

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, November 1, 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>Transportation Policy &amp; Funding Map (Garet Prior)</li> </ul>  | Tom Kloster, Chair  |
| 9:45 am  | 3.   | <b>Public Communications On Agenda Items</b>   |   |
| 9:50 am  | 4. * | <b>Consideration of TPAC Minutes, October 4, 2019</b>  | Tom Kloster, Chair  |
| 9:55 am  | 5. * | <b>Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 19-5046</b><br>Purpose: For the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program involving eight projects impacting Metro, ODOT, Tigard & Portland (NV20-03-NOV) <ul style="list-style-type: none"> <li><a href="#">Recommendation to JPACT</a></li> </ul>  | Ken Lobeck, Metro   |
| 10:05 am | 6. * | <b>Regional Mobility Policy Work Plan and Engagement Plan</b><br>Purpose: For the purpose of recommending approval of the work plan and engagement plan for the Regional Mobility Policy update. <ul style="list-style-type: none"> <li><a href="#">Recommendation to JPACT</a></li> </ul>   | Kim Ellis, Metro<br>Lidwien Rahman, ODOT                      |
| 10:25 am | 7. * | <b>Proposed Unified Planning Work Program (UPWP) Amendments and MTIP Amendments</b><br>Purpose: Amend the 2019-20 UPWP and 2018-21 MTIP to include the following planning activities: <ul style="list-style-type: none"> <li><b>UPWP amendment for the proposed Boone Bridge, Clackamas Corridor Management &amp; Emerging Technology, Resolution 19-5047</b><br/><a href="#">Information/Discussion</a></li> <li><b>MTIP amendment for the proposed Boone Bridge, Clackamas Corridor Management &amp; Emerging Technology, Resolution 19-****</b><br/><a href="#">Information/Discussion</a></li> <li><b>UPWP amendment for the proposed Corridor Bottleneck Operations Study 2 (CBOS 2), Resolution 19-5052</b><br/><a href="#">Information/Discussion</a> <i>additional materials to be provided at meeting</i></li> <li><b>MTIP amendment for the proposed Corridor Bottleneck Operations Study 2 (CBOS 2), Resolution 19-****</b> <a href="#">Information/Discussion</a></li> </ul> | John Mermin, Metro<br>Ken Lobeck, Metro<br>Scott Turnoy, ODOT |
| 10:45 am | 8. * | <b>Regional Flexible Funds Allocation (RFFA)</b><br>Purpose: Review RFFA funding package options. <ul style="list-style-type: none"> <li><a href="#">Information/Discussion</a></li> </ul>   | Dan Kaempff, Metro  |
| 11:30 am | 9. * | <b>Designing Livable Streets and Trails Guide</b><br>Purpose: Provide TPAC with an overview of new regional guidelines. <ul style="list-style-type: none"> <li><a href="#">Information/Discussion</a></li> </ul>   | Lake McTighe, Metro   |
| 11:50 am | 10.  | <b>Committee Feedback on Creating a Safe Space at TPAC</b><br>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><a href="#">Information/Discussion</a></li> </ul>   | Tom Kloster, Chair  |
| 12:00 pm | 11.  | <b>Adjourn</b><br>* Material will be emailed with meeting notice   | Tom Kloster, Chair  |

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**ការបង្កើនសិទ្ធិសមស្រប** Metro  
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[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)  
បេណ្ឌកម្មនៃការអប់រំសមស្របក្នុងប្រភាសានៅពេលអង្គការ  
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August 2016

## 2019-20 TPAC Work Program

As of 10/25/2019

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

### November 1, 2019

Comments from the Chair:

- Monthly MTIP Amendments Update (Ken Lobeck)
- Transportation Policy & Funding Map (Garet Prior)

#### Agenda Items:

- **MTIP Formal Amendment 19-5046**  
Recommendation to IPACT (Lobeck, 10 min)
- **Regional Mobility Policy Work Plan and Engagement Plan** Recommendation to IPACT (Kim Ellis, Metro/Lidwien Rahman, ODOT, 20 min)
- **Proposed UPWP and MTIP Amendments** Information/Discussion (Mermin/Lobeck, Metro; Scott Turnoy, ODOT; 20 min)
- Regional Flexible Funds Allocation Information/Discussion (Kaempff, 45 min)
- Designing Livable Streets and Trails Guide, Information/Discussion (McTighe, 20 min)
- Committee Feedback on Creating a Safe Space at TPAC Information/Discussion (Kloster, 10 min)

### December 6, 2019

Comments from the Chair:

- Monthly MTIP Amendments Update (Ken Lobeck)
- Replica Transportation Data Tool (Eliot Rose)

#### Agenda Items:

- **MTIP Formal Amendment 19-\*\*\*\***  
Recommendation to IPACT (Lobeck, 15 min)
- **UPWP Amendment 19-\*\*\*\*** Recommendation to IPACT (John Mermin, 30 min)
- **Regional Flexible Funds Allocation 19-\*\*\*\***  
Recommendation to IPACT (Kaempff, 60 min)
- PILOT Phase 2 grant program framework Information/Discussion (Eliot Rose, 30 min)
- Committee Feedback on Creating a Safe Space at TPAC Information/Discussion (Kloster, 10 min)

### January 10, 2020

Comments from the Chair:

- New TPAC Community Members Announced
- Monthly MTIP Amendments Update (Ken Lobeck)
- Announce: TSMO Sub-allocation for FFY19-21 (Caleb Winter)

#### Agenda Items:

- **MTIP Formal Amendment 20-\*\*\*\***  
Recommendation to IPACT (Lobeck, 15 min)
- TriMet Mobility Strategy & Mobility on Demand/Open Trip Planner (MOD/OTP) Project Update (Jeff Owen & Bibiana McHugh, TriMet/Eliot Rose, Metro, 20 min)
- Regional Mobility Policy Update-PSU/TREC Research Report Information/Discussion (Kim Ellis, Metro/Jennifer Dill, PSU/TREC; 45 min)
- Regional Congestion Pricing Study Information/Discussion (Mros O-Hara/Cho, 30 min)
- MTIP & Project Delivery Updates Information/Discussion (Cho, 20 min)
- Committee Feedback on Creating a Safe Space at TPAC Information/Discussion (Kloster, 10 min)

### February 7, 2020

Comments from the Chair:

- Monthly MTIP Amendments Update (Ken Lobeck)

#### Agenda Items:

- **MTIP Formal Amendment 20-\*\*\*\***  
Recommendation to IPACT (Lobeck, 15 min)
- 2020 TSMO Strategy Update Progress Information/Discussion (Caleb Winter, 30 min)
- Freight Commodity Study/Planning Information/Discussion (Collins, 30 min)
- Regional Congestion Pricing Technical Analysis Information/Discussion (Grace Cho/Elizabeth Mros O-Hara, Metro, 30 min)
- Committee Feedback on Creating a Safe Space at TPAC Information/Discussion (Kloster, 10 min)

## 2019-20 TPAC Work Program

**As of 10/25/2019**

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

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|---|---|
| <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><br/><u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 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><br/><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, 10 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><br/><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, 10 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><br/><u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li><b>2021-2024 MTIP – Adoption Draft 19-****</b><br/><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, 10 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><br/><u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>  | <p><b><u>August 7, 2020 – no meeting</u></b><br/><b>TPAC on summer recess</b></p>   |



## 2019-20 TPAC Work Program

**As of 10/25/2019**

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

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|---|---|
| <p><b>September 4, 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><br/><u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul> | <p><b>October 2, 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><br/><u>Recommendation to JPACT</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, 10 min)</li> </ul> |
| <p><b>November 6, 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><br/><u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>  | <p><b>December 4, 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><br/><u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>  |
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### **Parking Lot: Future Topics/Periodic Updates**

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|---|---|
| <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> <li>Metro Legislative Updates (Randy Tucker)</li> </ul> | <ul style="list-style-type: none"> <li>Columbia River Crossing Discussions</li> <li>Value Pricing Legislative Updates on Directives</li> <li>2020 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: October 25, 2019  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: September/October 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 September 2019/October 2019 timeframe is attached for TPAC's information.

### **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.

## OCTOBER 2019 SUMMARY OF SUBMITTED FORMAL AMENDMENTS

| <b>Proposed October 2019 Formal Amendment Bundle</b><br><b>Amendment Type: Formal/Full</b><br><b>Amendment #: OC20-02-OCT</b><br><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><br><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><br>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><br>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><br>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>FUND EXCHANGE:</b><br>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 |

## MTIP ADMINISTRATIVE MODIFICATIONS

### September 2019

| <b>Proposed September 2019 Administrative Modification Bundle #1</b><br><b>Modification Number: AB19-20-SEP1</b><br><b>Total Number of Projects: 14</b> |             |   |  |   |
|---|-------------|---|--|---|
| ODOT Key  | Lead Agency | Project Name  | Description  | Required Changes  |
| Project #1<br>21121   | Beaverton   | OR210: SW Scholls Ferry Rd to SW Hall ITS               | Through this project the city of Beaverton will implement Adaptive Signal Control  | <b>PHASE SLIP</b><br>PE and Other phases are slipped to FFY 2021 to allow time to resolve project scope and budget issues for a non-certified agency. Construction will be added to FY 2022 in the 2021-2026 MTIP Update                    |
| Project #2<br>20341   | ODOT        | Rumble Strips (ODOT)                                    | Install centerline rumble strips and install shoulder rumble strips on I-5, I-84, OR-43, US-26, OR-8, I-205, I-405, OR-99E, US-30, US-30BY, OR-217, OR-213, OR-211, OR-224, HWY-173 (Timberline), OR-212, OR-281, and OR-282.  | <b>PHASE SLIP:</b><br>Slip Construction phase and funding from FY 2019 to 2020 due to delay in developing and executing project charter   |
| Project #3<br>20414   | ODOT        | Road Safety Audit Implementation                        | Address unanticipated safety improvements as identified  | <b>PHASE SLIP:</b><br>Slip Other phase and funding from 2019 to 2020.   |
| Project #4<br>20487   | ODOT        | OR99E Over UPRR at Baldwin Street Bridge                | Address the structural and safety issues. <del>Replace rail and expansion joints; patch and seal spalls and cracks; and other measures for seismic retrofitting.</del> Address the structural and safety issues. <b>Perform bridge rail retrofit; replace expansion joints; patch and seal cracks, and add protective screening.</b> | <b>PHASE SLIP/DESCRIPTION MODIFICATION:</b><br>Slip ROW to 2020 and Construction phase to 2021. Update project description due to removal of seismic scope.   |
| Project #5<br>17268   | Portland    | Red Electric Trail: SW Bertha Blvd - SW Capitol Highway | Provide east-west route for pedestrians and cyclists in SW   | <b>PHASE SLIP:</b><br>Slip construction phase and funding from 2020 to 2021. The Construction phase re-design is on the 2020 obligation fence. Project is being slipped now based on an anticipated obligation timeframe of early FFY 2021. |
| Project #6<br>18316   | Portland    | SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy        | Provide preliminary, advanced and final PS&E for the Installation of two (2) CCTV cameras, moving one (1) CCTV camera to a different location, and Installing 288 count Fiber Optic cable along Barbur Boulevard from SW Caruthers at 4th Ave to Barbur  | <b>PHASE SLIP:</b><br>IGA delay results in PE slipping to 2020 and Construction to 2021. No cost change   |
| Project #7<br>18413   | Portland    | I-205 at NE Killingsworth St. SB On-Ramp                | Add a third ramp meter lane  | <b>PHASE SLIP:</b><br>Slip Construction phase and funding from FY 2019 to 2020 due to ongoing IGA violation dispute.  |

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| Project #8<br>18818     | Portland             | Downtown I-405<br>Ped Safety &<br>Operational<br>Improvmnts | Design and construct various<br>operational and roadside<br>improvements   | <b><u>PHASE SLIP/COST INCREASE:</u></b><br>Slip Construction phase and funding<br>from 2019 to 2020 due to ROW<br>completion delay. Change<br>Construction phase funds of State<br>STP to ADVCON. Add \$435,224 of<br>local overmatch to construction as<br>well.   |
| Project #9<br>19297     | Portland             | East Portland<br>Access to<br>Employment and<br>Education   | Build and improve sidewalks,<br>crossings, bus stops, bike facilities<br>and other safety facilities to provide<br>improved access to jobs,<br>businesses, and education<br>opportunities  | <b><u>PHASE SLIP:</u></b><br>Slip Construction phase and funding<br>from 2019 to 2020. Cons did not<br>obligate at the end of the year as<br>initially projected.   |
| Project<br>#10<br>18311 | Tigard               | Durham Rd/Upper<br>Boones Ferry Rd.<br>OR99W - I-5          | Design upgrades to signal hardware<br>and communication. Add adaptive<br>signal timing and detection   | <b><u>PHASE SLIP:</u></b><br>Slip Construction phase from 2019<br>to 2020 due to ADA plus scope and<br>budget issues delaying 2019<br>construction phase obligation   |
| Project<br>#11<br>20846 | TriMet               | Division Transit<br>Project                                 | High capacity transit on Division<br>from Portland Central Business<br>District to Gresham Town Center.  | <b><u>ADVANCE PHASE:</u></b><br>Advance Other phase and funding<br>from FY 2021 to FY 2020 to enable<br>TriMet the ability to complete their<br>509 Small Starts grant application<br>and obligate the 5309 funds along<br>with Key 20845 by December   |
| Project<br>#12<br>20815 | Tualatin             | SW Herman Rd:<br>SW 124th Ave -<br>SW Cheyenne Way          | In the city of Tualatin on SW<br>Herman Rd between SW 124th Ave<br>and SW Cheyenne Way, complete<br>project development activities to<br>support constructing bike lanes and<br>sidewalks along a half-mile stretch<br>of Herman Road (2019-21 RFFA<br>Awarded Project). | <b><u>SLIP PHASE:</u></b><br>The admin mod slips the Planning<br>phase to 2020. From there as part<br>of the October 2019 Formal<br>Amendment, the project will be<br>canceled from the MTIP as a local<br>fund exchange among Metro,<br>Tualatin, and Washington County<br>will see the STBG funds transferred<br>to Washington County's Basalt<br>Creek Parkway Extension project |
| Project<br>#13<br>20328 | Washington<br>County | OR8 Corridor<br>Safety & Access to<br>Transit II            | Improve safety and access to transit<br>for pedestrians and cyclists along<br>OR-8. Work includes: bike lane from<br>SW 182nd Ave to SW<br>153rd Dr., pedestrian crossings, and<br>separated walkway and bike lane<br>across Rock Creek Bridge.                          | <b><u>PHASE SLIP/FUND UPDATES:</u></b><br>Slip PE Phase and funding from<br>2019 to 2020. ROW and Cons<br>unchanged. IGA not executed in<br>time to obligate PE phase before<br>the end of FY 2019  |
| Project<br>#14<br>20480 | ODOT                 | I-205 Exit Ramps at<br>SE Division St                       | Safety improvements on NB and SB<br>I-205 exit ramps at SE Division<br>street. Work includes lane<br>adjustments; ramp widening; safety<br>islands; signal work; illumination;<br>signing; and ADA improvements as<br>necessary.   | <b><u>Added as part of Corrected<br/>Version</u></b><br><b><u>PHASE SLIP:</u></b><br>Slip ROW phase from 2019 to 2020.<br>Transfer \$85k of construction funds<br>to ROW. ROW increases to \$120k.<br>Total project cost remains<br>unchanged   |

## MTIP ADMINISTRATIVE MODIFICATIONS

### October 2019

| <b>Proposed October 2019 Administrative Modification Bundle #1</b><br><b>Modification Number: AB20-01-OCT1</b><br><b>Total Number of Projects: 6</b> |              |   |   |   |
|--|--------------|---|---|---|
| ODOT Key   | Lead Agency  | Project Name  | Description   | Required Changes  |
| Project #1<br>Key<br>19280   | Happy Valley | SE 129th Avenue - Bike Lane and Sidewalk Project                | The project will build a sidewalk and add bike lanes along SE 129th Avenue.   | <b>PHASE SLIP:</b><br>Slip ROW phase from 2019 to 2020. ROW could not be obligated in time before end of FY 2019                                      |
| Project #2<br>Key<br>21219   | ODOT         | I-5 Over NE Hassalo St and NE Holiday St (BR#08583)             | On I-5 over NE Hassalo St and SE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5,000,000 Original Award)  | <b>PHASE SLIP:</b><br>Slip PE phase to 2020 to allow additional evaluation time to combine project onto Rose Quarter project.                         |
| Project #3<br>Key<br>20508   | ODOT         | I-205: Abernethy Bridge - SE 82nd Dr                            | Remove and replace asphalt surface to repair rutted pavement to include replace ramp meters detection loops, replace existing striping, pave ramp and connections, and I-205 mainline plus 2 feet of outside shoulder paving. | <b>PHASE SLIP:</b><br>Slip ROW phase to 2020 and then cancelled as ROW is not required. Add ROW to Construction. TPC remains unchanged at \$7,292,432 |
| Project #4<br>Key<br>20814   | Portland     | Jade and Montavilla Multi-modal Improvements                    | Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. (19-21 RFFA Award)  | <b>PHASE SLIP:</b><br>Slip PE phase and funding from 2019 to 2020 due to delay in executing IGA delaying PE phase obligation                          |
| Project #5<br>Key<br>21407   | Portland     | OR99W/Barbur Blvd Area: Sidewalk Infill Projects                | In Portland at multiple locations near and around OR99W (SW Barbur Blvd), complete sidewalk infill projects (Replacement PGB for Key 19298)   | <b>PHASE SLIP:</b><br>Slip PE phase and funding from FY 2019 to 2020 due to delay in completing IGA before the end of FY 2019                         |
| Project #6<br>Key<br>19327   | Tigard       | Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR | This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.  | <b>PHASE SLIP:</b><br>Slip ROW phase to 2020 due to delay in resolving construction phase funding shortfall.  |



# TRANSPORTATION POLICY & FUNDING FRAMEWORK



state



LCDC  
Land Conservation  
and Development  
Commission



OTC  
Oregon  
Transportation  
Commission

R1ACT  
Region 1 Area Commission  
on Transportation

Advisory Committees  
Funding Program Rules, Transit,  
Rail, Bike-Pedestrian, Safety, etc.

TPR  
Transportation Planning Rule  
 Planning Goal #12

OTP  
Oregon Transportation Plan  
 STIP  
Statewide Transportation  
Improvement Program

STIF  
State Transportation Improvement Fund  
 SRTS  
Safe Routes to School  
 ARTS  
All Roads Transportation Safety  
 Connect Oregon

TGM  
Transportation Growth Management  
 STF  
Special Transportation Fund  
 STIP Leverage Fund  
Statewide Transportation  
Improvement Program  
 STIP Fix-It

region



Council

JPACT  
Joint Policy Advisory  
Committee on Transportation

TPAC  
Transportation Policy  
Advisory Committee

RTP and RTFP  
Regional Transportation (Functional)

MTIP  
Metro Transportation Improvement  
 2040 Growth Concept & UGM FP  
Urban Growth Management  
Functional Plan

RFFA Step 1  
Regional Flexible Fund Allocation

RFFA Step 2 (75-25)  
Active Transportation (75%)  
Freight (25%)

TOD  
Transit Oriented Development

RTO  
Regional Travel Options

TSMO  
Transportation System Management  
and Operations

NIN  
Nature in Neighborhoods



Board

MPAC  
Metro Policy Advisory  
Committee

MTAC  
Metro Technical  
Advisory Committee

SEP  
Service Enhancement Plan

TIP  
Transit Investment Priorities



Board

HB2017 Advisory

TMAC  
Transportation Managers  
Advisory Committee

county



Board

WCCC  
Washington County  
Coordinating Committee

WCCC TAC  
Technical Advisory  
Committee  
 Planning Commission

TSP  
Transportation Systems Plan  
 Futures Study

MSTIP  
Major Streets Transportation  
Improvement Program  
 MSTIP Opportunity Fund

CDBG  
Community Development Block Grant



Board

C4  
Clackamas County  
Coordinating Committee  
 C4 Metro

C4 TAC  
Technical Advisory  
Committee

TSP  
Transportation Systems Plan  
 CIP  
Capital Improvement Plan

CDBG  
Community Development Block Grant

city



Council

Planning Commission  
 CIO  
Community Involvement  
Organization

TSP  
Transportation Systems Plan  
 TDC  
Tualatin Development Code  
 CIP  
Capital Improvement Plan  
 Linking Tualatin

General Obligation Bond  
Tualatin Moving Forward  
 TDT Fund  
Transportation Development Tax  
 Road Operating/Gas Tax Fund  
State Highway, Gas Tax, Registration Fees  
 Road Utility Fund

*\*additional funding opportunities exist*

elected, appointed, or volunteer staff

policy or plans

funding

federal funding

Garet Prior and Erin Engman  
City of Tualatin (2019)





# Meeting minutes

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

Date/time: Friday, October 4, 2019 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

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## **Members Attending**

Tom Kloster, Chair  
Karen Buehrig  
Chris Deffebach  
Eric Hesse  
Dayna Webb  
Katherine Kelly  
Jeff Owen  
Laurie Lebowsky  
Tom Bouillion  
Tyler Bullen  
Glenn Koehrsen  
Beverly Drottar  
Rachael Tupica

## **Affiliate**

Metro  
Clackamas County  
Washington County  
City of Portland  
City of Oregon City and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
TriMet  
Washington State Department of Transportation  
Port of Portland  
Community Representative  
Community Representative  
Community Representative  
Federal Highway Administration

## **Alternates Attending**

Allison Boyd  
Jaimie Huff  
Garet Prior  
Glen Bolen  
Karen Williams

## **Affiliate**

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

## **Members Excused**

Jessica Berry  
Lynda David  
Don Odermott  
Mandy Putney  
Cory Ann Wind  
Jessica Stetson  
Maria Hernandez-Segoviano  
Emily Lai  
Jennifer Campos  
Rob Klug  
Shawn M. Donaghy  
Jeremy Borrego  
Cullen Stephenson

## **Affiliate**

Multnomah County  
SW Washington Regional Transportation Council  
City of Hillsboro and Cities of Washington County  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
Community Representative  
Community Representative  
Community Representative  
City of Vancouver, Washington  
Clark County  
C-Tran System  
Federal Transit Administration  
Washington Department of Ecology

## **Guests Attending**

Whitney Esquerre

## **Affiliate**

Federal Highway Administration

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Lidwien Rahman  
Kari Schlosshauer  
Susan Bladholm  
Jean Senechal Biggs  
Camilla Dartnell  
Biney M. Koshy  
Stephen McWilliams  
Jennifer Dill

Oregon Department of Transportation  
Safe Routes to Schools National Partnership  
Friends of Frog Ferry  
City of Beaverton  
Kittelson  
Kittelson  
City of Milwaukie  
Portland State University

### **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    | Ted Leybold, Planning & Development Resource Mgr. |
| Caleb Winter, Senior Transportation Planner   | Marne Duke, Senior Public Affairs Specialist      |
| Clifford Higgins, Comm. Program Mgr.          | John Mermin, Senior Transportation Planner        |
| Grace Cho, Senior Transportation Planner      | Lake McTighe, Senior Transportation Planner       |
| Margi Bradway, Dep. Director Planning & Dev.  | Valeria Vidal, Associate Management Analyst       |
| Noel Mickelberry, Associate Trans Planner     | Walle Brown, Planning & Dev. Intern               |
| Marie Miller, TPAC Recorder                   |   |

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

Chairman Tom Kloster called the meeting to order at 9:30 a.m. A quorum was declared of members present. Introductions were made. The new alternate member for Multnomah County was introduced; Allison Boyd. Jessica Berry is the appointed member for Multnomah County. Rachael Tupica introduced Whitney Esquerra, Federal Highway Administration, in the audience.

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

- **Monthly MTIP Amendments Update** (Ken Lobeck)  
Ken Lobeck provided an update on the August/Sept. 2019 Metropolitan Transportation Improvement Program (MTIP) monthly submitted amendments. A memo with details on the summary of submitted formal amendments, additional projects submitted as part of the Sept. 2019 formal amendment bundle/combining projects, and MTIP Administrative Modifications. For questions or further information the committee is asked to contact Mr. Lobeck.
- **TriMet Mobility on Demand/Open Trip Planner Project Update** (Jeff Owen)  
Jeff Owen provided information on the TriMet Mobility on Demand/Open Trip Planner Demonstration with details in the handout in the meeting packet. It was noted that car2go would no longer be in service after Oct. 31 and not shown on the map. TriMet has applied for further FTA funding, and looks forward to working with its partners to expand multiple modes of transportation services. More on this issue will be presented at the Jan. 10, 2020 TPAC meeting.
- **2020-2021 Unified Planning Work Program Process Update** (John Mermin)  
John Mermin provided a brief update on the planned process for the 2020-2021 Unified Planning Work Program (UPWP). Starting Oct. 22 a message to the project managers will be sent with timelines, templates, and example of new, shorter narratives. This year the emphasis will be on concise narratives, more plain language for easier public accessibility, and tied to the

four priorities focuses in the RTP (safety, equity, climate and congestion). Budget summaries will be simplified in the new version. The committee can expect to see the UPWP draft electronically sent in late January. For further information on the UPWP contact Mr. Mermin.

- **2021-2024 MTIP Network Review and Data Request for No Build** (Grace Cho)  
Grace Cho reminded jurisdictional partners that the deadline to submit roadway and bicycle facility projects completed since 2015 and those projects expected to be completed by end of calendar year 2020 is Oct. 31, 2019. These projects will be included in a new 2020 base year network. It was also important to identify all future roadway and bicycle facility projects with committed funding to be included in a new 2024 no build network. The memo on this subject with contact information is included in the meeting packet.
- **Transportation Policy Alternatives Committee (TPAC) 2020 Meeting Schedule/TPAC on the Road** (Chair Kloster)  
The proposed 2020 calendar for TPAC meetings was provided (memo in packet). Chairman Kloster called attention to scheduling meetings in communities in the region, approximately quarterly during the TPAC 2020 calendar year. Public, community buildings and nonprofit offices with audio/presentation capabilities and space for meetings would be encouraged. The first ½ hour of these meetings could highlight local topics. The combined workshop schedule with Metro Technical Advisory Committee (MTAC) will be provided to TPAC soon. For interest in hosting TPAC in 2020 the committee is encouraged to contact Marie Miller and Chairman Kloster.
- **TPAC Parking Lot Discussion; Future topics/Periodic updates** (All)  
Chairman Kloster drew attention to the Parking Lot section of the work program, in the meeting packet. It was requested to review the list and send Marie Miller suggested additions on future agenda items to be considered for TPAC meetings.

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

**4. Consideration of TPAC Minutes from September 6, 2019**

Corrections to the September 6, 2019 minutes:

Katherine Kelly asked that the minutes, page 3, second bullet, now read “Katherine Kelly noted that the technical and risk assessments of the evaluation were to be shared prior to the public comments period”.

Glen Bolen asked that the minutes, page 9, fourth bullet, last sentence now read “Mr. Turnoy acknowledged the study is just one of many things that ODOT and regional partners should and do look at to address congestion with multi-modal strategies, intended to address operational and safety issues at freeway bottlenecks. The study is one part of the region’s approach of multi-modal strategies.

**MOTION: To approve the minutes from September 6, 2019 with corrections made.**

Moved: Glenn Koehrsen

Seconded: Jeff Owen

**ACTION: Motion passed unanimously. These corrected minutes will be posted online.**

**5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 19-5037**

Ken Lobeck provided information on the October 2019 Formal Metropolitan Transportation Improvement Plan (MTIP) Formal/Full Amendment bundle (for FFY 2020) that contains changes and

updates impacting Portland, Tualatin, TriMet and Washington County. Four projects comprise the amendment bundle.

#### 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

#### 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)

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

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

#### 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

Comments from the committee:

- Karen Buehrig were the \$7 million funding of the project being cancelled (TriMet's Division Street project) was going. Mr. Lobeck reported it went nowhere; it simply would not exist anymore. Final authorized 5309 funds were approximately \$87.5 million, based on slightly higher projections. It was confirmed that this action reflects funding coming in now lower than expected for the project. Jeff Owen noted that this amendment action cancels Key 20844 but moves forward Keys 20845 and 20846 to complete the project.

**MOTION: To provide approval recommendation to JPACT of Resolution 19-5037, for the purpose of adding or amending existing projects to the 2018-21 MTIP involving four projects impacting Portland, Tualatin, TriMet and Washington County, and direct staff to make all necessary corrections to amendment documents.**

Moved: Eric Hesse

Seconded: Chris Deffebach

**ACTION: Motion passed unanimously.**

## 6. Frog Ferry Project Update

Susan Bladholm with Friends of Frog Ferry presented information on proposed plans for a passenger ferry service on the Willamette and Columbia River in this region. The goals of the service are to:

- 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

Frog Ferry would provide up to four 149-passenger commuter ferries with up to 9 stops between Oregon City and Vancouver, WA. The service schedule, time and stops would vary based on demand. Estimated commute time Vancouver to Salmon Springs = 38 minutes. Average ticket cost (estimated) is \$5.50 daily/\$125 monthly.

### 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

#### 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

#### Comments from the committee:

- Katherine Kelly if the operations were to start and modeling for the project done, what has been planned for the access points along the river and how is land use integrated into the project. Ms. Bladholm noted this was a key element in the feasibility study for operations and infrastructure. The plan is to start without a lot of buildout. Asked what opposition there was known to the project, Ms. Bladholm reported on lack of confidence and understanding out the project. Ms. Bladholm believes approximately \$60 million could get it started, making it a cost effective transportation option in the region.
- Karen Buehrig asked what the coordination between cities and county of Clackamas has been with the project. Ms. Bladholm reported communications with Willamette Trust, tribes in the area and contacts on the Willamette Falls project. Legislative representatives on cities and the County have shown less support, but are expected to be presented with more data when obtained.
- Tom Bouillion mentioned the density of workers on island with limited dock space. It was suggested that Swan Island would be a better location with commuter service rather than Cathedral Park. Ms. Bladholm noted that Swan Island was listed on an earlier plan but is having issues with dock permits and superfund sites. The best strategical location sites are still being discussed.
- Tyler Bullen asked if the project is planned at 70% operationally public subsidized where is this funding likely to come from? Ms. Bladholm reported that the goal is closer to 50% public subsidy. The organization is looking for support in finding public funding while keeping costs of operations down and providing cost effective service.
- Glenn Koehrsen mentioned the challenges with transit system connections getting from one system to another for final destinations. Infrastructure at docks to other modes of transport is important. Ms. Bladholm agreed, noting that each stop of the ferry service would be an individual business case for access.
- Chris Deffebach suggested looking into provisions in the Federal plans and Marine Highway systems for better understand of plans and funding with projects such as this.
- Rachael Tupica mentioned a small amount of funding in Federal Highway Administration that could be looked into. On the project timeline, the presentation showed both 2019 secure funding and 2020 for this funding amount. Ms. Bladholm clarified that all funding in 2019 was

allocated to the feasibility study, which will not be completed until the first quarter of 2020. Funding is needed for the operational and finance plan in 2020.

- Glen Bolen asked if other ferry operators had a sliding scale pricing fare, such as tourism vs. commuters. Ms. Bladholm mentioned a link on the website with best practices analysis done for this study and the flexibility the service could provide integrating to other transit systems.

## **7. Regional Flexible Funds Allocation (RFFA) technical, risk, public comment report**

Dan Kaempff, Metro and Camilla Dartnell and Bincy Koshy with Kittelson & Associates presented information on the Regional Flexible Funds Allocation (RFFA) technical, risk and public comment evaluations. Input from the committee was asked for development of the draft recommendation on project funds.

Mr. Kaempff reviewed the policy direction (step 2) that was provided earlier in the year. These include:

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

The project proposals with technical analysis were reported in the project spreadsheet comparisons, sent out prior to the meeting and in the updated packet. It was noted that the risk assessment was evaluated on the relative degree of risk to delivering a project, based with on-time, within budget and per scope in the application. The overall intent of the risk assessment is to improve overall funding obligation and project delivery.

Camilla Dartnell presented information on the risk and readiness evaluation. Kittelson used comparison to other MPO and state processes, best practices, past professional experience in evaluating the RFFA proposed projects. The applications were screened using a framework, providing criteria for project risk in development status/readiness, quality of project information, and complexity/potential implementation challenges.

Mr. Kaempff noted that in addition to the technical analysis and risk assessments, there were two other considerations to be used to develop a project recommendation for TPAC, the public comment report and identification of coordinating committee priorities. The public comment period that closes Oct. 7 has already shown a strong level of response. The full report on these will be provided after Oct. 15. The county coordinating committee priorities with additional local information are due prior to the November JPACT meeting to use in the Dec. TPAC recommendation.

Comments from the committee:

- Katherine Kelly commented on the concern with technical and risk assessment initial process reported prior to the public comment period with the opportunity to provide feedback, which was not done. JPACT received numbers associated with scores which TPAC had not. The scale in of ratings is a small difference that provides significant rating factors. A more defined scale that is more subjective of ratings would be preferred.

Regarding risk assessment, new data on projects could change the ratings and perception on how viewed. It was suggested that applicants and Metro help lead the input on equity, as a low percent of the demographics in the region are being represented. A question from the



committee on the four factors of evaluation (technical, risk assessment, public comment and coordinating committees), how are these all weighted, rated and prioritized?

- Tom Bouillion commented on the Cully-Columbia Freight Improvements project with concern that all factors be considered in the risk assessment rating, linked to other projects. Likewise the ODOT/Rail connection in the Monroe Street Greenway project that is in the planning process. Ms. Dartnell commented on the scoring matrix with these projects and building steps for issues such as right of ways. The risk criteria measured points with each project.
- Rachael Tupica called attention to investments across the region and importance of not pre-selecting projects. Federal performance measurements can be used to help guide the investment process. There was concern on the income and racial identities responses in the applications. What type of public outreach and strategies were used for reaching those with less income and people of color with this? Mr. Kaempff reported that Metro has developed community networks for outreach with programs, and added interpretive language materials. It was suggested that more outreach in target groups be done, with performance targets incorporated in the evaluation and studied for further development.
- Garet Prior commented on some discrepancies where future planning processes could capture what kind of public engagement has gained with equity, and improvements in the matrix. Rather than commenting on just current concerns or limitations, future planning could be built into the matrix. More information on project partners and impacts in planned development could be added to the projects being evaluated now. Will there be time to add these to the discussions before the JPACT meeting? Mr. Kaempff reported additional information can be added but would not change the risk assessments.
- Glen Bolen commented on the need to expand on more public engagement, perhaps with library computer access and information there on taking the survey. On the gender identification question on the survey, why separate the categories in this manner? It was suggested to move the Sandy Blvd. to Railroad underpass project to Freight category.
- Chris Deffebach commented on the addition of reporting on project readiness as a good move for process allocation. Regarding projects asking for funds to project development vs. capital project funding, is there a better way to show the level of risk to projects? Ms. Dartnell commented on the risk summaries that showed construction to projects as opposed to development of projects. The risk scoring was intended to show the funding to design and/or construction but would be helpful to separate them for funding purposes.

It was suggested that the technical analysis failed to capture understanding of projects with opportunities and benefits of projects, and how these projects interacted with each other across the region. Rather than focus on just the numerical charts and ratings, better information in the technical analysis could be developed. Public comments in Washington County with need for deeper outreach efforts were acknowledged. It was suggested to not focus on just the historic data but use to leverage and build on further engagement.

- Karen Buehrig commented on the freight projects and the difficulty viewing the same with a balance to active transportation in this category. She is supportive of the freight projects and would advise the coordinating committees to support also. The 25% funding allocated to these projects is a small targeted amount for projects to improve the freight system, and although the scoring for these was low, it is important for JPACT to see and approve the significance with freight, including those asking for both funding categories.

Regarding public comments it was advised to be careful on how the data is used. It was unclear what the opposition to projects meant, such as not liking a certain project or favoring another project. Local opposition to projects should be understood in the jurisdictions with more improvement on this in the next round. It was encouraged to get the information on the evaluations out quickly as coordinating committees had fast approaching deadlines.

- Eric Hesse commented on this being a good step forward, following JPACT and Metro Council policy direction. He agreed on more useable and understandable evaluation an assessment that compares the scales and rankings, accounting for subjectivity for purpose of project strategies. More definition with technical scoring with qualifications on freight projects that include both categories could be further developed in the next cycle.
- Katherine Kelly agreed on the idea of the one-pager with projects, possibly with Metro template, that shows the criteria used for the project without the numbers. Regarding the risk analysis, instead of the rating scale perhaps just flag issues as key factors for potential risks. It was requested to include on the record that the Division Complete Street project was agreed to by both the City of Gresham and Metro by signed IGA as a regionally significant project and would be prioritized for funding. This is also noted for its regional transportation corridor status.

Applicants could be encouraged to show historical record of project deliverability with equitable access to corridors, where appropriate. It was agreed that pulling one of the Multnomah County freight & active transportation projects to just the freight category would be appropriate.

- Chris Deffebach appreciated noting that all the information is available online with the RFFA website, but more work on the part of the committee and Metro can be done to further share this information.
- Glen Bolen suggested calling the community support rephrased to potential controversy due to lack of equity input supporting these projects.

Discussion was held on freight allocation in different categories and having this being further discussed at the Nov. TPAC meeting. Clarification was noted on the coordinating committees having yet to weigh in on these issues, and the need to have criteria shown with the separation of categories. The committee agreed that for the Nov. TPAC meeting different options would be presented from staff for consideration on these issues.

## **8. Metro Legislative Recap**

This agenda item was not presented. The committee asked for a summary report from the 2019 legislative session regarding transportation issues. A report on the expected 2020 legislative session issues was requested, and will be scheduled in the coming year work program under 'Comments from the chair', reported by Randy Tucker.

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

Kim Ellis and Lidwien Rahman presented an update on the Regional Mobility Policy Work Plan. The memo with information on this was sent to the committee recently. Feedback on the draft project objectives, key work plan tasks and stakeholders to be engaged throughout the project was requested. The project scope will be further refined in preparation for further discussion with and decisions by JPACT and Metro Council. Before the Nov. TPAC meeting it was encouraged to read the memo with

draft work plan and engagement plan and to send feedback, questions or input to Ms. Ellis and Ms. Rahman in advance of the next meeting. Ms. Ellis explained TPAC will be asked to make a recommendation to JPACT at the next meeting.

Comments from the committee:

- Glen Bolen suggested adding a press/media strategy and legislative strategy to the work plan. Considering the importance with the policy to the region, a clear understanding with the process to state legislative members was important.

#### **10. Committee Feedback on Creating a Safe Space at TPAC**

Chairman Kloster read the comments from the committee on feedback and suggestions for safe space at TPAC meetings.

- Question on further discussion about paying community representatives for their time and contribution. Yes, the compensation/stipend discussions and now currently being held and plan to be implemented in January 2020 with the start of new terms. They will be offered to all community members of the committee at that time.
- Comment given on intentional with positive comments to start the meeting and about agenda item discussions. The committee agreed this was a positive factor in our meetings.

#### **11. Adjourn**

There being no further business, meeting was adjourned by Chairman Kloster at 11:55 a.m.

Respectfully submitted,  
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, Oct. 4, 2019

| Item | DOCUMENT TYPE                      | DOCUMENT DATE | DOCUMENT DESCRIPTION  | DOCUMENT No. |
|------|------------------------------------|---------------|---|--------------|
| 1    | Agenda                             | 10/04/2019    | 10/04/2019 TPAC Agenda  | 100419T-01   |
| 2    | TPAC Work Program                  | 9/20/2019     | TPAC Work Program, as of 9/20/2019  | 100419T-02   |
| 3    | Memo                               | 9/26/2019     | TO: TPAC and Interested Parties<br>From: Ken Lobeck, Funding Programs Lead<br>RE: August/Sept. 2019 MTIP Monthly Submitted Amendments   | 100419T-03   |
| 4    | Handout                            | 10/04/2019    | TriMet Mobility On Demand (MOD) Open Trip Planner (OTP) Demonstration   | 100419T-04   |
| 5    | Memo                               | 07/12/2019    | TO:TPAC and Interested parties<br>From: Grace Cho, Senior Transportation Planner<br>RE: Request for Agency Review of 2015 Base Year Network for 2021-2024 MTIP Performance Assessment | 100419T-05   |
| 6    | Memo                               | 09/27/2019    | TO: TPAC and Interested Parties<br>From: Marie Miller, TPAC Recorder<br>RE: 2020 TPAC meeting schedule  | 100419T-06   |
| 7    | Minutes                            | 09/06/2019    | Draft Minutes from TPAC Sept. 6, 2019 Meeting   | 100419T-07   |
| 8    | Resolution 19-5037                 | 10/04/2019    | Resolution 19-5037 for the purpose of adding or amending existing projects to the 2018-21 MTIP involving four projects impacting Portland, Tualatin, TriMet and Washington County     | 100419T-08   |
| 9    | Exhibit A to Resolution 19-5037    | 10/04/2019    | Exhibit A to Resolution 19-5037, 2018-21 MTIP   | 100419T-09   |
| 10   | Staff Report                       | 09/26/2019    | Staff Report to Resolution 19-5037, 2018-21 MTIP  | 100419T-10   |
| 11   | Attachment 1 to Resolution 19-5037 | 09/26/2019    | Attachment 1 to Resolution 19-5037, 2018-21 MTIP  | 100419T-11   |
| 12   | Handout                            | N/A           | Friends of Frog Ferry Passenger Ferry Service Initiative  | 100419T-12   |
| 13   | Memo                               | 09/27/2019    | TO: TPAC and Interested Parties<br>From: Dan Kaempff, Principal Transportation Planner<br>RE:2022-24 Regional Flexible Funds Allocation   | 100419T-13   |
| 14   | Memo                               | 10/02/2019    | TO: Dan Kaempff, Metro<br>From: Camilla Dartnell, Russ Doubleday, Bincy Koshy, Brian L. Ray, Kittelson & Associates<br>RE: Regional Flexible Funds Risk Assessment                    | 100419T-14   |
| 15   | Handout                            | 10/04/2019    | Draft for Discussion: 2022-24 RFFA Project Evaluation   | 100419T-15   |

| Item | DOCUMENT TYPE | DOCUMENT DATE | DOCUMENT DESCRIPTION   | DOCUMENT No. |
|------|---------------|---------------|--|--------------|
| 16   | Memo          | 10/03/2019    | TO: TPAC and Interested Parties<br>From: Kim Ellis, Metro Project Manager, Lidwien Rahman, ODOT Project Manager<br>RE: Regional Mobility Policy Update – Draft Work Plan and Engagement Plan | 100419T-16   |
| 17   | Presentation  | 10/04/2019    | October 2019 MTIP Formal Amendment Summary   | 100419T-17   |
| 18   | Presentation  | 10/04/2019    | Friends of Frog Ferry  | 100419T-18   |
| 19   | Presentation  | 10/04/2019    | 2022-2024 Regional Flexible Funds Allocation   | 100419T-19   |

BEFORE THE METRO COUNCIL

|                                      |   |  |
|--------------------------------------|---|--|
| FOR THE PURPOSE OF ADDING OR         | ) | RESOLUTION NO. 19-5046                 |
| AMENDING EXISTING PROJECTS TO THE    | ) |  |
| 2018-21 METROPOLITAN TRANSPORTATION  | ) | Introduced by: Chief Operating Officer |
| IMPROVEMENT PROGRAM INVOLVING        | ) | Andrew Scott in concurrence with       |
| EIGHT PROJECTS IMPACTING METRO,      | ) | Council President Lynn Peterson        |
| ODOTM PORTLAND, AND TIGARD (NV20-03- | ) |  |
| NOV)                                 |   |  |

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, MTIP amendments involving planning projects also must successfully meet Unified Planning Work Program (UPWP) consistency assessments in conjunction with the Regional Transportation Plan (RTP) to ensure new federally funded regionally significant planning projects submitted for MTIP inclusion are included in the current UPWP; and

WHEREAS, Metro and Salem resolved an obligation and expenditure status for a past UPWP Transportation System Management and Operations (TSMO) operations project and determined Key 21038, Metro's Regional TSMO Program (2017) project was a duplicate project and could now be removed from the MTIP without issue; and

WHEREAS, Metro and Portland completed a local fund exchange with TriMet for two of their Metro Regional Flexible Fund Allocation (RFFA) funded projects, Central Eastside Intersection Improvements plus their NE 72<sup>nd</sup> Ave from NE Killingsworth to NE Sandy Blvd, and has completed the required-de-federalization programming actions in the MTIP, developed and executed the required local IGA between Metro, TriMet, and Portland which now allows the locally funded projects to be removed from the MTIP and monitored separately as locally delivered projects; and

WHEREAS, ODOT's ongoing project development and review monitoring efforts identified required scope changes to their OR8 at River Rd and US30 NW Saltzman Rd to NW Bridge Ave operations and safety projects to reduce the project scope of approved work for both projects to keep them within their approved budgets ; and

WHEREAS, ODOT will initiate a federally funded planning study to complete multi-modal planning assessment activities to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver between Oregon and Washington utilizing up to \$8.2 million of federal Redistribution funds; and

WHEREAS, ODOT and Portland's project development update for Portland's Systemic Signal and Illumination project determined that a re-scoping effort was necessary and is completing the down-scoping efforts to remove of four project site locations to ensure the project stays within its authorized budget; and

WHEREAS, ODOT's local project delivery review with the city of Tigard determined the Fanno Creek Trail project required additional construction funding totaling \$1.5 million of local funds and will require additional preliminary engineering actions resulting in the Right-of-Way phase schedule needing to slip to FY 2020 which will then delay the Construction phase from beginning until FY 2021; 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 November 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the November 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 November 1, 2019; and

WHEREAS, JPACT received their notification on November 21, 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 December 5, 2019 to formally amend the 2018-21 MTIP to include the November 2019 Formal Amendment bundle consisting of eight 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

DRAFT

**2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 19-5046**



| <b>Proposed November 2019 Formal Amendment Bundle</b><br><b>Amendment Type: Formal/Full</b><br><b>Amendment #: NV20-03-NOV</b><br><b>Total Number of Projects: 8</b> |                  |                    |  |   |   |
|--|------------------|--------------------|--|---|---|
| <b>ODOT Key #</b>  | <b>MTIP ID #</b> | <b>Lead Agency</b> | <b>Project Name</b>  | <b>Project Description</b>  | <b>Description of Changes</b>   |
| Project #1<br>Key<br><b>21038</b>  | 71010            | Metro              | Regional TSMO Program (2017)   | Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking | <b><u>CANCEL PROJECT:</u></b><br>Project awarded STP for SFY 2019 UPWP was obligated during SFY 2018 under a different Key. As a result, Key 21038 becomes a duplicate project in the MTIP and is being removed now.  |
| Project #2<br>Key<br><b>20451</b>  | 70996            | ODOT               | <del>OR8 at River Rd &amp;<br/>OR224 at Lake Rd</del><br><b>OR8 at River Rd</b>              | Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro.  | <b><u>SCOPE CHANGE:</u></b><br>The formal amendment completes a scope change to remove the intersection of OR224 and Lake Rd from the approved scope. The project remains a signalization upgrade at OR 8 and River Rd with required ADA improvements. The total project cost of \$2,649,465 remains unchanged.   |
| Project #3<br>Key<br><b>20208</b>  | 70938            | ODOT               | <del>US30: KITTRIDGE - ST<br/>JOHNS</del><br><b>US30: NW Saltzman<br/>Rd - NW Bridge Ave</b> | Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed.            | <b><u>SCOPE CHANGE:</u></b><br>The formal amendment reduces project limits and eliminates Bridge Avenue from the approved scope. ADA upgrades will require signal rebuilds at both Bridge Ave and Front Ave. These signal replacements were not anticipated. In order to fund them, the paving limit will be reduced from 3.92-6.46 to 5.23-6.46 and the paving of Bridge Ave will no longer occur. The total project cost remains unchanged at \$8,518,704 |

|  |       |          |   |   |   |
|--|-------|----------|---|---|---|
| Project #4<br>Key<br>21570<br>New<br>Project | TBD   | ODOT     | I-5: Columbia River<br>(Interstate) Bridge          | Complete multi-modal planning assessment activities for a replacement Interstate 5 bridge between Oregon and Washington   | <b><u>ADD NEW PROJECT:</u></b><br>The formal amendment adds the new planning study to the MTIP to complete various planning assessments to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver, Washington. ODOT has approved \$8,299,800 of federal Advance Construction funds plus match (total of \$9 million) The I-5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. With WSDOT re-establishing this bridge as a priority, ODOT also needs to re-engage on this bi-state effort to improve traffic and mobility. |
| Project #5<br>Key<br>20809                   | 70887 | Portland | Central Eastside<br>Intersection<br>Improvements    | Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes. | <b><u>CANCEL PROJECT:</u></b><br>The project has been de-federalized through a fund exchange among TriMet and Metro. Now locally funded, the project does not have any federal approvals or requirements to be programmed in the MTIP. It is being removed from the MTIP through this formal amendment. The project will be delivered as a locally funded project monitored by Metro.   |
| Project #6<br>Key<br>20817                   | 70879 | Portland | NE 72nd Ave: NE<br>Killingsworth - NE<br>Sandy Blvd | Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities.   | <b><u>CANCEL PROJECT:</u></b><br>The formal amendment cancels the project from the MTIP. The project was deemed a good candidate for a fund exchange among Metro and TriMet. The fund exchange has been completed and the Metro local Intergovernmental Agreement (IGA) has been developed and executed. The project does not require federal approvals requiring it to remain in the MTIP. As a result, NE 72nd Ave: NE Killingsworth - NE Sandy is being removed from the MTIP. It will be monitored by Metro and delivered as a locally funded project outside of the MTIP.  |

|                            |       |          |  |  |  |
|----------------------------|-------|----------|--|--|--|
| Project #7<br>Key<br>20334 | 70949 | Portland | Systemic Signal and Illumination (Portland)                        | Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements. | <p><b><u>SCOPE CHANGE:</u></b></p> <p>The formal amendment reduces the project scope to fit budget constraints. PE Consultant fees came in much higher than originally anticipated. After evaluating each location based on the benefit cost (B/C), ODOT decided to remove four locations from the project scope. These include: (1) ARTS ID #9: 92nd Ave: Powell - Woodstock, (2) ARTS ID #14: W Burnside Rd: Uptown Terrace - 48th Ave, (3) ARTS ID #20H: NE Halsey St at NE 122nd Ave, and (4) ARTS ID #34H: SE Stark St at SE 148th Ave. The removal of these locations results in a savings of \$494,894 in the CON phase. ODOT is shifting this to PE to address the PE phase shortfall.</p> |
| Project #8<br>Key<br>19327 | 70690 | Tigard   | Fanno Crk Trail:<br>Woodard Pk to Bonita Rd/85th Ave - Tualatin BR | This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.                             | <p><b><u>COST INCREASE:</u></b></p> <p>The latest update to the Project Specifications and Estimates (PS&amp;E) indicated a revised construction cost of \$1.5 million to complete the project. As a result of the cost increase, additional PE time is required delaying Right of Way and Construction. Right of Way is pushed out to 2020 with Construction to 2021 along with the \$1.5 million of local funds added to the Construction phase as part of the formal amendment. The revised Construction phase cost increases to \$4,843.363 with the total project cost increasing to \$6,404,977.</p>   |



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

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

|  |  |                     |        |  |               |        |
|--|--|---------------------|--------|--|---------------|--------|
| Lead Agency: Metro   |  | Project Type:       | TSMO   |  | ODOT Key:     | 21038  |
| Project Name: Regional TSMO Program 2017   |  | ODOT Type           | OP-ITS |  | MTIP ID:      | 70677  |
|  |  | Performance Meas:   | No     |  | Status:       | 0      |
|  |  | Capacity Enhancing: | No     |  | Comp Date:    | N/A    |
|  |  | Conformity Exempt:  | Yes    |  | RTP ID:       | 11104  |
| Project Status: 0 = No activity.   |  | On State Hwy Sys:   | No     |  | RFFA ID:      | N/A    |
|  |  | Mile Post Begin:    | N/A    |  | RFFA Cycle:   | N/A    |
| Short Description: Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking |  | Mile Post End:      | N/A    |  | UPWP:         | Yes    |
|  |  | Length:             | N/A    |  | UPWP Cycle:   | SFY 19 |
|  |  | 1st Year Program'd: | 2019   |  | Past Amend:   | 1      |
|  |  | Years Active:       | 2      |  | OTC Approval: | No     |

**Detailed Description:** None

CANCELED PROJECT

**STIP Description:** Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking

**PROJECT FUNDING DETAILS**

| Fund Type                        | Fund Code       | Year            | Planning | Preliminary Engineering | Right of Way | Construction | Other (TSMO/ITS)       | Total          |
|----------------------------------|-----------------|-----------------|----------|-------------------------|--------------|--------------|------------------------|----------------|
| <b>Federal Funds</b>             |                 |                 |          |                         |              |              |                        |                |
| <del>STP-U</del>                 | <del>Z230</del> | <del>2019</del> |          |                         |              |              | <del>\$ 65,454</del>   | \$ -           |
|                                  |                 |                 |          |                         |              |              |                        | \$ -           |
|                                  |                 |                 |          |                         |              |              | <b>Federal Totals:</b> | <b>\$ -</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 | 2019 | -    |      |      |      | \$ <del>7,492</del>  | \$ -                 |
|                            |       |      |      |      |      |      | \$                   | -                    |
|                            |       |      |      |      |      |      | \$                   | -                    |
|                            |       |      |      |      |      |      | Local Total          | \$ -                 |
| Phase Totals Before Amend: |       |      | \$ - | \$ - | \$ - | \$ - | \$ <del>72,946</del> | \$ <del>72,946</del> |
| Phase Totals After Amend:  |       |      | \$ - | \$ - | \$ - | \$ - | \$                   | -                    |
| Year Of Expenditure (YOE): |       |      |      |      |      |      |                      | \$ -                 |

**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 Key 21038, Regional TSMO Program (2017) as it was obligated as part of the SFY 2018 UPWP program. However, confirmation of the obligation was under a separate Key in the Master Agreement and thought to be an over obligation to the other project. The obligation against the other UPWP project was recently confirmed resulting in Key 21038 becoming an unnecessary duplicate project in the MTIP. For accounting an auditing purposes it is being removed from the MTIP at this time.

