; cost of time, cost of fuel, historical data, delay in travel. Mr. Bullen suggested that if this number of cost to drivers was more understood, more support for addressing real solutions to congestion

in the region could be provided to the public. Pricing the factors would make a powerful case with pricing solutions if correctly messaged.

- Maria Hernandez-Segoviano agreed with the importance of showcasing the unintended consequences of fuel emissions with the environment in areas of health and areas with communities of color. Referring to the graph showing slower transit trends with bus speeds for service, it was suggested to better articulate this and capture the story of how congestion affects frequent service. Mr. Winter added that with the work of enhanced transit corridors and increasing transit signal speed for faster service and more frequent service stops, these examples can help share this story.
- Jeff Owen commented on the slide of slower transit speeds, that came from 2017 bus data and how need to make bus priorities more efficient. TSMO not only collects data but uses this system to tell stories, create solutions and help implement them with our partners. It will be part of the T2020 story that helps demonstrate where pricing would be most effective.

## **7. Congestion Bottleneck Operations Study II**

Scott Turnoy provided an overview of the Congestion Bottleneck Operations Study II (CBOS). ODOT Region 1's Corridor Bottleneck Operations Study 2 (CBOS 2) evaluates freeway congestion bottlenecks and identifies potential projects to address congestion, particularly during peak commute shoulder hours, through safety and operational improvements on six Portland metro area freeway corridors (I-5, I-84, I-205, I-405, US 26 and OR 217).

The CBOS 2 Project Atlas summarizes phases of work and functions as a menu of potential projects from which ODOT can select for design and construction as funding becomes available. In CBOS 2, projects are identified and evaluated to determine potential measurable benefit and feasibility. CBOS is an approach ODOT has employed over the past six years to identify and analyze safety-spot improvements. This approach has become the trend among state and federal transportation agencies seeking operational and lower-cost "fixes" at spot-specific locations to address safety issues.

CBOS 2 project opportunities are evaluated on operational and safety performance compared with existing conditions. The analysis considers vehicle speeds, volume to capacity performance, queuing, crash hot spots and ODOT SPIS site locations, as well as potential project impacts to structures, right-of-way and environmental sensitivities.

ODOT Region 1 evaluated project opportunities across six freeway corridors in an effort to address several of the 38 freeway congestion bottlenecks. The CBOS 2 Project Atlas illustrates the benefits and feasibility of 26 projects or project phases. These projects include the following improvement types:

- Auxiliary lanes (ramp-to-ramp lanes)
- Ramp modifications
- Entrance ramp metering
- Dual exit lanes
- Active Traffic Management (ATM) signs
- Braided ramps
- Ramp management
- Truck climbing lane

The full report is due soon and will post on the ODOT website. For more information on the study and projects listed, contact Mr. Turnoy.

Comments from the committee:

- Tom Bouillion mentioned a project that did not make the project list; I-205 Northbound on the Glen Jackson bridge from Airport Way during peak hour bottlenecks. Starting next week service is being provided by C-Tran during off-peak hours to the airport. The Port anticipates delays with the bridge closure planned by ODOT on I-5 next year and hopes for some mitigation. The Port is interested in pursuing with ODOT and C-Tran coordination and operational fix efforts, perhaps with bus-on-shoulder. The efforts with the CBOS definitely show efforts worth pursuing.
- Tyler Bullen asked why total costs for the projects were not included in the materials. Mr. Turnoy reported the final costs of each project were not yet known. When asked why the Rose Quarter project was not listed, it was reported this was a much larger project that fell into a different category. Past reports from ODOT felt our State Highway system was built out, so that currently we are now doing small operational pieces. Did the 47 projects listed as improvements serve as complete concepts? Mr. Turnoy acknowledged the alternative feasibilities in the study and possible leveraging between projects, but a complete build out was questionable. It was suggested that discussion on the best way to spend this money and get to the core of the issue of congestion in the region should be developed.
- Don Odermott mentioned the methodology in the study that showed improvements in the bottleneck areas, but consequences to arterials and other routes when traffic diverts to lesser congestion. It was asked if the analysis in the study addressed rebalancing traffic, and coordination with local jurisdictions and agencies. The greenhouse effect with emissions should be included in the study for both numbers of cars but also transit time. A more dynamic storytelling purpose could be effective in further development with the study.
- Maria Hernandez-Segoviano commented on the missing link between congestion and finding more accessibility to address the issue. It appears that various road adaptations are being suggested to solve bottlenecks, but a miss connect on finding ways to reduce congestion, not simply divert this. Mr. Turnoy acknowledged the study took a narrow approach with the study of freeways for operational deficiencies and needs a more multi-modal approach.

## **8. Regional Mobility Policy Work Plan**

Kim Ellis and Lidwien Rahman provided an update on the Metro/ODOT Mobility Policy with work done to date. The purpose of this project is to update the policy on how the region defines mobility and measures success. The updated policy will guide development of regional and local transportation plans and the evaluation of potential impacts of plan amendments and zoning changes on the transportation system.

This update will take place over the next two years. Project scoping is underway and expected to be complete by the end of the year. Scoping will be used to help develop a work plan and engagement plan that will guide the planning process. The plans will be presented to JPACT and the Metro Council for consideration in Fall 2019. The project's multi-phase planning process will advance from Jan. 2020 through June 2021, and result in policy recommendations to JPACT, the Metro Council and the Oregon Transportation Commission.

Draft key work plan tasks for the next two years were reviewed. Key engagement strategies were discussed from key stakeholders, and encouragement given to TPAC members to be part of the decision making process. TPAC will be asked to review the work plan and engagement plan at the October meeting, and make recommendation to JPACT in Nov.

Comments from the committee:

- Melanie Ware appreciated the collaborative work between the agencies and the deliberate approach to getting feedback on these issues. The work plan and strategy discussion next month will be looked forward to having.
- Don Odermott commented on the need to synchronize planning standards and performance standards which are often not well aligned with these projects. Ms. Ellis and Ms. Rahman agreed that many of the measurements coming from these discussions can help lead to finding better alignment in the system.

**9. Committee Feedback on Creating a Safe Space at TPAC**

Vice Chair Leybold announced the next TPAC Equity Workshop is scheduled for October 10 in Council chamber, from 9 a.m. to 1 p.m. A reminder about this will be sent to members and alternate members. There were no comments or suggestions on the response cards collected at the end of the meeting.

**10. Adjourn**

There being no further business, meeting was adjourned by Vice Chairman Leybold at 12:00 p.m.  
Respectfully submitted,  
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, Sept. 6, 2019

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	09/06/2019	09/06/2019 TPAC Agenda	090619T-01
2	TPAC Work Program	8/28/2019	TPAC Work Program, as of 8/28/2019	090619T-02
3	Memo	08/29/2019	TO: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: 2019 Semi-annual UPWP Regionally Significant Projects Summary Report	090619T-03
4	Memo	7/12/2019	TO: TPAC and Interested Parties From: Grace Cho, Senior Transportation Planner RE: Request for Agency Review of 2015 Base Year Network for 2021-2024 MTIP Performance Assessment	090619T-04
5	Minutes	7/12/2019	Draft minutes from TPAC July 12, 2019 meeting	090619T-05
6	Resolution 19-5018	09/06/2019	Resolution 19-5018 for the purpose of adding or amending existing projects to the 2018-21 MTIP involving 13 projects impacting Metro, ODOT, Portland, SMART, TriMet and Washington County	090619T-06
7	Exhibit A to Resolution 19-5018	09/06/2019	Exhibit A to Resolution 19-5018, 2018-21 MTIP	090619T-07
8	Staff Report	8/29/2019	Staff Report to Resolution 19-5018, 2018-21 MTIP	090619T-08
9	Attachment 1	08/29/2019	Attachment 1 to Resolution 19-5018, Project Location Maps	090619T-09
10	Attachment 2	08/29/2019	Attachment 2 to Resolution 19-5018, Project Support Materials	090619T-10
11	Handout	N/A	2018 Annual Report, July 2017-June 2018, Transit-Oriented Development Program	090619T-11
12	Handout	June 2016	Transit-Oriented Development Program Strategic Plan	090619T-12
13	Memo	08/30/2019	TO: TPAC and Interested Parties From: Caleb Winter, TSMO Program Manager RE: Transportation System Management and Operations (TSMO) Program Update	090619T-13
14	Handout	July 2019	Regional mobility policy update	090619T-14
15	Memo	09/06/2019	TO: TPAC and Interested Parties From: Dan Kaempff, Principal Transportation Planner RE: 2022-2024 Regional Flexible Funds Allocation Project Evaluation Process and Next Steps	090619T-15



Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
16	Handout	Sept. 2019	Portland Region Corridor Bottleneck Operations Study 2	090619T-16
17	Handout	09/05/2019	Regional Mobility Policy Update, Key Scoping Meeting April to Dec. 2019	090619T-17
18	Presentation	Sept. 6, 2019	September 2019 MTIP Formal Amendment Summary	090619T-18
19	Presentation	Sept. 6, 2019	Transit-Oriented Development Program	090619T-19
20	Presentation	Sept. 6, 2019	Regional Travel Options	090619T-20
21	Presentation	Sept. 6, 2019	Transportation System Management and Operations Program Update	090619T-21
22	Presentation	Sept. 6, 2019	Corridor Bottleneck Operations Study 2	090619T-22
23	Presentation	Sept. 6, 2019	Metro/ODOT Mobility Policy Update	090619T-23

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR	)	RESOLUTION NO. 19-5037
AMENDING EXISTING PROJECTS TO THE	)	
2018-21 METROPOLITAN TRANSPORTATION	)	Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING FOUR	)	Andrew Scott in concurrence with
PROJECTS IMPACTING PORTLAND,	)	Council President Lynn Peterson
TUALATIN, TRIMET, AND WASHINGTON	)	
COUNTY (OC20-02-OCT)	)	

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, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, Metro, Portland, and TriMet have agreed upon a fund exchange to swap out the unobligated federal Congestion Mitigation Air Quality improvement program funding with local funds to allow the Central City In Motion active transportation and transit improvement project to be delivered faster and more efficiently; and

WHEREAS, the October 2019 Formal MTIP amendment is replacing the CMAQ funds with local funds for the Central City In Motion project in Key 19299 now that required local Intergovernmental Agreement (IGA) among Metro, Portland, and TriMet is close to be completed; and

WHEREAS, the Federal Transit Administration (FTA) has confirmed TriMet's approved Section 5309 Small Starts discretionary funding at approximately \$87.5 million dollars for their Division Transit Project which will implement bus rapid transit (BRT) from Portland's Central Business District east to Gresham; and

WHEREAS, to ensure TriMet can complete and is awarded their FTA Transit Award Management System (TrAMS) grant for the 5309 funds by December 2019, MTIP programming adjustments are being made to cancel TriMet's FY 2019 allocation and advance their FY 2021 5309 allocation to 2020 via a separate administrative modification in the MTIP to meet FTA's 5309 Small Starts grant approval deadline for the Division Transit project; and

WHEREAS, the city of Tualatin received a 2019-21 Regional Flexible Fund Allocation (RFFA) of \$625,000 of federal Surface Transportation Block Grant (STBG) funds in support of project development activities for their SW Herman Rd to support the construction of bike lanes and sidewalks along a half-mile stretch of Herman Road from SW 124<sup>th</sup> Ave to SE Cheyenne Way and now wish to complete the project development activities with local funds; and

WHEREAS, Metro, Tualatin, and Washington County have agreed to a fund exchange where the SW Herman Rd STBG will be transferred to Washington County's Basalt Creek Parkway Extension project and committed to the Preliminary Engineering (PE) phase with Washington County providing Metro with \$625,000 of local funds from the project to then be used by Tualatin to support project development activities for their SW Herman Rd project; and

WHEREAS, the October 2019 Formal MTIP Amendment was subject to MTIP review factors that 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, completing a performance measurements assessment, and compliance with MPO MTIP federal management responsibilities to ensure the changes were in compliance with 23 CFR 450.300-338 and accomplished legally; 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 October 2019 Formal MTIP Amendment; and

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

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification, amendment summary overview, and recommended approval to Metro Joint Policy Advisory Committee on Transportation (JPACT) on October 4, 2019; and

WHEREAS, JPACT received their notification on October 17, 2019 and provided an approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on October 31, 2019 to formally amend the 2018-21 MTIP to include the October 2019 Formal Amendment bundle consisting of four projects.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2019.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 19-5037**



<b>Proposed October 2019 Formal Amendment Bundle</b> <b>Amendment Type: Formal/Full</b> <b>Amendment #: OC20-02-OCT</b> <b>Total Number of Projects: 4</b>					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
19299	70677	Portland	<del>Portland Central City Safety Project Phase 2</del> Central City In Motion	The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.	<b>FUND EXCHANGE:</b> The amendment replaces the current federal CMAQ funds with local funds. The project will proceed through all implementation phases as a locally funded project. The fund swap is made possible through a fund exchange among Portland, Metro, and TriMet.
20844	70930	TriMet	Division Transit Project (2019)	High capacity transit on Division from Portland Central Business District to Gresham Town Center.	<b>CANCEL PROJECT:</b> The amendment cancels the project from the MTIP as the approved 5309 Small Starts funding for the Division Trans Project will originate from Keys 20445 and 2046 per FTA guidance and direction. The 5309 Small Starts funds are not required as a result to support the Division Transit Project and is being cancelled from the MTIP as a result to avoid funding over programming.
20815	70881	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project).	<b>CANCEL PROJECT:</b> The amendment cancels the project from the MTIP as the result of a three-way fund exchange among Metro Tualatin, and Washington County. The \$625,000 of Surface transportation Program funding is being transferred to Washington County's Basalt Creek project in Key 19358. Washington County will provide \$625k of local funds from Key 19358 to Metro. Metro will then reimburse Tualatin as the Herman Rd project development study is completed.

19358	70789	Washington County	Basalt Creek Ext: Grahams Ferry to Boones Ferry Rd	<p>This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area.</p> <p><b><u>FUND EXCHANGE:</u></b>  The formal amendment completes the Washington County portion to the three-way fund swap among Metro, Tualatin, and Washington County. \$625,000 of Surface Transportation funds from Tualatin's SW Herman Rd project on Key 20815 (also this amendment bundle). The STP funds are being added to the PE phase (along with required match). Washington County is then providing Metro with \$625,000 of local funds that will be used to reimburse Tualatin's SW Herman Rd project in Key 20815. Metro will monitor three way fund exchange through a separate multi-agency Intergovernmental Agreement</p>
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**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**FUND EXCHANGE**  
 5th Amendment to Project

<b>Lead Agency:</b> Portland	Project Type: Active Trns	<b>ODOT Key:</b> 19299
<b>Project Name:</b> <del>Portland Central City Safety Project – Phase 2</del> Central City in Motion	ODOT Type: Active Trns	<b>MTIP ID:</b> 70677
<b>Project Status:</b> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	Performance Meas: Yes	<b>Status:</b> 2
<b>Short Description:</b> The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.	Capacity Enhancing: No	<b>Comp Date:</b> 12/31/2022
	Conformity Exempt: Yes	RTP ID: 11832
	On State Hwy Sys: No	RFFA ID: 50218
	Mile Post Begin: N/A	RFFA Cycle: 2016-18
	Mile Post End: N/A	UPWP: Yes
	Length: N/A	UPWP Cycle: SFY 18
	1st Year Program'd: 2018	Past Amend: 4
	Years Active: 3	OTC Approval: No

**Detailed Description:** The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City. The project will also fund the preliminary development of a new greenway trail south of the Marquam Bridge, providing access to the new transit bridge serving South Waterfront.

**STIP Description:** (Planning Study description): Develop a strategy that identifies multimodal safety projects and prioritizes investments

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
CMAQ	Mult	2016	\$ 852,000					\$ 852,000
<del>CMAQ</del>	<del>Z400</del>	<del>2020</del>		<del>\$ 648,000</del>				\$ -
<del>CMAQ</del>	<del>Z400</del>	<del>2021</del>			<del>\$ 100,000</del>			\$ -
<del>CMAQ</del>	<del>Z400</del>	<del>2021</del>					<del>\$ 3,900,000</del>	\$ -
CMAQ Planning program codes used = M40E, Z400, M400, L40E, & L400							<b>Federal Totals:</b>	<b>\$ 852,000</b>
<b>Federal Fund Obligations:</b>			\$ 852,000					Federal Aid ID
<b>EA Number:</b>			C3265210					5900(288)
<b>Initial Obligation Date:</b>			9/21/2016					
<b>State Funds</b>								
								\$ -
							<b>State Total:</b>	<b>\$ -</b>

<b>State Fund Obligations:</b>							
<b>EA Number:</b>							
<b>Initial Obligation Date:</b>							
<b>Local Funds</b>							
Local	Match	2016	\$ 97,515				\$ 97,515
<del>Local</del>	<del>Match</del>	<del>2020</del>	<del>-</del>	<del>\$ 74,166</del>			<del>\$ -</del>
Other	Local	2020		\$ 722,166			\$ 722,166
<del>Local</del>	<del>Match</del>	<del>2021</del>			<del>\$ 11,445</del>		<del>\$ -</del>
Other	Local	2021			\$ 111,445		\$ 111,445
<del>Local</del>	<del>Match</del>	<del>2021</del>				<del>\$ 446,372</del>	<del>\$ -</del>
Other	Local	2021				\$ 4,346,372	\$ 4,346,372
							\$ -
						<b>Local Total</b>	<b>\$ 5,179,983</b>
Phase Totals Before Amend:		\$ 949,515	\$ 722,166	\$ 111,445	\$ -	\$ 4,346,372	\$ 6,129,498
Phase Totals After Amend:		\$ 949,515	\$ 722,166	\$ 111,445	\$ -	\$ 4,346,372	<b>\$ 6,129,498</b>
Year Of Expenditure (YOE):							\$ 6,129,498
<b>Notes and Summary of Changes:</b>							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
<b>Amendment Summary:</b>							
The formal amendment de-programs the PE, ROW, and Construction phase CMAQ from the project and replaces it with local funds from Portland. Portland's will initially complete the project with their local funds. The proposed projects identified in the planning study raised some delivery efficiency questions with the use of CMAQ to complete the project. As a result, Metro, TriMet, and Portland developed a project fund exchange to complete Portland's Central City project with local funds.							
The fund exchange has been approved with TriMet to commit the CMAQ to an appropriate CMAQ eligible project. TriMet will provide Metro with the local funds as part of the fund exchange. Metro will reimburse Portland as required. Portland's project will be locally administered and monitored by Metro through a separate IGA. The Central City Safety Project will remain in the 2018-21 MTIP, but will not need to be carried over into the 2021-2026 MTIP. TriMet will use the CMAQ funds to purchase electric buses.							
<b>RTP References:</b>							
> RTP IDs: 11832 - Central City Multimodal Safety Improvements, Phase 2							
> RTP Description: Construct high-priority bikeways, pedestrian improvements, and transit priority treatments in the Central City, identified through the Central City Multimodal Project planning phase.							
> Will Performance Measurements Apply: Appears Yes							
<b>Fund Codes:</b>							
> CMAQ = Federal Congestion Mitigation Air Quality improvement program funds. CMAQ funds provide funding to support projects that provide a maximum air quality improvement benefit. CMAQ funds are allocated to Metro via a statewide formula allocation							
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs							
> Other = Additional local funds contributing to the project beyond the required match.							



**Amendment Review and Development Personnel:**

- > Exemption Status: Exempt project .
- > Project is located on the NHS: No
- > Located on the Metro Modeling network: YES. Candidate projects are located along various identified pedestrian parkways or Regional Pedestrian Corridors in the Metro Pedestrian modeling network. The final selected projects will be incorporated into the Pedestrian model as appropriate.
- > Regionally Significant Project: The location of the candidate projects on the Pedestrian model result in the project being identified as Regionally Significant
- > ODOT LAL: . Daniel Ramirez-Cornejo
- > Project Manager or Agency Contact(s): Gabriel Graff, PBOT
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**CANCELLED PROJECT**  
 5th Amendment to Project

<b>Lead Agency:</b> TriMet	Project Type: Transit	<b>ODOT Key:</b> 20844
<b>Project Name:</b> Division Transit Project (2019)	ODOT Type: Transit	<b>MTIP ID:</b> 70930
	Performance Meas: Yes	<b>Status:</b> T22
	Capacity Enhancing: No	<b>Comp Date:</b> N/A
	Conformity Exempt: Yes	RTP ID: 11590
	On State Hwy Sys: No	RFFA ID: N/A
<b>Project Status:</b> T22 = Programming actions in progress or programmed in current MTIP	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2018	Past Amend: 4
	Years Active: 3	OTC Approval: No

<b>Detailed Description:</b> None	CANCELLED PROJECT
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**STIP Description:** High capacity transit on Division from Portland CBD to Gresham TC.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other/Transit	Total
<b>Federal Funds</b>								
5309-SS	FF40	2020					<del>\$ 7,718,985</del>	<del>\$ 7,718,985</del>
							\$	-
CMAQ Planning program codes used = M40E, Z400, M400, L40E, & L400							<b>Federal Totals:</b>	<b>\$ 7,718,985</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
							\$	-
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

Local Funds								
Local	Match	2020	-				<del>\$ 5,145,990</del>	<del>\$ 5,145,990</del>
							\$	-
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	<del>\$ 7,718,985</del>	<del>\$ 7,718,985</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ 175,000,000

**Notes and Summary of 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 cancels the 5309 small starts funds from the 2019 Division Transit Project allocation as for 2019. FTA will approve the FY 2020 and 2021 allocations from Keys 20845 and 20846. Together, they total \$90 million. The project's final approval amount at a 50% federal contribution rate is approximately \$87.5 million of 5309 small start funds. TriMet's grant approval in TrAMS. is estimated to occur by December 2019. Obligating the funds using Keys 20845 and 20846 simplifies the grant approval process for FTA. Key 20844 was slipped into FY 2020 via the STIP Re-Balancing amendment during late July and now is being cancelled from the MTIP. . Key 20846 is currently programmed in 2021 with \$34,688,806 and will be administratively advanced to FY 2020. Deleting Key 20844 does not negatively impact the project. By advancing Key 20846 into 2020, Key 20844 becomes an unnecessary project in the MTIP.

**The Division Transit Project:**

TriMet proposes to implement bus rapid transit (BRT) from Portland's Central Business District east to Gresham. The route provides access across the Willamette River over the Tilikum Crossing bridge, which currently is only open to pedestrians, bicycles, and light rail vehicles making its way to the Portland Transit Mall. The Project includes a portion of the reconstruction and expansion of Powell Garage to accommodate and maintain the BRT fleet. The project also includes transit signal priority, a real-time bus arrival information system and the purchase of 33 uniquely branded vehicles. The service is planned to operate every six minutes during weekday peak periods, every 12 minutes during weekday off-peak periods, and every 15 minutes during weekday evenings and weekends. Project Purpose: The Project is intended to improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service. It is expected to minimize travel times while providing important transit connections.

The estimated construction total project cost is \$175 million dollars, The funding originates from multiple sources including FTA (via the FTA Section 5309 Small Starts grant supporting 50% of the project cost, CMAQ funds from Metro/FHWA, State contributions, and various local contributions. The funding contribution split is approximately \$113.84 in federal funds, 0.75 million in state funds and \$60.09 million in local funds . Service is expected to be initiated in 2022. Additional project details can be found on TriMet's website at <https://trimet.org/division/>.

**RTP References:**

> RTP IDs: 11590 - HCT: Division Transit Project: Capital Construction

> RTP Description: The Division Transit Project will improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service.

Will Performance Measurements Apply: Appears Yes

**Fund Codes:**

- > 5309 Small Starts = Federal Section 5309 Small Starts funding allocated by FTA in a discretionary basis to support capital transit improvements.
- > Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs
- > Other = Additional local funds contributing to the project beyond the required match.

**Amendment Review and Development Personnel:**

- > Exemption Status: Exempt project .
- > Project is located on the NHS: No
- > Located on the Metro Modeling network: YES. Candidate projects are located along various identified pedestrian parkways or Regional Pedestrian Corridors in the Metro Pedestrian modeling network. The final selected projects will be incorporated into the Pedestrian model as appropriate.
- > Regionally Significant Project: The location of the candidate projects on the Pedestrian model result in the project being identified as Regionally Significant
- > ODOT LAL: . Daniel Ramirez-Cornejo



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**CANCELLED PROJECT**  
 2nd Amendment to Project

<b>Lead Agency: Tualatin</b>					Project Type:	Planning		ODOT Key:	20815
<b>Project Name: SW Herman Rd: SW 124th Ave - SW Cheyenne Way</b>					ODOT Type:	Planning		MTIP ID:	70881
					Performance Meas:	No		Status:	A
					Capacity Enhancing:	No		Comp Date:	N/A
<b>Project Status: A = In approved MTIP moving forward to obligate funds</b>					Conformity Exempt:	Yes		RTP ID:	10715
					On State Hwy Sys:	No		RFFA ID:	50292
<b>Short Description:</b> In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project).					Mile Post Begin:	N/A		RFFA Cycle:	2019-21
					Mile Post End:	N/A		UPWP:	No
					Length:	N/A		UPWP Cycle:	N/A
					1st Year Program'd:	2019		Past Amend:	1
			Years Active:	2	OTC Approval:	No			
			<b>Detailed Description:</b> In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project) (UPWP Regionally Significant Project)						
<b>STIP Description:</b> Complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Rd									

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
STBG-U	2230	2020	\$ <del>625,000</del>					\$ -
							<b>Federal Totals:</b>	\$ -
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
							<b>State Total:</b>	\$ -

<b>State Fund Obligations:</b>							
<b>EA Number:</b>							
<b>Initial Obligation Date:</b>							
<b>Local Funds</b>							
Local	Match	2020	<del>\$ 71,534</del>				\$ -
Local	Match	2020	<del>\$ 28,466</del>	-			\$ -
							\$ -
						<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:		<del>\$ 725,000</del>	\$ -	\$ -	\$ -	\$ -	<del>\$ 725,000</del>
Phase Totals After Amend:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):							\$ -
<b>Notes and Summary of Changes:</b>							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
<b>Amendment Summary:</b>							
The formal amendment de-programs the STBG and transfers it to Washington County's Basalt Creek Pkwy improvement project in Key 19358. Tualatin has agreed to provide Washington County the STBG in exchange for local funds to complete the Herman Rd project development effort. Washington County will provide Metro the \$625,000 of local funds. Tualatin will complete reimbursements through Metro to complete project development activities for Herman Rd. The 625,000 of STBG will be re-programmed to the Basalt Creek Parkway's PE phase in Key 19358. As a result of the three-way fund exchange, Tualatin's Herman Road project will only require local funds and can be canceled from the MTIP and STIP, Metro will provide local oversight of the Herman Rd project development project study.							
<b>RTP References:</b>							
> RTP IDs: 10715 - Herman							
> RTP Description: To improve safety and add active transportation options: Upgrade this road section to urban standards with sidewalks, bicycle lanes and curbs/gutters.							
Will Performance Measurements Apply: Appears No							
<b>Fund Codes:</b>							
> STBG = Federal Surface Transportation Block Grant funds allocated to Metro. Metro then awards a portion of the STBG annual allocation to eligible Regional Flexible Fund Allocation (RFFA) awarded projects. STBG funds may be used for various transportation system improvements.							
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs							
> Other = Additional local funds contributing to the project beyond the required match.							
<b>Amendment Review and Development Personnel:</b>							
> Exemption Status: Exempt project . Project is located on the NHS: No Located on the Metro Modeling network: YES. Minor Arterial in the Motor Vehicle Network							
> Regionally Significant Project: N/A ODOT LAL: . N/A Metro Manager: Grace Cho Project Manager or Agency Contact(s): N/A							
> Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia							



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**FUND EXCHANGE**  
 2nd Amendment to Project

<b>Lead Agency:</b> Washington County	Project Type:	Modern	<b>ODOT Key:</b>	<b>19358</b>
<b>Project Name:</b> Basalt Creek Ext: Grahams Ferry to Boones Ferry Rd	ODOT Type	Capital	<b>MTIP ID:</b>	<b>70789</b>
	Performance Meas:	Yes	<b>Status:</b>	<b>4</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Capacity Enhancing:	Yes	<b>Comp Date:</b>	<b>1/31/2023</b>
	Conformity Exempt:	No	RTP ID:	11470
<b>Short Description:</b> This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area.	On State Hwy Sys:	No	RFFA ID:	50296
	Mile Post Begin:	N/A	RFFA Cycle:	2019-21
	Mile Post End:	N/A	UPWP:	No
	Length:	N/A	UPWP Cycle:	N/A
	1st Year Program'd:	2016	Past Amend:	1
	Years Active:	5	OTC Approval:	No

**Detailed Description:** This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area. The extension of Basalt Creek Pkwy would have an east-west alignment that would cross the Seely Ditch with a 600 ft long bridge at a location that minimizes bridge length and provides excellent slopes to support a bridge structure.

**STIP Description:** Construct a new arterial roadway providing industrial freight access in the Basalt Creek Planning Area. The extension of the parkway is an east-west alignment crossing the Seely Ditch with a 600 ft long bridge.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STP-U</del>	<del>Z230</del>	<del>2016</del>		<del>\$ 2,132,000</del>				\$ -
STP-U	Z230	2016		\$ 2,757,000				\$ 2,757,000
STBG-U	Z230	2020			\$ 2,805,879			\$ 2,805,879
								\$ -
							<b>Federal Totals:</b>	<b>\$ 5,562,879</b>
<b>Federal Fund Obligations:</b>				\$ 2,132,000				Federal Aid ID
<b>EA Number:</b>				PE002708				C067(109)
<b>Initial Obligation Date:</b>				8/16/2019				
<b>State Funds</b>								
								\$ -
							<b>State Total:</b>	<b>\$ -</b>

State Fund Obligations:									
EA Number:									
Initial Obligation Date:									
Local Funds									
Local	Match	2016	\$ <del>244,017</del>				\$	-	
Local	Match	2016		\$	315,551		\$	315,551	
Local	Match	2020			\$	321,145		\$	321,145
Other	OVM	2020			\$	873,976		\$	873,976
<del>Other</del>	<del>OTH0</del>	<del>2021</del>					<del>\$ 28,798,000</del>	\$	-
Other	OTH0	2021					\$ 28,173,000	\$	28,173,000
								\$	-
								\$	-
							Local Total	\$	29,683,672
Phase Totals Before Amend:	\$	-	\$ <del>2,376,017</del>	\$	4,001,000	\$	-	<del>\$ 28,798,000</del>	<del>\$ 35,175,017</del>
Phase Totals After Amend:	\$	-	\$ 3,072,551	\$	4,001,000	\$	-	\$ 28,173,000	\$ 35,246,551
								Year Of Expenditure (YOE):	\$ 35,246,551
Notes and Summary of 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 \$625,000 of federal STP funds to the PE phase to support continued PE activities to complete the PS&E package. STP funds originate from Key 20815, Tualatin's SW Herman Rd - SW 124th Ave to SW Cheyenne Way project development project. The second part of the fund exchange requires Washington County to provide Metro with \$625,000 of local funds (pulled from the Construction phase. At this time the construction phase does not require backfill. If the Construction phase is higher, a project amendment will occur at the 90% design/plans completion point. Through a multi-agency IGA, Metro will reimburse Tualatin for costs to complete their SW Herman Rd project. Tualatin will complete their project now with only local funds. The net change to Washington County's Basalt Rd project is that it increases by \$71,534 to an estimated \$35,246,551.									
RTP References:									
> RTP IDs: 11470 - Basalt Creek Parkway									
> RTP Description: Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting.									
> Will Performance Measurements Apply: Appears Yes									
Fund Codes:									
> STP/STBG-U = Federal Surface Transportation Program/Surface Transportation Block Grant allocated to Metro through an annual formula allocation. A portion of these funds are awarded on a competitive basis to local agencies through the Regional Flexible Fund Allocation (RFFA) program									
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs									
> Other = Additional local funds contributing to the project beyond the required match.									
Amendment Review and Development Personnel:									
> Exemption Status: Non Exempt project. The new Basalt Rd extension has been modeled in the 2018 RTP Motor Vehicle network									
> Project is located on the NHS: No Located on the Metro Modeling network: YES. Will be come a major arterial in the Metro Motor Vehicle modeling network									
> Regionally Significant Project: Yes - federal funds and inclusion in the motor vehicle network									
> ODOT LAL: . Justin Bernt Project Manager or Agency Contact(s): Melissa De Lyser, Public Affairs and Communications Manager									
> Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia									



# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Thursday, September 26, 2019  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: October 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5037

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## STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING FOUR PROJECTS IMPACTING PORTLAND, TUALATIN, TRIMET, AND WASHINGTON COUNTY (OC20-02-OCT)

## BACKGROUND

### What This Is:

The October 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle (for FFY 2020) contains required changes and updates impacting Portland, Tualatin, TriMet, and Washington County. Four projects comprise the amendment bundle.

### What is the requested action?

Staff is providing TPAC notification of the October 2019 formal amendment and requesting their approval recommendation to JPACT for Resolution 19-5037, and then on to the Metro Council enabling the projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

Proposed October 2019 Formal Amendment Bundle Amendment Type: <b>Formal/Full</b> Amendment #: <b>OC20-02-OCT</b> Total Number of Projects: 4					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
19299	70677	Portland	<del>Portland Central City Safety Project - Phase 2</del> <b>Central City In Motion</b>	The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.	<b>FUND EXCHANGE:</b> The amendment replaces the current federal CMAQ funds with local funds. The project will proceed through all implementation phases as a locally funded project. The fund swap is made possible through a fund exchange among Portland, Metro, and TriMet.
20844	70930	TriMet	Division Transit Project (2019)	High capacity transit on Division from Portland Central Business District to Gresham Town Center.	<b>CANCEL PROJECT:</b> The amendment cancels the project from the MTIP as the approved 5309 Small Starts funding for the Division Trans Project will originate from Keys 20445 and 2046 per FTA guidance and direction. The 5309 Small Starts funds are not required as a result to support the Division Transit Project and is being cancelled from the MTIP as a result to avoid funding over programming.

20815	70881	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project).	<b><u>CANCEL PROJECT:</u></b> The amendment cancels the project from the MTIP as the result of a three-way fund exchange among Metro Tualatin, and Washington County. The \$625,000 of Surface transportation Program funding is being transferred to Washington County's Basalt Creek project in Key 19358. Washington County will provide \$625k of local funds from Key 19358 to Metro. Metro will then reimburse Tualatin as the Herman Rd project development study is completed.
19358	70789	Washington County	Basalt Creek Ext: Grahams Ferry to Boones Ferry Rd	This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area.	<b><u>FUND EXCHANGE:</u></b> The formal amendment completes the Washington County portion to the three-way fund swap among Metro, Tualatin, and Washington County. \$625,000 of Surface Transportation funds from Tualatin's SW Herman Rd project on Key 20815 (also this amendment bundle). The STP funds are being added to the PE phase (along with required match). Washington County is then providing Metro with \$625,000 of local funds that will be used to reimburse Tualatin's SW Herman Rd project in Key 20815. Metro will monitor three way fund exchange through a separate multi-agency Intergovernmental Agreement

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

<b>Project 1:</b> <del>Portland Central City Safety Project - Phase 2</del> (Central City In Motion)			
Lead Agency:	<b>Portland</b>		
ODOT Key Number:	<b>19299</b>	MTIP ID Number:	70677
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements (Project Development Phase): <ul style="list-style-type: none"> <li>The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.</li> <li>The project will also fund the preliminary development of a new greenway trail south of the Marquam Bridge, providing access to the new transit bridge serving South Waterfront.</li> <li>The final deliverable will be a list of projects to fund pedestrian and bicycle improvements</li> <li>The implementation phase will use the remaining Regional Flexible Fund Allocation (RFFA) award to fund specific projects that emerge from the project development study.</li> </ul> </li> <li>Source: Existing MTIP project</li> <li>Funding: FHWA Congestion Mitigation Air Quality (CMAQ) funds to complete project development activities awarded from 2008-11 RFFA project call</li> <li>Type: Active Transportation/Transit/Safety</li> <li>Location: The PBOT "Central City In Motion" project development study recommends a total of 18 projects to provide various active transportation, transit, and safety upgrades throughout the Portland central city region.</li> <li>Cross Streets: N/A – various locations recommended</li> <li>Mile Post Limits: N/A</li> </ul>		

- Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) Project is now ready to move out of pre-NEPA, project development into NEPA and Preliminary Engineering (PE)
- STIP Amendment Number: TBD
- MTIP Amendment Number: OC20-02-OCT

### AMENDMENT ACTION: FUND EXCHANGE

Originally named the Central City Safety Improvement Project – Phase 2, the revised project name of Central City In Motion will complete a formal MTIP amendment to de-program the remaining awarded unobligated CMAQ funding with local funds.

