



600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, December 19, 2019

7:30 AM

Metro Regional Center, Council chamber

REVISED 12/16

1. **Call To Order, Declaration of a Quorum & Introductions (7:30 AM)**
2. **Public Communication on JPACT Items (7:35 AM)**
3. **Update from Chair & JPACT Members (7:40 AM)**
4. **Consent Agenda (7:45 AM)**
 - 4.1 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 [COM](#)
[18-0292](#)

Attachments: [Resolution No. 19-5047](#)
[Exhibit A Clackamas Integrated Corridor Management](#)
[Exhibit B Emerging Technology Implementation Study](#)
[Staff Report for Resolution No. 19-5047](#)
 - 4.2 Resolution No. 19-5060, For the Purpose of Amending the FY 2019-20 Unified Planning Work Program (UPWP) to Add Funding for the Boone Bridge Project [COM](#)
[18-0299](#)

Attachments: [Resolution No. 19-5060](#)
[Exhibit A to Resolution No. 19-5060](#)
[Staff Report for Resolution No. 19-5060](#)
 - 4.3 Resolution No. 19-5059, For the Purpose of Adding a New Project to the 2018-21 Metropolitan Transportation Improvement Program Involving One Project, ODOT's I-5 Boone Bridge Widening and Seismic Retrofit Study (DC20-06-DEC3) [COM](#)
[18-0300](#)

Attachments: [Resolution No. 19-5059](#)
[Exhibit A to Resolution No. 19-5059](#)
[Memo: December 2019 MTIP Formal Amendment](#)

- 4.4 Resolution No. 19-5050, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Two Projects Impacting ODOT (DC20-05-DEC2) [COM](#)
[18-0293](#)

Attachments: [Resolution No. 19-5050](#)
[Exhibit A to Resolution No. 19-5050](#)
[Memo: December 2019 MTIP Formal Amendment](#)

- 4.5 Consideration of November 21, 2019 Minutes [18-5324](#)
Attachments: [November 21, 2019 Minutes](#)

5. Action Items

- 5.1 Resolution No. 19-5052, For the Purpose of Amending the FY 2019-20 Unified Planning Work Program (UPWP) to Add Funding For the Corridor Bottleneck Operations Study 2 (CBOS2) Project (7:50 AM) [COM](#)
[18-0294](#)

Attachments: [Resolution No. 19-5052](#)
[Exhibit A to Resolution No. 19-5052](#)
[Staff Report for Resolution No. 19-5052](#)

- 5.2 Resolution No. 19-5051, 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 (CBOS II) (DC20-04-DEC1) (7:55 AM) [COM](#)
[18-0295](#)

Attachments: [Resolution No. 19-5051](#)
[Exhibit A to Resolution No. 19-5051](#)
[Memo: December 2019 MTIP Formal Ammendment](#)

- 5.3 Resolution No. 20-5063, For the Purpose of Allocating \$143.98 Million of Regional Flexible Funding For the Years 2022-2024, Pending Adoption of 2021-24 MTIP (8:00 AM) [COM](#)
[18-0296](#)

Presenter(s): Dan Kaempff, Metro
Attachments: [Resolution No. 20-5063](#)
[Exhibit B to Resolution No. 20-5063](#)
[Memo: 2022-24 Regional Flexible Funds Allocation Package](#)

6. Information/Discussion Items

6.1 Designing Livable Streets and Trails Guide (8:20 AM)

[COM](#)
[18-0297](#)

Presenter(s): Lake McTighe, Metro

Attachments: [Attachment 1: Link to Designing Livable Streets and Trails Guide](#)
[Attachment 2: Project Timeline](#)
[Attachment 3: Roster for Design Technical Work Group](#)
[Memo: Designing Livable Streets and Trails Guide](#)

7. Adjourn (8:30 AM)

Upcoming JPACT Meetings:

- *Thursday, January 16, 2020*

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

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600 NE Grand Ave.
Portland, OR 97232-2736
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2019 JPACT Work Program

As of 12/9/19

Items in italics are tentative

	<p><u>December 19, 2019</u></p> <ul style="list-style-type: none">• 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 (consent)• Resolution No. 19-5060, For the Purpose of Amending the FY 2019-20 Unified Planning Work Program (UPWP) to Add Funding for the Boone Bridge Project (consent)• Resolution No. 19-5059, For the Purpose of Adding a New Project to the 2018-21 Metropolitan Transportation Improvement Program Involving One Project, ODOT's I-5 Boone Bridge Widening and Seismic Retrofit Study (DC20-06-DEC3) (consent)• Resolution No. 19-5050, For the Purpose of Adding or Amending Existing Project to the 2018-21 Metropolitan Transportation Improvement Program Involving Two Projects Impacting ODOT (DC20-05-DEC2) (consent)• Resolution No. 19-5052, For the Purpose of Amending the FY 2019-20 Unified Planning Work Program (UPWP) to Add Funding For the Corridor Bottleneck Operations Study 2 (CBOS2) Project (Action Requested)• Resolution No. 19-5051, 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 (CBOS II) (DC20-04-DEC1) (Action Requested)• Regional Flexible Funds: Recommendation to Metro Council* (Dan Kaempff, Metro; 20 min)• Designing Livable Streets and Trails Guide (Lake McTighe, Metro; 10 min)
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Parking Lot:

- *MAX Tunnel Study (January 2020)*
- *Regional Barometer (February 2020)*
- *Burnside Bridge (Multnomah County) (February 2020)*
- *Emergency Transportation Routes Update*
- *Freight Commodity Study (Tim Collins, Metro; 20 min)*

***4.1 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***

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, December 19, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 19-5047
2019-20 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO ADD FUNDING FOR	)	Introduced by Acting Chief Operating Officer
THE CLACKAMAS CORRIDOR	)	Andrew Scott in concurrence with Council
MANAGEMENT AND EMERGING	)	President Lynn Peterson
TECHNOLOGY PROJECTS)	

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.

FY 2019-20 Unified Planning Work Program

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	
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	\$ 45,781
Materials & Services	\$ 345,000	General Fund	
		Metro TSMO (FHWA)	\$ 400,000
TOTAL \$ 445,781		TOTAL \$ 445,781	

FY 2019-20 Unified Planning Work Program

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

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	<ul style="list-style-type: none"> • Initial engagement with working group • Impacts assessment memo and presentation • Equity analysis approach memo
Ongoing	<ul style="list-style-type: none"> • 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

FY 2019-20 Unified Planning Work Program

- 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

Legal Antecedents

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 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, 65th Avenue, Borland 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.

***4.2 Resolution No. 19-5060, For the Purpose of
Amending the FY 2019-20 Unified Planning Work
Program (UPWP) to Add Funding for the Boone
Bridge Project***

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, December 19, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 19-5060
2019-20 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO ADD FUNDING FOR	)	Introduced by Acting Chief Operating Officer
THE BOONE BRIDGE PROJECT	)	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, 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 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 Boone Bridge project as shown in the attached Exhibit A.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

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

Staff Contact: Scott Turnoy, 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 st Quarter	
2 nd Quarter	<ul style="list-style-type: none"> • Consultant procurement
3 rd Quarter	<ul style="list-style-type: none"> • Structural analysis
4 th Quarter	<ul style="list-style-type: none"> • Structural and geotechnical analysis
Ongoing	

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
TOTAL	\$ 150,000	TOTAL	\$ 150,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.25

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 19- 5060 FOR THE PURPOSE OF AMENDING THE FY 2019-20 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD FUNDING FOR THE BOONE BRIDGE PROJECT

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

Legal Antecedents

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 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

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

***4.3 Resolution No. 19-5059, For the Purpose of
Adding a New Project to the 2018-21 Metropolitan
Transportation Improvement Program Involving
One Project, ODOT's I-5 Boone Bridge Widening and
Seismic Retrofit Study (DC20-06-DEC3)***

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, December 19, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING A NEW) RESOLUTION NO. 19-5059
PROJECT TO THE 2018-21 METROPOLITAN)
TRANSPORTATION IMPROVEMENT) Introduced by: Chief Operating Officer
PROGRAM INVOLVING ONE PROJECT.) Andrew Scott in concurrence with
ODOT'S I-5 BOONE BRIDGE WIDENING AND) Council President Lynn Peterson
SEISMIC RETROFIT STUDY (DC20-06-DEC3))

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, the 2019 Oregon Legislature directed ODOT to study widening and seismically retrofitting the Interstate 5 (I-5) Boone Bridge in the southern Metro MPO region and ODOT has committed \$300,000 out of the total of the Federal Highways Administration annual Redistribution program to support the study; and

WHEREAS, the I-5 Boone Bridge Widening and Seismic Retrofit Study's key objective is 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; and

WHEREAS, the Study will help determine the range of costs to achieve a widened and seismically resilient Boone Bridge; assess whether it is structurally feasible to widen and seismically retrofit the existing Boone Bridge or whether a replacement bridge is necessary; identify the costs of associated interchange improvements on I-5 plus the necessary next steps to advance the project; and

WHEREAS, the MTIP's financial constraint finding is maintained as proof of funding has been verified from the Oregon Transportation Commission (OTC) which provided their funding approval for the study during their August 2019 meeting; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the December 2019 I-5 Boone Bridge Widening and Seismic Retrofit Study Formal MTIP Amendment; and

WHEREAS, the I-5 Boone Bridge Widening and Seismic Retrofit Study 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 December 6, 2019; and

WHEREAS, JPACT received their notification on December 19, 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 January 16, 2019 to formally amend the 2018-21 MTIP to include ODOT's I-5 Boone Bridge Widening and Seismic Retrofit Study.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-5059**



Proposed December 2019 Formal Amendment Bundle (Resolution 19-5059)

Amendment Type: Formal/Full

Amendment #: DC20-06-DEC3

Total Number of Projects: 1

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 21541 New Project	TBD	ODOT	I-5 Boone Bridge Widening & Seismic Retrofit Study	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	ADD NEW PROJECT: 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

December 2019 MTIP Formal Amendment Project #1 - Key 21541 - I-5 Boone Bridge Widening & Seismic Retrofit



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

**Formal Amendment
ADD NEW PROJECT
Initial Programming**

Lead Agency: ODOT	Project Type: Planning	ODOT Key: 21541
Project Name: I-5: Boone Bridge Widening & Seismic Retrofit Study	ODOT Type: Planning	MTIP ID: TBD
	Performance Meas: No	Status: A
Project Status: A = Programming in progress or in approved MTIP moving forward to obligate funds	Capacity Enhancing: No	Comp Date: 4/30/2021
	Conformity Exempt: Yes	RTP ID: 11990
Short Description: 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	On State Hwy Sys: I-5	RFFA ID: N/A
	Mile Post Begin: 282.20	RFFA Cycle: N/A
	Mile Post End: 284.00	UPWP: Yes
	Length: 1.88	UPWP Cycle: SFY 20
	1st Year Program'd: 2020	Past Amend: 0
	Years Active: 1	OTC Approval: Yes
	Detailed Description: 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	
STIP Description: 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:	\$ -

State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
							Year Of Expenditure (YOE):	\$ 300,000

Notes and Summary of Changes:
 Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:
 The formal amendment 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. 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

Memo



Date: Wednesday, December 4, 2019
 To: JPACT and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: December 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5059, (I-5 Boone Bridge Widening and Seismic Retrofit Study)

STAFF REPORT

FOR THE PURPOSE OF ADDING A NEW PROJECT TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING ONE PROJECT, ODOT’S I-5 BOONE BRIDGE WIDENING AND SEISMIC RETROFIT STUDY (DC20-06-DEC3)

BACKGROUND

What This Is:

The December 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle within Resolution 19-5059 involves adding ODOT’s new I-5 Boone Bridge Widening and Seismic Retrofit Study to the MTIP.

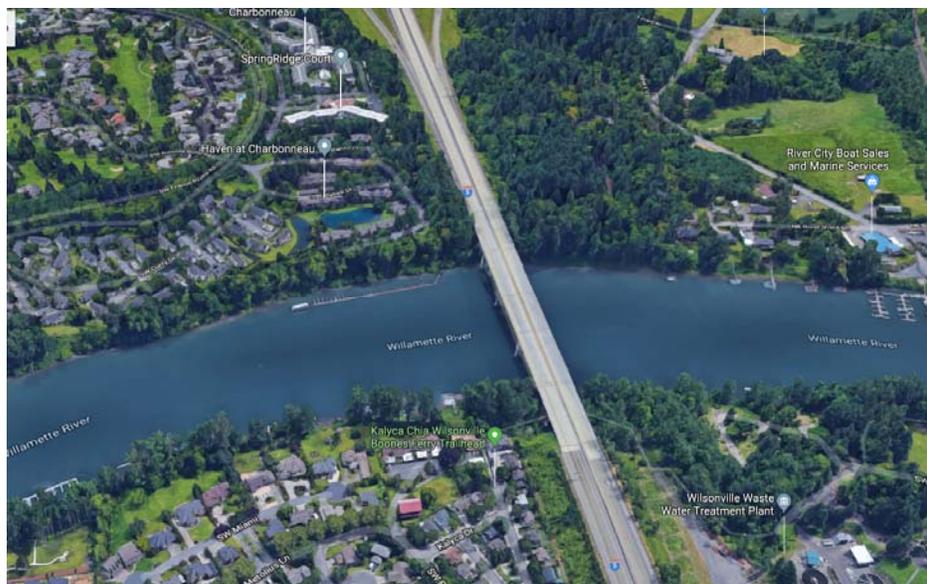
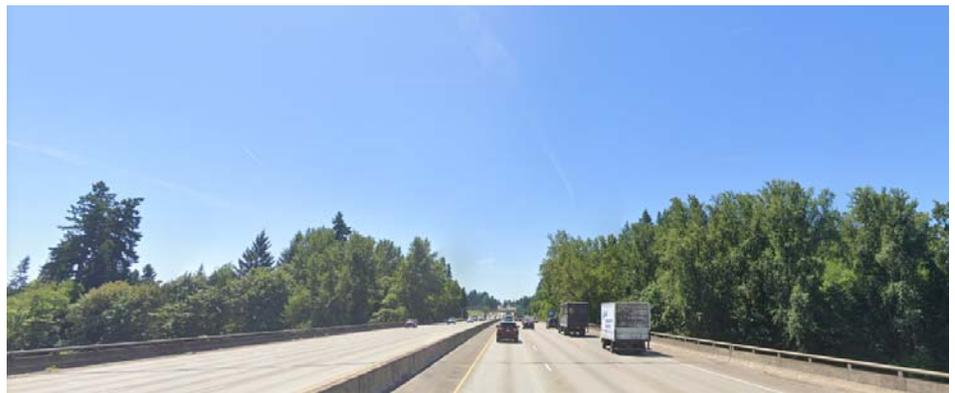
What is the requested action?

TPAC recommends JPACT provide an approval recommendation for Resolution 19-5059 to the Metro Council enabling the ODOT’s new I-5 Boone Bridge Widening and Seismic Retrofit project to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Proposed December 2019 Formal Amendment – Resolution 19-5059 Amendment Type: Formal/Full Amendment #: DC20-06-DEC3 Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 21541 New Project	TBD	ODOT	I-5 Boone Bridge Widening & Seismic Retrofit Study	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	<u>ADD NEW PROJECT:</u> 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 project is provided in the below table.

Project 1:	I-5: Boone Bridge Widening & Seismic Retrofit Study New Project		
Lead Agency:	ODOT		
ODOT Key Number:	21541	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements – Bridge/freeway widening and seismic retrofit study Source: New Project to the MTIP Funding: Source of funding is from the FY 2019 FHWA Redistribution program Type: Planning study Location: In southern Metro Portland MPO region on I-5 at the Boone Bridge over the Willamette River near the city of Wilsonville Cross Street Limits: Between Wilsonville Rd and Canby-Hubbard Highway Overall Mile Post Limits: MP 282.20 to 284.08 (approximately 1.88 miles) Current Status Code: = Planning status “A” = Programming in progress or in approved MTIP moving forward to obligate funds STIP Amendment Number: 18-21-3173 MTIP Amendment Number: DC20-06-DEC3 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>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. 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:			



<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/full amendment.</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount is \$300,000.</p>
<p>Added Notes:</p>	<p>OTC approval was required to move forward with this amendment which occurred during their August 2019 meeting.</p>

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- 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:

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

- 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 (DC20-06-DEC3) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	December 5, 2019
● TPAC notification and approval recommendation.....	December 6, 2019
● JPACT approval and recommendation to Council.....	December 19, 2019*
● Completion of public notification process.....	January 8, 2020
● Metro Council approval.....	January 16, 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 21, 2020
● Amendment bundle submission to ODOT for review.....	January 22, 2020
● Submission of the final amendment package to USDOT.....	January 22, 2020
● ODOT clarification and approval.....	Mid February, 2020
● USDOT clarification and final amendment approval.....	Mid February 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:

TPAC recommends that JPACT provide an approval recommendation to Metro Council for Resolution 19-5059 under MTIP Amendment DC20-06-DEC3 allowing ODOT's new I-5 Boone Bridge Widening and Seismic Retrofit Study to be correctly amended in the MTIP.