> Will Performance Measurements Apply: Appears No

### RTP References:

> RTP IDs: 11104 - Regional TSMO Program Investments for 2018-27

> RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures

Fund Codes:

> STP = Federal Surface Transportation Program funds. Allocated to Metro via a statewide formula for various transportation 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.



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

**Formal Amendment**  
**SCOPE CHANGE**  
 5th Amendment to Project

|  |                     |            |                   |                   |
|--|---------------------|------------|-------------------|-------------------|
| <b>Lead Agency:</b> ODOT   | Project Type:       | Ops/Safety | <b>ODOT Key:</b>  | <b>20451</b>      |
| <b>Project Name:</b> <del>OR8 at River Rd &amp; OR224 at Lake Rd</del><br>OR8 at River Rd  | ODOT Type:          | TSMO/Sig   | <b>MTIP ID:</b>   | <b>70996</b>      |
| <b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).  | Performance Meas:   | Yes        | <b>Status:</b>    | <b>4</b>          |
| <b>Short Description:</b> Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. <del>Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County</del> | Capacity Enhancing: | No         | <b>Comp Date:</b> | <b>12/31/2021</b> |
|  | Conformity Exempt:  | Yes        | RTP ID:           | Nov Ltr           |
|  | On State Hwy Sys:   | OR8        | RFFA ID:          | N/A               |
|  | Mile Post Begin:    | 11.70      | RFFA Cycle:       | N/A               |
|  | Mile Post End:      | 11.75      | UPWP:             | N/A               |
|  | Length:             | 0.05       | UPWP Cycle:       | N/A               |
|  | 1st Year Program'd: | 2019       | Past Amend:       | 2                 |
|  | Years Active:       | 2          | OTC Approval:     | No                |

**Detailed Description:** On OR8 on River Rd from MP 11.70 to 11.75, Construct full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. ~~Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County~~

**STIP Description:** Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro.

**PROJECT FUNDING DETAILS**

| Fund Type            | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Other      | Construction           | Total               |
|----------------------|-----------|------|----------|-------------------------|--------------|------------|------------------------|---------------------|
| <b>Federal Funds</b> |           |      |          |                         |              |            |                        |                     |
| ADVCON               | ACP0      | 2019 |          | <del>\$ 1,037,054</del> |              |            |                        | \$ -                |
| ADVCON               | ACP0      | 2019 |          | \$ 983,216              |              |            |                        | \$ 983,216          |
| RAIL HWY CROSS HAZ   | ZS40      | 2019 |          | \$ 54,000               |              |            |                        | \$ 54,000           |
| STBG STATE           | Z240      | 2020 |          |                         | \$ 82,146    |            |                        | \$ 82,146           |
| RAIL HWY CROSS HAZ   | LS40/50   | 2020 |          |                         |              | \$ 270,000 |                        | \$ 270,000          |
| NHPP                 | Z001      | 2021 |          |                         |              |            | \$ 939,399             | \$ 939,399          |
| ADVCON               | ACP0      | 2021 |          |                         |              |            | \$ 49,576              | \$ 49,576           |
|                      |           |      |          |                         |              |            |                        | \$ -                |
|                      |           |      |          |                         |              |            | <b>Federal Totals:</b> | <b>\$ 2,378,337</b> |



|  |       |       |              |                       |            |              |                     |                   |
|--|-------|-------|--------------|-----------------------|------------|--------------|---------------------|-------------------|
| <b>Federal Fund Obligations:</b>   |       |       | \$           | 1,037,216             |            |              |                     | Federal Aid ID    |
| <b>EA Number:</b>  |       |       |              | PE003110              |            |              |                     | SA00(269)         |
| <b>Initial Obligation Date:</b>  |       |       |              | 5/2/2019              |            |              |                     |                   |
|  |       |       |              |                       |            |              |                     |                   |
| <b>State Funds</b>   |       |       |              |                       |            |              |                     |                   |
| State  | Match | 2019  |              | <del>\$ 118,695</del> |            |              |                     | \$ -              |
| State  | Match | 2019  |              | \$ 112,534            |            |              |                     | \$ 112,534        |
| State  | Match | 2019  |              | \$ 6,000              |            |              |                     | \$ 6,000          |
| State  | Match | 2020  |              |                       | \$ 9,402   |              |                     | \$ 9,402          |
| State  | Match | 2020  |              |                       |            | \$ 30,000    |                     | \$ 30,000         |
| State  | Match | 2021  |              |                       |            |              | \$ 107,518          | \$ 107,518        |
| State  | Match | 20201 |              |                       |            |              | \$ 5,674            | \$ 5,674          |
|  |       |       |              |                       |            |              |                     | \$ -              |
|  |       |       |              |                       |            |              | <b>State Total:</b> | <b>\$ 271,128</b> |
| <b>State Fund Obligations:</b>   |       |       |              |                       |            |              |                     |                   |
| <b>EA Number:</b>  |       |       |              |                       |            |              |                     |                   |
| <b>Initial Obligation Date:</b>  |       |       |              |                       |            |              |                     |                   |
|  |       |       |              |                       |            |              |                     |                   |
| <b>Local Funds</b>   |       |       |              |                       |            |              |                     |                   |
|  |       |       |              |                       |            |              |                     | \$ -              |
|  |       |       |              |                       |            |              |                     | \$ -              |
|  |       |       |              |                       |            |              | <b>Local Total</b>  | <b>\$ -</b>       |
| Phase Totals Before Amend:   |       | \$ -  | \$ 1,155,749 | \$ 91,548             | \$ 270,000 | \$ 1,102,167 | \$                  | 2,619,464         |
| Phase Totals After Amend:  |       | \$ -  | \$ 1,155,750 | \$ 91,548             | \$ 300,000 | \$ 1,102,167 | \$                  | <b>2,649,465</b>  |
| Year Of Expenditure (YOE):   |       |       |              |                       |            |              |                     | \$ 2,649,465      |
| <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 completes a scope change to remove the intersection of OR224 and Lake Rd from the approved scope. The project remains a signalization upgrade at OR 8 and River Rd with required ADA improvements. The latest construction cost analysis for this project revealed that the cost of delivering both the OR8 and OR224 locations will exceed the available funding. The overages are resulting from inflation as well as a new contingency calculation methodology that was not used during original scoping. In order to deliver the project within budget, ODOT decided to remove the OR224 location from the project scope. ODOT Maintenance will consider constructing the improvements at that location using non-federal funds. The total project cost of \$2,649,465 remains unchanged. |       |       |              |                       |            |              |                     |                   |
| <b>&gt; Will Performance Measurements Apply: Appears Yes</b>   |       |       |              |                       |            |              |                     |                   |

**RTP References:**

- > RTP IDs: ODOT O&M Project Groupings for the RTP
- > RTP Description: Safety & Operations Projects - Eligible safety and operational improvements for this project grouping may include the following: (1) Highway crossings improvements (2) Roadway safety (non-capacity repairs/rehabilitation, (3) Landslides/rock falls mitigation, (4) Illumination/Signals, ITS.
- > Air Quality Exemption Status: Exempt project per 40 CFR 93.127, Table 3 - Intersection signalization projects at individual intersections

**Fund Codes:**

- > ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.
- > RAIL HWY CROSS HAZ = Federal Rail Highway Crossings Hazards Elimination - FAST ACT. These federal funds are allocated to ODOT in support reducing or eliminating railroad crossing hazards.
- > STBG STATE = Federal Surface Transportation Block Grant (STBG) funds allocated directly to ODOT for various highway improvement uses.
- > NHPP = Federal National Highway Performance Program (FAST ACT) funds. NHPP support transportation improvements to sites on the National Highway System and State Highway System
- > State = General state funds provided by ODOT or the lead state agency as part of the required match or to cover overmatching project costs and needs



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

**Formal Amendment**  
**SCOPE CHANGE**  
 3rd Amendment to Project

|   |               |                     |               |    |                   |           |
|---|---------------|---------------------|---------------|----|-------------------|-----------|
| <b>Lead Agency:</b> ODOT  |               | Project Type:       | O&M           |    | <b>ODOT Key:</b>  | 20208     |
| <b>Project Name:</b> <del>US30: KITTRIDGE—ST JOHNS</del><br>US30: NW Saltzman Rd - NW Bridge Ave  |               | ODOT Type           | Preserve      |    | <b>MTIP ID:</b>   | 70938     |
|   |               | Performance Meas:   | Yes           |    | <b>Status:</b>    | 4         |
| <b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).  |               | Capacity Enhancing: | No            |    | <b>Comp Date:</b> | 12/1/2022 |
|   |               | Conformity Exempt:  | Yes           |    | RTP ID:           | 11815     |
| <b>Short Description:</b> Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. <del>Pave Bridge Avenue.</del> |               | On State Hwy Sys:   | US30          |    | RFFA ID:          | N/A       |
|   |               | Mile Post Begin:    | 5.23          |    | RFFA Cycle:       | N/A       |
|   |               | Mile Post End:      | 6.46          |    | UPWP:             | N/A       |
|   |               | Length:             | N/A           |    | UPWP Cycle:       | N/A       |
|   |               | 1st Year Program'd: | 2017          |    | Past Amend:       | 4         |
|   | Years Active: | 4                   | OTC Approval: | No |                   |           |

**Detailed Description:** ADD --> In NW Portland areas on US30 between NW Bridge Ave (MP 6.46) and NW Saltzman Rd (MP 5.23) (1.23 miles total) arterial rehabilitation to include repaving. ADA ramp compliance upgrades, access management improvements, and address drainage as needed

**STIP Description:** Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed.

**PROJECT FUNDING DETAILS**

| Fund Type                        | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction           | Total               |
|----------------------------------|-----------|------|----------|-------------------------|--------------|----------------------------|------------------------|---------------------|
| <b>Federal Funds</b>             |           |      |          |                         |              |                            |                        |                     |
| NHPP                             | Z001      | 2017 |          | \$ 1,484,060            |              |                            |                        | \$ 1,484,060        |
| ADVCON                           | ACP0      | 2017 |          | \$ 538,380              |              |                            |                        | \$ 538,380          |
| ADVCON                           | ACP0      | 2020 |          |                         | \$ 160,721   |                            |                        | \$ 160,721          |
| ADVCON                           | ACP0      | 2020 |          |                         |              | \$ 62,811                  |                        | \$ 62,811           |
| ADVCON                           | ACP0      | 2021 |          |                         |              |                            | \$ 5,397,862           | \$ 5,397,862        |
|                                  |           |      |          |                         |              |                            | <b>Federal Totals:</b> | <b>\$ 7,643,834</b> |
| <b>Federal Fund Obligations:</b> |           |      |          | \$ 2,022,440            |              |                            |                        | Federal Aid ID      |
| <b>EA Number:</b>                |           |      |          | PE002834                |              |                            |                        | S092(60)            |
| <b>Initial Obligation Date:</b>  |           |      |          | 8/24/2017               |              |                            |                        |                     |

| State Funds  |       |      |              |            |           |              |                            |              |
|--|-------|------|--------------|------------|-----------|--------------|----------------------------|--------------|
| State  | Match | 2017 | \$ 169,857   |            |           |              |                            | \$ 169,857   |
| State  | Match | 2017 | \$ 61,620    |            |           |              |                            | \$ 61,620    |
| State  | Match | 2020 | \$ 18,395    |            |           |              |                            | \$ 18,395    |
| State  | Match | 2020 | \$ 7,189     |            |           |              |                            | \$ 7,189     |
| State  | Match | 2021 | \$ 617,809   |            |           |              |                            | \$ 617,809   |
|  |       |      |              |            |           |              | State Total:               | \$ 874,870   |
| State Fund Obligations:  |       |      |              |            |           |              |                            |              |
| EA Number:   |       |      |              |            |           |              |                            |              |
| Initial Obligation Date:   |       |      |              |            |           |              |                            |              |
|  |       |      |              |            |           |              |                            |              |
| Local Funds  |       |      |              |            |           |              |                            |              |
|  |       |      |              |            |           |              |                            | \$ -         |
|  |       |      |              |            |           |              |                            | \$ -         |
|  |       |      |              |            |           |              | Local Total                | \$ -         |
| Phase Totals Before Amend:   |       | \$ - | \$ 2,253,917 | \$ 179,116 | \$ 70,000 | \$ 6,015,671 | \$ 8,518,704               |              |
| Phase Totals After Amend:  |       | \$ - | \$ 2,253,917 | \$ 179,116 | \$ 70,000 | \$ 6,015,671 | \$ 8,518,704               |              |
|  |       |      |              |            |           |              | Year Of Expenditure (YOE): | \$ 8,518,704 |
| <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 reduces project limits and eliminates Bridge Avenue from the approved scope. ADA upgrades will require signal rebuilds at both Bridge Ave and Front Ave. These signal replacements were not anticipated. In order to fund them, the paving limit will be reduced from 3.92-6.46 to 5.23-6.46 and the paving of Bridge Ave will no longer occur. The total project cost remains unchanged at \$8,518,704 |       |      |              |            |           |              |                            |              |
| > Will Performance Measurements Apply: Appears Yes   |       |      |              |            |           |              |                            |              |
| <b>RTP References:</b>   |       |      |              |            |           |              |                            |              |
| > RTP IDs: 11815 (Portland) NW St Helens Rd Corridor Safety Improvements   |       |      |              |            |           |              |                            |              |
| > RTP Description: Design and implement pedestrian and bicycle facilities and improve traffic safety for all modes.  |       |      |              |            |           |              |                            |              |
| > Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Pavement resurfacing and/or rehabilitation.  |       |      |              |            |           |              |                            |              |
| <b>Fund Codes:</b>   |       |      |              |            |           |              |                            |              |
| > NHPP = Federal National Highway Performance Program (FAST ACT) funds. NHPP support transportation improvements to sites on the National Highway System and State Highway System  |       |      |              |            |           |              |                            |              |
| > ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.   |       |      |              |            |           |              |                            |              |
| > State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs   |       |      |              |            |           |              |                            |              |



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

**Formal Amendment**  
**ADD NEW PROJECT**  
 Initial Programming

|   |                     |            |                   |                 |
|---|---------------------|------------|-------------------|-----------------|
| <b>Lead Agency:</b> ODOT  | Project Type:       | Planning   | <b>ODOT Key:</b>  | <b>21570</b>    |
| <b>Project Name:</b> I-5: Columbia River (Interstate) Bridge  | ODOT Type:          | Bridge/Pln | <b>MTIP ID:</b>   | <b>TBD</b>      |
|   | Performance Meas:   | No         | <b>Status:</b>    | <b>A</b>        |
|   | Capacity Enhancing: | No         | <b>Comp Date:</b> | <b>4/1/2021</b> |
|   | Conformity Exempt:  | Yes        | RTP ID:           | Apndx S 10893   |
| <b>Project Status:</b> A = Programming in progress or in approved MTIP moving forward to obligate funds   | On State Hwy Sys:   | I-5        | RFFA ID:          | N/A             |
| <b>Short Description:</b> Complete multi-modal planning assessment activities for a replacement Interstate 5 bridge between Oregon and Washington | Mile Post Begin:    | 306.70     | RFFA Cycle:       | N/A             |
|   | Mile Post End:      | 308.72     | UPWP:             | Yes             |
|   | Length:             | 2.02       | UPWP Cycle:       | SFY 20          |
|   | 1st Year Program'd: | 2020       | Past Amend:       | 0               |
|   | Years Active:       | 1          | OTC Approval:     | Yes             |

**Detailed Description:** In northern Portland on I-5 across the Columbia River to Vancouver, Washington between MP 306.70 to 3.08.72, conduct and complete multi-modal planning assessments for the replacement of the I-5 Columbia River Bridge to improve mobility and address safety problems along the corridor and include possible study items as the development of a locally preferred alternative, recommended number of general purpose travel lanes, inclusion of light rail, incorporation of active transportation improvements, develop opportunity cost assessments, etc. in support of Resolution 08-3960B

**STIP Description:** Planning activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington.

**PROJECT FUNDING DETAILS**

| Fund Type                        | Fund Code | Year | Planning     | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction           | Total               |
|----------------------------------|-----------|------|--------------|-------------------------|--------------|----------------------------|------------------------|---------------------|
| <b>Federal Funds</b>             |           |      |              |                         |              |                            |                        |                     |
| ADVCON                           | ACPO      | 2020 | \$ 8,299,800 |                         |              |                            |                        | \$ 8,299,800        |
|                                  |           |      |              |                         |              |                            |                        | \$ -                |
|                                  |           |      |              |                         |              |                            | <b>Federal Totals:</b> | <b>\$ 8,299,800</b> |
| <b>Federal Fund Obligations:</b> |           |      |              |                         |              |                            |                        | Federal Aid ID      |
| <b>EA Number:</b>                |           |      |              |                         |              |                            |                        |                     |
| <b>Initial Obligation Date:</b>  |           |      |              |                         |              |                            |                        |                     |

| State Funds  |       |      |              |      |      |              |   |
|--|-------|------|--------------|------|------|--------------|---|
| State  | Match | 2020 | \$ 700,200   |      |      |              | \$ 700,200                              |
|  |       |      |              |      |      |              | \$ -                                    |
|  |       |      |              |      |      | State Total: | \$ 700,200                              |
| State Fund Obligations:  |       |      |              |      |      |              |   |
| EA Number:   |       |      |              |      |      |              |   |
| Initial Obligation Date:   |       |      |              |      |      |              |   |
| Local Funds  |       |      |              |      |      |              |   |
|  |       |      |              |      |      |              | \$ -                                    |
|  |       |      |              |      |      |              | \$ -                                    |
|  |       |      |              |      |      | Local Total  | \$ -                                    |
| Phase Totals Before Amend:   |       |      | \$ -         | \$ - | \$ - | \$ -         | \$ -                                    |
| Phase Totals After Amend:  |       |      | \$ 9,000,000 | \$ - | \$ - | \$ -         | \$ 9,000,000                            |
| Note: Preliminary estimated bridge replacement cost per the RTP = \$3,169,866,000  |       |      |              |      |      |              | Year Of Expenditure (YOE): \$ 9,000,000 |
| <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 adds the new planning study to the MTIP to complete various planning assessments to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver, Washington. ODOT has approved \$8,299,800 of federal Advance Construction funds plus match (total of \$9 million) in support of the planning effort. The funding originates from the annual nationwide FHWA federal fund redistribution action (Redistribution funds) which Oregon will receive a share. The Oregon Transportation Commission approved the funding for the study during their August 2019 meeting. The I-5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. With WSDOT re-establishing this bridge as a priority, ODOT also needs to re-engage on this bi-state effort to improve traffic and mobility. |       |      |              |      |      |              |   |
| > Will Performance Measurements Apply: No  |       |      |              |      |      |              |   |
| <b>RTP References:</b>   |       |      |              |      |      |              |   |
| > RTP IDs: 10893 - I-5 Columbia River Bridge   |       |      |              |      |      |              |   |
| > RTP Description: .Replace I-5/Columbia River bridges and improve interchanges on I-5. Project adds protected/buffered bikeways, cycle tracks and a new trail/multiuse path or extension  |       |      |              |      |      |              |   |
| > Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Other - Planning and Technical Studies   |       |      |              |      |      |              |   |
| <b>Fund Codes:</b>   |       |      |              |      |      |              |   |
| > ADVCON = Federal Advanced Construction funds. ADCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.  |       |      |              |      |      |              |   |
| > State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs   |       |      |              |      |      |              |   |



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

**Formal Amendment**  
**CANCEL PROJECT**  
 1st Amendment to Project

|   |  |               |                     |               |    |                   |                   |
|---|--|---------------|---------------------|---------------|----|-------------------|-------------------|
| <b>Lead Agency:</b>   | <b>Portland</b>  |               | Project Type:       | O&M           |    | <b>ODOT Key:</b>  | <b>20809</b>      |
| <b>Project Name:</b> Central Eastside Intersection Improvements   | <b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). |               | ODOT Type           | Preserve      |    | <b>MTIP ID:</b>   | <b>70887</b>      |
|   |  |               | Performance Meas:   | Yes           |    | <b>Status:</b>    | <b>4</b>          |
|   |  |               | Capacity Enhancing: | No            |    | <b>Comp Date:</b> | <b>12/31/2021</b> |
|   |  |               | Conformity Exempt:  | Yes           |    | RTP ID:           | 11841             |
| <b>Short Description:</b> Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes. |  |               | On State Hwy Sys:   | No            |    | RFFA ID:          | 50303             |
|   |  |               | Mile Post Begin:    | N/A           |    | RFFA Cycle:       | 2019-21           |
|   |  |               | Mile Post End:      | N/A           |    | UPWP:             | N/A               |
|   |  |               | Length:             | N/A           |    | UPWP Cycle:       | N/A               |
|   |  |               | 1st Year Program'd: | 2019          |    | Past Amend:       | 0                 |
|   |  | Years Active: | 2                   | OTC Approval: | No |                   |                   |

**Detailed Description:** None

**STIP Description:** Improve freight access and circulation at key choke points and improve bikeways leading into/through the Central Eastside Industrial

**PROJECT FUNDING DETAILS**

| Fund Type                        | Fund Code | Year | Planning                | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total                       |
|----------------------------------|-----------|------|-------------------------|-------------------------|--------------|----------------------------|--------------|-----------------------------|
| <b>Federal Funds</b>             |           |      | <b>CANCELED PROJECT</b> |                         |              |                            |              |                             |
|                                  |           |      |                         |                         |              |                            |              | \$ -                        |
|                                  |           |      |                         |                         |              |                            |              | \$ -                        |
|                                  |           |      |                         |                         |              |                            |              | \$ -                        |
|                                  |           |      |                         |                         |              |                            |              | <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>  |           |      |                         |                         |              |                            |              |                             |

| Local Funds   |       |      |                         |    |   |                         |              |
|---|-------|------|-------------------------|----|---|-------------------------|--------------|
| TriMet-GF   | Local | 2019 | \$ <del>563,689</del>   |    |   |                         | \$ -         |
| Local   | Local | 2019 | \$ <del>64,517</del>    |    |   |                         | \$ -         |
| TriMet-GF   | Local | 2020 | \$ <del>2,032,190</del> |    |   |                         | \$ -         |
| Local   | Local | 2020 | \$ <del>2,742,037</del> |    |   |                         | \$ -         |
|   |       |      |                         |    |   |                         | \$ -         |
|   |       |      |                         |    |   |                         | \$ -         |
| Local Total   |       |      |                         |    |   |                         | \$ -         |
| Phase Totals Before Amend:  | \$    | -    | \$ <del>628,206</del>   | \$ | - | \$ <del>4,774,227</del> | \$ 5,402,433 |
| 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 cancels the project from the MTIP. The project originally was a Metro 2019-21 RFFA awarded project. Initially programmed with Surface transportation Program (STP) and local matching funds, the project was identified as a de-federalization candidate. The project was de-federalized by completing a fund swap with TriMet resulting in a locally funded project. Metro has developed a separate Intergovernmental Agreement (IGA) with Portland to manage and deliver the local funds for the project. The project is exempt from air quality analysis, does not contain capacity enhancing scope activities, or now requires federal approvals. The local IGA has been developed and executed. As a result, the project can be removed from the MTIP without issue. The Central Eastside Intersection Improvements project will be monitored by Metro and delivered as a locally funded project outside of the MTIP. |       |      |                         |    |   |                         |              |
| Will Performance Measurements Apply: Appears Yes  |       |      |                         |    |   |                         |              |
| <b>RTP References:</b>  |       |      |                         |    |   |                         |              |
| > RTP IDs: 11841 Central Eastside Access and Circulation Improvements   |       |      |                         |    |   |                         |              |
| > RTP Description: Improve access and circulation in the Central Eastside by adding new signals and crossings at Hawthorne & Clay ramp, Salmon & Grand, Salmon & MLK, Washington & Grand, Washington & MLK, Ankeny & Sandy, 16th & Irving, and modifying signals at Stark & Grand, Clay & Grand, and Mill & MLK.  |       |      |                         |    |   |                         |              |
| > Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Pavement resurfacing and/or rehabilitation.   |       |      |                         |    |   |                         |              |
| <b>Fund Codes:</b>  |       |      |                         |    |   |                         |              |
| > TriMet GF = Local TriMet General Funds swapped with Metro for the original awarded federal funds.   |       |      |                         |    |   |                         |              |
| > Local = General local agency funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs   |       |      |                         |    |   |                         |              |





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

**Formal Amendment**  
**CANCEL PROJECT**  
 1st Amendment to Project

|   |                                  |                             |
|---|----------------------------------|-----------------------------|
| <b>Lead Agency:</b> Portland  | <b>Project Type:</b> Active Trns | <b>ODOT Key:</b> 20817      |
| <b>Project Name:</b> NE 72nd Ave: NE Killingsworth - NE Sandy Blvd  | <b>ODOT Type:</b> BikePed        | <b>MTIP ID:</b> 70879       |
| <b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).  | <b>Performance Meas:</b> Yes     | <b>Status:</b> 4            |
| <b>Short Description:</b> Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities. | <b>Capacity Enhancing:</b> No    | <b>Comp Date:</b> 12/1/2022 |
|   | <b>Conformity Exempt:</b> Yes    | <b>RTP ID:</b> 10220        |
|   | <b>On State Hwy Sys:</b> No      | <b>RFFA ID:</b> 50306       |
|   | <b>Mile Post Begin:</b> N/A      | <b>RFFA Cycle:</b> 2019-21  |
|   | <b>Mile Post End:</b> N/A        | <b>UPWP:</b> N/A            |
|   | <b>Length:</b> N/A               | <b>UPWP Cycle:</b> N/A      |
|   | <b>1st Year Program'd:</b> 2019  | <b>Past Amend:</b> 0        |
|   | <b>Years Active:</b> 2           | <b>OTC Approval:</b> No     |

**Detailed Description:** Provide a high-quality pedestrian and bicycle parkway along NE 72nd Ave through the heart of Cully. This project will connect Cully residents to nearby commercial areas and schools, provide multimodal accessibility to parks and green space in Cully and Roseway, and will connect to the future 70s Bikeway to the south. The project would construct a neighborhood greenway with traffic calming and crossing improvements from Sandy to Prescott, physically separated pedestrian and bicycle pathways on the west side of 72nd from Prescott to Sumner, and a shared multi-use path on the west side of 72nd from Sumner to Killingsworth. The project will also include lighting, street trees, and place-making elements.

**STIP Description:** Provide a bicycle and pedestrian parkway along NE 72nd Ave to connect residents to nearby commercial areas, schools, parks and green spaces in Cully and Roseway neighborhoods. Project to connect to the 70s Greenway to the south.

**PROJECT FUNDING DETAILS**

| Fund Type                        | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction           | Total          |
|----------------------------------|-----------|------|----------|-------------------------|--------------|----------------------------|------------------------|----------------|
| <b>Federal Funds</b>             |           |      |          |                         |              |                            |                        |                |
|                                  |           |      |          |                         |              |                            |                        | \$ -           |
|                                  |           |      |          |                         |              |                            |                        | \$ -           |
|                                  |           |      |          |                         |              |                            | <b>Federal Totals:</b> | \$ -           |
| <b>Federal Fund Obligations:</b> |           |      |          |                         |              |                            |                        | Federal Aid ID |
| <b>EA Number:</b>                |           |      |          |                         |              |                            |                        |                |
| <b>Initial Obligation Date:</b>  |           |      |          |                         |              |                            |                        |                |

CANCELED PROJECT

| State Funds   |       |      |                         |                       |                       |                         |                         |      |
|---|-------|------|-------------------------|-----------------------|-----------------------|-------------------------|-------------------------|------|
|   |       |      |                         |                       |                       |                         |                         | \$ - |
|   |       |      |                         |                       |                       |                         | State Total:            | \$ - |
| State Fund Obligations:   |       |      |                         |                       |                       |                         |                         |      |
| EA Number:  |       |      |                         |                       |                       |                         |                         |      |
| Initial Obligation Date:  |       |      |                         |                       |                       |                         |                         |      |
|   |       |      |                         |                       |                       |                         |                         |      |
| Local Funds   |       |      |                         |                       |                       |                         |                         |      |
| TriMet GF   | Local | 2019 | \$ <del>884,446</del>   |                       |                       |                         |                         | \$ - |
| Local   | Local | 2019 | \$ <del>884,446</del>   |                       |                       |                         |                         | \$ - |
| TriMet GF   | Local | 2020 | \$ <del>294,815</del>   |                       |                       |                         |                         | \$ - |
| Local   | Local | 2020 | \$ <del>294,815</del>   |                       |                       |                         |                         | \$ - |
| TriMet GF   | Local | 2021 | \$ <del>50,000</del>    |                       |                       |                         |                         | \$ - |
| Local   | Local | 2021 | \$ <del>50,000</del>    |                       |                       |                         |                         | \$ - |
| TriMet GF   | Local | 2021 | \$ <del>970,739</del>   |                       |                       |                         |                         | \$ - |
| Local   | Local | 2021 |                         |                       |                       |                         | \$ <del>2,567,045</del> | \$ - |
|   |       |      |                         |                       |                       |                         | Local Total             | \$ - |
| Phase Totals Before Amend:  |       | \$ - | \$ <del>1,768,892</del> | \$ <del>589,630</del> | \$ <del>100,000</del> | \$ <del>3,537,784</del> | \$ <del>5,996,306</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 cancels the project from the MTIP. NE 72nd Ave: NE Killingsworth - NE Sandy Blvd is a Metro 2019-21 RFFA federally funded grant awarded project. The project was deemed a good candidate for a fund exchange among Metro and TriMet. The fund exchange has been completed and the Metro local Intergovernmental Agreement (IGA) has been developed and executed. The project does not require federal approvals requiring it to remain in the MTIP. As a result, NE 72nd Ave: NE Killingsworth - NE Sandy is being removed from the MTIP. It will be monitored by Metro and delivered as a locally funded project outside of the MTIP. |       |      |                         |                       |                       |                         |                         |      |
| > Will Performance Measurements Apply: Appears Yes  |       |      |                         |                       |                       |                         |                         |      |
| <b>RTP References:</b>  |       |      |                         |                       |                       |                         |                         |      |
| > RTP ID: 10220 - Seventies Greenstreet and Bikeway   |       |      |                         |                       |                       |                         |                         |      |
| > RTP Description: Develop a combined pedestrian greenway and bike boulevard including crossing improvements from Killingsworth to Springwater.   |       |      |                         |                       |                       |                         |                         |      |
| > Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Other - Pedestrian and Bicycle Facilities   |       |      |                         |                       |                       |                         |                         |      |
| <b>Fund Codes:</b>  |       |      |                         |                       |                       |                         |                         |      |
| > TriMet GF = Local TriMet General Funds swapped with Metro for the original awarded federal funds.   |       |      |                         |                       |                       |                         |                         |      |
| > Local = General local agency funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs   |       |      |                         |                       |                       |                         |                         |      |



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

**Formal Amendment**  
**SCOPE CHANGE**  
 2nd Amendment to Project

|   |          |               |                     |               |    |             |            |
|---|----------|---------------|---------------------|---------------|----|-------------|------------|
| Lead Agency:  | Portland |               | Project Type:       | O&M           |    | ODOT Key:   | 20334      |
| Project Name: Central Systemic Signals and Illumination (Portland)  |          |               | ODOT Type           | Safety        |    | MTIP ID:    | 70949      |
|   |          |               | Performance Meas:   | Yes           |    | Status:     | 4          |
|   |          |               | Capacity Enhancing: | No            |    | Comp Date:  | 12/31/2022 |
|   |          |               | Conformity Exempt:  | Yes           |    | RTP ID:     | Nov Ltr    |
| Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).   |          |               | On State Hwy Sys:   | No            |    | RFFA ID:    | N/A        |
|   |          |               | Mile Post Begin:    | N/A           |    | RFFA Cycle: | N/A        |
| Short Description: Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements. |          |               | Mile Post End:      | N/A           |    | UPWP:       | N/A        |
|   |          |               | Length:             | N/A           |    | UPWP Cycle: | N/A        |
|   |          |               | 1st Year Program'd: | 2019          |    | Past Amend: | 1          |
|   |          | Years Active: | 2                   | OTC Approval: | No |             |            |
|   |          |               |                     |               |    |             |            |

**Detailed Description:** ADD --> **Remaining project site locations include the following: SE Hawthorne Blvd at SE Grand Ave, SE Washington St at SE 99th Ave, SE Foster Rd at SE 92nd Ave, SE Stark St at SE 103rd Dr (ARTS PGB for Portland)**

**STIP Description:** Illumination, intersection work, bike and pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, utility relocation, and other safety improvements at various locations.

**PROJECT FUNDING DETAILS**

| Fund Type                        | Fund Code       | Year            | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction           | Total               |
|----------------------------------|-----------------|-----------------|----------|-------------------------|--------------|----------------------------|------------------------|---------------------|
| <b>Federal Funds</b>             |                 |                 |          |                         |              |                            |                        |                     |
| <del>ADVCON</del>                | <del>ACP0</del> | <del>2019</del> |          | <del>\$ 448,005</del>   |              |                            |                        | \$ -                |
| ADVCON                           | ACP0            | 2019            |          | \$ 904,396              |              |                            |                        | \$ 904,396          |
| ADVCON                           | ACP0            | 2020            |          |                         | \$ 58,560    |                            |                        | \$ 58,560           |
| ADVCON                           | ACP0            | 2020            |          |                         |              | \$ 16,692                  |                        | \$ 16,692           |
| <del>ADVCON</del>                | <del>ACP0</del> | <del>2021</del> |          |                         |              |                            | <del>\$ 203,068</del>  | \$ -                |
| ADVCON                           | ACP0            | 2021            |          |                         |              |                            | \$ 735,233             | \$ 735,233          |
| <del>HSIP</del>                  | <del>MS30</del> | <del>2021</del> |          |                         |              |                            | <del>\$ 988,555</del>  | \$ -                |
|                                  |                 |                 |          |                         |              |                            |                        | \$ -                |
|                                  |                 |                 |          |                         |              |                            | <b>Federal Totals:</b> | <b>\$ 1,714,881</b> |
| <b>Federal Fund Obligations:</b> |                 |                 |          | \$ 448,005              |              |                            |                        | Federal Aid ID      |
| <b>EA Number:</b>                |                 |                 |          | PE003064                |              |                            |                        | 5900(303)           |
| <b>Initial Obligation Date:</b>  |                 |                 |          | 12/26/2018              |              |                            |                        |                     |

| State Funds   |       |      |                       |           |           |                         |   |  |
|---|-------|------|-----------------------|-----------|-----------|-------------------------|---|--|
|   |       |      |                       |           |           |                         | \$ -                                    |  |
|   |       |      |                       |           |           | State Total:            | \$ -                                    |  |
| State Fund Obligations:   |       |      |                       |           |           |                         |   |  |
| EA Number:  |       |      |                       |           |           |                         |   |  |
| Initial Obligation Date:  |       |      |                       |           |           |                         |   |  |
|   |       |      |                       |           |           |                         |   |  |
| Local Funds   |       |      |                       |           |           |                         |   |  |
| Local   | Match | 2019 | \$ <del>37,795</del>  |           |           |                         | \$ -                                    |  |
| Local   | Match | 2019 | \$ 76,298             |           |           |                         | \$ 76,298                               |  |
| Other   | OTH0  | 2020 | \$ <del>4,940</del>   |           |           |                         | \$ -                                    |  |
| Local   | Match | 2020 | \$ 4,940              |           |           |                         | \$ 4,940                                |  |
| Other   | OTH0  | 2020 | \$ <del>1,408</del>   |           |           |                         | \$ -                                    |  |
| Local   | Match | 2020 | \$ 1,408              |           |           |                         | \$ 1,408                                |  |
| Other   | OTH0  | 2021 | \$ <del>100,531</del> |           |           |                         | \$ -                                    |  |
| Local   | Match | 2021 | \$ 62,027             |           |           |                         | \$ 62,027                               |  |
|   |       |      |                       |           |           | Local Total             | \$ 144,673                              |  |
| Phase Totals Before Amend:  |       | \$ - | \$ <del>485,800</del> | \$ 63,500 | \$ 18,100 | \$ <del>1,292,154</del> | \$ 1,859,554                            |  |
| Phase Totals After Amend:   |       | \$ - | \$ 980,694            | \$ 63,500 | \$ 18,100 | \$ 797,260              | \$ 1,859,554                            |  |
| Note: ADVCON @92.22% federal share  |       |      |                       |           |           |                         | Year Of Expenditure (YOE): \$ 1,859,554 |  |
| <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 reduces the project scope to fit budget constraints. PE Consultant fees came in much higher than originally anticipated. After evaluating each location based on the benefit cost (B/C), ODOT decided to remove four locations from the project scope. These include: (1) ARTS ID #9: 92nd Ave: Powell - Woodstock, (2) ARTS ID #14: W Burnside Rd: Uptown Terrace - 48th Ave, (3) ARTS ID #20H: NE Halsey St at NE 122nd Ave, and (4) ARTS ID #34H: SE Stark St at SE 148th Ave. The removal of these locations results in a savings of \$494,894 in the CON phase. ODOT is shifting this to PE to address the PE phase shortfall. |       |      |                       |           |           |                         |   |  |
| > Will Performance Measurements Apply: Appears Yes  |       |      |                       |           |           |                         |   |  |
| <b>RTP References:</b>  |       |      |                       |           |           |                         |   |  |
| > RTP IDs: November 27, 2018 Ltr - ODOT Operations & Maintenance Project Groupings for the RTP  |       |      |                       |           |           |                         |   |  |
| > RTP Description: Safety and Operations Projects: Eligible safety and operational improvements for this project grouping may include the following - (1) Highway crossings improvements, (2) Roadway safety (non-capacity repairs/rehabilitation, (3) Landslides/rock falls mitigation, (4) Illumination/Signals, ITS  |       |      |                       |           |           |                         |   |  |
| > Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Safety, Lighting improvements.  |       |      |                       |           |           |                         |   |  |
| <b>Fund Codes:</b>  |       |      |                       |           |           |                         |   |  |
| > ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.  |       |      |                       |           |           |                         |   |  |
| > 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 beyond the required minimum match in support of phase costs. Often referred to as "Overmatch"  |       |      |                       |           |           |                         |   |  |



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

**Formal Amendment**  
**COST INCREASE**  
 5th Amendment to Project

|  |                     |             |                   |                  |
|--|---------------------|-------------|-------------------|------------------|
| <b>Lead Agency:</b> Tigard   | Project Type:       | Active Trns | <b>ODOT Key:</b>  | <b>19327</b>     |
| <b>Project Name:</b> Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR   | ODOT Type           | BikePed     | <b>MTIP ID:</b>   | <b>70690</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: | No          | <b>Comp Date:</b> | <b>12/1/2022</b> |
|  | Conformity Exempt:  | Yes         | RTP ID:           | 10766            |
| <b>Short Description:</b> This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard. | On State Hwy Sys:   | No          | RFFA ID:          | 50261            |
|  | Mile Post Begin:    | N/A         | RFFA Cycle:       | 2016-18          |
|  | Mile Post End:      | N/A         | UPWP:             | N/A              |
|  | Length:             | N/A         | UPWP Cycle:       | N/A              |
|  | 1st Year Program'd: | 2017        | Past Amend:       | 4                |
|  | Years Active:       | 4           | OTC Approval:     | No               |

**Detailed Description:** This project will construct four sections of the Fanno Creek Trail in Tigard: 1) Woodard Park to Grant Avenue; 2) Main Street to Hall Boulevard; 3) Tigard Library to Bonita Road, and 4) 85th Avenue to Tualatin River Bridge. Design elements consist of an elevated trail for the Woodard to Grant segment, removal of the existing trail and realigning the new trail for the Main to Hall segment, and a new at-grade trail for the Tigard library to Bonita Road and 85th Avenue to Tualatin River Bridge segments.