A total of \$5.5 million of federal RFFA funds were awarded to the project from the 2008-2011 RFFA call. \$852,000 of CMAQ (and local match) was programmed in support of required project development activities. \$4,648,000 remain of awarded RFFA funds to support PE, Right-of-Way (ROW), and Construction phase needs.

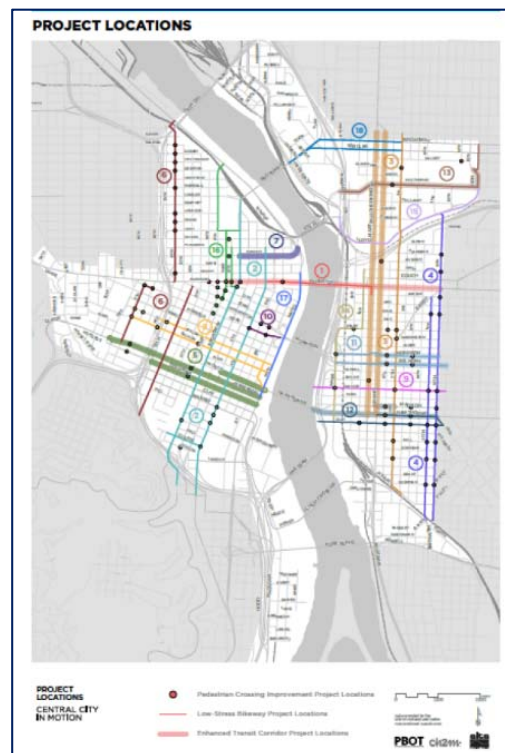
LEAD AGENCY		Portland				
PROJECT NAME		Portland Central City Safety Project - Phase 2				
Project IDs		Project Description				Project Type
ODOT KEY	19299	The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.				Bike
MTIP ID	70677					
RTP ID	10232					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2020	CMAQ - Urban	\$648,000	\$74,166	\$0	\$722,166
Purchase right of way	2021	CMAQ - Urban	\$100,000	\$11,445	\$0	\$111,445
Construction	2021	CMAQ - URBAN	\$3,900,000	\$446,372	\$0	\$4,346,372
FY 18-21 Totals			\$4,648,000	\$531,983	\$0	\$5,179,983
Prior Years' Totals			\$852,000	\$97,515	\$0	\$949,515
Estimated Project Cost (VOE\$)			\$5,500,000	\$629,498	\$0	\$6,129,498

What is changing?

The Central City In Motion project was designed to be implemented in two stages. First, Portland would complete the project development study to develop a final list of priority projects eligible for CMAQ funds. Second, a portion of the final list of projects would be funded with the awarded CMAQ from the Metro RFFA call.

\$5,179,983 of CMAQ and local match from the total award was committed and programmed in the MTIP for the Construction phase. However, upon receipt of the Central City In Motion Implementation Plan, delivery discussions began to emerge.

The estimated costs of the 18 recommended projects covering an implementation period of five years totaled \$35.7 million which greatly exceed the \$4.3 construction phase funding amount. Questions emerged concerning how much “bang for the buck” could be achieved if the selected



	<p>projects remained federalized. PBOT indicated they could deliver the projects faster if they were locally funded and maximize funding efficiencies.</p> <p><b>Recommended projects for implementation</b></p> <p><b>1-5 Year Project Recommendations</b> Projects are not listed in priority order</p> <table><tr><th>#</th><th>NAME/DESCRIPTION</th><th>APPROXIMATE COST</th><th colspan="3">PRIMARY ELEMENTS</th></tr><tr><th></th><th></th><th></th><th>Transit Priority</th><th>Safer Crossings</th><th>Low-stress Bikeways</th></tr><tr><td>1</td><td>Burnside (from W 10th to E 12th)</td><td>\$5.5M</td><td>x</td><td>x</td><td>x</td></tr><tr><td>2</td><td>Broadway (from SW Grant to Broadway Bridge) 4th Avenue (from SW Caruthers to NW Flanders) , and SW College</td><td>\$6.6M</td><td></td><td>x</td><td>x</td></tr><tr><td>3</td><td>NE/SE 7th Avenue (from Sullivan's Span to Division)</td><td>\$4.5M</td><td></td><td>x</td><td>x</td></tr><tr><td>3</td><td>Grand</td><td>\$900K</td><td>x</td><td>x</td><td></td></tr><tr><td>5</td><td>SW Madison (from SW 5th to SW 1st)</td><td>\$170K</td><td>x</td><td></td><td></td></tr><tr><td>6</td><td>NW 14th (from Burnside to Front)</td><td>\$530K</td><td></td><td>x</td><td>x</td></tr><tr><td>7</td><td>NW Everett (from Broadway to Steel Bridge)</td><td>\$1M</td><td>x</td><td></td><td></td></tr><tr><td>8</td><td>SW Salmon/SW Taylor/SW 1st</td><td>\$3.9M</td><td></td><td>x</td><td>x</td></tr><tr><td>9</td><td>SE Salmon</td><td>\$490K</td><td></td><td>x</td><td>x</td></tr><tr><td>12</td><td>SE Hawthorne (from viaduct to 12th)</td><td>\$1.2M</td><td>x</td><td>x</td><td>x</td></tr><tr><td>13</td><td>NE Multnomah</td><td>\$3.8M</td><td>x</td><td>x</td><td>x</td></tr><tr><td>15</td><td>NE Lloyd (from MLK to 12th)</td><td>\$740K</td><td></td><td>x</td><td>x</td></tr><tr><td>16</td><td>Pedestrian crossings of Burnside</td><td>\$870K</td><td></td><td>x</td><td></td></tr><tr><td>17</td><td>Naito</td><td>\$4M</td><td></td><td></td><td>x</td></tr><tr><td>18</td><td>NE Broadway/Weidler (phase I)</td><td>\$1.5M</td><td></td><td>x</td><td>x</td></tr><tr><td colspan="2"><b>TOTAL 1-5 YEAR PROGRAM COST</b></td><td><b>\$35.7M</b></td><td></td><td></td><td></td></tr></table> <p>As a result of these questions, Metro, ODOT, and PBOT began examining other funding options. Metro and PBOT approached TriMet to evaluate if a local fund exchange was feasible. Discussions began around November 2018 to work through the logistics of the fund exchange with a conceptual agreement finally reached among the three agencies around June 2019. Development of a locally developed Intergovernmental Agreement (IGA) is now at the final draft/review stage allowing the MTIP de-programming action to occur. TriMet will provide the local funds in exchange for the CMAQ funds.</p> <p>Key 19299 will now become a locally funded project in the MTIP. Metro will monitor delivery of the project through a separate IGA. The project will not be carried over into the 2021-2026 MTIP when it is updated.</p> <p>The CMAQ funds de-programmed from the central City Safety Project Phase 2 will be committed to TriMet for their later purchase of electric buses.</p>	#	NAME/DESCRIPTION	APPROXIMATE COST	PRIMARY ELEMENTS						Transit Priority	Safer Crossings	Low-stress Bikeways	1	Burnside (from W 10th to E 12th)	\$5.5M	x	x	x	2	Broadway (from SW Grant to Broadway Bridge) 4th Avenue (from SW Caruthers to NW Flanders) , and SW College	\$6.6M		x	x	3	NE/SE 7th Avenue (from Sullivan's Span to Division)	\$4.5M		x	x	3	Grand	\$900K	x	x		5	SW Madison (from SW 5th to SW 1st)	\$170K	x			6	NW 14th (from Burnside to Front)	\$530K		x	x	7	NW Everett (from Broadway to Steel Bridge)	\$1M	x			8	SW Salmon/SW Taylor/SW 1st	\$3.9M		x	x	9	SE Salmon	\$490K		x	x	12	SE Hawthorne (from viaduct to 12th)	\$1.2M	x	x	x	13	NE Multnomah	\$3.8M	x	x	x	15	NE Lloyd (from MLK to 12th)	\$740K		x	x	16	Pedestrian crossings of Burnside	\$870K		x		17	Naito	\$4M			x	18	NE Broadway/Weidler (phase I)	\$1.5M		x	x	<b>TOTAL 1-5 YEAR PROGRAM COST</b>		<b>\$35.7M</b>			
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Additional Details:	Additional details about the Central City In Motion program can be found at: <a href="https://www.portlandoregon.gov/transportation/71158">https://www.portlandoregon.gov/transportation/71158</a>																																																																																																												
Why a Formal amendment is required?	A formal/full amendment is occurring to complete the required changes due to the complexity of the fund exchange among the three agencies.																																																																																																												
Total Programmed Amount:	The total project programming amount remains unchanged at \$6,129,498																																																																																																												
Added Notes:																																																																																																													

<b>Project 2: Division Transit Project (2019)</b>	
Lead Agency:	<b>TriMet</b>
ODOT Key Number:	<b>20844</b> MTIP ID Number: 70930
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: High capacity transit on Division from Portland Central Business District to Gresham Town Center.</li> <li>Source: Existing MTIP project.</li> </ul>

- Funding: Federal Transit Administration (FTA) Section 5309 Small Starts funds
- Type: Transit
- Location: The alignment is from Portland's Central Business District east to Gresham. The route provides access across the Willamette River over the Tilikum Crossing bridge and east along Division St to Gresham the Cleveland station Park-n-Ride
- Cross Streets: Multiple
- Overall Mile Post Limits: N/A
- Current Status Code: T22 = Programming actions in progress or programmed in current MTIP
- STIP Amendment Number: TBD
- MTIP Amendment Number: SP20-01-SEP



### AMENDMENT ACTION: CANCEL PROJECT

This formal amendment to the MTIP removes TriMet's Division Transit Project (2019) allocation from the 2018-21 MTIP.

TriMet's Division Transit project is funded from FTA discretionary Section 5309 Small Starts funding program. The overall project cost is approximately \$175 million has been awarded up to \$87.5 million of 5309 Small Starts funding. Since the funding awards are very large, FTA often allocates the funding over a multiple year period.

Once an agency receives confirmation of the funding, MTIP programming can then occur. MTIP programming is required to obligate the funds. However, MTIP programming may occur very early in the life of the project based on initial funding estimates.

What is changing?

In the 2018-21 MTIP, three years of 5309 Small Starts funds along with required match were programmed over FY 2019-21 as part of the 2018 MTIP Update. The programming logic at that time indicated the following allocation could occur:

LEAD AGENCY		TriMet				
PROJECT NAME		Division Transit Project (2019)				
Project IDs		Project Description				Project Type
ODOT KEY	20844	High capacity transit on Division from Portland Central Business District to Gresham Town Center.				Transit
MTIP ID	70930					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2019	5309 Small Starts	\$7,718,985	\$5,145,990	\$0	\$12,864,975
FY 18-21 Totals			\$7,718,985	\$5,145,990	\$0	\$12,864,975
Estimated Project Cost (YOE\$)			\$7,718,985	\$5,145,990	\$0	\$12,864,975



LEAD AGENCY		TriMet				
PROJECT NAME		Division Transit Project (2020)				
Project IDs		Project Description				Project Type
ODOT KEY	20845	Hight capacity transit on Division from Portland Central Business District to Gresham Town Center.				Transit
MTIP ID	70931					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2020	5309 Small Starts	\$56,005,914	\$37,337,276	\$0	\$93,343,190
FY 18-21 Totals			\$56,005,914	\$37,337,276	\$0	\$93,343,190
Estimated Project Cost (YOE\$)			\$56,005,914	\$37,337,276	\$0	\$93,343,190

LEAD AGENCY		TriMet				
PROJECT NAME		Division Transit Project (2021)				
Project IDs		Project Description				Project Type
ODOT KEY	20846	Hight capacity transit on Division from Portland Central Business District to Gresham Town Center.				Transit
MTIP ID	70932					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2021	5309 Small Starts	\$34,688,806	\$23,125,871	\$0	\$57,814,677
FY 18-21 Totals			\$34,688,806	\$23,125,871	\$0	\$57,814,677
Estimated Project Cost (YOE\$)			\$34,688,806	\$23,125,871	\$0	\$57,814,677

The three-year 5309 programming totals \$98,413,705. As mention previously, FTA has authorized approximately \$87.5 to support the Division Transit Project. TriMet is now ready to secure the grant award through FTA's TrAMS system to implement the project.

FTA has requested that the 5309 Small Start funding be sourced from Keys 20845 and 20846 since together they are above the needed \$87.5 million threshold. Because these two projects contain the required 509 Small Starts funds, the FY 2019 programming in Key 20844 is now not required. As a result Key 20844 can be canceled from the MTIP as the programmed funds are not required to support the Division Transit Project.

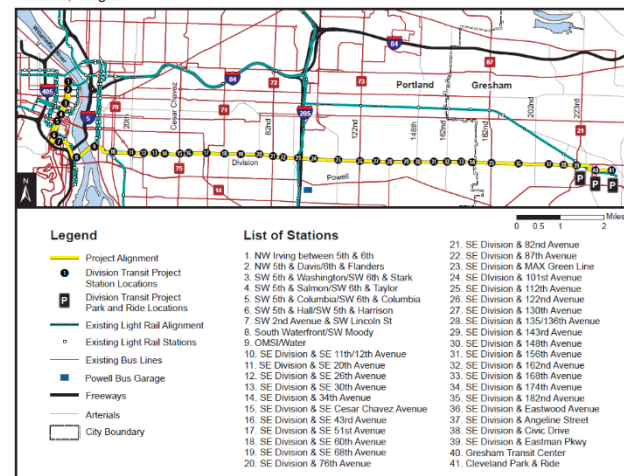
Key 20846 also will be advanced from FY 2021 via separate Administrative Modification per guidance from FTA.

#### Additional Details:

#### The TriMet Division Transit Project:

TriMet proposes to implement bus rapid transit (BRT) from Portland's Central Business District east to Gresham. The route provides access across the Willamette River over the Tilikum Crossing bridge, which currently is only open to pedestrians, bicycles, and light rail vehicles making its way to the Portland Transit Mall. The Project includes a portion of the reconstruction and expansion of Powell

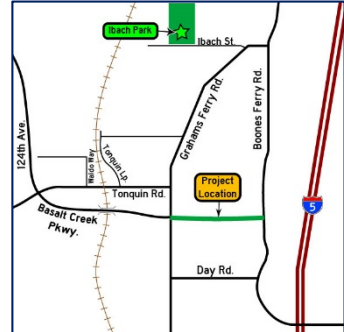
Division Transit Project  
Portland, Oregon



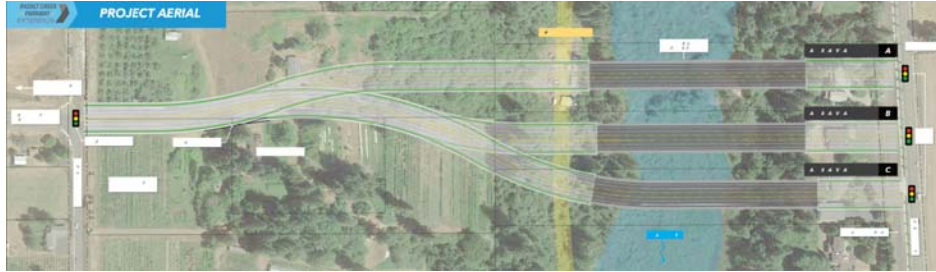
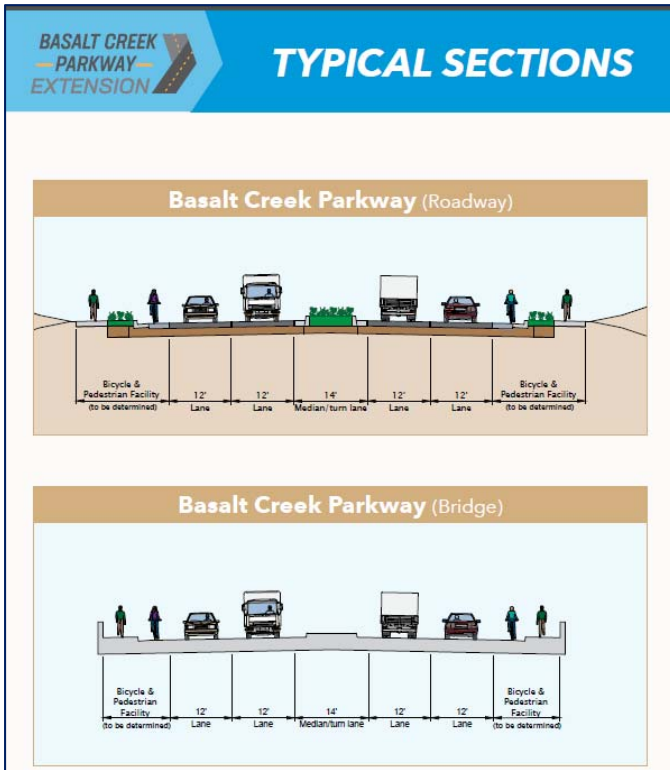
	<p>Garage to accommodate and maintain the BRT fleet. The project also includes transit signal priority, a real-time bus arrival information system and the purchase of 33 uniquely branded vehicles. The service is planned to operate every six minutes during weekday peak periods, every 12 minutes during weekday off-peak periods, and every 15 minutes during weekday evenings and weekends. Project Purpose: The Project is intended to improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service. It is expected to minimize travel times while providing important transit connections.</p> <p>Service is expected to be initiated in 2022. Additional project entails can be found on TriMet's website at <a href="https://trimet.org/division/">https://trimet.org/division/</a>.</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or cancelling a project to the MTIP requires a formal amendment
Total Programmed Amount:	The total project programming amount for Key 20844 decreases from \$7,718,985 to \$0
Added Notes:	

<b>Project 3: SW Herman Rd: SW 124th Ave - SW Cheyenne Way</b>	
Lead Agency:	<b>Tualatin</b>
ODOT Key Number:	<b>20815</b> MTIP ID Number: 70881
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road</li> <li>Source: Existing MTIP project.</li> <li>Funding: Federal STBG funds awarded from the 2019-21 RFFA project call</li> <li>Type: Planning/Project Development</li> <li>Location: On SE Herman Rd</li> <li>Cross Streets: Between SW 124<sup>th</sup> Ave and SW Cheyenne Way</li> <li>Overall Mile Post Limits: N/A</li> <li>Current Status Code: A = In approved MTIP moving forward to obligate funds</li> <li>STIP Amendment Number: TBD</li> <li>MTIP Amendment Number: OC20-02-OCT</li> </ul>
What is changing?	<p><b>AMENDMENT ACTION: CANCEL PROJECT</b></p> <p>The formal amendment cancels the project from the 2018-21 MTIP.</p> <p>Tualatin's SW Herman Rd improvement project is a FY 2019-21 RFFA awarded project in support of required project development activities prior to starting Preliminary Engineering. Ongoing reviews of this project determined that it could be delivered faster as a locally funded project and improve implementation efficiencies.</p> <p>The SW Herman Rd project proposes various active transportation (pedestrian and bicycle) improvements between SW 124<sup>th</sup> Ave and Cheyenne Way. The project intends to provide a much needed safety corridor for bikes and pedestrians connecting residential neighborhoods with Tualatin's major employment district. The project will also improve Herman Rd to allow for more transit stops on the existing last mile transit shuttle served by Ride Connection. The RFFA award to the project totaled \$625,000 of federal STBG funds.</p> <p>Ongoing reviews of this project determined that it could be delivered faster as a locally funded project and improve implementation efficiencies.</p>

	<p>Tualatin and Washington County contacted Metro to discuss the feasibility of de-federalizing the SW Herman Rd improvement project through a possible fund exchange. A three-way fund exchange has now been approved among Tualatin, Metro, and Washington County.</p> <p>The unobligated \$625,000 of STBG from the Herman Rd project in Key 20815 is being de-programmed and transferred to Washington County's Basalt Creek Parkway Extension project in Key 19358. Washington County will provide Metro with \$625,000 of local funds from the Key 19358. Tualatin will continue project development actions for their SW Herman Rd project and seek reimbursements through Metro.</p>
Additional Details:	A separate three-way IGA has been developed and executed among Metro, Tualatin, and Washington County to complete the fund exchange. This now allows Tualatin's SW Herman Rd project to continue project development activities as a locally funded project. As such, the project is not required to be in the MTIP and is being removed now that the IGA has been executed.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or cancelling a new project to the MTIP requires a formal amendment
Total Programmed Amount:	The total project programming amount decreases from \$725,000 to \$0
Added Notes:	

<b>Project 4: Basalt Creek Ext: Grahams Ferry Rd to Boones Ferry Rd</b>	
Lead Agency:	<b>Washington County</b>
ODOT Key Number:	<b>19358</b> MTIP ID Number: T70789
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Construct a new Basalt Creek Pkwy extension from Grahams Ferry Rd to Boone Ferry Rd</li> <li>Source: Existing MTIP project</li> <li>Funding: Federal RFFA Award funds along with Washington County MSTIP local funding allocation</li> <li>Type: Capacity enhancing roadway improvement</li> <li>Location: In SW Washington County west of I-5 and south of Tualatin</li> <li>Cross Street Limits: Grahams Ferry Rd to Boones Ferry Rd</li> <li>Overall Mile Post Limits: N/A (arterial)</li> <li>Current Status Code: = 4 (PS&amp;E) Planning Specifications, &amp; Estimates (final design 30%, 60%, 90% design activities initiated).</li> <li>STIP Amendment Number: TBD</li> <li>MTIP Amendment Number: OCT20-01-OCT</li> </ul> 
What is changing?	<p><b>AMENDMENT ACTION: FUND EXCHANGE</b></p> <p>The formal amendment adds \$625,000 of STBG and required match to the PE phase in Key 19358. The STBG originates from Tualatin's SW Herman Rd project in Key 20815 (also included in this amendment bundle). The additional STBG will support require final design requirements form Washington County to complete the Project Specifications, and Estimates (PS&amp;E) package which is required prior to authorizing the construction phase.</p>



	<p>As part of the fund exchange Washington, County will transfer \$625,000 of local funds from Key 19358 (Basalt Creek Parkway Extension) to Metro. Tualatin will then seek reimbursement for these local funds in support of their project development scope for the SW Herman Rd project.</p>
Additional Details:	<p>Washington County's Basalt Creek Extension will lengthen the Basalt Creek Parkway from Grahams Ferry Rd to Boones Ferry Rd, west of I-5. The possible alignments and planned section configuration are shown below.</p>  
Why a Formal amendment is required?	The fund exchange is tied to Tualatin's SW Herman Rd project in Key 20815 which is being cancelled through this amendment bundle. For consistency, the unexchange is completing a formal amendment as well.
Total Programmed Amount:	The total project programming amount slightly increases from \$35,175,017 to \$35,246,551
Added Notes:	

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

## METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
  - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP
  - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
  - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
  - Is eligible for special programming exceptions periodically negotiated with USDOT as well.

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

- Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
  - Safety
  - Asset Management - Pavement
  - Asset Management – Bridge
  - National Highway System Performance Targets
  - Freight Movement: On Interstate System
  - Congestion Mitigation Air Quality (CMAQ) impacts
  - Transit Asset Management impacts
  - RTP Priority Investment Areas support
  - Climate Change/Greenhouse Gas reduction impacts
  - Congestion Mitigation Reduction impacts
- 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 October 2019 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	September 27, 2019
● <b>TPAC notification and approval recommendation.....</b>	<b>October 4, 2019</b>
● JPACT approval and recommendation to Council.....	October 17, 2019*
● Completion of public notification process.....	October 28, 2019
● Metro Council approval.....	October 31, 2019

### Notes:

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

### USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Metro development of amendment narrative package .....	November 5, 2019
● Amendment bundle submission to ODOT for review.....	November 6, 2019
● Submission of the final amendment package to USDOT.....	November 6, 2019
● ODOT clarification and approval.....	Late November, 2019
● USDOT clarification and final amendment approval.....	Late November to early December, 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 the approval of Resolution 19-5037.**

Attachment: Project Location Maps

Date: Thursday, September 26, 2019  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: Attachment 1 to the October 2019 MTIP Formal Amendment Staff Report – Project Location Maps

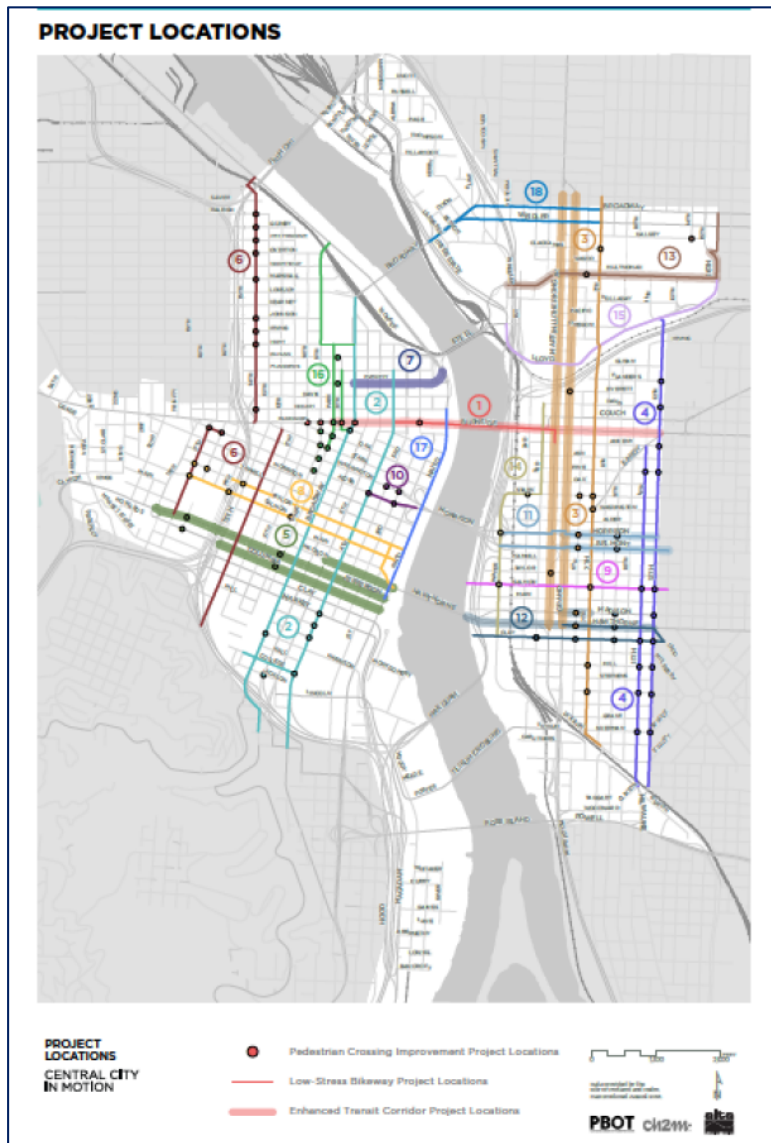
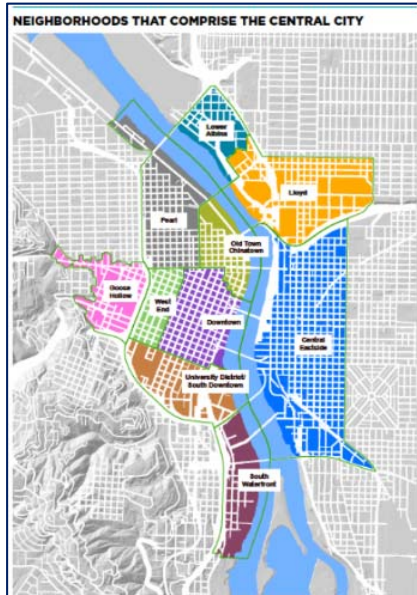
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## **BACKGROUND**

Available project location maps are included for reference to their applicable projects and include:

- Page 2:  
Key 19299: Portland Central City Safety Project Phase 2 (Also Central City In Motion)
- Page 3:  
Key 20844: TriMet Division Transit Project
- Page 4:  
Key 20815: SW Herman Rd – SW 124<sup>th</sup> Ave to Cheyenne Way
- Page 5:  
Key 19358: Basalt Creek Parkway Extension

**Key 19299**  
Portland Central City Safety Project Phase 2/Central City In Motion



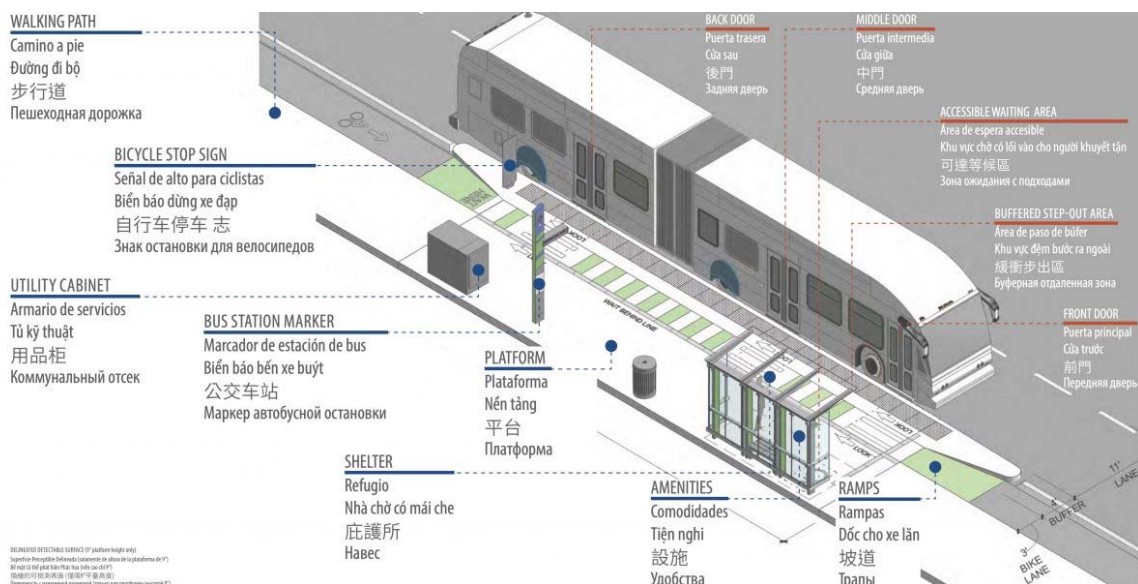
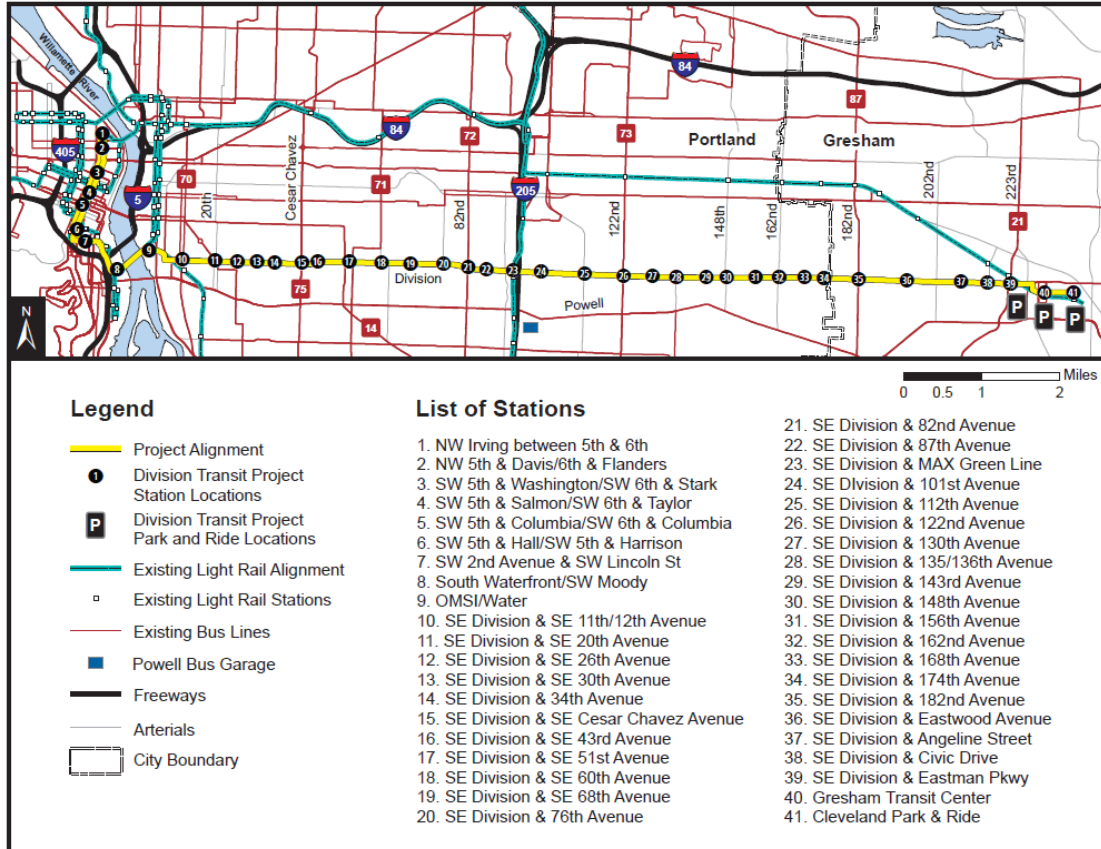


## Key 20844

### TriMet Division Transit Project

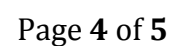
#### Division Transit Project

Portland, Oregon

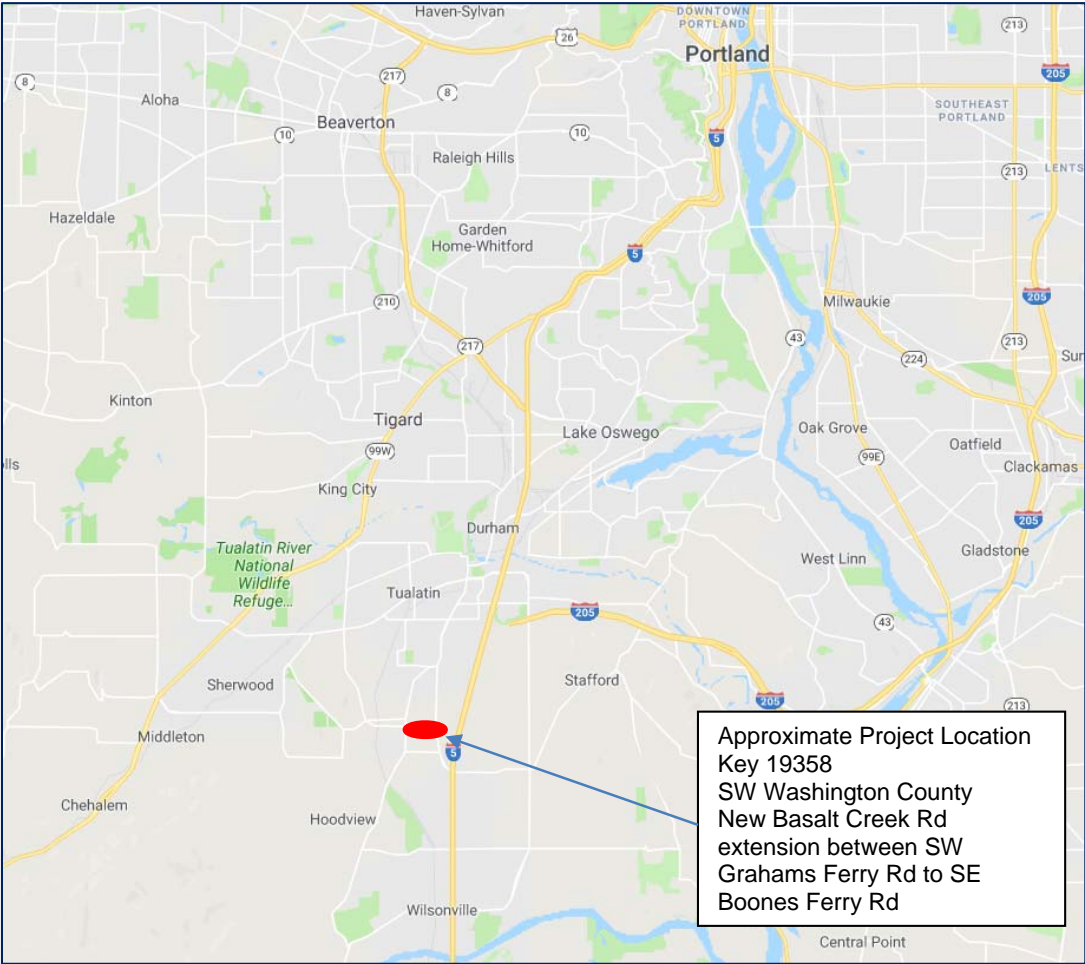
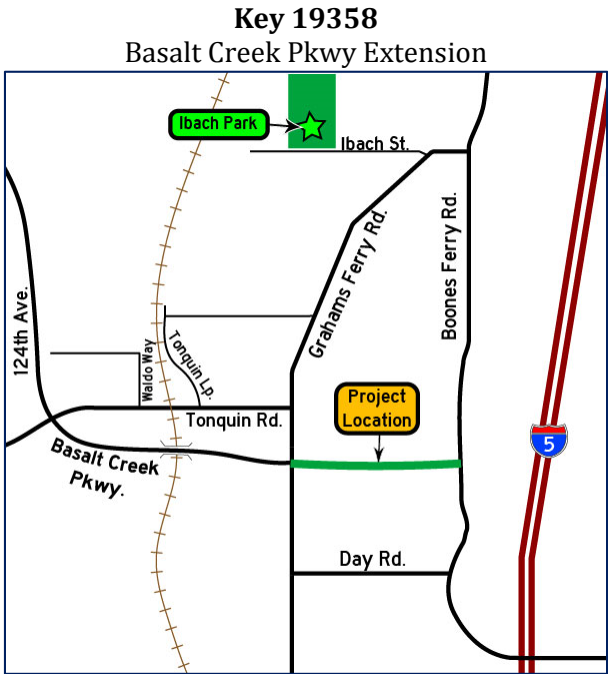


SW Herman RD: SW 124<sup>th</sup> Ave – SW Cheyenne Way

**PROJECT EXTENTS MAP - Washington County MSTIP Opportunity Fund Request**







# Let's commute by water.



FRIENDS OF  
FROG FERRY

## Passenger Ferry Service Initiative

### Who is Frog Ferry?

Friends of Frog Ferry, a non-profit organization, is researching a public passenger ferry service. We have eight volunteer committees, comprised of 100 industry experts, a transit and start-up savvy board, and more than 1,000 stakeholders and supporters. We intend to bring the Portland metro region to par with every major river city in the nation and the world, and provide a modern, comprehensive water transport system. Join us by signing up at [frogferry.com](http://frogferry.com).