Note: No attachments

***4.4 Resolution No. 19-5050, For the Purpose of
Adding or Amending Existing Projects to the 2018-
21 Metropolitan Transportation Improvement
Program Involving Two Projects Impacting ODOT
(DC20-05-DEC2)***

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, December 19, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR) RESOLUTION NO. 19-5050
AMENDING EXISTING PROJECTS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING TWO) Andrew Scott in concurrence with
PROJECTS IMPACTING ODOT (DC20-05-DEC2)) Council President Lynn Peterson
)

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

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

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

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

WHEREAS, 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, ODOT's Transit safety improvement project with TriMet in Project Key 18839 on OR8 requires a down-scoping action to keep the project within budget constraints and results in the elimination of the project site location on OR8 at 160th Ave to be removed from the approved project scope of work; and

WHEREAS, the revised scope of work for Key 18839 for the approved \$1.698 million dollar project on OR 8 is now: (1) OR8 at SW 192nd Ave - Consolidate bus Stops, install an enhanced pedestrian crossing with bus stop improvements, (2) OR8 at SW 178th Ave - Bus Stop Location 5625, Install a 3' x 5' pad and new bus stop shelter, and install 65' of sidewalk on the north side of OR8 in front of 17825 SW Tualatin Hwy, and (3) on OR8 at St Mary's Home - remove crosswalk striping plus remove Bus Stop Locations ID #5603, and #5604; and

WHEREAS the updated Traffic Management Plan for the I-205 Abernethy Bridge to SE 82nd Drive pavement rehabilitation project requires a minor correction in limits in the amount of 0.31 miles with no scope or cost changes which will enable it to move forward to obligate the construction phase; 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 December 2019 Formal MTIP Amendment; and

WHEREAS, the three ODOT projects 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 December 6, 2019; and

WHEREAS, JPACT received their notification on December 19, 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 January 9, 2019 to formally amend the 2018-21 MTIP to include the December 2019 Formal Amendment through Amendment DC20-05-DEC2 with ODOT's two projects.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-5050**



Proposed December 2019 Formal Amendment Bundle (Resolution 19-5050)

Amendment Type: Formal/Full

Amendment #: DC20-05-DEC2

Total Number of Projects: 2

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 18839	70780	ODOT	Project Name: OR8: SW 192nd Ave (Aloha) SW 160th Ave SW 165th Ave (Beaverton)	Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing	<u>SCOPE CHANGE:</u> The formal amendment down-scopes the project to remain within budget constraints/ Project limits are reduced to be 192nd Ave to 165th Ave. The project name and descriptions are updated with the adjusted scope of work. Total project funding remains unchanged at \$1,698,000.
Project #2 Key 20508	70982	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.	<u>LIMITS CHANGE:</u> The formal amendment reduces the project limits by 0.31 miles. There is no change to funding or scope of work.



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

**Formal Amendment
SCOPE CHANGE**
7th Amendment to Project

Lead Agency: ODOT	Project Type: O&M	ODOT Key: 18839
Project Name: OR8: SW 192nd Ave (Aloha) - SW 160th Ave SW 165th Ave (Beaverton)	ODOT Type: BikePed	MTIP ID: 70780
	Performance Meas: Yes	Status: 6
Project Status: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).	Capacity Enhancing: No	Comp Date: 12/31/2021
	Conformity Exempt: Yes	RTP ID: Nov 27 Ltr
Short Description: Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing	On State Hwy Sys: US30	RFFA ID: N/A
	Mile Post Begin: 5.23 5.58	RFFA Cycle: N/A
	Mile Post End: 6.46 7.03	UPWP: N/A
	Length: 1.64 1.45	UPWP Cycle: N/A
	1st Year Program'd: 2017	Past Amend: 4
	Years Active: 4	OTC Approval: No

Detailed Description: ~~Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing~~
 REVISE TO BE --> **Revised Scope of work - (1) OR8 at SW 192nd Ave: Consolidate bus Stops, install an enhanced pedestrian crossing with bus stop improvements, (2) OR8 at SW 178th Ave: Bus Stop Location 5625 - Install a 3' x 5' pad and new bus stop shelter and install 65' of sidewalk on the north side of OR8 in front of 17825 SW Tualatin Hwy, and (3) on OR8 at St Mary's Home: Remove Crosswalk striping and remove Bus Stop Locations ID #5603, and #5604.**

STIP Description: Sidewalk infill and improvements, bus stop relocations, bus pads, and enhanced pedestrian crossing.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
TAP-State	Z300	2016		\$ 425,500				\$ 425,500
HSIP	MS3E	2016		\$ 289,648				\$ 289,648
ADVCON	ACP0	2019			\$ 176,768			
TAP-5K-200K	Z302	2019			\$ 61,914			\$ 61,914
ADVCON	ACP0	2020					\$ 425,320	
ADVCON	ACP0	2020					\$ 671,180	\$ 671,180
							Federal Totals:	\$ 1,448,242

Federal Fund Obligations:		\$ 715,148	\$ 61,914			Federal Aid ID
EA Number:		PE002657	R9265000			S029(031)
Initial Obligation Date:		3/21/2016	8/27/2019			

State Funds						
						\$ -
						\$ -
					State Total:	\$ -

State Fund Obligations:						
EA Number:						
Initial Obligation Date:						

Local Funds						
Local	Match	2016	\$ 48,700			\$ 48,700
Local	Match	2016	\$ 33,152			\$ 33,152
Local	Match	2019		\$ 20,232		
Local	Match	2019		\$ 7,086		\$ 7,086
Local	Match	2020			\$ 48,680	
Local	Match	2020			\$ 76,820	\$ 76,820
Other	OVM	2020			\$ 230,000	
Other	OVM	2020			\$ 84,000	\$ 84,000
					Local Total	\$ 249,758

Phase Totals Before Amend:	\$ -	\$ 797,000	\$ 197,000	\$ -	\$ 704,000	\$ 1,698,000
Phase Totals After Amend:	\$ -	\$ 797,000	\$ 69,000	\$ -	\$ 832,000	\$ 1,698,000
				Year Of Expenditure (YOE):	\$	1,698,000

Notes and Summary of Changes:
Red font = Prior amended funding or project details that is being changed. Blue font = The amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:
The formal amendment removes planned improvements at 160th Ave at OR8. Project limits are shortened as well to help the project stay within the budget constraints. Revised cross-street limits on OR8 are now 192nd east to 165th Ave. Three of four site locations remain on OR8 at (1) 192nd Ave, (2) 178th Ave, and at (3) St Mary's Crossing. The MTIP Detailed description is updated as well to reflect the three revised project site locations and associated scope of work which is now: (1) OR8 at SW 192nd Ave: Consolidate bus stops, install an enhanced pedestrian crossing with bus stop improvements, (2) OR8 at SW 178th Ave: Bus Stop Location 5625 - Install a 3' x 5' pad and new bus stop shelter and install 65' of sidewalk on the north side of OR8 in front of 17825 SW Tualatin Hwy, and (3) on OR8 at St Mary's Home: Remove Crosswalk striping and remove Bus Stop Locations ID #5603, and #5604.
> Will Performance Measurements Apply: Appears Yes

RTP References:

- > RTP IDs: November 27 2018 Ltr - ODOT Operations and Maintenance 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: The project is exempt per 40 CFR 93.126 Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.

Fund Codes:

- > TAP-State = Federal Transportation Alternatives Program funds allocated to ODOT for various eligible transportation enhancement type improvements.
- > 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.
- > HSIP = Federal Highway Safety Improvement Program funding allocated to ODOT to support various types of roadway safety improvements.
- > Local = General local funds provided by a supporting local agency to cover the local match requirement for the federal funds
- > ~~Other = General local other funds committed by the supporting local agency that are above and beyond the required minimum match to the federal funds.~~



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

Formal Amendment
LIMITS CHANGE
 5th Amendment to Project

Lead Agency: ODOT	Project Type: O&M	ODOT Key: 20508
Project Name: I-205: Abernethy Bridge - SE 82nd Dr	ODOT Type: Preserve	MTIP ID: 70982
	Performance Meas: No	Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Capacity Enhancing: No	Comp Date: 12/31/2021
Short Description: 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.	Conformity Exempt: Yes	RTP ID: Nov 27 Ltr
	On State Hwy Sys: I-205	RFFA ID: N/A
	Mile Post Begin: 9.31	RFFA Cycle: N/A
	Mile Post End: 13.80 13.46	UPWP: Yes
	Length: 4.49 4.15	UPWP Cycle: SFY 20
	1st Year Program'd: 2018	Past Amend: 4
	Years Active: 3	OTC Approval: No

Detailed Description: ~~On I-205 from the Abernethy Bridge in Oregon City north to 82nd Dr in Gladstone (MP 9.31 to 14.8), 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.~~ Delete previous Detailed Description and replace with the following:

I-205 preservation project to improve roadway safety and the existing system. Scope of work includes: (1) Grind and inlay travel lanes and two feet of shoulder. (2) Grind and inlay entrance/exit ramps at OR213 (Exit 10), 82nd Drive (Exit 11), and 100 feet of OR224 (Exit 13) SB entrance ramp. (3) Replace existing pavement markings with in-kind, with minor modifications associated with exit and entrance ramp connections within the project limits. (4) Reconstruct pedestrian curb access ramps at OR213 and 82nd Drive ICs to meet ADA standards. Minor traffic signal modifications will also be made at these locations. (5) Reconfigure mainline detection to the downstream system wide adaptive ramp metering (SWARM) system and replace mainline induction loop detectors with side fire radar detection. (6) Replace vehicle traffic detection loops in-kind at their current location for multiple entrance ramps.

STIP Description: Remove and replace asphalt surface to repair rutted pavement.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	Z002	2018		\$ 746,982				\$ 746,982
NHPP	Z001	2020					\$ 4,736,690	\$ 4,736,690
ADVCON	ACPO	2020					\$ 1,241,408	\$ 1,241,408
							\$ -	\$ -
Federal Totals:							\$ 6,725,080	\$ 6,725,080

Federal Fund Obligations:		\$	746,982				Federal Aid ID
EA Number:			None				S064(060)
Initial Obligation Date:			1/12/2018				

State Funds								
State	Match	2018		\$	63,018		\$ 63,018	
State	Match	2020				\$ 399,604	\$ 399,604	
State	Match	2020				\$ 104,730	\$ 104,730	
							\$ -	
							State Total:	\$ -

State Fund Obligations:							
EA Number:							
Initial Obligation Date:							

Local Funds								
							\$ -	
							\$ -	
							Local Total	\$ -

Phase Totals Before Amend:	\$ -	\$ 810,000	\$ -	\$ -	\$ 6,482,432	\$ 7,292,432
Phase Totals After Amend:	\$ -	\$ 810,000	\$ -	\$ -	\$ 6,482,432	\$ 7,292,432
Year Of Expenditure (YOE):						\$ 7,292,432

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 reduces the project limits by 0.31 miles based on the updated Traffic Management Plan for the project. The project scope remains unchanged. The MTIP detailed description is updated with the fill scope elements from the Traffic Management Plan.

RTP References:
> RTP ID: November 27, 2018 Letter - ODOT Operations & Maintenance Project Groupings for the RTP
> RTP Description: Highway Pavement Maintenance - Pavement rehabilitation/repair projects include overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders)
> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Pavement resurfacing and/or rehabilitation.

Fund Codes:
> NHPP = Federal National Highway Performance Program funding allocated to ODOT
> ADVCON = Federal Advance Construction funds. ADVCON is used as a placeholder while the State uses its own funds to initially cover the phase costs until the specific federal fund type code is selected to be committed to the project. This allows the project phase to begin and continue without delays. At a future time, a fund conversion occurs to show the actual federal fund type code for the project.
> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

Memo



Date: Wednesday, December 4, 2019
 To: JPACT and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: December 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5050, (Regular Bundle)

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING TWO PROJECTS IMPACTING ODOT (DC20-05-DEC2)

BACKGROUND

What This Is:

The December 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle (for FFY 2020) three ODOT projects requiring MTIP amendment through the approval of Resolution 19-5050.

What is the requested action?

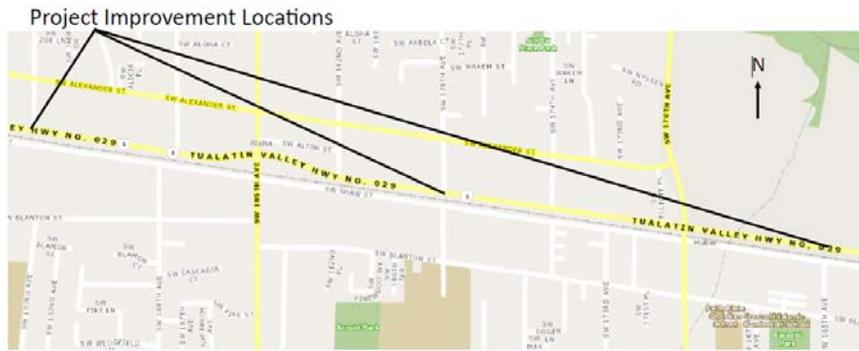
TPAC recommends approval of the December 2019 formal amendment for the two ODOT projects in Resolution 19-5050 and requesting their approval recommendation to Metro Council for Resolution 19-5050 allowing the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Proposed December 2019 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: DC20-05-DEC2 Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 18839	70780	ODOT	Project Name: OR8: SW 192nd Ave (Aloha) - SW 160th Ave - SW 165th Ave (Beaverton)	Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing	SCOPE CHANGE: The formal amendment down-scopes the project to remain within budget constraints/ Project limits are reduced to be 192 nd Ave to 165 th Ave. The project name and descriptions are updated with the adjusted scope of work. Total project funding remains unchanged at \$1,698,000.

Project #2 Key 20508	70982	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.	LIMITS CHANGE: The formal amendment reduces the project limits by 0.31 miles. There is no change to funding or scope of work.
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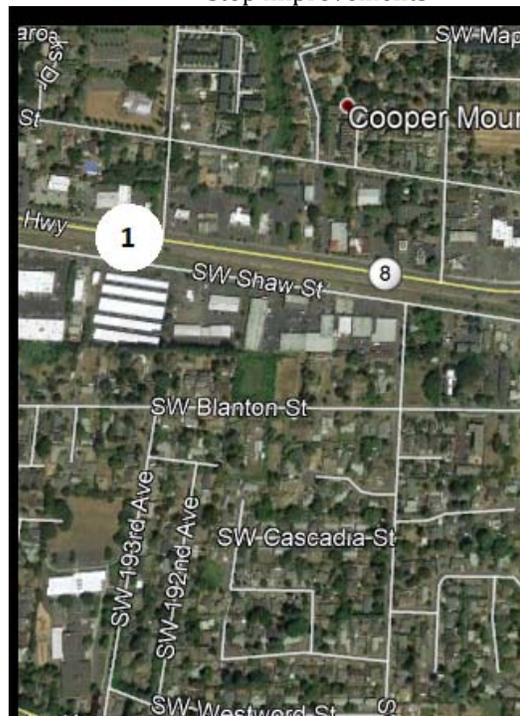
A detailed summary of the amended projects is provided in the tables on the following pages.