**STIP Description:** Construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.

**PROJECT FUNDING DETAILS**

| Fund Type                        | Fund Code       | Year            | Planning | Preliminary Engineering | Right of Way          | Other (Utility Relocation) | Construction           | Total               |
|----------------------------------|-----------------|-----------------|----------|-------------------------|-----------------------|----------------------------|------------------------|---------------------|
| <b>Federal Funds</b>             |                 |                 |          |                         |                       |                            |                        |                     |
| <del>CMAQ</del>                  | <del>Z400</del> | <del>2017</del> |          | <del>\$ 1,151,424</del> |                       |                            |                        | \$ -                |
| CMAQ                             | Z400            | 2017            |          | \$ 1,151,236            |                       |                            |                        | \$ 1,151,236        |
| <del>CMAQ</del>                  | <del>Z400</del> | <del>2019</del> |          |                         | <del>\$ 250,000</del> |                            |                        | \$ -                |
| CMAQ                             | Z400            | 2020            |          |                         | \$ 250,000            |                            |                        | \$ 250,000          |
| <del>CMAQ</del>                  | <del>Z400</del> | <del>2019</del> |          |                         |                       | <del>\$ 3,000,000</del>    |                        | \$ -                |
| CMAQ                             | Z400            | 2021            |          |                         |                       | \$ 3,000,000               |                        | \$ 3,000,000        |
|                                  |                 |                 |          |                         |                       |                            |                        | \$ -                |
|                                  |                 |                 |          |                         |                       |                            | <b>Federal Totals:</b> | <b>\$ 4,401,236</b> |
| <b>Federal Fund Obligations:</b> |                 |                 |          | \$ 1,151,236            |                       |                            |                        | Federal Aid ID      |
| <b>EA Number:</b>                |                 |                 |          | PE002814                |                       |                            |                        | 7365(014)           |
| <b>Initial Obligation Date:</b>  |                 |                 |          | 7/5/2017                |                       |                            |                        |                     |

| State Funds   |                  |                 |                         |            |      |                     |                     |
|---|------------------|-----------------|-------------------------|------------|------|---------------------|---------------------|
|   |                  |                 |                         |            |      |                     | \$ -                |
|   |                  |                 |                         |            |      |                     | \$ -                |
|   |                  |                 |                         |            |      | <b>State Total:</b> | <b>\$ -</b>         |
| State Fund Obligations:   |                  |                 |                         |            |      |                     |                     |
| EA Number:  |                  |                 |                         |            |      |                     |                     |
| Initial Obligation Date:  |                  |                 |                         |            |      |                     |                     |
| Local Funds   |                  |                 |                         |            |      |                     |                     |
| <del>Local</del>  | <del>Match</del> | <del>2017</del> | <del>\$ 131,786</del>   |            |      |                     | \$ -                |
| Local   | Match            | 2017            | \$ 131,764              |            |      |                     | \$ 131,764          |
| <del>Local</del>  | <del>Match</del> | <del>2019</del> | <del>\$ 28,614</del>    |            |      |                     | \$ -                |
| Local   | Match            | 2020            | \$ 28,614               |            |      |                     | \$ 28,614           |
| <del>Local</del>  | <del>Match</del> | <del>2019</del> | <del>\$ 343,363</del>   |            |      |                     | \$ -                |
| Local   | Match            | 2021            | \$ 343,363              |            |      |                     | \$ 343,363          |
| Other   | OVM              | 2021            |                         |            |      | \$ 1,500,000        | \$ 1,500,000        |
|   |                  |                 |                         |            |      | <b>Local Total</b>  | <b>\$ 2,003,741</b> |
| Phase Totals Before Amend:  |                  | \$ -            | <del>\$ 1,283,210</del> | \$ 278,614 | \$ - | \$ 3,343,363        | \$ 4,905,187        |
| Phase Totals After Amend:   |                  | \$ -            | \$ 1,283,000            | \$ 278,614 | \$ - | \$ 4,843,363        | \$ 6,404,977        |
| Year Of Expenditure (YOE):  |                  |                 |                         |            |      |                     | \$ 6,404,977        |
| <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 latest update to the Project Specifications and Estimates (PS&E) indicated a revised construction cost of \$1.5 million to complete the project. As a result of the cost increase, additional PE time is required delaying Right of Way and Construction. Right of Way is pushed out to 2020 with Construction to 2021 along with the \$1.5 million of local funds added to the Construction phase as part of the formal amendment. The revised Construction phase cost increases to \$4,843.363 with the total project cost increasing to \$6,404,977. |                  |                 |                         |            |      |                     |                     |
| > Will Performance Measurements Apply: Appears Yes  |                  |                 |                         |            |      |                     |                     |
| <b>RTP References:</b>  |                  |                 |                         |            |      |                     |                     |
| > RTP ID: 10766 - Regional Trail Gap Closure  |                  |                 |                         |            |      |                     |                     |
| > RTP Description: Infill gaps in regional trail network. Affected trails include Fanno Creek, Washington Square Loop and Westside Trails.  |                  |                 |                         |            |      |                     |                     |
| > Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Air Quality - Pedestrian and Bicycle Facilities.  |                  |                 |                         |            |      |                     |                     |
| <b>Fund Codes:</b>  |                  |                 |                         |            |      |                     |                     |
| > CMAQ = Federal Congestion Mitigation Air Quality (CMAQ) improvement funds allocated to Metro for a discretionary allocation to projects that provide strong air quality improvement benefits.   |                  |                 |                         |            |      |                     |                     |
| > Local = General local funds provided by the lead agency as part of the required match to the federal funds.   |                  |                 |                         |            |      |                     |                     |
| > Other = General local funds committed by the lead agency as overmatch and to cover phase cost above the required minimum match.   |                  |                 |                         |            |      |                     |                     |

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Thursday, October 24, 2019  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: November 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5046

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## STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING EIGHT PROJECTS IMPACTING METRO, ODOT, PORTLAND, AND TIGARD (NV20-03-NOV)

## BACKGROUND

### What This Is:

The November 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle (for FFY 2020) contains required changes and updates impacting Metro, ODOT, and Portland. Eight projects comprise the amendment bundle.

### What is the requested action?

Staff is providing TPAC notification of the November 2019 formal amendment and requesting their approval recommendation to JPACT for Resolution 19-5046, 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 November 2019 Formal Amendment Bundle<br>Amendment Type: <b>Formal/Full</b><br>Amendment #: <b>NV20-03-NOV</b><br>Total Number of Projects: 8 |           |             |   |   |  |
|--|-----------|-------------|---|---|--|
| ODOT Key #   | MTIP ID # | Lead Agency | Project Name  | Project Description   | Description of Changes   |
| Project #1<br>Key<br><b>21038</b>  | 71010     | Metro       | Regional TSMO Program (2017)  | Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking | <b>CANCEL PROJECT:</b><br>Project awarded STP for SFY 2019 UPWP was obligated during SFY 2018 under a different Key. As a result, Key 21038 became a duplicate project in the MTIP and is being removed now.   |
| Project #2<br>Key<br><b>20451</b>  | 70996     | ODOT        | <del>OR8 at River Rd &amp; OR224 at Lake Rd</del><br><b>OR8 at River Rd</b> | Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro   | <b>SCOPE CHANGE:</b><br>The formal amendment completes a scope change to remove the intersection of OR224 and Lake Rd from the approved scope. The project remains a signalization upgrade at OR 8 and River Rd with required ADA improvements. The total project cost of \$2,649,465 remains unchanged. |

|  |       |          |   |  |  |
|--|-------|----------|---|--|--|
| Project #3<br>Key<br>20208                   | 70938 | ODOT     | <del>US30: KITTRIDGE-ST JOHNS</del><br>US30: NW<br>Saltzman Rd - NW<br>Bridge Ave | Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed.   | <b>SCOPE CHANGE:</b><br>The formal amendment reduces project limits and eliminates Bridge Avenue from the approved scope. ADA upgrades will require signal rebuilds at both Bridge Ave and Front Ave. These signal replacements were not anticipated. In order to fund them, the paving limit will be reduced from 3.92-6.46 to 5.23-6.46 and the paving of Bridge Ave will no longer occur. The total project cost remains unchanged at \$8,518,704   |
| Project #4<br>Key<br>21570<br>New<br>Project | TBD   | ODOT     | I-5: Columbia River<br>(Interstate) Bridge  | Complete multi-modal planning assessment activities for a replacement Interstate 5 bridge between Oregon and Washington  | <b>ADD NEW PROJECT:</b><br>The formal amendment adds the new planning study to the MTIP to complete various planning assessments to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver, Washington. ODOT has approved \$8,299,800 of federal Advance Construction funds plus match (total of \$9 million) The I-5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. With WSDOT re-establishing this bridge as a priority, ODOT also needs to re-engage on this bi-state effort to improve traffic and mobility. |
| Project #5<br>Key<br>20809                   | 70887 | Portland | Central Eastside<br>Intersection<br>Improvements                                  | Improve freight access and circulation at key choke points in the Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes. | <b>CANCEL PROJECT:</b><br>The project has been de-federalized through a fund exchange among TriMet and Metro. Now locally funded, the project does not have any federal approvals or requirements to be programmed in the MTIP. It is being removed from the MTIP through this formal amendment. The project will be delivered as a locally funded project monitored by Metro.   |
| Project #6<br>Key<br>20817                   | 70879 | Portland | NE 72nd Ave: NE<br>Killingsworth - NE<br>Sandy Blvd                               | Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities.  | <b>CANCEL PROJECT:</b><br>The formal amendment cancels the project from the MTIP. The project was deemed a good candidate for a fund exchange among Metro and TriMet. The fund exchange has been completed and the Metro local Intergovernmental Agreement (IGA) has been developed and executed. The project does not require federal approvals requiring it to remain in the MTIP. As a result, NE 72nd Ave: NE Killingsworth - NE Sandy is being removed from the MTIP. It will be monitored by Metro and delivered as a locally funded project outside of the MTIP.  |




|                            |       |          |   |  |  |
|----------------------------|-------|----------|---|--|--|
| Project #7<br>Key<br>20334 | 70949 | Portland | Systemic Signal and Illumination (Portland)                     | Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements. | <b>SCOPE CHANGE:</b><br>The formal amendment reduces the project scope to fit budget constraints. PE Consultant fees came in much higher than originally anticipated. After evaluating each location based on the benefit cost (B/C), ODOT decided to remove four locations from the project scope. These include: (1) ARTS ID #9: 92nd Ave: Powell - Woodstock, (2) ARTS ID #14: W Burnside Rd: Uptown Terrace - 48th Ave, (3) ARTS ID #20H: NE Halsey St at NE 122nd Ave, and (4) ARTS ID #34H: SE Stark St at SE 148th Ave. The removal of these locations results in a savings of \$494,894 in the CON phase. ODOT is shifting this to PE to address the PE phase shortfall. |
| Project #8<br>Key<br>19327 | 70690 | Tigard   | Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR | This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.                             | <b>COST INCREASE:</b><br>The latest update to the Project Specifications and Estimates (PS&E) indicated a revised construction cost of \$1.5 million to complete the project. As a result of the cost increase, additional PE time is required delaying Right of Way and Construction. Right of Way is pushed out to 2020 with Construction to 2021 along with the \$1.5 million of local funds added to the Construction phase as part of the formal amendment. The revised Construction phase cost increases to \$4,843.363 with the total project cost increasing to \$6,404,977.   |

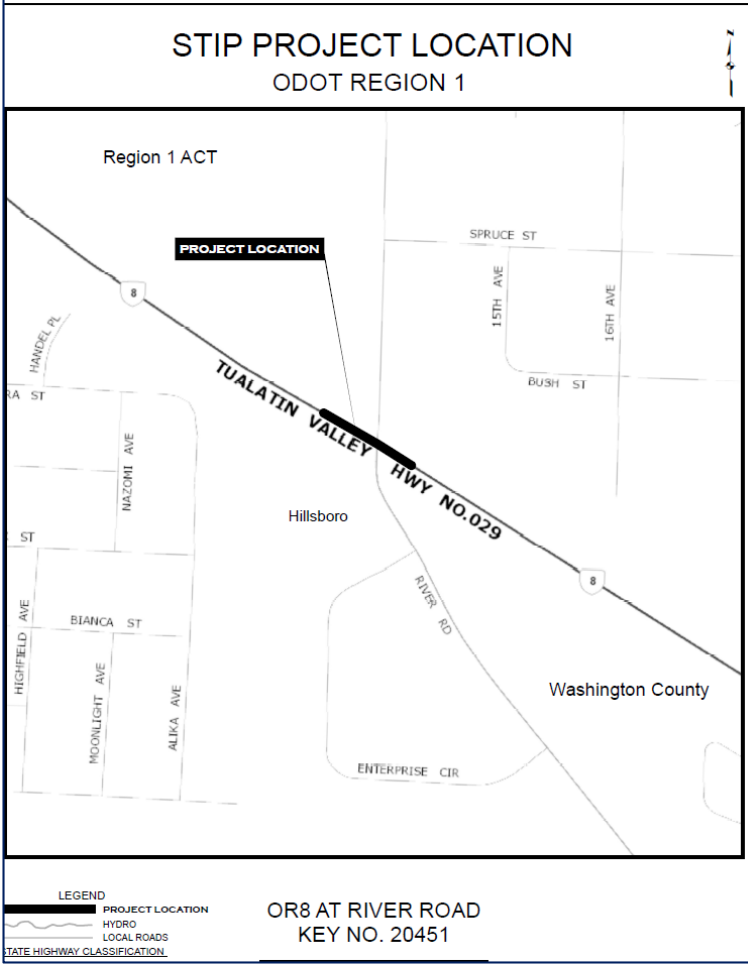
A detailed summary of the amended projects is provided in the tables on the following pages.

| <b>Project 1: Regional TSMO Program 2017</b> |   |
|--|---|
| Lead Agency:                                 | <b>Metro</b>  |
| ODOT Key Number:                             | <b>21038</b>  |
|  | MTIP ID Number: 70677   |
| Projects Description:                        | <p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: <ul style="list-style-type: none"> <li>The project is a Regional Flexible Fund Allocation (RFFA) Step 1 annual allocation that supports various Transportation System Management and Operations (TSMO) planning activities by Metro staff to plan and implement Regional Intelligent Transportation System (ITS) projects</li> <li>While most of the RFFA allocation for TSMO activities directly support new ITS projects, this allocation supports Metro staff planning needs.</li> <li>The funds are incorporated into the annual Unified Planning and Work Program (UPWP)</li> </ul> </li> <li>Source: Existing MTIP project</li> <li>Funding: FHWA Surface Transportation Program (STP) funds allocated to Metro and implemented through Metro's RFFA program.</li> <li>Type: TSMO/ITS</li> <li>Location: N/A. The funding supports staff planning activities.</li> <li>Cross Streets: N/A – various locations recommended</li> <li>Mile Post Limits: N/A</li> <li>Current Status Code: 0 =No activity</li> <li>STIP Amendment Number: TBD</li> <li>MTIP Amendment Number: NV20-03-NOV</li> </ul> |

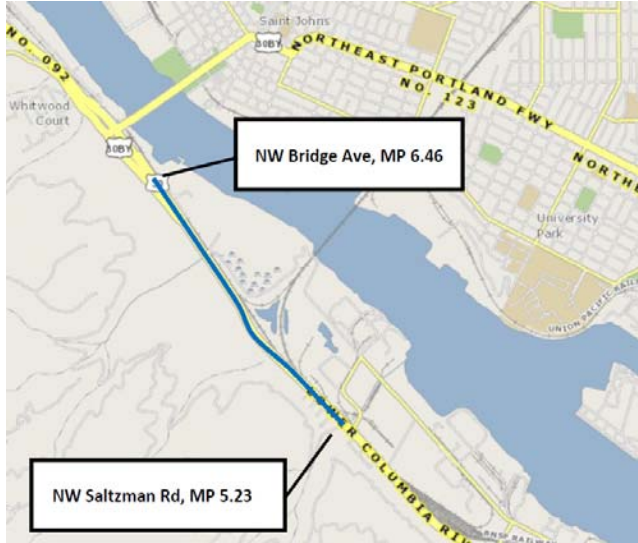
|                                     |  |   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
|-------------------------------------|--|---|----------------|---------------------|--------------|---|--|--|--------------|--|------------------------------|--|--|--|--|-------------|--|---------------------|--|--|--|--------------|----------|-------|---|--|--|--|---|---------|-------|--------|--|-------|------|-----------|----------------|---------------------|--------------|--------------|-------|------|-------------|----------|---------|-----|----------|-----------------|--|--|----------|---------|-----|----------|--|--|--|--|--|--|--|--------------------------------|--|--|----------|---------|-----|----------|-------------|--|-------|--|--|--|--|--------------|--|-------------------------------|--|--|--|--|-------------|--|---------------------|--|--|--|--------------|----------|-------|---|--|--|--|-------|---------|-------|--------|--|-------|------|-----------|----------------|---------------------|--------------|--------------|----------|------|-------------|-------------|-----------|-----|-------------|----------|------|------|-----------|----------|-----|-----------|----------|------|-----------------------|-------------|-----------|-----|-------------|-----------------|--|--|-------------|-----------|-----|-------------|--|--|--|--|--|--|--|--------------------------------|--|--|-------------|-----------|-----|-------------|
|                                     | <div>AMENDMENT ACTION: CANCEL PROJECT</div> <div>The RFFA allocation is committed to TSMO/ITS planning needs on an annual basis. Due to prior year accounting of UPWP allocated funds, Metro chose to program the TSMO planning funds as a stand-alone MTIP project (in Key 21038) rather than incorporate it into the Master Agreement project Key of 21271.</div> <table><tr><td colspan="2">LEAD AGENCY</td><td colspan="5">Metro</td></tr><tr><td colspan="2">PROJECT NAME</td><td colspan="5">Regional TSMO Program (2017)</td></tr><tr><td colspan="2">Project IDs</td><td colspan="4">Project Description</td><td>Project Type</td></tr><tr><td>ODOT KEY</td><td>21038</td><td colspan="4" rowspan="3">Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking</td><td rowspan="3">Transportation System Management Operations</td></tr><tr><td>MTIP ID</td><td>71010</td></tr><tr><td>RTP ID</td><td></td></tr><tr><td>Phase</td><td>Year</td><td>Fund Type</td><td>Federal Amount</td><td>Minimum Local Match</td><td>Other Amount</td><td>Total Amount</td></tr><tr><td>Other</td><td>2019</td><td>STP - Urban</td><td>\$65,454</td><td>\$7,492</td><td>\$0</td><td>\$72,946</td></tr><tr><td colspan="3">FY 18-21 Totals</td><td>\$65,454</td><td>\$7,492</td><td>\$0</td><td>\$72,946</td></tr><tr><td colspan="3"></td><td></td><td></td><td></td><td></td></tr><tr><td colspan="3">Estimated Project Cost (YOE\$)</td><td>\$65,454</td><td>\$7,492</td><td>\$0</td><td>\$72,946</td></tr></table><br><table><tr><td colspan="2">LEAD AGENCY</td><td colspan="5">Metro</td></tr><tr><td colspan="2">PROJECT NAME</td><td colspan="5">Portland Metro Planning SFY19</td></tr><tr><td colspan="2">Project IDs</td><td colspan="4">Project Description</td><td>Project Type</td></tr><tr><td>ODOT KEY</td><td>21271</td><td colspan="4" rowspan="3">For Metro annual MPO planning funds for federal fiscal year 2019 in support of UPWP and other planning activities the MPO is required to complete</td><td rowspan="3">Other</td></tr><tr><td>MTIP ID</td><td>71053</td></tr><tr><td>RTP ID</td><td></td></tr><tr><td>Phase</td><td>Year</td><td>Fund Type</td><td>Federal Amount</td><td>Minimum Local Match</td><td>Other Amount</td><td>Total Amount</td></tr><tr><td>Planning</td><td>2018</td><td>STP - Urban</td><td>\$2,429,343</td><td>\$278,049</td><td>\$0</td><td>\$2,707,392</td></tr><tr><td>Planning</td><td>2018</td><td>5303</td><td>\$575,307</td><td>\$65,846</td><td>\$0</td><td>\$641,153</td></tr><tr><td>Planning</td><td>2018</td><td>Metro Planning (Z450)</td><td>\$2,192,877</td><td>\$250,985</td><td>\$0</td><td>\$2,443,862</td></tr><tr><td colspan="3">FY 18-21 Totals</td><td>\$5,197,527</td><td>\$594,880</td><td>\$0</td><td>\$5,792,407</td></tr><tr><td colspan="3"></td><td></td><td></td><td></td><td></td></tr><tr><td colspan="3">Estimated Project Cost (YOE\$)</td><td>\$5,197,527</td><td>\$594,880</td><td>\$0</td><td>\$5,792,407</td></tr></table> | LEAD AGENCY   |                | Metro               |              |   |  |  | PROJECT NAME |  | Regional TSMO Program (2017) |  |  |  |  | Project IDs |  | Project Description |  |  |  | Project Type | ODOT KEY | 21038 | Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking |  |  |  | Transportation System Management Operations | MTIP ID | 71010 | RTP ID |  | Phase | Year | Fund Type | Federal Amount | Minimum Local Match | Other Amount | Total Amount | Other | 2019 | STP - Urban | \$65,454 | \$7,492 | \$0 | \$72,946 | FY 18-21 Totals |  |  | \$65,454 | \$7,492 | \$0 | \$72,946 |  |  |  |  |  |  |  | Estimated Project Cost (YOE\$) |  |  | \$65,454 | \$7,492 | \$0 | \$72,946 | LEAD AGENCY |  | Metro |  |  |  |  | PROJECT NAME |  | Portland Metro Planning SFY19 |  |  |  |  | Project IDs |  | Project Description |  |  |  | Project Type | ODOT KEY | 21271 | For Metro annual MPO planning funds for federal fiscal year 2019 in support of UPWP and other planning activities the MPO is required to complete |  |  |  | Other | MTIP ID | 71053 | RTP ID |  | Phase | Year | Fund Type | Federal Amount | Minimum Local Match | Other Amount | Total Amount | Planning | 2018 | STP - Urban | \$2,429,343 | \$278,049 | \$0 | \$2,707,392 | Planning | 2018 | 5303 | \$575,307 | \$65,846 | \$0 | \$641,153 | Planning | 2018 | Metro Planning (Z450) | \$2,192,877 | \$250,985 | \$0 | \$2,443,862 | FY 18-21 Totals |  |  | \$5,197,527 | \$594,880 | \$0 | \$5,792,407 |  |  |  |  |  |  |  | Estimated Project Cost (YOE\$) |  |  | \$5,197,527 | \$594,880 | \$0 | \$5,792,407 |
| LEAD AGENCY                         |  | Metro   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| PROJECT NAME                        |  | Regional TSMO Program (2017)  |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| Project IDs                         |  | Project Description   |                |                     |              | Project Type                                |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| ODOT KEY                            | 21038  | Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking                     |                |                     |              | Transportation System Management Operations |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| MTIP ID                             | 71010  |   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| RTP ID                              |  |   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| Phase                               | Year   | Fund Type   | Federal Amount | Minimum Local Match | Other Amount | Total Amount                                |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| Other                               | 2019   | STP - Urban   | \$65,454       | \$7,492             | \$0          | \$72,946                                    |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| FY 18-21 Totals                     |  |   | \$65,454       | \$7,492             | \$0          | \$72,946                                    |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
|                                     |  |   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| Estimated Project Cost (YOE\$)      |  |   | \$65,454       | \$7,492             | \$0          | \$72,946                                    |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| LEAD AGENCY                         |  | Metro   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| PROJECT NAME                        |  | Portland Metro Planning SFY19   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| Project IDs                         |  | Project Description   |                |                     |              | Project Type                                |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| ODOT KEY                            | 21271  | For Metro annual MPO planning funds for federal fiscal year 2019 in support of UPWP and other planning activities the MPO is required to complete |                |                     |              | Other                                       |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| MTIP ID                             | 71053  |   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| RTP ID                              |  |   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| Phase                               | Year   | Fund Type   | Federal Amount | Minimum Local Match | Other Amount | Total Amount                                |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| Planning                            | 2018   | STP - Urban   | \$2,429,343    | \$278,049           | \$0          | \$2,707,392                                 |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| Planning                            | 2018   | 5303  | \$575,307      | \$65,846            | \$0          | \$641,153                                   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| Planning                            | 2018   | Metro Planning (Z450)   | \$2,192,877    | \$250,985           | \$0          | \$2,443,862                                 |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| FY 18-21 Totals                     |  |   | \$5,197,527    | \$594,880           | \$0          | \$5,792,407                                 |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
|                                     |  |   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| Estimated Project Cost (YOE\$)      |  |   | \$5,197,527    | \$594,880           | \$0          | \$5,792,407                                 |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| What is changing?                   | <div>However, the required STP was added to Key 21271 and obligated as part of the regular annual UPWP cycle. Unfortunately, Metro was not notified of this which resulted in confusion over the funding status. Finally resolved last June and re-confirmed during September that the appropriate expenditures were occurring under Key 21271, Key 21038 is now being removed from the MTIP to ensure double programming and obligation of the STP does not occur.</div>  |   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| Additional Details:                 | A multi-step verification process is now in place to help avoid similar situations for again occurring   |   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| Why a Formal amendment is required? | A formal/full amendment is required for any project that is removed/canceled from the MTIP   |   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| Total Programmed Amount:            | The total project programming amount decreases from \$72,946 to \$0  |   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |
| Added Notes:                        |  |   |                |                     |              |   |  |  |              |  |                              |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |   |         |       |        |  |       |      |           |                |                     |              |              |       |      |             |          |         |     |          |                 |  |  |          |         |     |          |  |  |  |  |  |  |  |                                |  |  |          |         |     |          |             |  |       |  |  |  |  |              |  |                               |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |       |         |       |        |  |       |      |           |                |                     |              |              |          |      |             |             |           |     |             |          |      |      |           |          |     |           |          |      |                       |             |           |     |             |                 |  |  |             |           |     |             |  |  |  |  |  |  |  |                                |  |  |             |           |     |             |

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| <b>Project 2:</b>     | <b><del>OR8 at River Rd &amp; OR224 at Lake Rd</del><br/>OR8 at River Road</b>   |                 |       |
| Lead Agency:          | ODOT   |                 |       |
| ODOT Key Number:      | 20451  | MTIP ID Number: | 70996 |
| Projects Description: | <p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. <b>Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County</b></li> </ul> |                 |       |

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|                     | <ul style="list-style-type: none"> <li>• Source: Existing MTIP project.</li> <li>• Funding: Combination of multiple federal funds including <ul style="list-style-type: none"> <li>○ Advance Construction</li> <li>○ Railroad Highway Crossing Hazards Elimination</li> <li>○ State Surface transportation Block Grant (STBG)</li> <li>○ National Highway Performance Program (NHPP)</li> </ul> </li> <li>• Type: O&amp;M – operations/safety – signalization project</li> <li>• Location: On OR8</li> <li>• Cross Streets: At River Rd intersection</li> <li>• Overall Mile Post Limits: 11.70 to 11.75 (0.05 miles)</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: 18-21-3218</li> <li>• MTIP Amendment Number: NV20-03-NOV</li> </ul> |
| What is changing?   | <p><b>AMENDMENT ACTION: SCOPE CHANGE</b></p> <p>The formal amendment drops the planned OR 224 at Lake Rd scope activities from the project. The project remains a signalization improvement project at the OR8/River Rd intersection. The latest construction cost analysis for this project revealed that the cost of delivering both the OR8 and OR224 locations will exceed the available funding. The overages are resulting from inflation as well as a new contingency calculation methodology that was not used during original scoping. In order to deliver the project within budget, ODOT decided to remove the OR224 location from the project scope. ODOT Maintenance will consider constructing the improvements at that location using non-federal funds.</p>   |
| Additional Details: |   |



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| 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 remains unchanged at \$2,649,465  |
| Added Notes:                        |  |

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| <b>Project 3:</b>     |   | <del>US30: KITTRIDGE - ST JOHNS</del><br><b>US30: NW Saltzman Rd - NW Bridge Ave</b> |       |
| Lead Agency:          | <b>ODOT</b>   |  |       |
| ODOT Key Number:      | <b>20208</b>  | MTIP ID Number:  | 70938 |
| Projects Description: | <p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements - Roadway rehabilitation: Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed.</li> <li>Source: Existing MTIP project</li> <li>Funding: Federal NHPP plus Advance Construction funds</li> <li>Type: Roadway rehabilitation</li> <li>Location: In NW Portland on US30</li> <li>Cross Street Limits: NW Saltzman Rd to NW Bridge Ave</li> <li>Overall Mile Post Limits: MP 5.23 to 6.46 (1.23 miles total)</li> </ul> |  |       |

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|                                     | <ul style="list-style-type: none"> <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: 18-21-3220</li> <li>MTIP Amendment Number: NV20-03-NOV</li> </ul>  |
| What is changing?                   | <p><b>AMENDMENT ACTION: SCOPE CHANGE</b></p> <p>The formal amendment reduces project limits and eliminates Bridge Avenue from the approved scope. ADA upgrades will require signal rebuilds at both Bridge Ave and Front Ave. These signal replacements were not anticipated. In order to fund them, the paving limit will be reduced from 3.92-6.46 to 5.23-6.46 and the paving of Bridge Ave will no longer occur. The total project cost remains unchanged at \$8,518,704</p> |
| Additional Details:                 |   |
| Why a Formal amendment is required? | Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, significant scope changes where the project limits are adjusted by more 0.25 miles require a formal MTIP amendment to explain the change  |
| Total Programmed Amount:            | The total project programming amount remains unchanged at \$8,518,704  |
| Added Notes:                        |  |


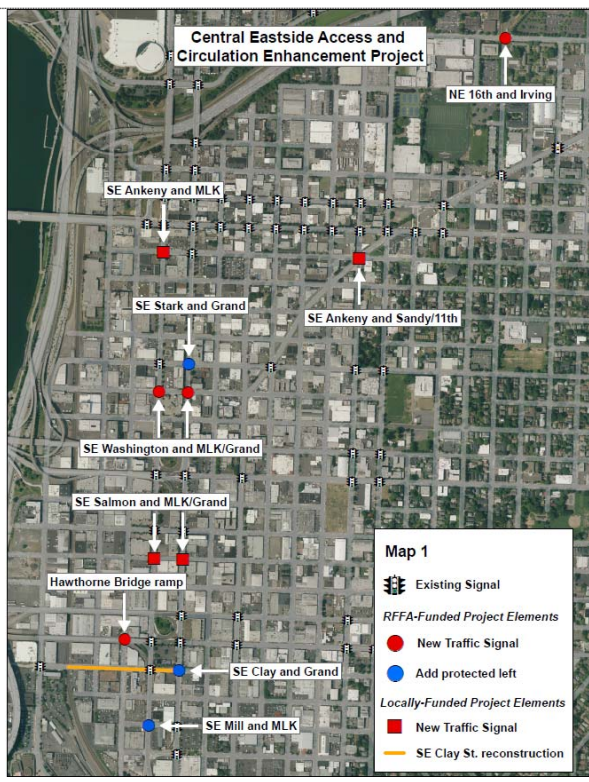
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| <b>Project 4:</b>     | <b>I-5 Columbia River (Interstate) Bridge (New MTIP Planning Project)</b>  |                 |     |
| Lead Agency:          | <b>ODOT</b>  |                 |     |
| ODOT Key Number:      | <b>21570</b>   | MTIP ID Number: | TBD |
| Projects Description: | <p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Complete multi-modal planning assessment activities for a replacement Interstate 5 bridge between Oregon and Washington</li> <li>Source: New MTIP project</li> <li>Funding: Federal Advance Construction funds and matching funds</li> <li>Type: Planning study</li> <li>Location: I-5 across the Columbia River</li> <li>Cross Street Limits: Portland, Oregon to Vancouver, Washington</li> <li>Overall Mile Post Limits: MP 306.70 to 308.72 (2.02 miles total)</li> <li>Current Status Code: = A = Programming in progress or in approved MTIP moving forward to obligate funds</li> <li>STIP Amendment Number: 18-21-3214</li> </ul> |                 |     |



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| <p>What is changing?</p>                   | <ul style="list-style-type: none"> <li>• MTIP Amendment Number: NV20-03-NOV</li> </ul> <p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>The formal amendment adds the new planning study to the MTIP to complete various planning assessments to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver, Washington. ODOT has approved \$8,299,800 of federal Advance Construction funds plus match (total of \$9 million) in support of the planning effort. The funding originates from the annual nationwide FHWA federal fund redistribution action (Redistribution funds) which Oregon will receive a share. The Oregon Transportation Commission approved the funding for the study during their August 2019 meeting. The I-5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. With WSDOT re-establishing this bridge as a priority, ODOT also needs to re-engage on this bi-state effort to improve traffic and mobility.</p> |
| <p>Additional Details:</p>                 | <ul style="list-style-type: none"> <li>• The very preliminary estimated project cost as included in the 2018 RTP for the project is \$3,169,866,000.</li> <li>• The bridge replacement project is included on the RTP as a specific project line item under ID # 10893</li> <li>• Appendix S to the 2018 RTP devotes the entire appendix to the project. Appendix S to the 2018 RTO can be downloaded from the Metro website at <a href="https://www.oregonmetro.gov/regional-transportation-plan">https://www.oregonmetro.gov/regional-transportation-plan</a></li> </ul>    |
| <p>Why a Formal amendment is required?</p> | <p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment</p>   |
| <p>Total Programmed Amount:</p>            | <p>The total project programming amount is \$9 million dollars.</p>  |

|              |   |
|--------------|---|
| Added Notes: | Approval for the funding was required from the Oregon Transportation Commission which occurred during their August 2019 meeting |
|--------------|---|

| <b>Project 5: Central Eastside Intersection Improvements</b> |  |
|--|--|
| Lead Agency:   | <b>Portland</b>  |
| ODOT Key Number:   | <b>20809</b> MTIP ID Number: 70887   |
| Projects Description:  | <p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements:<br/>Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes.</li> <li>Source: Existing MTIP project <ul style="list-style-type: none"> <li>Funding: Originally federal Regional Flexible Funds Allocation (STBG) Federal funds</li> <li>Now through a completed fund exchange, the project is 100% locally funded</li> </ul> </li> <li>Type: Operations &amp; Safety</li> <li>Location: In the central eastside section of Portland</li> <li>Cross Street Limits: Multiple</li> <li>Overall Mile Post Limits: N/A</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: NV20-03-NOV</li> </ul>   |
| What is changing?  | <p><b>AMENDMENT ACTION: CANCEL PROJECT</b></p> <p>Portland's Central Eastside Intersection Improvements project is a 2019-21 RFFA funded project. Upon review of the project, Metro, and Portland determined that the project was a good candidate for de-federalization allowing for a fund exchange among Metro, TriMet, and Portland. De-federalizing the project enables it to be locally delivered faster and possibly with a lower cost than the through the federal transportation delivery process.</p> <p>De-federalizing the programming in the MTIP was completed in through an earlier amendment. Metro has developed and executed a local Intergovernmental Agreement (IGA) with Portland and TriMet, and will monitor the delivery of the project as a locally funded project.</p> <p>As a locally funded project, Portland's Central Eastside Intersection Improvements project does not require any federal approvals, or is required to be maintained in the MTIP and STIP. Through this amendment the project is being removed from the MTIP and STIP.</p> |

|                                     |   |   |                |                     |              |                    |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
|-------------------------------------|---|---|----------------|---------------------|--------------|--------------------|--|--|--------------|--|--|--|--|--|--|-------------|--|---------------------|--|--|--|--------------|----------|-------|---|--|--|--|--------------------|---------|-------|--|--|--|--|--|--------|-------|--|--|--|--|--|-------|------|-----------|----------------|---------------------|--------------|--------------|-------------------------|------|------------------------|-----|-----|-----------|-----------|-------------------------|------|-------------|-----|-----|----------|----------|--------------|------|------------------------|-----|-----|-------------|-------------|--------------|------|-------------|-----|-----|-------------|-------------|-----------------|--|--|-----|-----|-------------|-------------|-------------------------------|--|--|-----|-----|-------------|-------------|
|                                     | <div>2018-2021 Metropolitan Transportation Improvement Program (MTIP)<br/>Current Approved Project list with Approved Amendments</div> <div></div> <table><tr><td colspan="2">LEAD AGENCY</td><td colspan="5">Portland</td></tr><tr><td colspan="2">PROJECT NAME</td><td colspan="5">Central Eastside Intersection Improvements</td></tr><tr><td colspan="2">Project IDs</td><td colspan="4">Project Description</td><td>Project Type</td></tr><tr><td>ODOT KEY</td><td>20809</td><td colspan="4">Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes.</td><td>Roadway and bridge</td></tr><tr><td>MTIP ID</td><td>70887</td><td colspan="5"></td></tr><tr><td>RTP ID</td><td>10302</td><td colspan="5"></td></tr><tr><td>Phase</td><td>Year</td><td>Fund Type</td><td>Federal Amount</td><td>Minimum Local Match</td><td>Other Amount</td><td>Total Amount</td></tr><tr><td>Preliminary engineering</td><td>2019</td><td>TriMet - General Funds</td><td>\$0</td><td>\$0</td><td>\$563,689</td><td>\$563,689</td></tr><tr><td>Preliminary engineering</td><td>2019</td><td>Local (COP)</td><td>\$0</td><td>\$0</td><td>\$64,517</td><td>\$64,517</td></tr><tr><td>Construction</td><td>2020</td><td>TriMet - General Funds</td><td>\$0</td><td>\$0</td><td>\$2,032,190</td><td>\$2,032,190</td></tr><tr><td>Construction</td><td>2020</td><td>Local (COP)</td><td>\$0</td><td>\$0</td><td>\$2,742,037</td><td>\$2,742,037</td></tr><tr><td colspan="3">FY 18-21 Totals</td><td>\$0</td><td>\$0</td><td>\$5,402,433</td><td>\$5,402,433</td></tr><tr><td colspan="3">Estimated Project Cost (YOES)</td><td>\$0</td><td>\$0</td><td>\$5,402,433</td><td>\$5,402,433</td></tr></table> | LEAD AGENCY   |                | Portland            |              |                    |  |  | PROJECT NAME |  | Central Eastside Intersection Improvements |  |  |  |  | Project IDs |  | Project Description |  |  |  | Project Type | ODOT KEY | 20809 | Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes. |  |  |  | Roadway and bridge | MTIP ID | 70887 |  |  |  |  |  | RTP ID | 10302 |  |  |  |  |  | Phase | Year | Fund Type | Federal Amount | Minimum Local Match | Other Amount | Total Amount | Preliminary engineering | 2019 | TriMet - General Funds | \$0 | \$0 | \$563,689 | \$563,689 | Preliminary engineering | 2019 | Local (COP) | \$0 | \$0 | \$64,517 | \$64,517 | Construction | 2020 | TriMet - General Funds | \$0 | \$0 | \$2,032,190 | \$2,032,190 | Construction | 2020 | Local (COP) | \$0 | \$0 | \$2,742,037 | \$2,742,037 | FY 18-21 Totals |  |  | \$0 | \$0 | \$5,402,433 | \$5,402,433 | Estimated Project Cost (YOES) |  |  | \$0 | \$0 | \$5,402,433 | \$5,402,433 |
| LEAD AGENCY                         |   | Portland  |                |                     |              |                    |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| PROJECT NAME                        |   | Central Eastside Intersection Improvements  |                |                     |              |                    |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| Project IDs                         |   | Project Description   |                |                     |              | Project Type       |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| ODOT KEY                            | 20809   | Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes. |                |                     |              | Roadway and bridge |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| MTIP ID                             | 70887   |   |                |                     |              |                    |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| RTP ID                              | 10302   |   |                |                     |              |                    |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| Phase                               | Year  | Fund Type   | Federal Amount | Minimum Local Match | Other Amount | Total Amount       |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| Preliminary engineering             | 2019  | TriMet - General Funds  | \$0            | \$0                 | \$563,689    | \$563,689          |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| Preliminary engineering             | 2019  | Local (COP)   | \$0            | \$0                 | \$64,517     | \$64,517           |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| Construction                        | 2020  | TriMet - General Funds  | \$0            | \$0                 | \$2,032,190  | \$2,032,190        |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| Construction                        | 2020  | Local (COP)   | \$0            | \$0                 | \$2,742,037  | \$2,742,037        |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| FY 18-21 Totals                     |   |   | \$0            | \$0                 | \$5,402,433  | \$5,402,433        |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| Estimated Project Cost (YOES)       |   |   | \$0            | \$0                 | \$5,402,433  | \$5,402,433        |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| Additional Details:                 | <div></div> <div>Original project site locations as submitted in Portland's 2019-21 RFFA funding application</div>   |   |                |                     |              |                    |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| Why a Formal amendment is required? | Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, cancelling a project from the MTIP requires a formal/full amendment to the MTIP  |   |                |                     |              |                    |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| Total Programmed Amount:            | The total project programming amount decreases from \$5,402,433 to \$0  |   |                |                     |              |                    |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |
| Added Notes:                        |   |   |                |                     |              |                    |  |  |              |  |  |  |  |  |  |             |  |                     |  |  |  |              |          |       |   |  |  |  |                    |         |       |  |  |  |  |  |        |       |  |  |  |  |  |       |      |           |                |                     |              |              |                         |      |                        |     |     |           |           |                         |      |             |     |     |          |          |              |      |                        |     |     |             |             |              |      |             |     |     |             |             |                 |  |  |     |     |             |             |                               |  |  |     |     |             |             |

|                       |   |                 |       |  |
|-----------------------|---|-----------------|-------|--|
| Project 6:            | NE 72nd Ave: NE Killingsworth - NE Sandy Blvd   |                 |       |  |
| Lead Agency:          | Portland  |                 |       |  |
| ODOT Key Number:      | 20817   | MTIP ID Number: | 70879 |  |
| Projects Description: | <div>Project Snapshot:</div> <ul style="list-style-type: none"><li>Proposed improvements: Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities.</li></ul> |                 |       |  |



- Source: Existing MTIP project
  - Funding: Originally federal Regional Flexible Funds Allocation (STBG) Federal funds
  - Now through a completed fund exchange, the project is 100% locally funded
- Type: Active Transportation
- Location: In the central eastside section of Portland
- Cross Street Limits: Multiple
- Overall Mile Post Limits: N/A
- Current Status Code: = 4 (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- STIP Amendment Number: TBD
- MTIP Amendment Number: NV20-03-NOV

### AMENDMENT ACTION: CANCEL PROJECT

Portland's NE 72nd Ave: NE Killingsworth - NE Sandy Blvd project is a 2019-21 RFFA funded project. Upon review of the project, Metro, and Portland determined that the project was a good candidate for de-federalization allowing for a fund exchange among Metro, TriMet, and Portland. De-federalizing the project enables it to be locally delivered faster and possibly with a lower cost than the through the federal transportation delivery process.

De-federalizing the programming in the MTIP was completed in through an earlier amendment. Metro has developed and executed a local Intergovernmental Agreement (IGA) with Portland and TriMet, and will monitor the delivery of the project as a locally funded project.

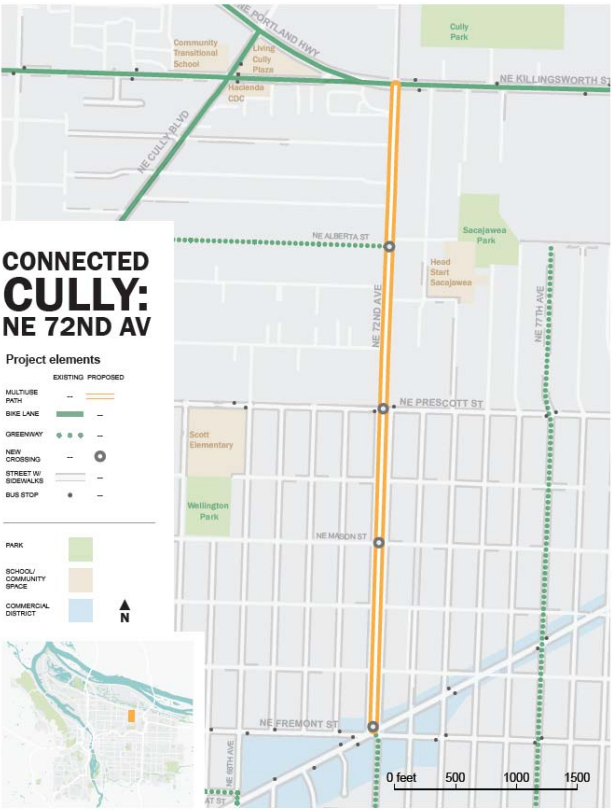
As a locally funded project, Portland's NE 72nd Ave: NE Killingsworth - NE Sandy Blvd project does not require any federal approvals, or is required to be maintained in the MTIP and STIP. Through this amendment the project is being removed from the MTIP and STIP.

What is changing?

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



| LEAD AGENCY                    |       | Portland  |                |                     |              |                       |
|--------------------------------|-------|---|----------------|---------------------|--------------|-----------------------|
| PROJECT NAME                   |       | NE 72nd Ave: NE Killingsworth - NE Sandy Blvd   |                |                     |              |                       |
| Project IDs                    |       | Project Description   |                |                     |              | Project Type          |
| ODOT KEY                       | 20817 | Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities. |                |                     |              | Active Transportation |
| MTIP ID                        | 70879 |   |                |                     |              |                       |
| RTP ID                         |       |   |                |                     |              |                       |
| Phase                          | Year  | Fund Type   | Federal Amount | Minimum Local Match | Other Amount | Total Amount          |
| Preliminary engineering        | 2019  | Local (COP)   | \$0            | \$0                 | \$884,446    | \$884,446             |
| Preliminary engineering        | 2019  | TriMet - General Funds  | \$0            | \$0                 | \$884,446    | \$884,446             |
| Purchase right of way          | 2020  | Local (COP)   | \$0            | \$0                 | \$294,815    | \$294,815             |
| Purchase right of way          | 2020  | TriMet - General Funds  | \$0            | \$0                 | \$294,815    | \$294,815             |
| Other                          | 2021  | TriMet - General Funds  | \$0            | \$0                 | \$50,000     | \$50,000              |
| Other                          | 2021  | Local (COP)   | \$0            | \$0                 | \$50,000     | \$50,000              |
| Construction                   | 2021  | TriMet - General Funds  | \$0            | \$0                 | \$970,739    | \$970,739             |
| Construction                   | 2021  | Local (COP)   | \$0            | \$0                 | \$2,567,045  | \$2,567,045           |
| FY 18-21 Totals                |       |   | \$0            | \$0                 | \$5,996,306  | \$5,996,306           |
| Estimated Project Cost (YOE\$) |       |   | \$0            | \$0                 | \$5,996,306  | \$5,996,306           |

|                                     |  |
|-------------------------------------|--|
| Additional Details:                 |  <p>Project Location map from the original RFFA application for the project</p> |
| Why a Formal amendment is required? | Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project from the MTIP requires a formal/full amendment.   |
| Total Programmed Amount:            | The total project programming amount decreases from \$5,996,306 to \$0   |
| Added Notes:                        |  |

| Project 7:            | Central Systemic Signals and Illumination (Portland)  |                 |       |
|-----------------------|---|-----------------|-------|
| Lead Agency:          | Portland  |                 |       |
| ODOT Key Number:      | 20334   | MTIP ID Number: | 70949 |
| Projects Description: | <p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements..</li> <li>Source: Existing MTIP project</li> <li>Funding: Programming is Primarily with Advance Construction</li> <li>Type: O&amp;M/Safety</li> <li>Location: In Portland at multiple site locations.</li> <li>Cross Street Limits: Multiple</li> <li>Overall Mile Post Limits: N/A</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: 18-21-3290</li> <li>MTIP Amendment Number: NV20-03-NOV</li> </ul> |                 |       |
| What is changing?     | <b>AMENDMENT ACTION: SCOPE CHANGE</b>   |                 |       |

The formal amendment reduces the project scope to fit budget constraints. PE Consultant fees came in much higher than originally anticipated. After evaluating each location based on the benefit cost (B/C), ODOT decided to remove four locations from the project scope. These include:

- ARTS ID #9: 92nd Ave: Powell – Woodstock
- ARTS ID #14: W Burnside Rd: Uptown Terrace - 48th Ave
- ARTS ID #20H: NE Halsey St at NE 122nd Ave
- ARTS ID #34H: SE Stark St at SE 148th Ave.

The removal of these locations results in a savings of \$494,894 in the CON phase. ODOT is shifting this to PE to address the PE phase shortfall. The scope change does not result in a change to the total project cost

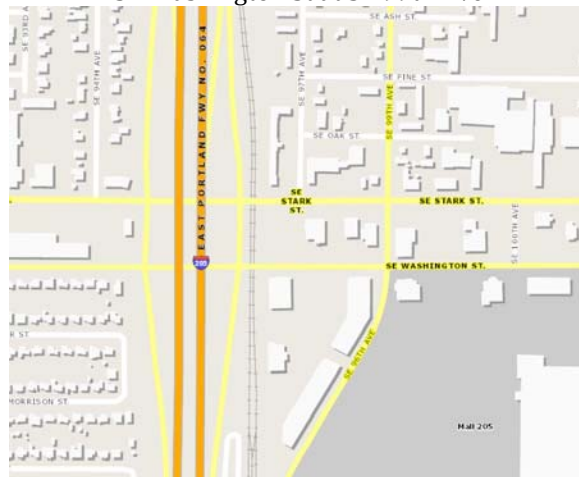
Remaining project site locations include the following:

- SE Hawthorne Blvd at SE Grand Ave
- SE Washington St at SE 99th Ave
- SE Foster Rd at SE 92nd Ave
- SE Stark St at SE 103rd Dr.