The status quo is not matching our transit needs. We all know that an effective transportation system works best with there are multiple ways for people to get around efficiently. We have proven that the operation is feasible and are focused on community outreach and funding opportunities.

### GOALS

- Reduce congestion.
- Reduce greenhouse gas emissions. Remove thousands of cars from the road every day.
- Build resiliency and emergency response.
- Enhance community livability.
- Provide jobs and connect workers to workplaces.

### Route & Stops



Frog Ferry will provide up to four 149-passenger commuter ferries with up to 9 stops between Oregon City and Vancouver, Washington (no cars, but with bicycle storage). The service schedule, time, and stops will vary based on demand. Estimated commute time Vancouver to Salmon Springs = 38 minutes.



Approximation of vessel

## When?

### Timeline:

#### 2017/2018

Proved operational feasibility and specified vessel.



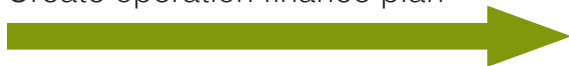
#### 2019

Project manage & conduct feasibility studies



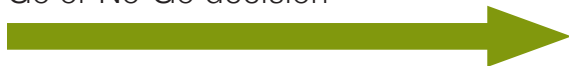
#### 2020

Create operation finance plan



#### 2021

Go or No-Go decision



#### 2023

Service start



## Why?

*River City residents love their ferries because:*

- They are reliable and safe.
- Wise emergency preparedness resource.
- They provide a great experience, and maximize your valuable time.
- They enjoy the ambiance of being on the river.
- The operating cost is less expensive than other transit modes.

## How?

This is a textbook case study of a grassroots movement and public-private partnership.

**Cost per month for 4 boats:** **\$1 million**

**Startup capital construction cost (up to 85% FTA funding)** **\$50 million**

**Passenger capacity moved per year:** **2,400,000**

### Average Ticket Cost (estimated)

**\$5.50 Daily**

**\$125 Monthly**



To learn more, go to [frogferry.com](https://frogferry.com) and sign up for our quarterly newsletter.

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: September 27, 2019  
To: TPAC and interested parties  
From: Dan Kaempff, Principal Transportation Planner  
Subject: 2022-24 Regional Flexible Funds Allocation

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## **Purpose**

Discuss with TPAC how to develop RFFA Step 2 funding recommendation

## **Background**

Over the upcoming three months, TPAC and JPACT will discuss the RFFA project applications and create an approved project list to be considered by Metro Council in January 2020.

In their October meeting, TPAC will discuss how the various sources of information available will be used to develop their recommendation to JPACT.

Staff will use TPAC input to develop an initial draft recommended project list for discussion at the November TPAC meeting. The public comment report will be completed prior to the November meeting and that information will be added to the materials available for consideration. TPAC will discuss and provide additional input to be used in creating a final draft project list for the December meeting.

For the December meeting, the final draft project list will include prioritization information from the county coordinating committees and City of Portland. TPAC will discuss and affirm their recommended project list to JPACT at this meeting.

There are four primary sources of information to be used in developing the recommendation:

- Technical evaluation – an assessment of the projects’ performance in the four RTP policy areas: Equity, Safety, Climate and Congestion
- Risk assessment – identification of any factors that could impact a project’s ability to be delivered on-time, within budget and as scoped
- Public comment – input from the region’s residents and community groups to help decision-makers understand the benefits and outcomes of specific projects
- Coordinating Committee priorities – projects that are the most important to the coordinating committees and the City of Portland to receive funding

In addition, there are the RFFA policy implementation factors to consider, namely:

- Investments throughout the region
- Ensuring a sufficient number of CMAQ-eligible projects
- Assigning 75% of the available funding to be assigned to Active Transportation and Complete Streets projects; and 25% to Freight and Economic Development projects

## Technical evaluation

A full description of the technical evaluation process was provided in a September 6, 2019 memo to TPAC, JPACT and interested parties.<sup>1</sup> Guided by adoption of the four 2018 policy priorities of **Equity, Safety, Climate and Congestion**, this cycle the technical evaluation for the first time evaluated all project applications relative to these same policy priority outcomes.

Staff reviewed the technical ratings and considered a variety of methods to create an initial starting point for the discussion on how to assemble a recommended package of projects. Ultimately, a balanced approach was selected as there was no specific policy direction to weight the technical ratings towards any specific policy area. In this approach, the projects were ranked by overall combined technical rating, which reflected an equal weighting of all four policy areas. The ratings in each of the four policy areas are the sum of the Opportunity and Benefit ratings. Two spreadsheets are included with the meeting materials; one that shows the projects sorted by the overall technical ratings, and a second which illustrates the projects in two funding categories (Active Transportation and Freight), plus the two Multnomah County projects that requested consideration in both categories.

## Risk assessment

The draft risk assessment technical report from Kittelson (attached to this memo) details the methodology used in developing a risk assessment for each of the projects. This information is provided to TPAC to be used to determine the likelihood that a proposed project can actually be constructed as it was conceived and described in the RFFA application.

- Green – few or no significant risks to project delivery
- Yellow – has issues that may potentially impact the project scope, cost and/or timeline. If selected for funding, possible means of addressing these issues include:
  - award funding for the PE phase only and consider funding ROW and Construction phases in upcoming RFFA cycles (or find other funding sources)
  - additional terms in the project Conditions of Approval and IGA to mitigate the identified risks
- Red – one or more risks that will have significant potential to result in the project not being delivered as scoped in the project application or within the funding time frame

Further work is being conducted by Metro staff and Kittelson to finalize the risk assessment report. The draft report attached to this memo does not include information from Multnomah County or PBOT. Additional information is also being requested for other projects. Kittelson is in the process of adding that information and an updated risk assessment memo will be made available for the TPAC meeting on October 4.

## Public comment

The public comment period opened on September 6. The public can provide input in a number of ways; through an online survey, or via telephone, email or by sending a letter or postcard via the US

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<sup>1</sup> <https://www.oregonmetro.gov/public-projects/regional-flexible-funding-transportation-projects/proposed-projects>

Postal Service. Metro Council held a public hearing on September 26 and heard testimony from 13 people.

As of September 25, over 2,000 responses have been received. A preliminary download of survey data for each of the projects has been attached to this memo. The comment period closes on October 7 and a final public engagement report will be made available for the November TPAC meeting.

### **Issues for consideration**

The technical and risk information are only two of the four primary sources of information available to TPAC in developing their recommendation to JPACT. Using the technical ratings alone does not result in a project package that fulfills all of the RFFA policy objectives. In addition to not considering the risk assessment, public comments or sub-regional priorities, allocating funding by strictly following the technical ratings results in a package of projects that does not include any investments in East Multnomah County, and only funds \$3.4 million in the Freight category.

This raises a number of issues for TPAC to consider in developing their recommendation to JPACT:

- Only three projects were submitted in the Freight category, and only one of those is in the top half of the project ratings
- Total funding requests in the Freight category are just under \$6 million; the target amount in this category is \$10.8 million
- Multnomah County requested their projects be considered in both categories, per direction from TPAC in developing the RFFA policy report to allow applicants to request evaluation in both categories
- No projects from East Multnomah County achieved ratings sufficiently high enough to be in the top half

Further information gathered through the public comment process and Coordinating Committee identification of priorities will be used to round out the technical ratings and risk assessment to provide a complete picture of the best set of projects to recommend for funding.

### **Discussion questions**

- Does the balanced approach of weighting equally across the four policy priority areas reflect the best starting point for developing a recommendation, or does TPAC wish to consider an alternative approach to using the project technical ratings?
- How does TPAC wish to consider the risk assessment information in developing their recommended list of projects for funding? How should projects with a Moderate level of risk be considered? Would this be different if the request is for project development funding only? How should projects with a High level of risk be considered?
- How does TPAC wish to consider the issue of a low number of projects submitted in the Freight category, combined with relatively low technical ratings for two of the Freight projects and for the two Multnomah County projects requesting consideration in both categories?

### **Next steps**

This information, updated with TPAC's input from their October 4 meeting will be presented to JPACT at their October 17 meeting. Input from these meetings will be used to develop a draft

recommendation for discussion at the November TPAC and JPACT meetings in preparation for a final recommendation to be considered in the December TPAC and JPACT meetings. Metro Council is scheduled to take action in January on a JPACT approved package of RFFA projects.



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Date: September 27, 2019

Project #: 23628.6

To: Dan Kaempff: Metro  
600 NE Grand Avenue  
Portland, OR 97232

From: Camilla Dartnell, Russ Doubleday, Bincy Koshy, and Brian L. Ray, PE: Kittelson  
Subject: Regional Flexible Funds Risk Assessment

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## OVERVIEW

Metro's Regional Flexible Funds Application (RFFA) process allows local agencies to apply for federal funding, distributed through Metro, for local projects. Metro evaluated 2022-2024 RFFA project applications based on how meaningfully they can help the region achieve the four Regional Transportation Plan priorities of advancing social equity, improving safety, implementing the region's Climate Smart Strategy and managing congestion. Historically, project applications have not included an evaluation on project risk, which considers the likelihood of a project being completed on time, on budget and as intended. Kittelson & Associates, Inc. (Kittelson) developed a methodology for a risk-based assessment and evaluated risks for each RFFA project application. The risk evaluation augments Metro's outcome-based evaluation by providing additional information for consideration during the RFFA application evaluation process. This memorandum summarizes the risk assessment methodology and provides a risk level and summary for each RFFA project application.

## METHODOLOGY

To create the risk-based assessment, Kittelson first assessed various funding agency practices for assessing risk. This informed a framework that considers project development stage, outlines risk considerations, and ranks risk based on likelihood of impact to project. Kittelson worked with Metro to create RFFA application questions specifically included to assess information about project risk. Finally, Kittelson applied the risk framework to the project applications to determine where projects have strengths, weaknesses and where there may be risk to project delivery.

## Major Risk Considerations

Kittelson considered, several risk categories for evaluating risk. The following major risk categories were captured in the risk framework:

- Project development status (project readiness)
-



- Quality of project information
- Project complexity (potential implementation challenges)

### ***Project Development Status (Project Readiness)***

Project readiness is related to project risk. The farther along in development a project is, the more details have been determined and, therefore, the lower the likelihood of an unknown risk developing. Project readiness was determined based on current project stage in relation to the stages of project development requested for funding. To help inform the project readiness, the Kittelson considered the following criteria:

- Status of planning and scoping documents
- Status of environmental phase and clearances
- Status of preliminary engineering and design
- Status of right-of-way acquisition

This risk category was not intended to penalize projects that are in project development or conceptual development phases. It is instead intended to evaluate the readiness of the project in relation to the project development phases requested for funding. More information about how Kittelson considered project development stages can be found on page 3 in the “Project Development Stage Considerations” section of this memo. However, Kittelson felt it was important to identify criteria around project development to assess the potential of future risks arising.

### ***Quality of Project Information***

Kittelson also considered quality of project information in the risk assessment. The quality of a project’s scope, schedule, and budget can highly affect project risk. For example, a project budget that does not consider right-of-way impact for a project that will require right-of-way acquisition increases the risk that the available and requested funding will not cover the necessary project cost. This could, lead to a risk in project delivery. The following criteria were considered within the “Quality of Project Information” category:

- Quality of project scope
- Qualify of project schedule
- Quality of project budget
- Whether or not funding match has been secured

### ***Project Complexity (Potential Implementation Challenges)***

The project complexity assessment aimed to identify potential implementation challenges that could affect the cost, schedule, or feasibility of implementing the project as desired. These challenges included considerations like community support, affect to major utilities, environmental impacts, and staff availability. Kittelson considered the following criteria within the “Project Complexity” category:

- Local community support
- Governing body support
- Status of coordination among internal and external agencies
- Staff availability
- Project manager qualified to support the management and delivery of federally funded projects
- Level of outside effort needed to execute project (need for coordination with other jurisdictions, right-of-way acquisition, etc.)
- Major utility relocation need
- Water quality or quantity mitigation need
- Environmental (SEPA/NEPA) impacts defined
- Overall cost

On its own, the cost of a project was not considered to affect the risk of a project. Cost was included as a criterion to help indicate the complexity of a project and therefore was seen as a complexity multiplier, to draw attention to potentially more complex projects.

### Project Development Stage Considerations

The projects for which agencies sought RFFA funding are currently in varying stages of project development and request funding to take them through varying levels of development. For example, one project may be in the planning phase currently and the agency may be requesting funding for preliminary engineering and environmental phases, while another agency may have completed its project environmental review and is requesting funding for final design and construction. Different levels of detail are required for risk mitigation at each project development stage. As the project moves further along in project development and is better defined, risks can be better known. For example, a project in the alternative development stages may only have a high-level understanding of the right-of-way impact, while a project through design will know the exact amount and location where right-of-way will need to be acquired.

Kittelson considered the current stage of project development, the stages that are being proposed for RFFA funding, and the project risk through completion into account when creating the risk scoring. The project risk level is only based on the risk of the project through the stages requested for RFFA funding. If the level of risk through construction varied from the risk through proposed RFFA funding, Kittelson noted the overall project risk through construction in the risk summaries.

## OVERVIEW OF PROJECT RISK

Kittelson evaluated each project based on the aforementioned criteria. For consistency, each project was assigned a score per criteria, and the sum of the scores was used to determine overall risk level. Those risk levels and a summary of risk for each project are provided below. *Please note that the scores below are incomplete, pending the incorporation of data clarification from several agencies. This will be updated and provided when available.*

Project	Completed stages	RFFA Funding Request Project Stage(s)	Risk Level	Risk Summary
Clackamas County - Courtney Avenue Complete Street Project	Planning stage	Preliminary engineering and environment assessment stage, pre-construction (including ROW) and construction phases	Low	The only major project complexity is the need to obtain permanent utility easements. A right-of-way (ROW) study has been performed and associated ROW costs for the permanent easements have been considered and included in the project budget to mitigate this risk. Overall, the project is low risk.
Clackamas County - Regional Freight ITS Project Phase 2B	Planning stage (Phase 1), phase 2A to be completed in December 2020	Preliminary engineering, pre-construction and construction phases	Low	There are no right-of-way acquisition risks, utility relocation risks or SEPA/NEPA risks. There are minor risks associated with providing funds for construction before preliminary engineering is complete. Overall, project risks are low. The project is not listed in the RTP.
City of Forest Grove - Council Creek Regional Trail	Planning stage, alternatives identification and evaluation phase	Preliminary design (project development phase)	Moderate	There is high risk associated with working with outside agencies, ODOT Rail and PWRR (Portland and Western Railroad), over state-owned right-of-way (ODOT Rail). However, RFFA funds are only requested for project development phase of the project. There are moderate risks associated with storm water runoff quantity and quality.
City of Gladstone - Trolley Trail Bridge Environmental/ Engineering	Preliminary feasibility study to be completed in December 2019	Planning, alternatives identification and evaluation, preliminary design and final design (project development phase)	Low	There are risks associated with right-of-way acquisitions for the bridge landing in Oregon City and relocation of storm water drainage pipe on Gladstone side of the bridge. However, RFFA funds have been requested only for the project development phase, determination of right-of-way needs and utility relocation needs. Risk for this RFFA funding request is low.
City of Gresham - Division Complete Street – Phase 1	30% planning stage (including preliminary environmental scoping)	Preliminary design, pre-construction and construction phases (including ROW and utility relocation)	Moderate	There are risks associated with right-of-way acquisitions, utility relocation, and funding the construction before completion of preliminary engineering and ROW acquisition. However, because the project is on an existing and entirely city-owned facility and utility relocation needs are minor, overall risks are moderate.

City of Milwaukie - Monroe Street Neighborhood Greenway	Planning phase and alternative analysis phase, preliminary design phase is ongoing	Construction phase for two out of five segments of the project (segment D and E)	High	There are high risks associated with this project. Funds are being requested for construction phase of segment D and segment E; but funding for final design is not certain. Union Pacific Railroad (UPRR) approval of 100% drawings is required to modify existing rail crossing and coordination with ODOT Rail Division is necessary within other project segments. The intersections with Class 1 and 2 Title 13 lands also pose a risk to the project.
Multnomah County - Completing the Sandy Boulevard Transportation Gap	Currently in planning phase	Project development including stakeholder engagement and environmental tasks	N/A	N/A
Multnomah County - NE 223 <sup>rd</sup> Avenue – Access for Freight and Active Transportation	Currently in preliminary planning stage	Project development, pre-construction and construction phases	N/A	N/A
City of Oregon City - Willamette Falls Shared Use Path & OR 99E Corridor Enhancement Project	Planning stage	Alternatives identification and evaluation and preliminary design phases (project development)	Moderate	There are high risks associated with outside agency coordination with ODOT, the Department of State Lands (DSL) and the Army Corps of Engineers. There are also risks associated with intersection of Title 3 and Title 13 areas (the Willamette River). However, funding is requested for the alternatives identification and preliminary design phases of the project, during which this coordination and environmental scoping will take place. Hence, this project has moderate risks.
City of Portland - Central Eastside Belmont & Morrison Multimodal Improvements	Planning phase, portion of the alternatives identification and evaluation phase	Alternatives identification and evaluation, construction and pre-construction phases	N/A	N/A

City of Portland - Cully/Columbia Intersection Improvements	Planning phase and alternative identification and evaluation phase	Preliminary and final design, pre-construction and construction phases	N/A	N/A
City of Portland - N Willamette Boulevard Active Transportation Corridor	Planning stage, portion of project development	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	N/A	N/A
City of Portland - NE 122nd Avenue Multimodal Safety and Access Improvement Project	Planning phase, portion of the alternatives identification and evaluation stages	Alternatives identification and evaluation, pre-construction and construction phases	N/A	N/A
City of Portland - NE MLK Jr Boulevard Safety and Access to Transit	Planning phase, portion of the alternatives identification and evaluation stages	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	N/A	N/A
City of Portland - Springwater to 17th Trail Connection	Planning phase, portion of the alternatives identification and evaluation stages	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	N/A	N/A
City of Portland - Stark/Washington Corridor Safety Improvement Project	Planning phase	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	N/A	N/A

City of Portland - Taylors Ferry Transit Access and Safety	Planning phase	Alternative identification and evaluation, preliminary and final design, pre- construction and construction phases	N/A	N/A
City of Sherwood - Blake Street Design – Tonquin Area East- West Corridor	Planning phase	Project development, preliminary design	Moderate	There is risk associated with uncertain project impacts to environmental habitat and wetland areas. Coordination with outside agencies like the Bonneville Power Administration and PGE will also be required. There are potential risks in identifying an alignment and conducting public outreach to affected property owners. The expected timeline of 9-12 months for initial environmental review, geotechnical analysis, alignment evaluation, public outreach, and 60% design for the new roadway and sanitary and water infrastructure does not account for any schedule risks. Because the project is only requesting funding through project development, this project has moderate risks overall.
City of Tigard - Bull Mountain Complete Street	None	Planning phase, public engagement, alternatives analysis	Low	This project has some risk associated with right-of-way impacts and uncertain funding match. Because this project is still in the planning phase, there could be risks that have not yet been identified. Overall, project risk through planning, public engagement, and alternatives analysis is low.
City of Tigard - Red Rock Creek Trail Implementation Plan (RRCTIP) – Alignment Study	Planning, concept development	Project development	Moderate	The project will require coordination with outside agencies, including ODOT Rail, TriMet, and PGE. The project through construction has risks associated with potential right-of-way needs, coordination for the overcrossings, and potentially needing to fund stormwater improvements along Red Rock Creek. Funding is only requested for project development, therefore risk for this funding request is moderate.

Washington County - Aloha Safe Access to Transit	Various depending on the project components	Planning phase, alternatives identification, public involvement, preliminary design, right-of-way, construction	Low	This is a low-risk project. Risks are associated with needing to work with outside agencies (ODOT) to improve local access to transit on a state facility.
Washington County - Bike and Ped Bridge Crossing of US 26 at Cornelius Pass Road	Planning, concept development, alignment	Preliminary design	Low	This project requests RFFA funding for preliminary design work. There are associated risks with coordinating with outside agencies, including ODOT, City of Hillsboro, and Tualatin Parks and Recreation Department and Bonneville Power Administration to determine trail alignment. Many of these agencies are highly supportive of the project. Overall risk for this funding request is low.
City of West Linn - OR 43 Multimodal Improvement Project – Mapleton Dr. to Barlow St.	Planning, concept design, detail design	Construction phase	Moderate	There is risk associated with needing to work with outside agencies (ODOT) to improve multimodal access on a state facility. Further discussion with ODOT staff on progress of current project segment is needed prior to final assessment rating. There are some outstanding right-of-way concerns at Mary S. Young Park which will require coordination with the State of Oregon, some intersection with Title 13 areas, and potential federal 4(f) impact issues. Overall, the project has moderate risk.

## CONCLUSION

This risk assessment is intended to provide information about the likelihood of a project being completed on time, on budget, and as intended. It could help inform the RFFA project funding decision making process. Project risk should be balanced with intended project outcomes to make the decision about which RFFA applications should be prioritized.

Projects sorted by total policy rating	County	Amount requested	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	CC Priority	Public Comment	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	AT	20	5.6	5.4	5.2	3.8	TBD	TBD	TBD	TBD
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	AT	19.2	5.6	5.8	4	3.8	TBD			
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	AT	18.6	5.8	4.8	4.8	3.2	TBD			
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	AT	15.8	5	5.6	3	2.2	TBD			
Forest Grove: Council Creek Trail	WA	\$1,345,950	AT	15.8	5	4.6	3.8	2.4				
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	FR	15.8	4.4	4	2.4	5	TBD			
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	AT	15.8	5	4.6	3.8	2.4				
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	AT	15.6	5.4	3.8	3.6	2.8				
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	AT	15.2	5.6	2.2	4.2	3.2				
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	AT	14.8	4.2	4	4	2.6				
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	AT	14.6	3.8	5.4	3.2	2.2				
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	AT	13.8	4.4	3.6	2.8	3				
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400	AT	13.6	4.2	3	3	3.4	TBD			
Gresham: Division Street Complete Street	MU	\$5,240,760	AT	13.6	3	4	3.6	3				
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	AT	13	3.8	3.6	4	1.6				
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000	AT	13	4.6	2	3.6	2.8	TBD			
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	BOTH	11.6	3	2.2	3.4	3	TBD			
Tigard: Red Rock Creek Trail	WA	\$314,055	AT	11.6	3.8	1.4	3.8	2.6				
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	FR	8.8	2.6	1.6	0.8	3.8				
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000	AT	8.6	2.6	1.4	3	1.6	TBD			
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190	BOTH	8.4	2.8	2	2.2	1.4	TBD			
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500	AT	7.2	3.2	1	2	1				
Sherwood: Blake Street Design	WA	\$785,137	FR	3.4	0.2	1.2	0.4	1.6				

total requested:	\$77,833,284
estimated total RFFA Step 2 funding available:	\$43,278,025
difference:	(\$34,555,259)

The total policy rating is the sum of the ratings in each of the four policy areas (Opportunity and Benefit ratings added together). Maximum total points available is 24.



Active Transportation & Complete Streets projects	County	Amount requested	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level	CC Priority	Public Comment	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	20	5.6	5.4	5.2	3.8	TBD	TBD	TBD	TBD
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	19.2	5.6	5.8	4	3.8	TBD	TBD	TBD	TBD
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	18.6	5.8	4.8	4.8	3.2	TBD	TBD	TBD	TBD
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	15.8	5	5.6	3	2.2	TBD	TBD	TBD	TBD
Forest Grove: Council Creek Trail	WA	\$1,345,950	15.8	5	4.6	3.8	2.4		TBD	TBD	TBD
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	15.8	5	4.6	3.8	2.4		TBD	TBD	TBD
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	15.6	5.4	3.8	3.6	2.8		TBD	TBD	TBD
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	15.2	5.6	2.2	4.2	3.2		TBD	TBD	TBD
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	14.8	4.2	4	4	2.6		TBD	TBD	TBD
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	14.6	3.8	5.4	3.2	2.2		TBD	TBD	TBD
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	13.8	4.4	3.6	2.8	3		TBD	TBD	TBD
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400	13.6	4.2	3	3	3.4	TBD	TBD	TBD	TBD
Gresham: Division Street Complete Street	MU	\$5,240,760	13.6	3	4	3.6	3		TBD	TBD	TBD
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	13	3.8	3.6	4	1.6		TBD	TBD	TBD
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000	13	4.6	2	3.6	2.8	TBD	TBD	TBD	TBD
Tigard: Red Rock Creek Trail	WA	\$314,055	11.6	3.8	1.4	3.8	2.6		TBD	TBD	TBD
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000	8.6	2.6	1.4	3	1.6	TBD	TBD	TBD	TBD
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500	7.2	3.2	1	2	1		TBD	TBD	TBD

requested: \$66,707,739

available: \$32,458,519

difference: (\$34,249,220)

Freight & Economic Development projects	County	Amount requested	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level	CC Priority	Public Comment	CMAQ Eligible
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	15.8	4.4	4	2.4	5	TBD	TBD	TBD	TBD
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	8.8	2.6	1.6	0.8	3.8		TBD	TBD	TBD
Sherwood: Blake Street Design	WA	\$785,137	3.4	0.2	1.2	0.4	1.6		TBD	TBD	TBD

requested: \$5,987,370

available: \$10,819,506

difference: \$4,832,136

Projects for consideration in both categories	County	Amount requested	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level	CC Priority	Public Comment	CMAQ Eligible
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	11.6	3	2.2	3.4	3	TBD	TBD	TBD	TBD
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190	8.4	2.8	2	2.2	1.4	TBD	TBD	TBD	TBD

requested: \$5,138,175

total requested:	\$77,833,284
estimated total RFFA Step 2 funding available:	\$43,278,025
difference:	(\$34,555,259)

The total policy rating is the sum of the ratings in each of the four policy areas (Opportunity and Benefit ratings added together). Maximum total points available is 24.

Projects sorted by total policy rating	County	Amount requested	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	CC Priority	Public Comment	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	AT	20	5.6	5.4	5.2	3.8	TBD			
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	AT	19.2	5.6	5.8	4	3.8	TBD			
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	AT	18.6	5.8	4.8	4.8	3.2	TBD			
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	AT	15.8	5	5.6	3	2.2	TBD			
Forest Grove: Council Creek Trail	WA	\$1,345,950	AT	15.8	5	4.6	3.8	2.4	There is high risk associated with working with outside agencies, ODOT Rail and PWRR (Portland and Western Railroad), over state-owned right-of-way (ODOT Rail). However, RFFA funds are only requested for project development phase of the project. There are moderate risks associated with storm water runoff quantity and quality.			
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	FR	15.8	4.4	4	2.4	5	TBD			
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	AT	15.8	5	4.6	3.8	2.4	The only major project complexity is the need to obtain permanent utility easements. A right-of-way (ROW) study has been performed and associated ROW costs for the permanent easements have been considered and included in the project budget to mitigate this risk. Overall, the project is low risk.			
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	AT	15.6	5.4	3.8	3.6	2.8	This project requests RFFA funding for preliminary design work. There are associated risks with coordinating with outside agencies, including ODOT, City of Hillsboro, and Tualatin Parks and Recreation Department and Bonneville Power Administration to determine trail alignment. Many of these agencies are highly supportive of the project. Overall risk for this funding request is low.			
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	AT	15.2	5.6	2.2	4.2	3.2	There is risk associated with needing to work with outside agencies (ODOT) to improve multimodal access on a state facility. Further discussion with ODOT staff on progress of current project segment is needed prior to final assessment rating. There are some outstanding right-of-way concerns at Mary S. Young Park which will require coordination with the State of Oregon, and some intersection with Title 13 areas and potential federal 4(f) impact issues. Overall, the project is moderate risk.			

Projects sorted by total policy rating	County	Amount requested	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	CC Priority	Public Comment	CMAQ Eligible
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	AT	14.8	4.2	4	4	2.6	There are high risks associated with outside agency coordination with ODOT, the Department of State Lands (DSL) and the Army Corps of Engineers. There are also risks associated with intersection of Title 3 and Title 13 areas (the Willamette River). However, funding is requested for the alternatives identification and preliminary design phases of the project, during which this coordination and environmental scoping will take place. Hence, this project has moderate risks.	TBD	TBD	TBD
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	AT	14.6	3.8	5.4	3.2	2.2	This is a low-risk project. Risks are associated with needing to work with outside agencies (ODOT) to improve local access to transit on a state facility.			
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	AT	13.8	4.4	3.6	2.8	3	There are risks associated with right-of-way acquisitions for the bridge landing in Oregon City and relocation of storm water drainage pipe on Gladstone side of the bridge. However, RFFA funds have been requested only for the project development phase, determination of right-of-way needs and utility relocation needs. Risk for this RFFA funding request is low.			
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400	AT	13.6	4.2	3	3	3.4	TBD			
Gresham: Division Street Complete Street	MU	\$5,240,760	AT	13.6	3	4	3.6	3	There are risks associated with right-of-way acquisitions, utility relocation, and funding the construction before completion of preliminary engineering and ROW acquisition. However, since project is entirely in an existing facility and utility relocation needs are minor, overall risks are moderate.			
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	AT	13	3.8	3.6	4	1.6	There are high risks associated with this project. Funds are being requested for construction phase of segment D and segment E; but funding for final design is not certain. Union Pacific Railroad (UPRR) approval of 100% drawings is required to modify existing rail crossing and coordination with ODOT Rail Division is necessary. The intersections with Class 1 and 2 Title 13 lands also pose a risk to the project.			
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000	AT	13	4.6	2	3.6	2.8	TBD			

Projects sorted by total policy rating	County	Amount requested	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	CC Priority	Public Comment	CMAQ Eligible
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	BOTH	11.6	3	2.2	3.4	3	TBD			
Tigard: Red Rock Creek Trail	WA	\$314,055	AT	11.6	3.8	1.4	3.8	2.6	The project will require coordination with outside agencies, including ODOT Rail, TriMet, and PGE. The project through construction has risks associated with potential right-of-way needs, coordination for the overcrossings, and potentially needing to fund stormwater improvements along Red Rock Creek. Funding is only requested for project development, therefore risk for this funding request is moderate.			
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	FR	8.8	2.6	1.6	0.8	3.8	There are no right-of-way acquisition risks, utility relocation risks or SEPA/NEPA risks. There are minor risks associated with providing funds for construction before preliminary engineering is complete. Overall, project risks are low. The project is not listed in the RTP.			
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000	AT	8.6	2.6	1.4	3	1.6	TBD			
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190	BOTH	8.4	2.8	2	2.2	1.4	TBD			
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500	AT	7.2	3.2	1	2	1	This project has some risk associated with right-of-way impacts and uncertain funding match. Because this project is still in the planning phase, there could be risks that have not yet been identified. Overall, project risk through planning, public engagement, and alternatives analysis is low.			
Sherwood: Blake Street Design	WA	\$785,137	FR	3.4	0.2	1.2	0.4	1.6	There is risk associated with uncertain project impacts to environmental habitat and wetland areas. Coordination with outside agencies like the Bonneville Power Administration and PGE will also be required. There are potential risks in identifying an alignment and conducting public outreach to affected property owners. The expected timeline of 9-12 months for initial environmental review, geotechnical analysis, alignment evaluation, public outreach, and 60% design for the new roadway and sanitary and water infrastructure does not account for any schedule risks. Because the project is only requesting funding through project development, this project has moderate risks overall.			

