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 AND EMERGING TECHNOLOGY 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 the 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 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, 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 and Emerging Technology and projects as shown in the attached Exhibits A and B.

ADOPTED by the Metro Council this 9th day of January, 2020

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Clackamas Connections Integrated Corridor Management (ICM)

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, 65th 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 the public, operators, and other identified 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	
1st Quarter	• N/A
2nd Quarter	• Project Scoping
3rd Quarter	• Draft Project Intergovernmental Agreement (IGA)
4th 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 General Fund	$ $45,781
Materials & Services	$ $345,000	Metro TSMO (FHWA)	$ 400,000
TOTAL	**$ $445,781**	**TOTAL**	**$ 445,781**

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Full Time Equivalent Staffing:

Regular Full Time FTE: .50

Emerging Technology Implementation Study

Staff Contact: Eliot Rose, eliot.rose@oregonmetro.gov

Description

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

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.

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.

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.

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

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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.

Major Project Deliverables/ Milestones	
1st Quarter	•
2nd Quarter	•
3rd Quarter	• Select consultant team
4th Quarter	• Initial engagement with working group • Impacts assessment memo and presentation • Equity analysis approach memo
Ongoing	• Project management • Presentations to working group and Metro committees

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

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

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal services	$ 48,125	Local	$ 48,125
Requirement	$ Amount	Resource	$ Amount
Requirement	$ Amount	Resource	$ Amount
Requirement	$ Amount	Resource	$ Amount
Requirement	$ Amount	Resource	$ Amount
Requirement	$ Amount	Resource	$ Amount
TOTAL	**$ $48,125**	**TOTAL**	**$ 48,125**

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

Full Time Equivalent Staffing:

Regular Full Time FTE:	10%

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 AND EMERGING
TECHNOLOGY PROJECTS

Date: December 6, 2019
Department: Planning
Meeting Date: January 9, 2019

Prepared by: John Mermin,
503.797.1747, john.mermin@oregonmetro.gov

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

Metro Council Resolution No. 19-4979 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2019-20 UNIFIED PLANNING WORK PROGRAM

Metro Council Resolution No. 13-4467 FOR THE PURPOSE OFALLOCATING $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 OFALLOCATING $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

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Emerging Technology Implementation Study

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