#### Removed Site Locations through the Scope Change: SE Hawthorne Blvd at SE Grand Ave



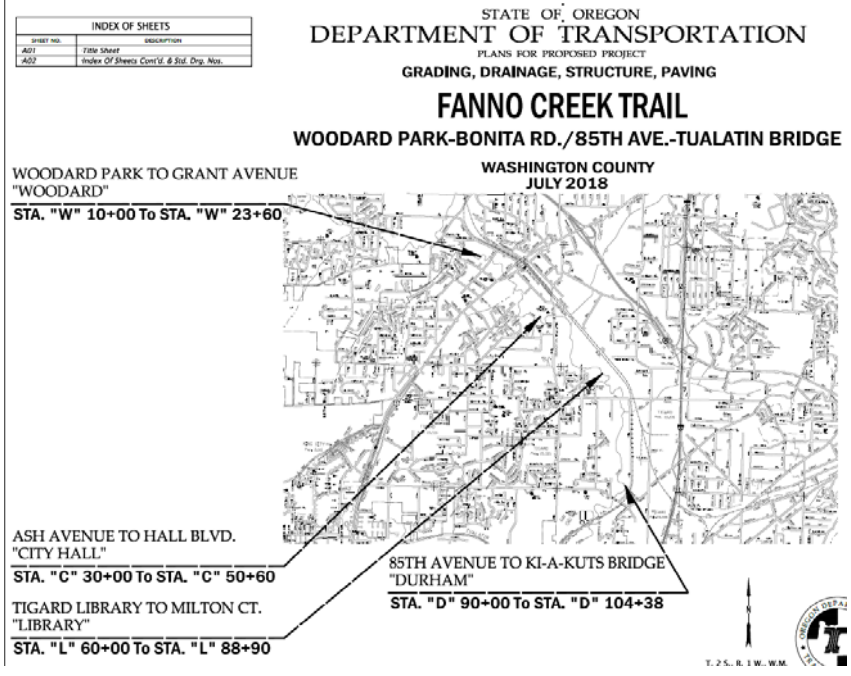
#### SE Washington St at SE 99th Ave



Additional Details:

|                                     |  |
|-------------------------------------|--|
|                                     | <p style="text-align: center;"><b>SE Foster Rd at SE 92nd Ave</b></p> <p style="text-align: center;"><b>SE Stark St at SE 103rd Dr.</b></p>  |
| Why a Formal amendment is required? | Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, a project scope change that is significant (e.g. deletion of original work sites locations or scope activities) requires a formal/full amendment. |
| Total Programmed Amount:            | The total project programming amount remains unchanged at \$1,714,881  |
| Added Notes:                        | ODOT Approved ARTS project grouping bucket   |

| Project 8:            |  | Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR |       |
|-----------------------|--|---|-------|
| Lead Agency:          | Tigard   |   |       |
| ODOT Key Number:      | 19327  | MTIP ID Number:   | 70690 |
| Projects Description: | Project Snapshot:  |   |       |
|                       | <ul style="list-style-type: none"> <li>Proposed improvements: This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.</li> <li>Source: Existing MTIP project</li> <li>Funding: Metro RFFA awarded CMAQ funds</li> <li>Type: Active Transportation</li> <li>Location: In Tigard along Fanno Creek</li> <li>Cross Street Limits: Woodard Pk to Bonita Rd/85<sup>th</sup> Ave</li> <li>Overall Mile Post Limits: N/A</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: 18-21-2605</li> <li>MTIP Amendment Number: NV20-03-NOV</li> </ul> |   |       |

|                                     |   |
|-------------------------------------|---|
| What is changing?                   | <p><b>AMENDMENT ACTION: COST INCREASE</b></p> <p>The latest update to the Project Specifications and Estimates (PS&amp;E) indicated a revised construction cost of \$1.5 million to complete the project. As a result of the cost increase, additional PE time is required delaying Right of Way and Construction. Right of Way is pushed out to 2020 with Construction to 2021 along with the \$1.5 million of local funds added to the Construction phase as part of the formal amendment. The revised Construction phase cost increases to \$4,843.363 with the total project cost increasing to \$6,404,977.</p>  |
| Additional Details:                 |  <p>STATE OF OREGON<br/>DEPARTMENT OF TRANSPORTATION<br/>PLANS FOR PROPOSED PROJECT<br/>GRADING, DRAINAGE, STRUCTURE, PAVING<br/><b>FANNO CREEK TRAIL</b><br/>WOODARD PARK-BONITA RD./85TH AVE.-TUALATIN BRIDGE<br/>WASHINGTON COUNTY<br/>JULY 2018</p> <p>WOODARD PARK TO GRANT AVENUE<br/>"WOODARD"<br/>STA. "W" 10+00 To STA. "W" 23+60</p> <p>ASH AVENUE TO HALL BLVD.<br/>"CITY HALL"<br/>STA. "C" 30+00 To STA. "C" 50+60</p> <p>TIGARD LIBRARY TO MILTON CT.<br/>"LIBRARY"<br/>STA. "L" 60+00 To STA. "L" 88+90</p> <p>85TH AVENUE TO KI-A-KUTS BRIDGE<br/>"DURHAM"<br/>STA. "D" 90+00 To STA. "D" 104+38</p> <p>T.S. R. I. W. W.M.</p> |
| Why a Formal amendment is required? | Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, a project cost increase above 20% for projects with a total cost of \$1 million or greater requires a formal/full amendment.   |
| Total Programmed Amount:            | The total project programming amount increases from \$4,905,187 to \$6,404,977  |
| 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.
  - 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

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

- 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 November 2019 Formal MTIP amendment will include the following:

| <u>Action</u>   | <u>Target Date</u>      |
|---|-------------------------|
| ● Initiate the required 30-day public notification process..... | October 25, 2019        |
| ● <b>TPAC notification and approval recommendation.....</b>     | <b>November 1, 2019</b> |
| ● JPACT approval and recommendation to Council.....             | November 21, 2019*      |
| ● Completion of public notification process.....                | November 25, 2019       |
| ● Metro Council approval.....                                   | December 5, 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 .....  | December 10, 2019         |
| ● Amendment bundle submission to ODOT for review.....     | December 11, 2019         |
| ● Submission of the final amendment package to USDOT..... | December 11, 2019         |
| ● ODOT clarification and approval.....                    | Late December, 2019       |
| ● USDOT clarification and final amendment approval.....   | Early to mid-January 2020 |

## 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 19-5046.**

Note: No attachments

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: October 24, 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 Work Plan and Engagement Plan – **JPACT RECOMMENDATION REQUESTED**

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## **PURPOSE**

This memo provides the draft work plan and engagement plan that are proposed to guide the process for updating the regional mobility policy during the next two years.

## **ACTION REQUESTED**

TPAC is requested to recommend JPACT approval of the work plan and the engagement plan.

## **BACKGROUND**

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how the region defines and measures mobility in regional and local transportation system plans (TSPs) and during the local plan amendment process in the Portland area. The current 20-year old mobility policy is contained in the [Regional Transportation Plan](#) (RTP) and Policy 1F of the [Oregon Highway Plan](#) (OHP) and measures the ratio of motor vehicle volume to motor vehicle capacity during peak travel periods to identify transportation needs.

The 2018 RTP failed to meet state requirements for demonstrating consistency with the OHP Highway Mobility Policy (Policy 1F) under the current mobility targets for the region. As a result, 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 to serve planned land uses. 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 guide to this work.

## **PROJECT SCOPING ACTIVITIES**

Since April, Metro and ODOT have worked closely together and with local, regional and state partners to scope the project, seeking feedback on the project objectives and proposed approach. A schedule of key scoping meetings is provided in **Attachment 1**.

Comments and feedback have been received since mid-April through:

- a **Metro Council work session** (June 25);
- more than twenty **discussions with local and regional policy and technical advisory committees**, including county-level coordinating committees, **and local, regional and state agency staff** aimed at understanding the intersection of the mobility policy and land use and other transportation issues (April – October);
- one **forum with community leaders** (August);



- one **consultation meetings with Oregon Department of Land Conservation and Development** staff (September); and
- **interviews with more than sixty stakeholders** from across the greater Portland region representing state, regional and local government, transit, business, freight movement, commuter, public health, environmental, affordable housing and racial equity perspectives, among other stakeholders (July – October).

A [Scoping Summary factsheet](#) describing the process and key themes from stakeholder feedback and a [Stakeholder Interviews Report](#) are provided in **Attachments 2 and 3, respectively**. This information is posted on the project website at: [oregonmetro.gov/mobility](http://oregonmetro.gov/mobility).

Overall, there is broad support and enthusiasm for an updated policy that accounts for all modes of travel and a broader array of outcomes beyond the level of congestion. Stakeholders also broadly supported the draft project objectives and the need for an updated policy. In response to comments and feedback received, staff further refined the draft project objectives and proposed approach presented to the TPAC at the October meeting. The updates are reflected in the draft work plan and draft stakeholder and public engagement plan in **Attachments 4 and 5, respectively**.

#### **NEXT STEPS**

Anticipated next steps for finalizing the work plan and the engagement plan:

- **November 5** – Metro Council discusses the work plan and the engagement plan
- **November 21** – JPACT considers approval of the work plan and the engagement plan
- **December 5 or 12** – Metro Council considers approval of the work plan and the engagement plan
- **December and January** – Metro and ODOT staff finalize an Intergovernmental Agreement (IGA) and Request for Proposals for consultant support (technical and communications)

/attachments

**Attachment 1.** Key Scoping Meetings (10/23/19)

**Attachment 2.** Scoping Factsheet (10/23/19)

**Attachment 3.** Stakeholder Interviews Report (10/23/19)

**Attachment 4.** Draft Work Plan (TPAC Review Draft 10/23/19)

**Attachment 5.** Draft Stakeholder and Public Engagement Plan (TPAC Review Draft 10/23/19)

## REGIONAL MOBILITY POLICY UPDATE

## KEY SCOPING MEETINGS | APRIL TO DECEMBER 2019



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. A report summarizing scoping engagement activities and feedback received will be available in October.

| 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 Forum                       | 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   | DLCD/Metro/ODOT State Agency Coordination                | 10/2      | <ul style="list-style-type: none"> <li>• Project update</li> <li>• Seek feedback on draft work plan and engagement plan</li> </ul>  |
|           | TPAC   | 10/4      |   |
|           | 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>• 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</li> </ul>   |
| December  | Council  | TBD       | <ul style="list-style-type: none"> <li>• Consider JPACT's recommendation</li> </ul>   |

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## REGIONAL MOBILITY POLICY UPDATE

# Scoping summary

*This joint effort between Metro and the Oregon Department of Transportation will update the way the region defines mobility and measures success.*

### **Project overview**

The project will establish an updated policy for planning purposes that considers all modes of travel and a broader array of outcomes, beyond the level of congestion, to guide this work. These outcomes include healthy communities, air quality, climate, safety and equity. The updated mobility 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.

Greater Portland is 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 live in the Portland area by 2040, 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're driving, riding a bus or train, biking, walking or moving goods.

Our growing and changing region needs an updated policy to better align the mobility policy with the outcomes we would like to see for greater Portland, our transportation system and our communities.

### **Project scoping**

Scoping is an early phase of project management that helps the project team and decision-makers hear from stakeholders about what should be included in a project and how to define success.

In April, the project team began seeking feedback on draft project objectives and a proposed approach to the project. Comments and feedback were solicited through October 2019 through more than 28 discussions with local and regional advisory committees, one forum with community leaders and a combination of briefings and interviews with stakeholders from across greater Portland representing local government, transit, business, freight movement, commuter, affordable housing, public health, environmental 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.

Based on the comments and feedback received during these discussions and interviews, staff has updated the draft project outcomes and proposed approach for further discussion with and decisions by JPACT and the Metro Council in fall 2019.

## Key terms

**Policy:** a statement of intent and direction for achieving desired outcomes at the regional and system level.

**Measure:** a metric that is used to set targets and standards and to assess progress toward achieving the policy. The current measure for mobility is defined as a ratio of vehicle volume-to-capacity (v/c ratio).

**Target:** a specific level of performance that is desired to be achieved within a specified time period. The RTP defines v/c-based targets to implement the current mobility policy.

**Standard:** a performance threshold that is less flexible than a target. ODOT and local governments use the v/c ratio to regulate plan amendments, mitigate development impacts and determine road design requirements at a local or project level.



## Key themes from comments and feedback

### Feedback informing project outcomes

#### Outcomes generally

There is broad support for updating the policy, the draft project outcomes and the need for an updated policy that accounts for all modes and focuses on people and goods. Other comments urged that the region clearly define its goals for mobility and what we want to accomplish and then begin to define the best way to measure it. In addition, many people highlighted the importance of a final regional mobility policy that should advance multiple outcomes for the system, such as goals around safety, racial equity and climate.

Participants at the community leaders' forum encouraged recognizing the authority inherent in the policy to seek opportunities to move both transportation and land use goals forward, specifically around equity, safety, climate, travel options and affordable housing. On this point, some participants at the forum asked about including Vision Zero as a goal within this framework to prioritize pedestrian safety over vehicle throughput.

People also raised issues regarding the current policy, including concerns that it doesn't fully capture the experience on urban arterials, benefits of multimodal projects and the distribution of benefits and impacts. Comments also expressed frustrations with the current policy and how it impacts other planning decisions, with a sense that land use decisions should be leading transportation decisions not having the transportation policy constraining land use decisions.

On the other hand, there was an argument for an additive process rather than simply replacing the current measure and a request for the project to build a full understanding of the influence of the current policy, measures and standards and the impact of proposed changes. In addition, some people appreciated the simplicity of the current measure.

*"We need to measure for the most efficient system for the most people."*

*"We should measure for equitable travel time across travel options by race and income."*

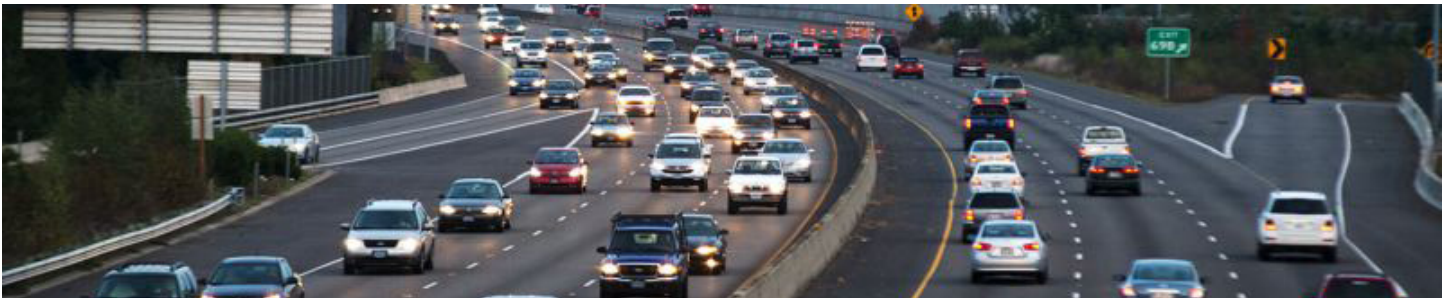
*"Standards should be clear and objective, providing a fair way to get mitigation from developers."*

#### Equity

Many respondents felt the policy should result in basic adequate service for all people across age, income, gender and abilities with a focus on the experiences of historically marginalized communities. Specifically, lower income employees rely more on off-peak travel times, and people with lower income and people of color more often have to travel longer distances and have fewer travel options.

*"The policy should result in basic adequate service for all groups across age, income, gender and abilities with further benefits accruing progressively so that those at greater initial disadvantage receive greater initial benefit."*





## Development and housing production

Some people highlighted the impact of the mobility policy on potential land use decisions, development and housing production and how an updated policy could be used to encourage development in line with local and regional land use goals, including compact, mixed-use development and the provision of affordable housing.

*“The mobility standards help guide long-term plans but are also used in development decisions today.”*

## Affordable travel options

Many participants emphasized the need to support affordable travel options, with some specifically pointing to including travel options in a mobility performance measure. There were some respondents who specifically wanted measures that included connectivity, both in addressing gaps in the system and also the interrelationship between land use and walking, biking and using transit.

## Context-sensitive approach

Most participants encouraged a policy that took different communities and conditions into consideration, either through variability in performance measures or the targets/standards in applying those measures.

*“Different parts of the region have different travel options available and different land use patterns; many areas are underserved by bike, pedestrian and transit connections.”*

## Implementation

Several people raised the need for the policy to align at different levels of implementation and use from both transportation and land use perspectives as well as from the state and regional levels to the county and city level. Some respondents encouraged ensuring that it could clearly translate to guidance during project development.

## Feedback informing project approach

### General approach

Overall, there is broad support for the approach, particularly the use of examples and case studies to illustrate the issues with the current policy and then test alternative mobility policy approaches in line with a context-sensitive approach. Some comments encouraged strong consideration of key issues, including the regulatory framework around the policy, implications for project design and system development charge programs, and how it is implemented during plan amendment versus development review, and potential impacts on addressing climate change, equity and safety.

### Engagement strategies

Ideas and requests around who to engage included local communities and historically marginalized communities to ensure they have a voice in changes; local jurisdictions on data and analysis methods that impact multimodal planning; Metro’s Research Center and ODOT’s Transportation Planning and Analysis Unit (TPAU) in defining the analysis methodologies early in the process; public health practitioners; Southwest Washington Regional Transportation Council; and the county coordinating committees.

### Evaluation and prioritization of measures

There were some comments that reflected participants’ contemplation of how organize, evaluate and prioritize potential measures, including finding the right balance between modern and smart measures that account for complexity of systems, are intuitive and can be readily calculated at different scales. Legal defensibility was also raised by many stakeholders as a key criterion.

*“Replacement measures need to be evaluated with criteria that include: simplicity, consistency, sensitivity, granularity, tractability and, to the extent possible, metrics that connect to broader goals such as greenhouse gas reduction and safety improvements.”*

## Defining mobility

Some conversations specifically asked participants to define mobility. During these conversations, the concern was raised that the term is more generally thought of in relation to disability and personal mobility devices. That being said, the concept of regional or travel mobility was generally described in terms of the individual or community experience.

*"Getting to where you need to go safely, affordably and reliably no matter your age, gender, race, income level, ZIP code – mobility is strongly influenced by equitable access to transportation options."*

*"The movement of people from place to place by multiple forms of travel."*

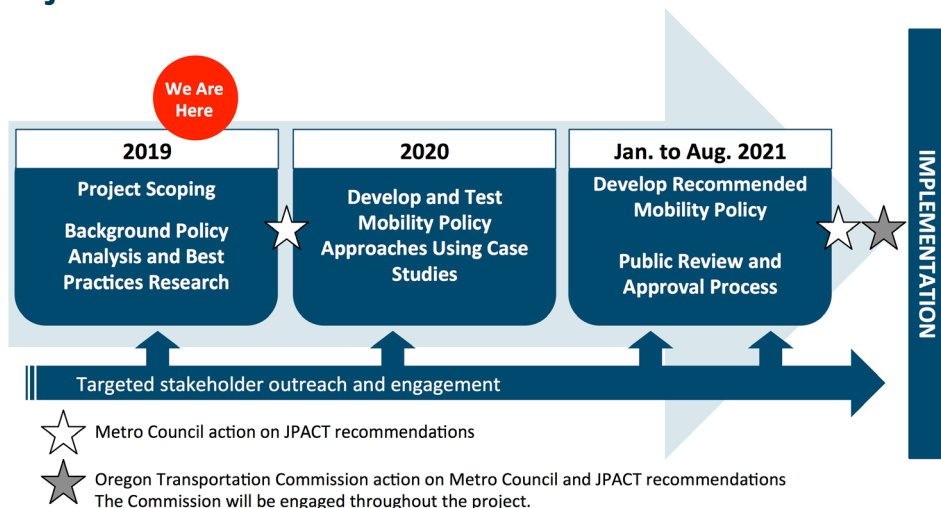
*"The region needs to define mobility from the user experience perspective, on the ground, reality... [A] ratio of experienced travel time to free flow travel time... is important to compare congestion across the region in understandable terms."*

*"Ease of getting around, but people have different thresholds about what "ease" means, so it's hard to measure."*

*"We cannot talk about mobility without talking about accessibility, predictability and efficiency, which are all really important for mobility."*



## Project timeline



### Questions?

#### Kim Ellis

Metro project manager  
kim.ellis@oregonmetro.gov  
503-797-1617

#### Lidwien Rahman

ODOT project manager  
Lidwien.Rahman@  
odot.state.or.us  
503-731-8229

Learn more and sign up for  
project updates at  
[oregonmetro.gov/mobility](http://oregonmetro.gov/mobility).

## Next steps for 2019

### Fall

Transportation Research and Education Center (TREC)/Portland State University begins background research

Project team finalizes work plan and engagement plan for JPACT and Metro Council consideration and prepares reports documenting engagement activities and feedback

### October - December

JPACT and Metro Council discussions and consider approval of work plan and engagement plan

Oregon Department of Transportation  
and Metro

# Regional Mobility Policy Update

STAKEHOLDER INTERVIEW REPORT

Prepared by JLA Public Involvement

10/23/2019





### **Metro respects civil rights**

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

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [oregonmetro.gov/civilrights](http://oregonmetro.gov/civilrights) or call 503-797-1536.

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

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

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

**Project website:** [www.oregonmetro.gov/mobility](http://www.oregonmetro.gov/mobility)

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# 1.0 Introduction

## 1.1 BACKGROUND

Metro and the Oregon Department of Transportation (ODOT) are working together to review and revise the policy on how the region defines and measures mobility in regional and local transportation system plans (TSPs) and during the local plan amendment process in the Portland area. The updated policy will guide development of future regional and local transportation plans and the evaluation of potential impacts of plan amendments and zoning changes on the transportation system.

The current 20-year old mobility policy is adopted in the Regional Transportation Plan (RTP) and Policy 1F (Highway Policy) of the Oregon Highway Plan (OHP), and measures the ratio of motor vehicle volume to motor vehicle capacity during peak travel periods to identify transportation needs and adequacy of the transportation system to serve planned land uses. These thresholds are referred to as the volume-to-capacity ratio (v/c ratio).

This project to update the Regional Transportation Plan's 20-year old "interim" mobility policy was identified in the 2018 Regional Transportation Plan (RTP) as necessary to better align the mobility policy with the comprehensive set of shared regional values, goals and desired outcomes identified in the RTP and 2040 Growth Concept, as well as with local and state goals.

## 1.2 PURPOSE OF THE INTERVIEWS

This planning effort is in the scoping phase. Policy makers, business and community representatives, and transportation and land use practitioners (consultants and city/county/ regional/state/federal staff) were interviewed with the purpose of understanding how they define mobility, as well as to collect insights as to their desired outcomes from the update to the current mobility policy. Additionally, interviewees were asked to share the challenges and opportunities they see or experience related to the region's mobility and/or the mobility policy.

The feedback from these interviews supplements other project scoping engagement activities conducted by ODOT and Metro since April 2019, and have been used to help develop both a work plan and public engagement plan for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council that will guide the planning process as the project moves forward in 2020.

## 1.3 PROCESS

Stakeholders from a mix of interests and experience were interviewed to ensure a wide range of viewpoints and perspectives, including:

- Elected officials and policy makers from the Metro Council, Land Conservation and Development Commission and the Oregon Transportation Commission, commissioners from each of the three counties (Clackamas, Multnomah, and Washington), and public officials from TriMet, ODOT, and Metro
- Staff transportation and land use practitioners from all three counties, as well as from ODOT Region 1, the Federal Highway Administration, Port of Portland, Department of Land Conservation and Development, and from select cities within the Portland area

- Transportation and land use consultants or experts from DKS Associates, Kittelson and Associates, Angelo Planning, WSP, and Radler White Parks & Alexander. LLP
- Business, economic development, freight, and trade representatives
- Community representatives from a variety of backgrounds and organizations ranging from equity, environmental justice, sustainability/environmental protection, transit/bike/pedestrian advocacy, seniors and disability rights, and transportation advocacy

A total of 64 people were interviewed in person or by phone from July to September of 2019, with a total of 10 group interviews and 31 individual interviews. For a full list of the stakeholders involved in these interviews, refer to **Appendix A**.

Interviewees were asked to answer a series of questions with topics ranging from personal or agency-specific definitions of mobility, potential measures of mobility, application of the policy, as well as mobility as it relates to equity, safety, and other modes of transportation. Questions varied depending on the level of experience or expertise the interviewee had in regards to the current mobility policy. Interviewers also asked for suggestions on the public engagement process for the mobility policy update.

This document summarizes the results of those interviews.

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## 2.0 Summary of Major Messages

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- **Broad support and enthusiasm expressed for an updated policy.** While suggestions or preference for how to update the policy varied, all interviewees expressed support, and most expressed enthusiasm, for updating and adapting the mobility policy to better serve the region.
- **Develop a broader, more holistic mobility policy.** Nearly all interviewees supported developing a mobility policy that is not just vehicle based and does not just measure volume/capacity. Interviewees suggested a number of ways the policy could be more holistic including expanding the policy to include all modes, applying an equity lens, and taking into account safety, accessibility, network connectivity, connectivity between modes, and system completion.
- **Ensure the new policy is legally defensible and not overly complex.** The primary value of the current policy is that it is widely understood and accepted by those to whom it applies. It is regional, it is legally defensible for plan amendments and development review because it has been tested over time, and it is relatively easy to explain and apply. Jurisdictions, in particular, are concerned that a complex policy can lead to confusion, a lack of accountability or use in decision-making, and further barriers to development and transportation improvements.
- **The current policy, standards and measures are insufficient or not working:**
  - Most jurisdictions and transportation consultants noted that, given our growth and funding constraints, it is not always possible to meet the policy and standards; therefore the policy has decreased in its impact on planning. While it may help prioritize projects for the TSPs, it is not realistic to assume additional capacity required to meet the policy will actually be funded, or that vehicle capacity is appropriate in all situations.
  - All jurisdictions and many community stakeholders agreed that the policy does not recognize or take into account opportunities for moving people and goods by other modes, and can inhibit investments that promote use of travel options, such as walking, biking, and use of transit.

- Many policy makers, community members, and staff of other jurisdictions pointed out that the policy is dated and does not address other goals of the region, such as climate change, public health, equity, and housing.
- **A policy with one set of measures, but different targets:** Most interviewees felt the policy and measures should remain the same regardless of land use context or type of road, but were supportive of developing a toolkit for applying the measures and assigning targets in a way that considers the planned land uses in an area and/or the function of the road. Many participants were undecided about *how* the application of the measures and assigned targets should differ, but a large majority expressed that a “one-size-fits-all” approach was not appropriate. There was general support for having a policy that had a consistent set of measures and:
  - Applying different targets for more urbanized areas with more travel options available versus the developing areas that have fewer options; and/or
  - Applying different targets and/or measures based on the purpose or function of the facility (eg. throughways and freight routes versus arterials).

A few stakeholders suggested the policy’s measures and targets should be applied uniformly, with the expectation that all of the region should be developed to ultimately support the land use and transportation goals of the region.

- **Most commonly suggested measures:**
  - Travel time and reliability
    - Easily understood by the public
    - Supports the freight industry
    - May be more effective than v/c for systems that cannot meet v/c targets
  - Transit coverage and frequency
    - Can be linked to bike and pedestrian network completion
    - Supports transit dependent populations, but needs to consider paratransit and deviated routes
    - Helps reduce the need to drive, drive alone trips, and vehicle miles traveled
  - Safety
    - Needs to be included either as a part of measuring mobility, or included as a separate measure
  - Access to destinations
    - Include first/last mile connectivity to transit from jobs, housing, and other destinations (e.g., 20-minute neighborhoods)
    - Promotes mobility for all modes and complete communities
    - Can help meet equity goals
  - Network connectivity
    - Can be applied on both a large and small scale (e.g., system-level and plan amendment scales)
    - Needs to have a defined and agreed-upon network before setting as a measure
  - Vehicle miles traveled (VMT)
    - Look to California as a guide
    - May help achieve other goals, such as reducing greenhouse gas emissions and equity goals
    - Difficult to defensibly measure, may only work at the system level
  - Volume to capacity (v/c)
    - Too simplistic to be the only measure

- Useful for identifying issues in the system
  - Can help with vehicle movement which benefits the economy
  - Provides legally defensible data
- **Significant support for an equitable transportation system, but no agreement on what that is or how to accomplish it.** Generally, most define an equitable system as one that serves all people with safe, reliable, efficient, and affordable options, especially for those with the most need in order to access affordable housing, jobs, and services.
  - Many stress that to achieve this we should invest where there are identified communities with the most need.
  - Many others stress that multimodal investments intended for equity are now serving the young, white privileged population. Housing affordability and other factors have contributed to displacement, dispersing communities of color and low income residents to outer areas of the region with fewer options to find affordable housing. They are now car dependent so vehicle capacity is an equity issue.
  - Others point out that historically marginalized communities will continue to move in the region, and that the best way to serve them is to ensure sufficient transportation choices throughout the region.

*Note: Each of these perspectives was raised by a variety of interviewees representing the spectrum of stakeholders, including those representing historically marginalized and underserved communities.*

- **Align with the current uses of the mobility policy.** This update should aim to sync up the full range of uses of the current policy, including development review and project design.
- **The most common success factors mentioned by stakeholders were:**
  - A more holistic approach to measuring mobility
  - More carrot, less stick approach to reducing VMT
  - A policy that uses an equitable and culturally responsive approach, specifically in regards to how the transportation system supports historically marginalized and vulnerable communities as they relate to social and demographic identity
  - Implementation – the policy will be broadly supported and adopted by all jurisdictions and used
  - Reduction of congestion
- **Comments on the update process and stakeholder engagement:**
  - Engage typical users
  - Engage stakeholders from outside the region that travel through the region or to key destinations in the region (e.g., Portland International Airport, freight intermodal facilities, universities, hospitals, etc.)
  - Look to California’s work on VMT measures, call on experts that worked on developing that legislation and implementation at regional and local levels
  - Work with representatives from underserved communities to define an equitable transportation system
  - Provide opportunities for practitioners from jurisdictions across the region to learn about each other’s needs in building a new policy

## 3.0 Summary by Question

This section is broken down by question, as well as by the type of interviewee (policy makers, community and business representatives, and transportation and land use practitioners). The icons below can help identify the type of interviewee responses that are being summarized.

### Policy Makers



### Community and Business Representatives



### Transportation and Land Use Practitioners



## 3.1 DEFINE MOBILITY

Policy makers and community/business representatives were asked: **“What does the term “mobility” mean to you in the context of a community?”**

### COMMON RESPONSES:

The definitions volunteered by interviewees generally fell into one of the following two related categories:

- *All transportation system users* can access their destinations – home, work, services – in a timely, efficient, and affordable way by their choice of mode.
- Movement of *goods and people*.

### VARIATIONS AND ADDITIONAL POINTS:

- Flexibility in the system
- How the system handles the volume of all movement
- How transportation and mobility contributes to livability
- Transportation that is responsive to individual needs
- Proximity as it relates to and promotes mobility
- People-centered transportation
- Mobility is broader and more complex than just congestion
- Transportation is not an end, but a means to an end for healthy, engaged, and successful communities
- “Isn’t transportation for transportation’s sake”



## 3.2 INTERVIEWEES' BACKGROUND ON THE EXISTING POLICY



### POLICY MAKERS' AND COMMUNITY/BUSINESS REPRESENTATIVES' FAMILIARITY WITH THE EXISTING POLICY

Policy makers and community/business representatives were asked: **“Are you familiar with the current regional mobility policy?”**

- Most community members did not have former experience with the mobility policy and some felt that, based on the factsheet and information they were provided, they would not be qualified to participate. However, following encouragement and gaining an understanding that the interview would be based more on values than technical knowledge, they were more comfortable and eager to voice their perspective.
- A majority of policy makers were familiar with the mobility policy and its purpose, but not with the specifics or general application. *Note: Some had a significant depth of knowledge on the policy due to their history and/or responsibilities.*



### PRACTITIONERS' USE OF THE EXISTING POLICY

The transportation and land use practitioners (transportation agency staff and consultants) were asked: **“How do you/does your agency use the current regional mobility policy, standards and targets?”**

*Note: This does not provide details on how each interviewee uses the policy, but represents the range of responses.*

The practitioners noted they use the policy and standards in the context of their TSPs, plan amendments, development review, projects, federal NEPA process to define purpose, establishing alternative mobility standards, and TPR compliance.

- The policy can help identify problems and prioritize road projects at the system level.
- Most stated that it is not a useful tool or else that it is not an adequate planning tool, and that it's becoming less and less viable. They pointed out that the standards are frequently not achievable and/or are not helpful for creating TSPs that meet today's goals of multimodal plans and walkable neighborhoods.
- Practitioners pointed out that they will move forward with planning even when it is a challenge to meet the policy:
  - TSPs – local jurisdictions will prioritize local projects, but for facilities that are subject to the standards and requirements of the policy, jurisdictions will often defer the problem by referring to the need for a refinement study.
  - Plan amendments – in order to meet the policy in their plans, practitioners will often create a “polite fiction” and include projects that have a low likelihood of getting built or funded.
  - Development review – when a development proposal is submitted that doesn't meet the mobility standards, but is not expected to receive significant opposition and is supported by the jurisdiction, the jurisdiction will make a calculated risk and approve the proposal with the assumption that there won't be an appeal.

- There's a disconnect between mobility for travel through the region and mobility as it relates to access and safety.
- The TSPs need to be manipulated in order to meet the demands of the policy.
- The table of mobility standards and targets is a precise measuring tool in an imprecise environment.
- The policy still works for smaller MPOs and the jurisdictions outside the Metro area.
- The current policy can impede planned development, particularly new housing, and the implementation of the Beavercreek Concept Plan in Oregon City was held up as an example by several interviewees.
- The TSPs are required by the TPR to coordinate land use and transportation planning. When planners are not able to adequately reconcile the planned land use and transportation within the TSP, it pushes the responsibility to meet the mobility policy down the line to the plan amendment and then development review.
- Practitioners that are responsible for healthy industry noted that it is helpful in development review and capital projects for understanding third party impacts to adjacent businesses.
- It is used as a basis for requesting exceptions.
- One jurisdiction stated that they feel the policy has been successful and they continue to use it to plan for and build out their system.
- The mobility policy can pose an issue during jurisdictional transfers, such as Barbur Blvd. or 82<sup>nd</sup> Ave.
- In TSPs it is used to identify needs and priorities.
- The designation of a mixed-use multimodal area (MMA) is not fully utilized because of the City of Portland Transportation Impact Analysis (TIA) requirements. Due to past practices, there have been changes at the local level that take advantage of what the MMA designation allows. However, the City of Portland has not updated their local master plan process to remove the requirement for additional traffic analysis.

### 3.3 STRENGTHS AND WEAKNESSES OF THE EXISTING POLICY AND SYSTEM



#### POLICY MAKERS' PERSPECTIVES ON THE EXISTING SYSTEM

Policy makers were asked **“When thinking about mobility, what do you believe is working/not working with the current system?”**

#### WHAT'S WORKING

- The policy is consistent between state and regional plans.
- There has been a lot of community and regional discussion about how to address mobility issues, and efforts have been made to develop solutions.
- The hub and spoke transit model was effective when building out the initial system.
- In regards to plan amendments:
  - The policy forces a conversation that ensures the community understands the implications of decisions – it doesn't force compliance, but builds understanding and support.
  - The current policy provides an opportunity to say “no, this isn't going to work,” which avoids the difficulties that result from saying “no” at the development review stage.

- In regards to TSPs:
  - The policy creates a conversation about the purpose and need for projects.
- One policy maker noted, the policy has accomplished what it was intended to accomplish, however it's dated and doesn't address the goals for serving other modes, reducing climate impacts, promoting equity, etc.

## WHAT'S NOT WORKING

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- The targets aren't effective at helping communities get to the vision and goals they are trying to achieve.
- The targets can't be met which has resulted in confusion as to what is able to be done.
- The current policy doesn't allow for the growth of the region, specifically in regards to population and congestion.
- There is public frustration with overall congestion and flaws in the transportation system.
- There is a sense of disconnect between the public and transportation planners and decision-makers.
- The current policy doesn't work for multimodal transportation planning.
  - Ex. Lloyd Center is very multimodal (I-5, streetcar, MAX, bus, bike, ped), but the mobility standards can only look at vehicle capacity and they don't allow for flexibility or consideration of the vehicle trip reduction benefits of compact land use and increased walking, biking, and use of transit. Nor does it allow for the benefits of limiting vehicle capacity in order to promote the other modes.
- The hub and spoke model for transit doesn't serve the region in terms of connecting communities and employment centers, and there is a growing need to build out a grid system for transit.
- The interstate system and throughways should serve longer through trips, not shorter local trips, and needs to remain functional for the commerce that relies on through trips.
- Inefficient and/or poor coordination between the federal, state, and local systems.
- There are not enough resources to accomplish what needs to be done.
- It is thwarting development: SDCs, affordable housing, TODs, and jobs.
- The policy needs to be flexible to allow it to be scaled up to the vision.
- The policy doesn't allow for significant densification around key rapid transit facilities.
- There are serious gaps in mobility for all modes – particularly in regards to transit in Clackamas and Washington counties.
- The current policy is too obtuse for the public to understand easily.
- The standards still point to large, expensive transportation projects when there is very little money to fund those projects.
- The policy doesn't incorporate an equity lens or link to affordable housing, and doesn't allow for increased densities in areas designated for future growth and development.
- Measurements are focused on transportation, but transportation is only a part of how communities work.
- The infrastructure doesn't support population growth and makes it difficult for people to get around quickly and easily without relying on automobiles.
- It takes too long to get exceptions or go through the process to develop and request approval of alternative mobility standards by the Oregon Transportation Commission.
- The policy doesn't address issues related to first/last mile connectivity in regards to accessing transit.
- In regards to TSPs, it's easy to understand and identify the problems, but no one has come up with ways to realistically address the problems in ways that meet the policy when they require unfundable or

unbuildable capacity improvements, or improvements that are counter to the planned land uses, such as walkable neighborhoods.



## COMMUNITY AND BUSINESS REPRESENTATIVES' PERSPECTIVES ON THE EXISTING SYSTEM

Community/business representatives were asked **“When thinking about mobility, what do you believe is working/not working with the current system?”**

### WHAT'S WORKING

A majority of community/business representatives either did not respond to how the system functions well, or explicitly noted that the system is not effective. Of those few that provided ways in which the system is functioning well, the most common response acknowledged that **the system has been effective at connecting people to Portland's downtown urban core by a variety of modes**. Other comments included:

- Efforts to expand transit
- Promoting active transportation
- Vision Zero
- Applying an age-friendly lens to transportation decisions

### WHAT'S NOT WORKING

**Congestion and lack of transit coverage and service expansion to keep up with growth** were the most common issues mentioned by community/business representatives. Other issues included:

- Safety issues
  - Vulnerable communities are at a much higher risk of traffic-related injuries or fatalities
- The “one-size-fits-all” approach to road planning and design resulting in conflicts between modes, safety issues, inefficiency, and poor traffic management
- Inequitable distribution of travel options
- Significant gaps in travel options exist in some parts of the region
- Current hub and spoke model for transit
- Conflicts between modes
- Displacement and gentrification
- Lack of affordability (housing and transportation)
- Inadequate transportation for the mobility-challenged population
- System gaps and lack of connectivity between modes
- A system that doesn't support the goal of reducing drive alone trips, reliance on automobiles, and VMT
- Lack of attention to travel needs other than the traditional home-to-work system user, i.e. travel for needs other than employment, alternative work hours, etc.



## PRACTITIONERS' USE OF THE EXISTING POLICY

The transportation land use and transportation practitioners were asked: **“What do you believe is working and not working with the current regional mobility policy, standards and targets?”**

### WHAT'S WORKING

While most practitioners agreed that the current policy is inadequate, nearly all agreed that a primary value of the current policy is that it is known, understood and accepted by those who must rely on it.

*“There is a threshold. You know how to measure it. You know how to mitigate. No one questions its validity. Developers don't argue. Engineers get it.”*

Additional points included:

- It identifies where the congestion problems are in a TSP and therefore helps when prioritizing projects for a 20-year timeframe.
- It is effective and legally defensible for exactions.
- The public is concerned about congestion and wants auto mobility; the policy identifies congestion and auto mobility deficiencies. *Note: This issue was acknowledged by jurisdictions responsible for planning for developing outer parts of the region, as well as for those established in urban centers in the region.*
- Several traffic engineers stressed that v/c is still one of the best tools for understanding the safety and capacity of intersections.
- The staff of one jurisdiction stated that the policy has been working for implementing their concept plans.
- The policy makes it easy to collect data and measure.
- Freight is essential to our economy and it relies on vehicle mobility.
- If a plan amendment fails, ultimately the local jurisdiction can move forward regardless.
- It provides a link to identify consistency with the Transportation Planning Rule.

### WHAT'S NOT WORKING

Nearly all practitioners agreed that the policy is either insufficient or just unworkable.

- “It's dated.” “It's all about moving cars.” It does not allow for movement of people and goods through other modes.
- “It's antiquated.” It doesn't reflect the region's goals for climate change, VMT reduction, health, equity, etc. and actually works against those goals. It is in conflict with our city's goals and policies.
- “It's broken. It no longer works to create continuity from long-range planning to projects.” (TSP, to plan amendment, to development review, to projects).
- The transportation system doesn't work. Freeways aren't working. Arterials aren't working.

- Freight chooses to move outside of peak travel times when possible, but increasingly throughout the day there is not enough capacity to support them during off-peak travel times.
- The measures work but the policy doesn't help us achieve the goals we want to achieve.
- The OTC alternative mobility process is too onerous, and potential solutions are unclear.
- No land use balance – can't implement concept plans.
- The results of Metro's peak spreading model can be misinterpreted in how it addresses the measure.
- Does not do a good job of addressing connectivity and system gaps.
- The policy only takes into account peak hour travel, not how a street works during off-peak hours.
- Doesn't get you the nuances that travelers experience, such as delay and travel time.
- V/c doesn't make sense to the public.
- If you use the peak spreading model it doesn't work with the standards.
- The standards are often impossibly high, specifically with the 30<sup>th</sup> highest hour measure.
- Doesn't address how to create a quality community.
- The land use solutions, just as other modes, are not seen as mitigating factors in meeting the mobility policy. Feels like the developer is being punished for making choices that reduce drive alone trips and reliance on automobiles.
- The policy requires capacity improvements, i.e. left turn lanes that impede MAX travel and therefore make the train less attractive to users.
- For jurisdictions that have a hierarchy of transportation (e.g., pedestrian, bike, transit, etc.), drive along trips are the lowest priority, yet the policy prioritizes vehicle trips to be the highest priority, (e.g., Portland).

### 3.4 THINKING ABOUT POTENTIAL ALTERNATIVE MEASURES OF MOBILITY

All interviewees were asked to review the potential new measures of mobility to be explored in the update to the Regional Mobility Policy and identify the measures they felt would best serve the region's needs. The potential measures include:

- Movement capacity for people and goods throughput, all modes (driving, riding a bus or train, biking, walking or moving goods)
- Vehicle miles traveled (VMT)
- Travel time and reliability for motor vehicles, including freight and transit
- Transit service coverage and frequency
- Bike and pedestrian network completion
- Mode share
- Network connectivity
- Access to destinations by a variety of modes

Interviewees were also given the opportunity to suggest additional measures for exploration, as well as comment on whether the volume/capacity measure (v/c ratio) should continue to be used as a part of the updated Regional Mobility Policy.



## POLICY MAKERS' RECOMMENDED MEASURES

For the policy makers, the following measures received the strongest support.

### Transit service coverage

- Need to be making transit-friendly planning decisions, specifically in regards to future growth, development, population, and need
- Remove barriers to using transit

### Access to destinations by a variety of modes

- Choice of mode needs to be a main aspect of this measure
- Need to consider flexibility in regards to access to transportation and destinations
- Can be difficult to measure
- Need to consider equity
- Support complete communities (20-minute neighborhoods)
- Can have different needs depending on the functional class and usage along a corridor

### Travel time and reliability

- This is something the public can understand and has meaning

Policy makers provided comments or support on the following measures:

- People and goods movement capacity and throughput
  - Throughput is a key aspect of this measure
  - Needs to explicitly call out other modes
- Volume/capacity
  - Considers congestion and vehicle movement which can benefit the economy
  - Should be used as a diagnostic tool, not as the base for decision-making
- VMT
  - Use California as a guide
- Bike and pedestrian network completion
  - Addresses gaps in the system
- Network connectivity
  - It's critical to have a defined network that is agreed upon prior to using network connectivity as a measure
- Mode share
  - Most suggested that measures for alternative modes would be more effective, and that this was better understood as an outcome, not a measure.
  - A few explicitly opposed this as a potential measure due to concerns that the trips were not fungible between modes, or that it would not be easily understood.

**Some general comments included:**

- This shouldn't be about how it works for the Portland area, but rather how we serve statewide needs in the context of the system in the Portland area.
- Measure trend lines for future planning.
- Develop a measure for technology and innovation, i.e. AV, EV, rideshare, ridehailing, etc.
- Limit the number of measures (3-4) in order to accomplish goals.
- Measures need to support multimodal transportation.
- Safety is an outcome – find measures that ensures that outcome.



## BUSINESS AND COMMUNITY REPRESENTATIVES' RECOMMENDED MEASURES

Business and community representatives provided feedback on all of the suggested measures, summarized below.

Access to destinations by a variety of modes (*this measure received the strongest support from the community/business representatives*)

- Enables comparisons between and promotes mobility for all modes
- Should be the standard for measuring success
- Can help address needs resulting from growth
- Can help address needs based on social and demographic identity – needs specific to age, location, income, race, gender, etc.
- Promotes development and transportation investments that are place-based (proximity to destinations)
- Addresses congestion
- Engage the community to better understand what destinations are most important – use community input to develop a destination value hierarchy
- Connect to commercial corridors
- Safety needs to be explicit
- Needs to address system gaps
- Needs to include freight

Travel time and reliability

- Important for the freight industry
- Supports the workforce
- Include other modes of transportation, specifically active transportation modes (pedestrian, bikes, etc.)
- Needs to consider environmental justice
- Focus on efficiency, not just trying to force people out of cars by making driving inefficient
- Ensure the assessment is based on reality, i.e. peak hour travel for various modes
- Create a mode hierarchy
- Should serve as the overarching measure



People and goods movement capacity and throughput for all modes

- This should serve as the baseline or “umbrella” for transportation decisions
- Ensure transit is included
- Does not take into account the factors that impact use of all modes of transportation
- Link to the access to destinations measure
- Should be guided by the travel time and reliability measure

Vehicle miles traveled

- Proven and has had success in California
- Can be used to track congestion
- Meets the needs of the community
- Aligns with the goals of addressing climate change, creating livability, and measuring the impacts of development
  - One interviewee felt that climate goals need to be explicit in the measure

Bike and pedestrian network completion

- Can address safety in regards to mode conflicts and access
- Can address gaps in the system (sidewalks, bike paths/lanes, etc.)
- Investments shouldn't be at the expense of freight and vehicle travel
- Has the potential to promote future displacement and issues related to equity
- Needs to be holistic in terms of addressing system gaps

Transit service coverage

- Supports transit dependent people
- Reduces drive alone trips
- Addresses issues related to first/last mile connections to transit
- Should take into account paratransit and deviated routes

Mode share

- Make decisions that incentivize people to use modes other than SOVs
- Needs to be more explicit about climate change

Network connectivity

- Connect to commercial corridors
- Don't use a “one size fits all” approach to connectivity
- Make connectivity for all modes explicit in the measure
- Could be built into the access to destinations measure
- Seems too abstract

Volume/capacity

- Can serve as a good measuring tool
- Too simplistic to serve as the only measure

- Needs to be rational when determining capacity
- Useful for identifying congestion hotspots
- Is legally defensible

**Some general comments included:**

- Accessibility needs to account for the housing and transportation cost burden - specifically in regards to displacement.
- Safety is important to consider in relation to congestion and conflicts between modes.
- Equity needs to be explicit in all measures included in the policy.
- Measures need to account for transportation innovation, i.e. AV, EV, rideshare, etc.
- Measure changing behavior, i.e. telecommuting, alternative work hours, etc.
- Climate needs to be explicit.
- Measure impacts to natural and regional resources.
- Measure the effectiveness of coordinating land use and transportation planning.