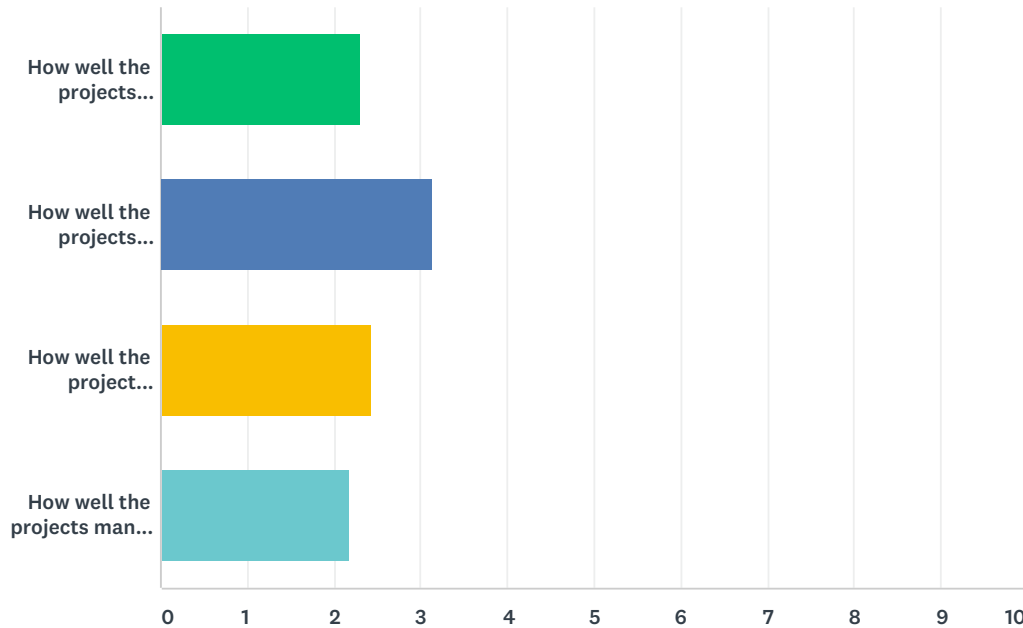
total requested: \$77,833,284

The total policy rating is the sum of the ratings in each of the four policy areas (Opportunity and



## Q2 How would you rank these factors for deciding which projects should be prioritized for funding?

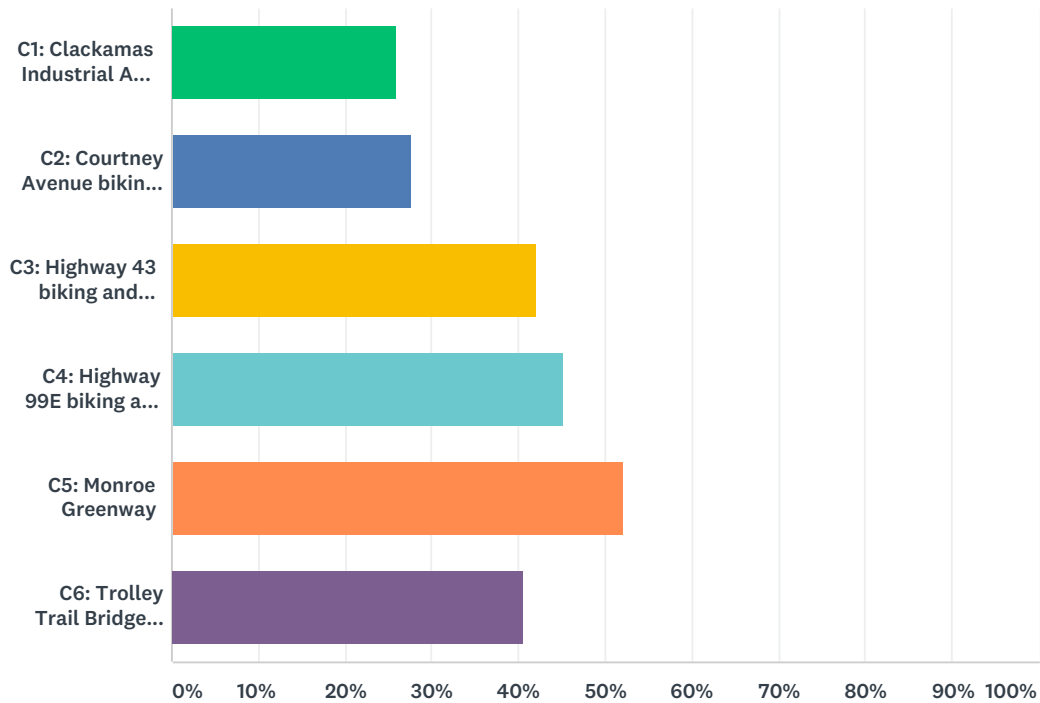
Answered: 1,927 Skipped: 111



	1	2	3	4	TOTAL	SCORE
How well the projects advance social equity (serve and benefit communities of color or people with low income)	15.78% 289	24.85% 455	32.77% 600	26.60% 487	1,831	2.30
How well the projects improve transportation safety (reduce crashes, including those impacting people biking and walking)	44.80% 819	30.14% 551	18.00% 329	7.06% 129	1,828	3.13
How well the project implements the region's Climate Smart Strategy (reduce emissions from car and small truck trips)	19.10% 356	25.70% 479	34.76% 648	20.44% 381	1,864	2.43
How well the projects manage congestion (improve traffic flow and reliability)	21.35% 407	19.36% 369	14.01% 267	45.28% 863	1,906	2.17

# Q4 Clackamas County

Answered: 573    Skipped: 1,465

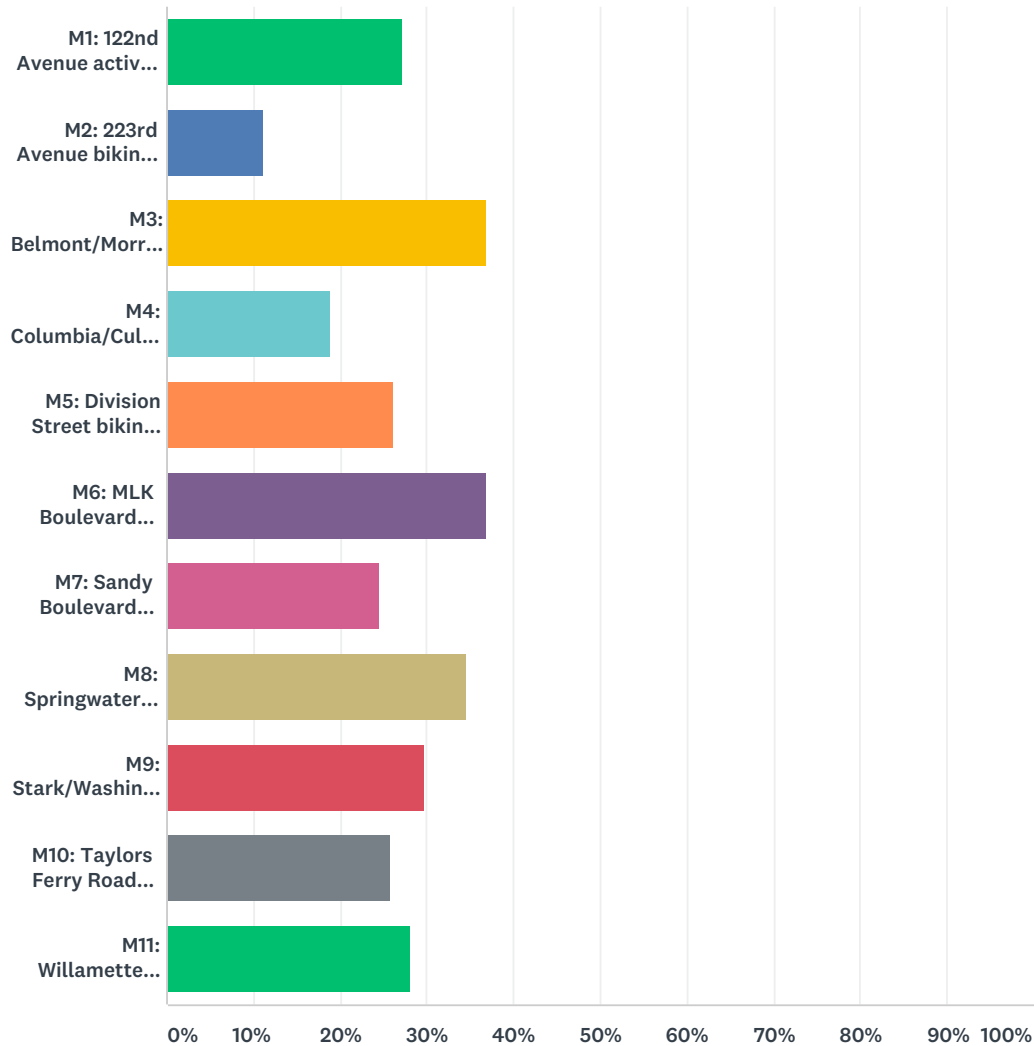


ANSWER CHOICES	RESPONSES	
C1: Clackamas Industrial Area freight ITS	26.00%	149
C2: Courtney Avenue biking and walking	27.57%	158
C3: Highway 43 biking and walking	42.06%	241
C4: Highway 99E biking and walking	45.20%	259
C5: Monroe Greenway	52.18%	299
C6: Trolley Trail Bridge replacement	40.66%	233
Total Respondents: 573		



# Q5 Multnomah County

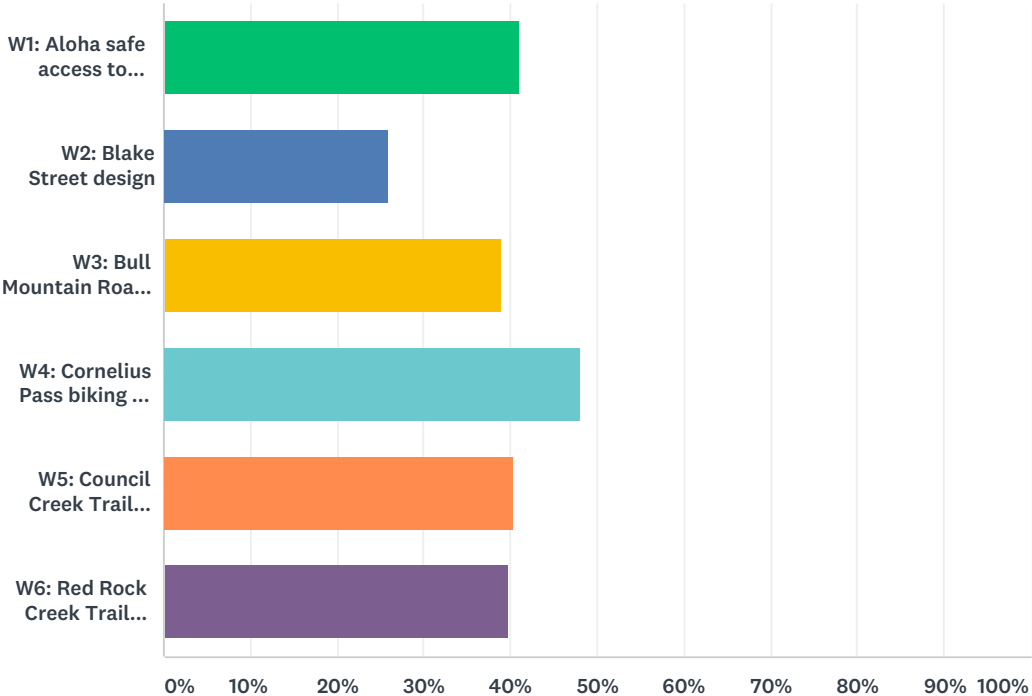
Answered: 1,393 Skipped: 645



ANSWER CHOICES	RESPONSES	
M1: 122nd Avenue active transportation	27.28%	380
M2: 223rd Avenue biking and walking	10.98%	153
M3: Belmont/Morrison biking and walking	36.83%	513
M4: Columbia/Cully freight	18.88%	263
M5: Division Street biking and walking	26.06%	363
M6: MLK Boulevard safety and access to transit	36.90%	514
M7: Sandy Boulevard biking and walking	24.41%	340
M8: Springwater Trail to 17th Avenue Trail	34.60%	482
M9: Stark/Washington biking and walking	29.79%	415
M10: Taylors Ferry Road transit access safety	25.63%	357
M11: Willamette Boulevard active transportation	28.07%	391
Total Respondents: 1,393		

# Q6 Washington County

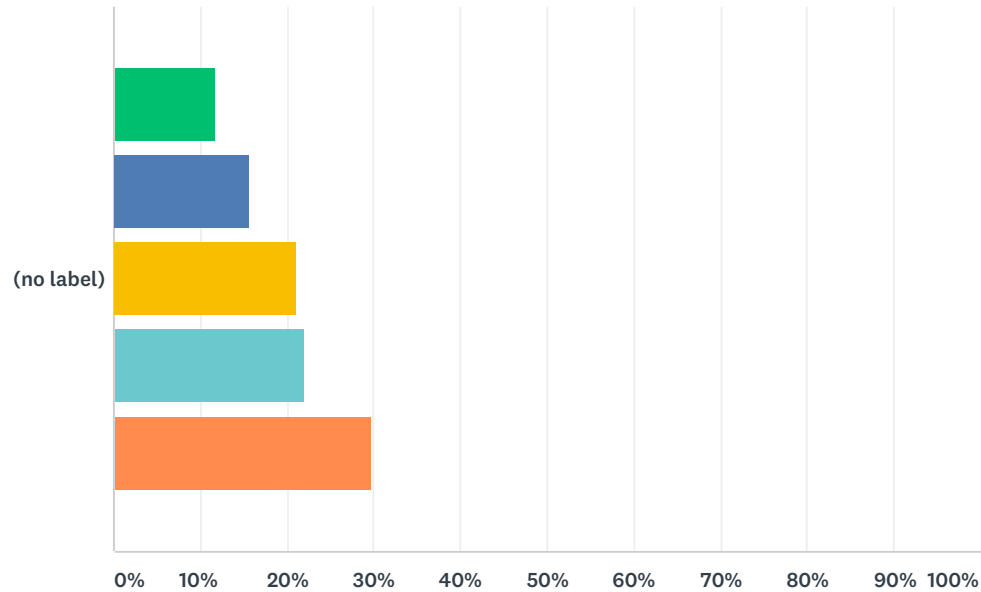
Answered: 347    Skipped: 1,691



ANSWER CHOICES	RESPONSES	
W1: Aloha safe access to transit	40.92%	142
W2: Blake Street design	25.94%	90
W3: Bull Mountain Road biking and walking	38.90%	135
W4: Cornelius Pass biking and walking bridge	48.13%	167
W5: Council Creek Trail biking and walking	40.35%	140
W6: Red Rock Creek Trail biking and walking	39.77%	138
Total Respondents: 347		

Q7 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 128    Skipped: 1,910



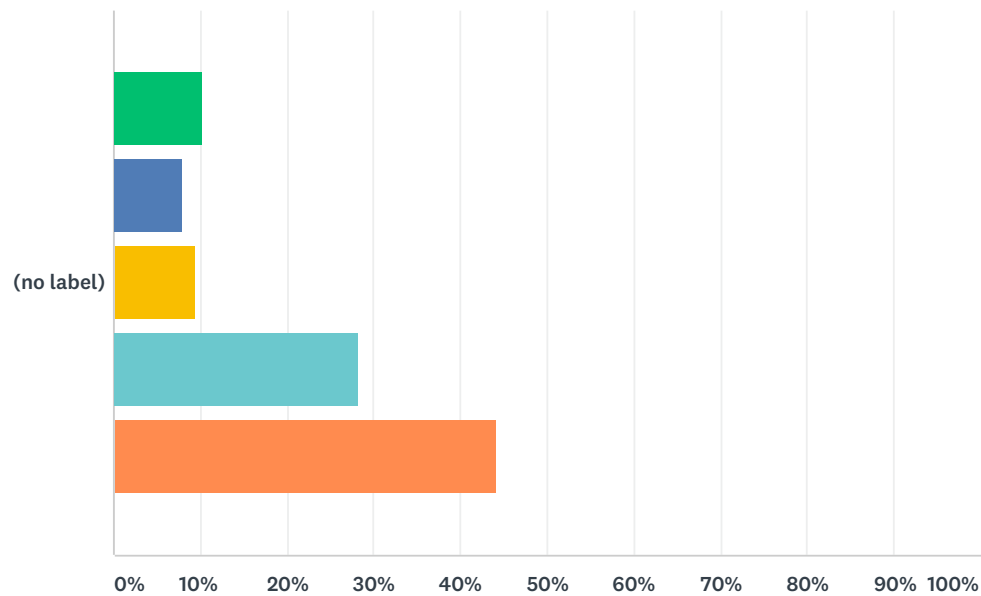
1 (no support)    2    3    4    5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	11.72%	15.63%	21.09%	21.88%	29.69%		
	15	20	27	28	38	128	3.42

C2: Courtney Avenue biking and walking

Q9 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 127    Skipped: 1,911



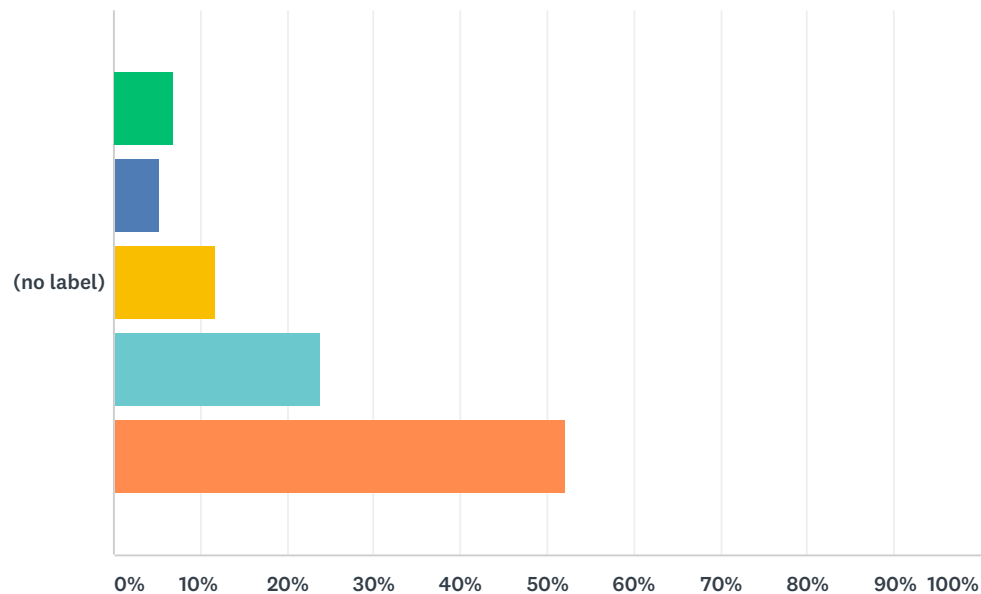
1 (no support)    2    3    4    5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	10.24%	7.87%	9.45%	28.35%	44.09%		
	13	10	12	36	56	127	3.88

C3: Highway 43 biking and walking

Q11 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 188    Skipped: 1,850



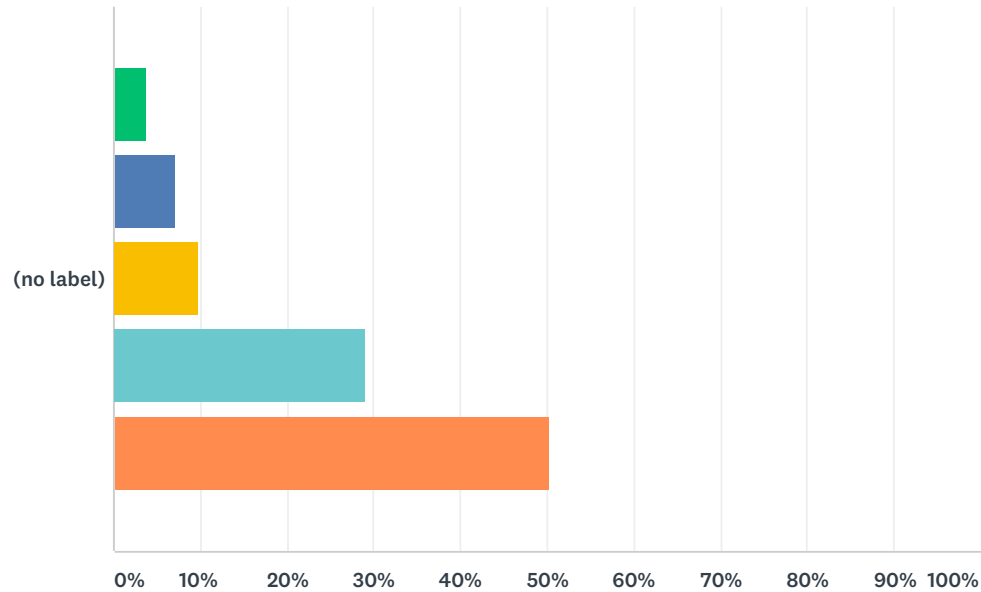
1 (no support)    2    3    4    5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	6.91% 13	5.32% 10	11.70% 22	23.94% 45	52.13% 98	188	4.09

C4: Highway 99E biking and walking

Q13 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 213    Skipped: 1,825

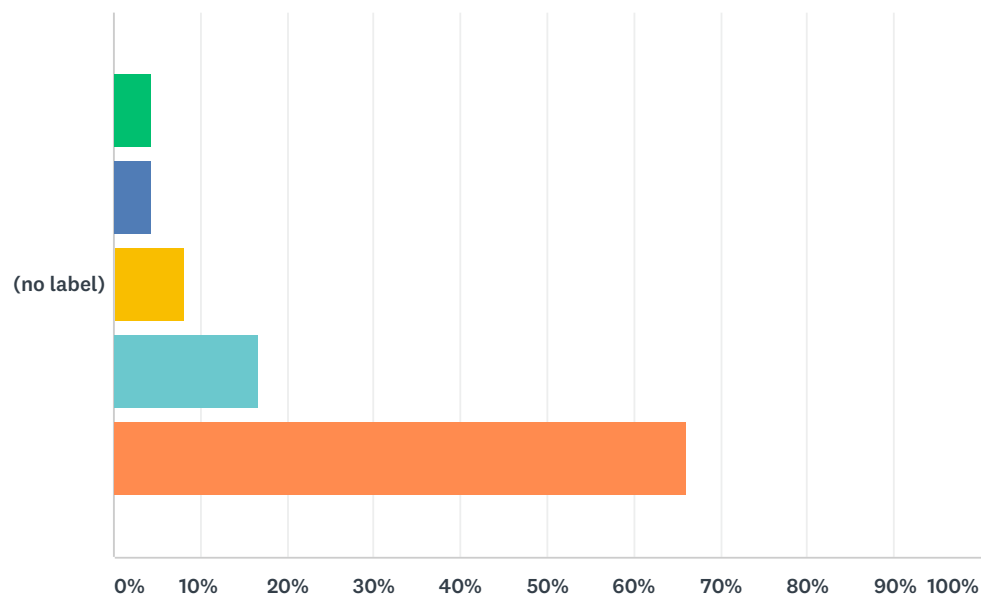


1 (no support)    2    3    4    5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	3.76%	7.04%	9.86%	29.11%	50.23%		
	8	15	21	62	107	213	4.15

Q15 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 245    Skipped: 1,793



1 (no support)    2    3    4    5 (very high support)

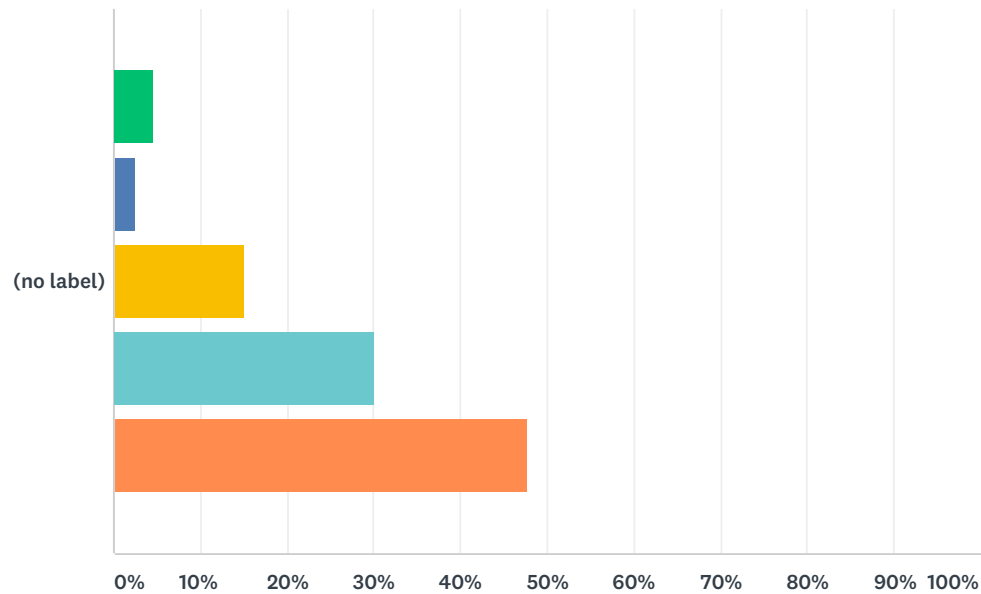
	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	4.49%	4.49%	8.16%	16.73%	66.12%		
	11	11	20	41	162	245	4.36



C6: Trolley Trail Bridge replacement

Q17 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 193    Skipped: 1,845



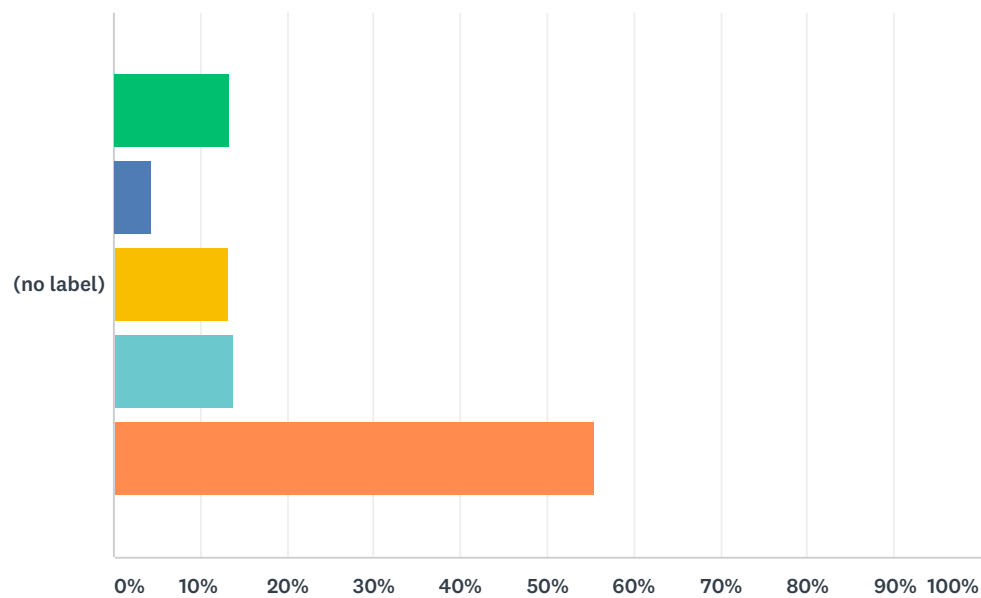
1 (no support)    2    3    4    5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	4.66%	2.59%	15.03%	30.05%	47.67%	193	4.13
	9	5	29	58	92		

M1: 122nd Avenue active transportation

Q19 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 412    Skipped: 1,626

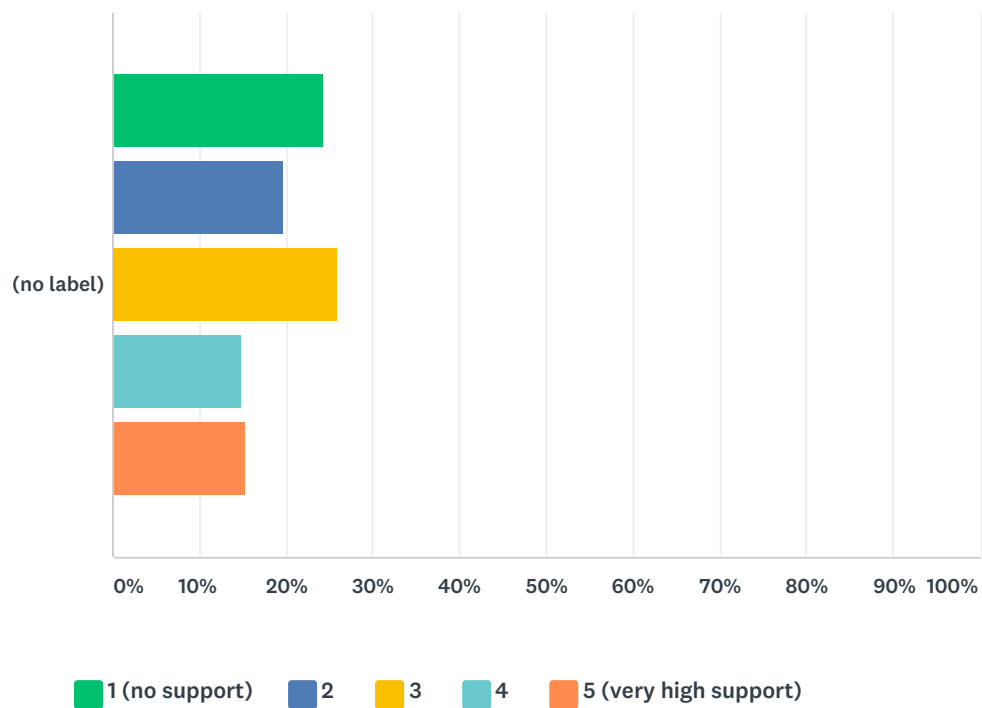


1 (no support)    2    3    4    5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	13.35%	4.37%	13.11%	13.83%	55.34%		
	55	18	54	57	228	412	3.93

Q21 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 189    Skipped: 1,849

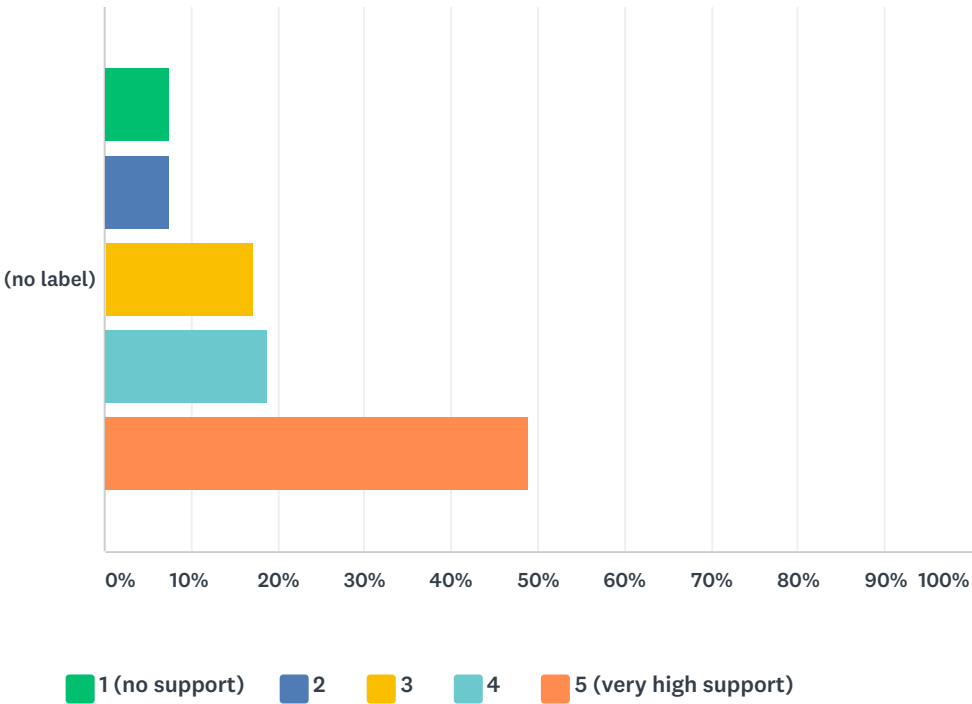


	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	24.34%	19.58%	25.93%	14.81%	15.34%		
	46	37	49	28	29	189	2.77

M3: Belmont/Morrison biking and walking

Q23 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

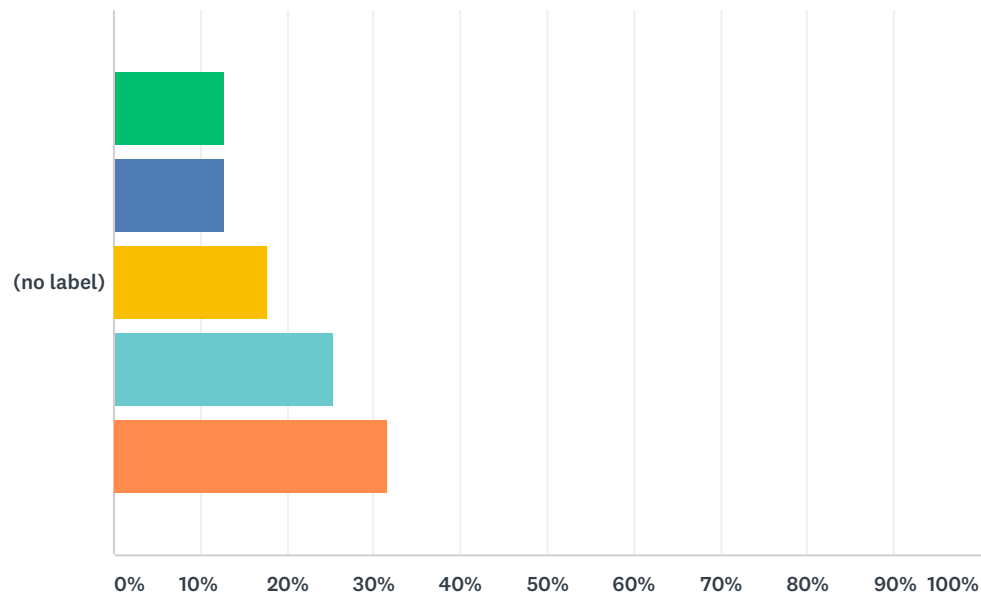
Answered: 517    Skipped: 1,521



	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	7.54%	7.54%	17.21%	18.76%	48.94%		
	39	39	89	97	253	517	3.94

Q25 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 276    Skipped: 1,762



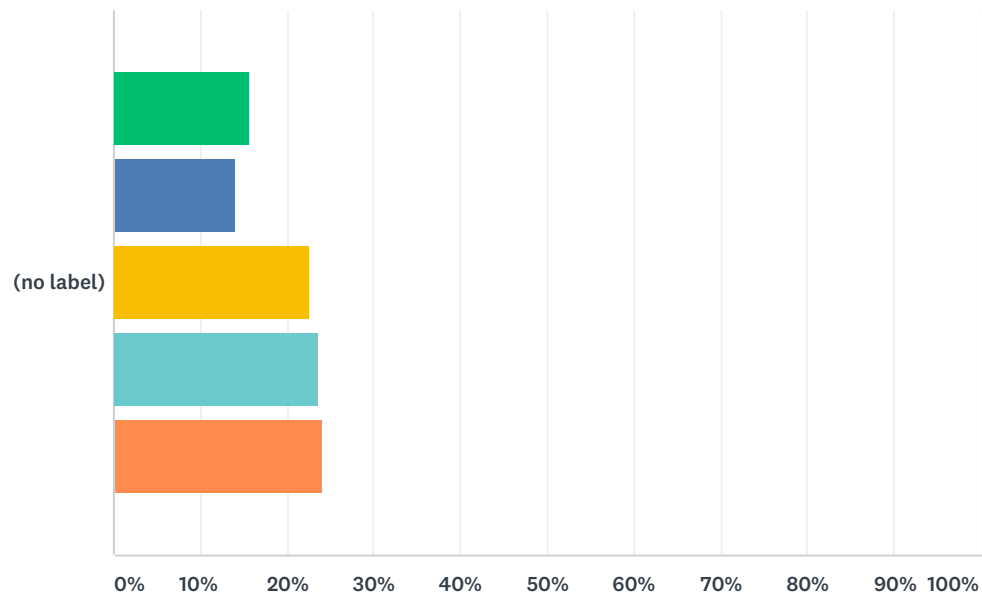
1 (no support)    2    3    4    5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	12.68%	12.68%	17.75%	25.36%	31.52%	276	3.50
	35	35	49	70	87		

M5: Division Street biking and walking

Q27 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 333    Skipped: 1,705

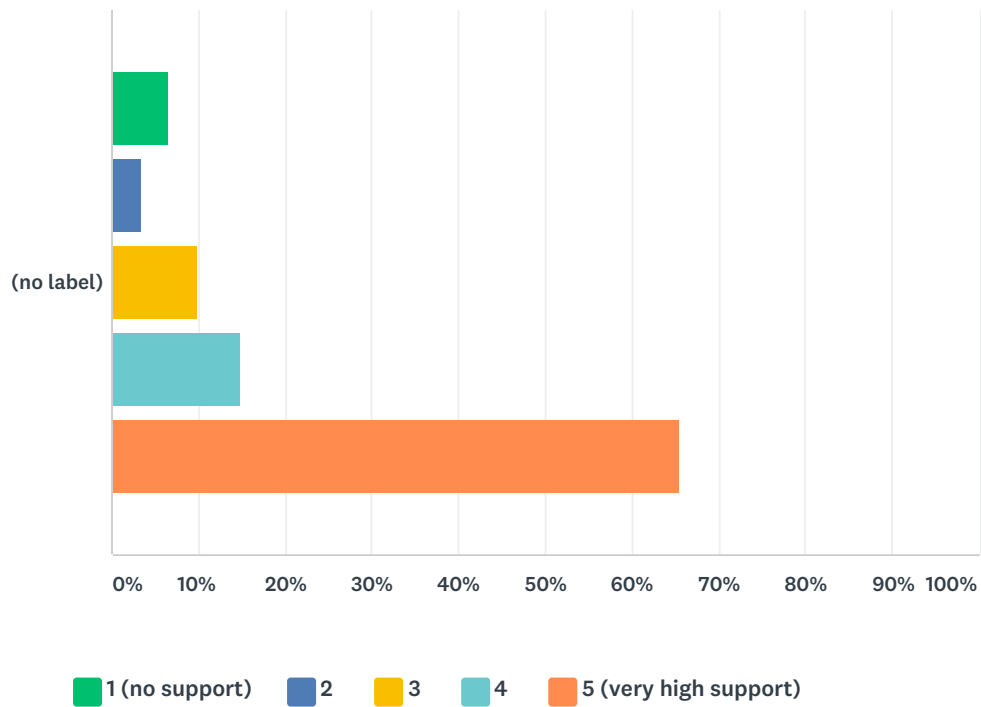


1 (no support)    2    3    4    5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	15.62%	14.11%	22.52%	23.72%	24.02%		
	52	47	75	79	80	333	3.26

