

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, July 10, 2020
Time: 9:30 a.m. – 12 noon
Place: Virtual meeting – Please click the link below to join the webinar:
<https://us02web.zoom.us/j/86250717654>
Password: 987778
Phone: 877-853-5257 (Toll Free)

9:30 am	1.	Call To Order, Roll Call and Declaration Of A Quorum	Tom Kloster, Chair
9:35 am	2. *	Comments From The Chair And Committee Members <ul style="list-style-type: none"> COVID-19 updates and information from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) 2020-21 UPWP administrative amendments (John Mermin) 	Tom Kloster, Chair
9:50 am	3.	Public Communications On Agenda Items	
9:55 am	4. *	Consideration of TPAC Minutes, June 5, 2020	Tom Kloster, Chair
10:00 am	5. *	Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5116 Purpose: For the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program which involves changes to Gresham's Sandy Blvd. Reconstruction Project and adding Metro's TSMO/ITS Portal Project (JL20-14-JUL) <ul style="list-style-type: none"> <u>Recommendation to JPACT</u> 	Ken Lobeck, Metro
10:15 am	6. *	2020-21 UPWP amendment ODOT – Pedestrian & Bicycle Crossing: Oregon City to West Linn Purpose: Discuss proposed amendment to 2020-21 UPWP. <ul style="list-style-type: none"> <u>Information/Discussion</u> 	John Mermin, Metro
10:30 am	7. *	Oregon Department of Transportation I-5 & I-205 Tolling Projects Update Purpose: Providing background information and an update on ODOT's tolling program for select locations on I-5 and I-205 in the Metro region <ul style="list-style-type: none"> <u>Information/Discussion</u> 	Glen Bolen, ODOT Lucinda Broussard, ODOT
11:15 am	8. *	Jurisdictional Transfer Project Update Purpose: Update TPAC on the status of the project in advance of the release of the draft report and public comment period in September. <ul style="list-style-type: none"> <u>Information/Discussion</u> 	John Mermin, Metro Glen Bolen, ODOT
11:45 am	9.	Adjourn	Tom Kloster, Chair

* Material will be emailed with meeting notice

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تحت ترم Metro الحرق وقول المدينة للم
ضاللت م يي زي رجي زيارة الموقع ا
إلى مساعده في اللغة، يجبع علي ا
الساعة 5 مساءً، أيام الاثنين إلى ال

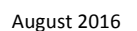
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2020 TPAC Work Program

As of 7/2/2020

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

<p>July 10, 2020 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> COVID-19 updates and information from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) 2020-21 UPWP administrative amendments (John Mermin) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 20-5116 <u>Recommendation to JPACT</u> (Lobeck, 15 min) 2020-21 UPWP amendment ODOT – Pedestrian & Bicycle Crossing: Oregon City to West Linn <u>Information/Discussion</u> (John Mermin, 15 min) ODOT’s I-5 & I-205 tolling projects update <u>Information/Discussion</u> (Glen Bolen/Lucinda Broussard, 45 min) Jurisdictional Transfer project update <u>Information/Discussion</u> (John Mermin/Glen Bolen, 30 min) 	<p>August 7, 2020 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> COVID-19 updates and information from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 25 min) Freight Commodity Study/Planning <u>Information/Discussion</u> (Tim Collins, 20 min) Columbia-Lombard Mobility Corridor Plan <u>Information/Discussion</u> (Bryan Poole, Portland Bureau of Transportation, 40 min) Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT; 20 min)
<p>September 4, 2020 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> COVID-19 updates and information from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) 2021 PILOT Grants <u>Information/Discussion</u> (Eliot Rose, 30 min) Active Transportation Return on Investment Study: Interim Findings <u>Information/Discussion</u> (John Mermin, Jennifer Dill, 40 minutes) Jurisdictional Transfer – Draft Report <u>Information/Discussion</u> (John Mermin, 20 min) 	<p>October 2, 2020</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> COVID-19 updates and information from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) Oregon Passenger Rail Corridor Investment Plan, FRA Decision of Record (Jennifer Sellers, ODOT/Mara Krinke, Parametrix/Andrew Mortensen, David Evans, Inc., 40 min) 2020 TSMO Strategy Update Progress <u>Information/Discussion</u> (Caleb Winter, 40 min) <i>Transportation for America “Smart Cities Collaborative” program updates</i> <u>Information/Discussion</u> (Eric Hess, City of Portland/Katherine Kelly, City of Gresham/Eliot Rose, Metro; 40 min) Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)

2020 TPAC Work Program

As of 7/2/2020

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

November 6, 2020	December 4, 2020
<p>Comments from the Chair:</p> <ul style="list-style-type: none"> COVID-19 updates and information from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) Regional Mobility Policy Update: Case Studies & Policy Approaches Discussion <u>Information/Discussion</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 40 min) <i>Interstate Bridge Replacement Program Partnership Resolution Update</i> <u>Information/Discussion</u> (Ally Holmqvist, 30 min) Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min) 	<p>Comments from the Chair:</p> <ul style="list-style-type: none"> COVID-19 updates and information from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) Recommendation to JPACT on Jurisdictional Transfer <u>Recommendation to JPACT</u> (John Mermin, 30 min) Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)

Parking Lot: Future Topics/Periodic Updates

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|---|---|
| <ul style="list-style-type: none"> Corridor Planning Updates (1) TV Highway, (2) Rose Quarter, (3) Burnside Bridge Implement Local Climate Plans & Climate Smart Strategy Updates Enhanced Transit Update TPAC Democratic Rules Training (Kloster) Metro Legislative Updates (Randy Tucker) Update on SW Corridor and/or Division Transit | <ul style="list-style-type: none"> Value Pricing Legislative Updates on Directives Columbia Connects Project 2020 Census Ride Connection Program Report (Julie Wilcke) Get There Oregon Program Update (Marne Duke) Update on US Congress INVEST in America Act and HEROS Act (informational) |
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Agenda and schedule information, call 503-797-1766. E-mail: marie.miller@oregonmetro.gov

To check on closure or cancellations during inclement weather please call 503-797-1700.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: July 1, 2020
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments

BACKGROUND:

The monthly submitted MTIP formal amendment and administrative modification project lists through the June 2020 timeframe are attached for TPAC's information.

Formal Amendments Approval Process:

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

Administrative Modifications Approval Process:

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

SUMMARY OF SUBMITTED FORMAL AMENDMENTS - June 2020
Within Resolution 20-5112

Proposed June 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JN20-13-JUN Total Number of Projects: 7					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 18801	7078	Clackamas County	Clackamas County Regional Freight ITS Project	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.	<u>CANCEL PHASE:</u> The amendment transfers \$103k from the Construction phase to PE to address a PE phase funding shortfall. The scheduled construction phase obligation in FY 2020 is delayed until well into FY 2021. As a result it is being canceled in the 2018021 MTIP and will be added to the 2021-24 MTIP through a formal amendment.
Project #2 Key 22245 New Project	TBD	ODOT	Portland Metro Area & Hood River Curb Ramp Scoping	Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.	<u>ADD NEW PROJECT</u> The formal amendment adds the new project development ADA curb ramp scoping project to the 2018 MTIP. It is being added now to enable the federal funds to be obligated before the end of FY 2020.
Project #3 Key 20300	70941	ODOT	US26: OR217 - Cornell Rd	Repave mainline of roadway to improve pavement condition and extend service life.	<u>COMBINED PROJECT:</u> The formal amendment de-programs and transfers the ROW and construction phase funding to Key 20299, US26: Sylvan - OR217. Both projects are paving projects and both will now be combined together and obligate their construction funding before the end of FY 2020.
Project #4 Key 20299	70940	ODOT	US26: SYLVAN - OR217 US26: Cornell Rd - Sylvan	On US26 near Beaverton from Sylvan (e/o US26/OR8/SW Canyon Rd IC) west to OR217, rehab/repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award) Repave roadway and ramps to improve pavement condition, extend service life and maintain safety standards. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration (Combined with Key 20300)	<u>COMBINED PROJECT</u> The formal amendment combines the ROW and construction phase funding from Key 20300. Keys 20299 and 20300 are now combined into Key 20300. The primary scope remains a rehab/repaving project on US 26 with adjusted limits.

Project #5 Key 19918	79867	ODOT	Region 1: Bridge Screening and Rail Retrofit Portland Metropolitan Bridge Screening and Rail Retrofit	Bridge-rail-retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722 Update the rails or edges of bridges and screening, which will prevent items and vehicles from falling off the bridges on multiple bridges in the Portland Metro Region	SCOPE CHANGE The amendment updates the PE and construction phase costs, plus adds a Utility Relocation phase. Three previous identified bridges that were part of the approved scope of work have been removed from the updated scope of work. A minor cost increase of 8% results from the changes.
Project #6 Key 21219	71043	ODOT	I-5 Over NE Hassalo St and NE Holiday St (BR#08583)	On I-5 over NE Hassalo St and SE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5,000,000 Original Award)	COMBINE PHASE: The formal amendment transfers the PE phase funding over to that Rose Quarter Improvement project in Key 19701. Eventually the entire project (Key 21219) will be combined into Key 19701 when the construction phase is added to the I-5 Rose Quarter Improvement Project. Key 21219 is reduced by \$1 million dollars which equals a 20% cost change to the project.
Project #7 Key 19701	70784	ODOT	I-5 Rose Quarter Improvement Project	On I-5 between I-84 and I-405, Planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant, which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities	COMBINED PROJECT The formal amendment combines into the PE phase the \$1 million transferred from Key 21219. The \$1 million is added to the PE phase. The PE phase increases to \$72,391,997. Conversion fund type codes are added to the PE phase to replace some of the Advance Construction placeholder funding. Remaining funds from Key 21219 will be added to the construction phase when the full construction phase is programmed during FY 2021.

Amendment status:

- JPACT approval scheduled for July 16, 2020 (June 2020 JPACT canceled).
- Schedule for Metro Council approval on Thursday, July 30, 2020

MTIP ADMINISTRATIVE MODIFICATIONS
JUNE 2020
(3 Admin Mod bundles processed)

Proposed June 2020 Administrative Modification Bundle #1 Modification Number: AB20-12-JUN1 Total Number of Projects: 4				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 21271	Metro	Portland Metro Planning SFY19	For Metro, annual MPO planning funds for federal fiscal year 2019 in support of UPWP and other planning activities the MPO is required to complete	FUND PHASE TRANSFER: The admin Mod de-obligates a portion of STP, PL, and 5303 and transfers it to Key 20596 for application in the SFY 21 UPWP Master agreement of projects
Project #2 Key 20888	Metro	Corridor and Systems Planning (2020)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, desired outcomes, performance measures, investment strategies.	COMBINED/COST DECREASE: \$264,614 of STBG and required match is transferred to Key 20596 to support the Columbia Connects project within the SFY 21 UPWP Master Agreement of Projects
Project #3 Key 20876	Metro	Regional MPO Planning (2020)	Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations.	COMBINED PROJECT The approved STBG funding and match in Key 20876 is being transferred and combined into Key 20596 to represent the STBG portion to the SFY21 UPWP Master Agreement. As a result Key 20876 is zeroed programmed and canceled.
Project #4 Key 20596	Metro	Portland Metro Planning SFY21	Portland Metro MPO planning funds for Federal fiscal year 2020. Projects will be selected in the future through the MPO process.	COMBINED PROJECT The Admin Mod transfers STBG, PL, and 5303 from Keys 21271, 20876, and 20888 to provide the required PL, STBG, and 5303 funding to support the 20 projects identified in the SFY 21 UPWP Master Agreement.

Proposed June 2020 Administrative Modification Bundle #2 Modification Number: AB20-13-JUN2 Total Number of Projects: 2				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 20872	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2019	Maintenance, bus fleet replacement and software to ensure continued service. Includes engineering and design for an administrative facility.	COST INCREASE: The admin mod adds a PE phase to address the facility design per FTA requirements and adds funding based on the updated project cost.

Project #2 Key 18794	ODOT	OR8: SW Murray Blvd SW Short Ave - SW 110th Ave (Beaverton)	Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible	MINOR LIMITS CHANGE Extend the project limits by 0.10 miles (MP 2.75 to 3.70). Update project name and description.
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Proposed June 2020 Administrative Modification Bundle #3 Modification Number: AB20-14-JUN3 Total Number of Projects: 2				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 20339	ODOT	East Systemic Signals and Illumination (ODOT)	Projects at locations in east jurisdictions of Portland. Work may include illumination; intersection work; bike/pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements (ARTS)	CANCEL PHASE: The Admin Mod cancels the ROW phase and shifts the funding back to the PE phase to cover remaining PS&E requirements. There is no cost change. The project team has determined that none of the project locations require ROW
Project #2 Key 21177	ODOT	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	On OR213 (82nd Ave) from SE Foster Rd to SE Thompson Rd, repave/rehab road, upgrade ADA ramps, address drainage, add bridge surface projection, and enhance ped crossings (HB2017 - \$9,200,000 original Award)	PHASE FUND TRANSFER The Admin Mod address changing design standards around ADA ramps which have and have increased the right of way footprint of the project. ROW and UR phases are increase by transferring construction phase funding.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: July 2, 2020
To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties
From: Lake McTighe, Regional Planner
Subject: Monthly fatal crash update

The purpose of this memo is to provide an update to TPAC, MTAC and other interested parties on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year.

Fatal crash information is from the Preliminary Fatal Crash report from the Oregon Department of Transportation's (ODOT) Transportation Data Section/Crash Analysis and Reporting Unit.

There are typically several contributing factors to serious crashes. Alcohol and drugs, speed, failure to yield the right-of-way, and aggressive driving are some of the most common causes. Road design and vehicle size can contribute to the severity of the crash.

2020 Monthly fatal crash update- As of 06/22/20		
Number fatal crashes	Crash types	By county
January 2020: 11	5 Pedestrian 1 Motorcycle 5 Motor Vehicle	Clackamas: 3 Multnomah: 6 Washington: 2
February 2020: 8	2 Pedestrian 1 Bicycle 3 Motor Vehicle 1 MV/Commercial Motor Vehicle 1 Motorcycle	Clackamas: 1 Multnomah: 5 Washington: 2
March 2020: 7	1 Pedestrian 3 Motor Vehicle 1 Motorcycle 2 MV/Commercial Motor Vehicle	Clackamas: 1 Multnomah: 4 Washington: 2
April 2020: 2	1 Motorcycle 1 MV/Commercial Motor Vehicle	Clackamas: 1 Multnomah: 1
May 2020: 5	5 Motor Vehicle	Clackamas: 3 Multnomah: 2
June 2020: 7	6 Motor Vehicle 1 Pedestrian	Clackamas: 3 Multnomah: 4
Total: 40	9 Pedestrian 1 Bicycle 9 Motorcycle 17 Motor Vehicle 4 MV/Commercial Motor Vehicle	Clackamas: 12 Multnomah: 22 Washington: 6

Source: ODOT Preliminary Fatal Crash Report

June 2020 (as of 6/22/20)

Kelly Ann, age 59, killed in a head on crash, Clackamas County, 6/19/20
Unknown, killed in motor vehicle crash, Multnomah County, 6/7/20
Janes and Wolford, age 68 and 62, killed in a rollover crash, Clackamas County, 6/5/20
Miro Nik, age 51, killed while walking in a hit and run crash, Multnomah County, 6/4/20
Bruce, age 49, killed in a motor vehicle crash, Multnomah County, 6/4/20
Unknown, killed in a motor vehicle crash, Multnomah County, 6/1/20

May 2020 (as of 6/22/20)

Michael, age 61, killed in a head on crash, Clackamas County, 5/21/20
Michael, age 45, killed in a head on crash, Clackamas County, 5/21/20
Name unknown, age unknown, killed in a crash, Multnomah County, 5/17/20
Alex, age 33, killed in a rollover crash, Multnomah County, 5/15/20
John, age 22, killed in a rollover crash, Clackamas County, 5/6/20

April 2020

Brandon, age 32, Multnomah County, at the intersection of SE 148th Avenue and SE Powell Boulevard, killed while riding a motorcycle in a hit and run crash, 4/14/20
Unknown, age 7, Clackamas County, SE Platz and 362nd, killed in a head-on crash with a semi-truck, (it is possible that speed was a contributing factor in the crash), 4/13/20

March 2020

Cornwell, age 19 and Bonneville, age 80, Multnomah County, Columbia River Highways, killed in multi-vehicle crash involving 2 motor vehicles and 3 commercial vehicles, 3/24/20
Lulia, age 39, Multnomah County, killed while walking, 3/17/20
Andrew, age 35, Washington County, killed in single vehicle crash, 3/5/20
Tina, age 52, Multnomah County, killed in single vehicle crash, 3/4/20
Joyce Ann, age 61, Clackamas County, killed while driving, 3/2/20
Reginald, age 36, Washington County, killed while riding a motorcycle, 3/1/20

February 2020

Fermin, age 50, killed while driving, 2/29/20
Chantel, age 36, killed while walking, 2/29/20
Christopher, age 36, killed riding a motorcycle, 2/29/20
Jerry, age 37, Multnomah Co., killed riding bicycle, 2/17/20
Stacey, age 42, Multnomah Co., pedestrian killed in a parking lot, 2/14/20
William, age 55, Washington Co., killed in a rollover crash, 2/14/20
Yevgeniy, age 25, Multnomah Co., killed in a rear end crash with commercial motor vehicle, 2/8/20
Korey, age 49, Washington Co., killed in a head-on crash, 2/5/20

January 2020

Charles Anthony, age 16, Clackamas Co., killed in single vehicle crash, 1/29/20
Samual, age 22, Multnomah Co., killed while walking, 1/28/20
Salvador Cruz, age 52, Multnomah Co., killed in T-bone motor vehicle crash, 1/25/20
Unknown, age unknown, Clackamas Co., killed in single vehicle crash, 1/24/20
Stephanie, age 33, Clackamas Co., killed in head-on crash, 1/22/20
Eugene, age 50, Multnomah Co., killed in a motorcycle crash, 1/18/20
Chun Shik, age 63, Washington Co., killed in a motor vehicle crash, 1/17/20
Michael Daniel, age 62, Multnomah County, killed while walking, 1/14/20
Leslie, age 51, Washington Co., killed while walking, 1/14/20

Denise, age unknown, Multnomah Co., killed while walking, 1/9/20
Luis, age 11, Multnomah Co., killed while walking, 1/6/20

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 30, 2020
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: Administrative amendments to the 2020-21 Unified Planning Work Program (UPWP)

Background

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year. The UPWP describes a process for administrative amendments: 1) Notify TPAC; 2) Send amendment to USDOT for approval.

Metro finance staff identified the attached revisions necessary to align the federal match shown in the UPWP with the match shown in the metro budget. The net total change is below \$60,000 and no project changed by more than \$18k. See tracked changes of individual budget changes attached.

Next Steps

Metro staff will forward notice of this amendment to USDOT staff for approval. An updated UPWP document reflecting these changes will be posted on metro's website in July.

Please contact John Mermin, 503-797-1747, john.mermin@oregonmetro.gov if you have any questions about this amendment.

City of Portland Transit and Equitable Development Assessment

Staff Contact: Brian Harper, brian.harper@oregonmetro.gov

Description

The project seeks to create an equitable development plan for two future transit-oriented districts – one in NW Portland and one in Inner East Portland. This project is intended to complement potential transit improvements to better connect Montgomery Park with the Hollywood District. The project will identify the land use and urban design opportunities, economic development and community benefit desires and opportunities leveraged under a transit-oriented development scenario. The project will consider how such opportunities could support the City's racial equity, climate justice, employment and housing goals, consistent with 2018 RTP policy direction and the Portland 2035 Comprehensive Plan.

The study will assess affordable housing, economic development and business stabilization opportunities associated with potential transit investments. The study will evaluate existing or future transit service and a potential 6.1-mile transit extension. An initial Phase 1 transit expansion would extend the streetcar, or other high-quality transit service to Montgomery Park, linking Portland's Central Eastside to an underserved area of Northwest Portland. Phase 2 will explore alignment options and development potential to extend this line to the Hollywood District.

Project partners will examine how transit alternatives can better support inclusive development, affordable housing and access. Major transit investments are seen as a land use tool to shape the future growth of the Central City and surrounding areas.

This is an ongoing program funded by a Federal Transit Administration Transit-Oriented Development Pilot Program Grant.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 61,159
Materials & Services	\$ 500,000
Interfund Transfer	\$ <u>-21,748,279,961</u>
TOTAL	\$ <u>582,907,589,120</u>

Resources:

FTA / FHWA / ODOT	\$ 528,618
Metro Required Match	\$ <u>54,289,60,502</u>
TOTAL	\$ <u>582,907,589,120</u>

Civil Rights and Environmental Justice

Staff Contact: Clifford Higgins, clifford.higgins@oregonmetro.gov

Description

Metro's transportation-related planning policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; Section 504 of the 1973 Rehabilitation Act and Title II of the 1990 Americans with Disabilities Act; the federal Executive Order on Environmental Justice; the United States Department of Transportation (USDOT) Order; the Federal Highway Administration (FHWA) Order; Goal 1 of Oregon's Statewide Planning Goals and Guidelines and Metro's organizational values of Respect and Public Service.

The Civil Rights and Environmental Justice program works to continuously improve practices to identify, engage and improve equitable outcomes for historically marginalized communities, particularly communities of color and people with low income, and develops and maintains processes to ensure that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability.

This is an ongoing program. Typical activities include receiving, investigating and reporting civil rights complaints against Metro and its sub recipients; conduct focused engagement with communities of color, English language learners and people with low income for transportation plans and programs, providing language resources, including translated vital documents, on the Metro website for all languages identified as qualifying for the Department of Justice Safe Harbor provision, providing language assistance guidance and training for staff to assist and engage English language learners. In FY 2019-20, Metro performed a transportation equity assessment on the Metropolitan Transportation Improvement Program. This work addresses corrective action #6 in 2017 Federal Certification review.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 72,115
Interfund Transfer	\$ 32,755 33,873

Resources:

5303	\$ 54,208
STBG	\$ 40,894
Metro Required Match	\$ -9,767 10,885

TOTAL \$ ~~104,870~~105,988

TOTAL \$ ~~104,870~~105,988

Climate Smart Implementation

Staff Contact: Kim Ellis, kim.ellis@oregonmetro.gov

Description

The Climate Smart implementation program is an ongoing activity to monitor and report on the region's progress in achieving the policies and actions set forth in the adopted [2014 Climate Smart Strategy](#) and the Oregon [Metropolitan Greenhouse Gas Emissions Reduction Target Rule](#). The program also includes technical and policy support and collaboration with other regional and statewide climate initiatives to ensure MPO activities, including implementation of the Regional Transportation Plan, support regional and state greenhouse gas emissions reduction goals.

The program related work is typically presented and discussed with the Transportation Policy Alternatives Committee (TPAC), as the official local consultation body identified in the Portland area Oregon State Implementation Plan (SIP). Other technical and policy committees, including the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC), and the Metro Council are consulted as appropriate or required.

Key FY 2019-20 deliverables and milestones included:

- Provided technical and policy support for Climate Smart implementation and monitoring at the local, regional and state level.
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to greenhouse gas emissions.
- Compiled inventory of Planning and Development climate mitigation work.

In FY 2020-21, Metro will be providing technical and policy support to develop two budget proposals for consideration by the Metro Council to:

- prepare a coordinated, regional strategy to mitigate climate change.
- regularly inventory the region's sector-based and consumption-based greenhouse gas emissions. This data would support ongoing Climate Smart Strategy monitoring and reporting activities.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 16,720
Interfund Transfer	\$ <u>7,679-7,421</u>
TOTAL	\$ <u>24,39924,141</u>

Resources:

5303	\$ 21,893
Metro Required Match	\$ <u>2,5062,248</u>
TOTAL	\$ <u>24,39924,141</u>

Columbia Connects

Staff Contact: Elizabeth Mros-O'Hara, Elizabeth.Mros-OHara@oregonmetro.gov

Description

Columbia Connects is a regional project with Oregon and Washington planning partners collaborating to unlock the potential for equitable development and programs which is made more difficult by infrastructure barriers, and state and jurisdictional separation.