## PRACTITIONERS' RECOMMENDED MEASURES

Most practitioners acknowledged all the listed measures were valuable considerations, but almost all practitioners also stressed that, to be effective, the policy would need a clear and narrow set of measures.

The following measures were most commonly suggested:

### Bicycle and pedestrian network completion and transit coverage and frequency

- Interviewees frequently discussed these two measures in combination.
- A broader *system* completion (bike, pedestrian, transit, etc.) was discussed as a measure:
  - The City of Portland has developed and tested a tool, tying it to SDCs.
  - California has done market-based work – a developer can be required to pay into a system completeness fund.
- There would need to be clear criteria to define system completion and the targets to completion.
- Topography and/or density need to be considered when defining appropriate levels.
- Need to stop thinking of bike and pedestrian investments as the mitigation.
- Participants discussed a variety of ways to measure transit service, including proximity to jobs and housing, trip time, and seats per hour.
- Clackamas County developed but did not adopt a more holistic mobility policy. They identified multiple measures for bike and pedestrian connectivity, including a bicycle level of stress and measure.

### A vehicle measure: Travel time reliability for vehicles, including freight and transit AND/OR Volume to Capacity – v/c

- Most interviewees suggested that a measure for vehicles still needs to be included in the updated mobility policy.

- Most who preferred travel time and reliability suggested it was more intuitive for communication with non-practitioners and more meaningful.
- It was suggested that travel time and reliability may be more useful than v/c for systems that can't be fixed to meet v/c targets
- Reliability is critical for the movement of freight.
- Transit reliability could be measured separately.
- Many – particularly the practitioners with the technical expertise and responsibility to assess the v/c – felt that v/c is still one of the best tools.
  - Provides the most legally defensible data
  - Particularly useful for measuring capacity and safety of intersections
  - Supporters of v/c believed it was easier for people to understand
- Some believed both measures should be used, practitioners within several agencies debated among themselves about which of these measures were most useful.
- A return to Level of Service – LOS – was suggested only once, noting it is still used by some of the jurisdictions for at least some of their facilities. However, several interviewees cautioned that returning to LOS would be a regression.
- A few supported establishing a vehicle cap, such as the cap established by the City of Portland.

#### Vehicle Miles Traveled (VMT)

This measure received the most polarized feedback.

##### **Support:**

- Some saw great potential for using VMT as an overarching measure to achieve many of the other measures as well as regional goals (mode shift, equity, etc.).
- There was a suggestion that a tool could be built from a VMT system metric in combination with a system completeness measure.
- A couple practitioners saw benefit in having consistency between western states and building on California's work.
- Some noted that VMT supports the Statewide Transportation Strategy (STS) for reducing greenhouse gas emissions.

##### **Concern:**

- Some felt VMT was not practical or defensibly measurable, especially for development review and project design.
- Some practitioners pointed to Oregon's different state regulatory framework. California has CEQA (the California Environmental Quality Act) that drives decision making. Oregon has the Statewide Planning Goals and related land use laws, including Goal 12 and the TPR.
- One jurisdiction expressed concern that as a community at the edge of the region with an imbalance of jobs to housing, most residents would commute out of their jurisdiction to work in another community making it difficult for them to compete.

The practitioners provided some feedback on the other measures, as described below:

- Movement of people and goods, all modes – This received broad support, but most felt it was more of a goal or the fundamental purpose of the mobility policy, rather than a measure.
- Network connectivity was recommended by several practitioners as a measure that could be applied on a large and small scale (e.g., TSP and plan amendment scales).
- Access to destinations was a consistent priority or used as a key part of the definition of mobility, but a number of practitioners stated that other measures could be effective at achieving accessibility.
- Mode share was generally not supported and was suggested as an outcome rather than a measure.

#### Some general comments included:

- There will be great benefit to a regionally adopted set of measures. They will be legally challenged and therefore need broad support and application.
- Many of these are all high-level planning goals; they won't work as measures when developing a plan or looking at a proposed development.
- Using the terms "target" and "measure" instead of "standard" is a good step.
- The measures ultimately need to work for development review, as well. They need to help establish a defensible nexus between the development and any required improvements or investments.
- The measures need to be able to identify incremental change. Using a bunch of measures won't work.
- Consider the possibility of different measures for the plan and for development review.
- We do not yet have good predictive tools for other modes.
- Which should come first – adopting a policy that creates a demand for better tools to generate the needed data, or adopting a policy that is dependent on data from tools that are currently available?

## 3.5 CONSISTENCY/FLEXIBILITY OF POLICY, MEASURES, AND TARGETS



### POLICY MAKERS ON POLICY CONSISTENCY/FLEXIBILITY

Policy makers were asked: **“Do you feel the policy, associated measures, and targets should be applied differently depending on the areas?”**

- A majority of policy makers felt there should be a common set of measures with potentially different targets – specificity depending on the area.
- The application of the policy/measures/targets needs to take into account density.
- The application should recognize the needs in employment centers.
- Any variation in the application of the policy/measures/targets should not promote urban sprawl.
- “It’s like the blind man and the elephant, the region looks very different across the region, for Portland and Metro staff they’re great and very smart, but they don’t understand. They’re looking at the world as a blind man, from the perspective of the urban center. If you look in the outer suburbs you don’t have a grid system, you don’t have transit. They need to be measured differently.”
- Some policy makers felt any necessary variations could be captured through functional class.
- It was noted that it would depend on what the measures are, but that the policy needs to allow for differences in the areas.

- It's important to consider topography, geography, and development, as well as look at gaps – ex. kids in landlocked areas only have the option of using SOVs to leave their area and we need to provide alternative modes in suburbs.
- One policy maker felt the policy/measures/targets should not be applied differently depending on the area, unless there are benefits, noting that there's been an unequal way of measuring across the region.

Policy makers were asked: **“Do you feel the policy, associated measures, and targets should be applied differently depending on the type of road and road use?”**

- It was suggested that the application of the policy/measures/targets should address the purpose of the roadway.
- Many felt that having modes existing side by side doesn't work on all roadways and can create safety issues.
- One policy maker felt it could be problematic because the functional class can look different depending on the community, and that it will change over time, i.e. 82<sup>nd</sup> Ave.
- One policy maker noted that there is not enough money to make every road function for all modes safely.



## COMMUNITY AND BUSINESS REPRESENTATIVES ON POLICY CONSISTENCY/FLEXIBILITY

Community/business representatives were asked: **“Do you feel the policy, associated measures, and targets should be applied differently depending on the areas?”**

- A strong majority (80%) of the community/business representatives felt that application of the policy/measures/targets should differ depending on the area.
- Many felt that the policy should remain the same throughout the region, but that the targets should be applied differently based on the reality of the area (i.e. existing infrastructure, population, density, need, etc.)
- Many suggested the concept of a “sliding scale” for applying targets in order to motivate different areas to meet regional mobility goals, while being conscientious of what is achievable at a given point in time within that area.
- The different stages of development across the region and differences in the availability of travel options we a common reason for supporting varied applications of the policy/measures/targets.
- **Other comments included:**
  - Apply the policy in a local, neighborhood, and/or community specific way
  - Assess the activity in the area and apply the policy accordingly
  - Ensure the policy is formed in a way that reflects the regional values

Community/business representatives were asked: **“Do you feel the policy, associated measures, and targets should be applied differently depending on the type of road and/or road use?”**

- All of the community/business representatives that gave a direct response to this question expressed mild to strong support for applying the policy/measures/targets differently based on the type of road and/or road use. Interviewees commonly suggested performing analyses of the road to identify the primary mode usage in order to determine how best to apply the policy/measures/targets.

- Many felt that applying a “one-size-fits-all” approach to roadways has a negative impact on the mobility of all modes.
- Many felt that allowing the policy/measures/targets to be applied differently based on the type of road would help alleviate issues in the system resulting from conflicts between modes.
- **Other comments included:**
  - Allowing for variations in how the policy/measures/targets are applied will help freight mobility
  - Create a “toolkit” for each road type and use it to help when applying the policy/measures/targets
  - The built form of a road should be the driving force in making transportation investments
  - Ruling out the addition of lanes or capacity has a negative impact on freight



## PRACTITIONERS ON POLICY CONSISTENCY/FLEXIBILITY

When asked whether there should be differences in the policy, measures or targets, it was a quick and easy, “Yes!” for many of the practitioners.

Others required more thought. While nearly all eventually decided there should be an allowance for differences either based on area or road type, they were deeply concerned about “future proofing” areas that will likely become more dense in time, ensuring our region’s goals are achieved, and protecting the region from sprawl.

Only one jurisdiction’s staff did not support flexibility. They noted that ultimately our outer suburban areas want the same access and mobility options, so it makes sense to include these targets even at the beginning to ensure the system can accommodate them.

### Regarding differences based on area:

- Most replied that they supported allowing *different* targets with the *same* policy and measures. Suggested considerations for varied application of targets were:
  - Need to acknowledge that different areas have different barriers to mobility.
  - Density and/or topography. What are the existing and future limitations and opportunities for meeting the targets?
  - Connectivity and availability of other modes. For instance, if TriMet is not investing in the outer areas, we can’t hold them to the same transit targets, but it should still be a measure, and we can create facilities that provide for safe, accessible bus stops or park and rides.
  - Land uses (industrial vs residential), affordable housing. What are the access needs? Aspiration should be to ultimately make complete communities throughout the metro area.
  - May not even need vehicle standards for areas that have achieved a specified level of development with a specified level of available travel options. Some roads should or can be only so wide.

### Regarding differences based on functional class or type of roadway:

- Several practitioners supported allowing different targets and, potentially, measures, with the same vision/policy. The primary rationale was for the difference to be based on the designated users or purpose of the road. For instance:

- The role of interstates and throughways is to support statewide and interstate travel through the Portland area and cross-regional travel; not local trips.
- For the sake of freight mobility, designated freight routes need different and/or higher standards for vehicle travel time reliability.
- Designated bike routes need measures and targets that ensure the function and safety for cyclists.
- As a caution, one interviewee stressed that drivers all have apps on their phones that don't care if it's an arterial, collector, or throughway. From a user perspective it won't matter what type of road it is.

### 3.6 ACCESSIBILITY, SAFETY, EQUITY, AND OTHER MODES



#### POLICY MAKERS' PERSPECTIVES ON ACCESSIBILITY, SAFETY, EQUITY, AND OTHER MODES

Policy makers were asked **“How would you determine if we have a transportation system that promotes accessibility?”** (Note: Interviewees were informed that the definition of accessibility, in this sense, is not limited to ADA considerations.)

- Addressing first/last mile connectivity, specifically as it relates to transit
- 20-minute neighborhoods
- Transit based on connectivity and/or a transit grid system

Policy makers were asked to address equity and issues related to equity as it relates to mobility:

- “Feels like we’re playing whack-a-mole”
  - Look at underserved communities from a modality perspective, speaking to basic gaps. How much bike/pedestrian infrastructure, transit is within reach.
- Past policies have thwarted affordable housing and have isolated underserved communities
- “We need to do a better job, to agree we’re not going to get it right the first time, and give ourselves the grace to learn and improve. I’m not sure we know what equity is, and we can’t define it based on what we think it is. We need to go to the underserved communities to get their definition of equity.”
- Ex. Happy Valley has a huge Asian-American community and they choose it because of the ability to have a home with enough room for multigenerational families, but they still need access to transit.
- Include people of color and different income groups to help define equitable transportation.
- We don’t have the same resources as other “head-office” cities (Seattle, San Jose, San Francisco), we can’t do it all at once. However, we can’t wait for “perfect,” we have to make imperfect decisions in order to get the “boat to rise for all.”
- Understanding equity areas and ensuring they have access to what they need by a variety of modes
- Need to build a system that serves all people, first/last mile connections to transit are part of that
- A functioning system and region relies on people of all communities being able to get where they need to go – the ripple effect





## COMMUNITY AND BUSINESS REPRESENTATIVES' PERSPECTIVES ON ACCESSIBILITY, SAFETY, EQUITY, AND OTHER MODES

Community/business representatives were asked **“How would you determine if we have a transportation system that promotes accessibility?”** (Note: Interviewees were informed that the definition of accessibility, in this sense, is not limited to ADA considerations.)

- Many community/business representatives felt that to promote accessibility you need a system that is affordable, efficient, easy, and safe for all users on all modes – *“cheap, fast, safe, and easy.”*
- Other comments included:
  - Address the “first mile, last mile” barrier to using modes other than SOVs – provide multimodal options within a reasonable distance of all users
  - Build complete multimodal systems that seamlessly connect to each other
  - Create a hierarchy of destinations based on need in order to measure accessibility

Community/business representatives were asked **“How would you determine if we have a transportation system that is equitable?”**

- Many suggested developing a policy that helps protect communities from gentrification and displacement.
- A common theme among community/business representative comments was that the transportation system needs to be serving those with the most need. Specifically:
  - Addressing the geographic disparities in the transportation system that have disproportionate impacts on displaced, gentrified, and/or vulnerable communities, specifically in regards to transit coverage.
  - Addressing the housing and transportation cost and travel time burdens
- Multiple community/business representatives suggested performing robust community engagement in current and historically underserved communities to identify and address equity issues. It was noted that commonly multimodal/active transportation investments in communities of color can be seen as an indicator of impending gentrification.
- Other comments included:
  - Increase access to modes
  - Link affordable housing, employment, and development when making transportation investments
  - Make equity the primary lens
  - Include aging and disabled populations in equity discussions and seek universal design when possible
    - *“Age is an equalizer. The system serves you less as you age, regardless of race, gender, income, or location.”*
  - Geography plays a key part in equity. The transportation system is consistently lacking in areas with vulnerable communities.

*Age is an equalizer. The system serves you less as you age, regardless of race, gender, income, or location.*

Community/business representatives were asked **“How would you determine if we have a transportation system that is safe?”**

- Many noted that conflicts between modes lead to safety issues.
- Many felt that safety was missing from the potential measures.
- A common comment noted the importance of considering the perception of safety for individual users. Examples included:
  - How users feel with the presence of transit police based on experience and identity
  - User confidence and comfort when navigating the transportation system during different times of day and on different modes, i.e. women, aging adults, disabled individuals, people of color, etc.
- The Vision Zero goal was mentioned multiple times both in regards to suggestions for using it as a measure for safety (injuries and fatalities related to traffic incidents), and because some felt the measure was too simplistic and did not adequately demonstrate the safety of the network.
- Other comments included:
  - Safety is addressed in other policies and regulations in the region and does not need to be built into the update
  - Engage the community in order to determine the best way to address safety issues

Community/business representatives were asked **“How would you determine if we have a transportation system that supports other modes?”**

- Key themes from community/business representatives answers to this question included:
  - Considerations for ADA and paratransit, including exploring place-based options for transit coverage, i.e. deviated routes, shuttles for transit dependent users to meet basic needs (groceries, social interaction, etc.)
  - Providing for users that use multiple modes within a single commute, i.e. providing adequate parking and bike storage at MAX stations
  - Providing multimodal options in communities with the most need



## PRACTITIONERS' PERSPECTIVES ON EQUITY

Practitioners generally covered the issues of accessibility and safety when discussing measures and the current system. When asked **“How do we determine whether we have an equitable transportation system?”** the key messages were as follows:

- There was universal support for striving for a more equitable transportation system, one that provides for all modes, ensuring transportation options at a basic level.
- There was also a lack of confidence that the field of practitioners have the right qualifications to define an equitable transportation system. They encouraged the project team to seek input from communities of color, low-income, disabled and other underserved communities.
- Displacement was a major concern with two primary perspectives:
  - We need to target investments to underserved communities and identify actions to avoid and mitigate displacement
  - Transportation investments will create displacement, so the best approach is to work toward a complete system throughout the Portland area.

- A number of practitioners noted that some of the biggest historical displacement has been due to major infrastructure projects (I-5), so the mobility policy should include protection of neighborhoods.
- A few expressed concerns that there are racist policies on which some engineering practices are based, creating substantial impacts to black and lower income communities, and a hypothesis that v/c and LOS have contributed to those impacts.
- Areas with a higher concentration of underserved populations will have a higher percentage of transportation disadvantaged – transit dependent and mobility challenged – so should receive priority for investments in alternative modes.
- Community colleges are a good resource for tracking where the populations are moving.
- On the other hand, a number of practitioners discussed challenges to investing in serving underserved populations:
  - Some areas have significant diversity, but it is dispersed, not concentrated. Nonetheless, they need the mode options.
  - The industrial areas employees are often from underserved populations. Transit doesn't serve these communities. They must rely on cars.
  - Investing in transportation for industry creates family-wage jobs for non-college educated.

### 3.7 MANAGING FOR PROJECT SUCCESS

All interviewees were asked what outcomes *would* and *would not* want to see as a result of this update to the policy.



#### POLICY MAKERS

##### Good Outcomes:

- This effort needs to provide a roadmap for the policy from the TSP to plan amendments to development review to capital projects
- Relevant today and tomorrow – planning for future – way people live and want to live
- Reduce trips people have to take and don't want to take - choices
- Support the economy
- Flexibility with clarity, that allows context but is easily understood and can be applied
- Leads to implementation with an eye for plan amendments and projects
- Something that is fully embraced by the Council and OTC
- Process in place for making decisions that we all agree on
- Identify the underserved areas and gaps and use that to provide better service and options for all
- Transportation improvements done through an equity lens
- Understandable to real people, not just transportation professionals
- A policy that doesn't just look at v/c, but looks at the goals of safety, equity, and capacity in order to give a better measurement of our strengths for all modes
- Something more flexible to meet goals

**Concerns/Bad Outcomes:**

- Something that works for the Portland area and the communities within but not for the State as a whole
  - “We can’t put walls around what happens in the metro area, we still need a functional state system through the metro area. Can’t be parochial.”
- Something that puts us at a disadvantage to winning dollars and meeting goals – it’s a planning tool, the current policy falls short
- Something that contributes to sprawl




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**COMMUNITY AND BUSINESS REPRESENTATIVES**
**Good Outcomes:**

- A more equitable and culturally nuanced approach to measuring mobility
- Using a “less stick, more carrot” approach to reducing SOV use
- Taking a broader, more regional approach to the policy
  - Not applying a “one size fits all” approach across the region, understanding the different needs
- Using more than one measure for mobility
- Policy that measures both for mobility as well as accessibility (they are not the same, but go hand in hand)
- Reduction of congestion and traffic
- Identifying the shared goals of reducing conflicts between the modes
- A policy that is framed to address externalities, i.e. climate, public health, safety, displacement, etc.

**Concerns/Bad Outcomes:**

- A continuation of the same policy and measures, or keeping the status quo
- Taking an approach that tries to force people out of cars, rather than providing better options
- A rigid, “one size fits all” approach to areas and roads with different needs
- A measure that focuses too heavily on vehicle mobility
- Freeway expansion
- Prohibiting increased capacity




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**PRACTITIONERS**
**Good Outcomes:**

- It will define and measure moving people and goods, not just vehicles.
- It will support our broader community goals.
- It will be measurable and clear, easy to understand and apply, and therefore is implemented.
- It will support, not de-incentivize, the 2040 plan, allowing for increased development in centers and corridors.
- It will advance equity, safety and address climate change.
- It supports freight reliability.

- A clear policy with targets and measures for the TSP and plan amendments, but also a roadmap on how to carry it through development review and capital projects.

#### Concerns/Bad Outcomes:

- It will just be a tweak of the existing system, because it's known and comfortable.
- It reduces freight mobility.
- We don't want a thick manual on how to apply the policy.

*We don't want a thick manual on how to apply the policy.*

## 3.8 PROJECT PROCESS AND FUTURE ENGAGEMENT

### INTEREST IN FUTURE ENGAGEMENT

Interviewees were asked if they were **interested in participating in further engagement opportunities related to this effort to update the Regional Mobility Policy**. All interviewees expressed interest in further participation, with a few community and business representatives indicating tentative apprehension to further participation based on availability and level commitment, and/or suggesting that the perspective they were chosen to represent could be better represented through an alternative individual.

### INDIVIDUALS AND/OR ORGANIZATIONS TO INCLUDE IN FUTURE ENGAGEMENT

Interviewees were asked to suggest additional individuals and/or organizations to include in future engagement. A full list of their responses is included in **Appendix B**.

### MESSAGING AND PROJECT COMMUNICATION

Policy makers, practitioners, and business/community representatives were asked for their thoughts on how to adapt the messaging and communication for the project and Regional Mobility Policy.



#### POLICY MAKERS

Many policy makers felt there was need for a broader range of voices involved in the process. Additionally, some policy makers felt that the project would benefit from improving the messaging to explain what the policy is and why the update is happening in a way that is tailored to those without technical experience.



#### COMMUNITY AND BUSINESS REPRESENTATIVES

Many business and community representatives had suggestions for future messaging around the project. Of those that provided feedback on this topic, a significant number felt the factsheet language was too focused on the

technical details of the policy and felt it distracted from how the policy actually relates to the average person, regardless of background, community, or industry. Other comments included:

- Personalize and tell a story in the messaging, and tailor it to the audience
- Explain the purpose and goals of this project as it relates to the region, communities, and industries in a way that is high level and tangible – summarize
- Explaining in terms of the year 2040 can be hard to comprehend – express the urgency and actionable nature of the project and policy
- Make the values explicit
- Use examples of how it impacts transportation and land use decisions
- Express the urgency and relevancy of this update for the region
- Coordinate and engage affordable housing representatives, the major shipping industry, business associations, and chambers of commerce



## PRACTITIONERS

While many transportation and land use practitioners focused mainly on how best to improve the mobility policy, a number had suggestions for future communication and engagement practices during the update process. One of the major suggestions came from **both small and large jurisdictions and requested the opportunity for jurisdictions to learn about each other's needs to better understand what would make the mobility policy work across the region.** Other comments included:

- Engage more people within the agencies that perform the technical work in applying the standards
- Reach out to and engage members of underserved and historically marginalized communities to better define an equitable transportation system
- Use and learn from similar efforts in other parts of the country, specifically in California
- Look to existing and relevant case studies, as well as perform case studies in order to test the different concepts being considered and build confidence that the resulting policy will be defensible and practical
- Look to Clackamas County's work developing an alternative mobility policy

## SUGGESTED INFORMATIONAL TOOLS

Interviewees were asked to supply any additional documents or tools that could help inform this effort. Documents are included in **Appendix C.**

# 4.0 Key Challenges to Address in the Update Process

As discussed in previous sections, there is unquestionable support for developing a policy that takes into account a broader definition of mobility than just motor vehicle capacity and v/c. There is also broad commitment to the

region's hallmark land use, climate and social equity goals and values. However, as is also evident in the previous sections, there are a number of challenges to address in order to develop a policy that balances these objectives and that is broadly accepted and used. Key among those challenges are the following:

- Stakeholders urge Metro and ODOT to adopt a mobility policy that will be **practical – simple, applicable and legally defensible**.
  - Stakeholders stressed that the policy needs to remain simple enough to ensure it will actually be broadly adopted and applied. Most interviewees supported a narrow set of measures that would account for transit and active transportation, as well as motor vehicles. However, the set of their suggested measures varied significantly from stakeholder to stakeholder, especially for vehicle capacity.
  - In addition to being simple, stakeholders stressed that the new policy needs to be legally defensible at each stage of its application – TSP, plan amendment, development review, and design of capital projects.
  - Stakeholders, especially practitioners and policy makers, will want tangible evidence that the policy works and can be applied by agencies with diverse needs, and with a range of resources and abilities. *To accomplish the practicality and legal defensibility, stakeholders would like measures that are tested and proven – such as through case studies that illustrate how the policy works in different areas of the Portland region – and that rely on data that is readily available now or will be before the policy is implemented.*
- The process for updating the mobility policy needs to explore how to provide **flexibility based on area and/or road type**, while maintaining and supporting the region's goals and values for a well-connected, integrated, multimodal system. While nearly all stakeholders recognized a need for flexibility, very few expressed confidence about how best to do so. Most stakeholders will approach this challenge with an open mind, but will want evidence that any variations are justified. For areas and roads that are in earlier stages of development, most stakeholders will want the update process to *explore the concept of allowing flexible targets while also ensuring the application of lower targets does not remain stagnant, and that if lower targets are applied it does not imply that an area or road will not have to meet higher targets in the future in order to maintain the goals and values of the region.*
- Many of the **community and business stakeholders found the purpose and nature of the policy confusing**. While the information in the factsheet helped to some degree, it was only after providing more tangible examples of how the policy is used and how it affects them that they were able to have a meaningful discussion about the policy. Additionally, many community and business stakeholders came to the interview with the impression that they would need to have technical knowledge in order to meaningfully participate. In future communications during the mobility policy update process, information about the policy and process needs to be developed in a way that is easily understood by those being engaged, and highlights the value-based nature of discussion. *Tailor communications to the stakeholders using real world examples of how the mobility policy is used and how it affects them, their industry, their interests, and/or the community they represent.*
- Stakeholders were very supportive of updating the mobility policy in a way that **promotes an equitable transportation system**, however, there were varying opinions on how to define equity as it relates to transportation, as well as how to make transportation investments in order to achieve an equitable transportation system. Despite the differing viewpoints, stakeholders across the board suggested that the



mobility policy should be updated using an equity lens. They stressed that Metro and ODOT should first *reach out to underserved and historically marginalized communities to more clearly understand how they would define an equitable transportation system and to understand how the policy could best help achieve that*. Many suggested not only reaching out to the representatives of advocacy organizations, but also to members of those communities that daily rely on and struggle with all aspects of the existing system.

## Appendix A: List of Stakeholders Interviewed

| Policy Makers                      |  |
|------------------------------------|--|
| Name                               | Affiliation                                  |
| Council President Lynn Peterson    | Metro Council                                |
| Chair Bob Van Brocklin             | Oregon Transportation Commission             |
| Vice-Chair Robin McArthur          | Land Conservation and Development Commission |
| Commissioner Jessica Vega Peterson | Multnomah County                             |
| Commissioner Paul Savas            | Clackamas County                             |
| Commissioner Roy Rogers            | Washington County                            |
| Doug Kelsey                        | TriMet                                       |
| Jerri Bohard                       | ODOT   |
| Margi Bradway                      | Metro  |

| Transportation and Land Use Practitioners |                                |
|---|--------------------------------|
| Name                                      | Affiliation                    |
| Bill Holstrom                             | DLCD                           |
| Matt Crall                                |                                |
| Jennifer Donnelly                         |                                |
| Chris Deffebach                           | Washington County              |
| Tom Harry                                 |                                |
| Jinde Zhu                                 |                                |
| Stacy Shetler                             |                                |
| Karen Buehrig                             | Clackamas County               |
| Joe Marek                                 |                                |
| Richard Nys                               |                                |
| Joanna Valencia                           | Multnomah County               |
| Jessica Berry                             |                                |
| Eric Hesse                                | City of Portland               |
| Eric Engstrom                             |                                |
| Peter Hurley                              |                                |
| Bob Kellett                               |                                |
| Laura Terway                              | Oregon City                    |
| Dayna Webb                                |                                |
| Phil Healy                                | Portland of Portland           |
| Tom Bouillion                             |                                |
| Avi Tayar                                 | ODOT Region 1                  |
| Chi Mai                                   |                                |
| Rachael Tupica                            | Federal Highway Administration |
| Nathaniel Price                           |                                |
| Nick Fortey                               |                                |
| Linda Swann                               |                                |
| Carl Springer                             | DKS Associates                 |
| Matt Hughart                              | Kittelson and Associates       |
| Frank Angelo                              | Angelo Planning                |
| Darci Rudzinski                           |                                |

| Transportation and Land Use Practitioners |                                     |
|---|-------------------------------------|
| Kirsten Pennington                        | WSP                                 |
| Christe White                             | Radler White Parks & Alexander. LLP |

| Community and Business Representatives |  |
|--|--|
| Name                                   | Affiliation                              |
| Commissioner Pam Treece                | Westside Economic Alliance               |
| Corky Collier                          | Columbia Corridor Association            |
| Jarvez Hall                            | East Metro Economic Alliance             |
| Ady Everette                           | Business for Better Portland             |
| Heather A. Hoell                       | Venture Portland                         |
| Rob Freeman                            | Fred Meyer Distribution                  |
| Lanny Gower                            | Con-Way Freight, Inc.                    |
| Jana Jarvis                            | Oregon Trucking Association              |
| Waylon Buchan                          |  |
| Tyler Lawrence                         | Green Transfer                           |
| Willy Myers                            | Columbia Pacific Building Trades Council |
| Jillian Detweiler                      | Street Trust                             |
| Mariana Valenzuela                     | Centro Cultural                          |
| Hannah Holloway                        | Urban League of Portland                 |
| Jeff Pazdalski                         | Westside Transportation Alliance         |
| Glenn Koehrsen                         | TPAC Community Representative            |
| Elaine Freisen-Strang                  | AARP                                     |
| Bandana Shrestha                       |  |
| Julie Wilke                            | Ride Connection                          |
| Bob Sallinger                          | Audubon Society                          |
| Ted Labbe                              | Urban Greenspaces Institute              |
| Chris Rall                             | Transportation for America               |
| Kelly Rodgers                          | Street Smart                             |

## Appendix B: Suggested Engagement

|   |   |
|---|---|
| AAA Oregon  | No More Freeways PDX                                |
| American Aging Association                          | Operation Engineers Local 701                       |
| APANO   | Oregon Environmental Council                        |
| Central Eastside Industrial Council                 | Oregon Latino Health Coalition                      |
| City Observatory                                    | Oregon Trails Coalition                             |
| Community Cycling Center                            | Own Consulting                                      |
| Community Vision Inc.                               | Physicians for Social Responsibility                |
| Disability Rights Oregon                            | Portland African American Leadership Forum          |
| Disability Services Advisory Council                | Portland Business Association                       |
| East Metro Economic Alliance                        | Portland Community Reinvestment Initiatives Inc.    |
| East Portland Land Use and Transportation Committee | Portland Freight Committee                          |
| Franz Bakery Distribution                           | Portland Housing Advisory Commission                |
| Friends of Trees                                    | Portland Planning Commission                        |
| Getting There Together Coalition                    | Portland Public Schools                             |
| Habitat for Humanity                                | Portland Public Schools Parent Teacher Associations |
| Hacienda CDC  | Renew Oregon  |
| Intel   | Ride Connection Board of Directors                  |
| Jade District                                       | Rose CDC  |
| Jarrett Walker and Associates                       | Self Enhancement Inc.                               |
| Laborers Local 737                                  | Sightline Institute                                 |
| Latino Health Coalition                             | Special Transportation Fund Advisory Committee      |
| Metro Transportation Funding Task Force             | Street Trust  |
| Multnomah County Social Services                    | Verde   |
| Nike Shuttle Staff                                  |   |

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## Appendix C: Suggested Informational Tools

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[Transportation for American: Guiding Principles \(Updated September 2019\)](#)

[Metro Transportation Funding Taskforce \(various materials\)](#)

Ted Talks: A Day in the Life Series (how people move through the city)

[ODOT Transportation Systems and Operations Management Plan \(2017\)](#)

[Transportation Research Board \(relevant studies and documents\)](#)

Washington County travel time information (unreleased)

[San Francisco Transportation Demand Management Tool](#)

[Clackamas Regional Connections Study Task 4.1.2 Implementation Recommendations Memo](#)

Clackamas County Social Services Needs Assessment Survey 2019

[Clackamas Regional Center Connections Project Task 4.2 Transportation System Safety Performance Measures](#)



Metro



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## Metro/ODOT Regional Mobility Policy Update 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 Consultant in the time period between January 1, 2020 and Fall 2021.

This work plan was shaped by and builds on significant engagement and technical work completed during the project scoping phase from April to December 2019, including stakeholder interviews and background research conducted by the Transportation Research and Education Consortium (TREC) housed within Portland State University (PSU).

### 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 (OTC) 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 2018 RTP and 2040 Growth Concept, as well as local and state goals will provide overall guidance to this work.

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 and system and demand management activities 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. Use transportation system and demand management to support meeting mobility needs.
  - e. Help decision-makers make decisions that advance multiple policy objectives.
  - f. Address the diverse mobility needs of both people and goods movement.
  - g. 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>
  - h. 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.
  - i. 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.
  - j. 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 regional and statewide importance.
  - k. Be financially achievable.
  - l. 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.
  - m. Be legally defensible for implementing jurisdictions.
  - n. 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.



**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. Document data, tools and methodologies for measuring mobility.
6. 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.
7. 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.

## 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, system and demand management strategies 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.

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

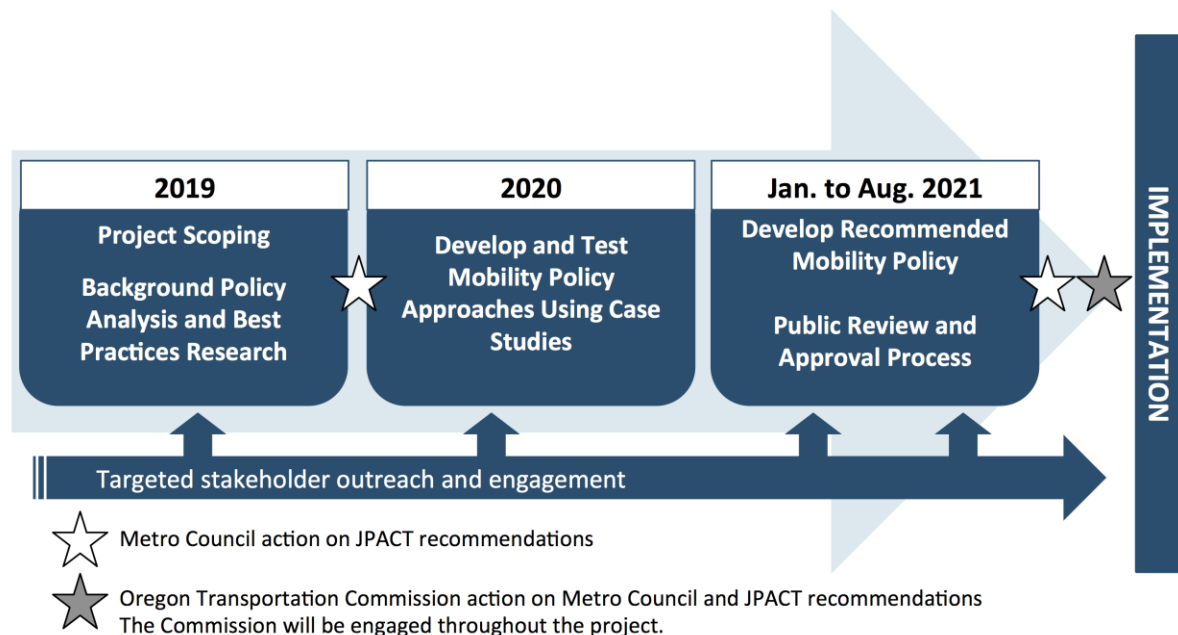
*“In the development of transportation system plans or ODOT facility plans, where it is infeasible or impractical to meet the mobility targets in Table 6 or Table 7, or those otherwise approved by the Oregon Transportation Commission, ODOT and local jurisdictions may explore different target levels, 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 August 2021.

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



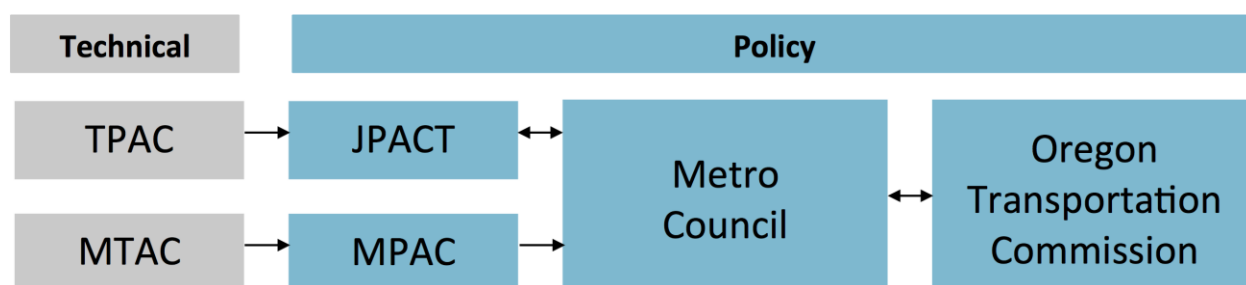
Beginning in Spring 2019, the first phase consisted of engaging local, regional, state, business and community partners to shape this work plan and supporting public engagement plan. During this phase, TREC/PSU researchers conducted background research to provide a foundation of information that will help develop a shared foundation of understanding of the current status of RTP and OHP mobility measures for the Portland area, their history and uses in the region and potential options for new mobility measures, targets and standards for application during regional and local transportation system planning and evaluation of local plan amendments. This phase concluded in December 2019 following JPACT and Council approval of the work plan and public engagement plan for the mobility policy update.

## TPAC REVIEW DRAFT 10/23/19 Metro/ODOT Regional Mobility Policy Update Work Plan

The second phase is anticipated to occur throughout 2020 and will include sharing key findings from the TREC/PSU research, development of criteria for evaluating and selecting potential measures for testing through case studies, identifying case study locations and conducting an analysis of the case studies. Key findings from the case study analysis will be reported in at the beginning of the third, and final, phase in 2021. From January to June 2021, the region will work together to develop and recommend an updated mobility policy and an action plan for implementation of the updated policy for consideration by JPACT and the Metro Council in August 2021.

### 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 10/23/19 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>3</sup> |

<sup>3</sup> Oregon Revised Statutes [197.180](#)

### Summary of Key Tasks and Anticipated Schedule

| Task          |  | Anticipated Schedule   |
|---------------|--|------------------------|
| <b>Task 1</b> | <b>Project Management</b><br>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><br>Illustrate “on-the-ground” examples of applications of the current v/c measure and targets. The examples will cover a range of regional facilities (throughways and arterials), 2040 Growth Concept land use types, geographies and availability of travel options. The purpose of the illustrative examples is to identify strengths and weaknesses of the current policy, to be addressed with the updated regional mobility policy. This task includes development of initial evaluation criteria for assessing strengths and weaknesses that will be further refined in Task 6.   | Jan. to March 2020     |
| <b>Task 3</b> | <b>Report on 2018 RTP Mobility Performance</b><br>Document performance of 2018 RTP transportation system (2015 base year and 2040 Constrained networks) for all modes to identify where the region is meeting its mobility goals or falling short, and why it is not feasible to meet current mobility targets in the OHP and RTP. Consistent with <a href="#">ODOT Operational Notice PB-02</a> , the performance documentation will describe existing and future performance at the system plan and mobility corridor levels, distinguishing between arterials and throughways. Performance measures 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 (and 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><br>Use the best practices review information compiled by the PSU TREC researchers in the scoping phase to illustrate “on-the-ground” examples of the most promising “best practices” measures and approaches for consideration in updating the regional mobility policy. Identify key lessons learned from their application locally and in other states and regions, considering Oregon’s unique legal framework. Recommend potential new policy approaches and related measures as well as improvements to current policy approaches and related measures for consideration in Task 6.  | Jan. to March 2020     |

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| Task           |  | Anticipated Schedule |
|----------------|--|----------------------|
| <b>Task 5</b>  | <b>Identify Case Study Locations</b><br>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 process for selecting case study location will include selecting plan amendment case study locations first, and then selecting mobility corridor geographies that encompass the plan amendment case study locations to allow for leveraging data and analysis to the extent possible and consideration of the relationship between system planning and plan amendment analysis needs. The case study locations will use selected 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><br>Refining evaluation criteria developed in Task 2, develop and select criteria to evaluate existing and potential measures. The assessment of measures in this task will inform selection of measures to carry forward for testing in Task 7. 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><br>Evaluate potential mobility measures identified in Task 6 at case study locations identified in Task 5 to illustrate potential approaches for application at the system plan, mobility corridor and plan amendment scales. The case study analysis will compare the current mobility policy approach to other new potential approaches and measures being tested. The findings will describe consistency with the evaluation criteria identified in Subtask 6.3 as well as the potential impacts of the policy approaches tested on addressing regional priorities outlined in the 2018 RTP: addressing climate change, managing congestion, improving safety and addressing equity by reducing disparities experienced by communities of color and lower income households.  | Sept. to Dec. 2020   |
| <b>2021</b>    |  |                      |
| <b>Task 8*</b> | <b>Develop Recommended Mobility Policy for the for RTP and Proposed Amendments to OHP Policy 1F</b><br>Use the findings prepared in Task 7 to develop a recommended mobility policy for the RTP and proposed amendments to Policy 1F of the OHP, including measures, targets, data, methodologies and processes (e.g., documentation of findings) for the Portland metropolitan planning area. The recommended Regional Mobility Policy will be transferrable to local governments and ODOT and will support planning and analysis for future RTP and TSP updates, plan amendments subject to 0060 of the TPR,   | Jan. to May 2021     |



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| Task            |  | Anticipated Schedule |
|-----------------|--|----------------------|
|                 | system performance monitoring activities and other relevant planning activities in the Portland region. <sup>4</sup>   |                      |
| <b>Task 9</b>   | <b>Develop Local, Regional and State Action Plan to Implement Recommended Mobility Policy</b><br>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 identify data and tool needs to support analysis 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><br>Seek feedback on Public Review Drafts developed in Tasks 8 and 9 through a 45-day public review and comment period with two public hearings. 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><br>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.

<sup>4</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 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.



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## **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:

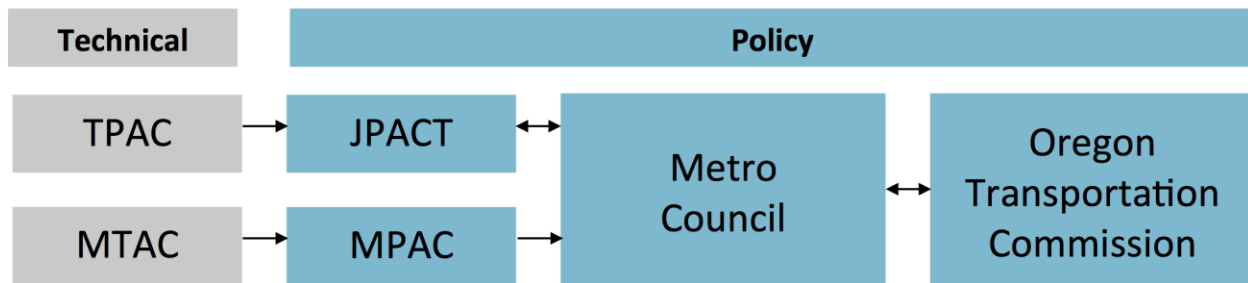
- **Community leaders and community-based organizations** through community leaders forums (at two key decision/information points)
- **Business, economic development and freight groups**, including statewide freight and economic perspectives (4-6, with touch points at two key decision/information points 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)

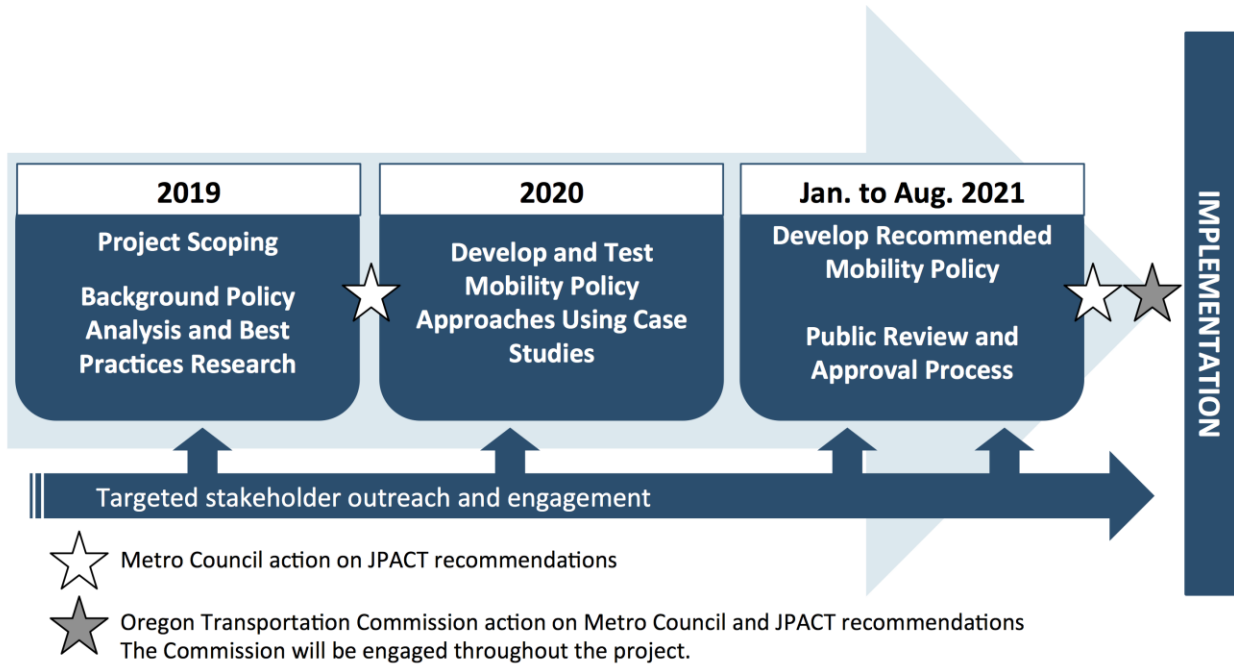
**Metro Council:** Considers MPAC and JPACT recommendations and must concur with JPACT in reaching final action

**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](#)

**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 future implementation actions recommendations. Technical expert panel(s)/workshop(s)/Forum to understand impact of options and shape staff recommendations.

Phase 4 (June–Aug. 2021): Public process for review/approval.

## TPAC REVIEW DRAFT – 10/23/19

## Decision and communications coordination timeline concept




| TIMEFRAME        | January – March<br>2020   | April – June<br>2020  | January – March<br>2021   | April – May<br>2021  | June – August<br>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   |
|                  |   | CBO Leadership  | CBO Leadership  |  | Interested public  |
|                  |   | Business & Freight groups   | Business & Freight groups   |  |  |
| <b>Materials</b> | Handout/fact sheet(s) on illustrative examples and best practices | 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 #1                                       | Panel of technical experts #2/ policymaker forum                                    | Website information and comment tool   | Website information  |
|                  | Regional technical and policy committees meetings                 | Community leadership forum #1                                       | Community leadership forum #2   | 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  |
|                  |   | County coordination committees' briefings                           | County coordination committees' briefings   |  | County coordination committees' briefings  |
| <b>What</b>      | Explain the issue   | Criteria for selecting measures to test                             | What we learned   | Staff recommendation/<br>Discussion Draft <ul style="list-style-type: none"> <li>• Mobility Policy</li> <li>• Action Plan</li> </ul> | Revised staff recommendation/  |
|                  | What we learned in background research                            | Case study: proposed local locations                                | Key things for implementation<br>Process for review/approval                        |  | Public Review Draft <ul style="list-style-type: none"> <li>• Mobility policy</li> <li>• Action Plan</li> </ul> |
| Decision         |   | Direction on measures to be tested (~June 2020)                     | Direction on development of updated policy and implementation actions (~March 2021) |  | Consider approval/adoption   |

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



## 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)
  - 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.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY  
2019-20 UNIFIED PLANNING WORK  
PROGRAM (UPWP) TO ADD FUNDING FOR  
THE CLACKAMAS CORRIDOR  
MANAGEMENT, EMERGING TECHNOLOGY  
AND BOONE BRIDGE PROJECTS

) RESOLUTION NO. 19-5047

) Introduced by Acting Chief Operating Officer  
Andrew Scott in concurrence with Council  
President Lynn Peterson

WHEREAS, the Unified Planning Work Program (UPWP) describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2019-20 ; and

WHEREAS, the FY 2019-20 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, approval of the budget elements of the FY 2019-20 UPWP is required to receive federal transportation planning funds; and

WHEREAS, regional transportation funds were awarded by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council to Metro's Transportation System Management and Operations (TSMO) program as part of the 2016-18 Regional Flexible Fund Allocation (RFFA) process;

WHEREAS, Metro staff and Transport, Subcommittee of the Transportation Policy Advisory Committee (TPAC) subsequently held a prioritization process leading to a sub-allocation of funding for the Clackamas Corridor Management Project on January 14, 2015; and

WHEREAS, regional transportation funds were awarded by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council to support the transition of public and non-profit agency fleets from internal combustion engine vehicle to plug in electric vehicles as part of the 2014-15 RFFA process; and

WHEREAS, the adopted 2018 Emerging Technology Strategy provides new direction for the use of funds previously allocated for advancing adoption of electric vehicles to instead more comprehensively address new technologies that have since emerged in our region and are substantially impacting our transportation system; and

WHEREAS, in House Bill 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge; and

WHEREAS, The Oregon Transportation Commission (OTC) approved spending federal funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2019-20 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2019-20 UPWP to add the Clackamas Corridor Management, Emerging Technology and Boone Bridge projects as shown in the attached Exhibits A, B and C.