Q29 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 510    Skipped: 1,528



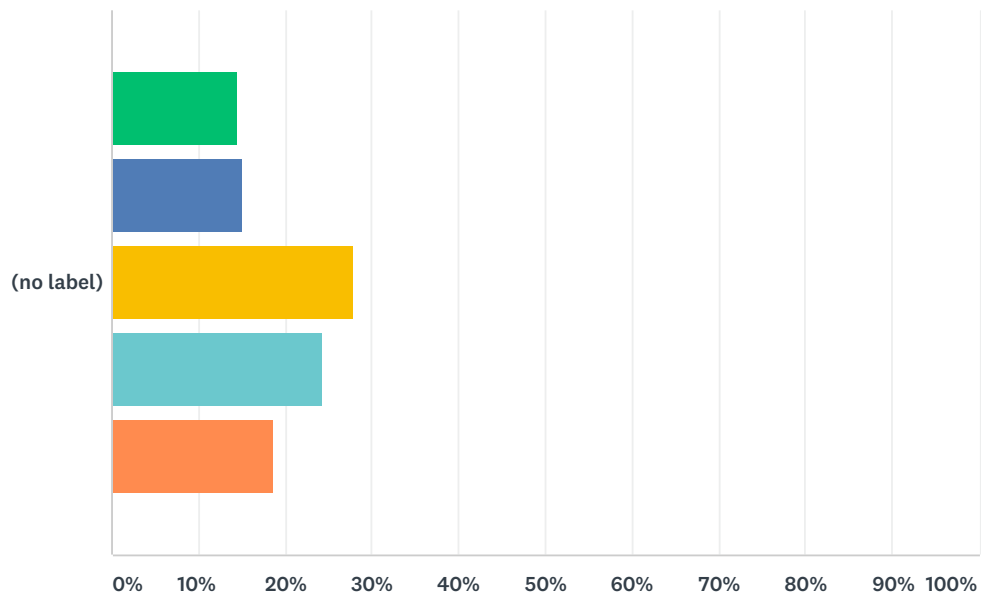
	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	6.47%	3.33%	9.80%	14.90%	65.49%	510	4.30
	33	17	50	76	334		



M7: Sandy Boulevard biking and walking

Q31 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 306    Skipped: 1,732



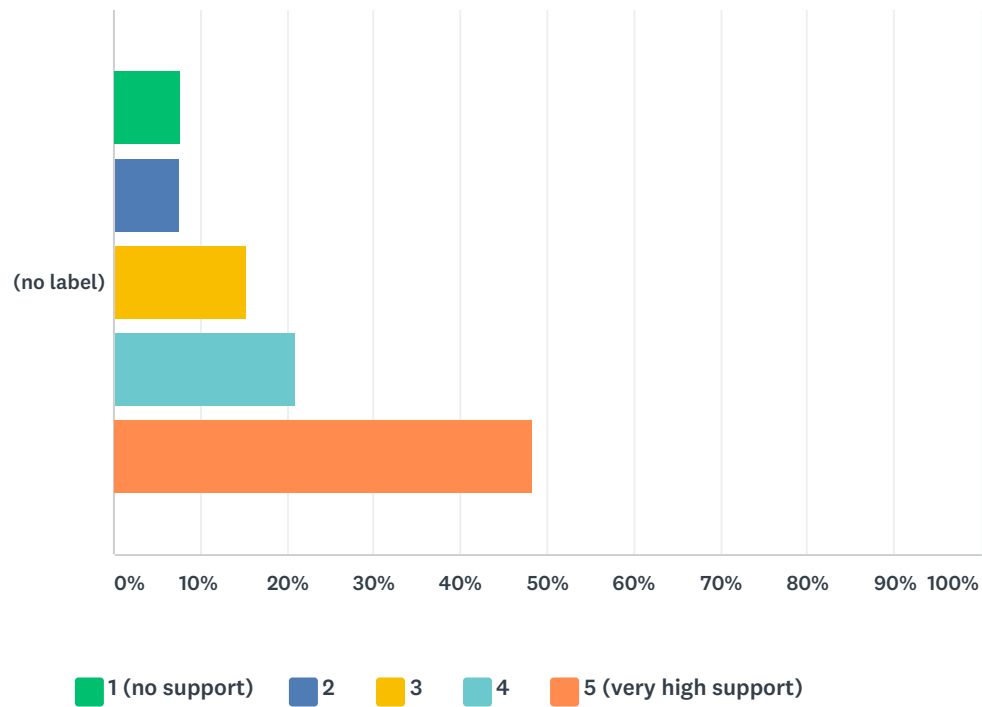
1 (no support)    2    3    4    5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	14.38%	15.03%	27.78%	24.18%	18.63%		
	44	46	85	74	57	306	3.18

M8: Springwater Trail to 17th Avenue Trail

Q33 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

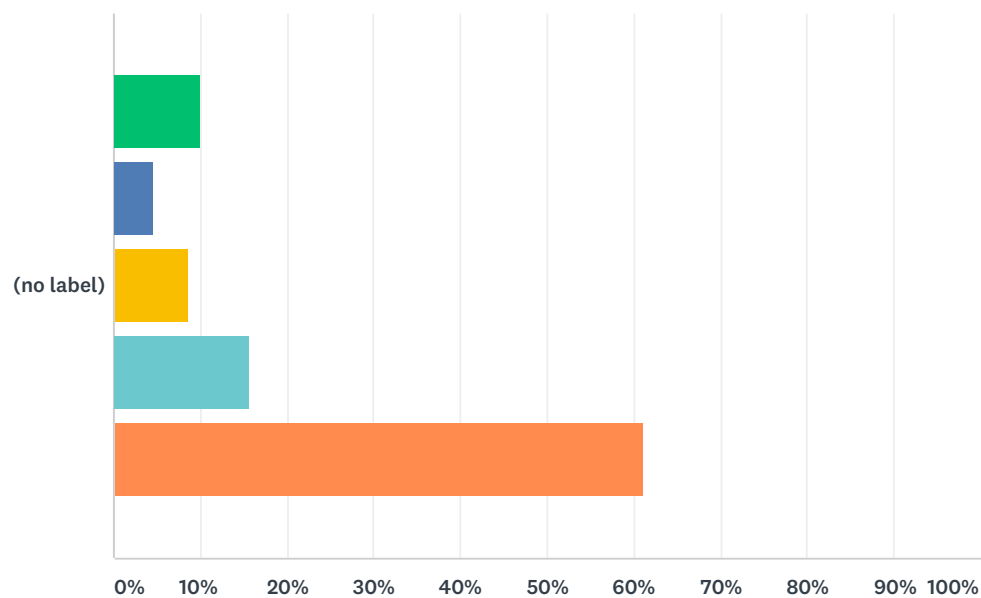
Answered: 476    Skipped: 1,562



	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	7.77%	7.56%	15.34%	21.01%	48.32%		
	37	36	73	100	230	476	3.95

Q35 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 409    Skipped: 1,629

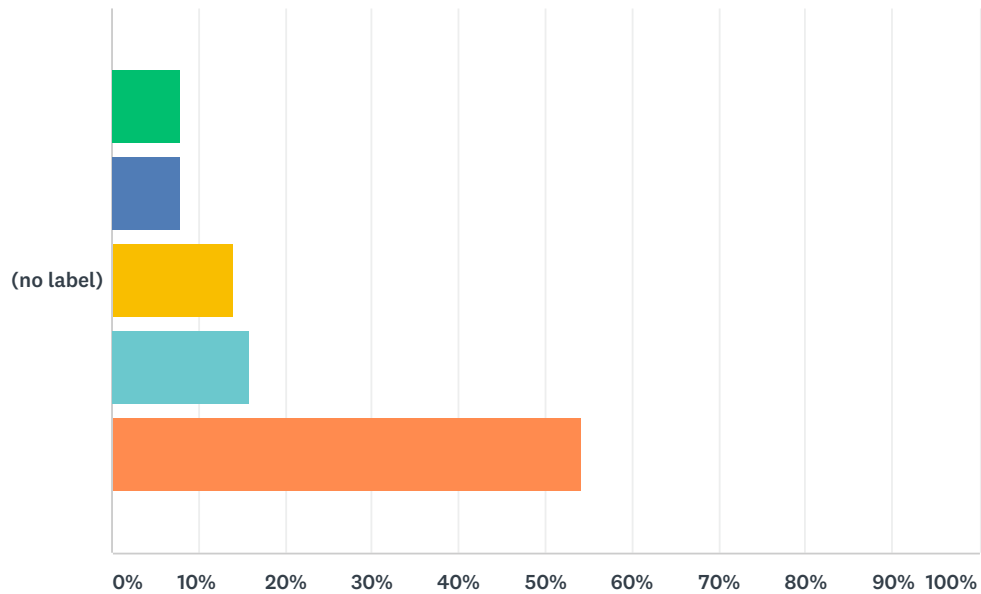


1 (no support)    2    3    4    5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	10.02%	4.65%	8.56%	15.65%	61.12%		
	41	19	35	64	250	409	4.13

Q37 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 364    Skipped: 1,674

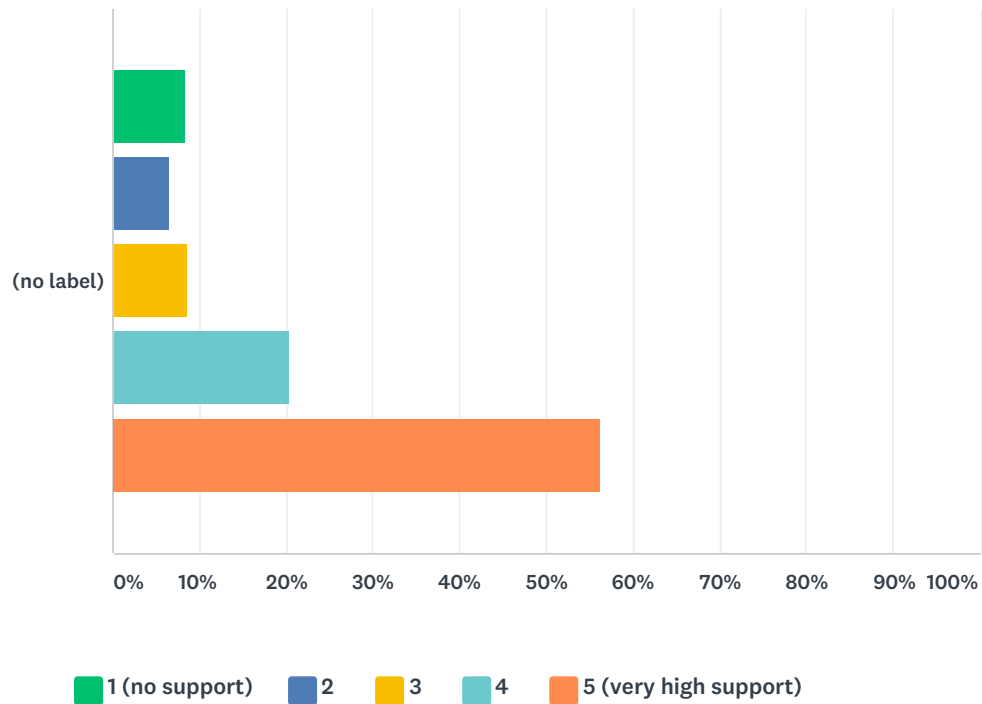


1 (no support)    2    3    4    5 (very high support)

	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	7.97%	7.97%	14.01%	15.93%	54.12%		
	29	29	51	58	197	364	4.00

Q39 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

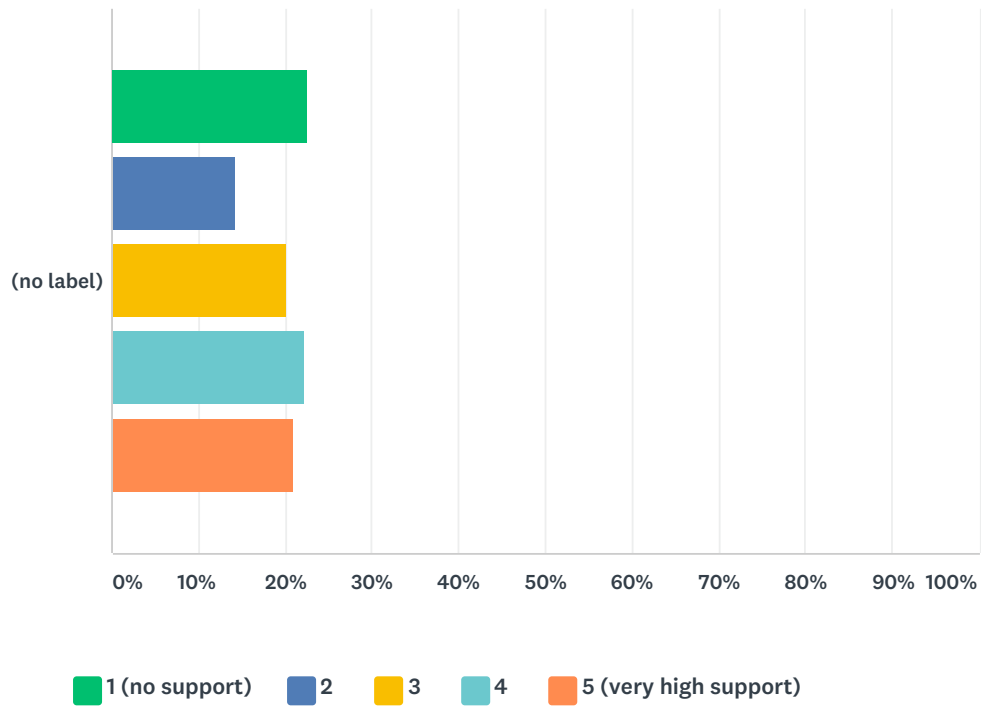
Answered: 385    Skipped: 1,653



	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	8.31%	6.49%	8.57%	20.26%	56.36%		
	32	25	33	78	217	385	4.10

Q41 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

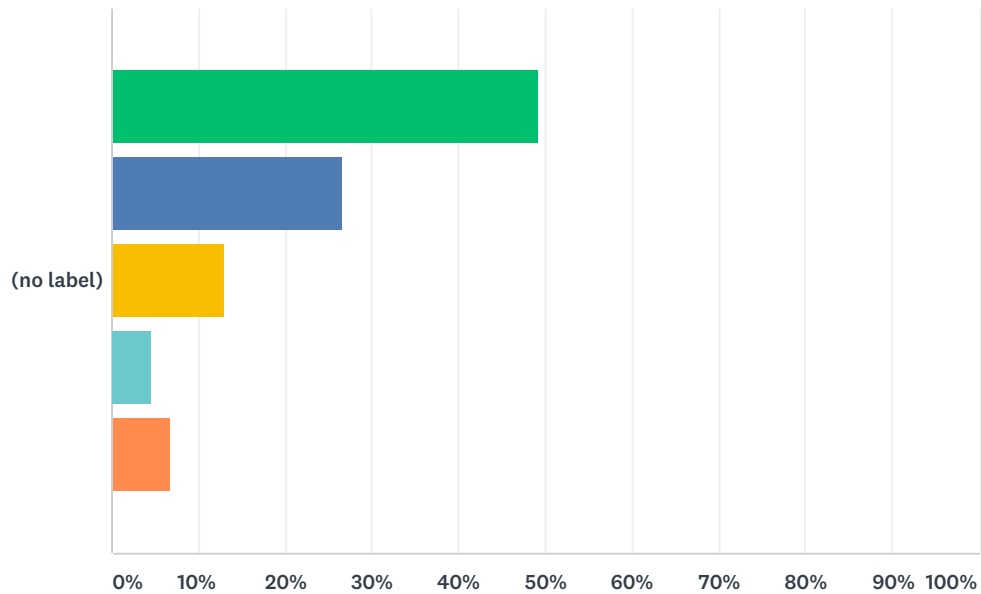
Answered: 595    Skipped: 1,443



	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	22.52% 134	14.29% 85	20.17% 120	22.18% 132	20.84% 124	595	3.05

Q43 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 484    Skipped: 1,554



1 (no support)    2    3    4    5 (very high support)

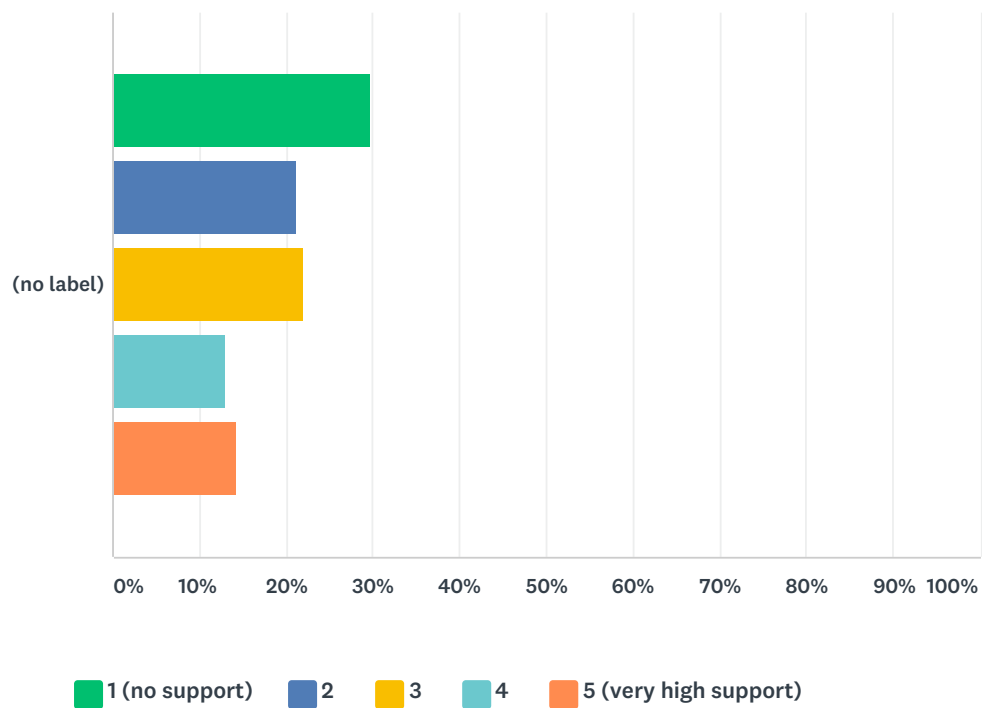
	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	49.17%	26.65%	13.02%	4.55%	6.61%	484	1.93
	238	129	63	22	32		



W3: Bull Mountain Road biking and walking

Q45 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 513    Skipped: 1,525

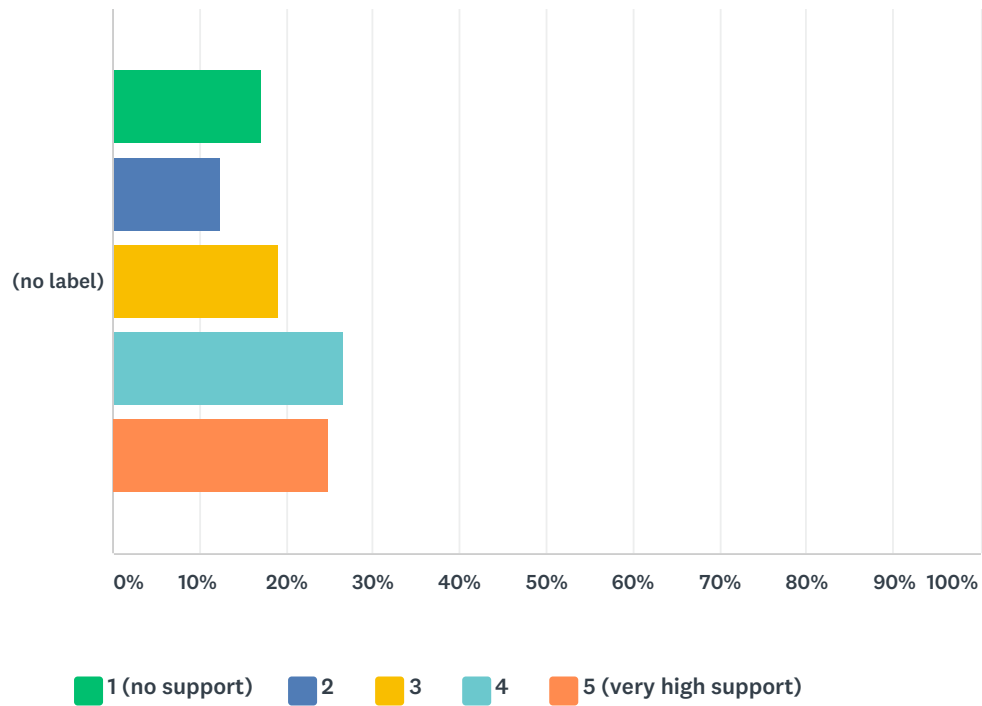


	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	29.63% 152	21.05% 108	22.03% 113	13.06% 67	14.23% 73	513	2.61

W4: Cornelius Pass biking and walking bridge

Q47 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 568    Skipped: 1,470

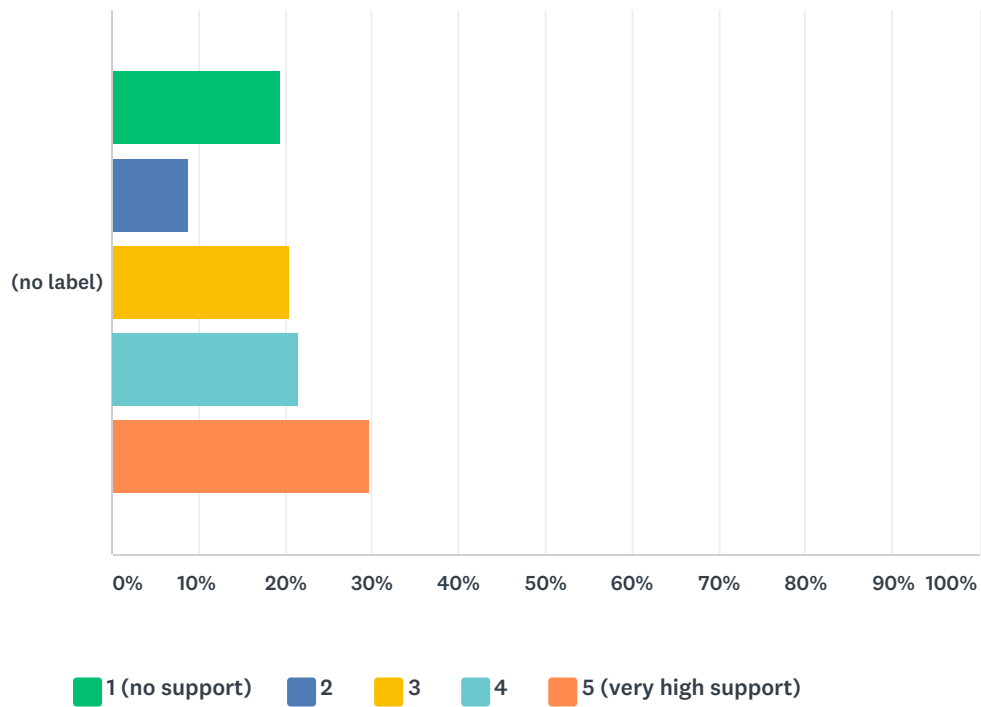


	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	17.25%	12.32%	19.01%	26.58%	24.82%	568	3.29
	98	70	108	151	141		

W5: Council Creek Trail biking and walking

Q49 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

Answered: 529    Skipped: 1,509

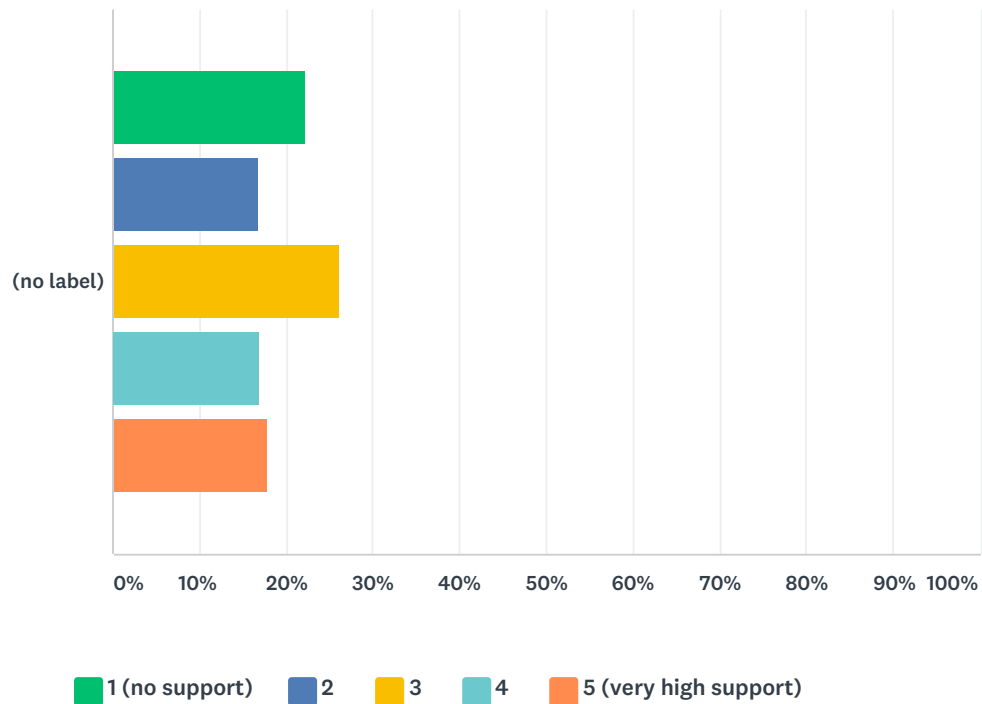


	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	19.47%	8.88%	20.42%	21.55%	29.68%	529	3.33
	103	47	108	114	157		

W6: Red Rock Creek Trail biking and walking

Q51 How supportive are you of this project, from 1 (no support) to 5 (very high support)?

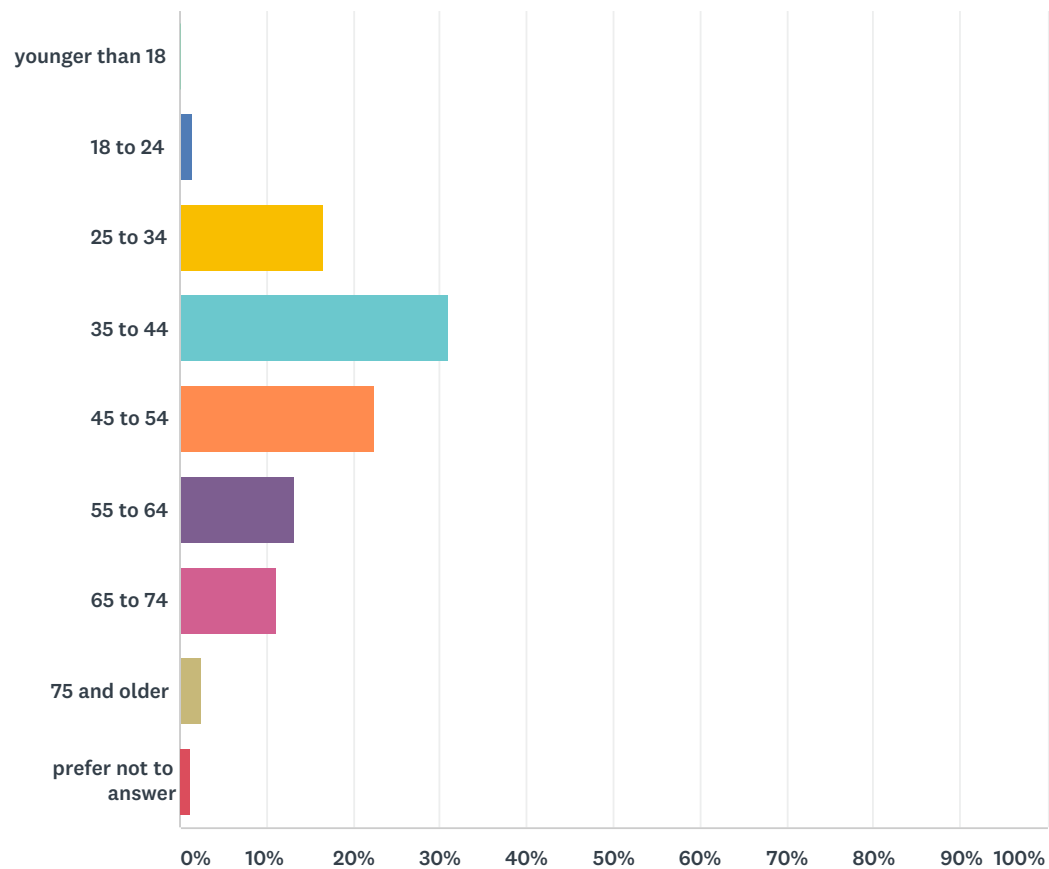
Answered: 500    Skipped: 1,538



	1 (NO SUPPORT)	2	3	4	5 (VERY HIGH SUPPORT)	TOTAL	WEIGHTED AVERAGE
(no label)	22.20% 111	16.80% 84	26.20% 131	17.00% 85	17.80% 89	500	2.91

# Q53 Which of the following ranges includes your age?

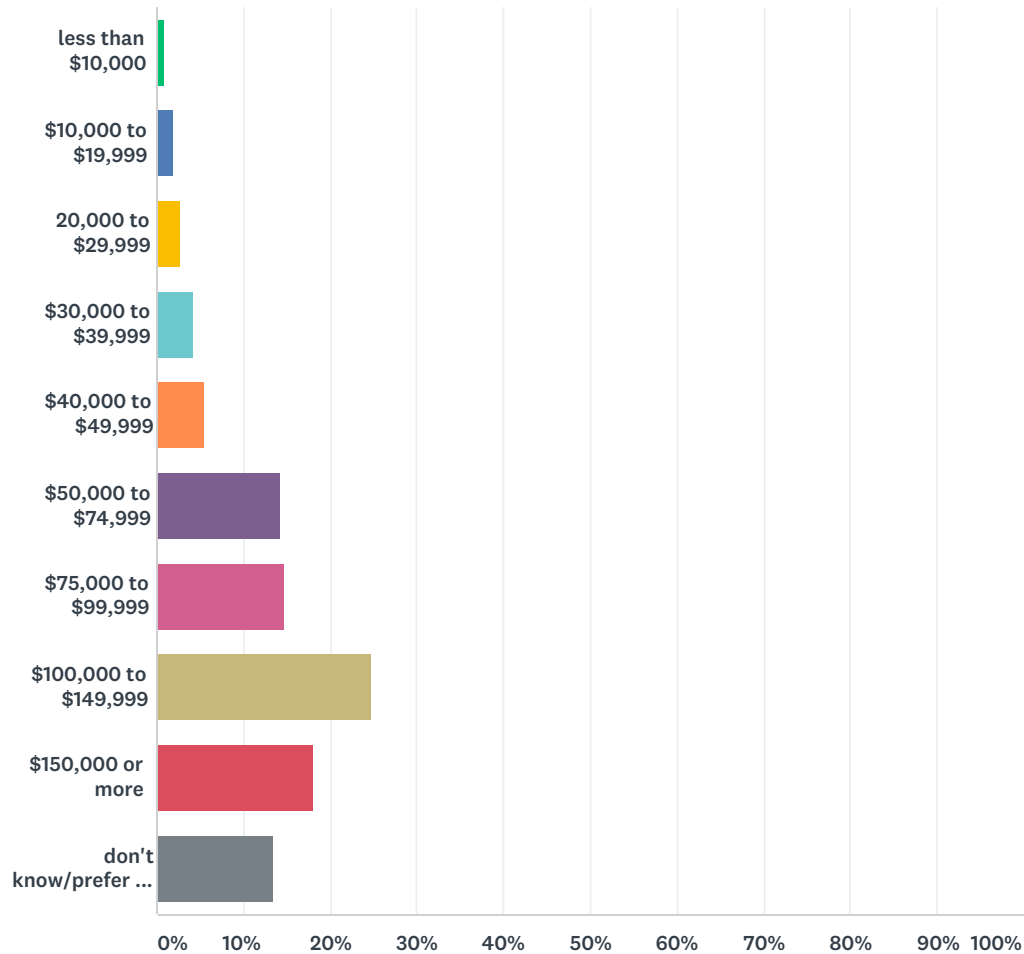
Answered: 1,341    Skipped: 697



ANSWER CHOICES	RESPONSES	
younger than 18	0.15%	2
18 to 24	1.49%	20
25 to 34	16.55%	222
35 to 44	31.02%	416
45 to 54	22.45%	301
55 to 64	13.20%	177
65 to 74	11.19%	150
75 and older	2.61%	35
prefer not to answer	1.34%	18
TOTAL		1,341

## Q55 Which of the following best represents the annual income of your household before taxes?

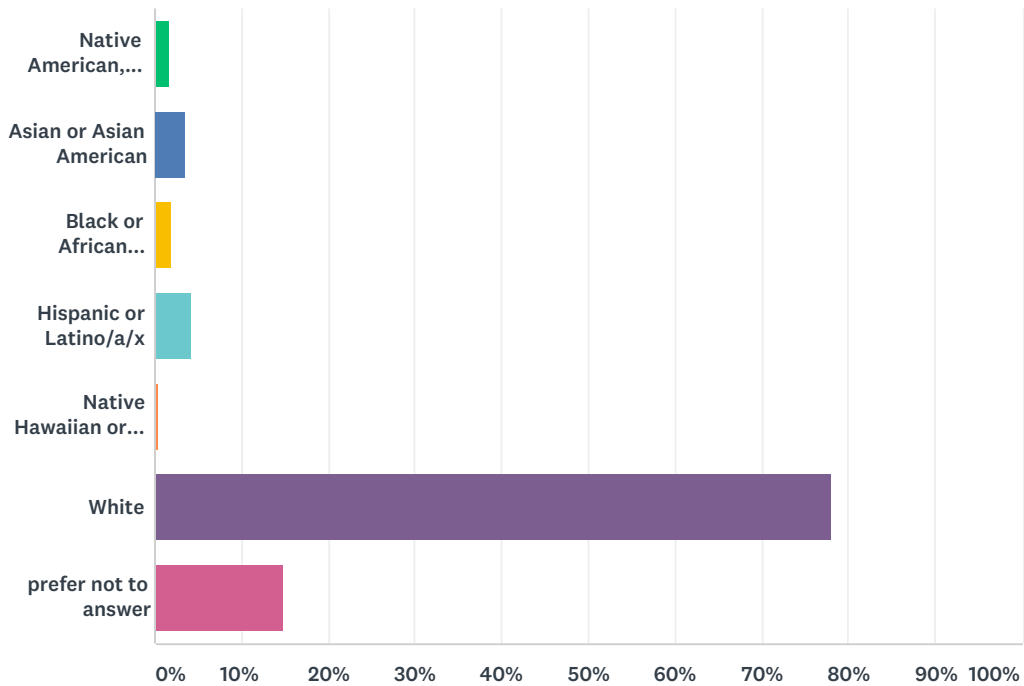
Answered: 1,325 Skipped: 713



ANSWER CHOICES	RESPONSES	
less than \$10,000	0.75%	10
\$10,000 to \$19,999	1.89%	25
\$20,000 to \$29,999	2.79%	37
\$30,000 to \$39,999	4.23%	56
\$40,000 to \$49,999	5.43%	72
\$50,000 to \$74,999	14.26%	189
\$75,000 to \$99,999	14.57%	193
\$100,000 to \$149,999	24.68%	327
\$150,000 or more	17.96%	238
don't know/prefer not to answer	13.43%	178