Project 1: OR8: SW 192nd Ave (Aloha) – SW 160th Ave SW 165th Ave (Beaverton)	
Lead Agency:	ODOT
ODOT Key Number:	18839 MTIP ID Number: 70780
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements – Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, and enhanced pedestrian crossing Source: Existing project Funding: Source of funding is from ODOT Type: Transit safety improvement Location: In the western Metro MPO region near Aloha Cross Street Limits: Originally between 192nd Ave east to 160th Ave. Down-scope limits are now 192nd Ave east to 165th Ave Overall Mile Post Limits: Changed to be MP 5.58 to 7.03 (Approximately 1.45 miles) Current Status Code: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.). STIP Amendment Number: 18-21-3382 MTIP Amendment Number: DC20-05-DEC2
What is changing?	<p>AMENDMENT ACTION: SCOPE CHANGE</p> <p>The formal amendment down-scopes the project to remain with authorized funding constraints. The project name and description are updated to reflect the adjusted scope and limits for the project.</p> <p>Updated cost estimates revealed the original planned scope and limits from 192nd Ave east to 160th Ave exceeded the authorized ODOT funding for the project. TriMet working with ODOT agreed to remove the planned improvements at SW 160th Ave. The project is currently underfunded due to ADA improvements resulting in higher than expected costs for each location. Per the terms of the IGA, TriMet is responsible for funding the project in excess of the federal award. TriMet is unable to fully fund the existing scope, and has agreed to a revised scope. Three site locations remain on OR 8 with an adjusted limits of 192nd Ave east to 165th Ave. The revised scope of work includes the following improvements:</p> <ol style="list-style-type: none"> On OR8 at SW 192nd Ave: Consolidate bus Stops, install an enhanced pedestrian crossing with bus stop improvements. On OR8 at SW 178th Ave: Bus Stop Location 5625 - Install a 3' x 5' pad and new bus stop shelter and install 65' of sidewalk on the north side of OR8 in front of 17825 SW Tualatin Hwy. On OR8 at St Mary's Home: Remove Crosswalk striping and remove Bus Stop Locations ID #5603, and #5604.
Additional Details:	



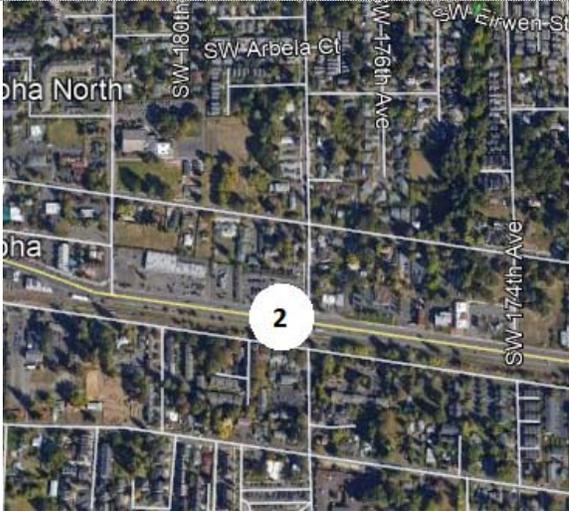
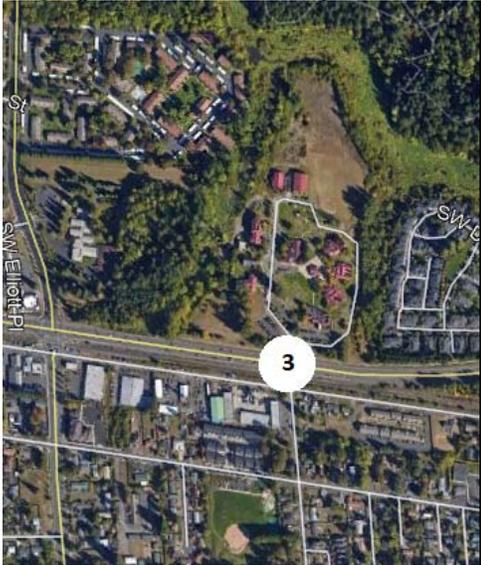
OR8 at SW 192nd Ave

Consolidate bus Stops, install an enhanced pedestrian crossing with bus stop improvements



OR8 at SW 178th Ave

Bus Stop Location 5625 - Install a 3' x 5' pad and new bus stop shelter and install 65' of sidewalk on the north side of OR8 in front of 17825 SW Tualatin Hwy

	 <p style="text-align: center;"><u>OR8 at St Mary's Home</u></p> <p>Remove Crosswalk striping and remove Bus Stop Locations ID #5603, and #5604.</p> 
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, scope changes where the project limits change by more than 0.25 miles require a formal/full amendment to the MTIP project to the MTIP requires a formal/full amendment</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount remains unchanged at \$1,698,000.</p>
<p>Added Notes:</p>	<p>Additional project details can be found on ODOT's website at https://www.oregon.gov/ODOT/Projects/pages/project-details.aspx?project=18839</p>

Project 2: I-205: Abernethy Bridge - SE 82nd Dr.	
Lead Agency:	ODOT
ODOT Key Number:	20508 MTIP ID Number: 70982
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: The I-205 Abernethy Bridge to SE 82nd Ave is a preservation project that will improve roadway safety and the existing system. Scope of work includes: <ol style="list-style-type: none"> Grind and inlay travel lanes and two feet of shoulder from MP 9.31 (Abernethy Bridge) to MP 13.46 NB (OR224) and 13.37 SB. Grind and inlay entrance/exit ramps at OR213 (Exit 10), 82nd Drive (Exit 11), and 100 feet of OR224 (Exit 13) SB entrance ramp. Existing pavement markings will primarily be replaced in-kind, with minor modifications associated with exit and entrance ramp connections within the project limits. Pavement marking design will meet ODOT and MUTCD requirements. Reconstruct pedestrian curb access ramps at OR213 and 82nd Drive interchanges to meet Americans with Disabilities Act (ADA) standards. Minor traffic signal modifications will also be made at these locations to ensure pedestrian pushbuttons meet current standards. Reconfigure mainline detection to the downstream system wide adaptive ramp metering (SWARM) system and replace mainline induction loop detectors with side fire radar detection. Replace vehicle traffic detection loops in-kind at their current location for the following entrance ramps: <ul style="list-style-type: none"> OR213 (Oregon City) NB entrance and exit ramps: <ul style="list-style-type: none"> OR213 (Oregon City) SB entrance ramp 82nd Drive (Gladstone) NB entrance ramp 82nd Drive (Gladstone) SB entrance ramp OR213 (82nd Avenue) SB entrance ramp

	<ul style="list-style-type: none"> • Source: Existing project to the MTIP • Funding: ODOT allocated federal funds • Type: Operations and Maintenance/Preservation • Location: Along I-205 in eastern Portland south to the West Linn area • Cross Street Limits: Between Abernethy Bridge in the south north to the 82nd Drive IC • Overall Mile Post Limits: <ul style="list-style-type: none"> ○ Current: MP 9.31 to MP 13.80 ○ Reduced to be: MP 9.31 to 13.46 (approximately 1.4.15 miles) • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3384 • MTIP Amendment Number: DC20-05-DEC2
<p>What is changing?</p>	<p>AMENDMENT ACTION: LIMITS CHANGE</p> <p>The formal amendment reduces the project limits by 0.31 miles. Based on the current Traffic Management Plan for the project. Per the FHWA/FTA/ODOT/MPO MTIP and STIP Amendment Matric, projects with limit changes that are beyond 0.25 miles require a formal/full amendment to the MTIP. There does not appear to be any change in scope to the approved work elements. However, because the limits change does exceed 0.25 miles, a formal amendment to the MITIP is occurring to complete the change.</p>
<p>Additional Details:</p>	<p>See project location map in next page</p>

I-205: Abernethy Bridge to SE 82nd Drive – Project Level Traffic Management Plan
 June 21, 2019
 Page 2 of 7

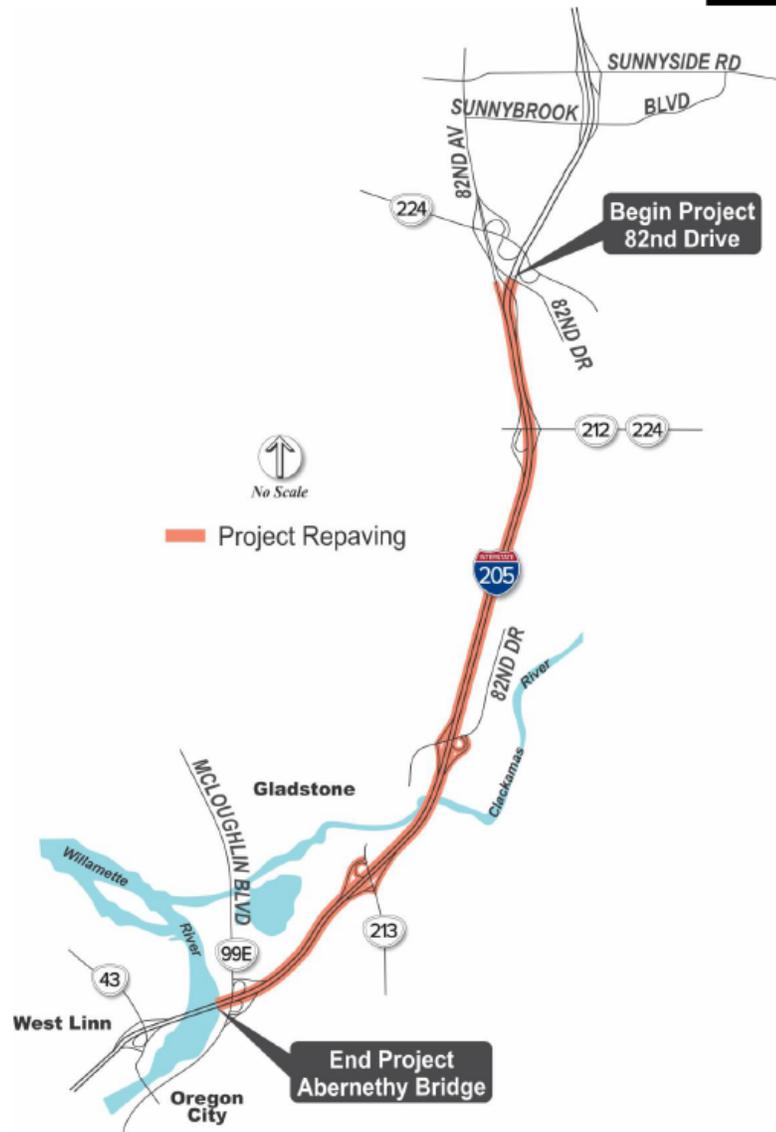


Figure 1: Project Vicinity Map

<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, project limit changes that exceed 0.5 miles to the MTIP requires a formal/full amendment</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount remains unchanged at \$7,292,432</p>
<p>Added Notes:</p>	

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- 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:

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

- 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 (DC20-05-DEC2) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	December 5, 2019
● TPAC notification and approval recommendation.....	December 6, 2019
● JPACT approval and recommendation to Council.....	December 19, 2019*
● Completion of public notification process.....	January 8, 2020
● Metro Council approval.....	January 16, 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 21, 2020
● Amendment bundle submission to ODOT for review.....	January 22, 2020
● Submission of the final amendment package to USDOT.....	January 22, 2020
● ODOT clarification and approval.....	Mid February, 2020
● USDOT clarification and final amendment approval.....	Mid February 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:

TPAC recommends JPACT provide an approval recommendation to Metro Council for Resolution 19-5050 under MTIP Amendment DC20-05-DEC2 allowing the two ODOT projects to be correctly amended in the MTIP.

Note: No attachments

4.5 Consideration of November 21, 2019 Minutes
Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, December 19, 2019
Metro Regional Center, Council Chamber



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

November 21, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Craig Dirksen
Bob Stacey
Nina DeConcini
Tim Knapp
Doug Kelsey
Carley Francis
Karylenn Echols
Roy Rogers

AFFILIATION

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

MEMBERS EXCUSED

Rian Windsheimer
Chloe Eudaly
Jessica Vega Pederson
Anne McEnerney-Ogle
Denny Dole
Curtis Robinhold

AFFILIATION

Oregon Department of Transportation
City of Portland
Multnomah County
City of Vancouver
City of Beaverton, Cities of Washington County
Port of Portland

ALTERNATES PRESENT

Mandy Putney
Jef Dalin
Chris Warner
Emerald Bogue
Bart Hansen

AFFILIATION

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

OTHERS PRESENT: Mark Ottenad, Mark Graf, Randy Parker, Lidwien Rahman, David Roth, Garet Prior, Frank Bubenik, Mark Gamba, Dwight Brashear, Glen Bolen, Kari Schlosshauer and Jamie Huff

STAFF: Sara Farrokhzadian, Margi Bradway, Carrie MacLaren, Marlene Guzman, Kim Ellis, John Mermin, Ernest Hayes, Kate Fagerholm, Cindy Pederson and David Kaempff

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the meeting to order at 7:32 am. She asked members, alternates and meeting attendees to introduce themselves.

2. PUBLIC COMMUNICATION ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR AND JPACT MEMBERS

Councilor Shirley Craddick noted that the Oregon Department of Transportation (ODOT) was seeking feedback from local elected officials and transportation stakeholders regarding statewide transportation planning. She asked local elected officials and transportation stakeholders to complete the survey by December 30th. Councilor Craddick noted that JPACT was meeting on December 19th.

4. CONSENT AGENDA

MOTION: Commissioner Roy Rogers and Mayor Denny Dole seconded to adopt the consent agenda.

ACTION: With all in favor, motion passed.

5. ACTION ITEMS

5.1 Regional Mobility Policy Update: JPACT Approval Requested

Chair Craddick introduced Ms. Kim Ellis and Lidwien Rahman, Principal Transportation Planners, to present on the Regional Mobility Policy Update.

Key elements of the presentation included:

Ms. Ellis noted that Metro was seeking JPACT approval of the work plan and the engagement plan. She provided an overview of the project purpose, including Metro's efforts to update mobility policy. Ms. Ellis explained that pending JPACT and Metro Council approval these updates would apply to the Regional Transportation Plan as well as the Oregon Highway Plan. She emphasized that Oregon Highway Plan policy 1F was specific to the Portland area.

Ms. Ellis provided a projected two year timeline for updating the mobility policy. She explained that Metro aimed to complete the mobility policy update by 2023. Ms. Ellis mentioned that Metro engaged the Oregon Transportation Commission because of the implications to the Oregon Highway Plan.

Ms. Ellis described the Metro stakeholder engagement process, including Metro's efforts to conduct stakeholder interviews and consult with JPACT and MPAC. She mentioned key takeaways from the interviews, such as the strong desire to develop a more holistic, multi-measure mobility policy. Ms. Ellis noted that the stakeholders expressed broad support and enthusiasm for the new policy. She provided additional findings from the Scoping Engagement Report, including desires to clearly define mobility goals.

Ms. Ellis noted several mobility measures, including safety, mode share as well as system completeness and connectivity. She explained key engagement strategies that were implemented in 2020-21, including consulting with community leaders, developers, business interests as well as local and regional governments. Ms. Ellis shared the projects next steps for 2019, including JPACT's consideration of Transportation Policy Alternative Committee's (TPAC) recommendation.

Member discussion included:

- Mr. Doug Kelsey asked if Metro could include a carbon reduction measure.
- Mayor Tim Knapp raised concerns about the lack of emphasis on system completeness in the proposed measures. He expressed the importance of system completeness as the overriding marker for the transportation systems functionality. Mayor Knapp highlighted that Metro should consider system completeness as an overarching theme for regional transportation planning.
- Councilor Karylinn Echols noted that Metro's regional equity focus should be stated more clearly in the project.
- Councilor Craig Dirksen expressed his appreciation for the project. He noted that the current mobility policy was outdated and measured a limited number of criteria.
- Councilor Craddick summarized several suggestions, including remarks on carbon reduction measure and providing a greater emphasis on equity. Ms. Ellis noted that the measures included in the presentation were not exhaustive and the project plans to provide a greater equity emphasize. She explained that carbon emission reduction was an overarching goal of Metro's Climate Smart Strategy. Councilor Craddick asked if that met Mr. Kelsey's needs. Mr. Kelsey raised concerns about the lack of emphasis on carbon emissions reduction. Ms. Ellis suggested that the work plan would include the project's focus on reducing greenhouse gas emissions. Ms. Rahman noted that there are other efforts at the state level to address greenhouse gas emissions.

MOTION: Councilor Echols and Mr. Chris Warner seconded to adopt the Regional Mobility Policy work plan and engagement plan with the agreed upon amendments to include a strong emphasis on carbon reduction and equity.

- Mayor Knapp asked whether the motion incorporated his suggestions on system completeness. Ms. Ellis noted that Metro had raised system completeness as a potential measure throughout the scoping phase. Mayor Knapp raised concerns about Metro’s commitment to system completeness and its framing in the work plan. Ms. Ellis noted that Metro’s commitment to system completeness was included throughout the work plan. Ms. Mandy Putney noted that this work plan was developed in collaboration with regional partners and further engagement determined which measures were prioritized. Councilor Echols recommended amending the motion to include system completeness.

MOTION: Councilor Echols and Mr. Chris Warner seconded to adopt the Regional Mobility Policy work plan and engagement plan with the agreed upon amendments to include a strong emphasis on carbon reduction, equity and system completeness.

ACTION: With all in favor, motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 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

Chair Craddick announced the next presenter, Mr. John Mermin, Senior Transportation Planner, to present on Resolution No. 19-5047.

Key elements of the presentation included:

Mr. Mermin provided an overview of Resolution No. 19-5047 and noted that it bundled three amendments to the 2019-20 Unified Planning Work Program (UPWP). He referred to the three amendments including the Clackamas Connections Integrated Corridor Management, Emerging Technology Implementation Study and the I-5 Boone Bridge Widening/ Seismic Retrofit and Interchange Improvements Study. Mr. Mermin stated that these amendments sought approval by consent at the December 19th JPACT meeting.