ADOPTED by the Metro Council this 9th day of January, 2019

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

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## Clackamas Connections Integrated Corridor Management (ICM)

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**Staff Contact:** Bikram Raghubansh, BikramRag@clackamas.us

### Description

Major highways in Clackamas County are often pushed to their limit during times of peak congestion. This project will develop the concept for operations for corridor-specific Transportation System Management and Operations (TSMO) to improve real-time freeway and arterial travel by developing a Concept of Operations that integrates agencies operationally, institutionally and technologically. This includes TSMO strategies for better traveler information, smarter traffic signals and more effective incident response. Corridors subject to the initial phase of needs analysis will be sections of Interstates 5 and along Interstate 205, Wilsonville Road, Elligsen Road, Stafford Road, 65<sup>th</sup> Avenue, Boreland Road, Willamette Falls Drive, 82nd Drive/Avenue, McLoughlin Boulevard (99E) and Highway 224 in Clackamas County. The project will be beneficial for freight drivers as they make route decisions to reach destinations in the region and beyond. It will also make use of the region's transit investments, improving operations through integrated Intelligent Transportation Systems (ITS).

### Overall Objectives

- Develop a systematic multimodal approach to implementation, complete with performance measures and evaluation, in accordance with multimodal mobility corridor concepts.
- Balance mobility, safety and access considerations.
- Improve multimodal access for corridor users.
- Better manage freight mobility in the corridor.
- Leverage Intelligent Transportation System (ITS) technologies to become even more active and integrated.
- Balance state, regional, and local needs in transportation planning and operations.

### Previous Work *(through June 2019)*

- Previous projects to this Multimodal ICM ConOps include the I-84 Multimodal ICM study led by Metro. While the 2010-2020 TSMO Plan includes actions for mobility corridors across the region, Multimodal ICM brings those actions into a more cohesive strategy that is developed through partnership among the corridor operators.
- Clackamas County operates traffic signals for cities across the County and has expanded adaptive signals and is implementing Freight ITS in Wilsonville and the Clackamas industrial area.
- TriMet operates two MAX lines and WES Commuter Rail to the County, plus bus service throughout most of the urbanized County while Wilsonville SMART operates bus service in the southern part of the urban region. Buses are equipped with CAD/AVL systems and communications.
- Clackamas County continues to expand fiber data communication networks adding traffic monitoring cameras, variable message signs, radar traffic sensors and other technologies that create the building blocks for an integrated approach to managing a corridor that goes beyond one facility to look at a collection of multimodal facilities in a travel shed. If an incident occurs, or during a planned event, operators will be able to work in an integrated fashion to manage and mitigate impacts based on Multimodal ICM.

## Methodology

Clackamas County will serve as project manager, with support from Metro TSMO Program Manager and a project team from partner agencies. TransPort, the TSMO subcommittee to the Transportation Policy Alternatives Committee (TPAC) as a reviewers of strategies and actions that relate to region-wide capabilities. This project will follow the process for completing an Integrated Corridor Management Concept of Operations, developed in US DOT ITS JPO guidance documents.

The project will complete the following components:

- Stakeholder Participation Plan – identifying the process to generate input and support from a cross section of stakeholders at key points in the concept development
- System Engineering (SE) framework – preparing a structure for systems engineering
- Vision, Goals and Objectives - refining the desired vision, measurable goals and objectives for multimodal ICM corridors.
- Multimodal ICM Operational Alternatives - developing an initial set of operational alternatives to achieve the desired vision, measurable goals and objectives
- Infrastructure Improvements – comparing existing/planned assets with multimodal ICM asset requirements to identify a set of improvements
- Relationships and Procedures – identifying issues and recommending actions for multimodal ICM operations
- Final Concept of Operations – preparing a final document

| Major Project Deliverables/ Milestones |  |
|--|--|
| 1 <sup>st</sup> Quarter                | • N/A  |
| 2 <sup>nd</sup> Quarter                | • Project Scoping                                    |
| 3 <sup>rd</sup> Quarter                | • Draft Project Intergovernmental Agreement (IGA)    |
| 4 <sup>th</sup> Quarter                | • Finalize Project IGA and Start Project RFP Process |
| Ongoing                                | • This project will continue in FY20/21              |

## Project Lead

- Clackamas County

## Project Partners

- Metro, ODOT, TriMet, Wilsonville, Oregon City, West Linn, Gladstone, Lake Oswego, Tualatin, Milwaukie, Happy Valley, Portland, Portland State University – Stakeholders
- TransPort – Cooperate/Collaborate
- FHWA – Cooperate/Collaborate

## FY 2019-20 Cost and Funding Sources

| Requirements:        |              | Resources:        |              |
|----------------------|--------------|-------------------|--------------|
| Personal Services    | \$ 100,781   | Clackamas County  | \$ \$100,781 |
|                      |              | General Fund      |              |
| Materials & Services | \$ \$345,000 | Metro TSMO (FHWA) | \$ 345,000   |
| TOTAL \$ \$445,781   |              | TOTAL \$ 445,781  |              |

FY 2019-20 Unified Planning Work Program

**Full Time Equivalent Staffing:**

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Regular Full Time FTE: .50

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## Emerging Technology Implementation Study

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**Staff Contact:** Eliot Rose, [eliot.rose@oregonmetro.gov](mailto:eliot.rose@oregonmetro.gov)

### Description

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Over the past five years, emerging technologies like ride-hailing, micromobility, and electric vehicles have changed how people get around the Portland area. Metro is responsible for long-term transportation planning in the Portland region, and we need to take into account the impacts that emerging technology has on our transportation system. Metro's 2018 update to the Regional Transportation Plan included an Emerging Technology Strategy that identified how Metro and our partner agencies can harness new developments in transportation technology to make our region more equitable and livable. The Strategy created a policy framework for emerging technology, but it did not go into much detail in identifying implementation actions for transportation agencies across the region due to a lack of available data, a dearth of relevant best practices, and uncertainty in the technology sector.

The Emerging Technology Implementation Study will identify near-term opportunities for public agencies in the region to ensure that emerging technology benefits their communities, including projects, programs, regulations, policies, and follow-up planning activities. The Study will identify how, when, and where to apply different strategies by drawing on newly-available data and research on emerging technology and on lessons learned from technology pilot projects in the Portland area and peer regions. It will provide information and practical guidance that Metro's agency partners can use to better plan for and manage new developments in technology.

This study will last through December 2021, with a total budget of \$290,000, and is divided into two phases. The first phase, which will last through May 2021 and cost \$175,000, will identify opportunities and strategies for Metro and its partner agencies to deploy emerging technologies in a way that improves transportation choices and advances equity and sustainability. This phase consists of four tasks:

- Task 1 (March-May 2020) – Background Information: Update the information in the Emerging Technology Strategy on the usage, impacts, and potential growth of different emerging technologies in the Portland region based on the most recent information.
- Task 2 (June-November 2020) – Equity Analysis: Identify the most pressing barriers that communities of color and other historically marginalized communities face to benefitting from emerging technology, as well as effective measures to overcome these barriers.
- Task 3 (July 2020-January 2021) – Readiness Assessment: Identify specific areas within the region where there are opportunities to deploy different emerging technologies in a way that benefits communities.
- Task 4 (January-March 2021) – Implementation Plan: Recommend projects, programs, and policies that Metro and its partner agencies can implement to realize these opportunities.

A second phase of the project, costing up to \$115,000 and lasting through December 2021, will support selected implementation actions identified during the first phase, such as drafting model policy language, writing solicitations for emerging technology services or projects, updating local development codes, or providing technical assistance to selected Metro partner agencies with specific plans and projects. The nature of this second phase will be determined in the course of the first phase. Roughly 85 percent of the overall project budget will go toward consultant services, and



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roughly 15 percent will fund Metro staff time to manage and support the project. The cost and schedule information below describes in more detail the work that will be completed on this project during FY 2019-20.

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### **Overall Objectives**

- Describe the usage, impacts, and potential growth of different emerging technologies in the Portland region.
- Recommend strategies to address the most pressing barriers that communities of color and other historically marginalized communities face to benefitting from emerging technology.
- Identify areas within the region where there are opportunities to deploy different emerging technologies in a way that benefits communities.
- Recommend projects, programs, and policies that Metro and its partner agencies can implement to realize these opportunities.

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### **Previous Work (through June 2019)**

- In November/December 2018, JPACT and the Metro Council approved the Regional Transportation Plan, including the Emerging Technology Strategy, which included an Emerging Technology Strategy that identified how Metro and our partner agencies can harness new developments in transportation technology to make our region more equitable and livable. The strategy included policies to support electric vehicle adoption, and identified new opportunities to support vehicle electrification in the Portland region. Several companies offer shared electric vehicles, scooters, and bikes, which creates an opportunity to provide a larger number of people in the Portland region with access to a shared electric vehicle at a much lower cost than if Metro or its partners were to fund EVs and chargers directly.
- In 2018, Metro moved forward with many of the next steps identified in the Emerging Technology Strategy, including issuing grants for emerging technology pilot projects through the PILOT program and initiating two different data projects – a pilot test of a new data platform, Replica, and a platform for sharing and analyzing data from shared electric scooters and bicycles – that can provide new insights about how emerging technology usage in the Portland region. These projects will provide data and best practices to inform the Emerging Technology Implementation Study.

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### **Methodology**

This project consists of four tasks:

Task 1: Background information – The selected consultant will summarize current knowledge about emerging technology in the Portland region in a way that informs the work of Metro and its partners. The consultant will review available research and data and summarize information on different emerging technologies, such as current usage in the region, impacts on regional goals, trends that may affect future growth, key issues for public agencies to consider, and relevant best practices.

Task 2: Equity analysis – This task will examine how emerging technologies impact communities of color and other historically marginalized communities (HMCs) in the Portland region and identify a set of key strategies for public agencies to make these technologies more accessible to, and beneficial for, HMCs. After conducting background research on equity and emerging technology, the consultant will develop and execute an approach for gathering the information needed to fill gaps in our

knowledge directly from community members through surveys, focus groups, and other outreach methods.

Task 3: Readiness assessment – This task will Identify places in the region where there are opportunities for public agencies to work with emerging technology to provide better, more equitable travel choices. The consultant will identify specific communities within the region that are good candidates for different emerging technologies and services based on factors such as the built environment, transportation needs, public agency readiness, and the market for different transportation services.

Task 4: Implementation plan – This task will identify policies, plans, programs, and projects that Metro and its partners can undertake to ensure that emerging technology helps the region achieve its goals, with a focus on actions that can be accomplished within the next five years. The consultant will select potential strategies based on research, case studies of peer agencies’ projects, and knowledge of best practices. The consultant will assess the feasibility of these strategies by conducting interviews with public agency staff and other stakeholders in communities where there are opportunities to implement the relevant emerging technology.

| <b>Major Project Deliverables/ Milestones</b> |  |
|---|--|
| <b>1<sup>st</sup> Quarter</b>                 | •  |
| <b>2<sup>nd</sup> Quarter</b>                 | •  |
| <b>3<sup>rd</sup> Quarter</b>                 | • Select consultant team   |
| <b>4<sup>th</sup> Quarter</b>                 | <ul style="list-style-type: none"> <li>• Initial engagement with working group</li> <li>• Impacts assessment memo and presentation</li> <li>• Equity analysis approach memo</li> </ul> |
| <b>Ongoing</b>                                | <ul style="list-style-type: none"> <li>• Project management</li> <li>• Presentations to working group and Metro committees</li> </ul>  |

#### **Project Lead**

- Metro

#### **Project Partners**

Metro’s Emerging Technology Working Group will serve as the advisory committee for this project. The Working Group consists of staff from Metro’s agency partners and transportation management associations in the region, including representation from the following organizations:

- City of Beaverton
- City of Gresham
- City of Hillsboro
- City of Portland
- City of Troutdale
- Clackamas County Department of Transportation and Development
- Explore Washington Park
- GoLloyd
- Metro
- Multnomah County
- ODOT
- Portland State University

FY 2019-20 Unified Planning Work Program

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- TriMet
  - University of Oregon
  - Washington County
  - Westside Transportation Alliance

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**FY 2019-20 Cost and Funding Sources**

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**Requirements:**

|                   |           |
|-------------------|-----------|
| Personal services | \$ 48,125 |
| Requirement       | \$ Amount |
| Requirement       | \$ Amount |
| Requirement       | \$ Amount |
| Requirement       | \$ Amount |
| Requirement       | \$ Amount |

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**TOTAL \$ \$48,125**

**Resources:**

|          |           |
|----------|-----------|
| Local    | \$ 48,125 |
| Resource | \$ Amount |
| Resource | \$ Amount |
| Resource | \$ Amount |
| Resource | \$ Amount |
| Resource | \$ Amount |

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**TOTAL \$ 48,125**

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The budget shown above reflects approximately \$35,000 in consulting services and \$13,125 in staff time.

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**Full Time Equivalent Staffing:**

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Regular Full Time FTE: 10%

## Interstate 5: Boone Bridge Widening/Seismic Retrofit and Interchange Improvements Study

**Staff Contact:** Scott Turnoy, [scott.turnoy@odot.state.or.us](mailto:scott.turnoy@odot.state.or.us)

### Description

In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. On August 15, 2019 the Oregon Transportation Commission (OTC) approved \$300,000 in FHWA funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway.

### Overall Objectives

- Identify a range of costs to achieve a widened and resilient I-5 Boone Bridge.
- Determine if it is structurally feasible to widen and seismically retrofit the existing I-5 Boone Bridge and identify associated planning level cost range and risks.
- Identify cost range and risks to replace the I-5 Boone Bridge.
- Identify cost range associated with interchange improvements on I-5 in the study area.
- Identify further analysis and associated costs necessary following this study.

### Previous Work (through June 2019)

- I-5 Wilsonville Facility Plan (adopted July 2018)

### Methodology

Early project planning and feasibility analysis of alternatives to achieve a widened and seismically resilient I-5 Boone Bridge.

| Major Project Deliverables/ Milestones |   |
|--|---|
| 1 <sup>st</sup> Quarter                | <ul style="list-style-type: none"> <li>• <a href="#">Click here to enter text.</a></li> </ul> |
| 2 <sup>nd</sup> Quarter                | <ul style="list-style-type: none"> <li>• Consultant procurement</li> </ul>                    |
| 3 <sup>rd</sup> Quarter                | <ul style="list-style-type: none"> <li>• Structural analysis</li> </ul>                       |
| 4 <sup>th</sup> Quarter                | <ul style="list-style-type: none"> <li>• Structural and geotechnical analysis</li> </ul>      |
| Ongoing                                | <ul style="list-style-type: none"> <li>• <a href="#">Click here to enter text.</a></li> </ul> |

### Project Lead

- Oregon Department of Transportation

### FY 2019-20 Cost and Funding Sources

| Requirements:       |                   | Resources:   |                   |
|---------------------|-------------------|--------------|-------------------|
| ODOT staff time     | \$ 25,000         | STIP/FHWA    | \$ 138,330        |
| Consultant Services | \$ 125,000        | State Match  | \$ 11,670         |
| <b>TOTAL</b>        | <b>\$ 150,000</b> | <b>TOTAL</b> | <b>\$ 150,000</b> |

### Full Time Equivalent Staffing:

Regular Full Time FTE: 0.25

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Friday, October 25, 2019  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: November 2019 MTIP Formal Amendment & Approval Request of Resolution 19-50XX, Boone Bridge Project Study

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## **PREVIEW VERSION FOR INFORMATION/DISCUSSION - NO TPAC APPROVAL REQUESTED**

### **STAFF REPORT**

FOR THE PURPOSE OF ADDING A NEW PROJECT TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING ODOT'S INTERSTATE 5 BOONE BRIDGE WIDENING AND SEISMIC RETROFIT STUDY (DE20-04-DEC)

### **BACKGROUND**

#### **What This Is:**

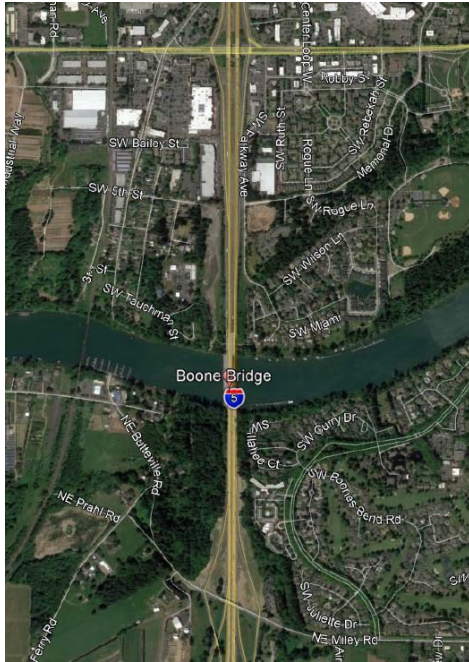
The December 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle (for FFY 2020) contains ODOT's new I-5 Boone Bridge Project Study to be added to the MTIP through approval of Resolution 19-50XX.

#### **What is the requested action?**

Staff is providing TPAC a preview of the I-5 Boone Bridge Widening & Seismic Retrofit Study MTIP amendment the USDOT that will come back to TPAC in December as an approval item

| Proposed November 2019 Formal Amendment Bundle – I-5 Boone Bridge Project Study<br>Amendment Type: <b>Formal/Full</b><br>Amendment #: <b>DE20-04-DEC</b><br>Total Number of Projects: 1 |           |             |   |  |  |
|---|-----------|-------------|---|--|--|
| ODOT Key #  | MTIP ID # | Lead Agency | Project Name  | Project Description  | Description of Changes   |
| Project #1<br>Key<br><b>21541</b><br>New<br>Project   | TBD       | ODOT        | <b>I-5 Boone Bridge Widening &amp; Seismic Retrofit Study</b> | Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway | <b><u>ADD NEW PROJECT:</u></b><br>The formal amendment adds the I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. \$300,000 is approved to complete the study activities |

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

| Project 1:            | <b>I-5: Boone Bridge Widening &amp; Seismic Retrofit Study<br/>New Project</b>  |                 |     |
|-----------------------|---|-----------------|-----|
| Lead Agency:          | <b>ODOT</b>   |                 |     |
| ODOT Key Number:      | <b>21541</b>  | MTIP ID Number: | TBD |
| Projects Description: | <p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements -</li> <li>Source: Existing MTIP project</li> <li>Funding: Federal NHPP plus Advance Construction funds</li> <li>Type: Roadway rehabilitation</li> <li>Location: In NW Portland on US30</li> <li>Cross Street Limits: NW Saltzman Rd to NW Bridge Ave</li> <li>Overall Mile Post Limits: MP 5.23 to 6.46 (1.23 miles total)</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: 18-21-3220</li> <li>MTIP Amendment Number: NV20-03-NOV</li> </ul>   |                 |     |
| What is changing?     | <p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>The formal amendment adds the I-5 Boone Bridge Widening &amp; Seismic Retrofit Study to the MTIP. The Interstate 5: Boone Bridge crosses the Willamette River on the south end of Wilsonville. The bridge is a bottleneck for the northbound morning commute and the southbound evening commute. In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. ODOT is directed to provide an estimate of the cost to complete the project and report back to the Joint Committee on Ways and Means and the Joint Committee on Transportation no later than February 1, 2021. Approving \$300,000 in FHWA funds will allow ODOT to do a scope review and determine issues associated with widening and seismically retrofitting the bridge.</p> |                 |     |
| Additional Details:   |   |                 |     |

|                                     |  |
|-------------------------------------|--|
| Why a Formal amendment is required? | Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment |
| Total Programmed Amount:            | The total project programming amount is \$300,000  |
| Added Notes:                        | OTC approval was required to move forward with this amendment which occurred during their August 2019 meeting.         |

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

## METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

| 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.  |  |



- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
  - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
  - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
  - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- 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 December 2019 Formal MTIP amendment will include the following:

| <u>Action</u>   | <u>Target Date</u>      |
|---|-------------------------|
| Initiate the required 30-day public notification process..... | December 2, 2019        |
| • <b>TPAC notification and approval recommendation.....</b>   | <b>December 6, 2019</b> |
| • JPACT approval and recommendation to Council.....           | December 19, 2019*      |
| • Completion of public notification process.....              | December 31, 2019       |
| • Metro Council approval.....                                 | January 9, 2020         |

### 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 .....  | January 14, 2020   |
| Amendment bundle submission to ODOT for review.....     | January 15, 2020   |
| Submission of the final amendment package to USDOT..... | January 15, 2020   |
| ODOT clarification and approval.....                    | Late January, 2020 |
| USDOT clarification and final amendment approval.....   | Late January 2020  |



**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:**

None – TPAC Information item for November 2019

Note: Exhibit A (Programming changes)

**2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 19-50XX**



**Proposed November 2019 Formal Amendment Bundle - Boone Bridge Study**

**Amendment Type: Formal/Full**

**Amendment #: DE20-04-DEC**

**Total Number of Projects: 1**

| ODOT Key #  | MTIP ID # | Lead Agency | Project Name  | Project Description  | Description of Changes  |
|---|-----------|-------------|---|--|---|
| Project #5<br>Key<br><b>21541</b><br>New<br>Project | TBD       | ODOT        | <b>I-5 Boone Bridge Widening &amp; Seismic Retrofit Study</b> | Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway | <b><u>ADD NEW PROJECT:</u></b><br>The formal amendment adds the I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. \$300,000 is approved to complete the study activities. |

**November 2019 MTIP Formal Amendment Project #5 - Key 21541**



**Metro**

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

**Formal Amendment  
ADD NEW PROJECT  
Initial Programming**

|  |   |                             |
|--|---|-----------------------------|
| <b>Lead Agency:</b> ODOT   | <b>Project Type:</b> Planning   | <b>ODOT Key:</b> 21541      |
| <b>Project Name:</b> I-5: Boone Bridge Widening & Seismic Retrofit Study   | <b>ODOT Type:</b> Planning  | <b>MTIP ID:</b> TBD         |
|  | <b>Performance Meas:</b> No   | <b>Status:</b> A            |
| <b>Project Status:</b> A = Programming in progress or in approved MTIP moving forward to obligate funds  | <b>Capacity Enhancing:</b> No   | <b>Comp Date:</b> 4/30/2021 |
|  | <b>Conformity Exempt:</b> Yes   | <b>RTP ID:</b> 11990        |
| <b>Short Description:</b> Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway | <b>On State Hwy Sys:</b> I-5  | <b>RFFA ID:</b> N/A         |
|  | <b>Mile Post Begin:</b> 282.20  | <b>RFFA Cycle:</b> N/A      |
|  | <b>Mile Post End:</b> 284.00  | <b>UPWP:</b> Yes            |
|  | <b>Length:</b> 1.8  | <b>UPWP Cycle:</b> SFY 20   |
|  | <b>1st Year Program'd:</b> 2020   | <b>Past Amend:</b> 0        |
|  | <b>Years Active:</b> 1  | <b>OTC Approval:</b> Yes    |
|  | <b>Detailed Description:</b> On I-5 in the Wilsonville area between MP 282.20 to 284.08, complete feasibility study to determine the widening and required seismic retrofitting to Boone Bridge. Determine required interchange improvements on I-5 from Wilsonville Rd to Canby-Hubbard Hwy. Develop cost range for widening alternatives versus a bridge replacement, and determine next steps to advance the project |                             |
| <b>STIP Description:</b> Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway  |   |                             |

| PROJECT FUNDING DETAILS   |           |      |            |                         |              |                            |                 |                |
|---|-----------|------|------------|-------------------------|--------------|----------------------------|-----------------|----------------|
| Fund Type   | Fund Code | Year | Planning   | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction    | Total          |
| Federal Funds   |           |      |            |                         |              |                            |                 |                |
| ADVCON  | ACP0      | 2020 | \$ 276,660 |                         |              |                            |                 | \$ 276,660     |
|   |           |      |            |                         |              |                            |                 | \$ -           |
|   |           |      |            |                         |              |                            | Federal Totals: | \$ 276,660     |
| Federal Fund Obligations:   |           |      |            |                         |              |                            |                 | Federal Aid ID |
| EA Number:  |           |      |            |                         |              |                            |                 |                |
| Initial Obligation Date:  |           |      |            |                         |              |                            |                 |                |
|   |           |      |            |                         |              |                            |                 |                |
| State Funds   |           |      |            |                         |              |                            |                 |                |
| State   | Match     | 2020 | \$ 23,340  |                         |              |                            |                 | \$ 23,340      |
|   |           |      |            |                         |              |                            |                 | \$ -           |
|   |           |      |            |                         |              |                            | State Total:    | \$ 23,340      |
| State Fund Obligations:   |           |      |            |                         |              |                            |                 |                |
| EA Number:  |           |      |            |                         |              |                            |                 |                |
| Initial Obligation Date:  |           |      |            |                         |              |                            |                 |                |
|   |           |      |            |                         |              |                            |                 |                |
| Local Funds   |           |      |            |                         |              |                            |                 |                |
|   |           |      |            |                         |              |                            |                 | \$ -           |
|   |           |      |            |                         |              |                            |                 | \$ -           |
|   |           |      |            |                         |              |                            | Local Total     | \$ -           |
| Phase Totals Before Amend:  |           |      | \$ -       | \$ -                    | \$ -         | \$ -                       | \$ -            | \$ -           |
| Phase Totals After Amend:   |           |      | \$ 276,660 | \$ -                    | \$ -         | \$ -                       | \$ -            | \$ 276,660     |
| Year Of Expenditure (YOE):  |           |      |            |                         |              |                            |                 | \$ 276,660     |
| 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 the I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. The Interstate 5: Boone Bridge crosses the Willamette River on the south end of Wilsonville. The bridge is a bottleneck for the northbound morning commute and the southbound evening commute. In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. ODOT is directed to provide an estimate of the cost to complete the project and report back to the Joint Committee on Ways and Means and the Joint Committee on Transportation no later than February 1, 2021 |           |      |            |                         |              |                            |                 |                |
| > Will Performance Measurements Apply: Appears Yes  |           |      |            |                         |              |                            |                 |                |
| RTP References:   |           |      |            |                         |              |                            |                 |                |
| > RTP ID: 11990 - I-5 Southbound Wilsonville Rd-Hubbard Hwy   |           |      |            |                         |              |                            |                 |                |
| > RTP Description: Add an auxiliary lane on I-5 from Wilsonville Road to the Wilsonville-Hubbard Highway, including improvements to the Boone Bridge. PE, ROW and Construction Phases.  |           |      |            |                         |              |                            |                 |                |

> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Other, Planning and Technical Studies .

**Fund Codes:**

> ADVCON = Federal Advanced Construction funds. ADCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.

> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: October 25, 2019  
To: Transportation Policy Alternatives Committee (TPAC) and interested parties  
From: John Mermin, Senior Regional Planner  
Subject: Proposed 2019-20 Unified Planning Work Program (UPWP) Amendment for Corridor Bottleneck Operations Study 2 (CBOS2)

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ODOT's 2013 Corridor Bottleneck Operations Study (CBOS) identifies key congestion locations along the five Portland metro area freeway corridors (I-5, I-205, I-84, I-405 and U.S. 26). The study recommends projects to improve freeway safety and operations. The first CBOS study was completed in response to the Federal Highway Administration FHWA Localized Bottleneck Reduction (LBR) program. The federal program focused on relieving bottlenecks and their causes with the ultimate goal of improving safety and operations at these bottlenecks.

ODOT's 2013 [Corridor Bottleneck Operations Study](#) recommended cost-effective and smaller scale improvements to the existing system, and are intended to address congestion at identified bottlenecks, particularly during the peak commute shoulder hours (the hours before and after the traditional rush hour traffic pattern). These typically involve improvements to improve the operation of freeway ramps, add auxiliary lanes to improve merging and safety, and optimize freeway signage, speeds and signals.

Projects from the first CBOS that provided the best value of benefits and cost (primarily projects in the \$1-20 million range) were selected for funding. Most of these projects have now been constructed by ODOT, and CBOS 2 seeks to continue this program of investments for the purpose of improving freeway safety and operations.

## Process

Due to the level of interest and discussion of this project at the October 17 JPACT meeting, a JPACT member has requested that this action item be moved from the committee's consent agenda to become a discussion item at their December meeting.

To accomplish this, staff has removed this proposed amendment from a bundle of other "consent" amendments to be considered separately by JPACT. As a result, a separate UPWP amendment narrative, staff report and resolution for CBOS2 are still under development and will be provided at the November 1 TPAC meeting. TPAC will be asked to make a recommendation to JPACT on the proposed amendment at the December 6 meeting.

Please contact [John.Mermin@oregonemtro.gov](mailto:John.Mermin@oregonemtro.gov) (503-797-1747) for inquiries about the UPWP. For information about the CBOS2 project please contact Scott Turnoy [scott.turnoy@odot.state.or.us](mailto:scott.turnoy@odot.state.or.us) (503-731-3038).

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Friday, October 25, 2019  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: December 2019 MTIP Formal Amendment & Approval Request of Resolution 19-50XX – CBOS II Study

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## **PREVIEW VERSION FOR INFORMATION/DISCUSSION – NO TPAC APPROVAL REQUESTED**

### **STAFF REPORT**

FOR THE PURPOSE OF ADDING A NEW PROJECT TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING ONE PROJECT, ODOT’S CORRIDOR BOTTLENECK OPERATIONS STUDY – TWO (DE20-04-DEC)

### **BACKGROUND**

#### **What This Is:**

The December 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle (for FFY 2020) under Resolution 19-50XX contains a request to add one new project to the MTIP: ODOT’s Corridor Bottleneck Operations Study 2 (CBOS 2).

#### **What is the requested action?**

**Staff is providing TPAC a preview of the CBOS 2 MTIP amendment the USDOT that will come back to TPAC in December as an approval item**

| Proposed December 2019 Formal Amendment Bundle – CBOS 2<br>Amendment Type: <b>Formal/Full</b><br>Amendment #: <b>DE20-04-DEC</b><br>Total Number of Projects: 1 |           |             |   |   |   |
|---|-----------|-------------|---|---|---|
| ODOT Key #  | MTIP ID # | Lead Agency | Project Name                                  | Project Description   | Description of Changes  |
| Project #1<br>Key<br><b>20227</b><br>New<br>Project   | TBD       | ODOT        | <b>Corridor Bottleneck Operations Study 2</b> | Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors | <u><b>ADD NEW PROJECT:</b></u><br>Add the Corridor Bottleneck Project Refinement study (also called the Corridor Bottleneck Operations Study 2 (CBOS 2 study) to the 2018 MTIP through a slightly different programming action using a non-MPO project, Key 20227 |

A detailed summary of the amended project is provided in the below table.

| Project 1:            | <b>Corridor Bottleneck Operations Study 2<br/>New Project</b>   |                 |     |
|-----------------------|---|-----------------|-----|
| Lead Agency:          | <b>ODOT</b>   |                 |     |
| ODOT Key Number:      | <b>20227</b>  | MTIP ID Number: | TBD |
| Projects Description: | <p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors</li> <li>Source: New MTIP project.</li> <li>Funding: FHWA National Highway Performance Program (NHPP) funds</li> <li>Type: Planning</li> <li>Location: Along Region 1's major Throughways including I-5, I-84, I-205, I-405, and OR217</li> <li>Overall Mile Post Limits: Multiple</li> <li>Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).</li> <li>STIP Amendment Number: 18-21-2965</li> <li>MTIP Amendment Number: NV20-03-NOV</li> </ul> |                 |     |
| What is changing?     | <p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>This formal amendment adds the Corridor Bottleneck Operations Study (CBOS) 2 to evaluate Region 1's congestion bottlenecks. The study will identify opportunities to address congestion through safety and operational improvement on six metro area freeway corridors that include I-5, I-84, I-205, I-405, US 26, and OR217. The study will provide recommendations such as auxiliary lanes, ramp mods, metering, ATMS, braided ramps, truck climbing lane, ramp management, etc.</p> <p>Funding for the study originates from a non-MPO project Key 20227 which is having its construction phase funding re-directed to support the CBOS 2 study.</p> <div data-bbox="699 936 1411 1480"> </div>                              |                 |     |

|   |   |                     |              |                          |              |              |                       |  |
|---|---|---------------------|--------------|--------------------------|--------------|--------------|-----------------------|--|
|   | 2018-2021 Active STIP   |                     |              |                          | VARIOUS      |              | 2018-2021 Active STIP |  |
| Name: Interstate Operations improvements  |   |                     |              | Key: 20227               |              |              |                       |  |
| Description: Funding for region-wide Interstate Operations Improvements. Projects to be selected based on infrastructure needs. |   |                     |              |                          |              |              |                       |  |
| MPO: Non-MPO  |   |                     |              | Work Type: OP-SSI        |              | Region: 1    |                       |  |
| Applicant: ODOT   |   |                     |              | Status: BUCKET OF FUNDS  |              |              |                       |  |
| Location(s)-  |   |                     |              |                          |              |              |                       |  |
| Mileposts   |   | Length              | Route        | Highway                  |              | ACT          | County(s)             |  |
|   |   |                     |              |                          |              | REGION 1 ACT | VARIOUS               |  |
| Current Project Estimate  |   |                     |              |                          |              |              |                       |  |
| Planning  |   | Prelim. Engineering | Right of Way | Utility Relocation       | Construction | Other        | Project Total         |  |
| Year  |   |                     |              |                          | 2020         |              |                       |  |
| Total   |   |                     |              |                          | \$990,180.00 |              | \$990,180.00          |  |
| Fund 1  |   |                     |              |                          | 2001         | \$913,144.00 |                       |  |
| Match   |   |                     |              |                          | \$77,036.00  |              |                       |  |
| Footnote:   |   |                     |              |                          |              |              |                       |  |
| Most Recent Approved Amendment  |   |                     |              |                          |              |              |                       |  |
| Amendment No: 18-21-1851  |   |                     |              | Approval Date: 1/14/2019 |              |              |                       |  |
| Requested Action: Reduce project funding by \$1,000,000 and move to project key 21400.  |   |                     |              |                          |              |              |                       |  |
| Additional Details:   | The project follow-on the study efforts accomplished in CBOS 1 which focused on I-205.  |                     |              |                          |              |              |                       |  |
| 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 20227 is 990,180. \$888,489 of federal NHPP is committed to the study with \$101,691 of state funds provided as the match. |                     |              |                          |              |              |                       |  |
| 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.
- Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.

| 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.  |  |

- 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 December 2019 Formal MTIP amendment will include the following:

| <u>Action</u>   | <u>Target Date</u>      |
|---|-------------------------|
| • Initiate the required 30-day public notification process..... | December 2, 2019        |
| • <b>TPAC notification and approval recommendation.....</b>     | <b>December 6, 2019</b> |
| • JPACT approval and recommendation to Council.....             | December 19, 2019*      |
| • Completion of public notification process.....                | December 31, 2019       |
| • Metro Council approval.....                                   | January 9, 2020         |

## 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 .....  | January 14, 2020   |
| • Amendment bundle submission to ODOT for review.....     | January 15, 2020   |
| • Submission of the final amendment package to USDOT..... | January 15, 2020   |
| • ODOT clarification and approval.....                    | Late January, 2020 |
| • USDOT clarification and final amendment approval.....   | Late January 2020  |

**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:**

**None – TPAC Information item for November 2019**

Attachment: Exhibit A (Programming changes)

**2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 19-50XX**



**Proposed November 2019 Formal Amendment Bundle - CBOS II Study**

**Amendment Type: Formal/Full**

**Amendment #: DE20-04-DEC**

**Total Number of Projects: 1**

| ODOT Key #  | MTIP ID # | Lead Agency | Project Name                                  | Project Description   | Description of Changes   |
|---|-----------|-------------|---|---|--|
| Project #1<br>Key<br><b>20227</b><br>New<br>Project | TBD       | ODOT        | <b>Corridor Bottleneck Operations Study 2</b> | Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors | <b>ADD NEW PROJECT:</b><br>Add the Corridor Bottleneck Project Refinement study (also called the Corridor Bottleneck Operations Study 2 (CBOS 2 study) to the 2018 MTIP through a slightly different programming action using a non-MPO project, Key 20227 |

**December 2019 MTIP Formal Amendment Project #1 - Key 20227**



**Metro**

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

**Formal Amendment  
NEW PROJECT  
Initial Programming**

|   |  |                                   |  |                              |  |
|---|--|-----------------------------------|--|------------------------------|--|
| <b>Lead Agency:</b> ODOT  |  | <b>Project Type:</b> Planning     |  | <b>ODOT Key:</b> 20227       |  |
| <b>Project Name:</b> Corridor Bottleneck Operations Study 2   |  | <b>ODOT Type:</b> Planning        |  | <b>MTIP ID:</b> TBD          |  |
|   |  | <b>Performance Meas:</b> No       |  | <b>Status:</b> 1             |  |
| <b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).  |  | <b>Capacity Enhancing:</b> No     |  | <b>Comp Date:</b> 12/31/2021 |  |
|   |  | <b>Conformity Exempt:</b> Yes     |  | RTP ID: 11305                |  |
| <b>Short Description:</b> Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors   |  | <b>On State Hwy Sys:</b> Multiple |  | RFFA ID: N/A                 |  |
|   |  | <b>Mile Post Begin:</b> Var       |  | RFFA Cycle: N/A              |  |
|   |  | <b>Mile Post End:</b> Var         |  | UPWP: Yes                    |  |
|   |  | <b>Length:</b> Var                |  | UPWP Cycle: SFY 20           |  |
|   |  | <b>1st Year Program'd:</b> 2020   |  | Past Amend: 0                |  |
|   |  | <b>Years Active:</b> 1            |  | OTC Approval: No             |  |
| <b>Detailed Description:</b> On I-5, I-84, I-205, I-405, US 26 , OR 217, evaluate freeway congestion bottlenecks and opportunities to address congestion particularly during peak commute shoulder hours though safety and operational improvements in the Region 1 area. Recommend improvements such as auxiliary lanes, ramp mods, metering, ATMS, braided ramps, truck climbing lane ramp management, etc. |  |                                   |  |                              |  |

**STIP Description:** Planning improvements related to the corridor bottleneck study in the Portland Metro area.

**PROJECT FUNDING DETAILS**

| Fund Type                        | Fund Code | Year | Planning   | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total          |
|----------------------------------|-----------|------|------------|-------------------------|--------------|----------------------------|--------------|----------------|
| <b>Federal Funds</b>             |           |      |            |                         |              |                            |              |                |
| NHPP                             | 2001      | 2020 | \$ 888,489 |                         |              |                            |              | \$ 888,489     |
|                                  |           |      |            |                         |              |                            |              | \$ -           |
|                                  |           |      |            |                         |              |                            |              | \$ -           |
|                                  |           |      |            |                         |              |                            |              | \$ -           |
| <b>Federal Totals:</b>           |           |      |            |                         |              |                            | <b>\$</b>    | <b>888,489</b> |
| <b>Federal Fund Obligations:</b> |           |      |            |                         |              |                            |              | Federal Aid ID |
| <b>EA Number:</b>                |           |      |            |                         |              |                            |              |                |
| <b>Initial Obligation Date:</b>  |           |      |            |                         |              |                            |              |                |
|                                  |           |      |            |                         |              |                            |              |                |
| <b>State Funds</b>               |           |      |            |                         |              |                            |              |                |
| State                            | Match     | 2020 | \$ 101,691 |                         |              |                            |              | \$ 101,691     |
|                                  |           |      |            |                         |              |                            |              | \$ -           |
| <b>State Total:</b>              |           |      |            |                         |              |                            | <b>\$</b>    | <b>-</b>       |
| <b>State Fund Obligations:</b>   |           |      |            |                         |              |                            |              |                |
| <b>EA Number:</b>                |           |      |            |                         |              |                            |              |                |
| <b>Initial Obligation Date:</b>  |           |      |            |                         |              |                            |              |                |
|                                  |           |      |            |                         |              |                            |              |                |
| <b>Local Funds</b>               |           |      |            |                         |              |                            |              |                |
|                                  |           |      |            |                         |              |                            |              | \$ -           |
|                                  |           |      |            |                         |              |                            |              | \$ -           |
| <b>Local Total</b>               |           |      |            |                         |              |                            | <b>\$</b>    | <b>-</b>       |
| Phase Totals Before Amend:       |           |      | \$ -       | \$ -                    | \$ -         | \$ -                       | \$ -         | \$ -           |
| Phase Totals After Amend:        |           |      | \$ 990,180 | \$ -                    | \$ -         | \$ -                       | \$ -         | \$ 990,180     |
| Year Of Expenditure (YOE):       |           |      |            |                         |              |                            |              | \$ 990,180     |

**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 the Corridor Bottleneck Project Refinement study (also called the Corridor Bottleneck Operations Study 2 (CBOS 2 study) to the 2018 MTIP through a slightly different programming action. Key 20227 already exists as a construction funded project called Interstate Operations Improvements. The project is programmed outside of the MPO boundary area. However, ODOT has decided to re-direct the funding to support the Corridor Bottleneck Study in Region 1. The funding for Key 20227 is being shifted from the Construction phase to the Planning phase and re-programmed as a new Planning study in the MTIP

> Will Performance Measurements Apply: No

**RTP References:**

> RTP ID: 11305 - I-205 Active Traffic Management

> RTP Description: Planning portion in support of future improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis, refinement planning and Active Traffic Management Atlas.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and technical studies

> A UPWP amendment is also required to add the CBOS 2 study to the UPWP and will progress separately from the MTIP amendment.

**Fund Codes:**

> NHPP = Federal National Highway Performance Program funding allocated to ODOT

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: October 25, 2019  
To: TPAC and interested parties  
From: Dan Kaempff, Principal Transportation Planner  
Subject: 2022-24 Regional Flexible Funds Allocation Package Approaches

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## **Purpose**

Staff is seeking input from TPAC on a preferred approach to developing a draft JPACT recommendation for discussion and action at the December TPAC meeting. Additional public comment and risk assessment information is available and staff has developed two potential approaches to assist TPAC in their discussion.

## **Background**

At the October meeting of TPAC, Metro staff briefed the committee on the RFFA policy objectives, technical ratings and risk assessment of the Step 2 project applications. An update on the public comment responses to date was also presented.

In the ensuing discussion, staff requested feedback from TPAC on ways to use this policy direction and the four sources of information (technical ratings, risk assessment, public comment, and coordinating committee priorities) to develop a recommendation to JPACT. In particular, TPAC was asked for input on ways to address the low number of projects seeking funding through the Freight category.

In preparation for their November RFFA discussion, TPAC indicated that they wanted to look at package options that followed the 75/25 percent targets for the Active Transportation (AT) and Freight categories, but that also considered means of funding additional projects that have benefits in both categories.

## **Approaches to developing a draft recommendation**

In response to this input, Metro staff have developed two potential approaches (Options 1 and 2) for developing a recommendation for TPAC to consider and discuss. These options, plus supporting data, are included in the meeting materials.

Both options focus on the project technical ratings as the primary means of determining whether or not a project is funded. The difference between the two options is in which funding category (AT or Freight) projects are placed. Applicants had the option of requesting their project be considered to be eligible in both funding categories, recognizing that some projects provide both AT and freight mobility benefits. Projects requesting consideration in both categories are placed in the Freight category, due to the low number of applications received in that category. Option 2 reflects an expanded list of projects which could be considered eligible for consideration in both categories and places them in the Freight category.

**Option 1 – 75/25 + Technical Rating.** This option funds two of the three projects identified by applicants as Freight projects, plus two Multnomah Co. projects requesting consideration in both funding categories, with the Freight category funding target. There is a remainder of \$479,098 left in the Freight category, which is not sufficient to fund the next project (Sherwood: Blake St.)

The AT category funds the top eight projects, with \$481,767 left unallocated in this category, which is not sufficient to fund the next project (Oregon City: 99E).

Staff findings:

- From a technical perspective, this package funds lower-rated projects self-identified as eligible in both categories. The lowest technical rating funded in the AT category is 15.2; it is 8.4 in the Freight category.
- Overall number of projects funded = 12
- Balancing needed in final project selections for both categories

**Option 2 – 75/25 + Technical Rating (w/additional Freight projects).** This package option moves five AT projects which have Freight benefits, and could thereby be considered for funding in both categories, into the Freight category. The primary means of determining the Freight eligibility of an AT project is providing mode separation for AT modes on (or parallel to) a designated regional freight route. Staff analyzed the project proposals and identified five AT projects which met this criterion<sup>1</sup>:

- Forest Grove: Council Creek Trail
- Washington Co.: Cornelius Pass Bike/Ped Bridge
- Oregon City: Hwy 99E Bike/Ped Improvements
- Gladstone: Trolley Trail Bridge Replacement
- Tigard: Red Rock Creek Trail

The option shows all five projects moved to the Freight category, as they all had a higher technical rating than other projects in the Freight category that would still receive freight target funding. As illustrated, this package funds eight projects in the Freight category and six in the AT category, based on technical merit. The Freight category has a remainder of \$151,373 which is not sufficient to fund the next project (Multnomah Co.: 223rd Ave.) The AT category has \$2,455,827 remaining which is not sufficient to fund the next project (Washington Co.: Aloha.)

Staff findings:

- Technical performance improved slightly with this package; lowest rated project funded is 8.8
- Funds 14 projects (more than Option 1)
- More equal treatment of project applications with benefits to both funding categories
- Balancing needed in final project selections for both categories
- Impacts to balance of projects across the region identified for funding

These options represent only two of many approaches to meeting the RFFA policy objectives for TPAC to consider and adapt as they may so choose. They should be considered as starting points for developing a recommendation to JPACT. They have not yet been adjusted to address:

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<sup>1</sup> These projects are shaded blue in the accompanying Excel spreadsheet labeled “Option 2”

- Balancing to the total funding available in each category and overall
- The RFFA policy objective to fund projects throughout the region (without consideration of sub-allocation of funding)
- Consideration of risk assessment input, which may result in a funding award for project development activities only
- Coordinating Committee and City of Portland priorities, which may result in a project with a lower technical rating being included in the recommendation in lieu of a higher rated project
- Public comment input, showing relative support for projects
- Ensuring investment in a sufficient number of CMAQ-eligible projects

Further input from TPAC is needed at the November 1 meeting to indicate how they wish to use policy direction and these additional sources of input in developing their recommended package of projects to JPACT at their December meeting.

### **Responses to Risk Assessment Report**

Staff from Kittelson and Associates reviewed the methodology used to develop their assessment of each project's relative degree of risk. While none of the projects have a degree of risk sufficient for them to be eliminated from consideration, applicants were provided the opportunity to provide responses indicating how they intend to address any issues raised through the risk assessment. The deadline for responding was October 23 and three responses were received from applicants (Forest Grove, Milwaukie, Tigard). The responses are captured in the Excel spreadsheet tab labeled "detail." This information may be used both to develop Conditions of Approval and/or to limit funding on a project (such as only funding a project development phase) to mitigate risks as a recommendation to JPACT is developed.