Q54 Within the broad categories below, where would you place your racial or ethnic identity? (pick all that apply)

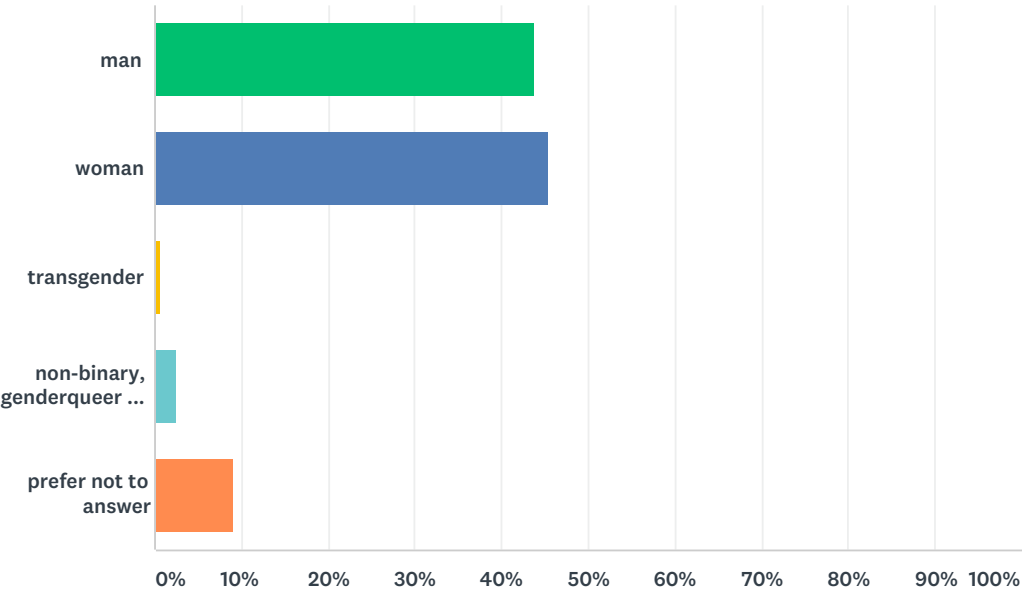
Answered: 1,330 Skipped: 708



ANSWER CHOICES	RESPONSES	
Native American, American Indian or Alaskan Native	1.65%	22
Asian or Asian American	3.53%	47
Black or African American	1.88%	25
Hispanic or Latino/a/x	4.14%	55
Native Hawaiian or other Pacific Islander	0.38%	5
White	77.97%	1,037
prefer not to answer	14.89%	198
Total Respondents: 1,330		

Q56 How do you identify your gender? (pick all that apply)

Answered: 1,334 Skipped: 704

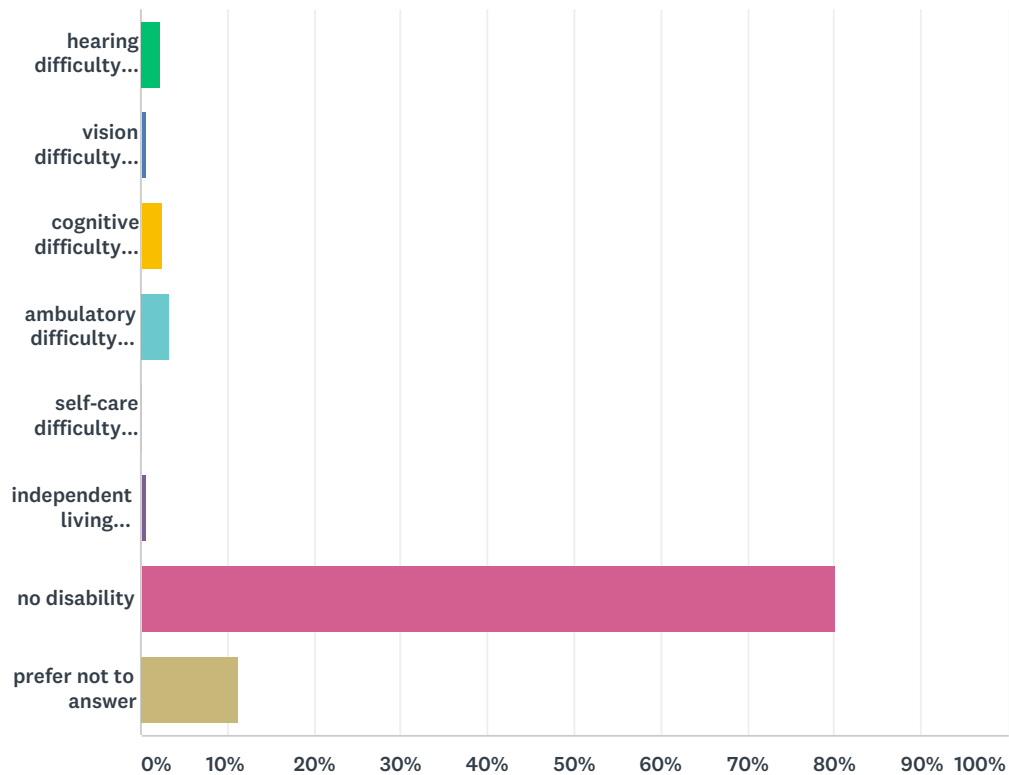


ANSWER CHOICES	RESPONSES	
man	43.63%	582
woman	45.35%	605
transgender	0.67%	9
non-binary, genderqueer or third gender	2.47%	33
prefer not to answer	8.92%	119
Total Respondents: 1,334		



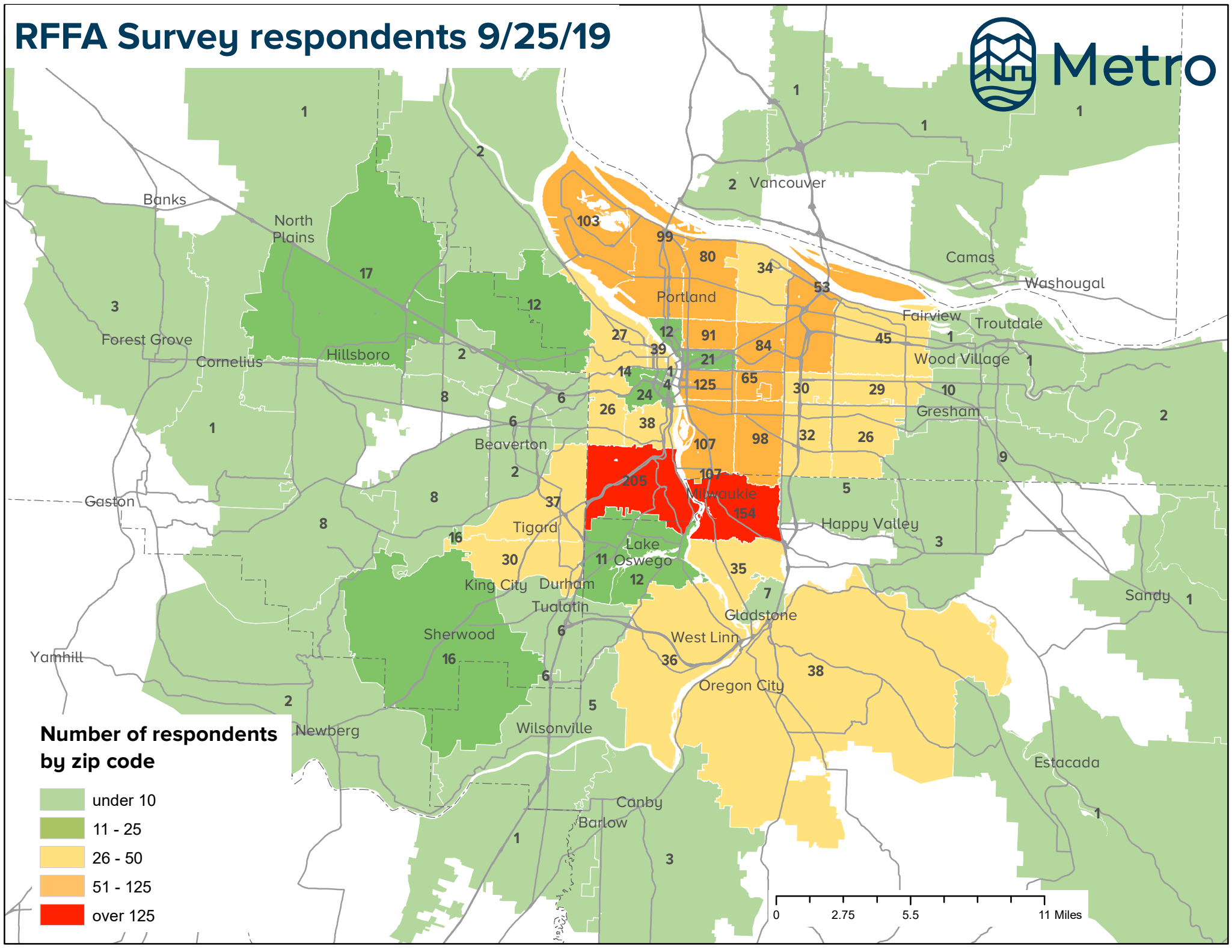
## Q57 Do you live with a disability (pick all that apply)

Answered: 1,247 Skipped: 791



ANSWER CHOICES	RESPONSES	
hearing difficulty (deaf or serious difficulty hearing)	2.33%	29
vision difficulty (blind or serious difficulty seeing, even when wearing glasses)	0.64%	8
cognitive difficulty (because of a physical, mental or emotional problem, difficulty remembering, concentrating or making decisions)	2.49%	31
ambulatory difficulty (unable or having serious difficulty walking or climbing stairs)	3.37%	42
self-care difficulty (unable or having difficulty bathing or dressing)	0.24%	3
independent living difficulty (because of a physical, mental or emotional problem, difficulty doing errands alone)	0.64%	8
no disability	80.11%	999
prefer not to answer	11.31%	141
Total Respondents: 1,247		

# RFFA Survey respondents 9/25/19



Materials following this page were distributed at the meeting.

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Date: October 2, 2019

Project #: 23628.6

To: Dan Kaempff: Metro  
600 NE Grand Avenue  
Portland, OR 97232

From: Camilla Dartnell, Russ Doubleday, Bincy Koshy, and Brian L. Ray, PE: Kittelson  
Subject: Regional Flexible Funds Risk Assessment

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## OVERVIEW

Metro's Regional Flexible Funds Application (RFFA) process allows local agencies to apply for federal funding, distributed through Metro, for local projects. Metro evaluated 2022-2024 RFFA project applications based on how meaningfully they can help the region achieve the four Regional Transportation Plan priorities of advancing social equity, improving safety, implementing the region's Climate Smart Strategy and managing congestion. Historically, project applications have not included an evaluation on project risk, which considers the likelihood of a project being completed on time, on budget and as intended. Kittelson & Associates, Inc. (Kittelson) developed a methodology for a risk-based assessment and evaluated risks for each RFFA project application. The risk evaluation augments Metro's outcome-based evaluation by providing additional information for consideration during the RFFA application evaluation process. This memorandum summarizes the risk assessment methodology and provides a risk level and summary for each RFFA project application.

## METHODOLOGY

To create the risk-based assessment, Kittelson first assessed various funding agency practices for assessing risk. This informed a framework that considers project development stage, outlines risk considerations, and ranks risk based on likelihood of impact to project. Kittelson worked with Metro to create RFFA application questions specifically included to assess information about project risk. Finally, Kittelson applied the risk framework to the project applications to determine where projects have strengths, weaknesses and where there may be risk to project delivery.

## Major Risk Considerations

Kittelson considered, several risk categories for evaluating risk. The following major risk categories were captured in the risk framework:

- Project development status (project readiness)
-

- Quality of project information
- Project complexity (potential implementation challenges)

### ***Project Development Status (Project Readiness)***

Project readiness is related to project risk. The farther along in development a project is, the more details have been determined and, therefore, the lower the likelihood of an unknown risk developing. Project readiness was determined based on current project stage in relation to the stages of project development requested for funding. To help inform the project readiness, the Kittelson considered the following criteria:

- Status of planning and scoping documents
- Status of environmental phase and clearances
- Status of preliminary engineering and design
- Status of right-of-way acquisition

This risk category was not intended to penalize projects that are in project development or conceptual development phases. It is instead intended to evaluate the readiness of the project in relation to the project development phases requested for funding. More information about how Kittelson considered project development stages can be found on page 3 in the “Project Development Stage Considerations” section of this memo. However, Kittelson felt it was important to identify criteria around project development to assess the potential of future risks arising.

### ***Quality of Project Information***

Kittelson also considered quality of project information in the risk assessment. The quality of a project’s scope, schedule, and budget can highly affect project risk. For example, a project budget that does not consider right-of-way impact for a project that will require right-of-way acquisition increases the risk that the available and requested funding will not cover the necessary project cost. This could, lead to a risk in project delivery. The following criteria were considered within the “Quality of Project Information” category:

- Quality of project scope
- Qualify of project schedule
- Quality of project budget
- Whether or not funding match has been secured

### ***Project Complexity (Potential Implementation Challenges)***

The project complexity assessment aimed to identify potential implementation challenges that could affect the cost, schedule, or feasibility of implementing the project as desired. These challenges included considerations like community support, affect to major utilities, environmental impacts, and staff availability. Kittelson considered the following criteria within the “Project Complexity” category:

- Local community support
- Governing body support
- Status of coordination among internal and external agencies
- Staff availability
- Project manager qualified to support the management and delivery of federally funded projects
- Level of outside effort needed to execute project (need for coordination with other jurisdictions, right-of-way acquisition, etc.)
- Major utility relocation need
- Water quality or quantity mitigation need
- Environmental (SEPA/NEPA) impacts defined
- Overall cost

On its own, the cost of a project was not considered to affect the risk of a project. Cost was included as a criterion to help indicate the complexity of a project and therefore was seen as a complexity multiplier, to draw attention to potentially more complex projects.

### Project Development Stage Considerations

The projects for which agencies sought RFFA funding are currently in varying stages of project development and request funding to take them through varying levels of development. For example, one project may be in the planning phase currently and the agency may be requesting funding for preliminary engineering and environmental phases, while another agency may have completed its project environmental review and is requesting funding for final design and construction. Different levels of detail are required for risk mitigation at each project development stage. As the project moves further along in project development and is better defined, risks can be better known. For example, a project in the alternative development stages may only have a high-level understanding of the right-of-way impact, while a project through design will know the exact amount and location where right-of-way will need to be acquired.

Kittelson considered the current stage of project development, the stages that are being proposed for RFFA funding, and the project risk through completion into account when creating the risk scoring. The project risk level is only based on the risk of the project through the stages requested for RFFA funding. If the level of risk through construction varied from the risk through proposed RFFA funding, Kittelson noted the overall project risk through construction in the risk summaries.

## OVERVIEW OF PROJECT RISK

Kittelson evaluated each project based on the aforementioned criteria. For consistency, each project was assigned a score per criteria, and the sum of the scores was used to determine overall risk level. Those risk levels and a summary of risk for each project are provided below. *Please note that the scores below are incomplete, pending the incorporation of data clarification from several agencies. This will be updated and provided when available.*

Project	Completed stages	RFFA Funding Request Project Stage(s)	Risk Level	Risk Summary
Clackamas County - Courtney Avenue Complete Street Project	Planning stage	Preliminary engineering and environment assessment stage, pre-construction (including ROW) and construction phases	Low	The only major project complexity is the need to obtain permanent utility easements. A right-of-way (ROW) study has been performed and associated ROW costs for the permanent easements have been considered and included in the project budget to mitigate this risk. Overall, the project is low risk.
Clackamas County - Regional Freight ITS Project Phase 2B	Planning stage (Phase 1), phase 2A to be completed in December 2020	Preliminary engineering, pre-construction and construction phases	Low	There are no right-of-way acquisition risks, utility relocation risks or SEPA/NEPA risks. There are minor risks associated with providing funds for construction before preliminary engineering is complete. Overall, project risks are low. The project is not listed in the RTP.
City of Forest Grove - Council Creek Regional Trail	Planning stage, alternatives identification and evaluation phase	Preliminary design (project development phase)	Moderate	There is high risk associated with working with outside agencies, ODOT Rail and PWRR (Portland and Western Railroad), over state-owned right-of-way (ODOT Rail). However, RFFA funds are only requested for project development phase of the project. There are moderate risks associated with storm water runoff quantity and quality.
City of Gladstone - Trolley Trail Bridge Environmental/ Engineering	Preliminary feasibility study to be completed in December 2019	Planning, alternatives identification and evaluation, preliminary design and final design (project development phase)	Low	There are risks associated with right-of-way acquisitions for the bridge landing in Oregon City and relocation of storm water drainage pipe on Gladstone side of the bridge. However, RFFA funds have been requested only for the project development phase, determination of right-of-way needs and utility relocation needs. Risk for this RFFA funding request is low.
City of Gresham - Division Complete Street – Phase 1	30% planning stage (including preliminary environmental scoping)	Preliminary design, pre-construction and construction phases (including ROW and utility relocation)	Moderate	There are risks associated with right-of-way acquisitions, utility relocation, and funding the construction before completion of preliminary engineering and ROW acquisition. However, because the project is on an existing and entirely city-owned facility and utility relocation needs are minor, overall risks are moderate.

City of Milwaukie - Monroe Street Neighborhood Greenway	Planning phase and alternative analysis phase, preliminary design phase is ongoing	Construction phase for two out of five segments of the project (segment D and E)	Moderate	There is risk associated with the uncertainty of funding for final design. Funds are being requested for construction phase of segment D and segment E; but the project match is being provided through delivery of adjacent segments. For those segments, a rail crossing modification will require Union Pacific Railroad (UPRR) approval of 100% and coordination with ODOT Rail Division is necessary within other project segments. Segment A also has intersections with Class 1 and 2 Title 13 lands. Because those complexities do not directly affect Segments D and E, for which funding is requested, overall project risk for the funding request is moderate.
Multnomah County - Completing the Sandy Boulevard Transportation Gap	Currently in planning phase	Project development including stakeholder engagement and environmental tasks up to 15% design	Low	There are risks associated with the project proximity to fish bearing streams and flood zones in the area. Project will also require coordination with multiple agencies. Because project is only requesting funding through project development to allow to mitigate these risks, overall risk to project is low.
Multnomah County - NE 223 <sup>rd</sup> Avenue – Access for Freight and Active Transportation	Currently in preliminary planning stage	Project development, alternatives identification, preliminary design, final design, right-of-way, utilities, and construction phases	Moderate	There are risks associated with requesting funding for right-of-way acquisitions, utility relocation and construction phases without first having completed other project development stages. The risks include potential right of way acquisitions, utility relocation and environmental impacts as the project intersects with Class 1 and 2 riparian corridors. Overall project risk is moderate.
City of Oregon City - Willamette Falls Shared Use Path & OR 99E Corridor Enhancement Project	Planning stage	Alternatives identification and evaluation and preliminary design phases (project development)	Moderate	There are high risks associated with outside agency coordination with ODOT, the Department of State Lands (DSL) and the Army Corps of Engineers. There are also risks associated with intersection of Title 3 and Title 13 areas (the Willamette River). However, funding is requested for the alternatives identification and preliminary design phases of the project, during which this coordination and environmental scoping will take place. Hence, this project has moderate risks.



City of Portland - Central Eastside Belmont & Morrison Multimodal Improvements	Planning phase, portion of the alternatives identification and evaluation phase; includes engineering cost estimate	Alternatives identification and preliminary design, final design, right-of-way, utilities, and construction	Low	There are risks associated with requesting funding for construction without first having completed project development. Permanent right-of-way acquisition is not expected to be necessary, it does not affect environmentally sensitive areas, and interagency coordination is expected to be minor. Overall project risk is low.
City of Portland - Cully/Columbia Intersection Improvements	Planning phase and alternative identification and evaluation phase	Preliminary and final design, right-of-way, utilities, and construction phases	Moderate	There are risks associated necessary right-of-way acquisition and coordination with outside agencies, including Union Pacific Railroad and ODOT rail. This risk has been somewhat mitigated by beginning early coordination and support from ODOT Rail. Overall risk is moderate.
City of Portland - N Willamette Boulevard Active Transportation Corridor	Planning stage, portion of project development	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	Low	There are risks associated with parking removal along the corridor and funding for construction without first having completed project development. There are not expected to be impacts to environmentally sensitive areas, right-of-way acquisitions, or major coordination with outside agencies. Overall, project risk is low.
City of Portland - NE 122nd Avenue Multimodal Safety and Access Improvement Project	Planning phase, portion of the alternatives identification and evaluation stages	Alternatives identification and evaluation, pre-construction and construction phases	Low	The project will add crossings along the corridor. There are not expected to be impacts to environmentally sensitive areas, right-of-way acquisitions, or major coordination with outside agencies. There is some risk associated with funding construction without first having completed project development. Overall, project risk is low.
City of Portland - NE MLK Jr Boulevard Safety and Access to Transit	Planning phase, portion of the alternatives identification and evaluation stages	Alternative identification and evaluation, preliminary and final design, pre-construction and construction phases	Low	There is some risk associated with funding construction without first having completed project development, especially because there is a known need for further outreach. There are not expected to be impacts to environmentally sensitive areas, right-of-way acquisitions, or major coordination with outside agencies. . Overall, project risk is low.

City of Portland - Springwater to 17th Trail Connection	Planning phase, portion of the alternatives identification and evaluation stages	Alternative identification and evaluation, preliminary and final design, pre- construction and construction phases	High	There is some risk associated with funding construction without first having completed project development. Other risks associated with this project include heavy coordination with outside agencies. The project will require a Pedestrian Access Easement from PGE and will require the OPRR rail tracks to be adjusted, which will also require coordination with ODOT Rail. Overall project risk is high.
City of Portland - Stark/Washington Corridor Safety Improvement Project	Planning phase	Alternative identification and evaluation, preliminary and final design, pre- construction and construction phases	Moderate	There are moderate risks associated with the project which, including coordination with outside agencies (ODOT) for changes in the freeway interchange areas.
City of Portland - Taylors Ferry Transit Access and Safety	Planning phase	Alternative identification and evaluation, preliminary and final design, pre- construction and construction phases	High	Risks include high need for coordination with outside agencies, as ODOT will need to approve of the project, and funding the project through construction when project development stages have not yet been completed. Other risks include environmental impacts (modification to the Woods Creek culvert as the project crosses Woods Memorial Natural Area and Woods Creek via an existing culvert) and other permitting requirements due to potential impacts to a Title 13 resource.

City of Sherwood - Blake Street Design – Tonquin Area East-West Corridor	Planning phase	Project development, preliminary design	Moderate	There is risk associated with uncertain project impacts to environmental habitat and wetland areas. Coordination with outside agencies like the Bonneville Power Administration and PGE will also be required. There are potential risks in identifying an alignment and conducting public outreach to affected property owners. The expected timeline of 9-12 months for initial environmental review, geotechnical analysis, alignment evaluation, public outreach, and 60% design for the new roadway and sanitary and water infrastructure does not account for any schedule risks. Because the project is only requesting funding through project development, this project has moderate risks overall.
City of Tigard - Bull Mountain Complete Street	None	Planning phase, public engagement, alternatives analysis	Low	This project has some risk associated with right-of-way impacts and uncertain funding match. Because this project is still in the planning phase, there could be risks that have not yet been identified. Overall, project risk through planning, public engagement, and alternatives analysis is low.
City of Tigard - Red Rock Creek Trail Implementation Plan (RRCTIP) – Alignment Study	Planning, concept development	Project development	Moderate	The project will require coordination with outside agencies, including ODOT Rail, TriMet, and PGE. The project through construction has risks associated with potential right-of-way needs, coordination for the overcrossings, and potentially needing to fund stormwater improvements along Red Rock Creek. Funding is only requested for project development, therefore risk for this funding request is moderate.
Washington County - Aloha Safe Access to Transit	Various depending on the project components	Planning phase, alternatives identification, public involvement, preliminary design, right-of-way, construction	Low	This is a low-risk project. Risks are associated with needing to work with outside agencies (ODOT) to improve local access to transit on a state facility.

Washington County - Bike and Ped Bridge Crossing of US 26 at Cornelius Pass Road	Planning, concept development, alignment	Preliminary design	Low	This project requests RFFA funding for preliminary design work. There are associated risks with coordinating with outside agencies, including ODOT, City of Hillsboro, and Tualatin Parks and Recreation Department and Bonneville Power Administration to determine trail alignment. Many of these agencies are highly supportive of the project. Overall risk for this funding request is low.
City of West Linn - OR 43 Multimodal Improvement Project – Mapleton Dr. to Barlow St.	Planning, concept design, detail design	Construction phase	Moderate	There is risk associated with needing to work with outside agencies (ODOT) to improve multimodal access on a state facility. There are some outstanding right-of-way concerns at Mary S. Young Park which will require coordination with the State of Oregon, some intersection with Title 13 areas, and potential federal 4(f) impact issues. Finally, further discussion with ODOT staff on progress of current project development is needed prior to final assessment rating, as project development may require additional funding before going to construction. There is potential for this RFFA funding to be applied to project development activities instead of construction.

## CONCLUSION

This risk assessment is intended to provide information about the likelihood of a project being completed on time, on budget, and as intended. It could help inform the RFFA project funding decision making process. Project risk should be balanced with intended project outcomes to make the decision about which RFFA applications should be prioritized.

Projects sorted by total policy rating	County	Amount requested	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	CC Priority	Public Comment	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	AT	20	5.6	5.4	5.2	3.8		TBD	TBD	TBD
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	AT	19.2	5.6	5.8	4	3.8				
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	AT	18.6	5.8	4.8	4.8	3.2				
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	AT	15.8	5	5.6	3	2.2				
Forest Grove: Council Creek Trail	WA	\$1,345,950	AT	15.8	5	4.6	3.8	2.4				
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	FR	15.8	4.4	4	2.4	5				
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	AT	15.8	5	4.6	3.8	2.4				
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	AT	15.6	5.4	3.8	3.6	2.8				
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	AT	15.2	5.6	2.2	4.2	3.2				
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	AT	14.8	4.2	4	4	2.6				
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	AT	14.6	3.8	5.4	3.2	2.2				
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	AT	13.8	4.4	3.6	2.8	3				
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400	AT	13.6	4.2	3	3	3.4				
Gresham: Division Street Complete Street	MU	\$5,240,760	AT	13.6	3	4	3.6	3				
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	AT	13	3.8	3.6	4	1.6				
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000	AT	13	4.6	2	3.6	2.8				
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	BOTH	11.6	3	2.2	3.4	3				
Tigard: Red Rock Creek Trail	WA	\$314,055	AT	11.6	3.8	1.4	3.8	2.6				
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	FR	8.8	2.6	1.6	0.8	3.8				
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000	AT	8.6	2.6	1.4	3	1.6				
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190	BOTH	8.4	2.8	2	2.2	1.4				
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500	AT	7.2	3.2	1	2	1				
Sherwood: Blake Street Design	WA	\$785,137	FR	3.4	0.2	1.2	0.4	1.6				

total requested:	\$77,833,284
estimated total RFFA Step 2 funding available:	\$43,278,025
difference:	(\$34,555,259)

The total policy rating is the sum of the ratings in each of the four policy areas (Opportunity and Benefit ratings added together). Maximum total points available is 24.

Active Transportation & Complete Streets projects	County	Amount requested	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level	CC Priority	Public Comment	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	20	5.6	5.4	5.2	3.8		TBD	TBD	TBD
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	19.2	5.6	5.8	4	3.8		TBD	TBD	TBD
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	18.6	5.8	4.8	4.8	3.2		TBD	TBD	TBD
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	15.8	5	5.6	3	2.2		TBD	TBD	TBD
Forest Grove: Council Creek Trail	WA	\$1,345,950	15.8	5	4.6	3.8	2.4		TBD	TBD	TBD
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	15.8	5	4.6	3.8	2.4		TBD	TBD	TBD
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	15.6	5.4	3.8	3.6	2.8		TBD	TBD	TBD
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	15.2	5.6	2.2	4.2	3.2		TBD	TBD	TBD
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	14.8	4.2	4	4	2.6		TBD	TBD	TBD
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	14.6	3.8	5.4	3.2	2.2		TBD	TBD	TBD
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	13.8	4.4	3.6	2.8	3		TBD	TBD	TBD
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400	13.6	4.2	3	3	3.4		TBD	TBD	TBD
Gresham: Division Street Complete Street	MU	\$5,240,760	13.6	3	4	3.6	3		TBD	TBD	TBD
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	13	3.8	3.6	4	1.6		TBD	TBD	TBD
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000	13	4.6	2	3.6	2.8		TBD	TBD	TBD
Tigard: Red Rock Creek Trail	WA	\$314,055	11.6	3.8	1.4	3.8	2.6		TBD	TBD	TBD
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000	8.6	2.6	1.4	3	1.6		TBD	TBD	TBD
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500	7.2	3.2	1	2	1		TBD	TBD	TBD

requested: \$66,707,739

available: \$32,458,519

difference: (\$34,249,220)

Freight & Economic Development projects	County	Amount requested	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level	CC Priority	Public Comment	CMAQ Eligible
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	15.8	4.4	4	2.4	5		TBD	TBD	TBD
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	8.8	2.6	1.6	0.8	3.8		TBD	TBD	TBD
Sherwood: Blake Street Design	WA	\$785,137	3.4	0.2	1.2	0.4	1.6		TBD	TBD	TBD

requested: \$5,987,370

available: \$10,819,506

difference: \$4,832,136

Projects for consideration in both categories	County	Amount requested	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level	CC Priority	Public Comment	CMAQ Eligible
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	11.6	3	2.2	3.4	3		TBD	TBD	TBD
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190	8.4	2.8	2	2.2	1.4		TBD	TBD	TBD

requested: \$5,138,175

total requested:	\$77,833,284
estimated total RFFA Step 2 funding available:	\$43,278,025
difference:	(\$34,555,259)

The total policy rating is the sum of the ratings in each of the four policy areas (Opportunity and Benefit ratings added together). Maximum total points available is 24.



Projects sorted by total policy rating	County	Amount requested	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	CC Priority	Public Comment	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	AT	20	5.6	5.4	5.2	3.8	There are moderate risks associated with the project, including coordination with outside agencies (ODOT) for changes in the freeway interchange areas.			
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	AT	19.2	5.6	5.8	4	3.8	The project will add crossings along the corridor. There are not expected to be impacts to environmentally sensitive areas, right-of-way acquisitions, or major coordination with outside agencies. There is some risk associated with funding construction without first having completed project development. Overall, project risk is low.			
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	AT	18.6	5.8	4.8	4.8	3.2	There are risks associated with parking removal along the corridor and funding for construction without first having completed project development. There are not expected to be impacts to environmentally sensitive areas, right-of-way acquisitions, or major coordination with outside agencies. Overall, project risk is low.			
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	AT	15.8	5	5.6	3	2.2	There is some risk associated with funding construction without first having completed project development, especially because there is a known need for further outreach. There are not expected to be impacts to environmentally sensitive areas, right-of-way acquisitions, or major coordination with outside agencies. Overall, project risk is low.			
Forest Grove: Council Creek Trail	WA	\$1,345,950	AT	15.8	5	4.6	3.8	2.4	There is high risk associated with working with outside agencies, ODOT Rail and PWRR (Portland and Western Railroad), over state-owned right-of-way (ODOT Rail). However, RFFA funds are only requested for project development phase of the project. There are moderate risks associated with storm water runoff quantity and quality.			
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	FR	15.8	4.4	4	2.4	5	There are risks associated with necessary right-of-way acquisition and coordination with outside agencies, including Union Pacific Railroad and ODOT rail. This risk has been somewhat mitigated by beginning early coordination and support from ODOT Rail. Overall risk is moderate.			
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	AT	15.8	5	4.6	3.8	2.4	The only major project complexity is the need to obtain permanent utility easements. A right-of-way (ROW) study has been performed and associated ROW costs for the permanent easements have been considered and included in the project budget to mitigate this risk. Overall, the project is low risk.			
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	AT	15.6	5.4	3.8	3.6	2.8	This project requests RFFA funding for preliminary design work. There are associated risks with coordinating with outside agencies, including ODOT, City of Hillsboro, and Tualatin Parks and Recreation Department and Bonneville Power Administration to determine trail alignment. Many of these agencies are highly supportive of the project. Overall risk for this funding request is low.			
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	AT	15.2	5.6	2.2	4.2	3.2	There is risk associated with needing to work with outside agencies (ODOT) to improve multimodal access on a state facility. There are some outstanding right-of-way concerns at Mary S. Young Park which will require coordination with the State of Oregon, some intersection with Title 13 areas, and potential federal 4(f) impact issues. Finally, further discussion with ODOT staff on progress of current project development is needed prior to final assessment rating, as project development may require additional funding before going to construction. There is potential for this RFFA funding to be applied to project development activities instead of construction.			
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	AT	14.8	4.2	4	4	2.6	There are high risks associated with outside agency coordination with ODOT, the Department of State Lands (DSL) and the Army Corps of Engineers. There are also risks associated with intersection of Title 3 and Title 13 areas (the Willamette River). However, funding is requested for the alternatives identification and preliminary design phases of the project, during which this coordination and environmental scoping will take place. Hence, this project has moderate risks.			

Projects sorted by total policy rating	County	Amount requested	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	CC Priority	Public Comment	CMAQ Eligible
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	AT	14.6	3.8	5.4	3.2	2.2	This is a low-risk project. Risks are associated with needing to work with outside agencies (ODOT) to improve local access to transit on a state facility.	TBD	TBD	TBD
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	AT	13.8	4.4	3.6	2.8	3	There are risks associated with right-of-way acquisitions for the bridge landing in Oregon City and relocation of storm water drainage pipe on Gladstone side of the bridge. However, RFFA funds have been requested only for the project development phase, determination of right-of-way needs and utility relocation needs. Risk for this RFFA funding request is low.			
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400	AT	13.6	4.2	3	3	3.4	There are risks associated with requesting funding for construction without first having completed project development. Permanent right-of-way acquisition is not expected to be necessary, it does not affect environmentally sensitive areas, and interagency coordination is expected to be minor. Overall project risk is low.			
Gresham: Division Street Complete Street	MU	\$5,240,760	AT	13.6	3	4	3.6	3	There are risks associated with right-of-way acquisitions, utility relocation, and funding the construction before completion of preliminary engineering and ROW acquisition. However, since project is entirely in an existing facility and utility relocation needs are minor, overall risks are moderate.			
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	AT	13	3.8	3.6	4	1.6	There is risk associated with the uncertainty of funding for final design. Funds are being requested for construction phase of segment D and segment E; but the project match is being provided through delivery of adjacent segments. For those segments, a rail crossing modification will require Union Pacific Railroad (UPRR) approval of 100% and coordination with ODOT Rail Division is necessary within other project segments. Segment A also has intersections with Class 1 and 2 Title 13 lands. Because those complexities do not directly affect Segments D and E, for which funding is requested, overall project risk for the funding request is moderate.			
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000	AT	13	4.6	2	3.6	2.8	Risks include high need for coordination with outside agencies, as ODOT will need to approve of the project, and funding the project through construction when project development stages have not yet been completed. Other risks include environmental impacts (modification to the Woods Creek culvert as the project crosses Woods Memorial Natural Area and Woods Creek via an existing culvert) and other permitting requirements due to potential impacts to a Title 13 resource.			
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	BOTH	11.6	3	2.2	3.4	3	There are risks associated with the project proximity to fish bearing streams and flood zones in the area. Project will also require coordination with multiple agencies. Because project is only requesting funding through project development to allow to mitigate these risks, overall risk to project is low.			
Tigard: Red Rock Creek Trail	WA	\$314,055	AT	11.6	3.8	1.4	3.8	2.6	The project will require coordination with outside agencies, including ODOT Rail, TriMet, and PGE. The project through construction has risks associated with potential right-of-way needs, coordination for the overcrossings, and potentially needing to fund stormwater improvements along Red Rock Creek. Funding is only requested for project development, therefore risk for this funding request is moderate.			
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	FR	8.8	2.6	1.6	0.8	3.8	There are no right-of-way acquisition risks, utility relocation risks or SEPA/NEPA risks. There are minor risks associated with providing funds for construction before preliminary engineering is complete. Overall, project risks are low. The project is not listed in the RTP.			
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000	AT	8.6	2.6	1.4	3	1.6	There is some risk associated with funding construction without first having completed project development. Other risks associated with this project include heavy coordination with outside agencies. The project will require a Pedestrian Access Easement from PGE and will require the OPRR rail tracks to be adjusted, which will also require coordination with ODOT Rail. Overall project risk is high.			