Columbia Connects' purpose is to improve the economic and community development of a sub-district of the region near the Columbia River, by developing a clear understanding of the economic and community interactions and conditions within this sub-district; the shared economic and community values of the region; the desired outcomes; and by creating strategies, projects, and programs, as well as an action plan to achieve these outcomes.

FY 2019-20 the Columbia Connects project:

- Created a multi-jurisdictional Project Management Group, and to identify potential shared values, goals, and potential partnerships. (Metro and the Regional Transportation Council of Southwest Washington are leading this effort.)
- Conducted a conditions and needs assessment
- Hired a consultant
- Applied Economic Value Atlas tools to identify opportunities for redevelopment

The Columbia Connects project is consistent with the Regional Transportation Plan (RTP) 2018 goals and 2040 Vision supporting a healthy economy that generates jobs and business opportunities, safe and stable neighborhoods, improved transportation connections for equity, efficient use of land and resources for smart growth and development, and opportunities for disadvantaged groups.

The project is separate and complementary to the I-5 Bridge Replacement Project. Columbia Connects will identify projects and programs that will strengthen bi-state connections and institutional partnerships with or without a bridge and high capacity transit project.

Key Projects and Deliverables/Milestones

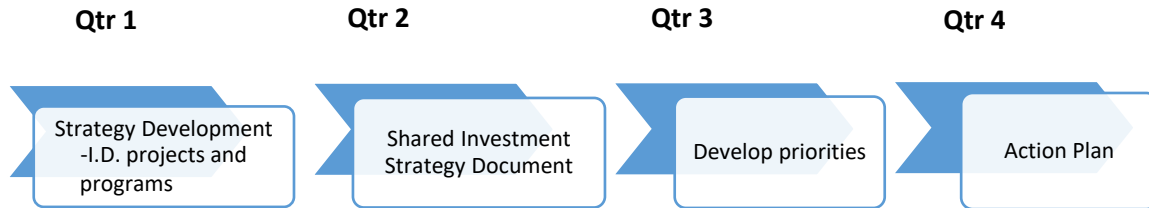
Key projects deliverables and outcomes may include: a defined a shared set of desired economic outcomes, defined values and goals for the area, defined infrastructure and service needs, identification of tools, projects, and programs and investments to help realize outcomes; and a strategy and action plan to implement policy commitments, projects, and programs to realize the community's vision for the bi-state region.

The Regional Congestion Pricing Study is anticipated to be completed in 2021. The project will develop a shared Columbia Connects Strategy that will outline specific opportunities for investment based on feasibility, effectiveness, equity, and project champions. Projects and programs will include test approaches and pilot projects. Based on the Strategy and coordination with partners, the

FY 2020-21 Unified Planning Work Program

partners will develop an Action Plan with tiered project lists and partner agreements and commitments for implementation.

Key Project Deliverables / Milestones 2020-21



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 165,743
Materials & Services	\$ 50,000
Interfund Transfer	\$ 76,047 79,157

TOTAL \$ ~~291,790~~294,900

Resources:

STBG	\$ 264,614
Metro Required Match	\$ -27,176 30,286

TOTAL \$ ~~291,790~~294,900

Complete Streets Program

Staff Contact: Lake McTighe, lake.mctighe@oregonmetro.gov

Description

Metro's Complete Streets program provides street and multi-use path design guidelines and technical assistance to support implementation of the 2040 Growth Concept, the Regional Transportation Plan (RTP), the Regional Transportation Safety Strategy (RTSS) and other regional and local policies and goals. Program activities are related to development and implementation of ODOT's Blueprint for Urban Design, TriMet's design guidelines, Vision Zero policies, Climate Smart Strategy and city and county design guidance.

In FY 2019-2020, Metro completed the Designing Livable Streets and Trails Guide (the Guide). The Guide serves as Metro's transportation design guidance for any transportation projects planned, designed or constructed with funds allocated by Metro. Staff use the Guide to share best practices and a performance-based design framework with regional partners, such as Vision Zero street design. Metro developed the Guide as part of the 2018 RTP update, and the Guide's approach is consistent 2018 RTP policy direction including increasing safety for all modes, transportation equity, and travel options, and reducing vehicle miles traveled and greenhouse gas emissions, to address congestion and climate change. Regional partners, including ODOT, TriMet, cities and counties and non-governmental groups provided input throughout the process.

Safe streets with zero serious crashes are a prioritized outcome of complete streets. The RTSS supports achieving national, state, regional and local safety goals, objectives, policies and performance targets, including Federal Highway Administration's FY 2019-22 Strategic Plan, ODOT's 2016 Transportation Safety Action Plan, and city and county safety action plans. The RTSS is implemented through Metro's Complete Streets Program. Implementation activities are based on the strategies and actions identified in the RTSS and the Regional Safe Routes to School Program. Additionally, specific work plan activities are identified that will implement Metro's Planning and Development Departmental Strategy for Achieving Racial Equity.

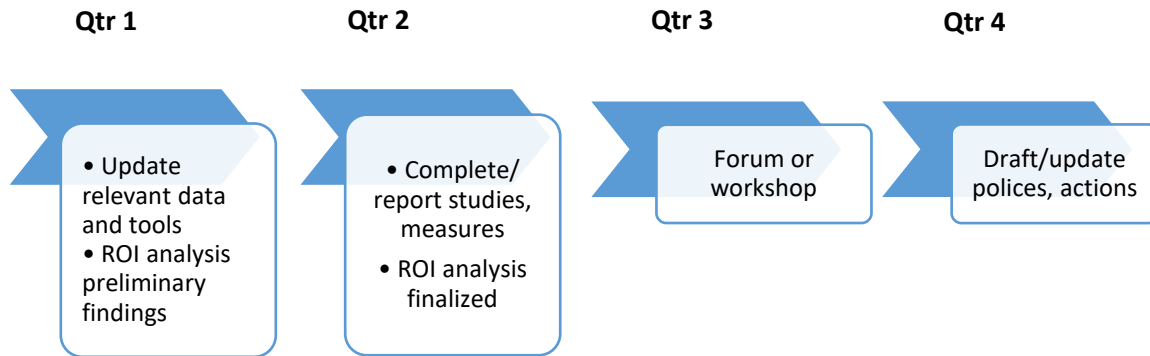
The Complete Streets Program also includes implementation and periodic updates to the pedestrian, bicycle and access to transit policies in the 2018 Regional Transportation Plan (RTP) and the Regional Active Transportation Plan (ATP). A related program milestone in FY19-20 includes initiation of a Return on Investment (ROI) analysis for active transportation in the region, which is expected to be finished in the first half of FY20-21. This work was identified as an implementation activity in the 2018 RTP. It is being completed jointly by PSU and Metro and will help advance the implementation of active transportation projects in the region by further assessing and communicating costs and benefits.

The Complete Streets Program is an ongoing program. Typical program activities include maintaining a public webpage with design guidance information and tools; updating regional design guidance as needed; providing forums, workshops, case studies and other technical assistance; working with regional partners to update regional design policies as needed; tracking and reporting on safety and other outcomes. In FY20-21 focus of the project include updating data and tools, completing the

FY 2020-21 Unified Planning Work Program

active transportation ROI analysis, holding a complete streets forum and drafting updated policies and actions.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 89,191
Materials & Services	\$ 3,500
Interfund Transfer	\$ 39,523 40,932
TOTAL	\$ 132,214133,623

Resources:

5303	\$ 119,900
Metro Required Match	\$ -12,314 13,723
TOTAL	\$ 132,214133,623

Corridor Refinement and Project Planning (Investment Areas)

Staff Contact: Malu Wilkinson, malu.wilkinson@oregonmetro.gov

Description

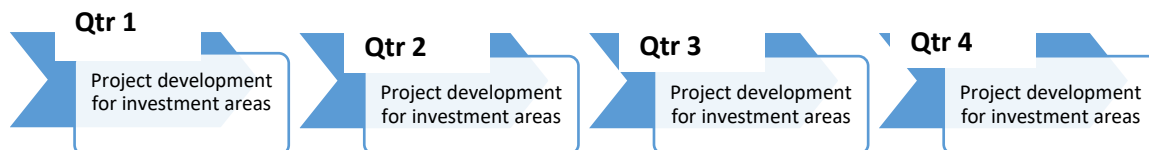
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit oriented development (TOD) in the region's mixed use areas, conducting multijurisdictional planning processes to evaluate high capacity transit and other transportation improvements, and integrating freight and active transportation projects into multimodal corridors.

The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP. Metro works to develop formal funding agreements with partners in an Investment Area, leveraging regional and local funds to get the most return. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies.

In FY 2019-2020, Investment Areas staff have supported partner work on TV Highway, Enhanced Transit Concepts, the McLoughlin Corridor, Columbia Connects, additional support for the Southwest Corridor Light Rail Project and the Equitable Development Strategy, additional support for the Division Transit Project, Max Redline Enhancements, the Max Tunnel Study, mobility and transit capacity improvements across the region.

This is an ongoing program, staff will further refine the projects listed above as well as potentially identifying additional projects to further the goals identified for mobility corridors in our region.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 303,458
Materials & Services	\$ 10,000

Interfund Transfer	\$ 54,203 56,063
TOTAL	\$ 367,661369,521

Resources:

STBG	\$ 158,246
Metro Direct	\$ 193,163
Contribution	

Metro Required Match	\$ -16,252 18,112
TOTAL	\$ 367,661369,521

Metropolitan Transportation Improvement Program (MTIP)

Staff Contact: Ted Leybold, Ted.Leybold@oregonmetro.gov

Description

The MTIP represents the first four-year program of projects from the approved long range RTP identified to receive funding for implementation. It ensures that program of projects meet federal program requirements and informs the region on the expected performance of the package of projects relative to adopted performance goals.

The following types of projects are included in the MTIP:

- Transportation projects awarded federal funding.
- Projects located in the State Highway System and was awarded ODOT administered funding.
- Transportation projects that are state or locally funded, but require any form of federal approvals to be implemented.
- Transportation projects that help the region meet its requirements to reduce vehicle emissions (documented as Transportation Control Measures in the State Implementation Plan for Air Quality).
- Transportation projects that are state or locally funded, but regionally significant.

A significant element of the MTIP is the programming of funds to transportation projects and program activities. Programming is the practice of budgeting available transportation revenues to the costs of transportation projects or programs by project phase (e.g. preliminary engineering, right-of-way acquisition, construction) in the fiscal year the project or program is anticipated to spend funds on those phases. The revenue forecasts, cost-estimates and project schedules needed for programming ensures the USDOT that federal funding sources will not be over-promised and can be spent in a timely manner. Programming also ensures that the package of projects identified for spending is realistic and that the performance analysis can reasonably rely on these new investments being implemented. To enhance the accuracy of programming of projects in the MTIP, Metro is now including a fifth and sixth programming year (years 2025 and 2026) in the 2021-26 MTIP. The fifth and sixth years are informational only and programming in those years are not considered approved for purposes of contractually obligating funds to projects.

Through its major update, the MTIP verifies the region's compliance with air quality and other federal requirements, demonstrates fiscal constraint over the MTIP's first four-year period and informs the region on progress in implementation of the RTP. Between major MTIP updates, the MPO manages and amends the MTIP projects as needed to ensure project funding can be obligated based on the project's implementation schedule.

The MTIP program also administers the allocation of the urban Surface Transportation Block Grant (STBG)/Transportation Alternatives (TA) federal funding program and the Congestion Mitigation Air Quality (CMAQ) federal funding program. These federal funding programs are awarded to local projects and transportation programs through the Metro Regional Flexible Fund Allocation (RFFA) process. MTIP program staff work with local agencies to coordinate the implementation of projects selected to receive these funds. The process to select projects and programs for funding followed federal guidelines, including consideration of the Congestion Management Process. Projects were

evaluated and rated relative to their performance in implementing the RTP investment priority outcomes of Safety, Equity, Climate, and Congestion to inform their prioritization for funding.

In the 2019-20 State Fiscal Year, the MTIP program is scheduled to complete the following work program elements:

- Complete the RFFA process for revenues forecast to be available in FFYs 2022-2024,
- Adopt the 2021-26 MTIP, including:
 - programming of all regionally significant projects and federal programs,
 - newly included informational only programming of FFYs 2025 and 2026
 - verification of consistency with federal regulations, and
 - analysis of progress towards federal and regional performance goals,
 - addresses corrective action #2 from 2017 Federal certification review
- Submission of the MTIP for approval by the Governor and incorporation into the Oregon STIP.

In the 2020-21 State Fiscal Year, the MTIP is expected to implement the following work program elements:

Verification of consistency between the 2021-26 MTIP and 2021-24 STIP. USDOT requests MPOs and the Oregon DOT to verify that MTIP programming submitted by the MPOs has been incorporated without change into the State Transportation Improvement Program (STIP) before they approve the STIP. Verification of 2021-24 MTIP programming should occur during the 1st quarter of the fiscal year.

Activate the 2021-26 MTIP. Upon federal approval of the 2021-24 State Transportation Improvement Program by USDOT, Metro will officially close the 2018-21 MTIP and activate the 2021-26 MTIP as the current MTIP. This is anticipated to occur during the first quarter of the fiscal year.

Publish the Federal Fiscal Year (FFY) 2020 Obligation report. All project obligations for federal fiscal year 2020 will be confirmed and documented in the annual obligation report. The obligation report is expected to be published in the second quarter of the fiscal year.

Report on FFY 2021 Funding Obligation Targets, Adjust Programming. Metro will be implementing a new program element to monitor and actively manage an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with the Oregon DOT and the other Oregon TMA MPOs. If the region meets its obligation targets for the year, it will be eligible for additional funding from the Oregon portion of federal redistribution of transportation funds. If the region does not meet obligation targets for the year, it is subject to funds being re-allocated to other projects. MTIP staff will report on the region's performance in obligating funds in FFY 2021 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming.

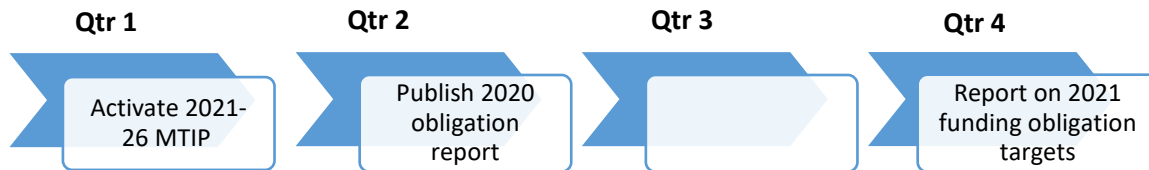
There are several MTIP work program elements that are on-going throughout the year without scheduled milestones. These include:

- Amendments to project programming for changes to the scope, schedule or cost of projects selected for funding or for updated revenue projections
- Administration of projects selected to be delivered under a fund-exchange of federal RFFA funding to local funding

FY 2020-21 Unified Planning Work Program

- Coordination with ODOT, transit agencies, and local lead agencies for project delivery on MTIP administrative practices.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 692,913
Materials & Services	\$ 87,000
Interfund Transfer	\$ 328,154 <u>316,467</u>

TOTAL \$ ~~1,108,067~~ 1,096,380

Resources:

STBG	\$ 785,674 <u>994,269</u>
Metro Required Match	\$ 94,891 <u>102,111</u>
PL	\$ <u>184,102</u>
5303	\$ <u>43,401</u>

TOTAL \$ ~~1,108,067~~ 1,096,380

MPO Management and Services

Staff Contact: Tom Kloster, tom.kloster@oregonmetro.gov

Description

The Metropolitan Planning Organization (MPO) Management and Services program is responsible for the overall management and administration of the region's responsibilities as a federally-designated MPO. These responsibilities include:

- creation and administration of the annual Unified Planning Work Program (UPWP)
- procurement of services
- contract administration
- federal grants administration
- federal reporting on MAP-21 performance measures
- annual self-certification for meeting federal MPO planning requirements
- periodic on-site certification reviews with federal agencies
- public participation in support of MPO activities
- air quality modeling support for MPO programs, and
- convening and ongoing support for MPO advisory committees

As an MPO, Metro is regulated by Federal planning requirements and is a direct recipient of Federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation Plan (RTP) and other transportation planning activities. The purpose of the MPO is to ensure that Federal transportation planning programs and mandates are effectively implemented, including ongoing coordination and consultation with state and federal regulators.

Metro's Joint Policy Advisory Committee on Transportation (JPACT) serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. The Transportation Policy Alternatives Committee (TPAC) serves as the technical body that works with Metro staff to develop policy alternatives and recommendations for JPACT and the Metro Council.

As the MPO, Metro is also responsible for preparing the annual Unified Planning Work Program (UPWP), the document you are holding in your hands now, and that coordinates activities for all federally funded planning efforts in the Metro region.

Metro also maintains the following required intergovernmental agreements (IGAs) and memorandums of understanding (MOUs) with local on general planning coordination and special planning projects:

- 4-Way Planning IGA with ODOT, TriMet and SMART (*effective through June 19, 2021*)
- South Metro Area Regional Transit (SMART) MOU (*effective through June 30, 2020*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30, 2021*)
- Oregon Department of Environmental Quality MOU (*effective through March 7, 2023*)

FY 2020-21 Unified Planning Work Program

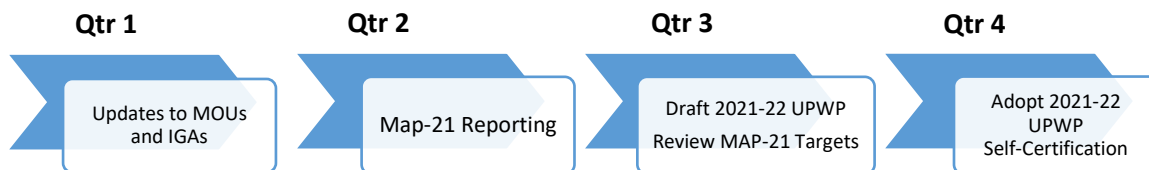
Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened by ODOT. OMPOC is funded by voluntary contributions from all eight Oregon MPOs.

As part of federal transportation performance and congestion management monitoring and reporting, Metro will also continue to address federal MAP-21 and FAST Act transportation performance management requirements that were adopted as part of the 2018 Regional Transportation Plan (RTP). The performance targets are for federal monitoring and reporting purposes and will be coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region's Congestion Management Process, the 2018 policy guidance on safety, congestion and air quality, and complements other performance measures and targets contained in Chapter 2 of the 2018 RTP. Metro coordinates reporting on MAP-21 measures to ODOT on behalf of the region. The data required for this reporting is supported by these programs contained in the UPWP:

- Complete Streets Program - MAP-21 safety data
- Regional Mobility Program (TSMO) - Map 21 congestion reduction and system reliability data
- Regional Freight Program - MAP-21 freight movement and economic vitality data

Data for the MAP-21 reporting is also developed and reported in partnership with Metro's Research Center through the Data Management and Visualization program described in the UPWP.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 339,286
Materials & Services	\$ 13,500
Interfund Transfer	\$ 149,290 154,642
TOTAL	\$ 502,076507,428

Resources:

STBG	\$ 455,315
Metro Required Match	\$ 46,761 52,113
TOTAL	\$ 502,076507,428

Regional Freight Program

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

Description

The Regional Freight Program manages updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and supporting Regional Freight Strategy. The program provides guidance to jurisdictions in planning for freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region. Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight planning program.

Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other region-wide planning activities. The Regional Freight Strategy has policies and action items that are related to regional safety, clean air and climate change, and congestion; which address the policy guidance in the 2018 RTP.

Work completed in FY 2019-20:

- Participated in the West Coast Collaborative - Medium and Heavy-duty Alternatives Fuel Infrastructure Corridor Coalition (AFICC) Oregon Champions Planning Group.
- Developed a draft work plan that outlines which near-term action items within the regional freight action plan (chapter 8 - Regional Freight Strategy) will be addressed in FY 2020-21.
- Wrote a scope of work and RFP for the Regional Freight Delay and Commodities Movement Study and selected a consultant for the project.

Key Project Deliverables / Milestones

Throughout the 2020-21 FY, near-term action items within the regional freight action plan will be addressed. The following project deliverables and milestone are for the Regional Freight Delay and Commodities Movement Study:



FY 2020-21 Unified Planning Work Program

FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 90,629

Interfund Transfer \$ ~~40,038~~41,431

TOTAL \$ ~~130,667~~132,060

Resources:

5303 \$ 118,497

Metro Required Match \$ ~~12,170~~13,563

TOTAL \$ ~~130,667~~132,060

Regional Mobility Policy Update

Staff Contact: Kim Ellis, kim.ellis@oregonmetro.gov

Description

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how the region defines and measures mobility in regional and local transportation system plans (TSPs) and during the local comprehensive plan amendment process in the Portland region. The current “interim” 20-year old mobility policy is contained in both the [2018 Regional Transportation Plan](#) (RTP) and Policy 1F (Highway Mobility Policy) of the [Oregon Highway Plan](#) (OHP). The current policy is vehicle-focused and measures congestion levels using the ratio of motor vehicle volume to motor vehicle capacity during peak travel periods.

The need for this project was identified in the 2018 RTP in part because the Portland region cannot meet the current mobility policy targets and standards as they are now set in the 2018 RTP and OHP for the Portland region. The 2018 RTP failed to demonstrate consistency with Policy 1F of the OHP for state-owned facilities, particularly for the region’s throughway system. Moreover, growing congestion on Portland area throughways is impacting economic competitiveness for the region and entire state and is of regional and statewide concern.

This is a major planning effort that will span three fiscal years, from April 2019 to Fall 2021 and will include technical and communications consultant support. The project will recommend amendments to the mobility policy (and associated measures, targets, standards and methods) in the RTP and Policy 1F of the OHP. The project will develop a holistic policy that addresses all modes of travel and considers a broader array of outcomes, beyond the level of congestion. The project will advance the RTP policy goals for advancing equity, mitigating climate change, improving safety and managing congestion as well as support other state, regional and local policy outcomes, including implementation of the 2040 Growth Concept and the region’s Climate Smart Strategy. The updated policy will provide a clear policy basis for management of and investment in the throughway and arterial system to better manage growing motor vehicle congestion in the region in order to maintain interstate and statewide mobility on the throughway system while providing for intra-regional mobility and access by transit, freight and other modes of travel on the arterial roadway network and other modal networks defined in the RTP.

The project will also recommend future local, regional and state actions outside the scope of this planning effort to implement the new policy and to reconcile differences between the new transportation system planning and plan amendment measures, targets and standards and those used in development review and project design. The action plan will also recommend updates to the region’s federally-mandated congestion management process and related activities. Finally, this effort will develop guidance to jurisdictions on how to balance multiple policy objectives and document adequacy in both transportation system plans (TSPs) and plan amendments when there are multiple measures and targets in place.

Key FY 19-20 deliverables and milestones included:

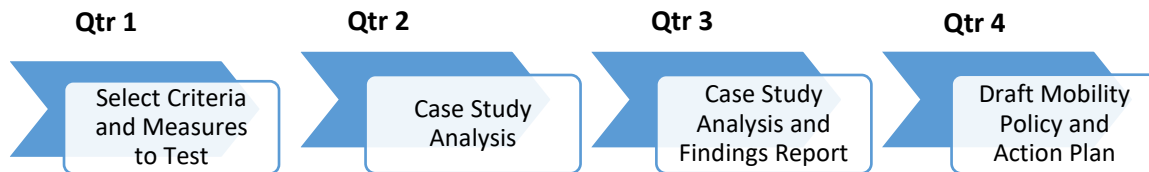
- **Project scoping:** From April through October 2019, Metro and ODOT worked closely together and with local, regional and state partners to scope the project, seeking feedback on the project objectives and approach through more than 28 briefings, a community leaders’ forum,

interviews of more than 60 stakeholders, consultation with the Department of Land Conversation and Development staff and a joint workshop of the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). This extensive feedback shaped development of the project work plan and engagement plan.