Member discussion included:

- Councilor Bob Stacey asked if the 1-5 Boone Bridge Widening/Seismic Retrofit and Interchange Improvement Study included research on potential land use impacts. Ms. Putney noted that ODOT's work was related to House Bill 5050 and a request by the state legislature to provide information on the potential costs to seismically improve the Boone Bridge. She noted that it was a preliminary study to determine the cost of potential improvements. Councilor Stacey thanked Ms. Putney for the clarification.
- Mayor Knapp seconded Councilor Stacey's comment. He noted the City of Wilsonville's commitment to land use laws and the urban growth boundary. Mayor Knapp remarked that it was important to talk about land use implications.

6.2 2022-24 Regional Flexible Funds Allocation (RFFA) Funding Package Options

Chair Craddick introduced Mr. Dan Kaempff, Principal Transportation Planner, to present on the 2022-24 Regional Flexible Funds Allocation (RFFA) Funding Package Options.

Key elements of the presentation included:

Mr. Kaempff provided an update on the Risk Assessment Report. Mr. Kaempff highlighted the relative strength of support in the final public comment report. He explained that the final public comment report was comprised of nearly 3,000 responses.

Mr. Kaempff summarized several RFFA priorities for Clackamas County, Multnomah County, the City of Portland and Washington County. He discussed the Clackamas County priorities, including investment in active transportation on Courtney Ave and the Monroe St. Greenway. Mr. Kaempff noted that Multnomah County aimed to invest in active transportation on Division St. He remarked that the letters included in the meeting packet provided more details on the indicated priorities.

Mr. Kaempff noted that TPAC reviewed two approaches to developing a JPACT recommendation. He explained that TPAC expressed support for option 2, which allowed Metro to move additional projects into the freight category. Mr. Kaempff shared that option 2 considered freight benefits of 5 additional projects from the active transportation category. He remarked that as a result option 2 allowed Metro

to fund more projects.

Mr. Kaempff noted that option 2 was the starting point for TPAC's recommendation to JPACT. He explained that additional changes were made to option 2 based on several policy considerations. Mr. Kaempff remarked that Metro needed to ensure that option 2 fulfilled the policy intent of the RFFA and the Regional Transportation Plan (RTP). He provided an overview of Metro's next steps, including Council's scheduled action on the JPACT-approved package of projects in January 16, 2020.

Member discussion included:

- Councilor Echols asked about the breakdown of public support by zip code. Mr. Kaempff stated that the Public Comment Report provided more specific information on demographics. Councilor Echols highlighted her support for the Division Street project in Gresham. She noted that the Division Street complete project was a critical component for the bus rapid transit project that was underway. Councilor Echols explained that Division Street project area was not a safe corridor and people tended to avoid the area.
- Mr. Warner expressed his appreciation for the project. He noted that the Portland Bureau of Transportation supported work on the Division Street project.
- Councilor Stacey seconded Councilor Echols comments on the unsafe conditions on Division Street in Gresham. He noted that Division Street was a high priority safety and accessibility investment.
- Mr. Kelsey expressed his appreciation for the presentation. He noted Tri Met's commitment to achieving a transit accessible system. He also shared that the Division Street project provided an opportunity to remove transit accessibility barriers.
- Ms. Emerald Bogue seconded Councilor Echols comments on the Division Street. She provided insight into the RFFA process as it related to freight funding.
- Mayor Knapp requested that coordinating committee recommendations be given more weight because of the local factors that were not reflected in the technical analysis.
- Councilor Echols concurred with Mayor Knapp and highlighted the expertise of the coordinating committees.

- Ms. Margi Bradway provided clarification on the RFFA process. She urged JPACT members to work closely with TPAC representatives to determine

which projects were prioritized.

- Commissioner Roy Rogers raised concerns about the freight category and asked Metro to provide clearer guidelines. Ms. Bradway noted that Metro revisited the guidelines for the freight funding category.

6.0 ADJOURN

Chair Craddick adjourned the meeting at 8:45 am.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Marlene Guzman". The signature is fluid and cursive, with a large initial "M" and "G".

Marlene Guzman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER, 21 2019

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	11/21/19	Regional Mobility Policy Update: JPACT Approval Requested	112119j-01
6.1	Presentation	11/21/19	Resolution No. 19-5047	112119j-02
6.2	Presentation	11/21/19	2022-24 Regional Flexible Funds Allocation (RFFA) Funding Package Options	112119j-03
6.2	Additional Materials	11/21/19	RFFA Staff Report and Supporting Materials	112119j-04

***5.1 Resolution No. 19-5052, For the Purpose of Amending the FY 2019-20 Unified Planning
Work Program (UPWP) to Add Funding For the Corridor Bottleneck Operations Study 2
(CBOS2) Project
Action Items***

Joint Policy Advisory Committee on Transportation
Thursday, December 19, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY) RESOLUTION NO. 19-5052
2019-20 UNIFIED PLANNING WORK)
PROGRAM (UPWP) TO ADD FUNDING FOR) Introduced by Acting Chief Operating Officer
THE CORRIDOR BOTTLENECK OPERATIONS Andrew Scott in concurrence with Council
STUDY 2 (CBOS 2) PROJECT 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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

ODOT Region 1 Planning for Operations

Staff Contact: Scott Turnoy, 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 st Quarter	<ul style="list-style-type: none"> • Public involvement process for CBOS2 Project Atlas
2 nd Quarter	<ul style="list-style-type: none"> • Possible continuing PIP for CBOS 2; consultant procurement for refined traffic analysis for improvement concepts.

FY 2019-20 Unified Planning Work Program

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

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

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 19-5052 FOR THE PURPOSE OF
AMENDING THE FY 2019-20 UNIFIED PLANNING WORK PROGRAM (UPWP) TO
ADD FUNDING FOR THE CORRIDOR BOTTLENECK OPERATIONS STUDY 2 (CBOS2)
OPERATIONS PROJECT

Date: October 25, 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. The approved 2019-20 UPWP includes a work item to complete a Corridor Bottleneck Operations 2 (CBOS2) Atlas and concept refinement under the Planning for Operations narrative. The CBOS2 Atlas is almost complete and the Oregon Transportation Commission has allocated additional STIP funds to supplement the planned refinement work, resulting in the need to amend the UPWP budget for this item. The additional funding would allow ODOT to continue with early project planning for CBOS2 concepts by refining the design and conducting enhanced traffic analysis of certain CBOS2 improvement concepts beyond what would be possible within the current budget (e.g. 20% design for a greater number of concepts instead of 10% design for a fewer number of concepts). In addition, the additional budget would allow for the refinement work to be completed in a shorter period of time than previously anticipated. CBOS2 and any associated refinement of the concepts identified in CBOS2 are planning activities; none of the concepts being explored will exceed 30% design.

ACTION REQUESTED

Approval of the requested amendment 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 within the ODOT – Region 1 Planning for Operations are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 19-5052 and amend the FY 2019-20 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

Concerns with the CBOS2 project were shared by JPACT members and members of the public at the October 17, 2019 JPACT meeting. JPACT is scheduled to discuss this amendment at their December 19 meeting.

Legal Antecedents

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

Anticipated Effects

Approval will result in funds added to the existing ODOT – Region 1 Planning for Operations budget, which will allow ODOT to conduct refinement of improvement concepts identified in the CBOS 2 Atlas between now and June 30, 2020.

BACKGROUND

As part of the ODOT – Region 1 Planning for Operations effort currently included in the 2019-2020 UPWP, ODOT is finalizing Corridor Bottleneck Operations Study 2 (CBOS2), an Atlas that evaluates safety and operations improvement concepts to address bottlenecks as described in the 2018 Portland Region Traffic Performance Report.

CBOS is an approach ODOT has employed over the past six years to identify and analyze safety-spot and localized improvements. This approach has become the trend among state and federal transportation agencies seeking operational and lower-cost “fixes” at spot-specific locations to address safety issues.

ODOT Region 1’s CBOS2 evaluates freeway congestion bottlenecks and identifies concepts to address congestion, particularly during peak commute shoulder hours, through safety and operational improvements on six Portland metro area freeway corridors (I-5, I-84, I-205, I-405, US 26 and OR 217). The CBOS2 Atlas summarizes phases of work and functions as a menu of potential projects from which ODOT can select for design and construction as funding becomes available. In CBOS 2, concepts are identified and evaluated to determine potential measurable benefit and feasibility. Operational and safety improvement concepts included in the Atlas include:

- Ramp closures;
- Ramp meters;
- Active transportation management signs;

- Striping and signage;
- Truck climbing lane; and
- Auxiliary lanes.

Following completion of the atlas, as indicated in the approved UPWP, ODOT will refine the improvement concepts identified. Refinement activities include traffic analysis, geometric design to provide more input on constructability and cost, coordination with stakeholders to get input on how concepts might impact or benefit local systems.

ODOT's 2013 CBOS identified 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 recommended cost-effective and smaller scale improvements to the existing system to improve freeway safety and operations 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. 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.

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.

***5.2 Resolution No. 19-5051, 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 (CBOS II) (DC20-04-DEC1)***
Action Items

Joint Policy Advisory Committee on Transportation
Thursday, December 19, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING A NEW) RESOLUTION NO. 19-5051
PROJECT TO THE 2018-21 METROPOLITAN)
TRANSPORTATION IMPROVEMENT) Introduced by: Chief Operating Officer
PROGRAM INVOLVING ONE PROJECT,) Andrew Scott in concurrence with
ODOT’S CORRIDOR BOTTLENECK) Council President Lynn Peterson
OPERATIONS STUDY – TWO (CBOS II) (DC20-)
04-DEC1))

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, ODOT has redirected funding from their Interstate Operations Improvements project grouping bucket up to the amount of \$990,180 to support the Corridor Bottleneck Operations Study – II (CBOS II) which is a follow-on to their CBOS I study to evaluate freeway bottlenecks an opportunities to address congestion through safety operational improvements; and

WHEREAS, the CBOS II Study will address mobility congestion bottleneck issues across six Portland area freeway corridors that include I-5, I-84, I-205, US 26, and OR217; and

WHEREAS, Metro’s review of the CBOS II Study determined it is required to be added to the Unified Planning and Work Program (UPWP) and has completed the required UPWP formal amendment which now allows the MTIP to be amended; and

WHEREAS, the December 2019 Formal MTIP Special Amendment for the CBOS II study 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 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 December 2019 Formal MTIP Amendment to add the new ODOTC CBOS II project; and

WHEREAS, the CBOS II project 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 December 6, 2019; and

WHEREAS, JPACT received their notification on December 19, 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 January 16, 2019 to formally amend the 2018-21 MTIP to include the ODOT CBOS II Study within Resolution 19-5051.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-5051**



Proposed December 2019 Formal Amendment Bundle - CBOS II Study
 Amendment Type: **Formal/Full**
 Amendment #: **DC20-04-DEC1**
 Total Number of Projects: **1**

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20227 New Project	TBD	ODOT	Corridor Bottleneck Operations Study 2	Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors	ADD NEW PROJECT: 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 - ODOT CBOS II



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

**Formal Amendment
NEW PROJECT
Initial Programming**

Lead Agency: ODOT	Project Type:	Planning	ODOT Key:	20227
Project Name: Corridor Bottleneck Operations Study 2	ODOT Type	Planning	MTIP ID:	TBD
	Performance Meas:	No	Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	Capacity Enhancing:	No	Comp Date:	12/31/2021
	Conformity Exempt:	Yes	RTP ID:	11305
Short Description: Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors	On State Hwy Sys:	Multiple	RFFA ID:	N/A
	Mile Post Begin:	Var	RFFA Cycle:	N/A
	Mile Post End:	Var	UPWP:	Yes
	Length:	Var	UPWP Cycle:	SFY 20
	1st Year Program'd:	2020	Past Amend:	0
	Years Active:	1	OTC Approval:	No

Detailed Description: 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
Federal Funds								
NHPP	2001	2020	\$ 888,489					\$ 888,489
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ 888,489
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2020	\$ 101,691					\$ 101,691
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
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
- > An 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
- > State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

Memo

Date: Wednesday, December 4, 2019
 To: JPACT and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: December 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5051 – CBOS II Study

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 (CBOS II) (DC20-04-DEC1)

BACKGROUND

What This Is:

The December 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle (for FFY 2020) under Resolution 19-5051 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 notification of the December 2019 formal amendment under Resolution 19-5051 for ODOT’s CBOS II Study and requesting their approval recommendation to JPACT for Resolution 19-5051, and then on to the Metro Council enabling the project to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Proposed December 2019 Formal Amendment Bundle – CBOS II					
Amendment Type: Formal/Full					
Amendment #: DC20-04-DEC1					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20227 New Project	TBD	ODOT	Corridor Bottleneck Operations Study 2	Evaluate Region 1’s congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors	<u>ADD NEW PROJECT:</u> 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

<p>Project 1:</p>	<p>Corridor Bottleneck Operations Study 2 New Project</p>		
<p>Lead Agency:</p>	<p>ODOT</p>		
<p>ODOT Key Number:</p>	<p>20227</p>	<p>MTIP ID Number:</p>	<p>TBD</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors Source: New MTIP project. Funding: FHWA National Highway Performance Program (NHPP) funds Type: Planning Location: Along Region 1's major Throughways including I-5, I-84, I-205, I-405, and OR217 Overall Mile Post Limits: Multiple Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). STIP Amendment Number: 18-21-2965 MTIP Amendment Number: DC-04-DEC1 		
<p>What is changing?</p>	<p>AMENDMENT ACTION: ADD NEW PROJECT</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 form 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="698 871 1412 1417" style="border: 1px solid black; padding: 5px;"> <p>CBOS 2 Opportunity Locations</p> <p>Evaluation</p> <p>CBOS 2 opportunities are evaluated on operational and safety performance compared with existing conditions. The analysis considers vehicle speeds, volume to capacity performance, queuing, crash hot spots and ODOT SPIS site locations, as well as potential an opportunity's impact to structures, right-of-way and environmental sensitivities.</p> <p>Improvement Types</p> <p>ODOT Region 1 evaluated opportunities across six freeway corridors in an effort to address several of the 38 freeway congestion bottlenecks. The CBOS 2 Atlas illustrates the benefits and feasibility of 26 opportunities. These include the following improvement types:</p> <ul style="list-style-type: none"> Auxiliary lanes (ramp-to-ramp lanes) Ramp modifications Entrance ramp metering Dual exit lanes Active Traffic Management (ATM) signs Braided ramps Ramp management Truck climbing lane </div>		

	<table border="1"> <tr> <td>2018-2021 Active STIP</td> <td>VARIOUS</td> <td>2018-2021 Active STIP</td> </tr> <tr> <td colspan="2">Name: Interstate Operations improvements</td> <td>Key: 20227</td> </tr> <tr> <td colspan="3">Description: Funding for region-wide Interstate Operations Improvements. Projects to be selected based on infrastructure needs.</td> </tr> <tr> <td colspan="2">MPO: Non-MPO</td> <td>Work Type: OP-SSI</td> </tr> <tr> <td colspan="2">Applicant: ODOT</td> <td>Status: BUCKET OF FUNDS</td> </tr> <tr> <td colspan="3">Location(s)-</td> </tr> <tr> <td>Mileposts</td> <td>Length</td> <td>Route</td> </tr> <tr> <td></td> <td></td> <td>Highway</td> </tr> <tr> <td></td> <td></td> <td>ACT</td> </tr> <tr> <td></td> <td></td> <td>County(s)</td> </tr> <tr> <td></td> <td></td> <td>REGION 1 ACT</td> </tr> <tr> <td></td> <td></td> <td>VARIOUS</td> </tr> <tr> <td colspan="3">Current Project Estimate</td> </tr> <tr> <td></td> <td>Planning</td> <td>Prelim. Engineering</td> </tr> <tr> <td></td> <td>Right of Way</td> <td>Utility Relocation</td> </tr> <tr> <td></td> <td>Construction</td> <td>Other</td> </tr> <tr> <td></td> <td colspan="2">Project Total</td> </tr> <tr> <td>Year</td> <td colspan="2">2020</td> </tr> <tr> <td>Total</td> <td></td> <td>\$990,180.00</td> </tr> <tr> <td>Fund 1</td> <td>2001</td> <td>\$913,144.00</td> </tr> <tr> <td>Match</td> <td></td> <td>\$77,036.00</td> </tr> <tr> <td colspan="3">Footnote:</td> </tr> <tr> <td colspan="3">Most Recent Approved Amendment</td> </tr> <tr> <td>Amendment No:</td> <td>18-21-1851</td> <td>Approval Date: 1/14/2019</td> </tr> <tr> <td>Requested Action:</td> <td colspan="2">Reduce project funding by \$1,000,000 and move to project key 21409.</td> </tr> </table>	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	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	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 21409.	
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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:	CBOS II Flyer details included below																																																																											



Portland Region Corridor Bottleneck Operations Study 2

Overview

ODOT Region 1’s Corridor Bottleneck Operations Study 2 (CBOS 2) evaluates freeway congestion bottlenecks and identifies opportunities to address congestion, particularly during peak commute shoulder hours, through safety and operational improvements on six Portland metro area freeway corridors (I-5, I-84, I-205, I-405, US 26 and OR 217).