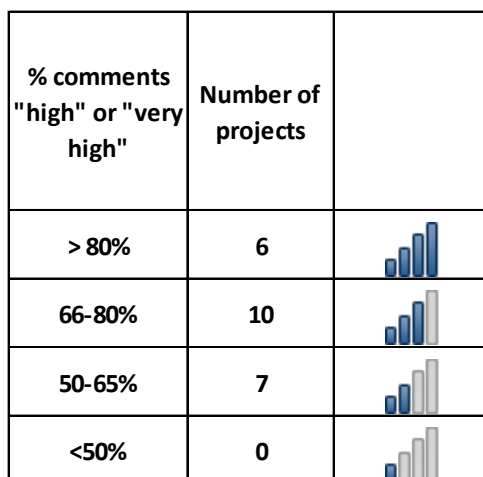
### **Public Comment Report**

Input gathered through the public comment period (September 6 – October 7, 2019) is available at [oregonmetro.gov/RFFA](https://oregonmetro.gov/RFFA). Due to its size, it is not included with the materials for this meeting, but is available as a tool to help TPAC in its development of a recommendation to JPACT.

Public support is illustrated alongside the technical ratings and risk assessment outcomes in the Excel matrices included with the materials for this meeting. The relative level of support for each project is based on the percentage of the total number of comments received for each project (through the online survey tool) that indicated a "high" or "very high" level of support. The calculation for these percentages can be found on the spreadsheet tab labeled "detail." The relative degree of public support is illustrated as shown below in Figure 1.



**Figure 1:  
Indicators of Level of Public Support**



All projects had at least 50 percent of their responses indicating “high” or “very high” support, so it can be inferred that the public response showed general support of all the proposed projects.

The overwhelming majority of the responses gathered in the public comment effort were captured through the online survey tool. 2,895 responses were submitted via the survey tool of a total of 2,973 responses submitted.<sup>2</sup> There is additional public input for each project, as well as demographic information detailed in the report, that is available to TPAC and coordinating committees to use in their determination of their priorities.

If specific concerns or issues were identified through public comments, those may be addressed through development of Conditions of Approval for a particular project.

### **Draft Conditions of Approval**

Applicants whose projects are selected for funding will be required to adhere to the RFFA Conditions of Approval (attached). Conditions of Approval are to ensure projects are completed as applied for and approved by JPACT and Metro Council. Please see the attached document for details. Project-specific Conditions of Approval will be developed and added to this document after the final selection of projects has been determined by JPACT and Metro Council.

### **Additional materials**

Included in the materials for this item are project letters of support received from State Senator Laurie Monnes Anderson and State Representative Carla Piluso.

<sup>2</sup> There were additional responses received that were not relevant to the RFFA process, and are not included in this total.

## **2022-2024 RECOMMENDED REGIONAL FLEXIBLE FUND GRANTEES CONDITIONS OF APPROVAL**

Conditions of approval are mechanisms to ensure that projects are built consistent with the project applications as approved by JPACT and Metro Council, with federal regulations and with regional program policies. Projects can be reviewed at any point in the process for consistency with the conditions of approval and action taken if they are not adhered to.

There are two sets of conditions which apply to projects: 1) conditions which address all projects; and 2) project specific conditions. The conditions for all projects outline expectations for pertaining to the use of funds, project delivery, process, etc. The project-specific conditions outline expectations to create the best project possible. Many of the proposed projects are at different stages of development (e.g. some are in planning phases while others are ready for construction), so some of the same conditions were applied to projects based on the project's stage in development.

### **Conditions applied to all projects and programs:**

1. Funding is awarded to the project as outlined in the JPACT-recommendation and Metro Council adoption for the 2022-24 Regional Flexible Fund Allocation. If any project is determined to be infeasible, or is completed without expending all of the flexible funds awarded, any remaining flexible funds for that project shall revert to the regional pool for the next flexible fund allocation (i.e. 2025-27), to be distributed among the region, per the RFFA policy direction. Or, the project sponsor/local jurisdiction receiving the flexible funds for the project may request reallocation the funds per the MTIP amendment process. Reallocation may necessitate JPACT and Metro Council approval.
2. The award amount is the total amount being provided to deliver the awarded project. The project sponsor/local jurisdiction is expected to resolve any cost overruns or unexpected costs to emerge. It is understood by the project sponsor/local jurisdiction that Metro does not have any further financial commitment/responsibility beyond providing the amount awarded.
3. Project scopes will include what is written in their project application narrative and project refinements in response to comments. Project schedules and budget will include what is determined during the pre-implementation phase to take place after adoption of the 2022-2024 Regional Flexible Fund. Changes in project scopes, schedules, and budget must be requested for adjustments to project and made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (2018-21 MTIP amendment procedures are currently defined in chapter 6). Changes in project scopes must be approved by Metro to ensure the original intent of the project is still being delivered.
4. All projects will follow the design approach and decision-making process as defined in the Designing Livable Streets and Trails Guide (Metro; 3rd edition; October 2019) and any updates in effect at the time a funding intergovernmental agreement is signed. Other street and trail design guidelines, including those developed by local jurisdictions, the National Association of City Transportation Officials, the Institute of Transportation Engineers, the Oregon Department of Transportation, the American Association of State Highway and Transportation Officials, and the Federal Highway Administration, may also be referred to as long as the design approach and decision making process used are consistent with Metro's guidelines.
5. All projects with bicycle and pedestrian components will update local network maps and provide relevant bike and pedestrian network data to Metro. Metro will provide guidelines on network

data submissions upon request. Additionally all projects will implement sufficient wayfinding signage. (Ex. Metro's Intertwine Design

Guidelines: [http://library.oregonmetro.gov/files/intertwine\\_regional\\_trail\\_signage\\_guidelines.pdf](http://library.oregonmetro.gov/files/intertwine_regional_trail_signage_guidelines.pdf) )

6. All projects with ITS elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture. This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes. For further guidance, consult ODOT's ITS compliance checklist at: <https://www.oregon.gov/ODOT/HWY/ITS/Documents/ITS%20Systems%20Engineering%20Checklist.pdf>
7. All projects implementing transportation system management and operations (TSMO) elements will provide information to Metro on the TSMO elements for inventory purposes. Metro will provide guidelines on how to provide TSMO data submissions.
8. All project shall acknowledge Metro as a funding partner. Acknowledgement will attribute credit to Metro on all project materials, such as reports, booklets, brochures, web pages, and social media posts. Attribution on materials must read "Made possible with support from Metro." If marketing is done with audio only, spoken attribution language must be "This project is made possible with support from Metro." The local jurisdiction/sponsor delivering the project will include the Metro logo on all print ads, banners, flyers, posters, signage, and videos. Grantee will include the Metro logo on all marketing and advertising materials, both print and online (size permitting). Metro will provide partners with Metro logos and usage guidelines. Lastly, the local jurisdiction/project sponsor will extend invitations to Metro Councilors to attend events or engagements pertaining to the project.
9. All projects will meet federal Title VI and Environmental Justice requirements and Metro guidelines for public involvement (as applicable to the project phase, including planning and project development) as self-certified in each application. As appropriate, local data and knowledge shall be used to supplement analysis and inform public involvement. Metro guidelines for public involvement can be found in the Public Engagement Guide Appendix G: Local Engagement and Non-Discrimination Checklist. ([http://www.oregonmetro.gov/sites/default/files/final\\_draft\\_public\\_engagement\\_guide\\_112113.pdf](http://www.oregonmetro.gov/sites/default/files/final_draft_public_engagement_guide_112113.pdf))
10. All projects will implement transportation demand management strategies/activities in conjunction with the delivery and opening of the project, in order to enhance the success and performance of the project. If the local jurisdiction/project sponsor does not believe it is relevant to implement a transportation demand management strategy in the delivery and opening of the project, the local jurisdiction/project sponsor must request and receive Metro approval to waive the transportation demand management activities.
11. All projects are expected measure the progress and performance of the Regional Flexible Fund awarded project. Local jurisdictions/project sponsors will identify a set of indicators for data collection and pre-and post-project monitoring. Metro will provide input and feedback into the indicators and datasets, especially to help respond to regional transportation performance measures. Indicators can be determined during the pre-implementation phase of the project.

12. Lead agencies awarded RFFA will comply with ODOT Local Agency Liaison (LAL) project pre-implementation requirements (e.g. completion of detailed scope of work, budget, project prospectus, etc.). The ODOT LAL requirements are expected to be in the proper format as part of the federal delivery process to facilitate MTIP & STIP programming, initiate development and execution of the Intergovernmental Agreement (IGA), and obligate and expend awarded federal funds for the project.

Non-Certified agencies receiving Regional Flexible Funds to deliver a project will be expected to work directly with a certified agency or ODOT to determine the administration and delivery of the project.

The awarded lead agency is required to complete or participate in the following project delivery & monitoring activities:

- Kick-off Meeting Coordination.
- MTIP/STIP programming to a realistic project delivery schedule that accounts for meeting funding obligation targets.
- Participate in project coordination meetings and reviews as called for and scheduled.
- Completing project pre-implementation (Pre- PE or Planning phase obligation) actions and milestones to ensure project proceeds on schedule, including completing a project scoping document with a thorough scope, schedule and budget with milestones and deliverables.
- Complete and execute a project IGA in time to obligate funds as programmed
- Participation in Project Delivery Actions, including attending Project Development Team (PDT) review meetings, completing and submitting project Milestone Reports and Progress Updates, providing any performance measurement project data, providing project delivery status updates, and addressing questions raised by the Metro advisory committees.
- Providing project close-out/final reports and billings:

**Conditions applied to specific projects and programs:**

Projects with specific conditions of approval are To Be Determined through the allocation process.

**LAURIE MONNES ANDERSON**  
State Senator



**STATE SENATE**  
**DISTRICT 25**

October 17, 2019

Metro  
600 NE Grand Avenue  
Portland, OR 97232

Dear Selection Committee,

There are three worthy East Multnomah County projects that have been submitted for the 2022-2024 Regional Flexible Funds program. I would like to express my support for these projects and the benefits they will bring to our residents.

As a retired public health nurse, I care deeply about investing in options for a healthy lifestyle and increasing active transportation. These projects will benefit walking, biking, and making access to transit easier along important roadways in Multnomah County. The Division Complete Street project addresses a longstanding need to improve sidewalks and bike lanes in an area close to downtown Gresham and the Gresham Station shopping area. It is an important time to invest in this project, as it will support the Division Transit Project, the first rapid bus line in the metro region. This connection to rapid transit and the downtown Gresham regional center has been an important policy priority, and the complete street investment will benefit not only nearby residents but people throughout the region.

I also want to express my support for both the 223<sup>rd</sup> Avenue and Sandy Boulevard biking and walking applications submitted by Multnomah County. The project on 223<sup>rd</sup> will close an existing gap to improve safety, walking and biking on this important freight corridor adjacent to Blue Lake Park and the 40-mile loop. Sandy Boulevard is also an important freight route, and the Sandy Boulevard Project will address an important east-west connection in the active transportation network and reduce conflicts for everyone using this road.

Thank you for your consideration,

Laurie Monnes Anderson  
State Senator, District 25





**Carla C. Piluso**  
State Representative, House District 50  
900 Court St. NE, H-491, Salem, OR 97301  
503-986-1450  
[rep.carlapiluso@oregonlegislature.gov](mailto:rep.carlapiluso@oregonlegislature.gov)

October 15, 2019

Metro  
600 NE Grand Avenue  
Portland, OR 97232

RE: Regional flexible funding for transportation projects

Dear Selection Committee:

I am writing to express my support for the City of Gresham's grant application for the Division Complete Street Project. This project will bring important improvements for safety, walking, biking, and transit on Division between Birdsdale Avenue and Wallula Avenue.



















Division is an important street in Gresham, connecting the Centennial and Northwest neighborhoods to Gresham Station and downtown. The streets sees a lot of activity, and residents use Division every day. This section of Division includes key shopping destinations, child care centers, and places of worship. It is important to complete this section for our residents to have a safe and comfortable travel environment.

But there is a crucial gap that limits safe walking and biking. Building the Division Complete Street project will improve safety and comfort for pedestrians, bicyclists, and transit riders in the area, and also support station access to the Division Transit Project, our region's first rapid bus line.






This project has been a priority for the City, and I believe it is an excellent use of regional funding. Improving this area of Division will further our regional goals for equity, safety, and accessibility.

Thank you for your consideration. Sincerely,

Carla C. Piluso  
Oregon State Representative, House District 50

| Active Transportation & Complete Streets projects              | County | Amount requested | Amount funded | Purpose  | Total policy rating | Risk Level | Level of Public Support   | CC Priority | CMAQ Eligible |
|--|--------|------------------|---------------|----------|---------------------|------------|---|-------------|---------------|
| Portland: Stark-Washington Corridor Improvements               | PDX    | \$5,332,000      | \$5,332,000   | PD, Cons | 20                  |            |    | TBD         | Probable      |
| Portland: 122nd Avenue Corridor Improvements                   | PDX    | \$4,543,700      | \$4,543,700   | PD, Cons | 19.2                |            |    | TBD         | Probable      |
| Portland: Willamette Blvd AT Corridor                          | PDX    | \$4,456,000      | \$4,456,000   | PD, Cons | 18.6                |            |    | TBD         | Probable      |
| Clackamas Co: Courtney Avenue Bike/Ped Improvements            | CL     | \$5,079,992      | \$5,079,992   | Cons     | 15.8                |            |    | TBD         | Yes           |
| Forest Grove: Council Creek Trail                              | WA     | \$1,345,950      | \$1,345,950   | PD       | 15.8                |            |    | TBD         | No            |
| Portland: MLK Blvd Safety & Access to Transit                  | PDX    | \$4,123,000      | \$4,123,000   | PD, Cons | 15.8                |            |    | TBD         | Probable      |
| Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)          | WA     | \$628,110        | \$628,110     | PD       | 15.6                |            |    | TBD         | No            |
| West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow | CL     | \$6,468,000      | \$6,468,000   | PD, Cons | 15.2                |            |    | TBD         | Probable      |
| Oregon City: Hwy 99E Bike/Ped Improvements                     | CL     | \$673,000        |               | PD       | 14.8                |            |    | TBD         | No            |
| Washington Co.: Aloha Safe Access to Transit                   | WA     | \$5,193,684      |               | Cons     | 14.6                |            |    | TBD         | Probable      |
| Gladstone: Trolley Trail Bridge Replacement                    | CL     | \$1,228,800      |               | PD       | 13.8                |            |    | TBD         | No            |
| Gresham: Division Street Complete Street                       | MU     | \$5,240,760      |               | Cons     | 13.6                |            |    | TBD         | Yes           |
| Portland: Central City in Motion - Belmont-Morrison            | PDX    | \$4,523,400      |               | PD, Cons | 13.6                |            |   | TBD         | Yes           |
| Milwaukie: Monroe Street Greenway                              | CL     | \$3,860,788      |               | Cons     | 13                  |            |  | TBD         | Yes           |
| Portland: Taylors Ferry Road Transit Access & Safety           | PDX    | \$3,676,000      |               | PD, Cons | 13                  |            |  | TBD         | Yes           |
| Tigard: Red Rock Creek Trail                                   | WA     | \$314,055        |               | PD       | 11.6                |            |  | TBD         | No            |
| Portland: Springwater to 17th Avenue Trail                     | PDX    | \$5,534,000      |               | PD, Cons | 8.6                 |            |  | TBD         | Yes           |
| Tigard: Bull Mountain Road Complete Street                     | WA     | \$4,486,500      |               | Cons     | 7.2                 |            |  | TBD         | Yes           |

funded: \$31,976,752  
AT target amount: \$32,458,519  
remainder: \$481,767

| Freight & Economic Development projects                  | County | Amount requested | Amount funded | Purpose  | Total policy rating | Risk Level | Level of Public Support   | CC Priority | CMAQ Eligible |
|--|--------|------------------|---------------|----------|---------------------|------------|---|-------------|---------------|
| Portland: Cully-Columbia Freight Improvements            | PDX    | \$3,434,193      | \$3,434,193   | PD, Cons | 15.8                |            |  | TBD         | No            |
| Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue      | MU     | \$1,275,985      | \$1,275,985   | PD       | 11.6                |            |  | TBD         | Not likely    |
| Clackamas Co.: Clackamas Industrial Area ITS             | CL     | \$1,768,040      | \$1,768,040   | Cons     | 8.8                 |            |  | TBD         | Not likely    |
| Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass | MU     | \$3,862,190      | \$3,862,190   | PD, Cons | 8.4                 |            |  | TBD         | Probable      |
| Sherwood: Blake Street Design                            | WA     | \$785,137        |               | PD       | 3.4                 |            |  | TBD         | No            |

funded: \$10,340,408  
available: \$10,819,506  
remainder: \$479,098

total funded requests: \$42,317,160  
estimated total RFFA Step 2 funding available: \$43,278,025  
remainder: \$960,865



**2022-24 RFFA Project Evaluation**  
**Option 2 - 75/25 + Technical Rating (with additional Freight projects)**

TPAC 11/1/19

| Active Transportation & Complete Streets projects              | County | Amount requested | Amount funded | Purpose  | Total policy rating | Risk Level | Level of Public Support | CC Priority | CMAQ Eligible |
|--|--------|------------------|---------------|----------|---------------------|------------|-------------------------|-------------|---------------|
| Portland: Stark-Washington Corridor Improvements               | PDX    | \$5,332,000      | \$5,332,000   | PD, Cons | 20                  |            |                         | TBD         | Probable      |
| Portland: 122nd Avenue Corridor Improvements                   | PDX    | \$4,543,700      | \$4,543,700   | PD, Cons | 19.2                |            |                         | TBD         | Probable      |
| Portland: Willamette Blvd AT Corridor                          | PDX    | \$4,456,000      | \$4,456,000   | PD, Cons | 18.6                |            |                         | TBD         | Probable      |
| Clackamas Co: Courtney Avenue Bike/Ped Improvements            | CL     | \$5,079,992      | \$5,079,992   | Cons     | 15.8                |            |                         | TBD         | Yes           |
| Portland: MLK Blvd Safety & Access to Transit                  | PDX    | \$4,123,000      | \$4,123,000   | PD, Cons | 15.8                |            |                         | TBD         | Probable      |
| West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow | CL     | \$6,468,000      | \$6,468,000   | PD, Cons | 15.2                |            |                         | TBD         | Probable      |
| Washington Co.: Aloha Safe Access to Transit                   | WA     | \$5,193,684      |               | Cons     | 14.6                |            |                         | TBD         | Probable      |
| Gresham: Division Street Complete Street                       | MU     | \$5,240,760      |               | PD, Cons | 13.6                |            |                         | TBD         | Yes           |
| Portland: Central City in Motion - Belmont-Morrison            | PDX    | \$4,523,400      |               | PD, Cons | 13.6                |            |                         | TBD         | Yes           |
| Milwaukie: Monroe Street Greenway                              | CL     | \$3,860,788      |               | Cons     | 13                  |            |                         | TBD         | Yes           |
| Portland: Taylors Ferry Road Transit Access & Safety           | PDX    | \$3,676,000      |               | PD, Cons | 13                  |            |                         | TBD         | Yes           |
| Portland: Springwater to 17th Avenue Trail                     | PDX    | \$5,534,000      |               | PD, Cons | 8.6                 |            |                         | TBD         | Yes           |
| Tigard: Bull Mountain Road Complete Street                     | WA     | \$4,486,500      |               | Cons     | 7.2                 |            |                         | TBD         | Yes           |

funded: \$30,002,692  
AT target amount: \$32,458,519  
remainder: \$2,455,827

| Freight & Economic Development projects                  | County | Amount requested | Amount funded | Purpose  | Total policy rating | Risk Level | Level of Public Support | CC Priority | CMAQ Eligible |
|--|--------|------------------|---------------|----------|---------------------|------------|-------------------------|-------------|---------------|
| Forest Grove: Council Creek Trail                        | WA     | \$1,345,950      | \$1,345,950   | PD       | 15.8                |            |                         | TBD         | No            |
| Portland: Cully-Columbia Freight Improvements            | PDX    | \$3,434,193      | \$3,434,193   | PD, Cons | 15.8                |            |                         | TBD         | No            |
| Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)    | WA     | \$628,110        | \$628,110     | PD       | 15.6                |            |                         | TBD         | No            |
| Oregon City: Hwy 99E Bike/Ped Improvements               | CL     | \$673,000        | \$673,000     | PD       | 14.8                |            |                         | TBD         | No            |
| Gladstone: Trolley Trail Bridge Replacement              | CL     | \$1,228,800      | \$1,228,800   | PD       | 13.8                |            |                         | TBD         | No            |
| Tigard: Red Rock Creek Trail                             | WA     | \$314,055        | \$314,055     | PD       | 11.6                |            |                         | TBD         | No            |
| Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue      | MU     | \$1,275,985      | \$1,275,985   | PD       | 11.6                |            |                         | TBD         | No            |
| Clackamas Co.: Clackamas Industrial Area ITS             | CL     | \$1,768,040      | \$1,768,040   | Cons     | 8.8                 |            |                         | TBD         | Not likely    |
| Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass | MU     | \$3,862,190      |               | PD, Cons | 8.4                 |            |                         | TBD         | Probable      |
| Sherwood: Blake Street Design                            | WA     | \$785,137        |               | PD       | 3.4                 |            |                         | TBD         | No            |





Shaded = Freight-eligible AT projects

funded: \$10,668,133  
available: \$10,819,506  
remainder: \$151,373

total funded requests: \$40,670,825  
estimated total RFFA Step 2 funding available: \$43,278,025  
remainder: \$2,607,200


























| Projects (sorted by total policy rating)                       | County | Amount requested | Amount funded | Purpose  | Fund category | Total policy rating | Safety rating | Equity rating | Climate rating | Cong rating | Risk Level<br>(Green = low, yellow = moderate, red = high) | Level of public support | CC Priority | CMAQ Eligible |
|--|--------|------------------|---------------|----------|---------------|---------------------|---------------|---------------|----------------|-------------|--|-------------------------|-------------|---------------|
| Portland: Stark-Washington Corridor Improvements               | PDX    | \$5,332,000      | TBD           | PD, Cons | AT            | 20                  | 5.6           | 5.4           | 5.2            | 3.8         |  |                         | TBD         | Probable      |
| Portland: 122nd Avenue Corridor Improvements                   | PDX    | \$4,543,700      | TBD           | PD, Cons | AT            | 19.2                | 5.6           | 5.8           | 4              | 3.8         |  |                         | TBD         | Probable      |
| Portland: Willamette Blvd AT Corridor                          | PDX    | \$4,456,000      | TBD           | PD, Cons | AT            | 18.6                | 5.8           | 4.8           | 4.8            | 3.2         |  |                         | TBD         | Probable      |
| Clackamas Co: Courtney Avenue Bike/Ped Improvements            | CL     | \$5,079,992      | TBD           | Cons     | AT            | 15.8                | 5             | 4.6           | 3.8            | 2.4         |  |                         | TBD         | Yes           |
| Forest Grove: Council Creek Trail                              | WA     | \$1,345,950      | TBD           | PD       | BOTH*         | 15.8                | 5             | 4.6           | 3.8            | 2.4         | Responded  |                         | TBD         | No            |
| Portland: Cully-Columbia Freight Improvements                  | PDX    | \$3,434,193      | TBD           | PD, Cons | FR            | 15.8                | 4.4           | 4             | 2.4            | 5           |  |                         | TBD         | No            |
| Portland: MLK Blvd Safety & Access to Transit                  | PDX    | \$4,123,000      | TBD           | PD, Cons | AT            | 15.8                | 5             | 5.6           | 3              | 2.2         |  |                         | TBD         | Probable      |
| Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)          | WA     | \$628,110        | TBD           | PD       | BOTH*         | 15.6                | 5.4           | 3.8           | 3.6            | 2.8         |  |                         | TBD         | No            |
| West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow | CL     | \$6,468,000      | TBD           | PD, Cons | AT            | 15.2                | 5.6           | 2.2           | 4.2            | 3.2         |  |                         | TBD         | Probable      |
| Oregon City: Hwy 99E Bike/Ped Improvements                     | CL     | \$673,000        | TBD           | PD       | BOTH*         | 14.8                | 4.2           | 4             | 4              | 2.6         |  |                         | TBD         | No            |
| Washington Co.: Aloha Safe Access to Transit                   | WA     | \$5,193,684      | TBD           | Cons     | AT            | 14.6                | 3.8           | 5.4           | 3.2            | 2.2         |  |                         | TBD         | Probable      |
| Gladstone: Trolley Trail Bridge Replacement                    | CL     | \$1,228,800      | TBD           | PD       | BOTH*         | 13.8                | 4.4           | 3.6           | 2.8            | 3           |  |                         | TBD         | No            |
| Gresham: Division Street Complete Street                       | MU     | \$5,240,760      | TBD           | Cons     | AT            | 13.6                | 3             | 4             | 3.6            | 3           |  |                         | TBD         | Yes           |
| Portland: Central City in Motion - Belmont-Morrison            | PDX    | \$4,523,400      | TBD           | PD, Cons | AT            | 13.6                | 4.2           | 3             | 3              | 3.4         |  |                         | TBD         | Yes           |
| Milwaukie: Monroe Street Greenway                              | CL     | \$3,860,788      | TBD           | Cons     | AT            | 13                  | 3.8           | 3.6           | 4              | 1.6         | Responded  |                         | TBD         | Yes           |
| Portland: Taylors Ferry Road Transit Access & Safety           | PDX    | \$3,676,000      | TBD           | PD, Cons | AT            | 13                  | 4.6           | 2             | 3.6            | 2.8         |  |                         | TBD         | Yes           |
| Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue            | MU     | \$1,275,985      | TBD           | PD       | BOTH          | 11.6                | 3             | 2.2           | 3.4            | 3           |  |                         | TBD         | No            |
| Tigard: Red Rock Creek Trail                                   | WA     | \$314,055        | TBD           | PD       | BOTH*         | 11.6                | 3.8           | 1.4           | 3.8            | 2.6         | Responded  |                         | TBD         | No            |
| Clackamas Co.: Clackamas Industrial Area ITS                   | CL     | \$1,768,040      | TBD           | Cons     | FR            | 8.8                 | 2.6           | 1.6           | 0.8            | 3.8         |  |                         | TBD         | Not likely    |

| Projects (sorted by total policy rating)                 | County | Amount requested | Amount funded | Purpose  | Fund category | Total policy rating | Safety rating | Equity rating | Climate rating | Cong rating | Risk Level<br>(Green = low, yellow = moderate, red = high) | Level of public support   | CC Priority | CMAQ Eligible |
|--|--------|------------------|---------------|----------|---------------|---------------------|---------------|---------------|----------------|-------------|--|---|-------------|---------------|
| Portland: Springwater to 17th Avenue Trail               | PDX    | \$5,534,000      | TBD           | PD, Cons | AT            | 8.6                 | 2.6           | 1.4           | 3              | 1.6         |  |  | TBD         | Yes           |
| Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass | MU     | \$3,862,190      | TBD           | PD, Cons | BOTH          | 8.4                 | 2.8           | 2             | 2.2            | 1.4         |  |  | TBD         | Probable      |
| Tigard: Bull Mountain Road Complete Street               | WA     | \$4,486,500      | TBD           | Cons     | AT            | 7.2                 | 3.2           | 1             | 2              | 1           |  |  | TBD         | Yes           |
| Sherwood: Blake Street Design                            | WA     | \$785,137        | TBD           | PD       | FR            | 3.4                 | 0.2           | 1.2           | 0.4            | 1.6         |  |  | TBD         | No            |

|  |              |
|--|--------------|
| total funded requests:                         | \$0          |
| estimated total RFFA Step 2 funding available: | \$43,278,025 |
| difference:                                    | \$43,278,025 |

\* Indicates a project that originally requested consideration in the AT category only, but has elements that make it eligible for consideration in the Freight category as well.

| Projects sorted by total policy rating                         | County | Amount requested | Purpose                           | Fund category | Technical ratings   |               |               |                |             | Risk Assessment   |                                      | Public comment             |                      |                           |   | CC Priority | CMAQ Eligible (\$14M) |
|--|--------|------------------|-----------------------------------|---------------|---------------------|---------------|---------------|----------------|-------------|---|--------------------------------------|----------------------------|----------------------|---------------------------|---|-------------|-----------------------|
|  |        |                  |                                   |               | Total policy rating | Safety rating | Equity rating | Climate rating | Cong rating | Risk Level<br>(Green = low, yellow = moderate, red = high)  | Applicant-indicated mitigation steps | Total comments from survey | High/V. High Support | Pct. High/V. High Support | Level of Public Support   |             |                       |
| Portland: Stark-Washington Corridor Improvements               | PDX    | \$5,332,000      | Project development, construction | 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.   |                                      | 417                        | 345                  | 83%                       |    | TBD         | Probable              |
| Portland: 122nd Avenue Corridor Improvements                   | PDX    | \$4,543,700      | Project development, construction | 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.   |                                      | 395                        | 302                  | 76%                       |    | TBD         | Probable              |
| Portland: Willamette Blvd AT Corridor                          | PDX    | \$4,456,000      | Project development, construction | 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.  |                                      | 404                        | 339                  | 84%                       |    | TBD         | Probable              |
| Clackamas Co: Courtney Avenue Bike/Ped Improvements            | CL     | \$5,079,992      | Construction                      | 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.  |                                      | 205                        | 151                  | 74%                       |    | TBD         | Yes                   |
| Forest Grove: Council Creek Trail                              | WA     | \$1,345,950      | Project development               | BOTH          | 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.<br><br>Treatment and detention of storm runoff will be a required. Clean Water Services will be included in the review and development of this preliminary design work. More details and cost estimates for this work will be determined during this preliminary design work.   |                                      | 155                        | 129                  | 83%                       |    | TBD         | No                    |
| Portland: Cully-Columbia Freight Improvements                  | PDX    | \$3,434,193      | Project development, construction | 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.  |                                      | 266                        | 176                  | 66%                       |  | TBD         | No                    |
| Portland: MLK Blvd Safety & Access to Transit                  | PDX    | \$4,123,000      | Project development, construction | 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.   |                                      | 535                        | 468                  | 87%                       |  | TBD         | Probable              |
| Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)          | WA     | \$628,110        | Project development               | BOTH          | 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.  |                                      | 185                        | 147                  | 79%                       |  | TBD         | No                    |
| West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow | CL     | \$6,468,000      | Project development, construction | 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. |                                      | 316                        | 233                  | 74%                       |  | TBD         | Probable              |
| Oregon City: Hwy 99E Bike/Ped Improvements                     | CL     | \$673,000        | Project development               | BOTH          | 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.  |                                      | 355                        | 284                  | 80%                       |  | TBD         | No                    |
| Washington Co.: Aloha Safe Access to Transit                   | WA     | \$5,193,684      | Construction                      | 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.  |                                      | 164                        | 130                  | 79%                       |  | TBD         | Probable              |
| Gladstone: Trolley Trail Bridge Replacement                    | CL     | \$1,228,800      | Project development               | BOTH          | 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.   |                                      | 286                        | 206                  | 72%                       |  | TBD         | No                    |
| Gresham: Division Street Complete Street                       | MU     | \$5,240,760      | Construction                      | 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.  |                                      | 339                        | 196                  | 58%                       |  | TBD         | Yes                   |

| Projects sorted by total policy rating                   | County | Amount requested | Purpose                           | Fund category | Total policy rating | Safety rating | Equity rating | Climate rating | Cong rating | Risk Level<br>(Green = low, yellow = moderate, red = high)   | Applicant-indicated mitigation steps   | Total comments from survey | High/V. High Support | Pct. High/V. High Support | Level of Public Support   | CC Priority | CMAQ Eligible (\$14M) |
|--|--------|------------------|-----------------------------------|---------------|---------------------|---------------|---------------|----------------|-------------|--|--|----------------------------|----------------------|---------------------------|---|-------------|-----------------------|
| Portland: Central City in Motion - Belmont-Morrison      | PDX    | \$4,523,400      | Project development, construction | 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.   |  | 495                        | 385                  | 78%                       |    | TBD         | Yes                   |
| Milwaukie: Monroe Street Greenway                        | CL     | \$3,860,788      | Construction                      | 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.                                   | 1. The city leverages the ODOT Safety Leverage program that will be disbursed within the same timeframe of RFFA funding. The city also reallocated additional CIP funds after initial RFFA application to achieve funding of up to 95% of estimated final design.<br><br>2. City staff has extensive experience working in collaboration with ODOT Rail Division and UPRR on many projects to acquire rail order crossing modifications. The city is also currently coordinating with ODOT Rail Division staff to begin meetings in January to ensure that they are involved prior to preliminary design and up through final design.<br><br>3. While the project corridor does cross over both Class 1 and 2 Title 13 lands, preliminary environmental permitting evaluation is concluding that extensive environmental permitting will not be required. The city is committed to establishing habitat friendly design solutions per Title 13 of Metro's Urban Growth Management Functional Plan.   | 333                        | 275                  | 83%                       |    | TBD         | Yes                   |
| Portland: Taylors Ferry Road Transit Access & Safety     | PDX    | \$3,676,000      | Project development, construction | 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.   |  | 402                        | 324                  | 81%                       |    | TBD         | Yes                   |
| Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue      | MU     | \$1,275,985      | Project development               | 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.   |  | 336                        | 175                  | 52%                       |    | TBD         | No                    |
| Tigard: Red Rock Creek Trail                             | WA     | \$314,055        | Project development               | BOTH          | 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.  | 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. The project risk level is only based on the risk of the project through the stages requested for RFFA funding. In this case, planning and concept development has been completed and the project development stage is proposed.<br><br>Request: Please consider reassigning risk level from Moderate to Low.<br><br>The proposed RRC Trail Alignment Study is for planning and design of a trail alignment. The risk analysis should reflect that and not future potential coordination/construction risks. The project development phase will help surface and identify potential coordination/construction risks and help the City determine an alignment, design, and phasing to manage those risks. The City is already in conversations with TriMet and Clean Water Services as this project will be closely coordinated with both SWC project development and with Tigard & CWS's Red Rock Creek Sub Basin Strategy project. Please let me know if further clarification is needed. | 155                        | 99                   | 64%                       |  | TBD         | No                    |
| Clackamas Co.: Clackamas Industrial Area ITS             | CL     | \$1,768,040      | Construction                      | 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.   |  | 206                        | 107                  | 52%                       |  | TBD         | Not likely            |
| Portland: Springwater to 17th Avenue Trail               | PDX    | \$5,534,000      | Project development, construction | 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.   |  | 495                        | 358                  | 72%                       |  | TBD         | Yes                   |
| Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass | MU     | \$3,862,190      | Project development, construction | 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.   |  | 183                        | 91                   | 50%                       |  | TBD         | Probable              |
| Tigard: Bull Mountain Road Complete Street               | WA     | \$4,486,500      | Construction                      | 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.   |  | 167                        | 105                  | 63%                       |  | TBD         | Yes                   |
| Sherwood: Blake Street Design                            | WA     | \$785,137        | Project development               | 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. |  | 155                        | 86                   | 55%                       |  | TBD         | No                    |

|  |                |
|--|----------------|
| 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 23, 2019  
To: Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties  
From: Lake McTighe, Regional Transportation Planner  
Subject: Designing Livable Streets and Trails Guide

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## OVERVIEW

Metro has finalized new regional street and trail design guidance, the Designing Livable Streets and Trails Guide (the Guide). Refer to Attachment 1 for a link to the Guide or visit [oregonmetro.gov/streetdesign](http://oregonmetro.gov/streetdesign). The purpose of the Guide is to support implementation of the 2040 Growth Concept and the Regional Transportation Plan and other local and regional plans and policies. The Guide was developed with input from regional partners (see Background and Attachment 3).

The Guide was developed as a resource for local governments, agencies and communities in the greater Portland area. The Guide serves as Metro's transportation design guidance for any transportation projects planned, designed or constructed with funds allocated by Metro. The Guide replaces Metro's Creating Livable Streets (2002, second edition) and Green Streets for Stormwater Management (2002, first edition) handbooks. The Guide and related resources are available on Metro's website at [oregonmetro.gov/streetdesign](http://oregonmetro.gov/streetdesign).

The Guide provides the following information:

- Purpose of the guidelines
- Policy framework (land use and transportation; regional street design classifications; designing for desired outcomes; key policies and requirements)
- Definition and description of design functions
- Design principles; design elements (description, design approach, application); list of design resources
- Renderings and cross-sections
- Performance-based design decision-making framework

## BACKGROUND

Metro first developed street design policies and guidelines in direct response to the adoption of the 2040 Future Vision Growth Concept in 1995. Starting with the 2002-2005 Metropolitan Transportation Improvement Program, projects funded with regional flexible funds have been required to be consistent with regional street design guidance. The Metro Council provided additional policy guidance in January 2019, requiring that any funding allocated by Metro for transportation projects will be required to apply the regional design guidance. Other street and trail design guidelines, including those developed by local jurisdictions, may also be used as long as the design approach and decision making process used are consistent with Metro's guidelines.

The Guide identifies design approaches for Metro's regional street design classifications, identified in the [Regional Transportation Plan \(RTP\)](#), and for regional trails. The Guide uses a performance based approach to planning and design. The Guide recommends design guidance that has been shown to reduce vehicle miles traveled and increase walking, bicycling and transit use.

The Guide was developed on the basis of current design guidance, case studies, best practices for urban areas, research and evaluation of existing designs, and professional review and input. All of

the guidance in the Guide is allowable under national guidance including those developed by the National Association of City Transportation Officials (NACTO), the Institute of Transportation Engineers (ITE), the Oregon Department of Transportation (ODOT), the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA). Other Metro guidelines provide complementary design resources to the Guide: Trees for Green Streets (2002), Green Trails (2002) and Wildlife Crossings (2009).

### **Timeline of regional street design guidance and policy**

Policies that support livable street design have been a part of transportation and land use planning in the greater Portland region for more than twenty years. The following timeline includes major milestones in the development of regional street design guidance and policy from 1992 to 2019.

1992 Metro Charter is approved by voters and directs the Metro Council to adopt a Future Vision to manage future growth in the region, and a Regional Framework Plan, and to address, among other things “regional transportation and mass transit systems.”

1995 2040 Future Vision Growth Concept is adopted. The 2040 Growth Concept established a broad regional vision to guide all future comprehensive planning at the local and regional levels. The 2040 Growth Concept introduced a series of land use design types that are the building blocks of the regional strategy for managing growth in the region. Transportation should help implement the strategy.

1996 Regional street design policies and classifications are included in the Regional Transportation Plan (RTP) adopted by the Metro Council. The street design classifications link land use and transportation. The policies and classifications are applied to throughways and arterial streets and respond to the land use design types identified in the 2040 Growth Concept.

Metro Policy Advisory Committee (MPAC) determines that more detailed street design guidance is needed to implement the 2040 Growth Concept and to move away from a “one-size-fits-all” approach to street design and requests that Metro develop street design guidelines consistent with the RTP regional street design policies.

1997 Metro Council adopts the Regional Framework Plan, which identifies policies to implement the 2040 Growth Concept, including transportation policies that meet multiple goals.

Metro develops the first edition of the Creating Livable Streets guide. This guide provides more detailed guidance to develop streets in different land use contexts, including town centers and regional corridors, to make them more walkable, bikeable and transit friendly. The guidelines also provide the tools to achieve many of the transportation policies of the Regional Framework Plan and Regional Transportation Plan.

2000 Metro Council adopts the 2000 RTP which applies regional street design classifications to the Regional Street Network and are identified on the Regional Street Design System map.

2002 Metro Council adopts the 2002-2005 Metropolitan Transportation Improvement Program which requires that projects funded with regional flexible funds must be consistent with regional street design guidelines.

Metro finalizes a second edition of Creating Livable Streets guide. Two new, supplemental guides are also completed: Green Streets, guidelines for stormwater management, and Trees for Green Streets.

- 2003 Metro develops Green Trails, a guide to develop environmentally trails, and Wildlife Crossings, a supplemental design guide on safe passage for urban wildlife across roads and highways.
- 2009 Metro develops second edition of Wildlife Crossings. Metro receives regional flexible funds to update the 2002 Creating Livable Streets Guide.
- 2010 Metro Council adopts the Regional Transportation Functional Plan (RTFP), the implementing plan of the RTP. Title 1: Transportation system design, presents requirements for implementing regional street design policies.
- 2012 Metro develops The Intertwine Regional Trails Signage Guidelines. Metro requires that the guidelines be used on regional trail projects that use regional flexible funds.
- 2014 Metro Council adopts the 2014 RTP and the 2014 Climate Smart Strategy. Both identify updating regional street design guidelines as needed near term implementation activities. Metro Council adopts the 2014 Regional Active Transportation Plan which includes pedestrian and bicycle design guidelines to be integrated into updated regional street design guidelines.
- 2015 Metro Council approves the work plan for the update of the 2018 RTP, including formation of a technical work group to guide development of updated street and trail design guidelines.
- 2018 Metro Council adopts the 2018 RTP which includes updated street design policies.
- 2019 Metro Council provides direction on a framework for a regional transportation investment measure, including direction that any regional investment, regardless of facility ownership, will require that the projects meet regional design guidelines, and that projects shall be designed using performance based practical design principles and will adhere to regional design guidelines, and these design guidelines will also serve as the basis for all cost estimates. (Memo reflecting direction at Council work sessions on January 24 and 31, 2019.)

Metro Council provides policy direction to staff to finalize the Designing Livable Streets and Trails Guide and application of the guidelines to transportation projects.

Metro finalizes the Designing Livable Street and Trails Guide, the third edition of regional street design guidelines and second edition of stormwater management design guidelines.

### **Process to develop the guide**

Metro received a regional flexible fund grant to update the design guidelines in 2009. Staff began to develop a work scope in 2015 (refer to Attachment 2: Project timeline). The project was managed by Metro and the Oregon Department of Transportation. The Guide was developed in coordination with regional partners. Design was identified as one of eight key policy focus areas for the update of the 2018 RTP. Therefore, much of the stakeholder engagement for the Guide was part of the larger RTP engagement process.

A technical work group with city, county and agency engineering and planning staff, community members and transportation advocates met five times and provided input on the development of the Guide 2017 (refer to Attachment 3: Technical Work Group). Periodic updates, with opportunity to provide input, were provided to Metro's technical and policy advisory committees, the Transportation Policy Alternatives Committee (TPAC), the Metropolitan Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation.

Additionally, staff provided updates to the county transportation coordinating committee technical advisory committees and other groups as requested.

The Metro Council provided policy direction through work sessions on the update of the 2018 RTP and at a work session on the guidelines. Opportunity to comment on regional street design policies were provided during the public comment period for the 2018 RTP.

#### 2015

|              |  |
|--------------|--|
| September 25 | TPAC input on draft work plan  |
| October 15   | MTAC input on draft work plan  |
| Oct- Dec.    | Interviews with agency staff   |
| December 3   | Metro Council approves RTP work plan, formation of technical work groups |
| December 7   | Mark Fenton healthy community design workshop and walking audit          |

#### 2016

|           |  |
|-----------|--|
| Jan-March | Technical work group established           |
| March-Oct | Request for consultant proposals developed |
| October   | Consultant selected, IGA process begins    |

#### 2017

|              |  |
|--------------|--|
| March        | Consultant work begins   |
| June 29      | First technical work group meeting                               |
| July 28      | TPAC project overview  |
| August 2     | MTAC project overview  |
| September 28 | Second technical work group meeting                              |
| November 15  | MTAC input on outline  |
| November 17  | TPAC input on outline  |
| Ongoing      | Updates to Metro Council, JPACT and MPAC through 2018 RTP update |

#### 2018

|         |  |
|---------|--|
| Ongoing | Development of Guide content and update RTP street design policies                   |
| March 6 | Emerging technologies and future of street design workshop, Urbanism Next conference |
| Ongoing | Updates to Metro Council, JPACT and MPAC through 2018 RTP update                     |

#### 2019

|                |  |
|----------------|--|
| January 28     | Third technical work group meeting   |
| January 24, 31 | Metro Council policy direction on regional investment measure, use of guidelines |
| March 12       | Metro Council provides policy direction at work session                          |
| March 18       | Fourth technical work group meeting  |
| March 21       | JPACT update   |
| April 17       | TPAC/MTAC workshop on regional street design classifications                     |
| April 22       | Performance-based design leadership forum and technical workshop                 |
| May 20         | Final technical work group meeting   |
| Nov-Dec        | Roll-out to Metro technical and policy committees                                |
| December       | Metro Council adoption   |

#### **ATTACHMENTS**

Attachment 1: Link to Designing Livable Streets and Trail Guide  
Attachment 2: Project timeline  
Attachment 3: List of technical work group members



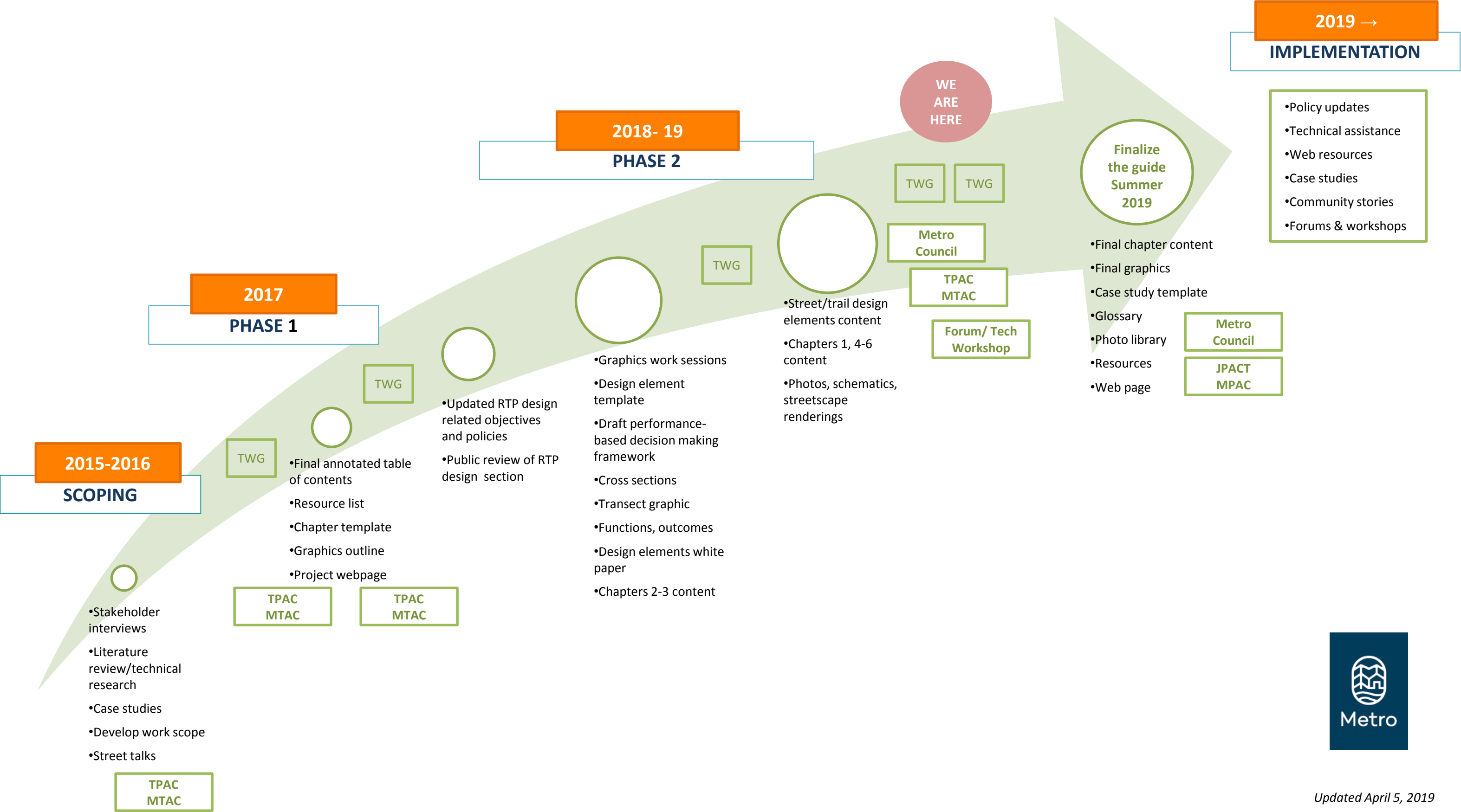
**Attachment 1: Link to Designing Livable Streets and Trail Guide**  
[www.oregonmetro.gov/streetdesign](http://www.oregonmetro.gov/streetdesign)

# Designing Livable Streets and Trails Guide



# Designing Livable Streets and Trails Guide

## Project Timeline



Getting there with a connected region

**2018 REGIONAL TRANSPORTATION PLAN****Roster for Design Technical Work Group**

Metro is working with local, regional and state partners and the public to update the region's shared vision and strategy for investing in the regional transportation system for the next 25 years.