- **Work Plan and Engagement Plan Approval:** JPACT and the Metro Council approved the project work plan and engagement plan in Fall 2019.
- **Project communications:** A web page was established to share project information, including fact sheets and the adopted work plan and engagement plan, at oregonmetro.gov/mobility
- **IGA:** Metro and ODOT established an intergovernmental agreement that defines roles and responsibilities for each agency, including project management and agency coordination.
- **Procurement process:** Metro and ODOT completed a consultant procurement process.

This planning effort will be coordinated with and inform other relevant state and regional initiatives, including planned updates to the Oregon Transportation Plan and Oregon Highway Plan, ODOT Region 1 Congestion Bottleneck and Operations Study II (CBOS II), ODOT Value Pricing Project, Metro Regional Congestion Pricing Study, Metro Regional Transportation System Management and Operations (TSMO) Strategy update, jurisdictional transfer efforts and Metro's update to the 2040 Growth Concept. The focus of FY20-21 work will include developing and testing mobility policy approaches using case studies developing a draft mobility policy.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources*

Requirements:		Resources:	
Personnel Services	\$ 216,296	5303	\$ 287,909
Materials & Services	\$ 573,000	Metro Required Match	\$ <u>29,56832,952</u>
Interfund Transfer	\$ <u>88,18191,565</u>	Local Partner Support	\$ 250,000
		Metro Direct Contribution	\$ 310,000
TOTAL \$ <u>877,477880,861</u>		TOTAL \$ <u>877,477880,861</u>	

**This project spans three Fiscal year (2019-20, 20-21, and 21-22). The budget table above does not include Research Center-related staff costs.*

Regional Transit Program

Staff Contact: Ally Holmqvist, Ally.Holmqvist@oregonmetro.gov

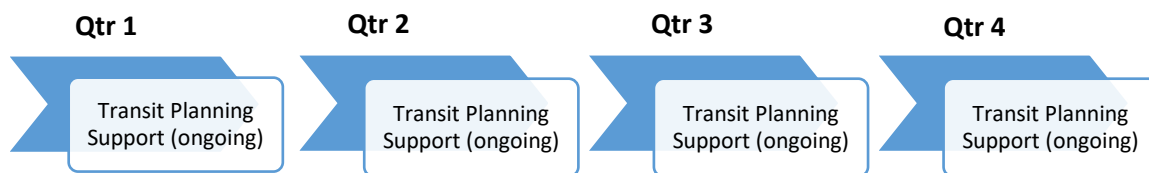
Description

Providing high quality transit service across the region is a defining element of the Region 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding quality transit in our region is also key to achieving transportation equity, maintaining compliance with state and federal air quality standards and meeting our state greenhouse gas (GHG) reduction targets set by the State of Oregon. In 2018 Metro adopted a comprehensive Regional Transit Strategy to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes.

Because of rapid growth and congestion in our region, significant and coordinated investment is needed to simply maintain the current level of transit service. Increasing the level of transit service and access will require dedicated funding, policies, and coordination from all jurisdictions. The Regional Transit Strategy provides the roadmap for making these investments over time, and the Regional Transit program focuses on implementing the strategy with our transit providers and local government partners in the region. An integral part of implementing the Regional Transit Strategy will be to provide support to facilitating funding opportunities for transit through the region.

This work includes ongoing coordination with transit providers, cities and counties to ensure implementation of the policies and strategies through local planning work and capital plans, periodic support for major transit planning activities in the region and coordination with state transit planning officials. In FY2020-21, highlights will include coordination with a State Transportation Improvement Fund (STIF) allocation and supporting transit service planning, consistent with Chapter 8 of the Regional Transit Strategy.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 40,522
Interfund Transfer	\$ 19,055 19,689
TOTAL	\$ 59,57760,211

Resources:

5303	\$ 54,028
Metro Required Match	\$ 5,549 6,183
TOTAL	\$ 59,57760,211

Regional Transportation Plan Implementation

Staff Contact: Kim Ellis, kim.ellis@oregonmetro.gov

Description

The Regional Transportation Plan (RTP) implementation program is an ongoing activity. Federal regulations require an update to the RTP every five years. The 2018 RTP was the most recent update, and was adopted in December 2018. Chapter 8 of the plan includes an ambitious work program for implementing the plan over the coming years to advance RTP policy priorities for advancing equity, improving safety, mitigating climate change and managing congestion. This includes ongoing coordination with cities and counties to ensure the 2018 RTP policies and projects are reflected in local transportation system plans, periodic support for regional planning projects and program related to implementation of the 2018 RTP, ongoing coordination with TriMet, SMART and the Port of Portland, and ongoing coordination with the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) to ensure continued compliance with state planning goals and the Oregon Transportation Plan (and modal plans).

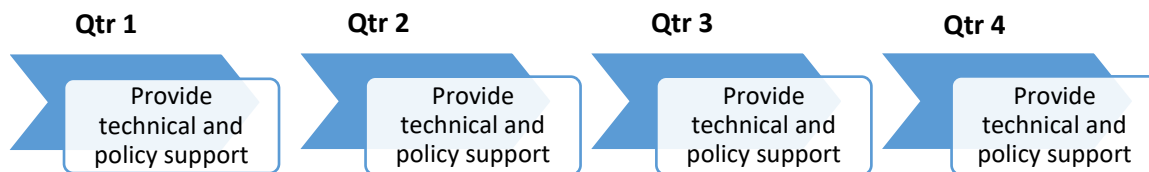
Key FY 19-20 deliverables and milestones included:

- Final publication of the adopted 2018 RTP and appendices and adopted regional safety, transit, freight and emerging technology strategies
- Provide technical and policy support for RTP implementation at the local, regional and state level

Chapter 8 of the 2018 RTP created a work plan for post-RTP activities, which is being implemented in FY20-21.

More information can be found at www.oregonmetro.gov/rtp

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 72,210
Interfund Transfer	\$ 34,152 33,030
TOTAL	\$ 106,362105,240

Resources:

5303	\$ 95,438
Metro Required Match	\$ 10,924 9,802
TOTAL	\$ 106,362105,240

Regional Travel Options/Safe Routes to School Program

Staff Contact: Dan Kaempff, daniel.kaempff@oregonmetro.gov

Description

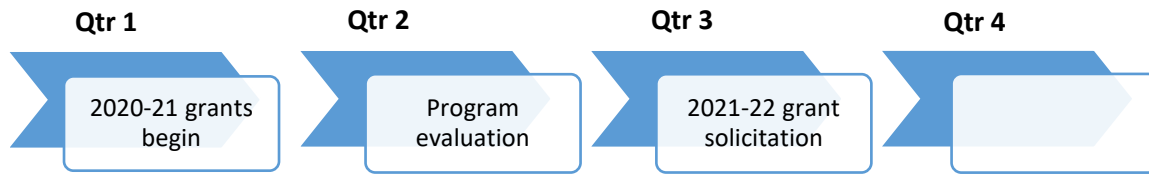
The Regional Travel Options Program implements RTP policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying out the travel demand management components of the RTP. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO strategies include promoting transit, shared trips, bicycling, walking, telecommuting and the Regional Safe Routes to School (SRTS) Program. The program is closely coordinated with other regional transportation programs and region-wide planning activities. Approximately two-thirds of the RTO funding is awarded through grants to the region's government and non-profit partners working to reduce auto trips.

RTO is an ongoing program for over the past two decades. It is the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. Since 2003, the program has been coordinated and guided by a strategic plan, and an independent evaluation occurs after the end of each grant cycle to measure and improve performance. In 2018, the RTO Strategy was updated to better align the program with the updated goals, objectives and performance targets of the 2018 RTP, and to create goals and objectives for the SRTS program. The updated RTO Strategy focuses on equity, safety, addressing climate change and congestion as key policy foci of the program.

Creating a Regional Safe Routes to School (SRTS) program was an additional focus area of the 2018 RTO Strategy. In 2019, seven SRTS grants were awarded to local jurisdictions, school districts, and community based organizations to deliver walking and rolling education and encouragement programs for kids and youth. Metro's Safe Routes to School Coordinator also facilitates a regional SRTS practitioner group to support program implementation strategies with a focus on serving students at Title I schools (schools with over 40% of students on free or reduced lunch).

In FY 2020-21, the Safe Routes to School Coordinator will continue to work with grantees to help develop and improve their programs, with the goal of increased participation and to ensure alignment with RTP and RTO goals. The Coordinator will work with local jurisdictions and school districts to identify opportunities to expand the program to cover more schools and reach more families. The Coordinator will facilitate targeted peer-learning opportunities for SRTS grantees as well as convene a Metro-led SRTS Policy Advisory Committee to define regional goals related to student travel and improve collaboration between school districts, SRTS practitioners, and local jurisdictions.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 693,834
Materials & Services	\$ 2,742,500
Interfund Transfer	\$ 312,236 329,276

TOTAL \$ ~~3,748,570~~3,765,610

Resources:

FTA / FHWA / ODOT	\$ 3,599,687
Metro Required Match	\$ 148,883 165,923

TOTAL \$ ~~3,748,570~~3,765,610

Technical Assistance Program

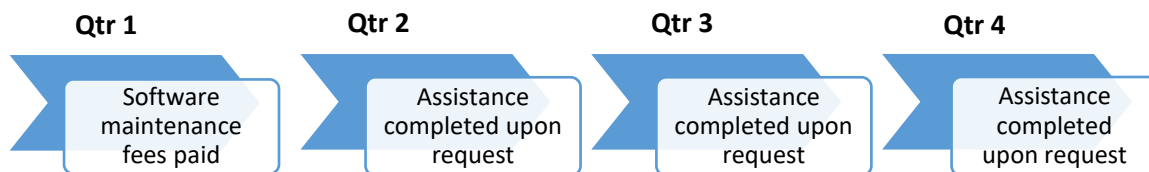
Staff Contact: Cindy Pederson, cindy.pederson@oregonmetro.gov

Description

US Department of Transportation protocols require the preparation of future year regional travel forecasts to analyze project alternatives. The Technical Assistance program provides transportation data and travel modeling services for projects that are of interest to local jurisdictions. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation, the Port of Portland, private sector businesses and the general public.

Client agencies may use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. A budget allocation defines the amount of funds available to each regional jurisdiction for these services, and data and modeling outputs are provided upon request. This is an ongoing program.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 45,347	STBG	\$ 82,777
Materials & Services	\$ 29,720	Metro Required Match	\$ 8,501 9,474
Interfund Transfer	\$ 16,211 17,184		
TOTAL	\$ 91,27892,251	TOTAL	\$ 91,27892,251

Transportation Planning

Staff Contact: Tom Kloster, tom.kloster@oregonmetro.gov

Description

As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for meeting all federal planning mandates for MPOs. These include major mandates described elsewhere in this Unified Planning Work Program (UPWP), such as the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP) that follow this section. In addition to these major mandates, Metro also provides a series of ongoing transportation planning services that support other transportation planning in the region, including:

- Periodic amendments to the RTP and UPWP
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- Policy support for regional corridor and investment area planning
- Ongoing transportation model updates and enhancements
- Policy support for regional Mobility and CMP programs
- Compliance with federal performance measures

Metro also brings supplementary federal funds and regional funds to this program in order to provide general planning support to the following regional and state-oriented transportation planning efforts:

- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Statewide planning goals and greenhouse gas emission targets
- Policy and technical support for periodic urban growth report support
- Coordination with local government Transportation System Planning
- Collaboration in statewide transportation policy, planning and rulemaking
- Collaboration with Oregon's MPOs through the Oregon MPO Consortium (OMPOC)

In 2020-21, other major efforts within this program include representing the Metro region upcoming statewide rulemaking on transportation and greenhouse gas reduction, providing transportation policy support for Metro's update of the Region 2040 Growth Concept and support for a planned Oregon MPO Forum hosted by OMPOC in November 2020.

In 2020-21 two special projects will focus on implementing needed planning work called out in the 2018 RTP. These include:

- Regional Emergency Transportation Routes Update (RETRs) - First designated in 1996, the regional ETRs are priority routes targeted during an emergency for rapid damage assessment and debris-clearance and used to facilitate life-saving and life sustaining response activities. This is a periodic update to the plan that will include multiple governmental partners from across the region.

FY 2020-21 Unified Planning Work Program

- Emerging Technology Implementation Study -- This work builds on the 2018 Emerging Technology Strategy that was adopted with the 2018 RTP, and will draw on new data and best practices to identify specific implementation actions that Metro and its partners can take to ensure that emerging technology supports equitable, sustainable, and efficient transportation options. Metro will work with state and regional partners in this effort.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 722,536
Materials & Services	\$ 42,500
Interfund Transfer	\$ 362,195 362,685

TOTAL \$ ~~1,127,231~~ 1,127,721

Resources:

PL	\$ 1,081,255
5303	\$ 41,694
Metro Required Match	\$ 4,2824,772

TOTAL \$ ~~1,127,231~~ 1,127,721

Transportation System Management and Operations – Regional Mobility Program

Staff Contact: Caleb Winter, caleb.winter@oregonmetro.gov

Description

The regional Transportation System Management and Operations Regional Mobility Program (TSMO Program) provides a demand and system management response to issues of congestion, reliability, safety and more. The program works to optimize infrastructure investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety. The TSMO Program involves local and state agencies in developing increasingly sophisticated ways to operate the transportation system. Operators include ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners.

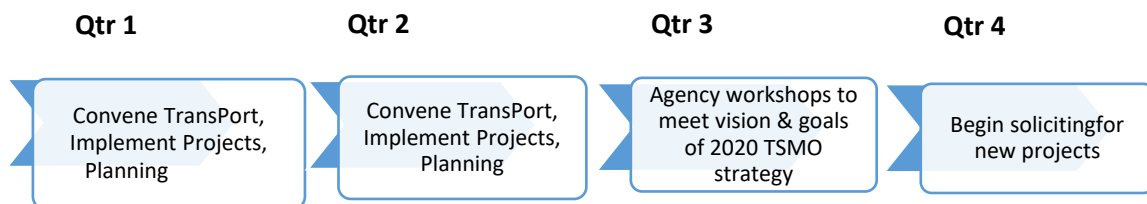
The TSMO Program engages operators through TransPort, the Subcommittee of Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships, particularly when updating the TSMO Strategy. The region's 2010-2020 TSMO Plan will be updated by the 2020 TSMO Strategy (separate UPWP entry). The TSMO Program and TransPort will begin carrying out the recommended actions of the TSMO Strategy update. TSMO includes Intelligent Transportation Systems (ITS) as well as connections with the Regional Travel Options Strategy and Emerging Technology Strategy.

The program includes key components of Metro's system monitoring, performance measurement and Congestion Management Process (CMP). Most of the required CMP activities are related to performance measurement and monitoring.

In FY 2020-21, the program will continue convening TransPort and will begin implementing the 2020 TSMO Strategy, soliciting projects/

The TSMO Program is ongoing and more information can be found at www.oregonmetro.gov/tsmo.

Key Project Deliverables / Milestones



FY 2020-21 Unified Planning Work Program

FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 143,078

Materials & Services \$ 4,000

Interfund Transfer \$ ~~62,223~~64,455

TOTAL \$ ~~209,301~~211,533

Resources:

STBG \$ 189,808

Metro Required Match \$ ~~19,493~~21,725

TOTAL \$ ~~209,301~~211,533



Meeting minutes

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

Date/time: Friday, June 5, 2020 | 9:30 a.m. to 12 noon

Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Jessica Berry
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Katherine Kelly
Don Odermott
Jeff Owen
Laurie Lebowsky
Lewis Lem
Tyler Bullen
Glenn Koehrsen
Jessica Stetson
Gladys Alvarado
Idris Ibrahim
Taren Evans
Yousif Ibrahim
Wilson Munoz
Jennifer Campos

Affiliate

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

Alternates Attending

Bob Hart
Jaimie Huff
Garet Prior
Glen Bolen
Karen Williams
Tom Bouillion

Affiliate

SW Washington Regional Transportation Council
City of Happy Valley and Cities of Clackamas County
City of Tualatin and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Port of Portland

Members Excused

Mandy Putney
Cory Ann Wind
Donovan Smith
Rachael Tupica
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

Oregon Department of Transportation
Oregon Department of Environmental Quality
Community Representative
Federal Highway Administration (FHWA)
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Kari Schlosshauer
 Jean Senechal Biggs
 Austin Barnes
 Will Farley
 Charlie Clark
 Chris Smith
 Paul Edger
 Emily Benoit
 Cole Bales
 Janet Bebb
 Josh Channell
 Brie Hensold
 Sharon Kelly
 Phone caller: 503-388-0219

Affiliate

Safe Routes to Schools National Partnerships
 City of Beaverton
 Marion County
 City of Lake Oswego

Metro Staff Attending

Ken Lobeck, Funding Programs Lead
 Grace Cho, Senior Transportation Planner
 John Mermin, Senior Transportation Planner
 Matt Bihn, Principal Transportation Planner
 Molly Cooney-Mesker, Sr. Public Affairs Spec.
 Pamela Blackhorse, Program Assistant III
 Marie Miller, TPAC Recorder

Ted Leybold, Planning & Development Resource Mgr.
 Eliot Rose, Senior Tech & Transportation Planner
 Kim Ellis, Principal Transportation Planner
 Aaron Breakstone, Manager II Research Center
 Matthew Hampton, Senior Transportation Planner
 Jodie Kotrlik, Program Coordinator II

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

Chairman Tom Kloster called the meeting to order at 9:30 a.m. A quorum of members and alternate members present was declared. Guests, public members and staff were noted as attending.

2. Comments From the Chair and Committee Members

- **Meeting online logistics reminder** (Chairman Kloster)
 Chairman Kloster reviewed the online logistics for the meeting using the Zoom platform. Some of the features reviewed were mute/unmute, hands raised for voting, and the chat area. Members were reminded that the chat area is not part of meeting records so motions are not accepted by this method. It was also noted that participant names when entering the meeting can be edited to reflect full names on screen.
- **COVID-19 updates and information from Metro and Region** (Chairman Kloster and all)
 Metro is participating in the Federal Work Share program that allows for worker payments of reduced work hours during June-July this year when Metro takes 20% reduced schedules. Contacting staff may take a bit longer on certain days but enquiries will be responded to. The Oregon Zoo is beginning its reopening strategy with safety in mind for the public.

Jeff Owen noted that TriMet was still trying to be responsive to the community needs for transit in the region as adjustments to service is made when marches and demonstrations are taking place. Service procedures, policies and updates can always be found on their website post: [TriMet.org/health](https://www.trimet.org/health)

Glen Bolen noted that the Oregon Department of Motor Vehicles (DMV) is now partially open and now taking appointments. Patience is needed as the demand is strong. Oregon is the only West Coast Department of Transportation doing construction at this time helping keep the economy going and infrastructure in place.

Tom Bouillon noted that the Port of Portland reported air traffic was down just 86%, after the previous reporting of 95% down. Health and safety protocols are in place with face coverings required in the terminal and on airlines. Air cargo is up 10% with critical medical and commerce supplies adding to the increased volume. To take advantage of reduced numbers of travelers at the airport, the Port is expediting construction site improvements.

Jeff Owen noted news of the INVEST Act. Referring to a memo to Metro Council on June 8: *The Investing in a New Vision for the Environment and Surface Transportation (INVEST) Act was introduced last week by Chairman DeFazio of the Transportation and Infrastructure Committee on the House side. This bill is a significant step forward in terms of better aligning federal policy with many of the region's policies around safety and climate change. It articulates a vision for a federal transportation system that ties increased funding to 21st century outcomes, including improved maintenance, climate change, safety, and accessibility. It includes significantly increased funding for all modes, but particularly for bus and bus operations. The legislation also recognizes the reality of funding transportation in the modern era: authorizing new VMT pilots and recognizing the multimodal nature of transportation projects by allowing transit to access Highway Trust Fund monies.*

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Chairman Kloster noted information on the Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments update in the packet. For any questions on this report contact Mr. Lobeck.
- **Fatal Crashes Update** (Lake McTighe) Chairman Kloster provided the report from Ms. McTighe. For the month of May there were 5 fatal vehicle crashes in the region. It was noted no cyclists or pedestrians were involved in crashes recently, but speed appears to be increasing on roads with subsequent crash results.

Jess Stetson noted through her contacts with the City of Milwaukie and Clackamas County more aggressive motor vehicle speeds are making it less safe for cyclist and pedestrians in rural areas as well in urban areas of the region.

Glen Bolen reported on a news update just seen on a pedestrian killed the night before. From the Oregonian: *A pedestrian was killed in a hit and run crash late Thursday in Portland's Hillsdale neighborhood, police say. Portland police said the driver didn't stop after hitting the pedestrian in the area of South Barbur Boulevard and Southwest Capitol Hill Road. The pedestrian died at the scene. Police said the incident was the city's 18th fatal crash of 2020.*

Karen Buehrig noted that it was possible the crash on Highway 99E in Clackamas County may be pedestrian killed related with the crash. Further investigation on this can be done. Statistics can show travel behavior and changing trends as traffic increases.

- **Executive Order 20-04 (Climate Change) – Draft Multi-Agency Statewide Transportation Strategy (STS) Implementation Work Plan (2020-2022) comment period** (Glen Bolen, ODOT/ Karen Williams, DEQ) Glen Bolen reported on the Governor’s Executive Order 20-04 that directed the Oregon Department of Transportation, Department of Land Conservation and Development, Department of Environmental Quality, and Department of Energy to collaborate and identify specific actions to help the state get back on track with the Strategy’s vision, which began in 2013 with Oregon’s Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction that outlined ways to fight climate change by reducing transportation-related greenhouse gas emissions in the state.

The flyer in the packet “Every Mile Counts” contains more information, including how the public can be involved. Details are available in the Work Plan and on the project’s web page: <https://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx>

Eric Hesse appreciated the efforts from all the agencies on the number of activities regarding transportation climate smart plans and reduced greenhouse gas emissions. As noted in the flyer, This Work Plan does not replace but rather complements existing agency efforts to reduce greenhouse gas emissions. State transportation rulemaking planning, updates to state highways plans, and coordination with Regional Mobility Policy updates are working together, making further discussions in the future ideal with this combined coordination.

- **Regional Mobility Policy Update: Seeking examples of how current policy has been applied in the region** (Kim Ellis) Chairman Kloster noted the memo in the packet from Ms. Ellis on the Regional Mobility Policy Update. Metro and ODOT staff are looking for “on-the-ground” examples of applications of the current volume/capacity measure and targets/standards for these four categories: (1) transportation system plan (TSPs), (2) plan amendments (legislative and quasi-judicial), (3) local development proposals that went through the development review process (with a transportation impact analysis) and (4) project design. Jurisdictions are asked to forward their case studies and examples to Ms. Ellis.
- Chairman Kloster and Vice Chair Leybold addressed the issue of printed documents, which the committee normally receives in hard copy form for major reports. Because of the current COVID-19 situation being out of the building and away from normal printing arrangements, these have been put on hold as Metro works on making hard copies of documents available. If specific documents are requested we will do our best to get printing done in a timely manner.

3. Public Communications on Agenda Items - none

4. Consideration of TPAC Minutes from May 1, 2020

Karen Williams asked the wording on page 3 be changed from *while winter fuels carry more ozone releases, the winter fuel in storage being used before switching to summer gasoline is offset by lower traffic on roads now* to While winter fuels carry more volatile organic releases leading potentially to more ozone formation, the winter fuel in storage being used before switching to summer gasoline is offset by lower traffic on roads now.

MOTION: To approve the minutes from May 1, 2020 with above correction.

Moved: Laurie Lebowsky

Seconded: Glen Bolen

ACTION: Motion passed with one abstention; Jessica Berry.

5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5112 (Ken Lobeck) Mr. Lobeck presented the June 2020 MTIP Formal Amendment Resolution 20-5112 with following project summary:

Project #1 Clackamas County Regional Freight ITS Project

Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.

CANCEL PHASE:

The formal amendment shifts \$103,730 total of construction phase funding to PE to address a PE phase funding shortfall. The scheduled summer construction phase has been delayed. The remaining construction phase funding is canceled in the 2018 MTIP and will be added to the 2021 MTIP.