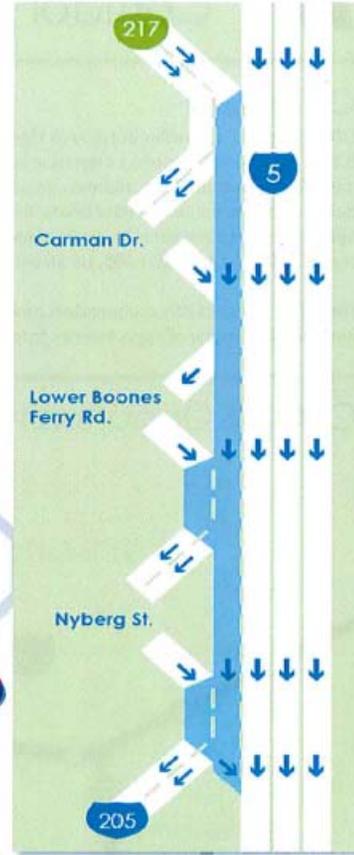
The CBOS 2 Project Atlas summarizes phases of work and functions as a menu of opportunities from which ODOT can

select for design and construction as funding becomes available. CBOS 2 opportunities are identified and evaluated to determine potential measurable benefit and feasibility.

CBOS is an approach ODOT has employed over the past six years to identify and analyze safety-spot improvements. This approach has become the trend among state and federal transportation agencies seeking operational and lower-cost “fixes” at spot-specific locations to address safety issues.

Example CBOS improvement: I-5 SB auxiliary lane

CBOS 2 is the second such effort to identify lower-cost projects to improve safety and operations on Portland area freeways. Several projects from the first CBOS list have been built over the last five years and shown positive impacts. For example, preliminary data illustrating the performance of the recently constructed I-5 southbound auxiliary lane between OR 217 and I-205 have shown major benefits. Prior to construction, the project area experienced five hours of congestion on an average weekday. In the initial weeks following project construction, this same area experienced about one hour of congestion on weekdays as motorists entering I-5 southbound from OR 217 can avoid weaving and lane changes all the way to I-205.



Return on Investment

This project addresses the bottleneck on this section of freeway and improves traffic flow upstream on I-5 between Capitol Highway and OR 217, as well as OR 217 southbound between OR 99W and I-5. The project cost was \$28.3 million for construction and will have an estimated delay cost savings of \$8.4 million annually to motorists.



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.

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

- 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.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- 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 (DC20-04-DEC1) for the CBOS II Study will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	December 5, 2019
● TPAC notification and approval recommendation.....	December 6, 2019
● JPACT approval and recommendation to Council.....	December 19, 2019*
● Completion of public notification process.....	January 8, 2020
● Metro Council approval.....	January 16, 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 21, 2020
● Amendment bundle submission to ODOT for review.....	January 22, 2020
● Submission of the final amendment package to USDOT	January 22, 2020
● ODOT clarification and approval.....	Mid February, 2020
● USDOT clarification and final amendment approval.....	Mid February 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:

TPAC recommends JPACT provide an approval recommendation to Metro Council for Resolution 19-5051 under MTIP Amendment DC20-04-DEC1 allowing the MTIP to add ODOT's CBOS II Study.

5.3 Resolution No. 20-5063, For the Purpose of Allocating \$143.98 Million of Regional Flexible Funding For the Years 2022-2024, Pending Adoption of 2021-24 MTIP
Action Items

Joint Policy Advisory Committee on Transportation
Thursday, December 19, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$143.98) RESOLUTION NO. 20-5063
MILLION OF REGIONAL FLEXIBLE FUNDING)
FOR THE YEARS 2022-2024, PENDING) Introduced by Acting Chief Operating Officer
ADOPTION OF THE 2021-24 MTIP) Andrew Scott in concurrence with Council
) President Lynn Peterson

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, approximately \$143.98 million is forecast to be appropriated to the metropolitan region through the federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation – Air Quality (CMAQ) transportation funding programs; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per federal regulation 23 CFR 450.324 to allocate these funds to projects and programs in the metropolitan region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, the Metro Council and JPACT have provided policy guidance to Metro staff to conduct a two-step allocation process, establish the project focus areas of Bond Commitments for Regional High Capacity Transit and Project Development Bond, Region-wide Program Investments, Active Transportation and Complete Streets and Regional Freight and Economic Development Investments, and development of a collaborative process for nominating projects for funding by Metro Resolution No. 19-4959 , For the Purpose of Adopting the 2022-2024 Regional Flexible Funds Policy Report for the Portland Metropolitan Area, adopted April 4, 2019; and

WHEREAS, the criteria used to select projects for the 2022-2024 RFFA followed policy direction adopted by Metro Council in the 2018 Regional Transportation Plan by Ordinance No. 18-1421, For the Purpose of Amending the 2014 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan; and

WHEREAS, the 2018 RTP investment policy directed the region to invest in transportation projects which advanced equity, improved safety, carried out the region’s Climate Smart Strategy, and provided traffic congestion relief; and

WHEREAS, an extensive regional public process provided opportunities for comments on the merit and potential impacts of the project and program applications between September 6 and October 7, 2019, and is summarized in Exhibit C, attached to this resolution; and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs, as shown in Exhibit A, attached to this resolution, to allocate funding in response to policy direction, consistency with Regional Flexible Fund Policy criteria, local prioritization processes, and public comments; and

WHEREAS, JPACT approved this legislation to submit to the Metro Council for adoption; and

WHEREAS, receipt of these funds is conditioned on completion of requirements listed in Exhibit B to this resolution; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the project and programs to be funded through the 2022-24 Regional Flexible Fund Allocation process as shown in Exhibit A.

ADOPTED by the Metro Council this 16th day of January, 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

DRAFT

Exhibit B to Resolution 20-5063

2022-2024 RECOMMENDED REGIONAL FLEXIBLE FUND GRANTEES CONDITIONS OF APPROVAL

Conditions of approval are mechanisms to 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)
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)
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:

Clackamas County - Clackamas Industrial Area ITS

- No additional conditions

Clackamas County - Courtney Avenue Complete Street

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562

Forest Grove – Council Creek Trail

- The project will coordinate the abandonment of Portland and Western Railroad with ODOT Rail.
- The project will include a budget for Portland and Western Railroad to review the design.
- The project will provide enhanced pedestrian crossings at all collector and arterial roadways. The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562
- The project will determine the environmental permitting required through coordination with agencies as required DSL, Army Corps, NMFS, DEQ - (not inclusive)
- The project will provide a minimum 14' wide (10' paved with 2' shoulders) multiuse path where feasible. On street connections should provide trail-like separation from traffic where possible. Sidewalks and separated bike lanes (buffered) are acceptable on higher traffic, constrained streets.
- The project partner agency staff will coordinate with TriMet and regional partners to plan for potential future extension within the corridor.

Gladstone – Trolley Trail Bridge Replacement

- The project will provide for a minimum 14' wide (10' paved with 2' shoulders) multiuse path connections to the bridge where feasible. On street connections should provide trail-like separation from traffic where possible.

Gresham - Division Street Complete Street

- Project staff will coordinate with TriMet for all transit improvements.

Milwaukie - Monroe Street Greenway

- As the project develops in coordination with adjacent segments funded from other sources, it should prepare to be able to proceed separately from those segments and issues associated with their funding or permitting, so as to be able to remain on schedule.

Multnomah County – Sandy Boulevard: Gresham to 230th

- An updated project scope, schedule, and budget will be submitted. (assuming integration of 223rd Avenue project development activities are integrated into the project scope)

Portland - 122nd Avenue

- The project will confirm the assumption that improvements will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562

- The project will coordinate with TriMet for all transit improvements (signal transit priority, stop locations)
- In addition to the elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

Portland - Columbia/Cully/Alderwood Freight

- The project will include budget for Union Pacific Railroad to review the design of the crossing.
- Ensure the project is consistent with Metro Regional Freight Plan.

Portland - MLK Blvd.

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562.
- In addition to the project elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

Portland - Stark-Washington Corridor

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562
- The project will confirm the assumption that improvements will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design process for coordination of modification at Interstate 205.
- In addition to the elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

Portland - Willamette Blvd.

- The project will confirm the assumption that added impervious area for bike path will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will pursue a speed limit reduction through the corridor.
- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562.

Oregon City - Hwy 99E Bike/Ped Improvements

- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design development process.

Tigard - Red Rock Creek Trail

- Project staff will coordinate with TriMet on the development of and coordination with the Southwest Corridor project and the design of trail connections to transit facilities.

Washington County – Aloha Safe Access to Transit

- The project will coordinate with ODOT Region 1 in the design of project connections to ODOT facilities.

Washington County – Cornelius Pass Bike/Ped Bridge (US26)

- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design development process.



Engagement report

Public comments on proposed projects
for 2022-24 regional flexible funds

October 2019

Exhibit C to Resolution 20-5063



Full document available for download at: <https://www.oregonmetro.gov/RFFA>



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: December 10, 2019
To: JPACT and interested parties
From: Dan Kaempff, Principal Transportation Planner
Subject: 2022-24 Regional Flexible Funds Allocation Package – Recommendation from TPAC

Purpose

Review and take action on the recommendation from TPAC on the 2022-2024 Regional Flexible Funds Allocation (RFFA) Step 2 package of projects (Resolution 20-5063).

Background

At the December TPAC meeting, staff provided an updated estimate of available funding. Based on the most current information, staff is estimating the region will have a total of \$143.98 million to allocate in the 2022-2024 funding cycle.

Previously, JPACT and Metro Council adopted the 2022-2024 RFFA Policy Report (Resolution No. 19-4959 in April, 2019) which established policy direction and funding levels for this current allocation of federal funds. Based on the best information available at that time, the 2022-2024 RFFA Policy Report funding estimate was \$141.72 million.

Of that amount, \$102.07 million was allocated through Step 1 of the RFFA, Regional Bond Commitments and Region-wide Program Investments. \$68.64 million was estimated to be needed for repayment of bonds previously issued for transit capital construction and active transportation project development. Subsequent recalculations of the amount committed for bond repayment has lowered the amount of regional flexible funds required for this purpose to \$65.47 million.

Along with a revised final total amount of funding available, these adjustments result in a revised total of \$98,897,758 allocated to Step 1 bond commitments and region-wide planning and programmatic investments. \$45,083,707 is the amount available for Step 2 capital projects.

Based on these updated funding levels, staff presented two funding package options to TPAC. TPAC members reviewed and discussed the options, and recommended the attached package of projects (shown in Attachment A to this memo) to be funded through Step 2 of the RFFA.

Sixteen of the 23 total proposed projects submitted are funded through this package. It fulfills RFFA policy direction through multiple ways, including funding projects throughout the region, including a sufficient number of CMAQ-eligible projects, and focusing investments in the four RFFA policy priorities (Equity, Safety, Climate, and Congestion).

The package is balanced between funding projects that best fulfilled policy outcomes (reflected through their technical scores) and projects identified by county coordinating committees and the City of Portland as reflective of their local priorities. Specific project considerations relative to findings from the RFFA project risk assessment report have been included in conditions of approval for the RFFA package.

Development of the TPAC recommendation required several final adjustments to funding amounts and targets. Clackamas County, City of Portland, Washington County and Multnomah County all indicated their ability to make funding adjustments to certain projects, and a portion of funding was moved from the Freight category into the AT category in order to create a package of projects that best meets the needs of the region and balances to the available funding level.

- Clackamas County has indicated their Clackamas ITS project can be scaled down to reflect a reduction of \$548,225 in RFFA funding awarded
- Portland has agreed to reduce the MLK Blvd. project RFFA funding request by \$1.5 million, and add the same amount of local funds
- Washington County has agreed to reduce the Aloha project RFFA funding request by \$1.37 million, and add the same amount of local funds
- Multnomah County has agreed to include project development work to the maximum extent possible for the 223rd Ave. project in the Sandy Blvd. project award
- \$1.15 million moved from Freight to AT category

Action requested

Staff is requesting that JPACT approve the TPAC-recommended package of projects (Resolution 20-5063) and submit it to Metro Council for adoption.

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	20.0			1	Probable
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	\$4,543,700	PD, Cons	19.2			2	Probable
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	\$4,456,000	PD, Cons	18.6			3	Probable
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	\$5,079,992	Cons	15.8			1	Yes
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	\$2,623,000	PD, Cons	15.8			4	Probable
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000		PD, Cons	15.2				Probable
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	\$3,827,559	Cons	14.6			2	Probable
Gresham: Division Street Complete Street	MU	\$5,240,760	\$5,240,760	PD, Cons	13.6			1	Yes
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400		PD, Cons	13.6				Yes
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	\$3,860,788	Cons	13			1	Yes
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000		PD, Cons	13				Yes
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000		PD, Cons	8.6				Yes
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500		Cons	7.2			3	Yes

funded: \$34,963,799
 AT target amount: \$33,812,780
 remainder: (\$1,151,019)

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			1	No
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	\$3,434,193	PD, Cons	15.8			5/1	No
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	\$628,110	PD	15.6			2	No
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	\$673,000	PD	14.8				No
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	\$1,228,800	PD	13.8				No
Tigard: Red Rock Creek Trail	WA	\$314,055	\$314,055	PD	11.6			3	No
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	\$1,275,985	PD	11.6			1	No
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	\$1,219,815	Cons	8.8			1	Not likely
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190		PD, Cons	8.4				Probable
Sherwood: Blake Street Design	WA	\$785,137		PD	3.4			1	No

Shaded = Freight-eligible AT projects

funded: \$10,119,908
 available: \$11,270,927
 remainder: \$1,151,019

total funded requests: \$45,083,707
 estimated total RFFA Step 2 funding available: \$45,083,707
 remainder: \$0

Funding amount reduced from initial request.



Home of the Tualatin River National Wildlife Refuge

City of Sherwood
22560 SW Pine St.
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Mayor
Keith Mays

Council President
Tim Rosener

Councilors
Renee Brouse
Sean Garland
Russell Griffin
Doug Scott
Kim Young

City Manager
Joseph Gall, ICMA-CM

December 9, 2019

JPACT and Metro Council
Metro
600 NE Grand Ave
Portland, OR 97232-2736

RE: Sherwood Regional Flexible fund request for "Blake Street" design

Dear JPACT members and Metro Council,

I am writing to advocate for funding of the Blake Street design as part of the Regional Flexible Fund Allocation project list. Funding the project would honor the 25% allocation towards Freight and Economic Development, prioritization of the Washington County Coordinating Committee, and address flaws in the policy scoring that did not capture its positive impact on equitable job creation, connectivity, safety, and leveraging of private investment. I understand that TPAC has forwarded a recommendation to JPACT that does not include funding of Blake Street, however I am hoping you will reconsider.

Coordinating Committee #1 priority

Blake Street is one of few truly freight and economic development projects being proposed. Washington County Coordinating Committee identified this project as their number one priority project for freight and economic development. The Blake Street project is the only project that was identified as a coordinating committee's priority one (or even 2) project that did not get forwarded for funding. This suggests that the flawed technical ranking has significantly more weight than the coordinating committees who know and understand the local needs and regional benefits of the submitted projects much better than the technical ranking suggests.

Flawed Technical Scoring and Criteria

During discussion at TPAC, it was pointed out that the Blake Street project received a technical score of 3.4 out of 20 as additional justification for it not being funded. Sherwood believes that the technical rankings are flawed for a variety of reasons. First and foremost, the criteria for a freight and economic development project, especially one for a road that does not currently exist

does not allow it to score well. That being said, we believe that Sherwood was scored much lower than it should have been.

- As an example, the Blake Street project received a -1 for both safety benefit and opportunity indicating (based on the technical scoring criteria) that is WORSENS the condition. How can a road that does not exist and will provide an alternative route and access to a road that is a high crash corridor make safety worse? This does not make sense.
- Another example where our project received a score of -1 (indicating that it makes conditions worse) is under the climate change criteria. Upon review of the guidance to the technical scoring it states *“How does the project improve the environment by reducing vehicle trips and VMT? To what extent will transit and active transportation modes be more accessible and useful? Look at impact on existing transit service; potential improvements in frequency, travel time, reliability at all times of day. Highest points to project on a frequent service line, or to projects that can potentially lead to frequent service. Is the line planned for upgrade to frequent service?”* As the underlined sections in the guidance highlight, we do not believe this project will make conditions worse (we believe it will significantly improve conditions) because we are providing better connections to 124th, alternative routes to a congested Tualatin Sherwood Road, thus helping to reduce travel times for cars and transit. Any road built will include bike lanes and sidewalks providing active transportation connections within and through the TEA as well as additional connections to the future Tonquin trail regional trail system.