To support development of the 2018 Regional Transportation Plan, Metro staff are convening eight technical work groups to provide input to the project team on implementing policy direction from the Metro Council and regional policy advisory committees. In this role, the work group members review and provide feedback to Metro staff on draft materials and analysis, keep their respective elected officials and agency/organization's leadership informed. The work groups also help identify areas for further discussion by the Metro Council and regional technical and policy advisory committees.

Work group members include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or their designees, and other community, business, city and county partners. Meetings of the technical work groups are posted on Metro's calendar at [www.oregonmetro.gov/calendar](http://www.oregonmetro.gov/calendar) and [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp).

**TECHNICAL WORK GROUP MEMBERS (*between 2017 -2019*)**

Scott Adams, Multnomah County  
Transportation Planning  
Maya Agarwal, Portland Parks and Recreation  
Joseph Auth, Oregon Department of  
Transportation  
Scott Batson, Portland Bureau of Transportation  
Glen Bolen, Oregon Department of  
Transportation  
Lance Calvert, West Linn Public Works  
Department  
Carol Chesarek, community representative  
Rich Crossler-Laird, Oregon Department of  
Transportation  
Jillian Detweiler, The Street Trust  
Nick Fortey, Federal Highway Administration  
Brendon Haggerty, Multnomah County Health  
Department  
Julia Hajduk, Sherwood Community  
Development Department  
Jay Higgins, Gresham Urban Design and  
Planning Department  
Scott Hoelscher, Clackamas County  
Zachary Horowitz, Oregon Department of  
Transportation  
Denver Igarta, Portland Bureau of  
Transportation  
Tim Kurtz, Portland Bureau of Environmental  
Services

Nico Larco, Sustainable Cities Initiative,  
University of Oregon  
Tom Liptan, landscape architect  
Anne MacDonald, Clean Water Services  
Mike McCarthy, Tualatin Public Works  
Department  
Rich Mueller, Tualatin Parks and Recreation  
Department  
Grant O'Connell, TriMet  
Jeff Owen, TriMet  
Lidwien Rahman, Oregon Department of  
Transportation  
Stacy Revay, Beaverton Transportation Planning  
Department  
Jeannine Rustad, Tualatin Hills Park and  
Recreation District  
Bob Sallinger, Audubon Society of Portland  
Rob Saxton, Washington County Land Use and  
Transportation  
Kari Schlosshauer, Safe Routes Partnership  
Chris Strong, Gresham Transportation Division  
Claire Vach, Oregon Walks  
Dyami Valentine, Washington County Land Use  
and Transportation  
Zef Wagner, Portland Bureau of Transportation  
Zach Weigel, Wilsonville Engineering  
Department

Materials following this page were distributed at the meeting.

TPAC REVIEW DRAFT 10/23/19 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. [Provide a clear policy basis for management of and investment in the <sup>1</sup>throughway<sup>1</sup> and arterial system to better manage](#)~~Address~~ growing motor vehicle congestion in the region ~~and its impacts on statewide travel as well as in order to maintain interstate and statewide mobility on the throughway system while providing for intra-regional mobility and access by~~ transit, freight and other modes of travel ~~on the arterial roadway system and other modal networks.~~
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 and system and demand management activities 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. Use transportation system and demand management to support meeting mobility needs.
  - e. Help decision-makers make decisions that advance multiple policy objectives.
  - f. Address the diverse mobility needs of both people and goods movement.
  - g. 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>2</sup>
  - h. Distinguish between throughway<sup>3</sup> and arterial performance and take into account both state and regional functional classifications for all modes and planned land uses.
  - i. 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.
  - j. 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 regional and statewide importance.
  - k. Be financially achievable.
  - l. 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.
  - m. Be legally defensible for implementing jurisdictions.
  - n. Be applicable and useful at the system plan, mobility corridor and plan amendment scales.

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<sup>1</sup> [Throughways are designated in the 2018 RTP and generally correspond to Expressways designated in the OHP.](#)

<sup>2</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>3</sup> [The RTP Throughways generally correspond to Expressways designated in the Oregon Highway Plan](#)

## 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. [The Portland region is the economic engine of the state and main hub for products made from all corners of the state to be exported to domestic and international markets. The region’s transportation system provides statewide and regional access to the state’s largest airport and marine port and provides critical connections to major industrial areas, intermodal facilities and recreational, healthcare and cultural destinations that attract visitors from the entire state.](#)

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, [growing](#) 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 thruway system,** triggering the need to consider alternative approaches for measuring [and addressing](#) mobility and transportation system adequacy under state law.
- **[Congestion on Portland area thruways<sup>4</sup> is impacting economic competitiveness for the region and entire state and is of regional and statewide concern.](#)<sup>5</sup>** [Clear performance expectations for the entire system are needed to provide a policy basis for management of and investment in thruway system to maintain interstate and statewide mobility for people and goods.](#)
- **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, system and demand management strategies or access to destinations.

<sup>4</sup> See definition in footnote 1.

<sup>5</sup> [One Oregon: A Vision for Oregon’s Transportation System, Transportation Vision Panel Report to Governor Kate Brown, May 2016.](#)

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 19- 5047 FOR THE PURPOSE OF AMENDING THE FY 2019-20 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD FUNDING FOR THE CLACKAMAS CORRIDOR MANAGEMENT, EMERGING TECHNOLOGY AND BOONE BRIDGE PROJECTS

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Date: October 25, 2019  
Department: Planning  
Meeting Date: January 9, 2019

Prepared by: John Mermin, 503.797.1747,  
[john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov)

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### ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

### ACTION REQUESTED

Approval of the requested amendments to the 2019-20 UPWP

### IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities proposed to be amended into the UPWP are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

### STAFF RECOMMENDATIONS

Approve Resolution No. 19-5047 and amend the FY 2019-20 UPWP.

### STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

#### Known Opposition

No known opposition

### Legal Antecedents

Metro Council Resolution No. 19-2979 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2019-20 UNIFIED PLANNING WORK PROGRAM

Metro Council Resolution No. 13-4467 FOR THE PURPOSE OF ALLOCATING \$142.58 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2016-18, PENDING AIR QUALITY CONFORMITY DETERMINATION

Metro Council Resolution No. 11-4313 FOR THE PURPOSE OF ALLOCATING \$70.73 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2014 AND 2015, PENDING AIR QUALITY CONFORMITY DETERMINATION

### Anticipated Effects

Approval will mean that grants can be submitted and contracts executed so work can commence on these three projects between now and June 30, 2020, in accordance with established Metro priorities.

### **BACKGROUND**

#### Clackamas Connections Integrated Corridor Management (ICM) project

Major highways in Clackamas County are often pushed to their limit during times of peak congestion. This project will develop the concept for operations for corridor-specific Transportation System Management and Operations (TSMO) to improve real-time freeway and arterial travel by developing a Concept of Operations that integrates agencies operationally, institutionally and technologically. This includes TSMO strategies for better traveler information, smarter traffic signals and more effective incident response. Corridors subject to the initial phase of needs analysis will be sections of Interstates 5 and along Interstate 205, Wilsonville Road, Elligsen Road, Stafford Road, 65<sup>th</sup> Avenue, Boreland Road, Willamette Falls Drive, 82nd Drive/Avenue, McLoughlin Boulevard (99E) and Highway 224 in Clackamas County. The project will be beneficial for freight drivers as they make route decisions to reach destinations in the region and beyond. It will also make use of the region's transit investments, improving operations through integrated Intelligent Transportation Systems (ITS).

#### Emerging Technology Implementation Study

Over the past five years, emerging technologies like ride-hailing, micromobility, and electric vehicles have changed how people get around the Portland area. Metro is responsible for long-term transportation planning in the Portland region, and we need to take into account the impacts that emerging technology has on our transportation system. Metro's 2018 update to the Regional Transportation Plan included an Emerging Technology Strategy that identified how Metro and our partner agencies can harness new developments in transportation technology to make our region more equitable and livable. The Strategy created a policy framework for emerging technology, but it did not go into much detail in identifying implementation actions for transportation agencies across the region due to a lack of available data, a dearth of relevant best practices, and uncertainty in the technology sector.



The Emerging Technology Implementation Study will identify near-term opportunities for public agencies in the region to ensure that emerging technology benefits their communities, including projects, programs, regulations, policies, and follow-up planning activities. The Study will identify how, when, and where to apply different strategies by drawing on newly-available data and research on emerging technology and on lessons learned from technology pilot projects in the Portland area and peer regions. It will provide information and practical guidance that Metro's agency partners can use to better plan for and manage new developments in technology.

#### I-5 Boone Bridge Widening / Seismic Retrofit and Interchange Improvement Study

The study builds on the I-5 Wilsonville Facility Plan, adopted in July 2018. In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. On August 15, 2019 the Oregon Transportation Commission (OTC) approved \$300,000 in FHWA funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway.

The study will:

- Identify a range of costs to achieve a widened and resilient I-5 Boone Bridge.
- Determine if it is structurally feasible to widen and seismically retrofit the existing I-5 Boone Bridge and identify associated planning level cost range and risks.
- Identify cost range and risks to replace the I-5 Boone Bridge.
- Identify cost range associated with interchange improvements on I-5 in the study area.
- Identify further analysis and associated costs necessary following this study

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY  
2019-20 UNIFIED PLANNING WORK  
PROGRAM (UPWP) TO ADD FUNDING FOR  
THE CORRIDOR BOTTLENECK OPERATIONS  
STUDY 2 (CBOS 2) PROJECT

) RESOLUTION NO. 19-5052

) Introduced by Acting Chief Operating Officer  
) Andrew Scott in concurrence with Council  
President Lynn Peterson

WHEREAS, the Unified Planning Work Program (UPWP) describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2019-20 ; and

WHEREAS, the FY 2019-20 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, approval of the budget elements of the FY 2019-20 UPWP is required to receive federal transportation planning funds; and

WHEREAS, ODOT's 2013 CBOS recommended investments in the existing freeway system intended to address congestion at identified bottlenecks by improving the operation of freeway ramps, add auxiliary lanes to improve merging and safety, and optimize freeway signage, speeds and signals; and

WHEREAS, the projects recommended in ODOT's 2013 CBOS have largely been constructed, and ODOT included a Planning for Operations program in the FY 2019-20 UPWP, which references CBOS2; and

WHEREAS, the Oregon Transportation Commission (OTC) has allocated an additional \$680,000, not originally anticipated to be available in FY 2019-20, for accelerating CBOS2 planning activities,

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2019-20 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2019-20 UPWP to add the CBOS 2 project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 9th day of January, 2019

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

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## ODOT Region 1 Planning for Operations

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**Staff Contact:** Scott Turnoy, [scott.turnoy@odot.state.or.us](mailto:scott.turnoy@odot.state.or.us)

### Description

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

### Overall Objectives

- Identify and prioritize investment opportunities where TSMO can improve safety and efficiency
- Collaborate with local and regional agencies to find and implement cost-effective TSMO investments
- Enhance ODOT's ability to support local planning efforts with respect to planning for operations
- Support regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro agreement's identification of opportunities to coordinate, cooperate and collaborate.

### Previous Work (*through June 2019*)

- ODOT has developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region.
- In FY18, ODOT initiated a second phase of CBOS.
- In FY19, ~~complete the production of~~ [ODOT continued to develop the CBOS2 Project Atlas.](#)

### Methodology

- Perform on-going diagnostic analysis of the transportation system, especially before/after studies as projects are built.
- Collaborate with local agencies on the development of transportation system plans, with emphasis on integrating ATM and other strategies to achieve safety and efficiency goals.
- Coordinate this effort with Metro and other partners on the upcoming TSMO Strategic Plan, including its updating and implementation.
- Identify and prioritize TSMO investment opportunities
- Early project planning (not to exceed 30% design)
- Refinement of certain projects that have been identified in CBOS2 Atlas

| Major Project Deliverables/ Milestones |  |
|--|--|
| 1 <sup>st</sup> Quarter                | <ul style="list-style-type: none"><li>• Public involvement process for CBOS2 Project Atlas</li></ul>   |
| 2 <sup>nd</sup> Quarter                | <ul style="list-style-type: none"><li>• <del>Possible continuing</del> PIP for CBOS 2; <a href="#">consultant procurement for refined traffic analysis for improvement concepts.</a></li></ul> |

## FY 2019-20 Unified Planning Work Program

|                               |  |
|-------------------------------|--|
| <b>3<sup>rd</sup> Quarter</b> | <ul style="list-style-type: none"> <li>• <u>Refined traffic analysis and planning level design and cost estimates for improvement concepts.</u></li> </ul>                                 |
| <b>4<sup>th</sup> Quarter</b> | <ul style="list-style-type: none"> <li>• <u>Refined traffic analysis and planning level design and cost estimates for improvement concepts.</u></li> </ul>                                 |
| <b>Ongoing</b>                | <ul style="list-style-type: none"> <li>• Development of preliminary/conceptual cost estimates for CBOS2 project concepts</li> <li>• Collaborate with Metro on data and methods.</li> </ul> |

### **Project Lead**

- Oregon Department of Transportation

### **Project Partners**

- Metro, TriMet, Jurisdictional Partners

### **FY 2019-20 Cost and Funding Sources**

#### **Requirements:**

ODOT Staff Time      \$ ~~25,000~~ 455,000  
 Consultant Services    \$ ~~100,000~~ 350,000

#### **Resources:**



















STIP/FHWA                      \$ 627,096  
State Match                    \$ 52,904  
 SPR                                \$ 125,000

**TOTAL**    \$ ~~125,000~~ 805,000






**TOTAL**    \$ ~~125,000~~ 805,000

### **Full Time Equivalent Staffing:**

Regular Full Time FTE:      ~~0.25~~ 3.0

| Active Transportation & Complete Streets projects              | County | Amount requested | Amount funded | Purpose  | Total policy rating | Risk Level | Level of Public Support   | CC Priority | CMAQ Eligible |
|--|--------|------------------|---------------|----------|---------------------|------------|---|-------------|---------------|
| Portland: Stark-Washington Corridor Improvements               | PDX    | \$5,332,000      | \$5,332,000   | PD, Cons | 20                  |            |    | TBD         | Probable      |
| Portland: 122nd Avenue Corridor Improvements                   | PDX    | \$4,543,700      | \$4,543,700   | PD, Cons | 19.2                |            |    | TBD         | Probable      |
| Portland: Willamette Blvd AT Corridor                          | PDX    | \$4,456,000      | \$4,456,000   | PD, Cons | 18.6                |            |    | TBD         | Probable      |
| Clackamas Co: Courtney Avenue Bike/Ped Improvements            | CL     | \$5,079,992      | \$5,079,992   | Cons     | 15.8                |            |    | TBD         | Yes           |
| Forest Grove: Council Creek Trail                              | WA     | \$1,345,950      | \$1,345,950   | PD       | 15.8                |            |    | TBD         | No            |
| Portland: MLK Blvd Safety & Access to Transit                  | PDX    | \$4,123,000      | \$4,123,000   | PD, Cons | 15.8                |            |    | TBD         | Probable      |
| Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)          | WA     | \$628,110        | \$628,110     | PD       | 15.6                |            |    | TBD         | No            |
| West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow | CL     | \$6,468,000      | \$6,468,000   | PD, Cons | 15.2                |            |    | TBD         | Probable      |
| Oregon City: Hwy 99E Bike/Ped Improvements                     | CL     | \$673,000        |               | PD       | 14.8                |            |    | TBD         | No            |
| Washington Co.: Aloha Safe Access to Transit                   | WA     | \$5,193,684      |               | Cons     | 14.6                |            |    | TBD         | Probable      |
| Gladstone: Trolley Trail Bridge Replacement                    | CL     | \$1,228,800      |               | PD       | 13.8                |            |    | TBD         | No            |
| Gresham: Division Street Complete Street                       | MU     | \$5,240,760      |               | Cons     | 13.6                |            |    | TBD         | Yes           |
| Portland: Central City in Motion - Belmont-Morrison            | PDX    | \$4,523,400      |               | PD, Cons | 13.6                |            |   | TBD         | Yes           |
| Milwaukie: Monroe Street Greenway                              | CL     | \$3,860,788      |               | Cons     | 13                  |            |  | TBD         | Yes           |
| Portland: Taylors Ferry Road Transit Access & Safety           | PDX    | \$3,676,000      |               | PD, Cons | 13                  |            |  | TBD         | Yes           |
| Tigard: Red Rock Creek Trail                                   | WA     | \$314,055        |               | PD       | 11.6                |            |  | TBD         | No            |
| Portland: Springwater to 17th Avenue Trail                     | PDX    | \$5,534,000      |               | PD, Cons | 8.6                 |            |  | TBD         | Yes           |
| Tigard: Bull Mountain Road Complete Street                     | WA     | \$4,486,500      |               | Cons     | 7.2                 |            |  | TBD         | Yes           |

funded: \$31,976,752  
AT target amount: \$32,458,519  
remainder: \$481,767

| Freight & Economic Development projects                  | County | Amount requested | Amount funded | Purpose  | Total policy rating | Risk Level | Level of Public Support   | CC Priority | CMAQ Eligible |
|--|--------|------------------|---------------|----------|---------------------|------------|---|-------------|---------------|
| Portland: Cully-Columbia Freight Improvements            | PDX    | \$3,434,193      | \$3,434,193   | PD, Cons | 15.8                |            |  | TBD         | No            |
| Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue      | MU     | \$1,275,985      | \$1,275,985   | PD       | 11.6                |            |  | TBD         | Not likely    |
| Clackamas Co.: Clackamas Industrial Area ITS             | CL     | \$1,768,040      | \$1,768,040   | Cons     | 8.8                 |            |  | TBD         | Not likely    |
| Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass | MU     | \$3,862,190      | \$3,862,190   | PD, Cons | 8.4                 |            |  | TBD         | Probable      |
| Sherwood: Blake Street Design                            | WA     | \$785,137        |               | PD       | 3.4                 |            |  | TBD         | No            |

funded: \$10,340,408  
available: \$10,819,506  
remainder: \$479,098

total funded requests: \$42,317,160  
estimated total RFFA Step 2 funding available: \$43,278,025  
remainder: \$960,865

**2022-24 RFFA Project Evaluation**  
**Option 2 - 75/25 + Technical Rating (with additional Freight projects)**

**DRAFT FOR DISCUSSION**

TPAC 11/1/19

| Active Transportation & Complete Streets projects              | County | Amount requested | Amount funded | Purpose  | Total policy rating | Risk Level | Level of Public Support | CC Priority | CMAQ Eligible |
|--|--------|------------------|---------------|----------|---------------------|------------|-------------------------|-------------|---------------|
| Portland: Stark-Washington Corridor Improvements               | PDX    | \$5,332,000      | \$5,332,000   | PD, Cons | 20                  |            |                         | TBD         | Probable      |
| Portland: 122nd Avenue Corridor Improvements                   | PDX    | \$4,543,700      | \$4,543,700   | PD, Cons | 19.2                |            |                         | TBD         | Probable      |
| Portland: Willamette Blvd AT Corridor                          | PDX    | \$4,456,000      | \$4,456,000   | PD, Cons | 18.6                |            |                         | TBD         | Probable      |
| Clackamas Co: Courtney Avenue Bike/Ped Improvements            | CL     | \$5,079,992      | \$5,079,992   | Cons     | 15.8                |            |                         | TBD         | Yes           |
| Portland: MLK Blvd Safety & Access to Transit                  | PDX    | \$4,123,000      | \$4,123,000   | PD, Cons | 15.8                |            |                         | TBD         | Probable      |
| West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow | CL     | \$6,468,000      | \$6,468,000   | PD, Cons | 15.2                |            |                         | TBD         | Probable      |
| Washington Co.: Aloha Safe Access to Transit                   | WA     | \$5,193,684      |               | Cons     | 14.6                |            |                         | TBD         | Probable      |
| Gresham: Division Street Complete Street                       | MU     | \$5,240,760      |               | PD, Cons | 13.6                |            |                         | TBD         | Yes           |
| Portland: Central City in Motion - Belmont-Morrison            | PDX    | \$4,523,400      |               | PD, Cons | 13.6                |            |                         | TBD         | Yes           |
| Milwaukie: Monroe Street Greenway                              | CL     | \$3,860,788      |               | Cons     | 13                  |            |                         | TBD         | Yes           |
| Portland: Taylors Ferry Road Transit Access & Safety           | PDX    | \$3,676,000      |               | PD, Cons | 13                  |            |                         | TBD         | Yes           |
| Portland: Springwater to 17th Avenue Trail                     | PDX    | \$5,534,000      |               | PD, Cons | 8.6                 |            |                         | TBD         | Yes           |
| Tigard: Bull Mountain Road Complete Street                     | WA     | \$4,486,500      |               | Cons     | 7.2                 |            |                         | TBD         | Yes           |

funded: \$30,002,692  
AT target amount: \$32,458,519  
remainder: \$2,455,827

| Freight & Economic Development projects                  | County | Amount requested | Amount funded | Purpose  | Total policy rating | Risk Level | Level of Public Support | CC Priority | CMAQ Eligible |
|--|--------|------------------|---------------|----------|---------------------|------------|-------------------------|-------------|---------------|
| Forest Grove: Council Creek Trail                        | WA     | \$1,345,950      | \$1,345,950   | PD       | 15.8                |            |                         | TBD         | No            |
| Portland: Cully-Columbia Freight Improvements            | PDX    | \$3,434,193      | \$3,434,193   | PD, Cons | 15.8                |            |                         | TBD         | No            |
| Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)    | WA     | \$628,110        | \$628,110     | PD       | 15.6                |            |                         | TBD         | No            |
| Oregon City: Hwy 99E Bike/Ped Improvements               | CL     | \$673,000        | \$673,000     | PD       | 14.8                |            |                         | TBD         | No            |
| Gladstone: Trolley Trail Bridge Replacement              | CL     | \$1,228,800      | \$1,228,800   | PD       | 13.8                |            |                         | TBD         | No            |
| Tigard: Red Rock Creek Trail                             | WA     | \$314,055        | \$314,055     | PD       | 11.6                |            |                         | TBD         | No            |
| Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue      | MU     | \$1,275,985      | \$1,275,985   | PD       | 11.6                |            |                         | TBD         | No            |
| Clackamas Co.: Clackamas Industrial Area ITS             | CL     | \$1,768,040      | \$1,768,040   | Cons     | 8.8                 |            |                         | TBD         | Not likely    |
| Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass | MU     | \$3,862,190      |               | PD, Cons | 8.4                 |            |                         | TBD         | Probable      |
| Sherwood: Blake Street Design                            | WA     | \$785,137        |               | PD       | 3.4                 |            |                         | TBD         | No            |

Shaded = Freight-eligible AT projects

funded: \$10,668,133  
available: \$10,819,506  
remainder: \$151,373



















total funded requests: \$40,670,825  
estimated total RFFA Step 2 funding available: \$43,278,025  
remainder: \$2,607,200








2022-24 RFFA Project Evaluation  
Project information summary

DRAFT FOR DISCUSSION













TPAC 11/1/19











| Projects (sorted by total policy rating)                       | County | Amount requested | Amount funded | Purpose  | Fund category | Total policy rating | Safety rating | Equity rating | Climate rating | Cong rating | Risk Level<br>(Green = low, yellow = moderate, red = high) | Level of public support   | CC Priority | CMAQ Eligible |
|--|--------|------------------|---------------|----------|---------------|---------------------|---------------|---------------|----------------|-------------|--|---|-------------|---------------|
| Portland: Stark-Washington Corridor Improvements               | PDX    | \$5,332,000      | TBD           | PD, Cons | AT            | 20                  | 5.6           | 5.4           | 5.2            | 3.8         |  |    | TBD         | Probable      |
| Portland: 122nd Avenue Corridor Improvements                   | PDX    | \$4,543,700      | TBD           | PD, Cons | AT            | 19.2                | 5.6           | 5.8           | 4              | 3.8         |  |    | TBD         | Probable      |
| Portland: Willamette Blvd AT Corridor                          | PDX    | \$4,456,000      | TBD           | PD, Cons | AT            | 18.6                | 5.8           | 4.8           | 4.8            | 3.2         |  |    | TBD         | Probable      |
| Clackamas Co: Courtney Avenue Bike/Ped Improvements            | CL     | \$5,079,992      | TBD           | Cons     | AT            | 15.8                | 5             | 4.6           | 3.8            | 2.4         |  |    | TBD         | Yes           |
| Forest Grove: Council Creek Trail                              | WA     | \$1,345,950      | TBD           | PD       | BOTH*         | 15.8                | 5             | 4.6           | 3.8            | 2.4         | Responded  |    | TBD         | No            |
| Portland: Cully-Columbia Freight Improvements                  | PDX    | \$3,434,193      | TBD           | PD, Cons | FR            | 15.8                | 4.4           | 4             | 2.4            | 5           |  |    | TBD         | No            |
| Portland: MLK Blvd Safety & Access to Transit                  | PDX    | \$4,123,000      | TBD           | PD, Cons | AT            | 15.8                | 5             | 5.6           | 3              | 2.2         |  |    | TBD         | Probable      |
| Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)          | WA     | \$628,110        | TBD           | PD       | BOTH*         | 15.6                | 5.4           | 3.8           | 3.6            | 2.8         |  |    | TBD         | No            |
| West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow | CL     | \$6,468,000      | TBD           | PD, Cons | AT            | 15.2                | 5.6           | 2.2           | 4.2            | 3.2         |  |    | TBD         | Probable      |
| Oregon City: Hwy 99E Bike/Ped Improvements                     | CL     | \$673,000        | TBD           | PD       | BOTH*         | 14.8                | 4.2           | 4             | 4              | 2.6         |  |   | TBD         | No            |
| Washington Co.: Aloha Safe Access to Transit                   | WA     | \$5,193,684      | TBD           | Cons     | AT            | 14.6                | 3.8           | 5.4           | 3.2            | 2.2         |  |  | TBD         | Probable      |
| Gladstone: Trolley Trail Bridge Replacement                    | CL     | \$1,228,800      | TBD           | PD       | BOTH*         | 13.8                | 4.4           | 3.6           | 2.8            | 3           |  |  | TBD         | No            |
| Gresham: Division Street Complete Street                       | MU     | \$5,240,760      | TBD           | Cons     | AT            | 13.6                | 3             | 4             | 3.6            | 3           |  |  | TBD         | Yes           |
| Portland: Central City in Motion - Belmont-Morrison            | PDX    | \$4,523,400      | TBD           | PD, Cons | AT            | 13.6                | 4.2           | 3             | 3              | 3.4         |  |  | TBD         | Yes           |
| Milwaukie: Monroe Street Greenway                              | CL     | \$3,860,788      | TBD           | Cons     | AT            | 13                  | 3.8           | 3.6           | 4              | 1.6         | Responded  |  | TBD         | Yes           |
| Portland: Taylors Ferry Road Transit Access & Safety           | PDX    | \$3,676,000      | TBD           | PD, Cons | AT            | 13                  | 4.6           | 2             | 3.6            | 2.8         |  |  | TBD         | Yes           |
| Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue            | MU     | \$1,275,985      | TBD           | PD       | BOTH          | 11.6                | 3             | 2.2           | 3.4            | 3           |  |  | TBD         | No            |
| Tigard: Red Rock Creek Trail                                   | WA     | \$314,055        | TBD           | PD       | BOTH*         | 11.6                | 3.8           | 1.4           | 3.8            | 2.6         | Responded  |  | TBD         | No            |


| Projects (sorted by total policy rating)                 | County | Amount requested | Amount funded | Purpose  | Fund category | Total policy rating | Safety rating | Equity rating | Climate rating | Cong rating | Risk Level<br>(Green = low, yellow = moderate, red = high) | Level of public support   | CC Priority | CMAQ Eligible |
|--|--------|------------------|---------------|----------|---------------|---------------------|---------------|---------------|----------------|-------------|--|---|-------------|---------------|
| Clackamas Co.: Clackamas Industrial Area ITS             | CL     | \$1,768,040      | TBD           | Cons     | FR            | 8.8                 | 2.6           | 1.6           | 0.8            | 3.8         |  |  | TBD         | Not likely    |
| Portland: Springwater to 17th Avenue Trail               | PDX    | \$5,534,000      | TBD           | PD, Cons | AT            | 8.6                 | 2.6           | 1.4           | 3              | 1.6         |  |  | TBD         | Yes           |
| Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass | MU     | \$3,862,190      | TBD           | PD, Cons | BOTH          | 8.4                 | 2.8           | 2             | 2.2            | 1.4         |  |  | TBD         | Probable      |
| Tigard: Bull Mountain Road Complete Street               | WA     | \$4,486,500      | TBD           | Cons     | AT            | 7.2                 | 3.2           | 1             | 2              | 1           |  |  | TBD         | Yes           |
| Sherwood: Blake Street Design                            | WA     | \$785,137        | TBD           | PD       | FR            | 3.4                 | 0.2           | 1.2           | 0.4            | 1.6         |  |  | TBD         | No            |

\* Indicates a project that originally requested consideration in the AT category only, but has elements that make it eligible for consideration in the Freight category as well.

|   |                     |
|---|---------------------|
| <b>total funded requests:</b>                         | <b>\$0</b>          |
| <b>estimated total RFFA Step 2 funding available:</b> | <b>\$43,278,025</b> |
| <b>difference:</b>                                    | <b>\$43,278,025</b> |

| Projects sorted by total policy rating                         | County | Amount requested | Purpose                           | Fund category | Technical ratings   |               |               |                |             | Risk Assessment   |   | Public comment             |                      |                           |   | CC Priority | CMAQ Eligible (\$14M) |
|--|--------|------------------|-----------------------------------|---------------|---------------------|---------------|---------------|----------------|-------------|---|---|----------------------------|----------------------|---------------------------|---|-------------|-----------------------|
|  |        |                  |                                   |               | Total policy rating | Safety rating | Equity rating | Climate rating | Cong rating | Risk Level<br>(Green = low, yellow = moderate, red = high)  | Applicant-indicated mitigation steps  | Total comments from survey | High/V. High Support | Pct. High/V. High Support | Level of Public Support   |             |                       |
| Portland: Stark-Washington Corridor Improvements               | PDX    | \$5,332,000      | Project development, construction | 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.   |   | 417                        | 345                  | 83%                       |    | TBD         | Probable              |
| Portland: 122nd Avenue Corridor Improvements                   | PDX    | \$4,543,700      | Project development, construction | 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.   |   | 395                        | 302                  | 76%                       |    | TBD         | Probable              |
| Portland: Willamette Blvd AT Corridor                          | PDX    | \$4,456,000      | Project development, construction | 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.  |   | 404                        | 339                  | 84%                       |    | TBD         | Probable              |
| Clackamas Co: Courtney Avenue Bike/Ped Improvements            | CL     | \$5,079,992      | Construction                      | 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.  |   | 205                        | 151                  | 74%                       |    | TBD         | Yes                   |
| Forest Grove: Council Creek Trail                              | WA     | \$1,345,950      | Project development               | BOTH          | 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.   | A project working group including Forest Grove, Cornelius, Hillsboro, Metro, and Washington County have been collaborating with both ODOT Rail and PWRR to bring about the idea of change to the corridor. This will be an ongoing process throughout this preliminary design work. We anticipate these parties specific needs will be clearly identified as an outcome of this work. The timing of future phase of work including final design and construction will also be identified.<br><br>Treatment and detention of storm runoff will be a required. Clean Water Services will be included in the review and development of this preliminary design work. More details and cost estimates for this work will be determined during this preliminary design work. | 155                        | 129                  | 83%                       |    | TBD         | No                    |
| Portland: Cully-Columbia Freight Improvements                  | PDX    | \$3,434,193      | Project development, construction | 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.  |   | 266                        | 176                  | 66%                       |  | TBD         | No                    |
| Portland: MLK Blvd Safety & Access to Transit                  | PDX    | \$4,123,000      | Project development, construction | 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.   |   | 535                        | 468                  | 87%                       |  | TBD         | Probable              |
| Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)          | WA     | \$628,110        | Project development               | BOTH          | 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.  |   | 185                        | 147                  | 79%                       |  | TBD         | No                    |
| West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow | CL     | \$6,468,000      | Project development, construction | 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. |   | 316                        | 233                  | 74%                       |  | TBD         | Probable              |
| Oregon City: Hwy 99E Bike/Ped Improvements                     | CL     | \$673,000        | Project development               | BOTH          | 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.  |   | 355                        | 284                  | 80%                       |  | TBD         | No                    |
| Washington Co.: Aloha Safe Access to Transit                   | WA     | \$5,193,684      | Construction                      | 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.  |   | 164                        | 130                  | 79%                       |  | TBD         | Probable              |
| Gladstone: Trolley Trail Bridge Replacement                    | CL     | \$1,228,800      | Project development               | BOTH          | 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.   |   | 286                        | 206                  | 72%                       |  | TBD         | No                    |

| Projects sorted by total policy rating                   | County | Amount requested | Purpose                           | Fund category | Total policy rating | Safety rating | Equity rating | Climate rating | Cong rating | Risk Level<br>(Green = low, yellow = moderate, red = high)   | Applicant-indicated mitigation steps   | Total comments from survey | High/V. High Support | Pct. High/V. High Support | Level of Public Support   | CC Priority | CMAQ Eligible (\$14M) |
|--|--------|------------------|-----------------------------------|---------------|---------------------|---------------|---------------|----------------|-------------|--|--|----------------------------|----------------------|---------------------------|---|-------------|-----------------------|
| Gresham: Division Street Complete Street                 | MU     | \$5,240,760      | Construction                      | 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.   |  | 339                        | 196                  | 58%                       |    | TBD         | Yes                   |
| Portland: Central City in Motion - Belmont-Morrison      | PDX    | \$4,523,400      | Project development, construction | 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.   |  | 495                        | 385                  | 78%                       |    | TBD         | Yes                   |
| Milwaukie: Monroe Street Greenway                        | CL     | \$3,860,788      | Construction                      | 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. | 1. The city leverages the ODOT Safety Leverage program that will be disbursed within the same timeframe of RFFA funding. The city also reallocated additional CIP funds after initial RFFA application to achieve funding of up to 95% of estimated final design.<br>2. City staff has extensive experience working in collaboration with ODOT Rail Divison and UPRR on many projects to aquire rail order crossing modifications. The city is also currently coordinating with ODOT Rail Division staff to begin meetings in January to ensure that they are involved prior to preliminary design and up through final design.<br>3. While the project corridor does cross over both Class 1 and 2 Title 13 lands, preliminary environmental permitting evaluation is concluding that extensive environmental permitting will not be required. The city is committed to establishing habitat friendly design solutions per Title 13 of Metro's Urban Growth Management Functional Plan.   | 333                        | 275                  | 83%                       |    | TBD         | Yes                   |
| Portland: Taylors Ferry Road Transit Access & Safety     | PDX    | \$3,676,000      | Project development, construction | 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.   |  | 402                        | 324                  | 81%                       |    | TBD         | Yes                   |
| Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue      | MU     | \$1,275,985      | Project development               | 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.   |  | 336                        | 175                  | 52%                       |   | TBD         | No                    |
| Tigard: Red Rock Creek Trail                             | WA     | \$314,055        | Project development               | BOTH          | 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.  | 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. The project risk level is only based on the risk of the project through the stages requested for RFFA funding. In this case, planning and concept development has been completed and the project development stage is proposed.<br><br>Request: Please consider reassigning risk level from Moderate to Low.<br><br>The proposed RRC Trail Alignment Study is for planning and design of a trail alignment. The risk analysis should reflect that and not future potential coordination/construction risks. The project development phase will help surface and identify potential coordination/construction risks and help the City determine an alignment, design, and phasing to manage those risks. The City is already in conversations with TriMet and Clean Water Services as this project will be closely coordinated with both SWC project development and with Tigard & CWS's Red Rock Creek Sub Basin Strategy project. Please let me know if further clarification is needed. | 155                        | 99                   | 64%                       |  | TBD         | No                    |
| Clackamas Co.: Clackamas Industrial Area ITS             | CL     | \$1,768,040      | Construction                      | 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.   |  | 206                        | 107                  | 52%                       |  | TBD         | Not likely            |
| Portland: Springwater to 17th Avenue Trail               | PDX    | \$5,534,000      | Project development, construction | 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.   |  | 495                        | 358                  | 72%                       |  | TBD         | Yes                   |
| Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass | MU     | \$3,862,190      | Project development, construction | 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.   |  | 183                        | 91                   | 50%                       |  | TBD         | Probable              |
| Tigard: Bull Mountain Road Complete Street               | WA     | \$4,486,500      | Construction                      | 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.   |  | 167                        | 105                  | 63%                       |  | TBD         | Yes                   |

| Projects sorted by total policy rating | County | Amount requested | Purpose             | Fund category | Total policy rating | Safety rating | Equity rating | Climate rating | Cong rating | Risk Level<br>(Green = low, yellow = moderate, red = high)   | Applicant-indicated mitigation steps | Total comments from survey | High/V. High Support | Pct. High/V. High Support | Level of Public Support   | CC Priority | CMAQ Eligible (\$14M) |
|--|--------|------------------|---------------------|---------------|---------------------|---------------|---------------|----------------|-------------|--|--------------------------------------|----------------------------|----------------------|---------------------------|---|-------------|-----------------------|
| Sherwood: Blake Street Design          | WA     | \$785,137        | Project development | 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. |                                      | 155                        | 86                   | 55%                       |  | TBD         | No                    |

|  |                |
|--|----------------|
| 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.

## Agenda Item 5:

# November 2019 MTIP Formal Amendment Summary

### Agenda Support Materials:

- Draft Resolution 19-5046
- Exhibit A to Resolution 19-5046 (amendment tables)
- Staff Report

November 1, 2019

Ken Lobeck  
Metro Funding Programs Lead

# November 2019 Formal MTIP Amendment

## Approval Request

### Formal action from TPAC is requested:

- Recommend JPACT approval of Resolution 19-5046:
  - Includes formal amendments to 8 projects
  - Impacting Metro, ODOT, and Tigard:
    - 3 projects being cancelled from the MTIP
    - 3 projects involving major scope changes
    - 1 project with a significant cost increase
    - 1 new planning study being added (I-5 Columbia River (Interstate) Bridge)
- CBOS II and the I-5 Boone Bridge Study are not part of the amendment and Resolution 19-5046

# November 2019 Formal MTIP Amendment

## The 3 Cancelled Projects: Keys 21038, 20809 & 20817

### Summary:

- **Key 21038 – Metro: Regional TSMO Program (2017)**
  - UPWP funding supporting Metro staff
  - Obligated against a different UPWP project
  - Duplicate project in the MTIP
- **Keys 20809 & 20817 – Portland:**
  - Central Eastside Intersection Improvements
  - NE 72<sup>nd</sup> Ave: NE Killingsworth – NE Sandy Blvd
    - Local fund exchange project among Metro, Portland and TriMet
    - De-federalized: Local IGA developed & executed.
    - Monitored by Metro & delivered as a locally funded project
    - No federal approvals: MTIP programming not required
    - Cancellation reflects only MTIP programming



# November 2019 Formal MTIP Amendment

## The 3 Scope Change Projects: Keys 20451, 20208, 20334

### Summary:

- **Key 20451 – ODOT: OR8 at River Rd & ~~OR224 at Lake Rd~~**
  - OR224 at Lake Rd removed from scope due to budget constraints
  - Scope removed: ~~Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd~~
  - Revised scope: Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd
  - Total project cost (TPC) remains unchanged at \$2,649,465
- **Key 20208 – ODOT: US30 ~~Kittridge – St Johns~~ NW Saltzman Rd - NW Bridge Ave**
  - Project limits reduced due to budget constraints
  - Bridge Ave planned improvements eliminated including paving
  - ADA upgrades require signal rebuilds not originally considered part of the project
  - TPC remains unchanged at \$8,518,704

# November 2019 Formal MTIP Amendment

## The 3 Scope Change Projects: Keys 20451, 20208, 20334

### Summary:

- **Key 20334 – Portland: Systemic Signal and Illumination**  
(ODOT ARTS funded)
  - Reduced scope to fit within budget constraint.
  - 4 locations removed from scope:
    - ARTS ID #9: 92nd Ave: Powell - Woodstock
    - ARTS ID #14: W Burnside Rd: Uptown Terrace - 48th Ave
    - ARTS ID #20H: NE Halsey St at NE 122nd Ave
    - ARTS ID #34H: SE Stark St at SE 148th Ave
  - Total project cost (TPC) remains unchanged at \$1,859,554

### ODOT ARTS Program = All Roads Transportation Safety:

Designed to address safety needs on all public roads in Oregon. ODOT program goals: (1) Increase awareness of safety on all roads. (2) Promote best practices for infrastructure safety. (3) Compliment behavioral safety efforts. (4) Focus limited resources to reduce fatal and serious injury crashes in the state of Oregon.

# November 2019 Formal MTIP Amendment

**The Cost Increase: Key 20334 – Tigard's Fanno Creek Trail**

**The New Project: Key 21570 – ODOT's I-5 Columbia River Bridge**

## Summary:

- **Key 20334 – Tigard: Fanno Creek Trail - Woodward Pk to Bonita Rd/85<sup>th</sup> Ave – Tualatin Bridge**
  - **Cost increase** to Construction phase
  - Adding \$1.5 million local funds to address construction phase shortfall
  - Total project cost increases to \$6,404,977
- **Key 21570 – ODOT: I-5 Columbia River (Interstate) Bridge**
  - **Adding a new project to the MTIP**
  - Complete multi-modal planning assessment activities for a replacement Interstate 5 bridge between Oregon and Washington
  - Funding source = Annual Redistribution allocation
  - OTC approval during their August 2019 Meeting
  - Cooperative effort with WSDOT

# MPO CFR Compliance Requirements

## MTIP 8 Review Factors

1. MTIP required programming verification is completed
2. MTIP funding eligibility verification is completed
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 and impacts to the region
  - 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
6. Verified as consistent with UPWP requirements as applicable
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:

- November 2019 Formal Amendment: Public Notification period is 10/25/2019 to 11/25/2019
- <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

 [November, 2019 Formal Amendments](#)  
192.33 KB Adobe Acrobat PDF | Published Oct 25, 2019

# November 2019 MTIP Formal Amendment

## Estimated Approval Timing & Steps

| Action  | Target Date        |
|---|--------------------|
| 30 Day Public Notification Period Begins      | October 24, 2019   |
| TPAC Notification and Approval Recommendation | November 1, 2019   |
| JPACT Approval and Recommendation to Council  | November 21, 2019  |
| 30 Day Public Notification Period Ends        | November 25, 2019  |
| Metro Council Approval of Resolution 19-5037  | December 5, 2019   |
| Amendment Bundle Submission to ODOT & USDOT   | December 11, 2019  |
| ODOT & USDOT Final Approvals                  | Early January 2020 |

# November 2019 Formal MTIP Amendment

## Approval Recommendation to JPACT

1. Provide approval recommendation to JPACT of Resolution 19-5046:

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING EIGHT PROJECTS IMPACTING METRO, ODOT, PORTLAND, AND TIGARD (NV20-03-NOV)

2. Direct staff to make all necessary corrections to amendment documents for JPACT and Council

### Amendment Summary Details

Name: November 2019 Bundle  
Applicable to Federal Fiscal Years: 2020 and 2021  
Number of Projects Within the Bundle: 8

Amendment Type: Formal/Full  
Amendment Number: NV20-03-NOV

# November 2019 Formal MTIP Amendment

## Questions



# 2022-24 Regional Flexible Funds Allocation

Presentation to TPAC

November 1, 2019

# Today's purpose

- Review, discuss RFFA project package approaches
- Provide input on how to use this information in development of a draft recommendation for December TPAC discussion and action

# 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

# 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 application scope
- Updated with information from three applicants on how they will mitigate identified risk factors

|               |
|---------------|
| <b>Low</b>    |
| <b>Medium</b> |
| <b>High</b>   |

# Public comment

- Nearly 3,000 responses
- High or very high support for all projects (>50%)
- Illustration of relative strength of support

| % comments<br>"high" or "very<br>high" | Number of<br>projects |   |
|--|-----------------------|---|
| > 80%                                  | 6                     |    |
| 66-80%                                 | 10                    |    |
| 50-65%                                 | 7                     |   |
| <50%                                   | 0                     |  |

# Coordinating committee priorities

- Used to further round out the information available to TPAC
- Priorities due week of November 18, prior to JPACT meeting, to use in December TPAC recommendation
- Should provide clear indication of intent, including rationale for prioritization

# Allocation objectives

- Investments throughout the region
- CMAQ eligibility (~\$14 million)
- Other administrative objectives (e.g. leverage funding or other projects)
- Projects that achieve multiple outcomes



# Two options for discussion

- Based on TPAC input + technical ratings
- Both follow 75/25 targets, take different approaches to using Freight category funding
- Need further adjustments to balance to funding targets, consider priorities
- Options are starting points for development of recommendation

# Option 1: 75/25 + Technical Rating

- Considers projects in their self-identified category
- Places Multnomah County projects in Freight category
- Enough to fully fund 12 projects
- \$961K remaining in unallocated funds

# Option 2: 75/25 + Tech. Rating w/additional Freight projects

- Considers Freight benefits of 5 additional projects from AT category (category changed to “both”)
- Prioritizes some higher rated projects
- Enough to fully fund 14 projects
- \$2.6 M remaining in unallocated funds

# Using these options

- These are not staff recommendations; they're different methods for TPAC to consider in building your recommendation to JPACT
- Results of Coordinating Committee, Portland priorities as yet unknown
- Are there other means of developing a recommendation that TPAC wishes to consider?

# Developing draft recommendation

- Balancing across RFFA policies and objectives?
  - Investments throughout region
  - Freight category considerations
- Adjustments to requested funding amounts?
  - Project development phase only?
  - Reduced funding request?
- Considering CC, Portland priorities?
  - How does funding priorities shape the overall package?

## Designing Livable Streets and Trails

# Thank you technical work group!

Scott Adams, Multnomah County Transportation Planning

Maya Agarwal, Portland Parks and Recreation

Joseph Auth, Oregon Department of Transportation

Scott Batson, Portland Bureau of Transportation

Glen Bolen, Oregon Department of Transportation

Lance Calvert, West Linn Public Works Department

Carol Chesarek, community representative

Rich Crossler-Laird, Oregon Department of Transportation

Jillian Detweiler, The Street Trust

Nick Fortey, Federal Highway Administration

Brendon Haggerty, Multnomah County Health Department

Julia Hajduk, Sherwood Community Development Department

Jay Higgins, Gresham Urban Design and Planning Department

Scott Hoelscher, Clackamas County

Zachary Horowitz, Oregon Department of Transportation

Denver Igarta, Portland Bureau of Transportation

Tim Kurtz, Portland Bureau of Environmental Services

Nico Larco, Sustainable Cities Initiative, University of Oregon

Tom Liptan, landscape architect

Anne MacDonald, Clean Water Services

Mike McCarthy, Tualatin Public Works Department

Rich Mueller, Tualatin Parks and Recreation Department

Grant O'Connell, TriMet

Jeff Owen, TriMet

Lidwien Rahman, Oregon Department of Transportation

Stacy Revay, Beaverton Transportation Planning Department

Jeannine Rustad, Tualatin Hills Park and Recreation District

Bob Sallinger, Audubon Society of Portland

Rob Saxton, Washington County Land Use and Transportation

Kari Schlosshauer, Safe Routes Partnership

Chris Strong, Gresham Transportation Division

Claire Vach, Oregon Walks

Dyami Valentine, Washington County Land Use and Transportation

Zef Wagner, Portland Bureau of Transportation

Zach Weigel, Wilsonville Engineering Department