Project #2 New Project ODOT Portland Metro Area & Hood River Curb Ramp Scoping

Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.

ADD NEW PROJECT

The formal amendment adds the new project development ADA curb ramp scoping project to the 2018 MTIP. It is being added now to enable the federal funds to be obligated before the end of FY 2020.

Project #3 ODOT US26: OR217 - Cornell Rd

Repave mainline of roadway to improve pavement condition and extend service life.

COMBINED PROJECT

The ROW and construction phase funding is deprogrammed and combined into Key 20299, US26: Sylvan - OR217. Both projects are paving projects and both will now be combined together and obligate their construction funding before the end of FY 2020.

Project #4 ODOT **US26: SYLVAN - OR217 US26: Cornell Rd - Sylvan**

On US26 near Beaverton from Sylvan (e/o US26/OR8/SW Canyon Rd IC) west to OR217, rehab/repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award)

Repave roadway and ramps to improve pavement condition, extend service life and maintain safety standards. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration (Combined with Key 20300)

COMBINED PROJECT

The ROW and construction phase funding from Key 20300 is combined into Key 20299. Both projects are combined together. Limits are adjusted as a result, but the scope remains a rehab/repaving project. The Construction phase obligation is now scheduled to occur before the end of FY 2020.

Project #5 ODOT **Region 1: Bridge Screening and Rail Retrofit**

Bridge rail retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722

Update the rails or edges of bridges and screening, which will prevent items and vehicles from falling off the bridges on multiple bridges in the Portland Metro Region

SCOPE CHANGE

The amendment updates the PE and construction phase costs, plus adds a Utility Relocation phase. Three previous identified bridges that were part of the approved scope of work have been removed from the updated scope of work. A minor cost increase of 8% results from the changes.

Project #6 ODOT I-5 Over NE Hassalo St and NE Holiday St (BR#08583) On I-5 over NE Hassalo St and SE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5,000,000 Original Award)

COMBINE PHASE:

The formal amendment transfers the PE phase funding over to that Rose Quarter Improvement project in Key 19701. Eventually the entire project (Key 21219) will be combined into Key 19701 when the construction phase is added to the I-5 Rose Quarter Improvement Project. Key 21219 is reduced by \$1 million dollars which equals a 20% cost change to the project.

Project #7 ODOT I-5 Rose Quarter Improvement Project On I-5 between I-84 and I-405, Planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities

COMBINED PROJECT

The formal amendment combines into the PE phase the \$1 million transferred from Key 21219. The \$1 million is added to the PE phase. The PE phase increases to \$72,391,997. Conversion fund type codes are added to the PE phase to replace some of the Advance Construction placeholder funding. Remaining funds from Key 21219 will be added to the construction phase when the full construction phase is programmed during FY 2021.

Comments from the committee:

- Jeff Owen noted a typo on page 34 in the packet that should replace *PEA* with *PE*.
- Karen Williams asked for clarification on project #6 why the reason for combining the projects was to divert traffic for more effective ways to traffic. Mr. Lobeck described the feasibility to cost savings by combining the PE phases of the projects.

MOTION: TPAC to approve recommendation for the 7 projects to JPACT for Resolution 20-5112 under MTIP Amendment JN20-13-JUN.

Moved: Jeff Owen

Seconded: Tom Bouillon

ACTION: Motion passed with one abstention; Yousif Ibrahim.

6. 2021-2024 Metropolitan Transportation Improvement Program (MTIP) – Adoption Draft 20-5110

(Grace Cho) Ms. Cho provided TPAC with an overview of the 2021-2024 MTIP adoption draft, summarized the comments and responses received during public comment, and reviewed the response to the TPAC feedback received on the performance assessment results for the 2021-2024 MTIP. The allocation and decision processes for determining which transportation projects and programs are expected to receive funds were completed at the beginning of 2020. The 2021-2024 MTIP adoption draft is a reflection of the outcomes of those allocation and decision processes.

In total, the 2021-2024 MTIP public review draft received 210 public comments. Key takeaways:

- Over 50% response – more and faster work needed to address all four regional priorities
- Most work needed – address climate change
 - Connected climate and traffic congestion
- Closely behind – address equity
 - More and different type of investments; not enough
- Lots of suggested solutions to advance priorities

Following the technical corrections public comment period on seven significant projects, which ends June 29, the request to approve and adopt the 2021-2024 MTIP will be presented to JPACT and Metro Council. Following this it will be submitted for inclusion in the 2021-24 STIP and federal submission.

Comments from the committee:

- Glenn Koehrsen noted the concern for equity with seniors and those disabled which may have been ignored during the recent months with the “stay at home” message. The mental health of seniors is an important issue with social isolation when not receiving transportation support. It was advised to remember the need for transportation options with this demographic in both the urban and rural areas of our region.
- Chris Deffebach asked for clarification on the projects listed in the MTIP. Were the projects only Federal or local funding to make the Federal match? Were any projects not included because of operational dollars of local projects? Ms. Cho reported the MTIP lists Federal transportation projects, but in certain cases local projects being added with Federal funds or in the Regional System, these would be included in the MTIP. Asked about geographical breakdowns by zip codes in the survey, it was reported participants can be demonstrated by percentages in counties.
- Karen Williams complimented Ms. Cho and Metro staff on the work with the public comment periods and analysis. Of the three projects in the performance analysis that were not included in the MTIP, would these be expected to come forward as MTIP amendments later? Ms. Cho

reported that two of the three projects would likely be brought forward as amendments. The first is the MAX line extension later this fall once the required project funding has been identified. The second project is the construction phase of the I-5/Rose Quarter project. The third project was not included in the MTIP due to funds already dispersed on the project.

- Karen Buehrig gave appreciation for the impressive work done on the MTIP by Ms. Cho and Metro staff. The printed version of the document is looked forward to. Part of the lessons learned throughout this process was having enough time at the beginning to understand and develop for policy work on projects. Solid improvements with the RFFA process were noted, including collection and listening to public comments with responses to partners. Clackamas County investment projects were mentioned in the MTIP were acknowledged.

It was noted that during the recent demonstrations and highlight of racial systematic issues in our culture, the leadership of TPAC members and Metro staff to bring these issues forward with conversations has led to deeper discussions in Clackamas County. A study on racial inequity issues in collaboration with the Coalition of the Communities of Color has begun in the County, and the County Board approved an Office of Equity. Clackamas County looks forward to more discussions with TPAC and thanks the members for their input.

- Eric Hesse added appreciation to Ms. Cho and Metro staff for the work presented on the MTIP data. It appeared the right focal areas are identified from the public comments which will be challenging as they are implemented. With possible greater funding for transportation planning and improvements even more flexibility and partnerships with lessons learned in this process can give the region greater capability for our region. The City of Portland looks forward to participation as part of this process.
- Jeff Owen added his thanks for the team for the fine work on the MTIP document. With a fast moving timeline and other issues facing the community and region at this time, it was a remarkable effort. The public comments were thoughtful and helpful to agencies and partners. The Red Line project has been awarded nearly \$100 million by the FTA for federal funding, about half the total cost of the project. Following the PE phases, in spring 2021 the full agreement could be completed to accept these funds and will be included in the next MTIP.
- Glen Bolen noted that from the letter ODOT provided on technical corrections went beyond the seven projects with changes. Ms. Cho reported that the seven identified were significant project with changes, but others were minor that did not require changes in the document before taking forward for adoption.

MOTION: Recommend JPACT approval of the 2021-2024 MTIP and adoption by the Metro Council.

Moved: Chris Deffebach

Seconded: Eric Hesse

ACTION: Motion passed unanimously.

7. MAX Tunnel Study (Matt Bihn)

Matt Bihn presented an overview of the MAX Tunnel Study and initial findings. The purpose of the study was to define a representative project to address light rail capacity and reliability, provide preliminary info for stakeholders and the public, and determine cost to advance a project through NEPA.

The Portland Central City area is a bottleneck for regional light rail operations— impacting speed and reliability system wide. One “pinch point” is downtown Portland where a mix of vehicles, pedestrians and bikes reduces speed, frequent right-of-way conflicts impact light rail reliability, and frequent stops results in longer travel times.

Another “pinch point” is the Steel Bridge. Built in 1912, the bridge slows down travel and impacts on-time performance. While TriMet is making investments in the Steel Bridge to help in the short-term, in the long-term a higher capacity solution is needed. Downtown congestion and slowdowns at the Steel Bridge don’t just impact the central city—they ripple throughout the entire region. They impact people’s ability to get where they need to go, and impact businesses’ ability to deliver goods and services. This is particularly challenging for people who live farther out and travel into or across downtown Portland.

Early scoping for the study involved many stakeholder group meetings, an open house and online survey with comments provided and a high degree of support for the tunnel concept. The findings showed:

1. Travel time savings: Routing MAX through a tunnel under downtown Portland and the Willamette River would save people time and make MAX as fast as or faster than driving. This would lead to even greater benefits such as lower car ownership costs, less traffic, less constrained parking downtown, and reduced greenhouse gas emissions.
2. Improved Reliability: For the many people in the region who rely on public transit as their primary transportation, a light rail tunnel would sustain the MAX service they count on for access to school, jobs, recreation and other opportunities. Today, average on-time performance is 87%, higher than just a year ago, but still below the over 90% we can expect with a tunnel. Train delays average 2 ½ minutes, with one in eight delays lasting between 5 and 8 minutes
3. Faster travel times for marginalized communities. It’s critical for regional prosperity to connect communities of color, English language learners, and low income households with job centers throughout the region. Rapid increases in housing costs over the last decade have affected the affordability of our region. Housing farther from downtown has remained more affordable, forcing many to endure longer commutes and assume higher travel costs if they drive.
4. Speed. The MAX tunnel can save over 12 minutes for a trip through the central city. Even people going to downtown Portland, to places like PSU or Pioneer Square, would save 5 to 6 minutes, depending on where they’re coming from. While the MAX tunnel stations have yet to be determined, access to downtown destinations will be further enhanced by surface travel options like bus, streetcar, bike share, and a great walking environment.
5. Resiliency. A MAX tunnel would add a resource to the regional transportation network that would be resilient to natural disasters and other regional disruptions.
6. Capacity. The MAX lines connect downtown Portland with dense and growing neighborhoods and employment areas. A comfortable and reliable transit system is essential to accommodating this growth—ensuring our communities provide social and economic opportunity for all, and help reduce greenhouse gas emissions.

The MAX Tunnel Study produced preliminary projections of MAX tunnel benefits and construction costs, and the estimated funds needed to complete the next stages of the required planning and engineering. The future phases would identify the tunnel route, station locations, and light rail operating plan, and include the environmental analysis, design, and engineering.

Comments from the committee:

- Karen Williams asked how the 24,000 modeled more trips as travel demand increases was modeled and how this works with the environmental analysis. Mr. Bihn reported that the more detailed environmental study will show affects from increased transit. The assumptions of changes from vehicle to other modes of travel, including light rail with a tunnel, have yet to become known.
- Tyler Bullen asked if the Red Line would not be used in the tunnel, were the service streets planned to be converted to Street Cars. Mr. Bihn noted that the stations have not been identified yet, and the model was made for the Red Line on the Steel Bridge with possible more trains using the service street routes, allowing faster lines in the tunnel. When asked if extended train cars would be added beyond the limited 2 cars downtown currently, Mr. Bihn noted that the design limitations beyond the 2 cars would be cost prohibitive with retrofits at each station. Adding more frequent service with the 2 cars was reasonable with cost estimates.
- Don Odermott thanked Mr. Bihn and the staff for the work on the study. It was asked how using the Red Line from the Portland airport to Orenco Station shows such a low time reduction. Mr. Bihn reported the range of 8-16% depended on taking the Blue Line at the surface, then transferring to the Red Line. Directions of trains through downtown affect speed and frequency. Regarding ridership projections, it is hoped we have better results that models can accurately show.
- Eric Hesse appreciated the presentation from Mr. Bihn. The City of Portland was supportive of the study and looks forward to working with partners on long-term needs to secure expectations for improved public transit. It was recognized there is a balancing act between regional mobility needs and housing/land use strategies as urban and rural areas look for economic development with reliable transportation.
- Janet Bebb asked if the location where the tunnel would begin on the east side would affect the Albina District. Mr. Bihn reported the locations in the Lloyd District which intersects with freight tracks and under the Rose Quarter was designed for the start of the tunnel. Light rail is limited to certain grades and curves, with more studies to follow in the environmental analysis.
- Gladys Alvarado asked what impacts to lower income areas would this have while the project was being built, in relation to public transportation that so many people depend on. Mr. Bihn reported service would not be stopped while the studies and project was built. Part of the design would include considerations of impacts during project construction.
- Karen Williams asked if the affects during construction itself would be factored in-depth to the environmental analysis. Mr. Bihn confirmed that both the long-term effects and construction impacts will be included in the environmental analysis.

8. Regional Transportation Council Vancouver Area Smart Trek (VAST) Annual Report (Bob Hart)

Bob Hart provided an overview of the Regional Transportation Council Vancouver Area Smart Trek (VAST) annual report, its 2019 work and ongoing activities. The Vancouver Area Smart Trek (VAST) program is a partnership of transportation agencies in the Clark County region established to improve transportation system operations and performance through the use of smart technology and the

system and communications infrastructure needed to support it. The VAST agencies, made up of WSDOT, Clark County, City of Vancouver, C-TRAN, and RTC collaborate on signal systems, freeway and arterial management, traveler information, and transit signal priority projects.

The VAST program has three key elements: intelligent transportation systems, transportation related communications infrastructure, and transportation operations and planning. The VAST partnership has been an effective way for the agencies to coordinate on project delivery, joint project funding, monitoring project development, and project integration to improve transportation operations.

Emerging Issues and Trends - Support Emerging Operational Strategies

- The SR-14 expansion project will include peak shoulder running westbound from 164th to I-205
- WSDOT, ODOT and C-TRAN will be operating Bus on Shoulder on the Glenn Jackson Bridge from SR-14 to Airport Way during the Interstate Bridge Trunnion repair project in September 2020
- WSDOT is constructing ramp meters and variable speed signs on I-5 south from 78th Street to the Interstate Bridge to open in summer 2020 prior to the I-5 closure
- WSDOT and C-TRAN are collaborating on construction of BOS on I-5 from 99th Street to Interstate Bridge to open in summer 2020 prior to the I-5 closure

The Smart Communities Assessment (SCA) process, funded jointly by Vancouver, WSDOT, Clark County, C-TRAN, and RTC, builds upon the initiatives and projects that have already been developed under the Vancouver Area Smart Trek Program. The SCA includes engaging with transportation agencies, internal departments, elected officials and policy makers to evaluate current practices and develop a model to guide the implementation of emerging technologies for mobility and transportation by reducing siloes and furthering integration.

An evaluation and assessment of Vancouver area agencies on the development of their smart community's capacity and practices will help cities, counties, and state governments leverage technology to improve urban operations and better serve residents and the community. Mr. Hart or Lynda David can be contacted for further information on the VAST program.

9. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 12 noon.

Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, June 5, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	06/05/2020	06/05/2020 TPAC Agenda	060520T-01
2	TPAC Work Program	05/29/2020	TPAC Work Program, as of 05/29/2020	060520T-02
3	Memo	05/28/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	060520T-03
4	Memo	05/29/2020	TO TPAC and interested parties From: Lake McTighe, Regional Planner RE: Fatal crash update	060520T-04
5	Flyer	May 2020	Every Mile Counts: Reducing Greenhouse Gas Emissions from Transportation in Oregon	060520T-05
6	Memo	05/28/2020	TO: TPAC and interested parties From: Kim Ellis, Metro Project Manager and Lidwien Rahman, ODOT Project Manager RE: Regional Mobility Policy Update – Seeking examples of how current policy is applied	060520T-06
7	Draft Minutes	05/01/2020	Draft minutes from May 1, 2020 TPAC meeting	060520T-07
8	Resolution 20-5112	06/05/2020	Resolution 20-5112 FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES CHANGES TO SEVEN PROJECTS IMPACTING CLACKAMAS COUNTY AND ODOT (JN20-13-JUN)	060520T-08
9	Exhibit A to Resolution 20-5112	0605/2020	Exhibit A to Resolution 20-5112	060520T-09
10	Staff Report	05/28/2020	Staff Report to Resolution 20-5112	060520T-10
11	Memo	05/29/2020	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2021-2024 MTIP Adoption Draft and Public Comment Report	060520T-11
12	Resolution 20-5110	06/05/2020	Resolution 20-5110 FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA	060520T-12

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
13	Adoption Draft 2021-2024 Metropolitan Transportation Improvement Program	June 2020	Adoption Draft 2021-2024 Metropolitan Transportation Improvement Program	060520T-13
14	The MAX Tunnel Study	October 2019	The MAX Tunnel Study: Examining the feasibility of faster light rail	060520T-14
15	Vancouver Area Smart Trek (VAST): 2019 Program Report	2019	Vancouver Area Smart Trek (VAST): 2019 Program Report	060520T-15
16	Presentation	06/05/2020	June 2020 MTIP Formal Amendment Summary Resolution 20-5112 Amendment # JN20-13-JUN	060520T-16
17	Presentation	06/05/2020	2021-2024 MTIP – Adoption Draft and Public Comment	060520T-17
18	Presentation	06/05/2020	The MAX Tunnel Study	060520T-18
19	Presentation	06/05/2020	Vancouver Area Smart Trek Annual Report	060520T-19

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR)	RESOLUTION NO. 20-5116
AMENDING EXISTING PROJECTS TO THE)	
2018-21 METROPOLITAN TRANSPORTATION)	Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM WHICH INVOLVES)	Andrew Scott in concurrence with
CHANGES TO GRESHAM'S SANDY BLVD)	Council President Lynn Peterson
RECONSTRUCTION PROJECT AND ADDING)	
METRO'S TSMO/ITS PORTAL PROJECT (JL20-)	
14-JUL)		

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, the city of Gresham's Sandy Blvd reconstruction project has completed its Plans, Specifications, and Estimates (PS&E) package and now requires a commitment of additional local funds to fully fund the construction phase which is occurring through this amendment allowing the construction phase to be obligated before the end of federal fiscal year 2020; and

WHEREAS, Metro has awarded Portland State University \$600,000 of Regional Flexible Fund Allocation – Step 1 funds to continue data collection, integration, and management over a multi-year period of the Portland Oregon Regional Transportation Data Archive Listing (PORTAL) which is a critical data clearinghouse for the Metro Regional Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) program; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the July 2020 MTIP Formal Amendment; and

WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have

little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the July 2020 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on July 10, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5116 consisting of the July 2020 Formal MTIP Amendment bundle on July 16, 2020 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on July 30, 2020 to formally amend the 2018-21 MTIP to include the required changes, advancements, or additions to the two identified projects as part of Resolution 20-5116.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5116**



Proposed July 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JL20-14-JUL Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 19279	70684	Gresham	Sandy Blvd: NE 181st Ave to E Gresham City Limit	The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.	<u>COST INCREASE:</u> The formal amendment increases the construction phase to address the 100% design final cost estimate for the project. The construction phase increases from \$2,662,821 to \$3,903,022. The total project cost is \$1,204,201 and equals a 29.8% increase to the project. The construction phase was programmed with a preliminary phase cost before final design and cost estimates were determined.
Project #2 Key TBD New Project	TBD	Metro	Multimodal Transportation Data Archive (PORTAL)	2019-21 Metro TSMO allocation to maintain data feeds and internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Provide PORTAL training to users.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new 2019 TSMO awarded project to the 2018 MTIP allowing the STBG funds to be obligated before the end of the federal fiscal year (September 1, 2020)



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

Formal Amendment
COST INCREASE
7th Amendment to Project

Lead Agency: Gresham		Project Type:	Reconst		ODOT Key:	19279
Project Name: Sandy Blvd: NE 181st Ave to E Gresham City Limit	1	ODOT Type	Operations		MTIP ID:	70684
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Performance Meas:	Yes		Status:	4
		Capacity Enhancing:	No		Comp Date:	12/31/2021
Short Description: The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.		Conformity Exempt:	Yes		RTP ID:	10443
		On State Hwy Sys:	No		RFFA ID:	50237
		Mile Post Begin:	N/A		RFFA Cycle:	2016-18
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2015		Past Amend:	6
		Years Active:	6		OTC Approval:	Yes
		STIP Amend #:	TBD		MTIP Amnd #:	JL20-14-JUL
Detailed Description: The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.						
STIP Description: Construction of multimodal, freight access and mobility facilities						

Last Amendment of Modification: July 2019, AB19-18-JUL2 - STIP Re-Balancing Amendment - Cons Slip to 2020: Increase PE phase adding local Other funds of \$36k increasing PE from \$664,605 to \$700,605. Slip UR phase to from 2019 to 2020. No change in phase cost. Slip Cons from 2019 to 2020. No change in phase cost. TPC increases to \$4,029,202. - KL

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP-U	M23E	2015		\$ 596,350				\$ 596,350
STP-U	Z230	2018			\$ 462,806			\$ 462,806
STP-U	Z230	2020				\$ 134,595		\$ 134,595
STP-U	Z230	2020					\$ 2,091,000	\$ 2,091,000
ADVCON	ACPO	2020					\$ 298,350	
							Federal Totals:	\$ 3,284,751
Federal Fund Obligations:				\$ 596,350	\$ 462,806			Federal Aid ID
EA Number:				PE002559	R9384000			3125(056)
Initial Obligation Date:				9/17/2015	7/24/2018			
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2015		\$ 68,255				\$ 68,255
Other	OTH0	2015		\$ 36,000				
Local	Match	2018			\$ 52,970			\$ 52,970
Local	Match	2020				\$ 15,405		\$ 15,405
Local	Match	2020					\$ 239,324	\$ 239,324
Local	Match	2020					\$ 34,147	\$ 34,147
Other	OVM	2020					\$ 1,240,201	\$ 1,240,201
							Local Total	\$ 1,240,201
Phase Totals Before Amend:			\$ -	\$ 700,605	\$ 515,776	\$ 150,000	\$ 2,662,821	\$ 4,029,202
Phase Totals After Amend:			\$ -	\$ 664,605	\$ 515,776	\$ 150,000	\$ 3,903,022	\$ 5,233,403
Year Of Expenditure (YOE):								\$ 5,233,403

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 increases the construction phase to address the 100% design final cost estimate for the project. The construction phase increases from \$2,662,821 to \$3,903,022. The total project cost increases from \$4,029,202 to \$5,233,403 which equals a \$1,204,201 increase to the project or 29.8% increase to the project. The construction phase was programmed with a preliminary phase cost before final design and cost estimates were determined. Contributing to the construction phase cost increase includes the required culvert replacement, traffic signal modifications, aggregate base work, earthwork, and stormwater planters which were not part of the initial scoping effort.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 10443 - Sandy - 181st to 202nd - Multimodal Improvements

> RTP Description: Widens Sandy Blvd. to 5 lanes and adds new sidewalk, multi-use path, bike lanes from 181st to 202nd Ave.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 10 - Fiscal Stewardship

> Goal Objective 10.1 Infrastructure Condition

> Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

> STP-U = Federal Surface Transportation Program funds appropriated to the states with a portion allocated directly to the MPOs.

> ADVCON = Federal Advance Construction p=funds which are used as a placeholder and covered by ODOT until the final federal fund code is determined.

> Local = General local funds provided by the lead agency as part of the required match.

> Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

> On NHS: Yes - Sand/US30 is identified as a MAP-21 NHS Principal Arterial

> Metro Model: Yes - Sandy Blvd is identified as a Major Arterial in the Metro Motor Vehicle modeling network

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No

> Located on the CMP: Yes



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

Formal Amendment
NEW PROJECT
Initial MTIP Programming

Lead Agency: Portland State University		Project Type:	TSMO		ODOT Key:	NEW
Project Name: Multimodal Transportation Data Archive (PORTAL)	2	ODOT Type	Ops/ITS		MTIP ID:	NEW
		Performance Meas:	Yes		Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). Short Description: 2019-21 Metro TSMO allocation to maintain data feeds and internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Provide PORTAL training to users.		Capacity Enhancing:	No		Comp Date:	12/31/2022
		Conformity Exempt:	Yes		RTP ID:	11104
		On State Hwy Sys:	N/A		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	2019-21
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2020		Past Amend:	0
		Years Active:	0		OTC Approval:	Yes
		STIP Amend #: TBD			MTIP Amnd #:	JL20-14-JUL
	Detailed Description: Maintain data feeds, handle any changes to data feeds, outages. Internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Code maintenance and upgrades as necessary. Provide training or workshop opportunities open to PORTAL users, planners, researchers, and students; provide regular updates on PORTAL to TransPort and via the documentation website. Includes the Portal User Group which meets monthly. Disseminate results of this project through conference presentations, papers, and digital communications. (2019 Metro TSMO-RFFA Funding Award)					
STIP Description: TBD						
Last Amendment of Modification: None. New project being added to the MTIP						

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
Federal Funds								
STBG-U	2230	2020					\$ 600,000	\$ 600,000
							\$	-
							\$	-
							Federal Totals:	\$ 600,000
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	S010	2020					\$ 11,145	\$ 11,145
							\$	-
ODOT State funds are committed as part of the required match							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2020					\$ 57,527	\$ 57,527
							\$	-
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 668,672	\$ 668,672
Year Of Expenditure (YOE):								\$ 668,672

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 new 2019 TSMO awarded project to the 2018 MTIP allowing the STBG funds to be obligated before the end of the federal fiscal year (September 1, 2020). The PORTAL project is a technical data maintenance, upgrade and storage project in support of the regional Intelligent Transportation System/Transportation Systems Management and Operations program. Portland State University is the lead agency that will complete the required project tasks.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027

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

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Safety - Traffic control devices and operating assistance other than signalization projects

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 4 - Reliability and Efficiency

> Goal 4.2 - Travel Management

> Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated to the MPOs for various transportation system improvements

> State = General state funds provided in support of the required match or overmatch.

> Local = General local funds provided by the lead agency as part of the required match.

Other

> On NHS: N/A

> Metro Model:N/A

> Model category and type: N/A

> TCM project: No

> Located on the CMP: N/A

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 30, 2020
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: July 2020 MTIP Formal Amendment & Resolution 20-5116 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES CHANGES TO GRESHAM'S SANDY BLVD RECONSTRUCTION PROJECT AND ADDING METRO'S TSMO/ITS PORTAL PROJECT (JL20-14-JUL)

BACKGROUND

What This Is:

The July 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5116 and being processed under MTIP Amendment JL20-14-JUL.

What is the requested action?

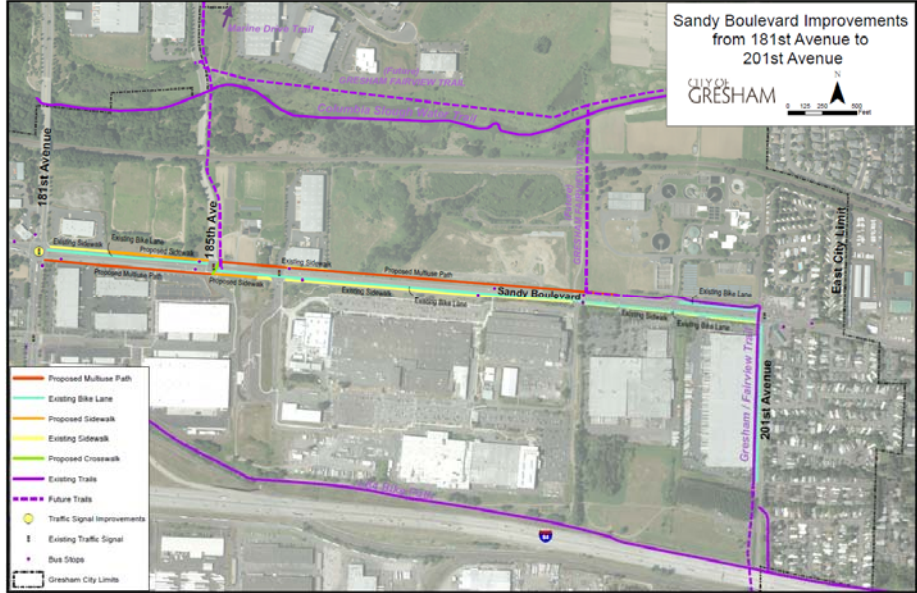
Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 20-5116 consisting of two projects in the July 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Proposed July 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JL20-14-JUL Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 19279	70684	Gresham	Sandy Blvd: NE 181st Ave to E Gresham City Limit	The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.	<u>COST INCREASE:</u> The formal amendment increases the construction phase to address the 100% design final cost estimate for the project. The construction phase increases from \$2,662,821 to \$3,903,022. The total project cost is \$1,204,201 and equals a 29.8% increase to the project. The construction phase was programmed with a preliminary phase cost before final design and cost estimates were determined.

Project #2 Key TBD New Project	TBD	Metro	Multimodal Transportation Data Archive (PORTAL)	2019-21 Metro TSMO allocation to maintain data feeds and internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Provide PORTAL training to users.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new 2019 TSMO awarded project to the 2018 MTIP allowing the STBG funds to be obligated before the end of the federal fiscal year (September 1, 2020)
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A detailed summary of the two projects is provided below:

Project 1: Sandy Blvd: NE 181st Ave to E Gresham City Limit	
Lead Agency:	Gresham
ODOT Key Number:	19279 MTIP ID Number: 70684
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits. Source: Existing project. Funding: The project's federal funding originates from the Metro 2016-18 Regional Flexible Funds Allocation(RFFA) program Project Type: Highway reconstruction Location: On Sandy Blvd Cross Street Limits: 181st Ave to East Gresham city Limits (201st Ave) Overall Mile Post Limits: N/A Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: TBD MTIP Amendment Number: JL20-14-JUL
What is changing?	<p>AMENDMENT ACTION: COST INCREASE</p> <p>The formal amendment provides the required cost increase to the Construction phase based on the project now at 100% design. As the project progressed through the Plans, Specifications, and Estimates (PS&E) portion of Preliminary Engineering, detailed costs were applied to the associated scope deliverables.</p> <p>As projects progress through (PS&E), additional scope elements and/or updated element costs are refined. The final design package increases the construction phase cost from \$2,662,821 to \$3,903,022.</p> <p>A preliminary cost increase to the project was identified last year, but the actual programming correction was held-off until confidence in the</p>

	Construction phase cost estimate accuracy was ready. Now that PS&E is wrapping up and the project moving towards the construction phase, the MTIP is being updated with the revised construction costs. This will enable the construction phase to obligate its federal funds before the end of FY 2020.
Additional Details:	<p style="text-align: center;">Project Location</p> 
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the cost increase represents a 29.8% change to the project which is greater than the 20% threshold for cost increases resulting in the need for a formal amendment.
Total Programmed Amount:	The programming increases the total project cost from \$4,029,202 to \$5,233,403
Added Notes:	The formal amendment needs to occur now as a condition to obligate the construction phase before the end of FY 2020.

Project 2:	Multimodal Transportation Data Archive (PORTAL) (New Project)		
Lead Agency:	Metro		
ODOT Key Number:	TBD	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> PORTAL = Portland Oregon Regional Transportation Data Archive Listing Description: PORTAL is a component of Metro's Transportation System Management and Operations (TSMO)/Intelligent Transportation System (ITS) Program. The Metro TSMO/ITS program provides centralized real-time and forecast traveler information is one 		

	<p>of the main goals of this TSMO plan. Accurate and comprehensive real-time traveler information allows system users to make informed decisions about their route, mode of transportation and time of day they travel. Ideally this will lead to optimal roadway usage, less unnecessary traveler delay more walking, biking, transit and carpool trips, reduction in vehicle miles traveled and an improved traveler experience, which benefits all modes of travel.</p> <p>In other words, through the use of various high technology components, improvements in the management and use of the regional transportation system can occur to help motorists, commuters, and pedestrian/bicyclists.</p> <ul style="list-style-type: none"> Proposed improvements: PORTAL provides the collection, analysis, management, and interpretation of the ITS data. The program is an on-going annual effort to help us better manage the regional transportation system. PORTAL is managed by Portland State University. The project Source: New project. Funding: The awarded source of funding for the project is from Metro's 2019-2021 Regional Flexible Fund Allocation (RFFA) - Step 1 funding bucket. Project Type: Planning Location: Region 1 Cross Street Limits: N/A Overall Mile Post Limits: N/A Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc. STIP Amendment Number: TBD MTIP Amendment Number: JL20-14-JUL
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment add this multi-year funding for the PORTAL requirements supporting the Metro Regional TSMO/ITS program needs. A description of the scope activities includes the following:</p> <ul style="list-style-type: none"> Maintain data feeds, handle any changes to data feeds, outages. Internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Code maintenance and upgrades as necessary. Provide training or workshop opportunities open to PORTAL users, planners, researchers, and students; provide regular updates on PORTAL to TransPort and via the documentation website. Includes the Portal User Group which meets monthly. Propose and develop enhancements which are determined on an annual basis by the PORTAL TAC and TransPort. Examples include providing standardized data sets, updating the travel time page to connect freeways and arterials, adding an API and expanding coverage of data collection to additional roadways in the region as new detection is put in place.

	<ul style="list-style-type: none"> Disseminate results of this project through conference presentations, papers, and digital communication, including conferences such as the Transportation Research Board, the North American Traffic Monitoring Exposition and Conference (NATMEC), ITS America, Regional ITE and IMSA Conferences, the Northwest Transportation Conference. Provide Quarterly progress reports and a final report at the project's conclusion; quarterly progress briefings to TAC; monthly updates to TransPort.
Additional Details:	<p>The PORTAL project will cover the entire Region 1 area.</p> <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: right;"> <p>600 NE Grand Ave. Portland, OR 97232-2736 oregonmetro.gov</p> </div> </div> <p>June 9, 2020</p> <p>Caleb Winter Metro 600 NE Grand Ave. Portland, OR 97232</p> <p>Dear Kristin,</p> <p>Congratulations, your agency's proposal to the 2019 Transportation System Management and Operations Solicitation was awarded funds. The proposed project, Multimodal Transportation Data Archive, was awarded funds by a recommendation at TransPort December 11, 2019 and TPAC was informed of that recommendation January 2, 2020.</p> <p>The award is a suballocation from the Metro's Regional Flexible Funds for the TSMO Program for years 2019-2021:</p> <p>\$600,000 Federal (FAST Act STBG) \$68,672 local funding is required to match, proposed to be broken down between ODOT and PSU: \$11,145 ODOT \$57,527 PSU TREC \$668,672 is the total project amount</p> <p>The project manager and lead agency for this project is Kristin Tufte, Portland State University (PSU). Please let us know immediately if you have any updates on project manager or lead agency.</p> <p>Completed steps:</p> <ul style="list-style-type: none"> ✓ Scheduling a project kick-off meeting in spring 2020; communicate your team's availability within two weeks to Caleb Winter, caleb.winter@oregonmetro.gov ✓ Confirming ODOT administrative liaison will be Chi Mai, supported by Kerrie Franey. ✓ Reviewing scope, schedule and budget from the application and incorporating subsequent adjustments.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment.
Total Programmed Amount:	The programming for the scoping effort totals \$668,672.
Added Notes:	

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

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

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 July 2020 Formal MTIP amendment (JL20-14-JUL) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	June 30, 2020
• TPAC notification and approval recommendation.....	July 10, 2020
• JPACT approval and recommendation to Council.....	July 16, 2020
• Completion of Public Notification Process.....	July 29, 2020
• Metro Council approval.....	July 30, 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>
• Amendment bundle submission to ODOT for review.....	August 4, 2020
• Submission of the final amendment package to USDOT.....	August 4, 2020
• ODOT clarification and approval.....	August 21, 2020
• USDOT clarification and final amendment approval.....	August 21, 2020

Note: The above assumes a July 30, 2020 for Metro Council Approval

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 20-5116 consisting of two projects in the July 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Attachments: None

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 30, 2020
To: Transportation Policy Alternatives Committee (TPAC)
From: John Mermin, Senior Transportation Planner
Subject: Regional Framework for Highway Jurisdictional Transfer - Project update

Purpose

The purpose of this memo is to update TPAC on the status of the project in advance of the release of the draft report and public comment period in September.

Background

The 2018 Regional Transportation Plan identifies the need and a process for completing several jurisdictional transfers in the Metro region for older, state-owned facilities that have lost their statewide function over time to urbanization and now function as urban arterial streets (e.g. 82nd Avenue in Portland). Most of these routes have been bypassed by modern, limited access freeways (e.g. I-205) that replace their statewide travel function. In recognition of this transition, the state has adopted policies to promote the jurisdictional transfer of these older routes to city or county ownership.

Most of these roadways have a backlog of pavement maintenance as well as gaps or deficiencies in basic urban pedestrian and bicycle facilities. Funding for near or long-term investments has not been identified by the state or local jurisdictions. Furthermore, there is no agreement in the region on which roads are the highest priorities when it comes to what to transfer, when, and at what cost. For this reason, these transfers will take time to accomplish on a case-by-case basis.

As part of the project, Metro's consulting team has completed the following materials (available to download at www.oregonmetro.gov/jurisdictionaltransfer):

- Policy framework with best practices from past transfers in Oregon
- Inventory & atlas of candidate corridors – existing conditions, demographics, planned capital projects
- Corridor technical and readiness evaluation
- Corridor technical evaluation
- Cost estimation methodology
- Functional classification recommendations for the Oregon Highway Plan
- Equity considerations memo

Work underway or to be completed includes:

- Needs assessment of top tier corridors
- Final Report
- Consultant recommendation for regional action, including funding opportunities

Next Steps

In September 2020, staff will share a Draft Final Report with TPAC, JPACT and Metro Council and provide a public comment period. In December 2020, staff will share with TPAC, JPACT and Metro Council what was heard through public comments, and a recommendation for future regional action from the consulting team. Metro staff will be requesting action on a Resolution to accept the final report for inclusion in 2023 RTP Technical Appendix. *(The consultant recommendation will be advisory and not part of this action).*

Materials following this page were distributed at the meeting.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: July 9, 2020
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Regional Planner
Subject: 2020-21 Unified Planning Work Program (UPWP) Amendment for the ODOT – Pedestrian & Bicycle Crossing: Oregon City to West Linn study

Background

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year.

Please see attached project narrative proposed to be amended into the 2020-21 UPWP. ODOT staff will provide a brief presentation about the project at the July 10 TPAC meeting.

Metro staff will provide a Resolution and Staff report and request action on the amendment at the August 7 TPAC meeting and by consent at the September 17 JPACT and Metro Council meetings.

Please contact John.Mermin@oregonmetro.gov for inquiries about the UPWP. For information about the project please contact Kristen.Stallman@odot.state.or.us.

ODOT – Pedestrian & Bicycle Crossing: Oregon City to West Linn

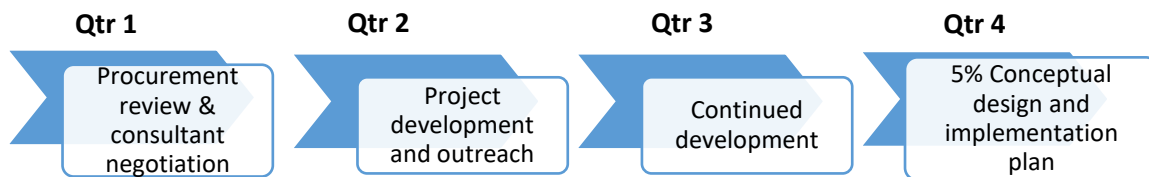
Staff Contact: Kristen Stallman, Kristen.Stallman@odot.state.or.us

Description

ODOT Region 1 is initiating a planning effort with agency partners to assess the need for a pedestrian and bicycle crossing over the Willamette River connecting Oregon City, and West Linn and to identify a preferred crossing location. This planning effort supports community desires to connect the regional active transportation network in this area. The existing Arch Bridge (OR 43) does not adequately serve bicycle and pedestrian connectivity within the vicinity. The planned I-205 Abernethy bridge will not allow bicycle and pedestrian use. Further, agency partners are interested in identifying a new option for a low stress connection between the two cities. ODOT, with partner agencies has initiated this planning study in pursuit of providing bicycle and pedestrian travel options between Oregon City and West Linn. The work will rely on ODOT's *I-205: Stafford Road to OR 99E (Abernethy Bridge) Bicycle and Pedestrian Assessment (2016)* and existing local and regional plans, to the greatest extent possible. Today, no existing local or regional plans call for the construction of a new pedestrian and bicycle crossing of the Willamette River between Oregon City and West Linn. There are planned facilities at various stages of development (planned but unfunded, designed but unfunded, funded awaiting construction) within the identified study area on each side of the river. Verifying the need and preferred crossing location for a bike and pedestrian crossing will require local agency partnership and community involvement.

ODOT's planning effort aligns with efforts by regional partners to reimagine access to the Willamette River in Oregon City and West Linn. A new pedestrian and bicycle crossing will enhance access for people walking and biking and provide the region opportunities to reconnect with the river and identify a key missing connection in the regional bikeway and pedestrian system. Completing the active transportation network with a river crossing creates essential access to and along the Willamette River between Gladstone, Oregon City, and West Linn.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Resources:

FY 2020-21 Unified Planning Work Program

Personal Services	\$ 50,000	Federal	\$ 50000
Materials & Services	\$ 300,00,000	Federal	\$ 300000
TOTAL \$ 350,000		TOTAL \$ 350,000	

Agenda Item 5:

July 2020 MTIP Formal Amendment Summary Resolution 20-5116 Amendment # JL20-14-JUL

Agenda Support Materials:

- Draft Resolution 20-5116
- Exhibit A to Resolution 20-5116 (amendment tables)
- Staff Report

July 10, 2020

Ken Lobeck
Metro Funding Programs Lead

July 2020 Formal MTIP Amendment

Overview

- Summary overview of the formal amendment contents – 2 projects
- Open to questions or project discussions
- Staff motion: Request approval recommendation to JPACT for Resolution 20-5116

July 2020 Formal MTIP Amendment

Gresham: Sandy Blvd – NE 181st Ave to East City Limit

Key 19279

Project #1: Sandy Blvd: NE 181st Ave to E Gresham City Limit

Project Description	Project Changes
<p>A. Lead Agency: City of Gresham</p> <p>B. Arterial reconstruction project</p> <p>C. The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.</p>	<ol style="list-style-type: none">1. Increases the construction phase to address the final design cost estimate.2. The construction phase increases from \$2,662,821 to \$3,903,022. The total project cost is \$1,204,201 and equals a 29.8% increase.3. Cost increase is above the 20% threshold for administrative cost changes4. The construction phase was programmed with a preliminary phase cost before final design and cost estimates were determined.

July 2020 Formal MTIP Amendment

Metro: New TSMO PORTAL project

Key TBD – New Project

Project #2: Multimodal Transportation Data Archive (PORTAL)

Project Description	Project Changes
<p>A. Lead Agency: Metro</p> <p>B. PORTAL = Portland Oregon Regional Transportation Data Archive Listing</p> <p>C. 2019-21 Metro TSMO allocation to maintain data feeds and internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Provide PORTAL training to users.</p> <p>D. Part of the Metro regional TSMO/ITS program</p>	<ol style="list-style-type: none">1. Adds a new project to the MTIP.2. RFFA TSMO allocation of \$600,000 of Metro urban allocated Surface Transportation Block Grant (STBG-U)3. Programming is occurring now to move forward and obligate funds before the end of FY 2020 (before September 2020)

Note: TSMO = Transportation Systems Management and Operations/Intelligent Transportation System

MPO CFR Compliance Requirements

MTIP 8 Review Factors

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

July 2020 MTIP Formal Amendment

Public Notification Period

30 Day Public Notification/Opportunity to Comment period is
June 30, 2020 to July 29, 2020

<https://www.oregonmetro.gov/metropolitan-transportation-improvement-program>

AMENDMENTS

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

To comment, contact Pamela Blackhorse at pamela.blackhorse@oregonmetro.gov.

FFY 2020 formal amendments

July 2020

Metro is in receipt of two projects which consist of changes to Gresham's Sandy Blvd Reconstruction Project and adding Metro's TSMO/ITS PORTAL project. Comment by July 29 by 5 p.m.