Significant Economic Development opportunities

This project will provide access to jobs. It will alleviate connection and safety issues along Tualatin Sherwood road. It will leverage private investment and incentivize economic development. This project is exactly what the Freight and Economic Development category is intended to help fund!

I understand that funding the Blake Street project will mean that another project will not be funded or fully funded, however I implore both JPACT and the Metro Council to honor the intent of the 25% allocation towards Freight and Economic Development and honor the prioritization of the Washington County Coordinating Committee and fund this project.

Sincerely,



Keith Mays, Mayor

IN CONSIDERATION OF RESOLUTION NO. 20-5063, FOR THE PURPOSE OF ALLOCATING \$143.98 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2022-2024, PENDING ADOPTION OF THE 2021-2024 MTIP

Date: December 10, 2019

Department: Planning & Development

Meeting Date: January 16, 2020

Prepared by:

Dan Kaempff, x. 7559,

daniel.kaempff@oregonmetro.gov

ISSUE STATEMENT

As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro distributes different sources of federal transportation funds. Two sources of federal transportation funds, the Surface Transportation Block Grant Program (STBG) and the Congestion Mitigation and Air Quality (CMAQ), are allocated at the discretion of the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The process of distributing these funds is known as the Regional Flexible Funds Allocation (RFFA). The RFFA is conducted on a three-year funding cycle. The metropolitan region is forecasted to receive \$143.98 million from these sources in the federal fiscal years of 2022-2024. Previous allocations have identified projects and programs to receive funds during the federal fiscal years of 2019-2021.

ACTION REQUESTED

Approve Resolution No. 20-5063, allocating funding to regional investments as recommended by JPACT, and detailed in Attachment A.

IDENTIFIED POLICY OUTCOMES

In April 2019, JPACT and Metro Council adopted Resolution 19-4959 which established the policy direction for the 2022-2024 RFFA. In adopting the policy framework for these funds, it was recognized that the region had just concluded an extensive three-year effort that had led to the development of the 2018 Regional Transportation Plan, adopted by JPACT and Metro Council in December 2018 (Ordinance 18-1421). Through that effort, four key regional funding priorities emerged:

- Equity, with a focus on race and income
- Safety
- Climate Smart Strategy implementation
- Managing Congestion

These four priorities were carried forward as the policy outcomes for the 2022-2024 RFFA, recognizing the extensive public outreach effort and agreement among the region's stakeholders that had led to their inclusion in the 2018 RTP.

Part of the project selection process was to conduct a technical analysis on the project proposals to determine their performance with regards to the policy outcomes. This technical analysis measured the projects' potential benefits and outcomes in each of the four policy priority areas, and assigned each a project a numerical score reflective of its merits.

POLICY QUESTION(S)

Should the Metro Council approve the resolution and direct staff to move forward with allocating funding to the selected projects as recommended by JPACT?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Policy options for Metro Council to consider include:

1. Approve the resolution thereby approving the funding allocations and project funding awards as outlined in Attachment A, and conditions of approval as outlined in Attachment B
2. Remand the resolution back to JPACT with direction on desired changes or conditions

STAFF RECOMMENDATIONS

Staff recommends Metro Council approval of Resolution 20-5063.

The package of projects funded through this resolution were selected by JPACT based on their technical performance in achieving outcomes in the four RFFA policy outcomes. In addition to their technical merit, the package follows RFFA policy direction regarding how these funds should be allocated to invest in projects throughout the region and to use them to leverage other investments.

Non-approval or a remand of the package of projects back to JPACT could result in a delay in adoption of the 2021-2024 Metropolitan Transportation Improvement Program (MTIP), due to be adopted by Metro Council later in 2020. The MTIP is the federally approved list of transportation investments in the region and a delay in its adoption could result in the region being unable to spend federal funding until it is approved by the Federal Department of Transportation.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The 2022-2024 RFFA follows transportation policy direction established in the development of the 2018 RTP. Chapter 6 of the RTP provides detail on the region's investment priorities. Projects selected for RFFA funding are on the 2027 Constrained RTP

project list, which identifies the highest priority projects to be funded in the first 10 years of the plan. The RTP project list focuses on making near-term progress on key regional priorities – equity, safety, climate, and congestion.

How does this advance Metro’s racial equity goals?

Advancing equity is a primary policy objective for the RFFA. Projects selected were evaluated on the degree to which they eliminated transportation-related disparities and barriers, and improved access to community assets within RTP Equity Focus Areas. Equity Focus Areas are defined as communities where the rate of people of color, people in poverty and people with low English proficiency is greater than the regional average and double the density of one or more of these populations.

How does this advance Metro’s climate action goals?

Another of the four primary policy objectives for the 2022-2024 RFFA is to advance the region’s Climate Smart Strategy. Projects selected were evaluated based in part on how they could help the region reduce greenhouse gas emissions. The projects funded through the 2022-2024 RFFA are focused on making bicycling and walking easier and safer, and improving and expanding the region’s transit system.

Known Opposition/Support/Community Feedback

A 30-day public comment period was held between September 6 and October 7, 2019. Over 3,000 individuals shared their thoughts and opinions on the 23 projects under consideration for funding. All of the projects garnered over 50 percent of their responses to an online survey as being supported by the respondents.

The notice and invitation to participate were distributed through several channels:

- ads in local newspapers (Clackamas Review, Gresham Outlook, Portland Tribune and Tigard Times)
- email invitation through neighborhood association, community planning organization, community participation organization and community-based organization networks
- email invitation to 1,993 subscribers to the Regional Transportation Plan interested persons list
- email to community leaders who had participated in 2018 Regional Transportation Plan discussions, asking them to distribute the invitation through their networks
- Metro News (oregonmetro.gov/news)
- the Metro Twitter feed @oregonmetro

Metro facilitated the discussion and selection of the projects through two transportation-specific Metro advisory committees – the Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). These committees were forums for discussion, coordination, consultation and decision-making by elected officials and their staffs, representing cities and counties of the region, public agencies and transportation providers, including the Oregon Department of Transportation, Oregon Department of Environmental Quality, the Port of Portland, TriMet

and South Metro Regional Transit (SMART). TPAC includes community representatives as regular members, bringing their perspective to those discussions and making recommendations on decisions.

Legal Antecedents

This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as Fixing America's Surface Transportation Act or FAST Act) as implemented through the Code of Federal Regulations Title 23, Part 450, Subparts A and C and relevant rules issued by the USDOT. The allocation process is intended to implement the Regional Flexible Fund 2022-2024 program policies as defined by Metro Resolution No. 19-4959, For The Purpose Of Adopting The 2022-2024 Regional Flexible Funds Allocation Policy Report For The Portland Metropolitan Area, adopted April 4, 2019 and Metro Resolution No. 17-4848 For the Purpose of Approving an Increased Multi-Year Commitment of Regional Flexible Funds for the Years 2019-34, Funding the Division Transit Project, Arterial Bottleneck Projects, Active Transportation Projects, and Enhanced Transit Projects, and Authorizing Execution of an Amendment to the Existing Intergovernmental Agreement with TriMet Regarding the Increased Multi-Year Commitment of Regional Flexible Funds.

Anticipated Effects

Adoption of this resolution would direct staff to program funding in the amounts specified to the identified transportation programs and projects into the upcoming 2021-24 Metropolitan Transportation Improvement Program so they may become eligible to receive those federal transportation funds.

Financial Implications (current year and ongoing)

Adoption of the resolution would commit federal grant funding for Metro Transportation Planning activities. These grants are administered on a cost reimbursement basis, requiring Metro to incur costs associated with the planning activities prior to receiving reimbursement thereby incurring carrying costs. Furthermore, the grants require a minimum match from Metro of 10.27% of total costs incurred. Funding for this allocation of grants will occur in Federal Fiscal Years 2022, 2023, and 2024. Federal Fiscal Year 2022 grant funds would typically be utilized by Metro in Metro Fiscal Year 2022-23. Federal Fiscal Year 2023 grant funds would typically be utilized by Metro in Metro Fiscal Year 2023-24. Federal Fiscal Year 2024 grant funds would typically be utilized by Metro in Metro Fiscal Year 2024-25. The Planning and Development Department is able to request advancing the allocation of these funds to an earlier year, however, if there is funding program capacity and budget for local match available.

The proposed allocation would require Metro match of \$236,135 in Metro fiscal year 2022-23, \$243,220 in Metro fiscal year 2023-24 and \$250,516 in Metro fiscal year 2024-25 for transportation planning activities. Additionally, match would be required for the portion of the Regional Travel Options (RTO) program funding utilized for Metro-led expenditures. Approximately 30% of the RTO program funding is currently utilized for this purpose.

BACKGROUND

The RFFA represents the region's direct implementation of the funding priorities defined in the RTP. As the only transportation funding under the purview of JPACT and Metro Council (in their MPO oversight role), these funds have historically been used to invest in elements of the transportation system that advance key policy objectives.

Every three years, the region undergoes a process to affirm the policy direction and select investments to be funded with the Regional Flexible Funds. In April 2019, Metro Council adopted the 2022-2024 RFFA, which created the policy direction for investment of \$143.98 million in federal transportation funds allocated to the region.

Since the 2012-2013 RFFA cycle, the region has followed a two-step approach to allocating these funds. This framework was adopted to ensure the region is investing in the system in accordance with RTP direction and the RFFA objectives. Step 1 provides funding for regional commitments to transit capital and project development bond payments, and continues investments in MPO, system, and corridor planning activities, as well as region-wide programs.

After meeting Step 1 commitments, the remainder of the funding comprises Step 2. This portion of funding is targeted to capital projects that support the region's four RTP investment priorities as detailed above. Step 2 focuses funding on two project categories: Active Transportation and Complete Streets (AT), and Regional Freight and Economic Development Initiatives (Freight). For the past three RFFA cycles, JPACT and Metro Council have adopted project category funding targets of 75 percent to AT projects, and 25 percent to Freight projects.

Historically, the total amount of funding available for Freight projects has been small (\$11.27 million was the Freight target in the current cycle). As such, it has not attracted a large number of proposals, reflecting the low amount of funding available relative to the cost of many Freight projects.

These targets remained in place for the 2022-2024 RFFA process. But through policy discussions with TPAC, JPACT and Metro Council, it was recognized that projects often had benefits in both categories. To address this, applicants were given the ability to request their project be considered in both categories. In order to accommodate this request, staff developed a single application form designed to capture project information that would enable proposals to be compared with each other in both categories.

This resulted in technical ratings that measured how well projects achieved the four policy priorities (Equity, Safety, Climate and Congestion), regardless of in which category(ies) the project had been submitted.

In the Step 2 Call for Projects, a total of 23 project proposals were submitted by the region's eligible agencies. Of these 23 proposals, only three were submitted for consideration in the Freight category. The average technical rating for AT projects was 14.4; the average for the

Freight projects was 9.3 (maximum score possible was 24). Multnomah County submitted two proposals (average score was 10), requesting they be considered in both AT and Freight categories.

Staff presented TPAC with two options for developing a recommendation to JPACT. TPAC indicated their preference for the option which moved certain projects from the AT category into the Freight category. Staff identified five AT projects that are on or adjacent to routes on the Regional Freight Network. Improvements to these roads result in safer conditions for active transportation users and provide benefits to freight mobility and economic development. As such, they could be considered for funding through either category. The TPAC recommendation includes these five projects being considered in the Freight category.

The final JPACT approved package of projects reflects a compromise between multiple sources of input to be considered. The funding package is a balance between policy technical ratings, coordinating committee priorities, assessment of risks to project delivery, public input and other RFFA process policy objectives.

The overall performance of these investments aligns with the regional performance-based and congestion management process, detailed in Appendix L of the 2018 RTP. The Step 1 programs and Step 2 projects selected for funding advance the region's system performance goals and objectives by making communities more walkable, improving access to jobs, improving people's travel choices, reducing greenhouse gas emissions, and making the system safer, more reliable and efficient. Many of the projects funded are either on or adjacent to roads on the regional congestion management network. The 2022-2024 RFFA makes system improvements through dedicating funding to demand and system management strategies, and supporting efficient land use decisions through investments in walking, bicycling, and transit. These modes are prioritized for funding to complement modest expansions of motor-vehicle capacity to meet the access and mobility needs of people and goods in the region.

ATTACHMENTS

Attachment A: 2022-2024 RFFA list of investments
Attachment B: 2022-2024 RFFA Conditions of Approval
Exhibit C: 2022-2024 RFFA Public Comment Report

2022-2024 Regional Flexible Funds Allocation - DRAFT Resolution No: 20-5063

Step 1: Regional Bond Commitments and Region-wide Program Investments	
Transit + project development bond commitment	\$65,470,000
Corridor and Systems Planning	\$2,047,614
MPO Planning (in lieu of dues)	\$4,329,342
Oregon 2020 Travel & Activity Survey (one-time strategic investment)	\$350,000
Regional Travel Options + Safe Routes to School	\$10,160,243
Transit Oriented Development	\$10,804,264
Transportation System Management and Operations/ITS	\$5,736,295
Total:	\$98,897,758

Step 2: Community Investment Fund			
Active Transportation and Complete Streets			
<u>Project name</u>	<u>Applicant</u>	<u>Sub-region</u>	<u>Amount</u>
122nd Avenue Corridor Improvements	City of Portland	Portland	\$4,543,700
Aloha Safe Access to Transit	Washington County	Washington	\$3,827,559
Courtney Avenue Bike/Ped Improvements	Clackamas County	Clackamas	\$5,079,992
Division Street Complete Street	City of Gresham	E. Multnomah	\$5,240,760
MLK Blvd Safety & Access to Transit	City of Portland	Portland	\$2,623,000
Monroe Street Greenway	City of Milwaukie	Clackamas	\$3,860,788
Stark-Washington Corridor Improvements	City of Portland	Portland	\$5,332,000
Willamette Blvd AT Corridor	City of Portland	Portland	\$4,456,000
Total:			\$34,963,799
Regional Freight and Economic Development Initiatives			
<u>Project name</u>	<u>Applicant</u>	<u>Sub-region</u>	<u>Amount</u>
Clackamas Industrial Area ITS	Clackamas County	Clackamas	\$1,219,815
Cornelius Pass Bike/Ped Bridge (US26)	Washington County	Washington	\$628,110
Council Creek Trail	City of Forest Grove	Washington	\$1,345,950
Cully-Columbia Freight Improvements	City of Portland	Portland	\$3,434,193
Hwy 99E Bike/Ped Improvements	City of Oregon City	Clackamas	\$673,000
Red Rock Creek Trail	City of Tigard	Washington	\$314,055
Sandy Blvd - Gresham to 230th Avenue	Multnomah County	E. Multnomah	\$1,275,985
Trolley Trail Bridge Replacement	City of Gladstone	Clackamas	\$1,228,800
Total:			\$10,119,908

Total 2022-2024 RFFA:	\$143,981,465
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6.1 Designing Livable Streets and Trails Guide
Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, December 19, 2019
Metro Regional Center, Council Chamber