Projects sorted by total policy rating	County	Amount requested	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	CC Priority	Public Comment	CMAQ Eligible
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190	BOTH	8.4	2.8	2	2.2	1.4	There are risks associated with requesting funding for right-of-way acquisitions, utility relocation and construction phases without first having completed other project development stages. The risks include potential right of way acquisitions, utility relocation and environmental impacts as the project intersects with Class 1 and 2 riparian corridors. Overall project risk is moderate.			
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500	AT	7.2	3.2	1	2	1	This project has some risk associated with right-of-way impacts and uncertain funding match. Because this project is still in the planning phase, there could be risks that have not yet been identified. Overall, project risk through planning, public engagement, and alternatives analysis is low.			
Sherwood: Blake Street Design	WA	\$785,137	FR	3.4	0.2	1.2	0.4	1.6	There is risk associated with uncertain project impacts to environmental habitat and wetland areas. Coordination with outside agencies like the Bonneville Power Administration and PGE will also be required. There are potential risks in identifying an alignment and conducting public outreach to affected property owners. The expected timeline of 9-12 months for initial environmental review, geotechnical analysis, alignment evaluation, public outreach, and 60% design for the new roadway and sanitary and water infrastructure does not account for any schedule risks. Because the project is only requesting funding through project development, this project has moderate risks overall.			

total requested:	\$77,833,284
estimated total RFFA Step 2 funding available:	\$43,278,025
difference:	(\$34,555,259)

The total policy rating is the sum of the ratings in each of the four policy areas (Opportunity and Benefit ratings added together). Maximum total points available is 24.

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: October 3, 2019

To: Transportation Policy Alternatives Committee (TPAC) and interested parties

From: Kim Ellis, Metro Project Manager and Lidwien Rahman, ODOT Project Manager

Subject: Regional Mobility Policy Update – Draft Work Plan and Engagement Plan

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## **PURPOSE**

Seek feedback on the draft work plan and engagement plan to guide the process for updating the regional mobility policy over the course of the next two years. TPAC will be requested to make a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) at the November meeting.

## **ACTION REQUESTED**

Staff seeks TPAC feedback on the draft project objectives, key work plan tasks and stakeholders to be engaged throughout the project. See **Attachment 1 (Draft Work Plan) and Attachment 2 (Draft Stakeholder and Public Engagement Plan)**.

## **BACKGROUND**

The 2018 Regional Transportation Plan (RTP) failed to meet state requirements for demonstrating consistency with the Oregon Highway Plan (OHP) Highway Mobility Policy (Policy 1F) under the current mobility targets for the region. As a result, the Oregon Department of Transportation (ODOT) agreed to work with Metro to update the mobility policy for the Portland metropolitan area in both the 2018 RTP and OHP Policy 1F.

The 2018 RTP is built around four key priorities of advancing equity, mitigating climate change, improving safety and managing congestion. The plan recognizes that our growing and changing region needs an updated mobility policy to better align how we measure the performance and adequacy of the transportation system for both people and goods. The comprehensive set of shared regional values, goals and related desired outcomes identified in the RTP and 2040 Growth Concept, as well as local and state goals will provide overall guidance to this work.

## **Project scoping and next steps**

The Regional Mobility Policy Update project is a joint effort of Metro and ODOT. Throughout 2019, Metro and ODOT staff have worked closely together with local, regional and state partners to scope the project.

Comments and feedback were solicited from April through September 30, 2019, through several discussions with local and regional advisory committees, one forum with community leaders and interviews with stakeholders from across greater Portland representing local government, transit, business, freight movement, commuter, environmental, affordable housing and racial equity perspectives, among other stakeholders. In addition, regional planning staff were interviewed to understand the intersection of the mobility policy and land use and other transportation issues. A report summarizing scoping engagement activities and feedback received is being prepared and will be available in mid-October.

Based on the comments and feedback from these discussions and interviews, staff has updated the draft project outcomes and proposed approach as reflected in the draft work plan and draft stakeholder and public engagement plan provided in Attachments 1 and 2. The project scope will be further refined in preparation for further discussion with and decisions by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

A schedule of upcoming scoping discussions is provided in **Attachment 3**.

/attachments

**Attachment 1.** Draft Work Plan (TPAC Review Draft 10/3/19)

**Attachment 2.** Draft Stakeholder and Public Engagement Plan (TPAC Review Draft 10/3/19)

**Attachment 3.** Key Scoping Meetings (10/3/19)

TPAC REVIEW DRAFT 10/3/19



Metro

Oregon  
Department  
of Transportation

## Metro/ODOT Regional Mobility Policy Update DRAFT Work Plan

*A joint effort between Metro and the Oregon Department of Transportation will update the way the region defines mobility and measures success for our transportation system.*

This Work Plan defines the project purpose, objectives, background and major tasks to be completed by Metro and the Oregon Department of Transportation (ODOT) with the support of a Contractor in the time period between January 1, 2020 and Fall 2021.

[Add reference to PSU/TREC work to be completed this year]

### Project purpose

The purpose of this project is to:

- Update the regional transportation policy on how the Portland area defines and measures mobility for people and goods to better align how performance and adequacy of the transportation system is measured with broader local, regional and state goals and policies.
- Recommend amendments to the Regional Transportation Plan and Policy 1F of the Oregon Highway Plan (Table 7 and related policies for the state-owned facilities in the Portland metropolitan planning area boundary).

The updated policy will be considered for approval by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council as an amendment to the Regional Transportation Plan (RTP) as part of the next RTP update (due in 2023). The updated policy for state owned facilities will be considered for approval by the Oregon Transportation Commission as an amendment to Policy 1F of the Oregon Highway Plan.

The updated policy will be applied within the Portland area metropolitan planning area boundary and guide the development of regional and local transportation system plans and the evaluation of the potential impacts of plan amendments and zoning changes on the transportation system as required by Section 0060 of the Transportation Planning Rule (TPR). In addition, the updated policy will provide a foundation for recommending future implementation actions needed to align local, regional and state codes, standards, guidelines and best practices with the new policy, particularly as it relates to mitigating development impacts and managing, operating and designing roads.

### Project objectives

The 2018 RTP is built around four key priorities of advancing equity, mitigating climate change, improving safety and managing congestion. The plan recognizes that our growing and changing region needs an updated mobility policy to better align how we measure the performance and adequacy of the transportation system for both people and goods. The comprehensive set of shared regional values, goals and related desired outcomes identified in the RTP and 2040 Growth Concept, as well as local and state goals will provide overall guidance to this work.

## TPAC REVIEW DRAFT 10/3/19

**Metro/ODOT Regional Mobility Policy Update Work Plan**

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The following project objectives will direct the development of the updated mobility policy that meets these broad desired outcomes for the Portland metropolitan region.

The project will amend the RTP and Policy 1F of the OHP to:

1. Advance the region's desired outcomes and local, regional and state efforts to implement the 2040 Growth Concept and 2018 RTP.
2. Support implementation of the region's Climate Smart Strategy, the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and related policies.
3. Address growing motor vehicle congestion in the region and its impacts on statewide travel as well as transit, freight and other modes of travel.
4. Develop a holistic alternative mobility policy and associated measures, targets, and methods for the Portland region that focuses on system completeness for all modes to serve planned land uses. The updated policy will:
  - a. Clearly and transparently define and communicate mobility expectations for multiple modes, users and time periods, and provide clear targets for local, regional and state decision-making.
  - b. Address all modes of transportation in the context of planned land uses.
  - c. Be innovative and advance state of the art practices related to measuring multimodal mobility.
  - d. Help decision-makers make decisions that advance multiple policy objectives.
  - e. Address the diverse mobility needs of both people and goods movement.
  - f. Balance mobility objectives with other adopted state, regional and community policy objectives, especially policy objectives for land use, affordable housing, safety, equity, climate change and economic prosperity.<sup>1</sup>
  - g. Distinguish between throughway<sup>2</sup> and arterial performance and take into account both state and regional functional classifications for all modes and planned land uses.
  - h. Consider system completeness and facility performance for all modes to serve planned land uses as well as potential financial, environmental and community impacts of the policy, including impacts of the policy on traditionally underserved communities and public health.
  - i. Recognize that mobility into and through the Portland region affects both residents across the region and users across the state, from freight and economic perspectives, as well as access to health care, universities, entertainment and other destinations of statewide importance.
  - j. Be financially achievable.
  - k. Be broadly understood and supported by federal, state, regional and local governments, practitioners and other stakeholders and decision-makers, including JPACT, the Metro Council and the Oregon Transportation Commission.
  - l. Be legally defensible for implementing jurisdictions.
  - m. Be applicable and useful at the system plan, mobility corridor and plan amendment scales.

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<sup>1</sup> Including the Oregon Transportation Plan, state modal and topic plans including OHP Policy 1G (Major Improvements), Oregon Transportation Planning Rule, Metro 2040 Growth Concept, Metro Regional Transportation Plan, Metro Regional Transportation Functional Plan and the Metro Congestion Management Process.

<sup>2</sup> The RTP Throughways generally correspond to Expressways designated in the Oregon Highway Plan.

## TPAC REVIEW DRAFT 10/3/19

**Metro/ODOT Regional Mobility Policy Update Work Plan**

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**Project requirements and considerations**

The project will address these requirements and considerations:

1. Comply with federal, state and regional planning and public involvement requirements, including Oregon's Statewide Planning Goals, ORS 197.180, the process set forth in OHP Policy 1F3 and associated Operational Notice PB-02.
2. Consider implications for development review and project design.
3. Consider implications for the region's federally-mandated [congestion management process](#) and related performance-based planning and monitoring activities.
4. Coordinate with and support other relevant state and regional initiatives, including planned updates to the Oregon Transportation Plan and Oregon Highway Plan, ODOT Region 1 Congestion Bottleneck and Operations Study II (CBOS II), ODOT Value Pricing Project, Metro Regional Congestion Pricing Study, Metro Regional Transportation System Management and Operations (TSMO) Strategy update, jurisdictional transfer efforts and Metro's update to the 2040 Growth Concept.
5. Provide guidance to jurisdictions on how to balance multiple policy objectives and document adequacy, i.e. consistency with the RTP and OHP, in both transportation system plans (TSPs) and plan amendments, when there are multiple measures and targets in place.
6. Recommend considerations for future local, regional and state actions outside the scope of this project to implement the new policy and to reconcile differences between the new system plan and plan amendment measures and targets and those used in development review and project design.

## TPAC REVIEW DRAFT 10/3/19

**Metro/ODOT Regional Mobility Policy Update Work Plan**

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**Background**

The greater Portland area is a region on the move – and a region that is rapidly growing. More than a million people need to get to work, school, doctor’s appointments, shopping, parks and home again each day. With a half-million more people expected to be living in the region by 2040, the significant congestion we experience today is expected to grow. As congestion grows, vehicle trips take longer and are less predictable, which impacts our quality of life and the economic prosperity of the region and state. It’s vital to our future to have a variety of safe, equitable, affordable, and reliable options for people to get where they need to go – whether they are driving, riding a bus or train, biking, or walking. Moreover, congestion in the Portland area is affecting the ability of businesses statewide and out of state to move goods through the region and to state and regional intermodal facilities and in the Portland area.

In December 2018, JPACT and the Metro Council adopted a significant update to the Regional Transportation Plan (RTP) following three years of extensive engagement with community members, community and business leaders, and state, regional and local partners. Through the engagement that shaped the plan, Metro heard clear desires from policymakers and community members for safe, equitable, reliable and affordable transportation options for everyone and every type of trip.

Reasons Metro and ODOT are working together to update the current mobility policy include:

- **The greater Portland region cannot meet the current mobility targets and standards as they are now set in the 2018 RTP and Oregon Highway Plan (OHP).** As the region continues to grow in population, jobs, travel and economic activity, and continues to focus growth in planned mixed-use and employment centers and urban growth boundary expansion areas, there will be increasing situations in which the current RTP and OHP mobility targets and standards cannot be met.
- **The 2018 RTP failed to meet the current policy, particularly for the region’s throughway system,** triggering the need to consider alternative approaches for measuring mobility and transportation system adequacy under state law.
- **Cities and counties are increasingly unable to meet the current policy or pay for needed transportation investments.** This is especially true in planned urban growth areas and in new urban growth boundary expansion areas that require plan amendments and zoning changes. The OHP establishes the volume-to-capacity (v/c) measure as a standard for plan amendments.
- **The current policy focuses solely on motor vehicles** and does not adequately measure mobility for people riding a bus or train, biking, walking or moving goods, nor does it address important concepts such as reliability, system completeness or access to destinations.
- **The current policy has led to planned and constructed transportation projects that are increasingly more expensive and that may have undesirable impacts** on land use, housing, air quality, climate, public health and the natural environment, conflicting with local, regional and state goals.
- **ODOT will begin updating Oregon Transportation Plan (OTP) and Oregon Highway Plan (OHP) next year** – this provides an opportunity to coordinate both efforts and to help inform the statewide efforts.

The development of alternative mobility targets and standards must address the requirements of the Oregon Highway Plan, Policy 1F, Action 1F3, consistent with the guidance provided in Operational Notice PB-02, Alternative Mobility targets.

## TPAC REVIEW DRAFT 10/3/19

**Metro/ODOT Regional Mobility Policy Update Work Plan**

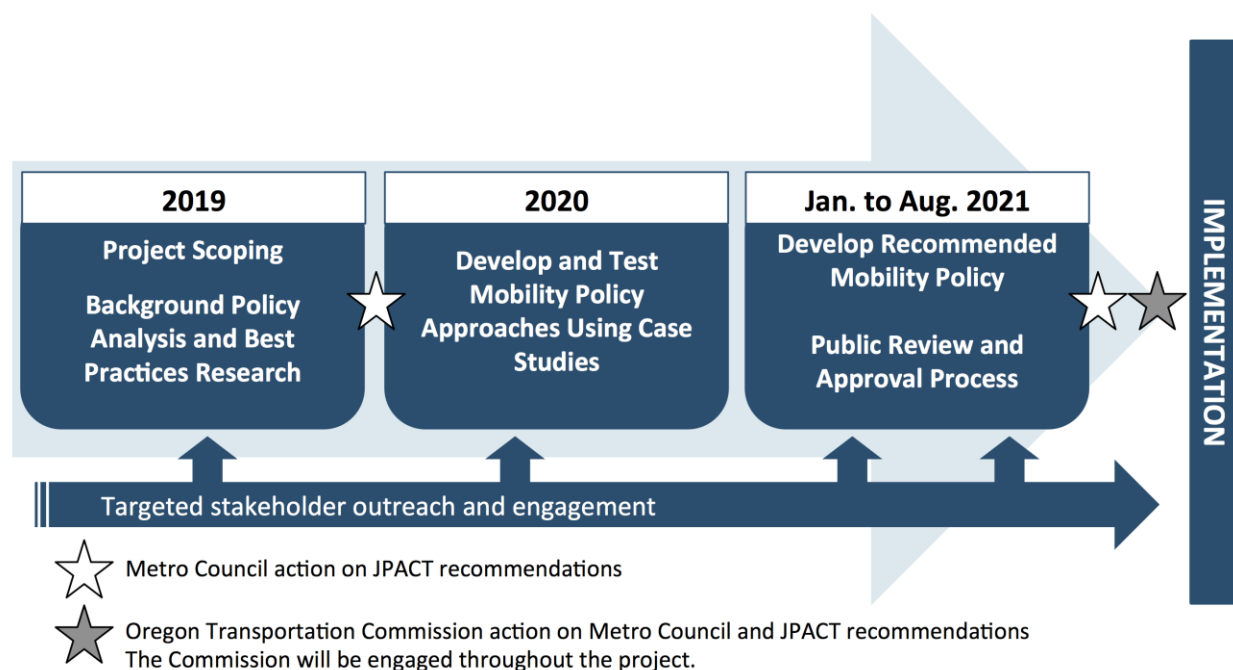
Excerpt from OHP Policy 1F, Action 1F.3

*“In the development of transportation system plans or ODOT facility plans, where it is infeasible or impractical to meet the mobility targets in Table 6 or Table 7, or those otherwise approved by the Oregon Transportation Commission, ODOT and local jurisdictions may explore different target levels, methodologies and measures for assessing mobility and consider adopting alternative mobility targets for the facility. While v/c remains the initial methodology to measure system performance, measures other than those based on v/c may be developed through a multi-modal transportation system planning process that seeks to balance overall transportation system efficiency with multiple objectives of the area being addressed...”*

Adoption of alternative mobility targets by the Oregon Transportation Commission constitutes a major amendment to the Oregon Highway Plan and as such must follow the requirements in the State Agency Coordination (SAC) program under “Coordination Procedures for Adopting Final Modal System Plans.” This effort will address all required consultation, coordination, public involvement and documentation requirements.

**Project timeline**

The planning effort started in 2019, and will be completed between January 2020 and Fall 2021.

**Anticipated timeline for updating mobility policy for Portland region**

[Expand description of project phases]

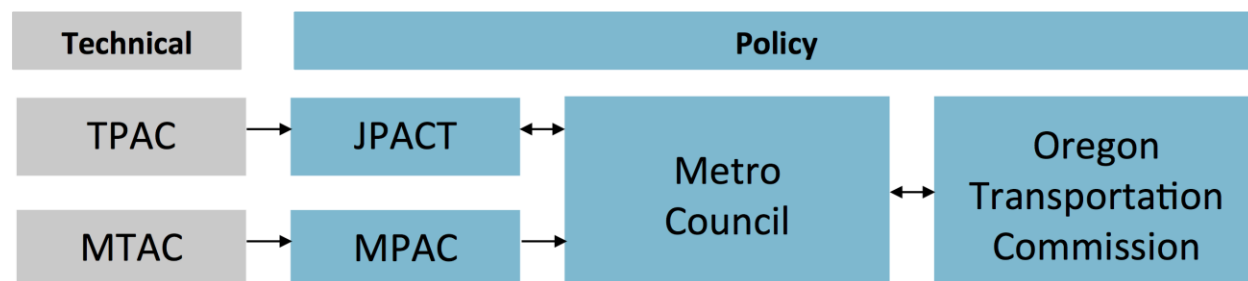


## TPAC REVIEW DRAFT 10/3/19

## Metro/ODOT Regional Mobility Policy Update Work Plan

## Decision-making process and roles

Recommendations prepared through this project will have a variety of review paths prior to being considered for approval by different decision-making bodies.



For deliverables identified for review in the engagement process, these are the primary venues:

**Metro Technical Advisory Committee (MTAC):** Makes broader technical recommendation to MPAC

**Transportation Policy Alternatives Committee (TPAC):** Makes technical transportation recommendation to JPACT

**Metro Policy Advisory Committee (MPAC):** Makes broader policy recommendation to Metro Council

#### Decision-makers

**Joint Policy Advisory Committee on Transportation (JPACT):** Makes transportation policy recommendation to Metro Council on RTP policy and implementation recommendations and proposed amendment to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region)

**Metro Council:** Considers MPAC and JPACT policy recommendations and must concur with JPACT in reaching final action

**Oregon Transportation Commission (OTC):** Considers Metro Council recommendation on proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporates updated mobility policy

All meetings are open to the public and include opportunities for public testimony. In addition, summary reports of public outreach and information gathered from engagement activities will be shared with advisory committees and decision-makers in a variety of ways to ensure they have opportunity to contemplate and fully consider stakeholder and public input. More information about stakeholders and planned engagement activities can be found in the Regional Mobility Policy Update Stakeholder and Public Engagement Plan.

## TPAC REVIEW DRAFT 10/3/19

**Metro/ODOT Regional Mobility Policy Update Work Plan**Decisions (and direction) anticipated

☆	<b>December 2019</b>	Metro Council and JPACT consider approval of work plan and public engagement plan
	<b>June 2020</b>	Metro Council and JPACT provide policy direction on measures to be tested
	<b>March 2021</b>	Metro Council and JPACT provide policy direction on development of staff recommendation for updated regional mobility policy and local, regional and state action plan to implement recommended policy
☆	<b>June – Aug. 2021</b>	Metro Council and JPACT consider approval of updated regional mobility policy and implementation recommendations and proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporate updated mobility policy
★	<b>TBD</b>	Oregon Transportation Commissions considers approval of Metro Council recommendation on proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporate updated mobility policy following the State Agency Coordination agreement process <sup>5</sup>

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<sup>5</sup> Oregon Revised Statutes [197.180](#)

## TPAC REVIEW DRAFT 10/3/19

## Metro/ODOT Regional Mobility Policy Update Work Plan

## Summary of Key Tasks and Anticipated Schedule

Task		Anticipated Schedule
<b>Task 1</b>	<b>Project Administration and Management</b> Project management activities necessary to implement this Work Plan and supporting Stakeholder and Public Engagement Plan, manage project organization and delivery of products in a timely and effective manner and enable effective coordination and collaboration.	Jan. 2020 to Aug. 2021
<b>2020</b>		
<b>Task 2</b>	<b>Illustrate Current Approaches (Strengths and Weaknesses)</b> Illustrate “on-the-ground” examples of applications of the current mobility policy and consideration of other transportation performance measures using the initial background research and policy assessment completed by the PSU TREC researchers during the project scoping phase. The examples will be identified in collaboration with agency partners and cover a range of regional facilities, geographies, demographics and 2040 Growth Concept land use types to identify strengths and weaknesses to be addressed with the updated regional mobility policy. There will be coordination between this task and the planned update to the Oregon Highway Plan.	Jan. to March 2020
<b>Task 3</b>	<b>Report on 2018 RTP Mobility Performance</b> Document performance of 2018 RTP (2015 base year and 2040 Constrained) for all modes to identify where the region is meeting its mobility goals or falling short and it is why not feasible to meet current mobility targets in OHP and RTP consistent with ODOT Operational Notice PB-02. The performance documentation will describe existing and future performance at the system plan and mobility corridor levels, distinguishing between arterials and throughways designated in the 2018 RTP. Performance measures will include: traffic conditions, duration of congestion, system completeness (gaps), fatal and serious injury crashes, mode share, transit reliability/delays, average travel times across modes, accessibility to jobs and community places across modes (comparing households in equity focus areas and households outside of equity focus areas) and average trip length. The documentation will also qualitatively describe other trends that may affect travel in the region, but are not able to be modeled or quantitatively estimated, such as autonomous vehicles, use of ridehailing and other new modes/mobility services and teleworking.	Jan. to March 2020
<b>Task 4</b>	<b>Report on Best Practices Assessment (approaches and measures)</b> Use the best practices review information compiled by the PSU TREC researchers in scoping phase to prepare communication materials for policymakers and other project stakeholders that illustrate “on-the-ground” examples of the most promising “best practices” and measures for consideration and key lessons learned from their application in other states and regions, considering Oregon’s unique legal framework.	Jan. to March 2020

## TPAC REVIEW DRAFT 10/3/19

## Metro/ODOT Regional Mobility Policy Update Work Plan

Task		Anticipated Schedule
<b>Task 5</b>	<b>Identify Case Study Locations</b> Work with TPAC and MTAC to identify and select case study locations. The case study locations may draw from examples identified in Task 2. The case study locations will use the 2018 RTP mobility corridor geographies and distinguish between arterials and throughways designated in the RTP. The case studies will test potential measures identified in Task 6 at system plan, mobility corridor and plan amendment scales and consider their applicability at the development review and project design scales.	April to June 2020
<b>Task 6*</b>	<b>Develop Criteria and Select Potential Mobility Measures for Testing</b> Use the initial policy assessment and best practices review and inventory of measures compiled by the PSU TREC researchers to develop and select criteria to evaluate the inventory of existing and potential measures identified in Task 2 and Task 4, considering technical feasibility and other criteria. The assessment of measures in this task will inform selection of measures to carry forward for testing in Task 7 (Conduct Case Study Analysis and Prepare Findings). The project team will seek feedback and direction from JPACT, the Metro Council and the Oregon Transportation Commission on the draft criteria and measures selected for testing.	April to Sept. 2020
<b>Task 7</b>	<b>Conduct Case Study Analysis and Prepare Findings</b> Evaluate case study locations identified in Task 5 that apply potential mobility measures identified in Task 6 to illustrate potential approaches for application at the system plan, mobility corridor and plan amendment scales. The case study analysis will include a comparison of the current mobility policy approach and other new potential approaches and measures being tested. The analysis may include a sensitivity analysis to estimate the number of auto trips or vehicles that would need to shift to other modes or times of day to meet the current v/c thresholds. Assemble findings. The findings will describe consistency with the Project Objectives.	Sept. to Dec. 2020
<b>2021</b>		
<b>Task 8*</b>	<b>Develop Recommended Mobility Policy for the for RTP and Proposed Amendment to OHP Policy 1F</b> Use the findings prepared in Task 7 to develop a recommended mobility policy for the RTP and proposed amendment to Policy 1F of the OHP, including measures, targets, data, methodologies and process (e.g., documentation of findings) for the Portland metropolitan planning area. This work will be transferrable to local governments and ODOT and will support planning and analysis for future RTP updates, plan amendments subject to 0060 of the TPR, system performance monitoring activities and other relevant planning activities in the Portland region. <sup>6</sup>	Jan. to May 2021

<sup>6</sup> A Discussion Draft will be prepared for review by Metro's regional technical and policy advisory committees, the Metro Council and the Oregon Transportation Commission. A Public Review Draft will be prepared that

## TPAC REVIEW DRAFT 10/3/19

## Metro/ODOT Regional Mobility Policy Update Work Plan

Task		Anticipated Schedule
<b>Task 9</b>	<b>Develop Local, Regional and State Action Plan to Implement Recommended Mobility Policy</b> Develop matrix of actions and proposed timeline recommended to implement the updated mobility policy through local, regional and state plans, standards, guidelines and best practices. This task will include identifying data needs to support analysis tools and monitoring activities. This task will develop guidance to jurisdictions on how to balance multiple policy objectives and document adequacy, i.e. consistency with the RTP and OHP, in both transportation system plans (TSPs) and plan amendments, when there are multiple measures and targets in place. This task will recommend considerations for future local, regional and state actions outside the scope of this project to implement the new policy and to reconcile differences between the new system plan and plan amendment measures and targets and those used in development review and project design. <sup>5</sup>	Jan. to May 2021
<b>Task 10*</b>	<b>Conduct Public Review and Refinement Process</b> Seek feedback on Discussion Drafts developed in Tasks 8 and 9. Following review and comment on the Discussion Drafts by regional technical and policy committees, the Metro Council and the Oregon Transportation Commission, the recommended policy and implementation recommendations will be revised and published as a Public Review Draft for a 45-day public review and comment period and for presentation to the public and project stakeholders. Additional refinements will be recommended to address feedback received during the public comment period.	June to Aug. 2021
<b>Task 11*</b>	<b>Conduct Approval Process</b> Prepare final documents and findings for consideration by JPACT and the Metro Council, including a Metro resolution and ODOT staff report, with updated regional policy, including recommended alternative performance measures and targets, recommended analysis data and methods, recommended plan amendments and updates needed to implement new policy in state, regional and local plans and codes. The project team will seek approval of final recommendations for updating the mobility policy by JPACT and the Metro Council. If approved by JPACT and the Metro Council, the recommended amendments to Policy 1F of the Oregon Highway Plan for the Portland metropolitan planning area and supporting ODOT staff report will be forwarded to the OTC for consideration.	June to Aug. 2021

\* Key tasks that will include seeking feedback and direction from JPACT, the Metro Council and the Oregon Transportation Commission.

incorporates feedback received on the Discussion Draft. The Public Review Draft will be available for broader public and stakeholder review during the 45-day public comment period in Task 10.



Metro

Oregon  
Department  
of Transportation

## Metro/ODOT Regional Mobility Policy Update DRAFT Stakeholder and Public Engagement Plan

*A joint effort between Metro and the Oregon Department of Transportation will update the way the region defines mobility and measures success for our transportation system.*

The stakeholder and public engagement plan supporting the Regional Mobility Policy update guides the strategic engagement approach to be used and identifies desired outcomes for sharing information with and seeking input from identified stakeholders and the public throughout the process. This engagement plan describes project engagement objectives, key stakeholders, the decision-making process and activities that will be implemented to ensure identified stakeholders and the public have adequate opportunities to provide meaningful input to the update. This plan also describes the timeline and milestones and an evaluation strategy to measure success.

The regional advisory committees and county coordinating committees will serve as the primary engagement mechanisms for collaboration and consensus building. In addition to these committees and, focused engagement with other potentially affected and/or interested individuals, communities, and organizations are also important elements of the engagement plan. The information gathered from engagement activities will be shared with decision-makers in a variety of ways to ensure they have opportunity to contemplate and fully consider stakeholder and public input.

### Engagement objectives

1. Communicate complete, accurate, accessible, and timely information throughout the project.
2. Provide meaningful opportunities for key stakeholders and the public to provide input and demonstrate how input influenced the process.
3. Actively seek input prior to key milestones during the project and share information learned with Metro Council, regional advisory committees and the Oregon Transportation Commission in a manner that best supports the decision-making and adoption process.
4. Provide timely notice of engagement opportunities and reasonable access and time for review and comment on the proposed changes.
5. Build broad support by federal, state, regional and local governments, key stakeholders and decision-makers, including JPACT, the Metro Council and the Oregon Transportation Commission.
6. Share information and improve transparency.
7. Comply with all public participation requirements.<sup>1</sup>
8. Seek out and consider the mobility perspectives of diverse key stakeholders, including local jurisdictions businesses, freight industries, providers of intermodal facilities and distribution centers, transit providers, historically marginalized communities and those traditionally underserved by existing transportation systems who may face challenges accessing employment and other services, such as low-income households, communities of color, youth, older adults and people living with disabilities.
9. Coordinate engagement efforts with relevant Metro and ODOT initiatives, including planned updates to the Oregon Transportation Plan (OTP) and Oregon Highway Plan (OHP).

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<sup>1</sup> This includes Metro's Public Engagement Guide, Title VI of the Civil Rights Act, the Environmental Justice Executive Order, Oregon's Statewide Planning Goal 1 for citizen involvement, the Oregon Transportation Commission Public Involvement Policy and ORS 197.180, ODOT State Agency Coordination Program and the process set forth in Oregon Highway Plan Policy 1F3 and associated Operational Notice PB-02.

## Key stakeholders

To date, the project team has identified a number of key stakeholders that will be the focus of engagement efforts throughout the process:

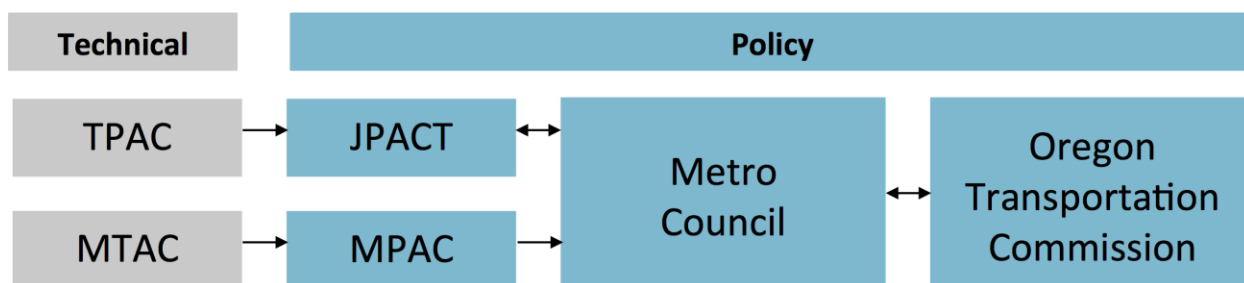
- **Community leaders and community-based organizations** through community leaders forums (at two key decision/information points)
- **Business, economic development and freight groups**, including statewide freight and economic perspectives (4-6, with touch points at two key decision/information points in coordination with OTP/OHP updates, as appropriate and considering staff and committee availability)
- **Local jurisdictions and elected officials representing counties and cities in the region** (through county coordinating committees, TPAC/MTAC workshops and regional technical and policy advisory committees, as appropriate and considering staff and committee availability)
- **Special districts**, including TriMet, SMART, Port of Portland and Port of Vancouver (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities)
- **Southwest Washington Regional Transportation Council (RTC) and other Clark County governments** (through Regional Transportation Advisory Committee (RTAC), SW RTC, TPAC, JPACT and MPAC briefings)
- **State agencies**, including the Oregon Department of Transportation, the Oregon Transportation Commission (OTC), the Oregon Department of Land Conservation and Development (DLCD), the Oregon Land Conservation and Development Commission (LCDC), the Oregon Department of Environmental Quality (DEQ) and the Oregon Health Authority (OHA) (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities)
- **State advisory committees**, including the Region 1 Area Commission on Transportation (R1ACT) and and State Modal committees (through briefings conducted in coordination with planned updates to the OTP and OHP)
- **Federal agencies**, including the Federal Highway Administration and Federal Transit Administration (through TPAC and consultation activities)
- **Practitioners**, including consultants involved in the development of transportation system plans, transportation modeling and impact studies and plan amendments in the Portland region (through Oregon Modeling Steering Committee Modeling Subcommittee briefings, technical workshops and expert panels at two key decision/information points)

Opportunities for other potentially affected stakeholders and the public to provide input will also be provided as part of regular TPAC, MTAC, JPACT, MPAC and Metro Council meetings, and during the 45-day public comment period.



**Decision-making process and roles:**

Recommendations prepared through this project will have a variety of review paths prior to being considered for approval by different decision-making bodies.



For deliverables identified for review in the engagement process, these are the primary venues:

**Metro Technical Advisory Committee (MTAC):** Makes broader technical recommendation to MPAC

**Transportation Policy Alternatives Committee (TPAC):** Makes technical transportation recommendation to JPACT

**Metro Policy Advisory Committee (MPAC):** Makes broader policy recommendation to the Metro Council

**Joint Policy Advisory Committee on Transportation (JPACT):** Makes transportation policy recommendation to Metro Council on RTP policy and implementation recommendations and proposed amendment to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region)

**Metro Council:** Considers MPAC and JPACT recommendations and must concur with JPACT in reaching final action

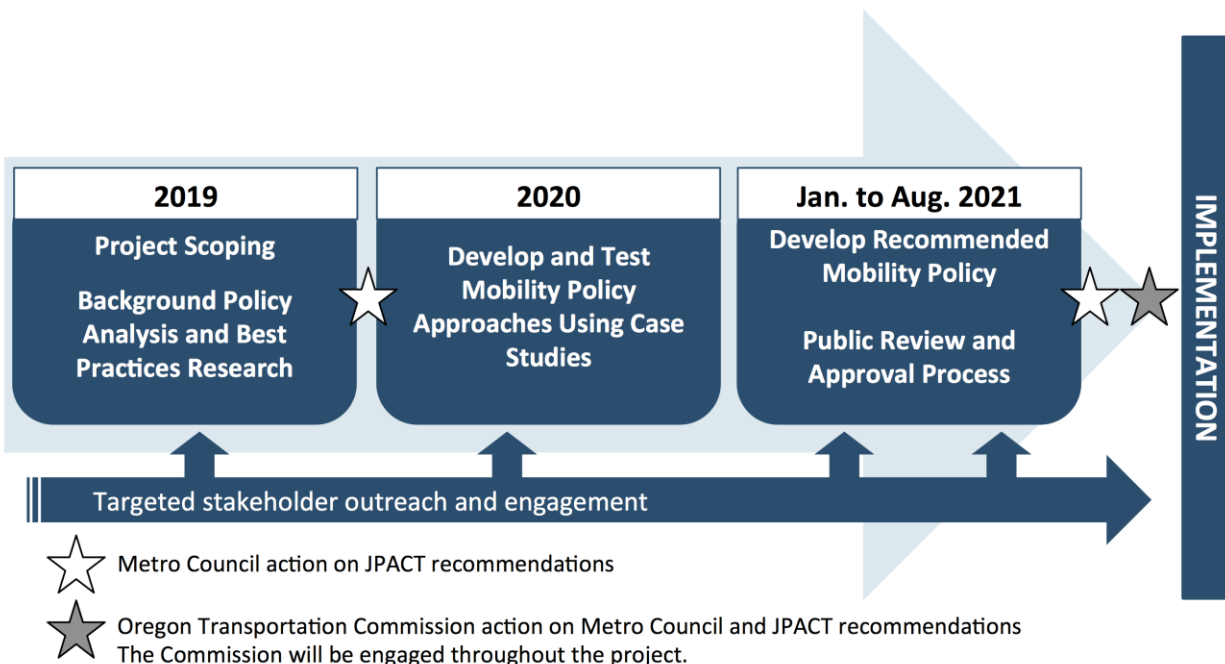
**Oregon Transportation Commission (OTC):** Considers Metro Council recommendation on proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporates updated mobility policy.