123.7 KB Adobe Acrobat PDF | Published Jun 30, 2020

July 2020 MTIP Formal Amendment

Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	June 30, 2020
TPAC Notification and Approval Recommendation	July 10, 2020
JPACT Approval and Recommendation to Council	July 16, 2020
30 Day Public Notification Period Ends	July 29, 2020
Metro Council Approval of Resolutions 20-5116	July 30, 2020
Amendment Bundle Submission to ODOT	August 4, 2020
ODOT & USDOT Final Approvals	Late August 2020

July 2020 Formal MTIP Amendment

Approval Recommendation & Questions

TPAC Approval Recommendation:

- Provide an approval recommendation for the 2 projects to JPACT for Resolution 20-5116 under MTIP Amendment JL20-14-JUL
- Correct typos, etc. in support materials
- Questions, Comments, and/or Project Discussions as Needed

2020-21 Unified Planning Work Program Amendment

ODOT – Pedestrian & Bicycle Crossing: Oregon
City to West Linn

TPAC, July 10, 2020

John Mermin, Metro

Glen Bolen, ODOT

What is the UPWP

- Annual federally-required document that ensures efficient use of federal planning funds
- Describes:
 - Transportation planning tasks
 - Relationship to other planning activities in the region
 - Budget summaries

What the UPWP isn't

- Not a regional policy making document
- Not a funding decision document, does not allocate funds
- No construction, design, or preliminary engineering
- Only includes transportation planning projects, federal funds, coming fiscal year

Next Steps

- July 16 JPACT Informational
- August 7 TPAC Action
- September 17 JPACT Action
- September 17 Metro Council Action

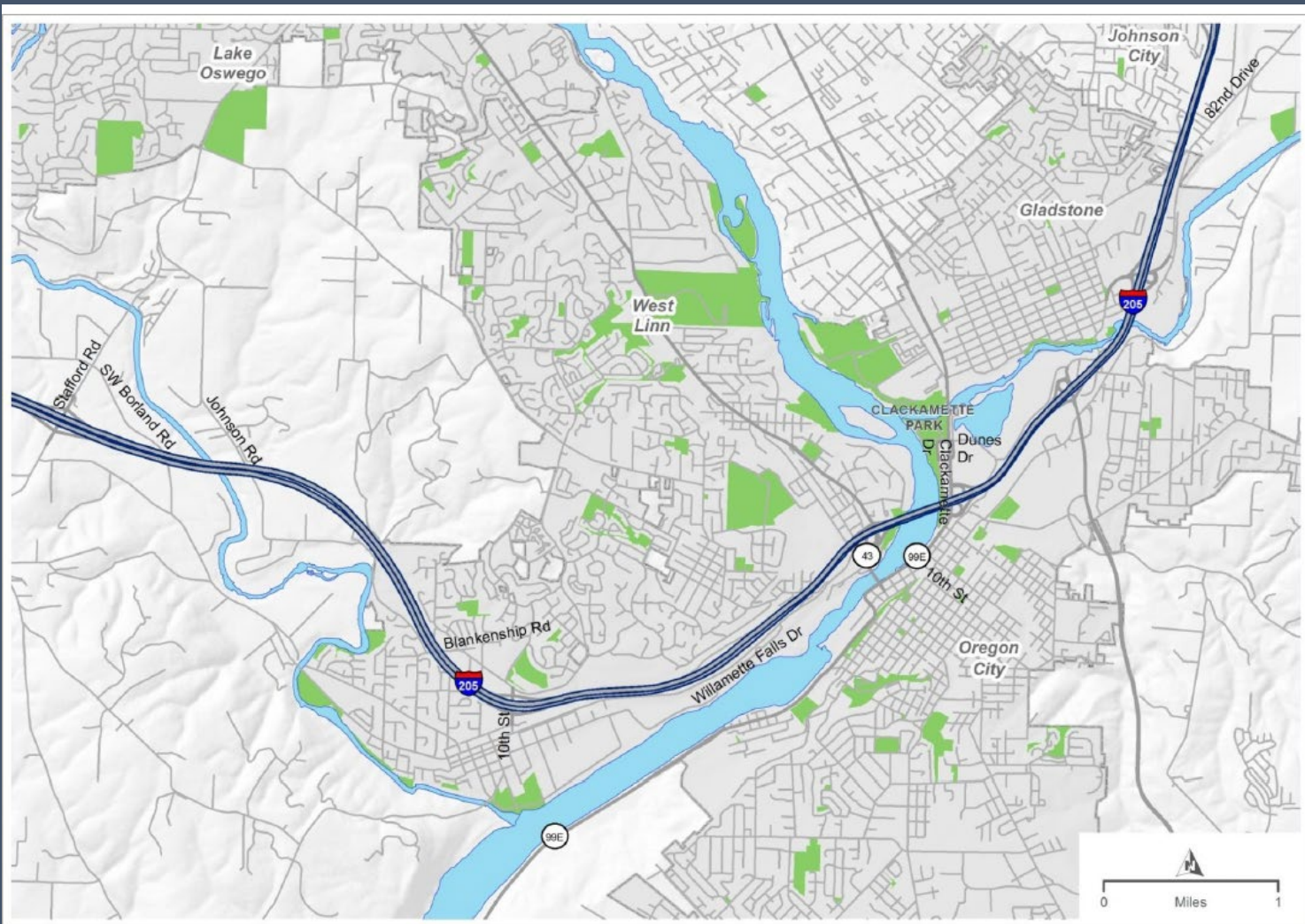


Pedestrian & Bicycle Crossing: Oregon City to West Linn

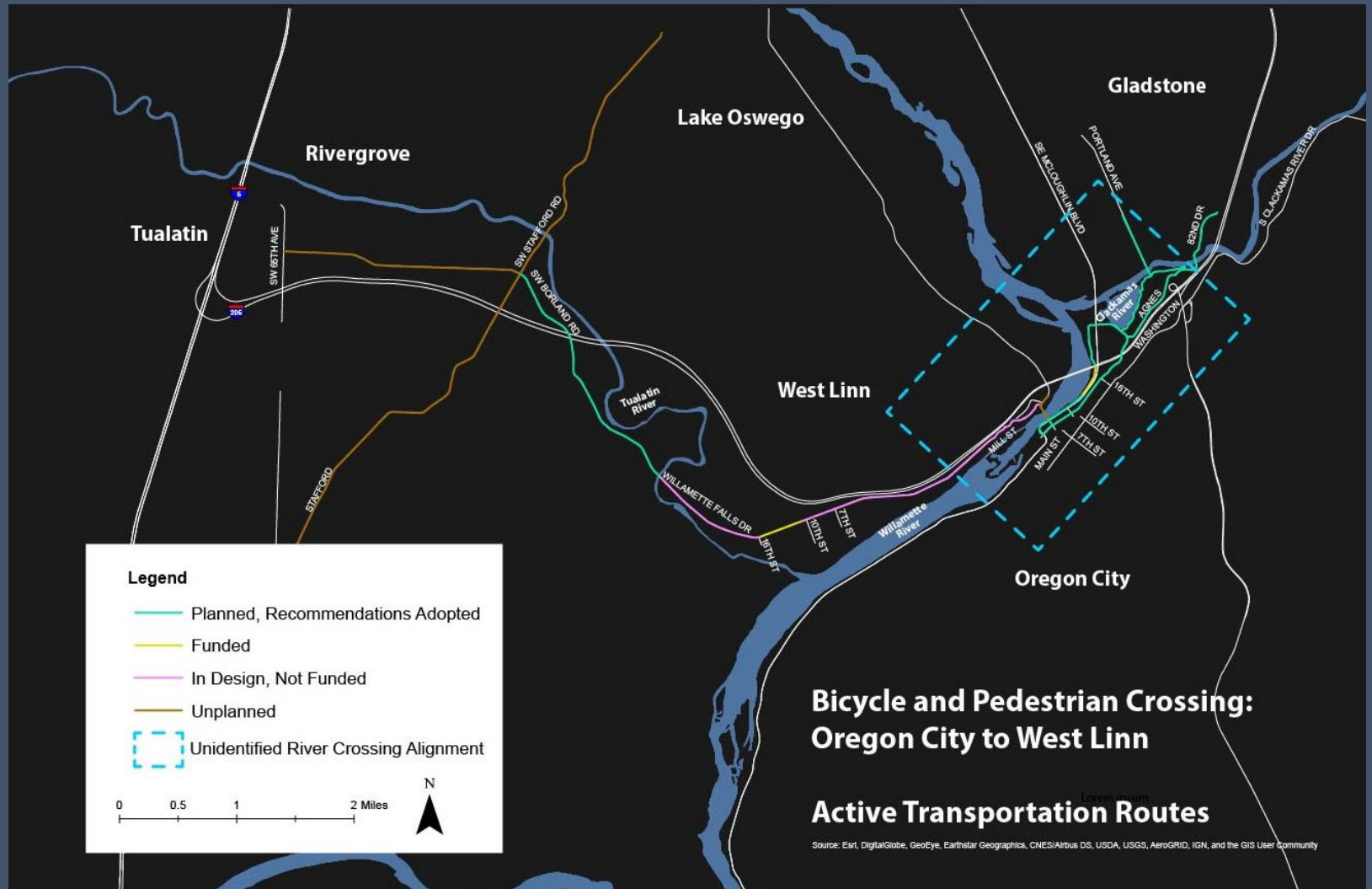
TPAC

July 10, 2020

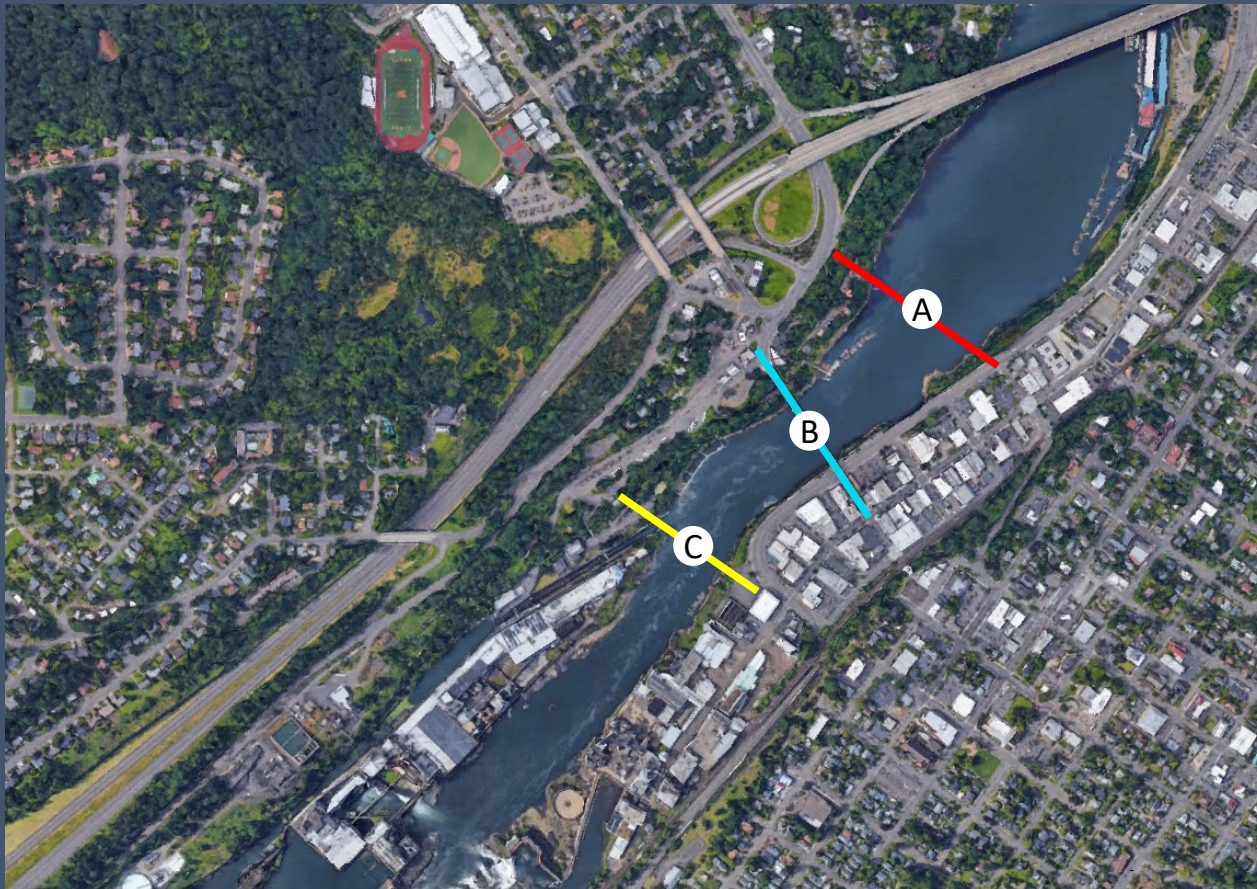
Study Area



Project Context



Project Scope



Project Focus Area

- A** New bridge north of Oregon City Arch Bridge
- B** Convert Oregon City Arch Bridge to active transportation only (restrict automobiles)
- C** New bridge south of Oregon City Arch Bridge

Thank You



Photo Credit: www.marinas.com

Contact Information

Glen Bolen, Interim Planning Manager

Glen.bolen@odot.state.or.us

Sandra Hikari, Project Manager

Sandra.y.hikari@odot.state.or.us

Questions?

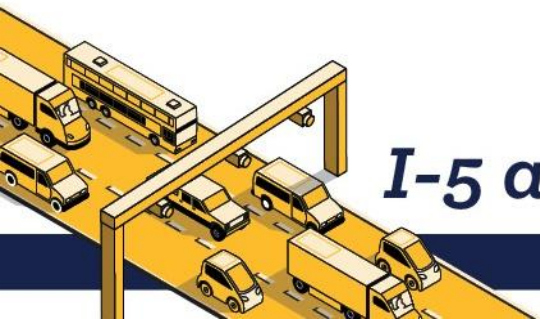
I-5 and I-205 Toll Projects

Transportation Policy Alternatives Committee: Update on I-205 and I-5 toll projects

July 10, 2020

Agenda

Item
Introduction and Project Updates
I-205 Toll Project
I-205 Toll Project Alternatives
I-5 Toll Project
What's Next?



I-5 and I-205 Toll Projects

July 10, 2020 | 2

Project Updates and Activities

- Regular communications
 - E-news and news releases
- I-205 travel preference survey
 - On pause til fall due to COVID-19 traffic patterns
- Briefings to local and regional jurisdictions
 - Including: City of Tualatin, West Linn, Stafford, C4, JPACT and others
- Engaging with technical and community advisory committees



I-5 and I-205 Toll Projects

July 10, 2020 | 3

I-205 Travel Preference Survey

Thank you for taking our I-205 travel preference survey. Oregonians' commitment to Stay Home, Save Lives in response to the executive order to slow the spread of COVID-19 affected travel patterns on I-205 and on other interstates across the state. Your travel preferences along I-205 are important to our modeling work as we move forward with tolls. Once we're ready to implement tolls, we'll need your input about September for m

May 2020

Equity and Mobility Advisory Committee Update

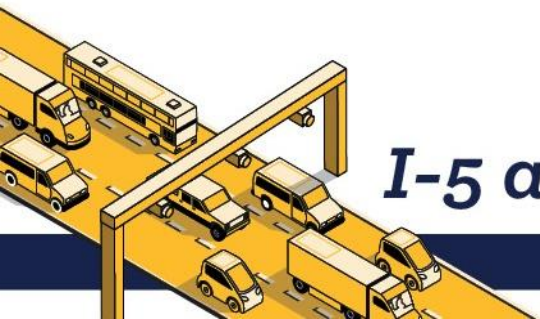
New committee will develop equitable mobility strategies



Rush hour congestion along I-5 in Portland.

Equity and Mobility Advisory Committee (EMAC)

- **EMAC members represent a variety of equity and mobility interests and perspectives in the Portland metro area and Southwest Washington**
- **Purpose:**
 - Advise on how tolling, in combination with other strategies, can benefit historically underserved and underrepresented populations
 - Consider needs and opportunities for achieving community mobility and equity
 - Provide input to the Oregon Transportation Commission and ODOT on how to implement tolling on I-5 and I-205



I-5 and I-205 Toll Projects

EMAC Member Roster

Alando Simpson, Oregon Transportation Commission Vice Chair, serves as the EMAC liaison.

Phil Ditzler, Federal Highway Administration, serves as an Ex-Officio member on the EMAC.

Name	Organization
Abe Moland	Clackamas County Health and Transportation
Amanda Garcia-Snell	Washington County Community Engagement
Bill Baumann	Human Services Council
Diana Avelos Leos	League of United Latin American Citizens Latino Youth Conference
Dr. Philip Wu	Oregon Environmental Council
Dwight Brashear	SMART
Eduardo Ramos	At-large member - City of Tigard
Fabian Hidalgo Guerrero	Causa
Germaine Flentory	Beyond Black/Play, Grow, Learn
Ismael Armenta	At-large member - Oregon Walks
James Paulson	WorkSystems Inc Board
John Gardner	TriMet
Kari Schlosshauer	At-large member - Safe Routes Partnership
Michael Espinoza	Portland Bureau of Transportation
Park Woodworth	Ride Connection

I-5 and I-205 Toll Projects



What We've Been Hearing

- Traffic congestion is a key concern for the region
- Tolls must be implemented equitably, including where and how revenue is used
- Questions about operation and effectiveness of modern toll systems
- Opinions about roadway and transportation system expansion
- Tolls are not equitable across all income levels
- Clackamas County's transit service is not robust enough to afford residents another travel option on the I-205 Corridor
- Tolls will create additional diversion into communities along the I-205 Corridor

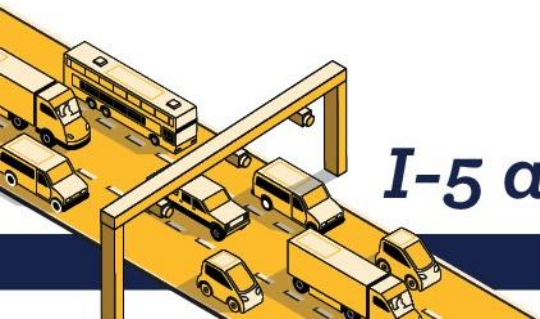


I-5 and I-205 Toll Projects

July 10, 2020 | 6

Addressing Income Equity

- Work with Community Based Organizations to conduct discussion groups and interviews with income levels more impacted by tolls
- Obtain input using a variety of targeted multi-lingual engagement methods including social media, online open house and utilizing community engagement liaisons
- Develop and obtain input on income-related qualitative and quantitative performance measures to evaluate modeling results
- Engage the Equity and Mobility Advisory Committee to provide recommendations on engagement, data collection and analysis methods for varying incomes



I-5 and I-205 Toll Projects

July 10, 2020 | 7

Clackamas County Transit Impacts

- Model transit ridership and mode share
 - Analyze the change in transit ridership and mode shift between the tolled and no-tolled alternatives
- Collaborate with the Transit and Multi-Modal Working Group to understand how planned transit improvements are associated with shifts related to tolls



I-5 and I-205 Toll Projects

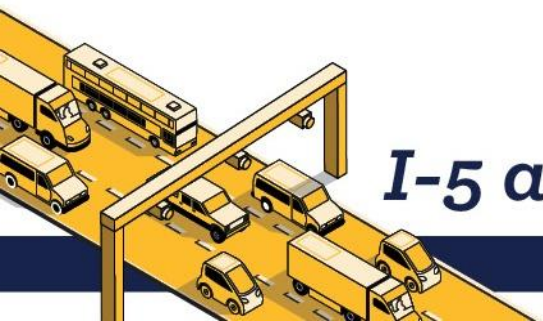
Diversion Impacts

- **Diversion defined:**
 - Generally positive diversion: changes in timing of trips, destinations, modes or trips not being made (e.g. telework)
 - Generally negative diversion (*rerouting*): Changes that result in increased traffic on roads
- **Regional Travel Demand Model:** illustrates changes in demand over the course of the day
- **More detailed modeling:** analyze rerouting patterns on the local street network during peak hours

Arch Bridge in Oregon City



Source: www.googlemaps.com (accessed May 20, 2020)



I-5 and I-205 Toll Projects

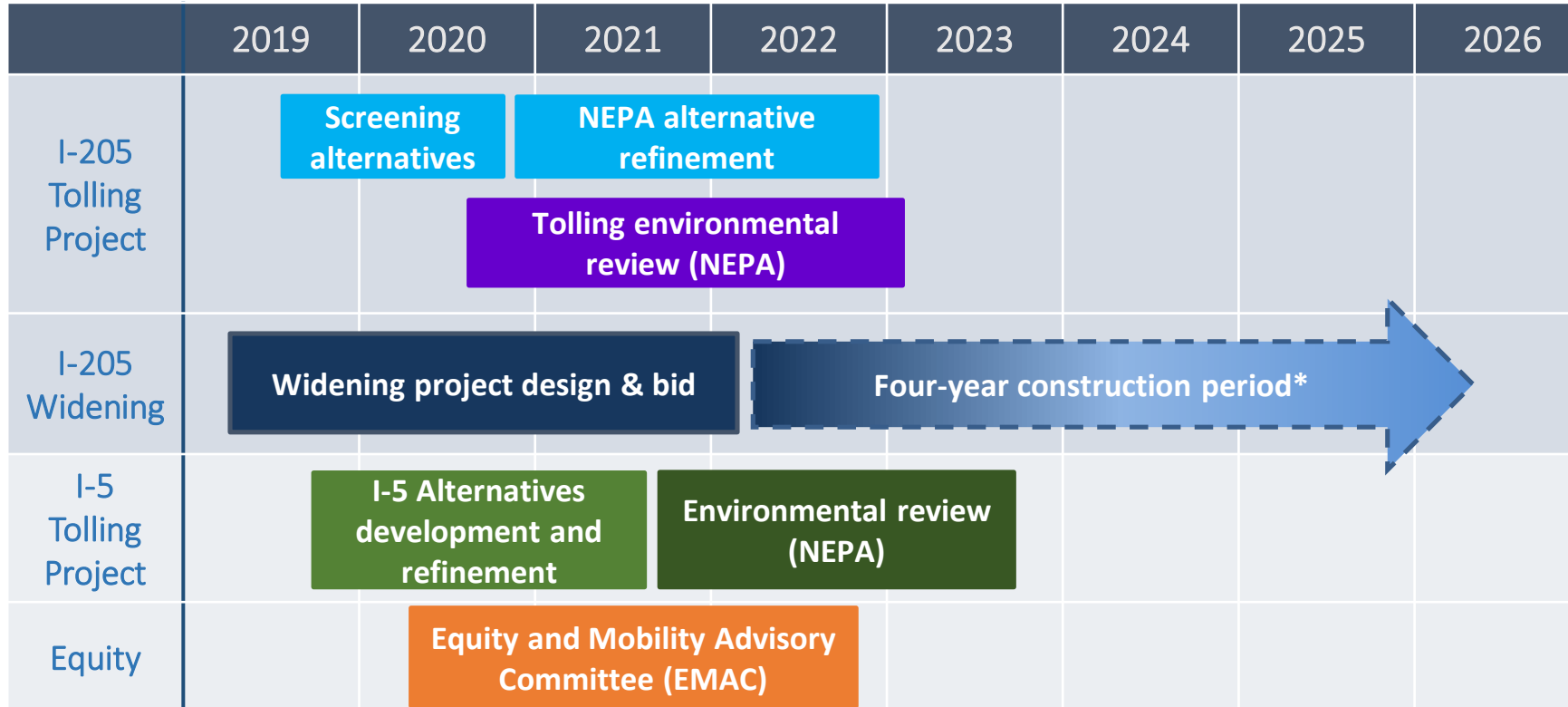
National Environmental Policy Act Classification – I-205 Toll Project

- **Concerns from Regional Partner Agencies about NEPA Classification**
 - Public and agency engagement, need for transparency
 - Potential controversy
 - Impacts of traffic rerouting through communities on economics, safety and environmental justice communities
 - Transit options and the viability of shifting to another mode (transit, walking, biking, etc)
 - How toll revenue will be spent
 - Mitigation for impacts
- **NEPA Classification – Environmental Assessment**
 - Enhanced process to ensure concerns are addressed



I-5 and I-205 Toll Projects

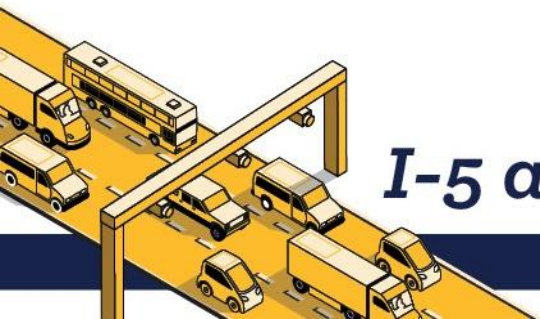
I-205 and I-5 Toll Projects Timeline



Tolling start date is not yet determined for either corridor

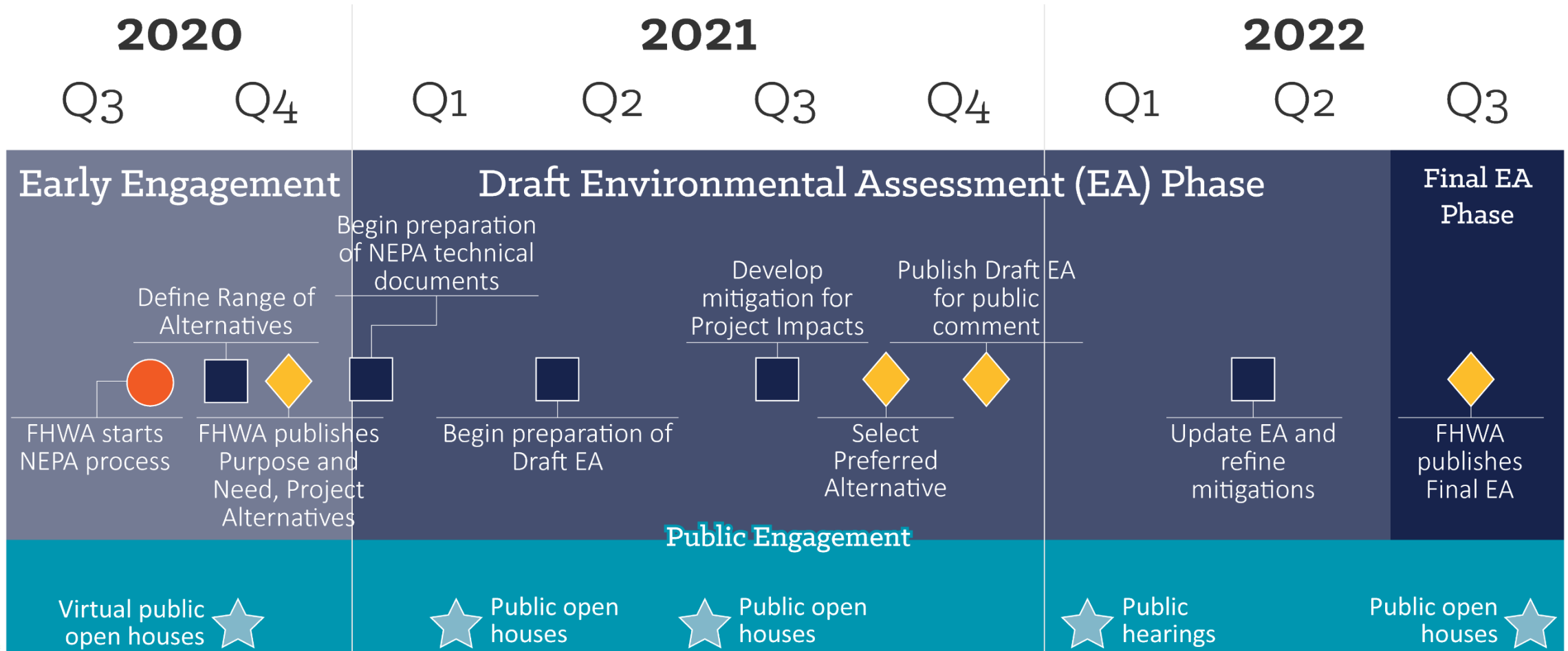
Toll rates for each corridor would be decided by OTC