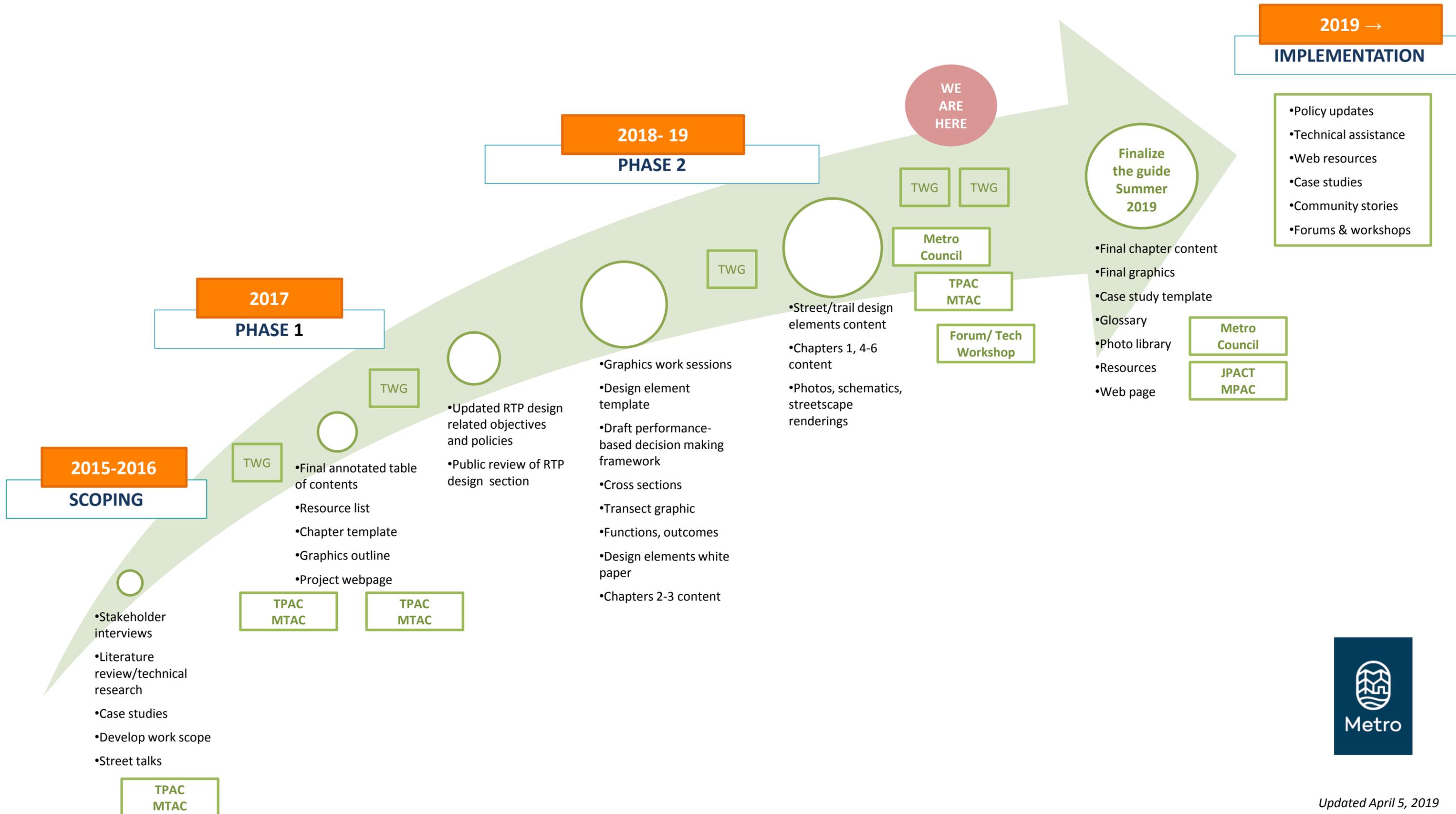
Attachment 1: Link to Designing Livable Streets and Trail Guide
www.oregonmetro.gov/streetdesign

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 and 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 Igarra, 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

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 4, 2019
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: Lake McTighe, Regional Transportation Planner
Subject: Designing Livable Streets and Trails Guide

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. 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

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

Materials following this page were distributed at the meeting.

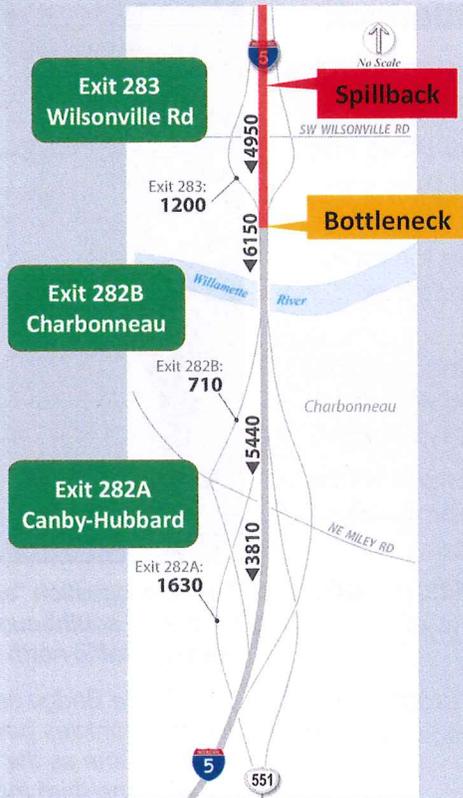
I-5 WILSONVILLE FACILITY PLAN

Boone Bridge Southbound Auxiliary Lane and Seismic Resilience Retrofit Project



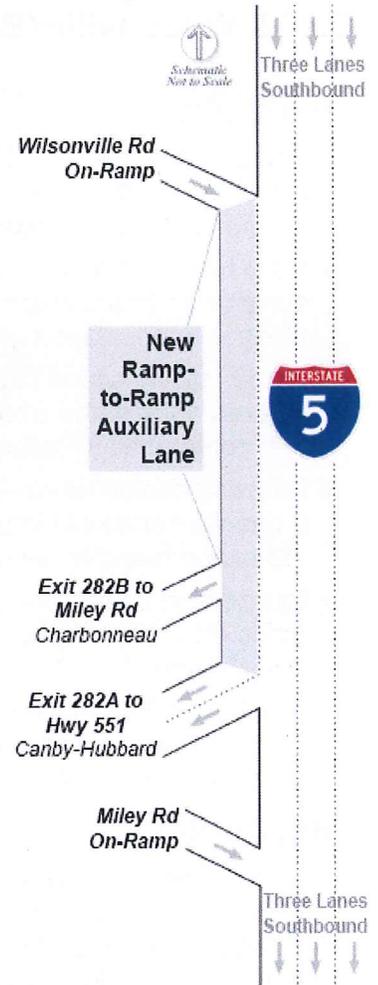
I-5 Boone Bridge area with Three Interchanges within One-Mile Segment of I-5 Slows Traffic

- Heavy traffic volumes with multiple freeway exits in a short distance creates weaving that results in slower traffic and congestion, generating a bottleneck with traffic spillback north towards I-205 interchange.
- Nearly one-third (31%) of I-5 traffic departs freeway at Exits 282A and B.
- 60% of the traffic that enters I-5 from Wilsonville Road departs freeway at next two exits.



Proposed Ramp-to-Ramp Auxiliary Lane Greatly Improves Traffic Flow

- ODOT analyzed three alternative auxiliary ramp-to-ramp lane options; each option improved mobility. The longer the auxiliary lane, the greater the benefits.
- The proposed second exit lane resolves weaving conflicts by allowing I-5 mainline vehicles to take this exit without merging into the ramp-to-ramp lane first, improving safety and traffic flow.



- Project costs and potential environmental impacts come mostly from the Boone Bridge seismic improvements.

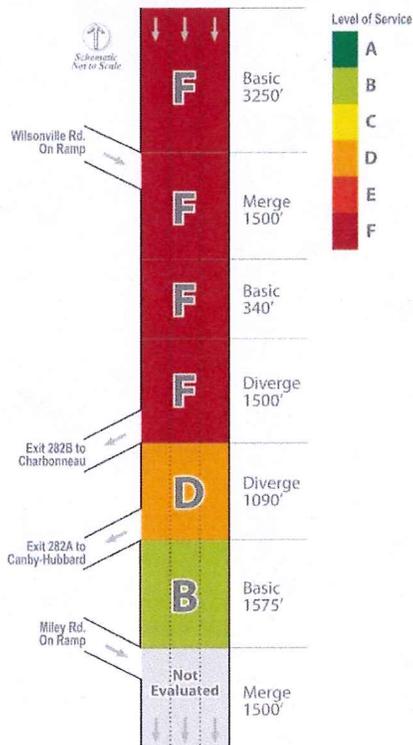
Projected 2040 peak-hour performance of I-5 greatly improves with proposed project:

Performance Measures	Baseline (No Build)	Proposed Project
Worst speed observed	22 mph	52 mph
Performance compared to benchmark *	1.09	0.88
Number of vehicles per lane per mile	79.3	35.0
Worst level of service **	F	D

* Maximum v/c ratio of 0.99; values over 1 indicate gridlock traffic conditions.

** Level of service gauge: A is great, F is terrible

Future Conditions in 2040 Continue to Worsen Without Improvements Being Made Now



- By 2040, I-5 traffic volumes increase 15% or more; current volume-to-capacity ("v/c") ratio of .98 is reaching maximum acceptable congestion.
- I-5 fails to meet performance benchmarks from north of Wilsonville Road through to Exit 282B off-ramp.
- Reliability and safety expected to worsen.
- 40% more drivers will want to get on I-5 at Wilsonville Rd than will be able to get through ramp meter.

I-5 WILSONVILLE FACILITY PLAN Boone Bridge Southbound Auxiliary Lane and Seismic Resilience Retrofit Project



Proposed Ramp-to-Ramp Auxiliary Lane to Reduce Congestion, Increase Through-put at SB I-5 Wilsonville/Boone Bridge Bottleneck

PROBLEM

- The one-mile section of I-5 between Wilsonville Road and Highway 551 that crosses the Willamette River over the Boone Bridge is a major regional choke point.
- Daily heavy, peak-hour congestion is becoming longer in duration as traffic volumes on I-5 continue to increase along with population growth.
- Three closely-space highway interchanges within one mile on both ends of the Boone Bridge induce traffic weaving that contributes to safety, mobility and reliability concerns.
- Highway design flaws—building three interchanges within a one-mile span of highway that is no longer permitted—are exacerbated by existing high traffic volumes.
- Congestion on the Boone Bridge results in spillback, with traffic often backing-up for six miles towards the I-205 interchange.
- The Boone Bridge—the only Willamette River crossing for a 28-mile stretch—is seismically vulnerable in the event of a catastrophic earthquake.

SOLUTION

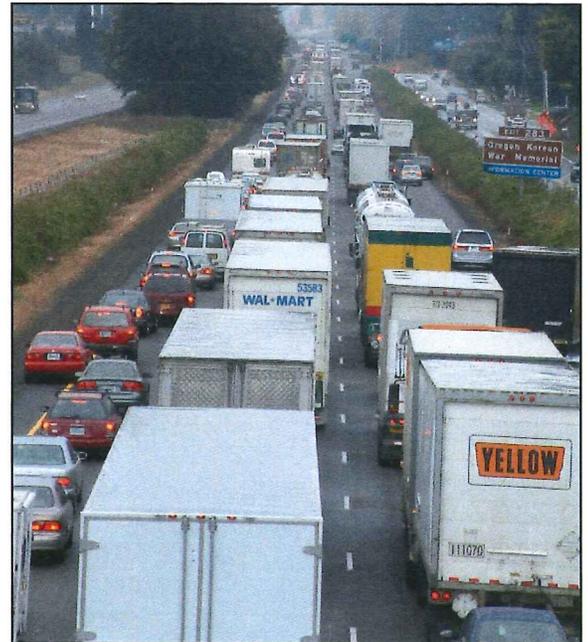
- Add a ramp-to-ramp auxiliary lane from the Wilsonville Road on-ramp across the Boone Bridge south to Charbonneau/Miley Road Exit 282BA and continuing to Aurora/Canby/Hubbard Hwy 551 Exit 282A, with a second I-5 turn-lane added onto Exit 282A.
- Of solutions studied, the proposed plan offers the greatest operational benefits to I-5 with speeds staying above 50 mph and resolves weaving conflicts by providing an additional on/off highway merge lane for safer travel.
- Seismic strengthening of the Boone Bridge allows ODOT to ensure this crucial I-5 bridge remains functional after a catastrophic earthquake.
- The project seeks a “Fit It” solution to the highway design flaw of too many closely space interchanges, rather than being a Modernization project to enhance new capacity.

PROJECT DATA

Metro 2018 RTP No. 11990, Financially Constrained List
Oregon Highway Plan, July 2018

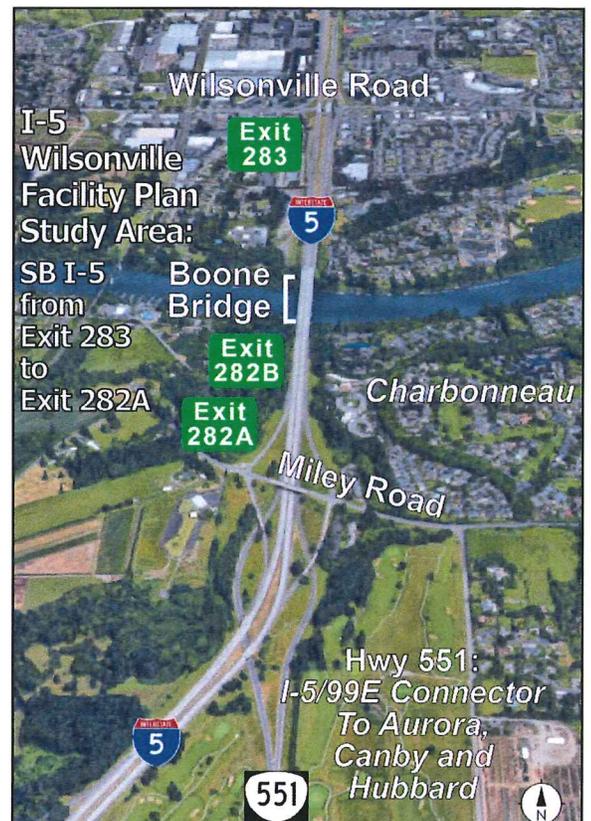
Metro 2018-2021 Metropolitan Transportation Improvement
Program (MTIP), ODOT Key Number 21541

Metro FY 2019-20 Unified Planning Work Program (UPWP)



Traffic congestion “spill-back” from the Boone Bridge on southbound I-5 at Wilsonville can back-up traffic north to the I-205 interchange.

The Boone Bridge section of I-5 carries over 100,000 vehicles per day—nearly the same traffic volume as the “CRC” Interstate Bridge—but with one-third more semi-truck traffic.



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING A NEW	)	RESOLUTION NO. 19-5051
PROJECT TO THE 2018-21 METROPOLITAN)	
TRANSPORTATION IMPROVEMENT	)	Introduced by Acting Chief Operating Officer
PROGRAM INVOLVING ONE PROJECT,	)	Andrew Scott in concurrence with Council
ODOT'S CORRIDOR BOTTLENECK	)	President Lynn Peterson
OPERATIONS STUDY – TWO (CBOS II) (DC20-)	
04-DEC1))	

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, ODOT has redirected funding from their Interstate Operations Improvements project grouping bucket up to the amount of \$990,180 to support the Corridor Bottleneck Operations Study – II (CBOS II) which is a follow-on to their CBOS I study to evaluate freeway bottlenecks and generate a menu of small-scale projects opportunities to address congestion through safety operational improvements; and

WHEREAS, the CBOS II Study will address mobility congestion bottleneck issues across six Portland area freeway corridors that include I-5, I-84, I-205, US 26, and OR217 and will provide recommendations including, without limitation, recommendations for auxiliary lanes, ramp modifications, metering, and advanced traffic monitoring systems; and

WHEREAS, the study may recommend construction projects, such as projects to construct auxiliary lanes, that are not included in the 2018 RTP; and

WHEREAS, before proceeding with project development and construction on the recommended projects, ODOT must bring each individual project to JPACT and the Metro Council for consideration as amendments to the 2018 RTP; and

WHEREAS, Metro's review of the CBOS II Study determined it is required to be added to the Unified Planning and Work Program (UPWP) and has completed the required UPWP formal amendment which now allows the MTIP to be amended; and

WHEREAS, the December 2019 Formal MTIP Special Amendment for the CBOS II study 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 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 December 2019 Formal MTIP Amendment to add the new ODOTC CBOS II project; and

WHEREAS, the CBOS II project 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 December 6, 2019; and

WHEREAS, JPACT received their notification on December 19, 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 January 16, 2019 to formally amend the 2018-21 MTIP to include the ODOT CBOS II Study within Resolution 19-5051.