All meetings are open to the public and include opportunities for public testimony. In addition, summary reports of public outreach and information gathered from engagement activities will be shared with advisory committees and decision-makers in a variety of ways to ensure they have opportunity to contemplate and fully consider stakeholder and public input.



## TIMELINE AND DECISION MILESTONES

The Regional Mobility Policy update will be completed from January 2020 to Fall 2021.



### Decisions and direction anticipated

★	<b>December 2019</b>	Metro Council and JPACT consider approval of work plan and public engagement plan
	<b>June 2020</b>	Metro Council and JPACT provide policy direction on measures to be tested
	<b>March 2021</b>	Metro Council and JPACT provide policy direction on development of staff recommendation for updated regional mobility policy and local, regional and state action plan to implement recommended policy
★	<b>June – Aug. 2021</b>	Metro Council and JPACT consider approval/adoption of updated regional mobility policy and implementation recommendations and proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporate updated mobility policy
★	<b>TBD</b>	Oregon Transportation Commissions considers approval of Metro Council recommendation on proposed amendments to Oregon Highway Plan Policy 1F (Table 7 and related policies for the state-owned facilities in the Portland region) that incorporate updated mobility policy following the State Agency Coordination agreement process <sup>2</sup>

<sup>2</sup> Oregon Revised Statutes [197.180](#)

## TPAC REVIEW DRAFT – 10/3/19

**Communications timeline** to support decision milestones

Phase 1 (Jan – Mar 2020): Prepare materials to explain the issue/problem.

Phase 2 (April-June 2020): Collect feedback to form criteria, pick proposed local case study locations and select measures to test. Technical expert panel(s)/workshop(s)/Forum to develop options.

Phase 3 (Jan-Mar 2021): Share what was learned, opportunities to shape recommended mobility policy and implementation recommendations and the public process for review/approval. Technical expert panel(s)/workshop(s)/Forum to understand impact of options.

**Decision and communications coordination timeline** concept:

TIMEFRAME	Jan – March 2020	April – June 2020	Jan – March 2021	April – May 2021	June – Aug 2021
<b>Who</b>	Metro Council and JPACT	Metro Council and JPACT	Metro Council and JPACT	Metro Council and JPACT	Metro Council and JPACT
		OTC and LCDC	OTC		OTC and LCDC
	Cities, counties and special districts	Cities, counties and special districts	Cities, counties and special districts	Cities, counties and special districts	Cities, counties and special districts
		CBO Leadership	CBO Leadership		
		Business & Freight groups	Business & Freight groups		
		R1ACT, OMPOC, OMSC and State modal committees <sup>3</sup>	R1ACT, OMPOC, OMSC and State Modal committees <sup>3</sup>		
<b>Materials</b>	Handout/fact sheet(s)	Handout/fact sheet(s) on proposed criteria and case study locations	Handout/fact sheet(s) on case study analysis and findings	Staff recommendation (discussion draft)	Revised staff recommendation (public review draft)
	Video (explaining issue & purpose)		Case study findings report	Handout/fact sheet on staff recommendation	Legislation, including staff report and findings
	Powerpoint(s)	Powerpoint(s)	Powerpoint(s)	Powerpoint(s)	Powerpoint(s)
<b>How</b>	Website information	Panel of technical experts	Panel of technical experts/policymaker forum	Website information and comment tool	Website information
	Regional technical and policy committees meetings	Community leadership forum	Community leadership forum	Hearing(s)	Legislative hearing
		Regional technical and policy committees meetings	Regional technical and policy committees meetings	Regional technical and policy committees meetings	Regional technical and policy committees meetings

<sup>3</sup> Briefings will be coordinated with briefings to support planned updates to the Oregon Transportation Plan and Oregon Highway Plan.

## TPAC REVIEW DRAFT – 10/3/19

TIMEFRAME	Jan – March 2020	April – June 2020	Jan – March 2021	April – May 2021	June – Aug 2021
		County coordination committees' briefings	County coordination committees' briefings		County coordination committees' briefings
What	Explain the issue  What we learned in background research	Criteria for selecting measures to test  Case study: proposed local locations	What we learned  Key things for implementation  Process for review/approval	Staff recommendation /Discussion Draft	Final recommendation /Public Review Draft
Decision		Direction on measures to be tested (~June 2020)	Direction on development of updated policy and implementation recommendations (~March 2021)		Consider approval/adoption

**Public engagement tools and materials:**

These tools and materials will be used and timed to best leverage the needs of the project and inform technical advisory committees and decision-makers:

- **Public Engagement Plan (December 2019)** Details public engagement and decision-making framework, key audiences, schedule and engagement tools and activities.
- **Website (ongoing)** Maintained by Metro staff, the project website will be the primary portal for sharing information about the project. It includes pages that describe project activities and events, the process timeline, and support documents and materials. The site will be used to host an interactive web tool to seek input from the broader public during the 45-day public comment period. At any time, members of the public may submit comments through the project website. Metro and ODOT staff will receive and track comments, and coordinate responses as needed.
- **Video (Jan-March 2020)** – Develop video to explain the purpose of project, what the mobility policy is, how it is used, what the policy affects (and how) and its strengths and weaknesses. The video will be hosted on the project website to serve as a key information piece throughout 2020 and 2021. It will also be shown in advance of and at briefings and meetings to help explain the update.
- **Technical expert panels/workshops/forums** – A focused effort will be made to engage topical experts, practitioners and key stakeholders to provide input on updating the mobility policy, selecting measures to test and developing implementation recommendations through:
  - TPAC/MTAC workshops (~quarterly)
  - Two expert panels/forums (~June 2020 and Feb. 2021)



## TPAC REVIEW DRAFT – 10/3/19

- One policymaker forum (~March '21, possibly combined with technical expert panel)
- Oregon Modeling Steering Committee Modeling Subcommittee (~Jan. 2020, April 2020 and April 2021)
- **Equity engagement activities (ongoing)** A focused effort will be made to engage historically underrepresented populations. The project team will conduct outreach to leaders of these communities, and seek input on principles to guide updating the mobility policy, select measures to test and develop implementation recommendations through:
  - Two Community Leaders Forums (~June 2020 and Feb. 2021)
- **Hearings** At least two hearings will be jointly hosted by the Metro Council during the 45-day public comment period (~June 2021). The Metro Council will host at least one legislative hearing prior to their final action on the recommended policy (~Aug. 2021). Members of JPACT and the Oregon Transportation Commission will be invited to attend the hearings. A separate hearing before the OTC may also be necessary prior to their action on the JPACT/Council recommendation.
- **Project newsfeeds and electronic newsletters (ongoing)** Metro staff will develop newsfeeds and e-newsletters to provide information about key milestones, and to invite key audiences and the public to participate in engagement opportunities. The project will maintain an interested parties email list that will be an ongoing feature of the public engagement plan.



It is expected that newsfeeds and e-newsletters will be developed during these key points:

- Introduction and announcement of the project kick-off (Jan. 2020)
- Principles to guide refinement of mobility policy, measures and methods (Spring 2020)
- Release of case study analysis and findings (~Jan 2021)
- JPACT/Council direction to staff on development of recommended mobility policy and future local, regional and state implementation actions (~March 2021)
- Public notice and invitation to participate in the 45-day public comment period and release of recommended policy and implementation actions document (~June 2021)
- Announcement of Metro Council action on Regional Mobility Policy, proposed amendments to the Oregon Highway Plan (Policy 1F) and implementation next steps (~Fall 2021)
- **Publications (ongoing)** Fact sheets, project updates and other materials will be developed to describe the project and specific aspects of the update at key milestones. The materials will be distributed at briefings and meetings. Summary reports documenting the results and findings of major tasks will also be developed and made available on Metro's website and at meetings.
  - Series of fact sheets
    - Explain the policy, issue, and project purpose and process (~Jan. – March 2020)
    - Explain criteria and information about case studies (~Fall 2020)
    - Explain analysis of case studies and findings (~Winter 2021)
    - Explain mobility policy recommendation, effect and recommendations for how it will be implemented at local, regional and state levels (~June 2021)
    - Other topics may be identified through the process
  - Technical memorandums and meeting materials (ongoing)
  - Regional Mobility Policy Recommendations Reports – Discussion Draft and Public Review Draft (~spring 2021)

- Implementation Recommendations Reports - Discussion Draft and Public Review Draft (~spring 2021)
  - Final report (~summer/fall 2021)
  - Presentations (ongoing)
- **Consultation activities (ongoing)** The project team will consult with regulatory and other public agencies and stakeholders, including OTC, LCD, DLCD, FHWA, FTA, OHA and others identified during the scoping process. Activities will include: email updates, in-person briefings, offering two group consultation meeting opportunities to provide feedback (~June '20 and March '21) and an invitation to provide feedback during the public comment period (June – July '21).
- **Public engagement reports (ongoing)** Throughout the process, the project team will document all public involvement activities and key issues raised through the process.
- **Final public comment log and stakeholder engagement report (~June 2021)** A public comment log and stakeholder engagement report will be compiled and summarized at the end of the formal 45-day public comment period. The public comment log will summarize comments received and recommended actions to address comments.

## REGIONAL MOBILITY POLICY UPDATE

## KEY SCOPING MEETINGS | APRIL TO DECEMBER 2019



Month	Who	When	What
April	CTAC	4/23	<ul style="list-style-type: none"> <li>Project update</li> <li>Seek feedback on initial scoping questions</li> </ul>
	PBOT	4/29	
May	EMCTC TAC	5/1	
	WCCC TAC	5/2	
	TPAC	5/3	
June	Portland Freight Committee	6/6	<ul style="list-style-type: none"> <li>Project update</li> <li>Seek feedback on project goals, approach and potential issues to address to inform development of work plan and engagement plan</li> </ul>
	TPAC/MTAC workshop	6/19	
	Council WS	6/25	
July	Stakeholder interviews	All month	
	JPACT	7/18	
	County public health and transportation staff discussion	7/22	
August	Stakeholder interviews	All month	
	WCCC TAC	8/1	
	Community Leaders Discussion Group	8/2	
	CTAC	8/27	
September	Stakeholder interviews	All month	
	EMCTC TAC	9/4	
	TPAC	9/6	
	Portland Pedestrian Advisory Committee	9/17	
	C-4 Metro	9/18	
	MTAC	9/18	
October	TPAC	10/4	<ul style="list-style-type: none"> <li>Project update</li> <li>Seek feedback on draft work plan and engagement plan</li> </ul>
	EMCTC	10/14	
	WCCC	10/14	
	JPACT	10/17	
	Portland Bicycle Advisory Committee	10/22	
	MPAC	10/23	
November	TPAC	11/1	<ul style="list-style-type: none"> <li>Seek recommendation to JPACT on work plan and engagement plan</li> </ul>
	Council	11/5	<ul style="list-style-type: none"> <li>Project update</li> <li>Seek feedback on draft work plan and engagement plan</li> </ul>
	JPACT	11/21	<ul style="list-style-type: none"> <li>Seek recommendation to the Metro Council on work plan and engagement plan (by Resolution)</li> </ul>

## REGIONAL MOBILITY POLICY UPDATE

## KEY SCOPING MEETINGS | APRIL TO DECEMBER 2019



Month	Who	When	What
December	Council	TBD	<ul style="list-style-type: none"><li>• Consider JPACT's recommendation (by Resolution)</li></ul>



## Agenda Item 5:

# October 2019 MTIP Formal Amendment Summary

### Agenda Support Materials:

- Draft Resolution 19-5037
- Exhibit A to Resolution 19-5037 (amendment tables)
- Staff Report:
  - Attachment 1: Project Location Maps

October 4, 2019

Ken Lobeck  
Metro Funding Programs Lead





# October 2019 Formal MTIP Amendment

## Approval Request

### **Formal action from TPAC is requested:**

- Recommend JPACT approval of Resolution 19-5037:
  - Includes formal amendments to 4 projects
  - Impacting Portland, TriMet, Tualatin, and Washington County
- “Clean-up amendment”
- MTIP is being updated for Local fund exchanges
- Removal of a TriMet Section 5309 funded project



# October 2019 Formal MTIP Amendment

## Portland's Central City in Motion (CCIM) - Key 19299

### Summary:

- Project will provide various safety/active transportation (ped and bicycle) improvements at multiple locations in the central city area
- Originally proposed as a federal Congestion Mitigation Air Quality (CMAQ) funded project
- Metro, Portland, and TriMet are completing a fund exchange to enable CCIM to be delivered as a locally funded project
- CMAQ funds will be applied to TriMet purchase of electric buses
- Amendment action: Replace CMAQ with local funds



# October 2019 Formal MTIP Amendment

## TriMet's Division Transit Project - Key 20844

### Summary:

- Project will provide high capacity transit on Division St from Portland Central Business District to Gresham
- Federal funding from FTA Section 5309 Small Starts grant program
- 5309 allocations were expected to occur annually and programmed across three years (In Keys 20844, 20845, and 20846)

# October 2019 Formal MTIP Amendment

## TriMet's Division Transit Project - Key 20844

TriMet Division Transit Project is currently program in three projects across three years in:

FY 2019 in Key 20844 = \$7.7 million  
 FY 2020 in Key 20845 = \$56 million  
 FY 2021 in Key 20846 = \$34.7 million

- Total 5309 programmed is \$98.4 million
- Final authorized 5309 funds are approximately \$87.5 million
- Total project cost = \$175 million
- FTA wants to award funding from Keys 20845 & 20846

LEAD AGENCY		TriMet				
PROJECT NAME		Division Transit Project (2019)				
Project IDs		Project Description				Project Type
ODOT KEY	20844	Hight capacity transit on Division from Portland Central Business District to Gresham Town Center.				Transit
MTIP ID	70930					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2019	5309 Small Starts	\$7,718,985	\$5,145,990	\$0	\$12,864,975
FY 18-21 Totals			\$7,718,985	\$5,145,990	\$0	\$12,864,975
Estimated Project Cost (YOE\$)			\$7,718,985	\$5,145,990	\$0	\$12,864,975

LEAD AGENCY		TriMet				
PROJECT NAME		Division Transit Project (2020)				
Project IDs		Project Description				Project Type
ODOT KEY	20845	Hight capacity transit on Division from Portland Central Business District to Gresham Town Center.				Transit
MTIP ID	70931					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2020	5309 Small Starts	\$56,005,914	\$37,337,276	\$0	\$93,343,190
FY 18-21 Totals			\$56,005,914	\$37,337,276	\$0	\$93,343,190
Estimated Project Cost (YOE\$)			\$56,005,914	\$37,337,276	\$0	\$93,343,190

LEAD AGENCY		TriMet				
PROJECT NAME		Division Transit Project (2021)				
Project IDs		Project Description				Project Type
ODOT KEY	20846	Hight capacity transit on Division from Portland Central Business District to Gresham Town Center.				Transit
MTIP ID	70932					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2021	5309 Small Starts	\$34,688,806	\$23,125,871	\$0	\$57,814,677
FY 18-21 Totals			\$34,688,806	\$23,125,871	\$0	\$57,814,677
Estimated Project Cost (YOE\$)			\$34,688,806	\$23,125,871	\$0	\$57,814,677



# October 2019 Formal MTIP Amendment

## TriMet's Division Transit Project - Key 20844

### Summary:

- FTA requires TriMet's grant submission in FTA's Transit Award Management System (TrAMS) for final award by December 2019
- Key 20846 is being advanced into FY 2020 per FTA direction via a separate administrative modification
- Final approved and available 5309 funding will be covered in Keys 20845 and 20846 (now programmed in FY 2020)
- Key 20844 with \$7 million of 5309 is not required and is being cancelled from the MTIP
- Amendment action: Cancel Key 20844



# October 2019 Formal MTIP Amendment

## Tualatin and Washington County Project

### Keys 20815 and 19358

- Fund exchange among Metro, Tualatin, and Washington County:
  - De-federalizes Tualatin's SW Herman Rd project
  - Transfers the Surface Transportation Program funds to Washington County's Basalt Creek Parkway Extension project
  - Washington County provides Metro with local funds to reimburse Tualatin

# October 2019 Formal MTIP Amendment

## Fund Exchange among Keys 20815, 19358, and Metro

2018-2021 Metropolitan Transportation Improvement Program (MTIP)  
Current Approved Project list with Approved Amendments



LEAD AGENCY		Tualatin				
PROJECT NAME		SW Herman Rd: SW 124th Ave - SW Cheyenne Way				
Project IDs		Project Description				Project Type
ODOT KEY	20815	In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project).				Roads and Bridges
MTIP ID	70881					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2019	STBG-URBAN	\$625,000	\$71,534	\$28,466	\$725,000
FY 18-21 Totals			\$625,000	\$71,534	\$28,466	\$725,000
Estimated Project Cost (YOE\$)			\$625,000	\$71,534	\$28,466	\$725,000

Metro to Tualatin:

Under separate IGA, Metro will reimburse Tualatin for SW Herman Rd for project development activities as non MTIP project



LEAD AGENCY		Washington County				
PROJECT NAME		Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.				
Project IDs		Project Description				Project Type
ODOT KEY	19358	Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area.				Roadway and bridge
MTIP ID	70789					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way	2020	STBG-URBAN	\$2,803,605	\$320,885	\$875,510	\$4,000,000
Construction	2021	Local (Wash Co)	\$0	\$0	\$28,798,000	\$28,798,000
FY 18-21 Totals			\$2,803,605	\$320,885	\$29,673,510	\$32,798,000
Prior Years' Totals			\$2,132,000	\$244,017	\$0	\$2,376,017
Estimated Project Cost (YOE\$)			\$4,935,605	\$564,902	\$29,673,510	\$35,174,017

Key 19358 to Metro:  
Washington County provides Metro with \$625,000 of local funds from Key 19358

Key 20815 to Key 19358:

Transfer the \$625,000 of STP to PE phase of the Basalt Creek Parkway Extension project in Key 19358  
(Key 20815 is cancelled as a result)



# MPO CFR Compliance Requirements

## MTIP 8 Review Factors

1. MTIP required programming verification
2. MTIP funding eligibility verification
3. Passes fiscal constraint review and verification
4. Passes RTP consistency review:
  - Identified in current constrained RTP
  - Reviewed for possible air quality impacts
  - Verified as a Regionally Significant project
  - Verified correct location & scope elements in the modeling network
  - Verified RTP and MTIP project costs consistent
  - Satisfies RTP goals and strategies
5. MTIP & STIP programming consistency is maintained against obligations
7. MPO responsibilities verification: Public notification completion plus OTC approval required completed for applicable ODOT funded projects
8. Performance Measurements initial impact assessments completed



# MPO CFR Compliance Requirements

## Public Notification Period

### MPO Responsibilities:

- October 2019 Formal Amendment: Public Notification period is 9/27/2019 to 10/28/2019
- <http://www.oregonmetro.gov/metropolitan-transportation-improvement-program>

#### AMENDMENTS

The MTIP and STIP are “living” documents, subject to updates through an amendment process. Metro releases all amendments for public review before the Metro Council takes action.

To comment, contact Pamela Blackhorse at [pamela.blackhorse@oregonmetro.gov](mailto:pamela.blackhorse@oregonmetro.gov).

#### FFY 2019 Formal Amendments

 [October, 2019 Formal Amendments](#)  
163.7 KB Adobe Acrobat PDF | Published Sep 27, 2019



# October 2019 MTIP Formal Amendment

## Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	September 27, 2019
TPAC Notification and Approval Recommendation	October 4, 2019
JPACT Approval and Recommendation to Council	October 17, 2019
30 Day Public Notification Period Ends	October 28, 2019
Metro Council Approval of Resolution 19-5037	October 31, 2019
Amendment Bundle Submission to ODOT & USDOT	November 6, 2019
ODOT & USDOT Final Approvals	Late November 2019 Early December 2019



# October 2019 Formal MTIP Amendment

## Approval Recommendation to JPACT

1. Provide approval recommendation to JPACT of Resolution 19-5037:

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING FOUR PROJECTS IMPACTING PORTLAND, TUALATIN, TRIMET, AND WASHINGTON COUNTY (OC20-02-OCT)

2. Direct staff to make all necessary corrections to amendment documents



# October 2019 Formal MTIP Amendment

## Questions



*"Heroes are not giant statues framed against a red sky.  
They are people who say this is my community and  
it's my responsibility to make it better."*

Tom McCall

Susan Bladholm



## Goal

*Create a safe and sustainable river-friendly passenger ferry service to better connect people to their river and help alleviate traffic congestion in the Portland-Vancouver Metropolitan area.*

## Objectives

- New transit mode to connect people to workforce
- Emergency Response & Safety capacity builder
- People-driven, advancing social equity
- Environmental & Climate Benefit
- Cost effective: 30% farebox recovery
- Efficient: Short time and low cost

## Inspiration

- Aerial Views
- Cycle Oregon
- Native heritage
- Ferry Experts





**This is a bold, audacious,  
and radical project.**

Let's be informed and operate with facts & data.  
Collective Vision

## **Target Audiences**

Commuters

Locals crossing the river

Visitors

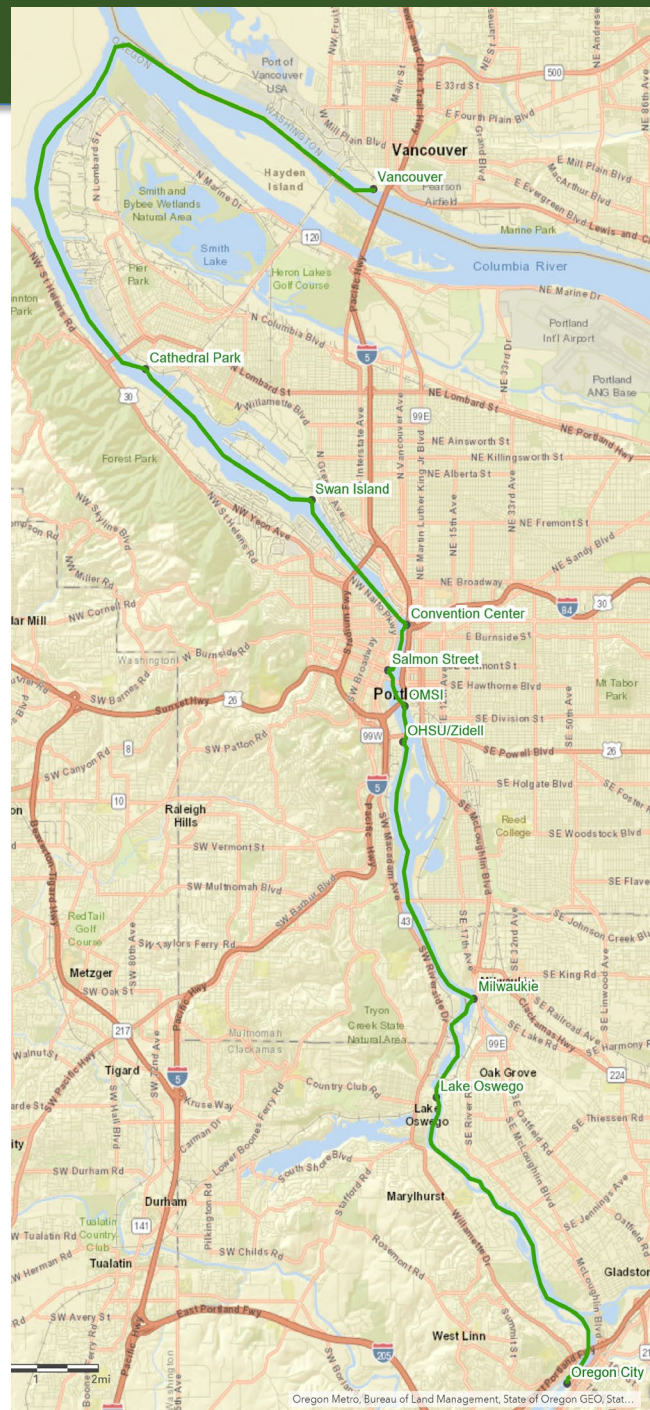
Emergency Response





## Frog Ferry Service:

38 minutes Vancouver to Salmon Springs

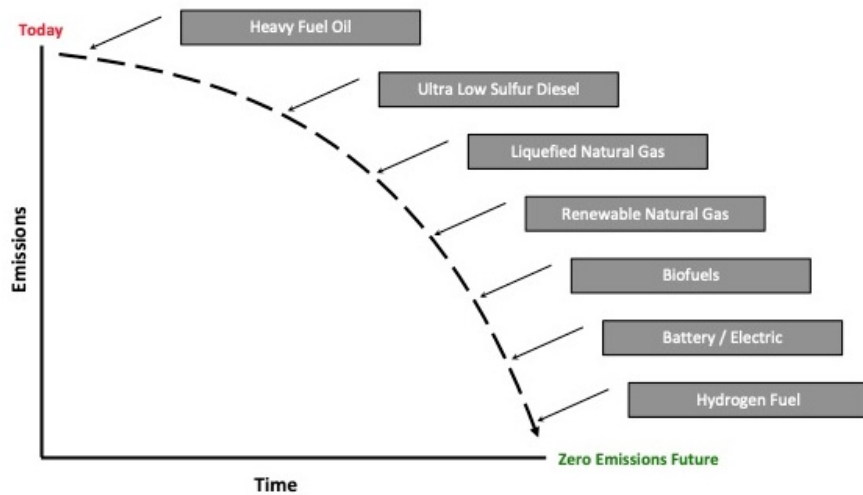






## Equipment:

26m Passenger Ferry





## **Supporters and Stakeholders – 1,500+ (More than 100 letters of support)**

**Federal Leadership:** OR and WA Congressional delegation, FTA

**Regional:** Metro, RTC, Port of Vancouver, TriMet, Port of Portland, USCG, Counties, Urban Greenspaces, Greater Portland Inc.

**State of Oregon:** Governor Brown's Office, Business Oregon, Travel Oregon, ODOT, Oregon legislative leadership

**State of Washington:** Governor's Office, WSDOT, Washington State Ferry System, King Co. Dept of Transportation

**Portland:** City (PBOT & Bureau of Planning & Sustainability, Mayor Wheeler, Commissioners), Multnomah Co., Harbormaster, Portland Streetcar, Travel Portland, Columbia/River Pilots Association, Business for a Better Portland, Working Waterfront Coalition, Prosper Portland, CEIC, PBA

**Vancouver:** CREDC, Port of Vancouver, Gramore, ICC, C-Tran, Vancouver Downtown Association

**Private Sector:** Daimler, Autodesk, Vigor, OHSU, Zidell, Human Access Project, Jim Mark, Scott South, James Paulson, Reach Now, John Tortorici, Steve Harder, EcoNorthwest,

**Maritime Experts:** Portland Spirit, Vigor, King Co. Transit, HMS, Capt. McIntyre, WETA, Capt. Bybee.

**Stakeholders and Pro Bono Supporters:** Legal, Graphic Design, Photography, Logo, Survey, River Activists, Event Planners, Dock engineers/builders, Property Developers, Finance, Philanthropists, Lobbyists, Social Media, PR



# Project Timeline

## 2017 & 2018: Proved mission, attracted expertise

Delivered concept plan, expert teams, website, media launch, non-profit board/governance created, coalition building. *\$500,000 value delivered at no tax payer expense*

## 2019: Feasibility Studies, secure funding \$650,000- *all are funded*

\$83,000 secured in cash and commitments to date and multiple public and private requests pending.

- Demand Modeling-Nov 2019
- Triple Bottom Line-Jan 2020
- Operational Requirements-Jan 2020
- Best Practices Case Studies- *delivered*

Staffing and Professional Services: Legal, web, social, PR, gov't affairs, coalition building—

\$83,000 secured in cash and commitments to date and multiple public and private requests pending. *\$1.5 million value delivered at no tax payer expense*

## 2020 Operational and Finance Plan, secure funding \$650,000

## 2021 Go or No Go Decision

## 2022-2023 Start Service



## Frog Ferry Teams (+ Board)

### Maritime Operations

Captain Brett Bybee, Columbia River Launch Service  
Captain Anne McIntyre, Columbia and Willamette Pilot Assn  
John Sainsbury, HMS Passenger Ferry Global Consultant  
Andy Jansky, Flowing Solutions dock engineering-design  
Dan Yates, Portland Spirit  
Darrel Bryan, Kitsap County Ferry  
Paul Brodeur, King County Ferry  
Mike Bomar, Port of Vancouver

### Government/Public Affairs

Linda Weston, Rapporto  
Ginny Lang, Government Affairs specialist  
Shannon Carney, City of Portland  
Michelle Giguere, Summit Strategies  
David Blair, retired federal gov't affairs  
Elisa Dozono, Miller Nash

### Engineering

Kevin Bross, High Tech Engineer, Chair  
Peter Wilcox, Decarb the Passage  
Matt Markstaller, Daimler  
Art Parker, Vigor  
Ralph Duncan, BMT  
Luke Whittemore, PGE

### Public Transit Agency Liaisons

Metro: Chris Ford & Malu Wilkinson  
City of Portland: PBOT Shane Valle  
TriMet: Bernie Bottomly  
C-Tran: Shawn Donaghy  
ODOT: Marsha Hoskins and Cooper Brown  
City of Vancouver, Chad Eiken  
Multnomah County+: Denise Barrett, Reg. Disaster Preparedness

### Financial

Scott South, Stevens Water: Chair  
Jim Mark, Melvin Mark  
Dan Bower, Portland Streetcar  
Stephen Brooks, CPF-Fiscal Sponsor Ex Officio  
Joyce White, Grantmakers  
Andre Petett, Black Male Achievement

### Service Providers

Phil Sollers, Kingfisher Writing  
Ron Laster, Print Results  
Doug Morris, Miller Nash Law  
Maren Calvert, Horenstein Law  
Denise Waldron, Viva Events  
Abigail Bokman, Waterleaf Architects  
Suhail Khan, Northrup Corporation

### Community Affairs

James Paulson, Bikeshare & Worksystems, Chair  
Jennifer Vitello, Cathedral Park Neighbor. Chair  
20 Outreach to Neighborhood leaders along the route  
Clarence Edwards, Vancouver  
Charlene Zidell, Zidell Properties  
Anthony Hooper, City of Lake Oswego  
Matt Markstaller, Daimler  
Linda Baker, transportation journalist  
Ken Wilson, OMSI

### Marketing/Communications

Allison Tivnon, EcoNorthwest, Co-chair  
Sue Van Brocklin, Coates Kokes, Co-chair  
Heather Barta, Cuprum Creative  
Martin Stoll, Sparkloft Media  
Thom Walters,  
Dave Barcos, North Bank Innovations  
Lynette Xanders, Wild Alchemy

# Regional Priority



## FFF Goals align to the Region's goals

### We need FFF to become a Regional Priority

- We are in the RTP (and are included in Vancouver's RTP)
- To be a public transit mode, this service will require a subsidy
- We are not yet in the MTIP
- We are working with the local transit agencies, with full transparency
- Because we are a new mode, we need help to find the proper funding mechanism.  
(We are bumping up against not having funding streams for water-based public transit in Oregon.)

### Next Steps

- We will gather results of the Feasibility Studies
  - Finance and Operations Feasibility Study
  - Triple Bottom Line Feasibility Study
  - Demand Modeling (working with PBOT, TriMet and Metro)
- Return in 2020 Q1 with a Financial Plan and Request
  - In 2020 we will build out the Business Plan



*“Never doubt that a small group of thoughtful,  
committed citizens can change the world; indeed, it’s the  
only thing that ever has.”* Margaret Mead, cultural anthropologist

# 2022-24 Regional Flexible Funds Allocation

Presentation to TPAC

October 4, 2019

# Today's purpose

- Review, discuss technical analysis and risk assessment
- Provide input on how to use this information in development of draft recommendation for November TPAC discussion



# Policy direction (Step 2)

- Allocation objectives
- RTP investment priorities (Equity, Safety, Climate, Congestion)
- Two project categories, funding targets
  - Active Transportation 75% | Freight 25%
  - Ability to apply in both categories

# Allocation objectives

- Investments throughout the region
- Identify project delivery performance issues (risk assessment)
- CMAQ eligibility
- Other administrative objectives (e.g. leverage funding or other projects)
- Projects that achieve multiple outcomes

# Investment priorities

## technical analysis

- Projects were evaluated in four policy areas:
  - ✓ Equity
  - ✓ Safety
  - ✓ Climate
  - ✓ Congestion
- Evaluation compares project performance across both funding categories
- Policy areas not weighted or prioritized
- Full description of process in Sept. 6 memo

# Risk assessment

- Evaluated on the relative degree of risk to delivering project:
  - On-time
  - Within budget
  - Per scope in application
- Need to improve overall funding obligation, project delivery

<b>Low</b>
<b>Medium</b>
<b>High</b>

DATE 10/4/2019

# METRO: RFFA RISK AND READINESS EVALUATION

# Purposes

1. Identify risk to project scope (outcome), schedule, cost, or overall feasibility
2. Support Metro's overall interest in including risk assessment in all funding and project considerations
3. Enhance the RFFA process and support the successful delivery of RFFA funded projects



# Background and Process



Examined national risk and readiness resources



Determined best practices



Considered past professional experience



Applied to our local RFFA situation



# Application Screening Framework

- Threshold Screening
  - The application scope appears to have some sort of fatal flaw and is set aside until all other applications are sorted.
- Red Stamp
  - The project scope is not fatally flawed but has significant risk or the application has significant gaps or inconsistencies that must be resolved.
- Yellow Stamp
  - Project scope appears to be well-informed, but application has gaps or raises questions that must be addressed but do not seem critical.
- Green Stamp
  - Project scope appears to be well-informed and the application appears strong even if there are questions and needs.





# Project Risk Scoring Criteria

## Project development status/project readiness

- Status of planning
- Scoping documents
- Status of right-of-way acquisition
- Status of agency coordination, etc.

## Quality of project information

- Quality of project schedule
- Quality of project scope
- Quality of project budget
- Secured funding match, etc.

## Project complexity/ potential implementation challenges

- Community support
- Major utility relocation need
- Coordination with outside agencies
- Environmental impact, etc.



# Public comment

- ~2,700 responses to survey received (as of 10/3)
- Strong level of response
- Survey asks for level of support for specific projects + overall rating of policy objectives
- Closes Monday, October 7, 5:00 p.m.

**[oregonmetro.gov/RFFA](http://oregonmetro.gov/RFFA)**

# Coordinating committee priorities

- Optional step, to provide TPAC/JPACT with additional local information
- Providing technical analysis, risk assessment, public comment to help inform discussion
- Priorities due prior to November JPACT meeting, to use in December TPAC recommendation

# Developing draft recommendation

- Are there questions on the technical analysis?
- How to consider risk assessment information?
- How to balance recommendation across RFFA policies and objectives?
  - Investments throughout region
  - Freight category considerations