** Construction start dependent on funding availability.*



I-5 and I-205 Toll Projects

I-205 Toll Project: Project Milestones

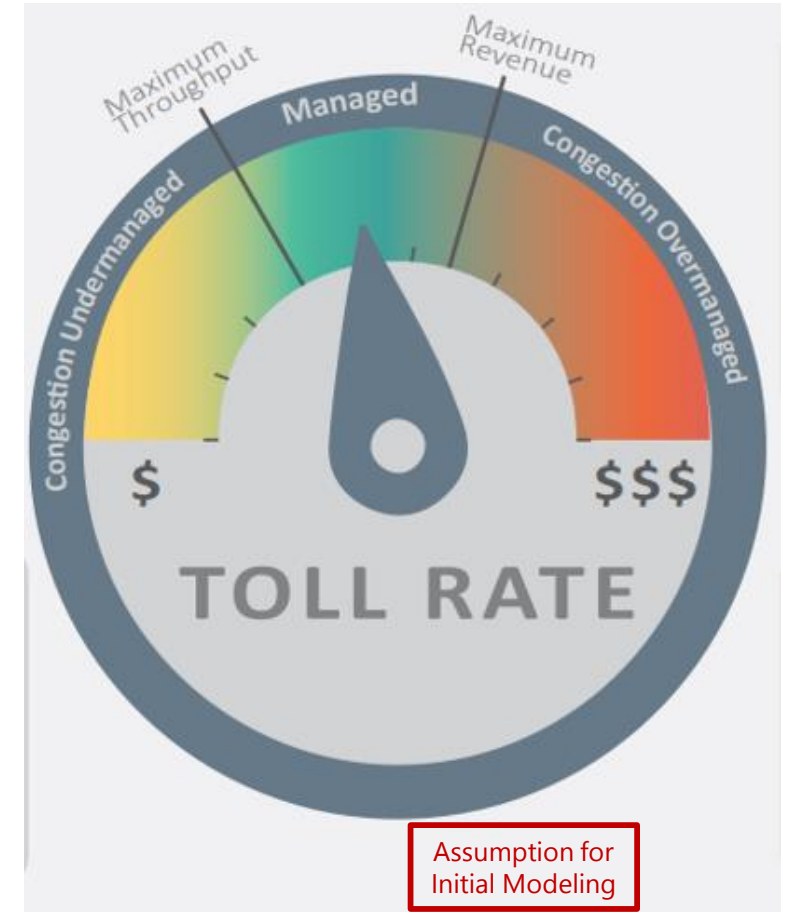
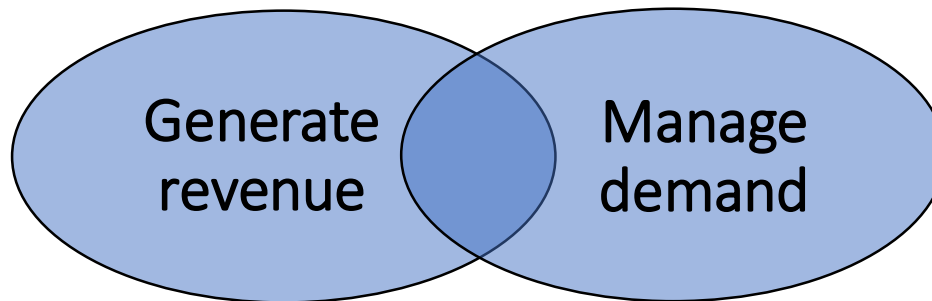


I-5 and I-205 Toll Projects

Project Purpose

- Generate revenue for congestion relief projects
- Manage congestion on I-205 between Stafford Road and OR 213

DUAL OBJECTIVES



I-5 and I-205 Toll Projects

Next Steps for I-205 Toll Project

- **Share revised full text “Purpose and Need” based on stakeholder and partner comments – July**
- **Share results of initial modeling with partners**
- **Begin Environmental Assessment – Summer 2020**
 - 45-day public comment period on Purpose and Need and range of alternatives
 - On-line open house
 - Stakeholder one-on-one meetings
- **Incorporate comments on Purpose and Need, select range of alternatives for NEPA analysis – Fall 2020**



I-5 and I-205 Toll Projects



Initial Screening Alternatives

- | Focus on potential gantry configuration
- | Compare 2027 alternatives using Metro regional travel demand model
- | Tool development and refinement for tolling



NEPA Alternatives

- | Existing conditions & 2040 future impacts
- | Expand performance measures for equity, safety, congestion, etc.
- | Expand tools applied to include DTA and MCE



NEPA Preferred Alternative

- | Refine concept to potentially include mitigation projects or complementary strategies (e.g., transit)
- | Refine assumptions and analysis as appropriate



I-5 and I-205 Toll Projects

Rerouting Analysis Approach (additional rerouting from tolls)

Stages of Analysis	Level of Detail
VPFA	Identify potentially impacted routes
Screening	Identify scale of impact at key locations during peak, off-peak, and daily
NEPA	Identify impacts to study intersections during peak hours and any needed mitigations to meet mobility standards

- ✓ Recognize and demonstrate that rerouting exists today
- ✓ Tolling can reduce rerouting in some cases



I-5 and I-205 Toll Projects



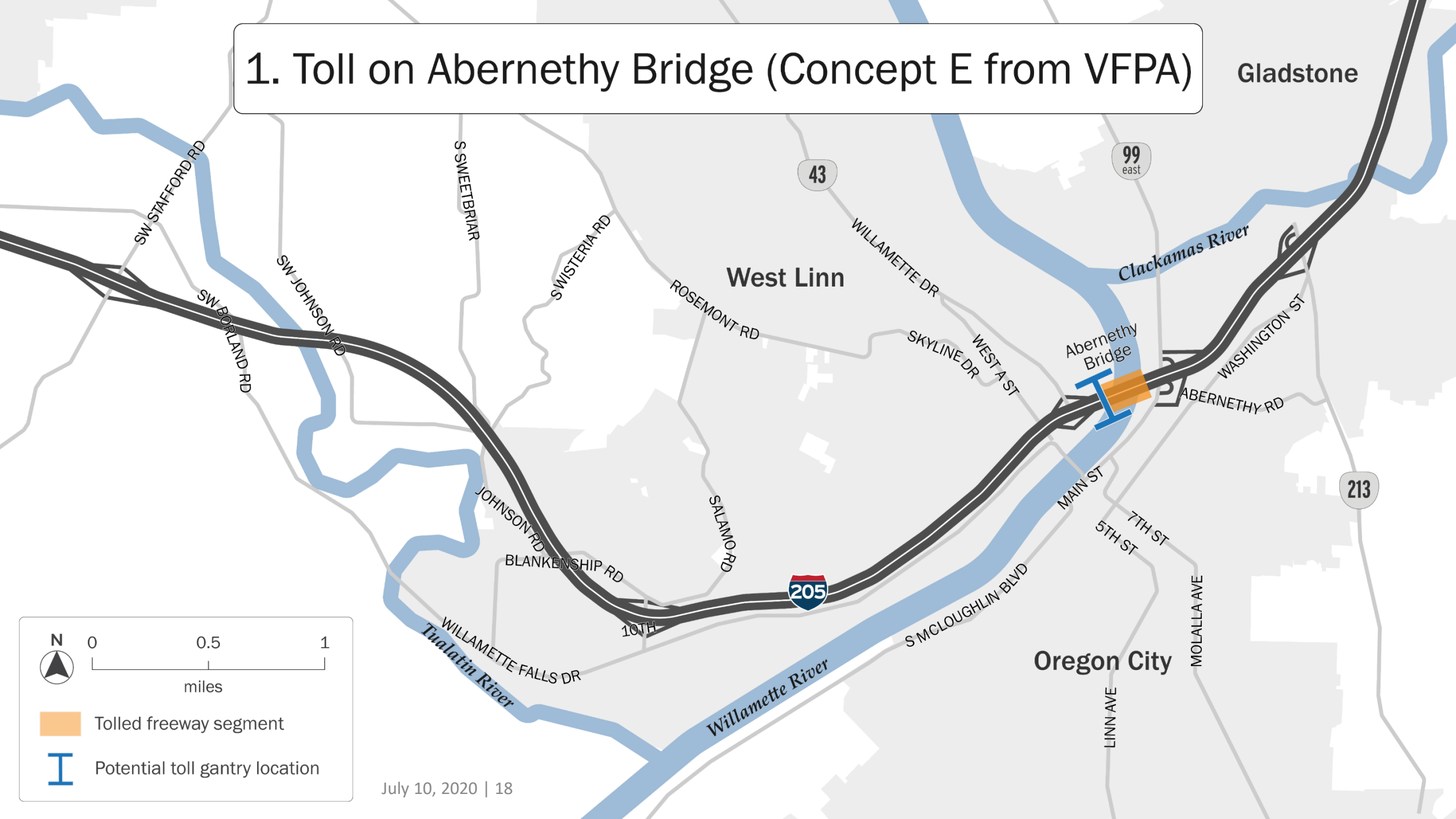
Screening Alternatives for I-205

- Build off Concept E (Alternative 1) toll rate schedule assumptions
- Attempt to address observed rerouting patterns
- Focus on segments where toll would be assessed and potential gantry locations
- Tolls applied between Stafford Road interchange and OR 213 interchange
- Tolling all lanes, includes widening of I-205
- Seeking similar revenue generation potential
- Assume similar toll rates for through trips on I-205

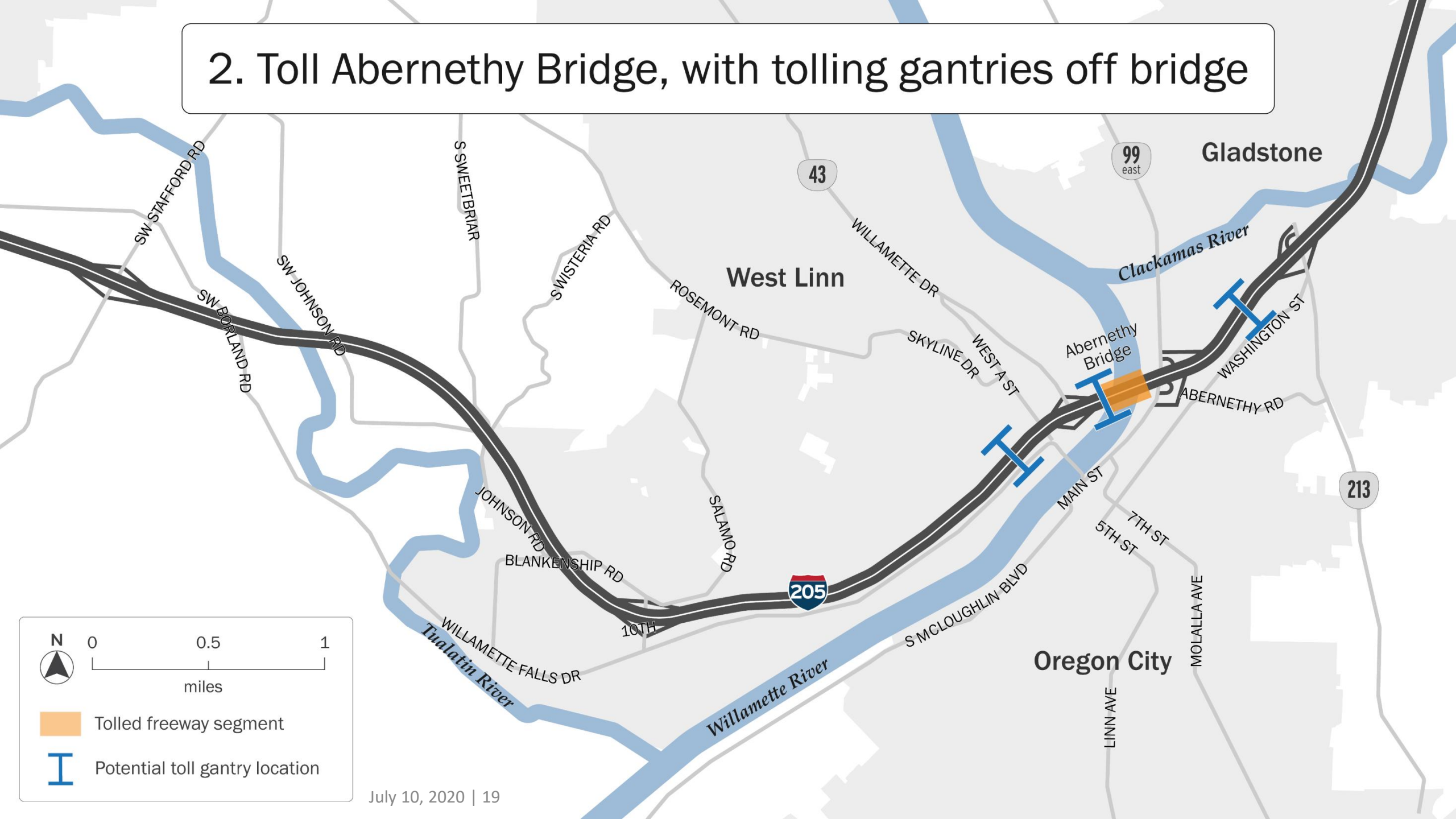


I-5 and I-205 Toll Projects

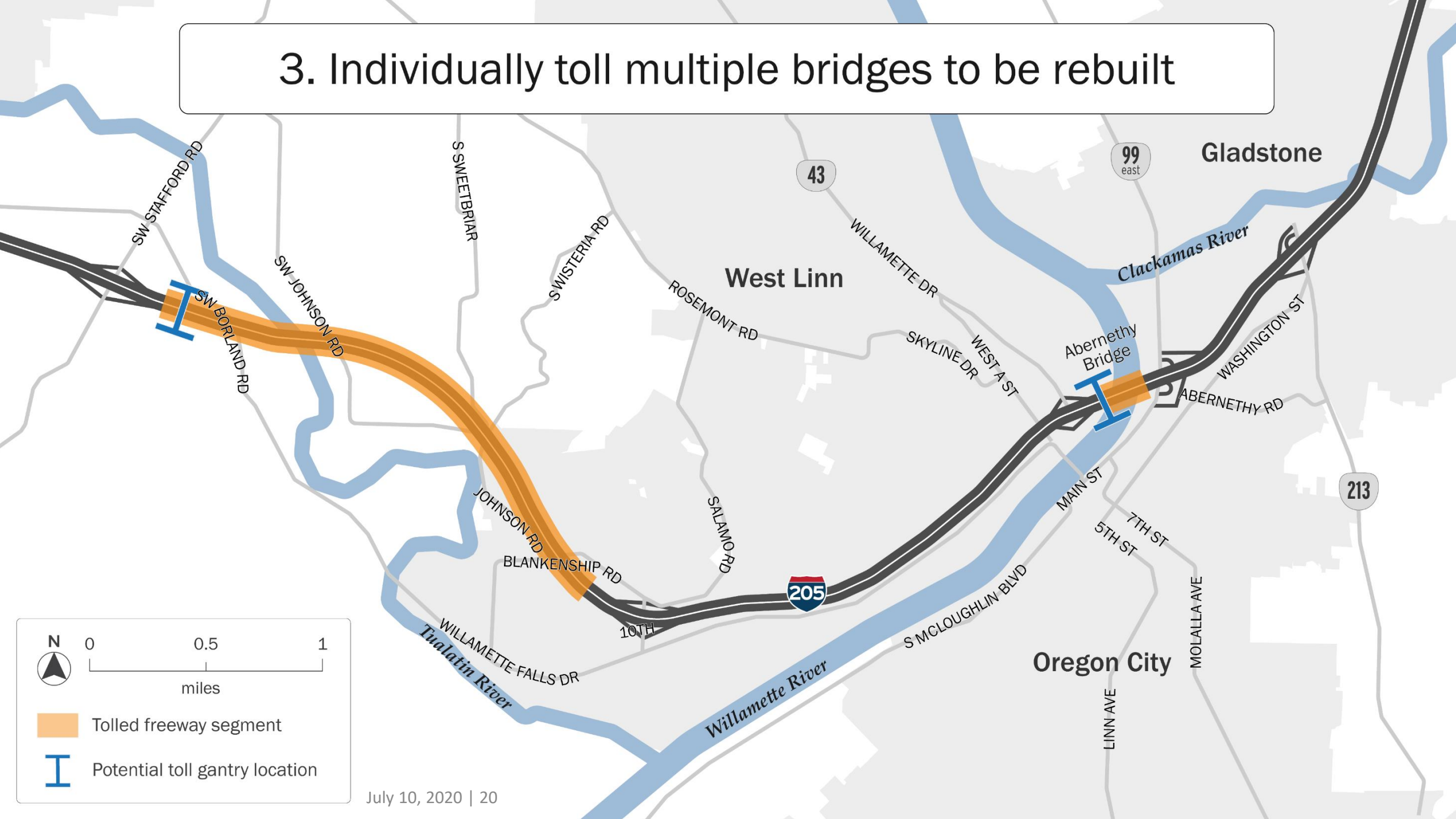
1. Toll on Abernethy Bridge (Concept E from VFPA)



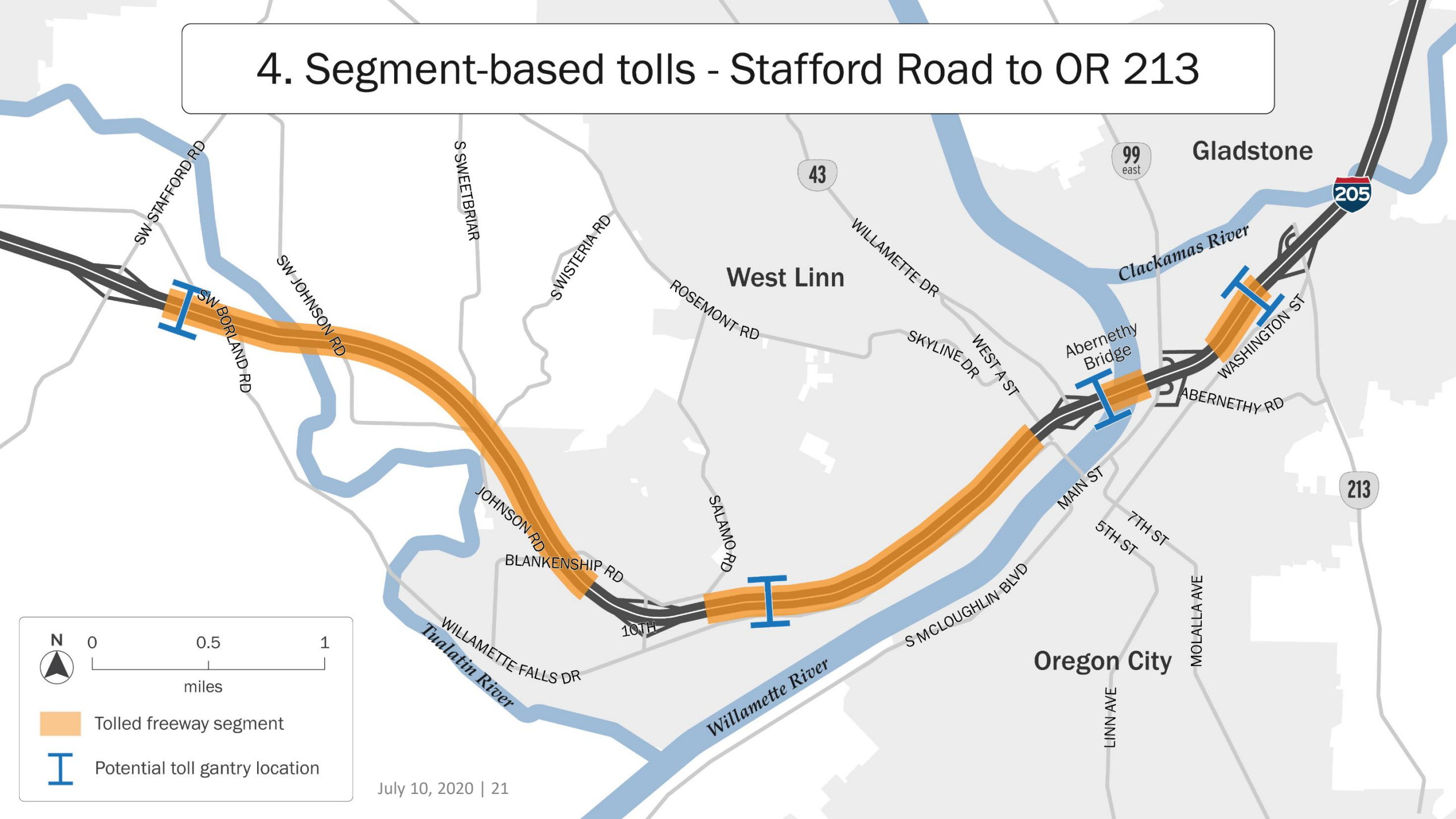
2. Toll Abernethy Bridge, with tolling gantries off bridge



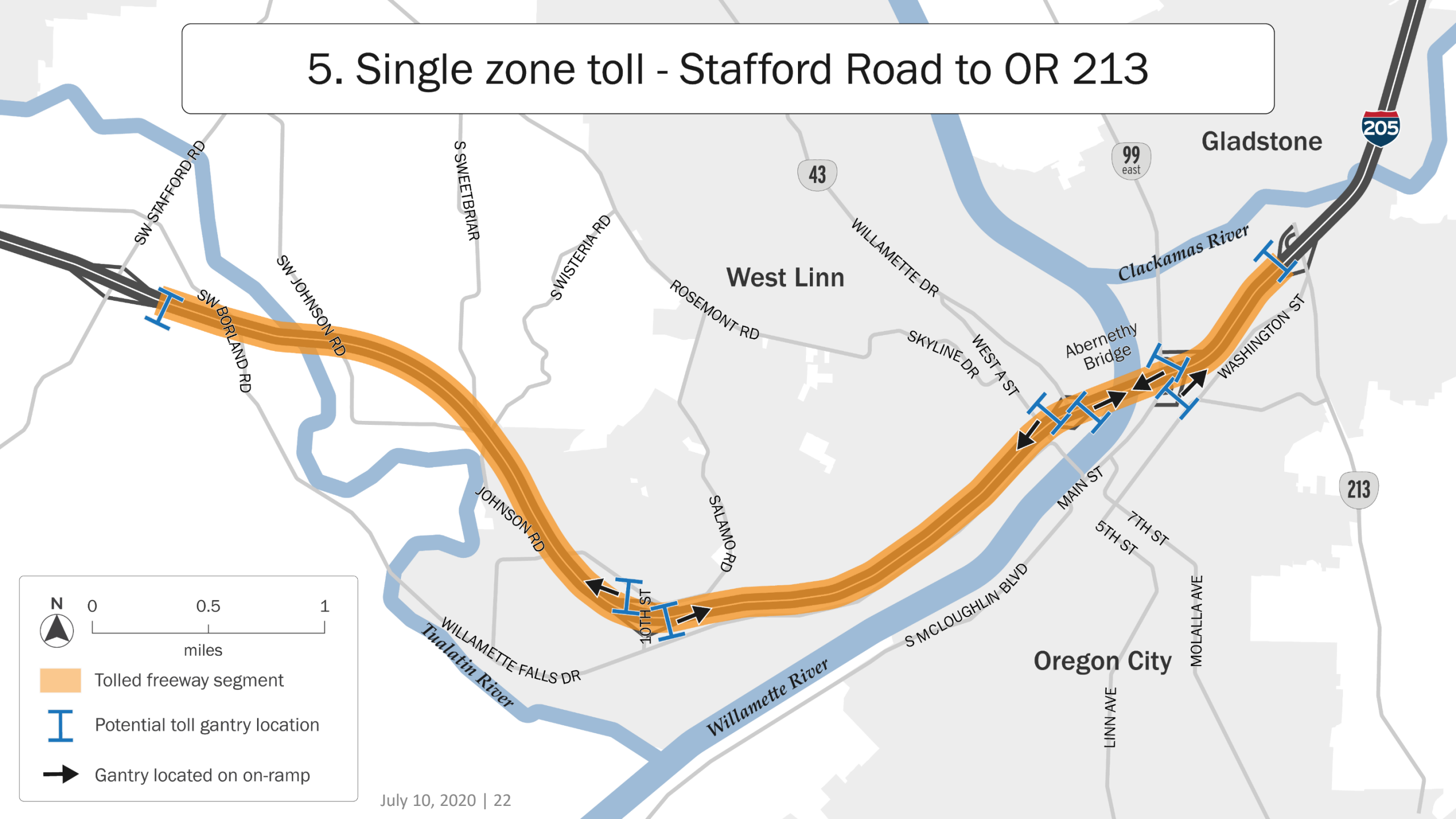
3. Individually toll multiple bridges to be rebuilt



4. Segment-based tolls - Stafford Road to OR 213



5. Single zone toll - Stafford Road to OR 213



I-5 Toll Project: What is Planning and Environmental Linkages (PEL)?