ADOPTED by the Metro Council this ___ day of _____ 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Metro

Resolution 20-5063: 2022-24 Regional Flexible Funds Allocation

Presentation to JPACT

December 19, 2019

Action requested

Request approval of Resolution 20-5063,
For the Purpose of Allocating \$143.98
Million of Regional Flexible Funding for
the Years 2022-2024, pending adoption of
the 2021-2024 MTIP

Resolution 20-5063

- Approves Step 2 package of RFFA investments for the 2022-2024
- Council scheduled to consider and take action – January 16, 2020
- Step 1 investments adopted in April, through Resolution 19-4959, RFFA policy direction

TPAC Step 2 recommendation

- Funds 16 of 23 total proposed projects
- Eight projects in each target category
- Two projects or more funded in each county and Portland
- \$45,083,707 awarded

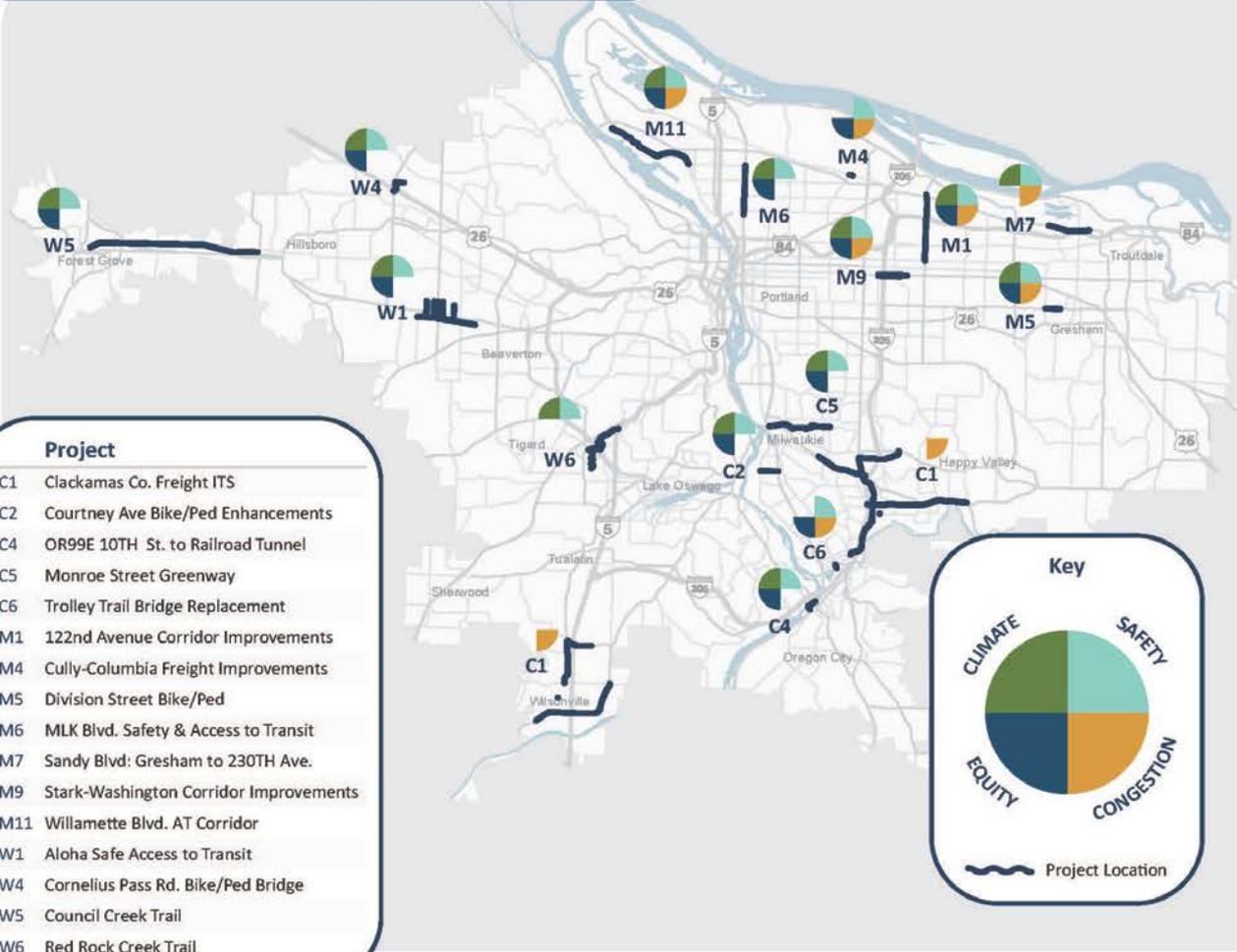
Adjustments to balance package

- Clackamas County: Reduce Clackamas ITS project by \$548K
- Portland: Reduce MLK Blvd. project by \$1.5M
- Multnomah County: Combine Sandy + 223rd project development
- Washington County: Reduce Aloha project by \$1.37M
- \$1.15M moved from Freight target to AT

RTP/RFFA investment priorities: Equity, Safety, Climate, Congestion

- 81% of projects are in Equity Focus Areas
- 69% intersect with High Injury Corridors
- 94% are on Active Transportation and Transit networks
- 708 transit stops within $\frac{1}{4}$ mile of projects

RFFA projects advance policy priorities



Key Outcome Indicators



CLIMATE
94%
of projects within 1/4 mile of bike or transit systems



SAFETY
69%
of projects intersect with High Injury Corridors



EQUITY
81%
of projects intersect with Equity Focus Areas



CONGESTION
708
transit stops within 1/4 mile of projects

Active Transportation benefits

- Adds Active Transportation improvements to streets
- Builds trails and bridges to separate modes and remove barriers
- Improves access to regional and town centers, other regional destinations
- Leverages regional investments in high-capacity transit

Freight & Economic Development benefits

- Helps freight move more easily and reliably
- Separates freight and vulnerable users
- Improves access to industrial areas and jobs

Investing throughout the region

- Every county and Portland has at least 2/3 of their requested projects funded; at least two in each area
- Awards half or more of the dollar amounts requested in each county and Portland

Clackamas County

- Clackamas Industrial Area ITS
- Courtney Ave Bike/Ped Improvements
- Hwy 99E Bike/Ped Improvements
- Monroe St Greenway
- Trolley Trail Bridge



Multnomah County

- Division St Complete Street
- Sandy Blvd – Gresham to 230th (includes project development for 223rd project)



Portland

- 122nd Ave Corridor Improvements
- Cully-Columbia Freight Improvements
- MLK Blvd. Safety and Access to Transit
- Stark – Washington Corridor Improvements
- Willamette Blvd AT Corridor



Washington County

- Aloha Safe Access to Transit
- Council Creek Trail
- Cornelius Pass Bike/Ped Bridge
- Red Rock Creek Trail

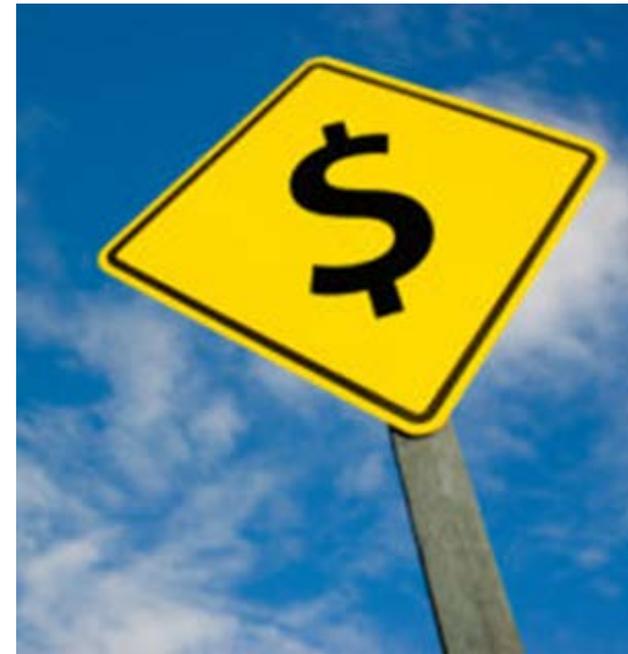


Next steps

January 16: Council action on the (pending) JPACT – approved package of projects

2020: MTIP/STIP development

2021: Begin RFFA policy discussion



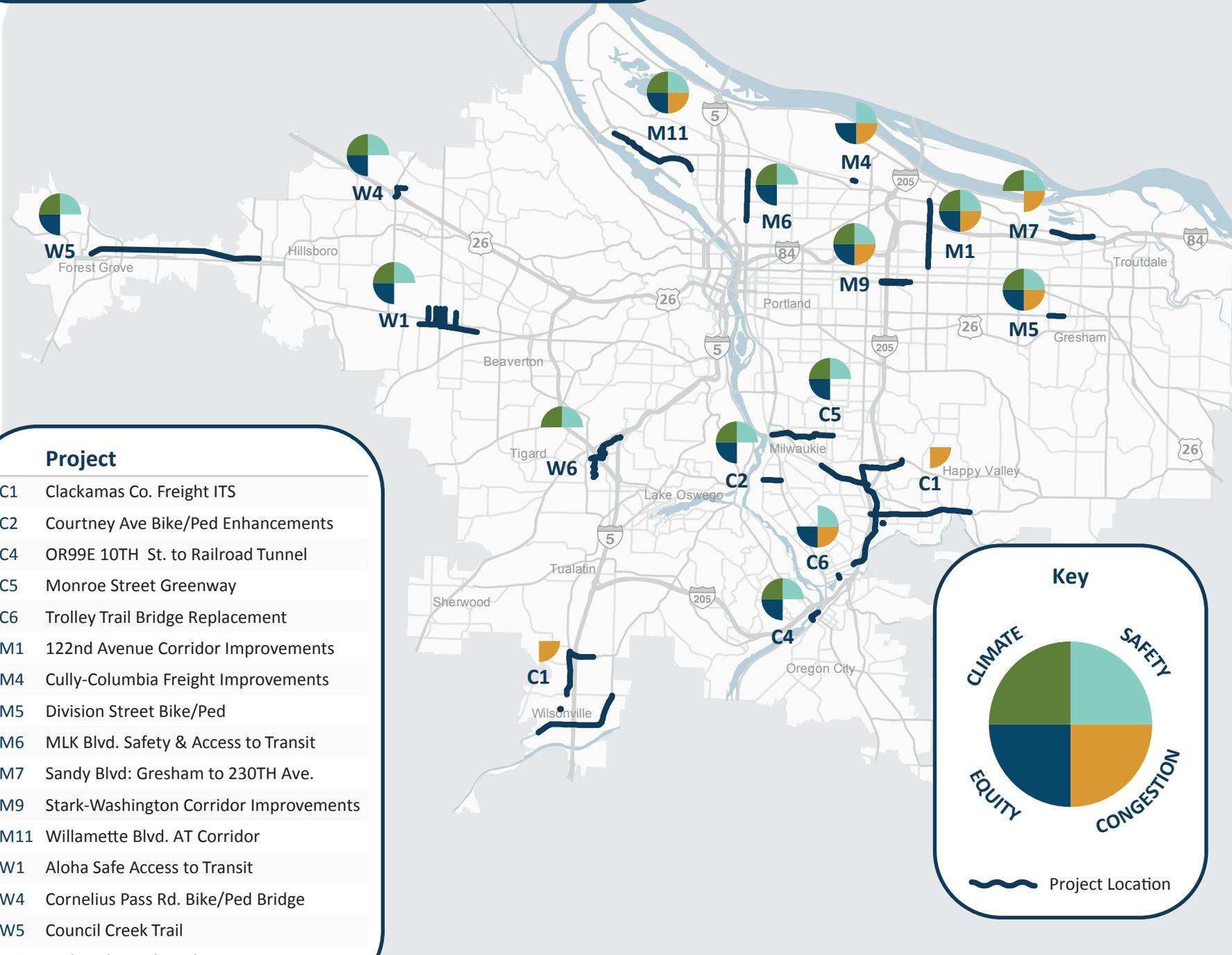
Request JPACT approval of TPAC Recommendation for Step 2 2022-2024 RFFA Projects



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

oregonmetro.gov

RFFA projects advance policy priorities

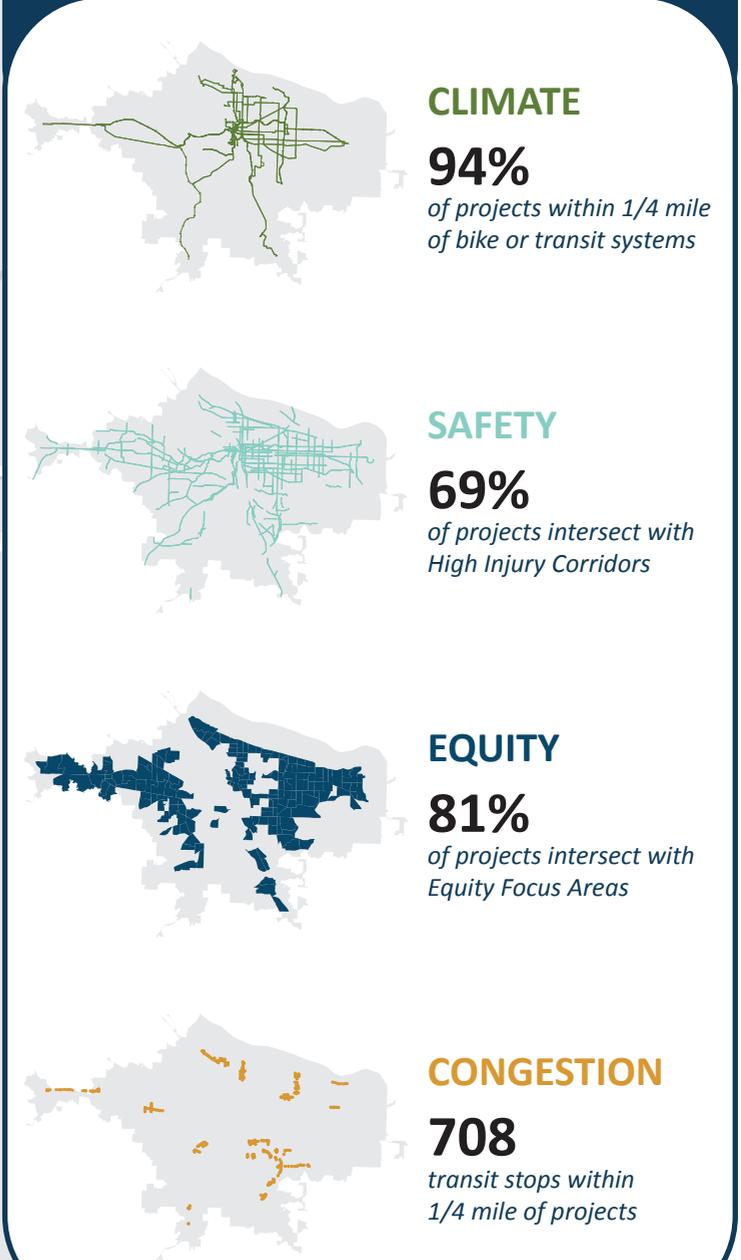


Project

- C1 Clackamas Co. Freight ITS
- C2 Courtney Ave Bike/Ped Enhancements
- C4 OR99E 10TH St. to Railroad Tunnel
- C5 Monroe Street Greenway
- C6 Trolley Trail Bridge Replacement
- M1 122nd Avenue Corridor Improvements
- M4 Cully-Columbia Freight Improvements
- M5 Division Street Bike/Ped
- M6 MLK Blvd. Safety & Access to Transit
- M7 Sandy Blvd: Gresham to 230TH Ave.
- M9 Stark-Washington Corridor Improvements
- M11 Willamette Blvd. AT Corridor
- W1 Aloha Safe Access to Transit
- W4 Cornelius Pass Rd. Bike/Ped Bridge
- W5 Council Creek Trail
- W6 Red Rock Creek Trail



Key Outcome Indicators





WASHINGTON COUNTY OREGON

December 19, 2019

Councilor Shirley Craddick
JPACT Chair, Metro
600 NE Grand Ave
Portland OR 97232

Dear Chair Craddick and JPACT Members:

The region has used regional flexible funds to leverage great benefits across the region in the past and the Washington County Coordinating Committee offers our support to continue this tradition.

The WCCC recently submitted our regional flexible fund allocation priorities for projects in Washington County. Based on our local knowledge of the projects and public support, the WCCC identified Sherwood's Blake Street project as our highest priority in the Freight and Economic Development category. While we are disappointed the Blake Street project is not recommended for funding, the WCCC recognizes that not all projects can be funded.

However, on behalf of the WCCC, I am writing to request that JPACT be afforded an opportunity to have a substantive discussion and review the MTIP policies, RFFA criteria and process prior to the next RFFA cycle. Areas in need of revisiting include:

- The success of the 75% Active Transportation and Complete Streets/25% Freight and Economic Development allocation policy.
- Evaluation methodology and prioritization process including opportunities for freight and economic development project benefits to be considered.
- Ability for criteria to reflect the diverse conditions and opportunities across the region.

The RFFA represents a small but valuable share of the total funding available for transportation needs in the region. It provides much needed funding for projects that could not otherwise be afforded by smaller communities and for projects that have limited funding opportunities from other sources.

Thank you for your consideration. We look forward to working collaboratively to further our region's needs.

Sincerely,

Roy Rogers, Chairman
Washington County Coordinating Committee

County Administrative Office

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Washington County Coordinating Committee members:

Pete Edison, Mayor
City of Banks

Teri Lenahan, Mayor
City of North Plains

Dennis Doyle, Mayor
City of Beaverton

Ken Gibson, Mayor
City of King City

Jef Dalin, Mayor
City of Cornelius

Keith Mays, Mayor
City of Sherwood

Gery Shirado, Mayor
City of Durham

Jason Snider, Mayor
City of Tigard

Peter Truax, Mayor
City of Forest Grove

Frank Bubenik, Mayor
City of Tualatin

Steve Callaway, Mayor
City of Hillsboro

Tim Knapp, Mayor
City of Wilsonville