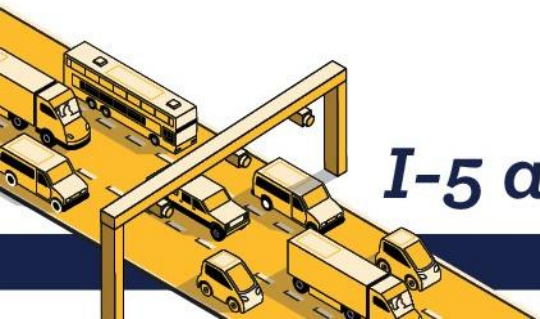
- FHWA PEL
 - Initiative to Accelerate Project Delivery
 - *Considers environmental, community, and economic goals early in the transportation planning process*
 - *Uses the information, analysis, and products developed during planning to inform the environmental review process*
 - Reduces the need for separate studies and efforts
 - Advance development of alternatives to take into NEPA process
- Purpose of PEL for I-5 Toll Project
 - Multi-disciplinary analysis
 - Developing range of project alternatives
 - Early engagement and outreach



I-5 and I-205 Toll Projects

I-5 Toll Project PEL Milestones

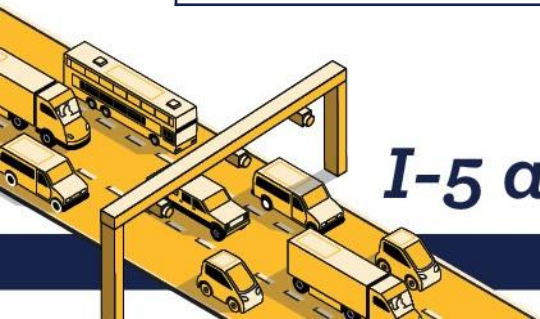
PEL Activities for I-5 Toll Project	When?
Stakeholder and public engagement	Ongoing
Equity strategies and outreach – Equity and Mobility Advisory Committee	June kickoff
Develop conceptual alternatives	Summer - Fall 2020
Developing preliminary NEPA purpose and need	Fall – Winter 2020
Initial traffic analysis, transit analysis	Fall – Winter 2020
Methodologies for conducting NEPA analysis	Winter 2020/2021
Definition of study area; baseline conditions	Winter 2020/2021



I-5 and I-205 Toll Projects

Upcoming Activities

Activity	Date
Westside Economic Alliance	July 8
Clackamas County Diversion Committee	July
Oregon Transportation Commission	July 15 (tentative)
Equity and Mobility Advisory Committee meeting	July 28
Region 1 ACT	Aug. 3
Briefings with Boards, Councils and Committees	Summer 2020
Begin formal Environmental Review and Comment Period for I-205 - Online survey, online open house, webinars, discussion groups	Summer 2020
In-person Outreach Events	TBD



I-5 and I-205 Toll Projects

Contact Information

- Lucinda Broussard, Toll Program Director ODOT
Lucinda.broussard@odot.state.or.us
503.731.4980
- Heather Wills, Consultant Team Project Manager (WSP)
Heather.wills@wsp.com
503.731.4340



I-5 and I-205 Toll Projects



Metro

Regional Framework for Highway Jurisdictional Transfer Project update for Transportation Policy Alternatives Committee (TPAC)

July 10, 2020

John Mermin, Metro Glen Bolen, ODOT

What we'd like to share with you today

- Background
- Project deliverables completed
- Next Steps

ODOT Arterial Highways in Greater Portland



Historical background

1934

Today



Portland Archives, A2009-009.3120

N.E. 82nd Ave - 5-28-34

Photo credit: vintageportland.wordpress.com



Photo credit: City of Portland

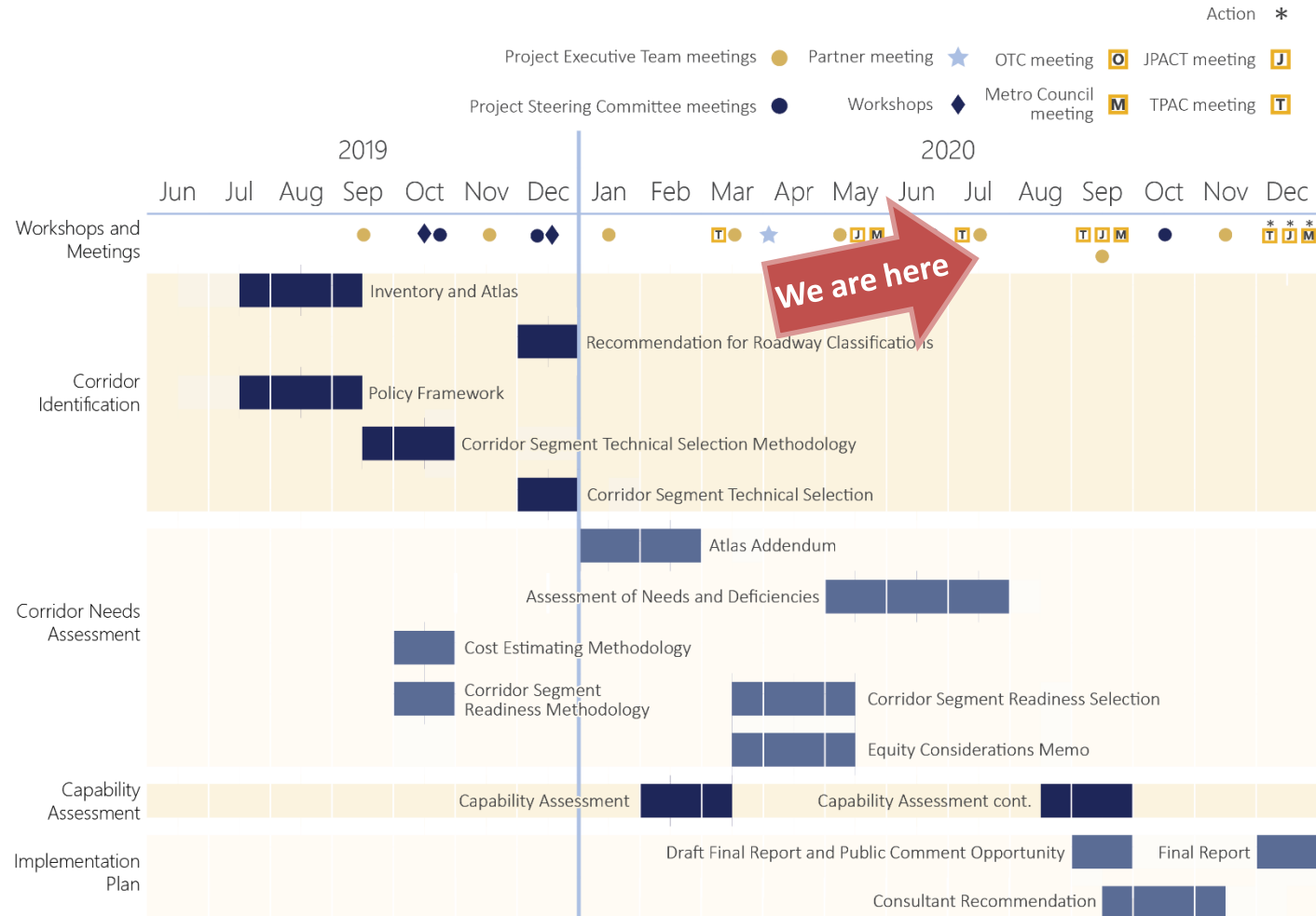
82nd Avenue (Hwy 213)

Project overview

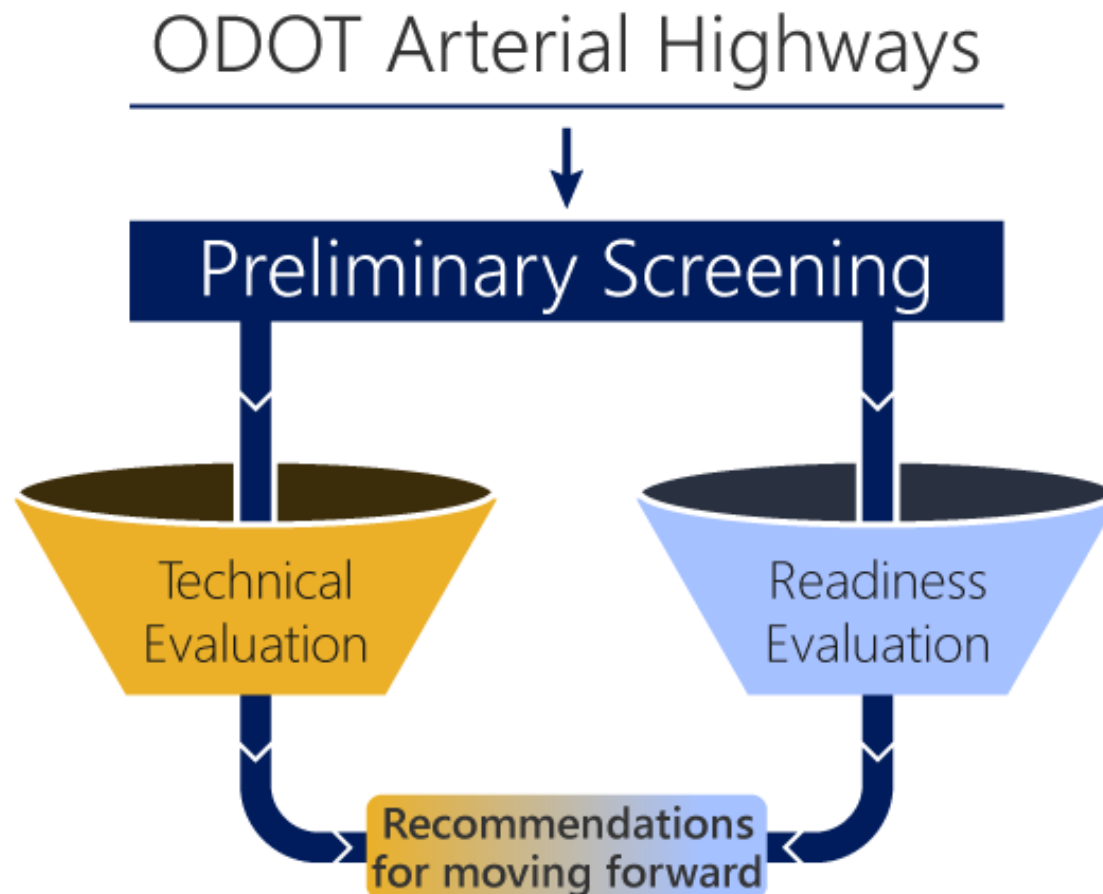


- Included in the 2018 Regional Transportation Plan (RTP)
- Aims to create framework for regional action on jurisdictional transfer
- Opportunity to address issues related to classifications, cost estimates and mechanisms for transfer
- Does *not* commit funds or commit a jurisdiction to transfer

Project timeline



Evaluation approach



Work completed to date

- Policy Framework with best practices
- Inventory & Atlas of candidate corridors
- Evaluation Methodology & results
- Cost Estimation Methodology
- Roadway classification recommendations
- Equity considerations memo

Download and review materials at:

www.oregonmetro.gov/jurisdictionaltransfer

Next steps

- July – Project briefing at JPACT
- July - Needs assessment of top tier corridors
- September – Draft Report for public comment shared with TPAC, JPACT, Council
- December - Final Report with recommended framework for regional action – Acceptance by resolution at TPAC, JPACT, Council



Metro

Thank you!

www.oregonmetro.gov/jurisdictionaltransfer



Oregon Department of Transportation
123 NW Flanders Street
Portland, OR 97209

9-DAY CLOSURE INTERSTATE BRIDGE SEPTEMBER 2020

Look inside to read about bridge maintenance and traffic impacts.

interstatebridge.org

9-DAY CLOSURE INTERSTATE BRIDGE SEPTEMBER 2020

ANTICIPATED TIMELINE

CONSTRUCTION

August–October 2020

BRIDGE CLOSURE

September 12–20, 2020



FOR MORE INFORMATION

Project hotline: 503-731-8276
interstatebridge@odot.state.or.us
interstatebridge.org

For ADA Title II or Civil Rights Title VI accommodations, translation/interpretation services or for additional information call 503-731-4128, TTY (800) 735-2900 or use the statewide Oregon Relay Service: 7-1-1.

¿Habla usted español? Podemos proveer la información en esta publicación en español. Para recibir la información en español, por favor llámé al: 503-731-4128.



tripcheck.com



SPRING 2020 NEWSLETTER

9-DAY CLOSURE INTERSTATE BRIDGE SEPTEMBER 2020

The northbound span of the Interstate Bridge will close **September 12–20, 2020** as crews replace mechanical parts that help lift and lower the bridge. The southbound span will remain open to traffic in both directions.



The Interstate Bridge is located on Interstate 5 where it connects Oregon and Washington across the Columbia River.

CONSTRUCTION IMPACTS

AUGUST–OCTOBER 2020

While the heaviest traffic impacts will occur during the closure of the northbound span of the bridge, travelers will experience impacts throughout construction.

WHY DOES THE BRIDGE NEED TO CLOSE IN SEPTEMBER?

In September, crews will replace a trunnion and other parts that help lift and lower the bridge. These custom-made pieces are still in fabrication and scheduled for delivery in August before the September closure.

The bridge closure is scheduled for September due to the low river levels, which allow most vessels to travel under the Interstate Bridge without a bridge lift. This is essential for marine traffic. The Columbia River is an international shipping channel and, before any section of the river under the bridge is closed, we must coordinate with the U.S. Coast Guard, shipping companies and other river users.

LOOK INSIDE TO FIND OUT MORE!



Sign up for project updates:
interstatebridge.org



BRIDGE CONSTRUCTION: AUGUST 2020–OCTOBER 2020

While the heaviest impacts to travelers will occur during the closure of the northbound span of the bridge in September, traffic impacts will occur throughout construction, including:

7-DAY LANE CLOSURE ON I-5 SOUTH

Single lane closure on I-5 south at the Interstate Bridge **September 21–27, 2020**. Expect delays traveling into Oregon.

NIGHTTIME LANE CLOSURES

Beginning in August, periodic nighttime single and double lane closures will occur on I-5 and the Interstate Bridge throughout construction.

INTERSTATE BRIDGE CLOSURE

September 12–20, 2020

During the closure, travelers crossing the Interstate Bridge in both directions will share the three existing lanes and sidewalk on the southbound bridge.

A movable concrete barrier will shift the lanes to allow for two lanes of traffic to travel in the heaviest direction during commute times.

For example, during the morning commute, the bridge will have two southbound lanes and one northbound lane open. During the evening commute, the bridge will have one southbound lane and two northbound lanes open.

AREA RAMP CLOSURES

September 12–20, 2020

During the bridge closure, four ramps in the project area will close for traffic control and to ensure a safe work zone:

- Marine Drive on-ramp to I-5 north in Portland.
- Hayden Island on-ramp to I-5 north in Portland.
- I-5 north to SR 14 off-ramp in Vancouver.
- SR 14/Washington Street on-ramp to I-5 south in Vancouver.

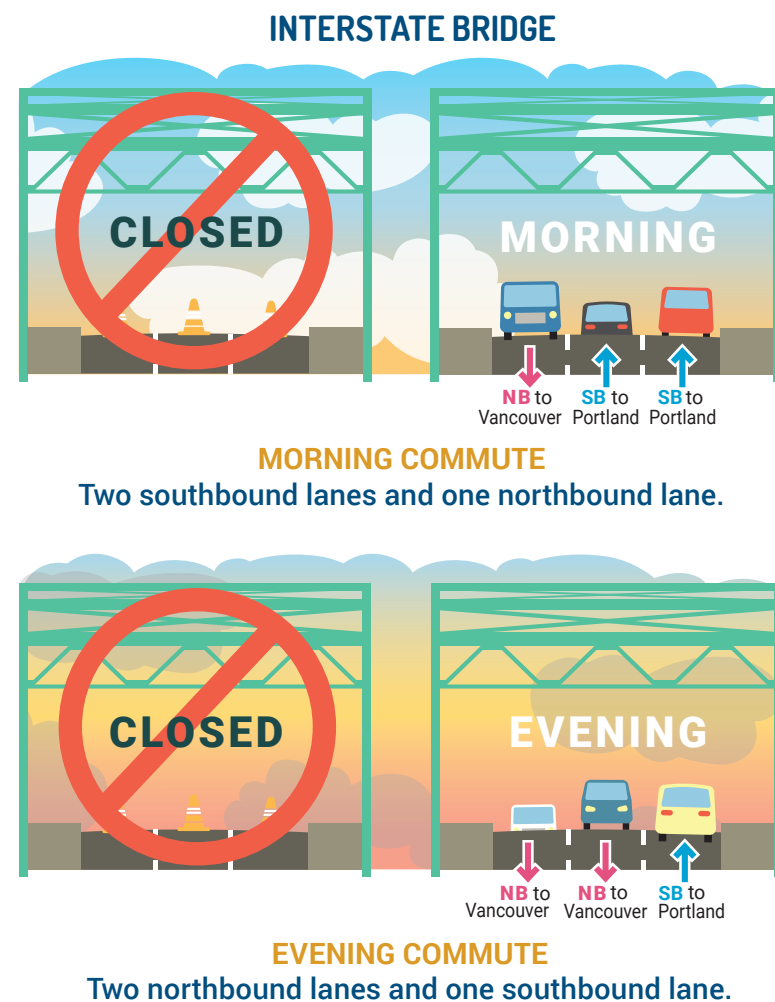
BRIDGE LIFTS ON I-5 NORTH

Bridge lifts will occur on I-5 north for up to 30 minutes. Travelers should expect delays.

NIGHTTIME RAMP CLOSURES

Periodic nighttime closure of on-ramps:

- SR 14/Washington Street on-ramp to I-5 south in Vancouver.
- Marine Drive on-ramp to I-5 north in Portland.
- Hayden Island on-ramp to I-5 north in Portland.
- North Victory on-ramp to I-5 north in Portland.



TRAFFIC IMPACTS

Heavy traffic, congestion and long delays are expected in the region on I-5, I-205, I-84, SR 14 and local streets in north Portland and south Vancouver throughout construction.

If travelers do not change their driving habits during the bridge closure, and if traffic levels are at normal levels, the length of back-ups on I-5 may **double to 4 miles** and the region may experience up to **16 hours of congestion** per day.

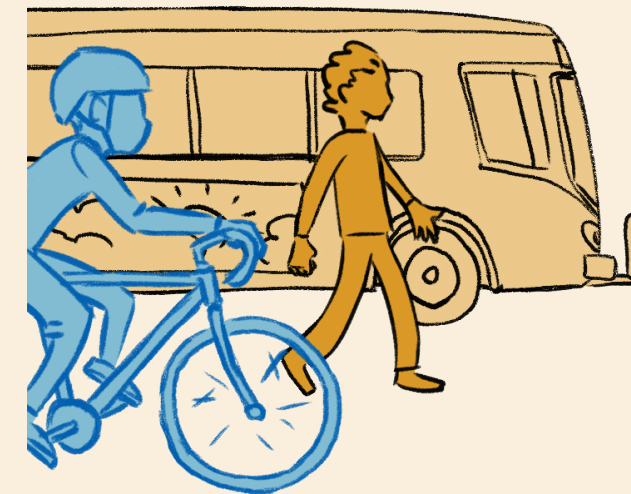


We are currently seeing lower than usual traffic volumes on our roads. The congestion referenced here is expected if traffic volumes return to normal levels. If they remain low, congestion impacts will not be as severe.

TRAVEL STRATEGIES*

Everyone can help reduce congestion during the closure by using options such as delaying or shifting trips, biking, taking transit, or working from home or another location when possible.

Visit our regional transportation partners' websites to find more information on travel strategies.



*Please follow all current public health guidelines and recommendations for travel practices.

FIND AND SHARE A RIDE!*

Get There is an easy-to-use trip planner that will get you where you need to go.



getthereoregon.org



getthereswwashington.org

TAKE TRANSIT

C-TRAN and TriMet are great options for your trip and help ease congestion. Bus travel will be expedited during the closure by routing buses on the shoulder of the freeway in select areas.



trimet.org



bit.ly/c-tran-interstate-bridge-closure

Email sent to TPAC members, alternates and interested parties following July 10, 2020 meeting:

Thank you to everyone that attended today's TPAC meeting! Several websites and updates were provided to share with you.....

Summer construction and road closures:

Steel Bridge Improvements that affect all modes of travel, August 2-29

<https://trimet.org/alerts/steelbridge/index.htm>

**9-DAY CLOSURE INTERSTATE BRIDGE,
INTERSTATE BRIDGE TRUNNION REPLACEMENT**

Flyer on this is attached.

Cornelius Pass Road Safety Improvements

Construction will be completed between mid-July and late September 2020.

<https://multco.us/roads/webform/cornelius-pass-road-safety-improvements>

Sent on behalf of Lucinda Broussard, ODOT, regarding Toll Bridge Revenue questions:

Article IX, section 3a, of the Oregon Constitution requires that any "tax levied on, with respect to, or measured by the storage, withdrawal, use, sale, distribution, importation or receipt of motor vehicle fuel or any other product used for the propulsion of motor vehicles" and "any tax or excise levied on the ownership, operation or use of motor vehicles" "be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets and roadside rest areas in this state."

The Oregon Supreme Court in Automobile Club of Oregon v. State of Oregon noted that "a tax is 'any contribution imposed by government upon individuals, for the use and service of the state, whether under the name of toll, tribute, tallage, gabel, impost, duty, custom, excise, subsidy, aid, supply, or other name.'" In that case, the Court found that revenues from a fuel storage "assessment" were a "tax" on motor vehicle fuel for purposes of Article IX, section 3a(1)(a), and also that an "emission fee" was a "tax or excise" on the ownership, operation or use of motor vehicles for purposes of Article IX, section 3a(1)(b), and therefore both were part of the State Highway Fund. After consultation with Oregon DOJ, ODOT has concluded that tolls do constitute a tax that would be subject to the constitutional restriction.

ODOT requested legal advice from the Oregon Department of Justice concerning whether public transportation and bicycle/pedestrian programs can be funded using constitutionally dedicated State Highway Fund resources. The transit programs ODOT requested DOJ to review are all within public highway rights-of-way and involve some type of motorized vehicle use on Oregon public highways and roadways.

After consultation with DOJ, ODOT has concluded that it most likely can fund the following transit and bicycle/pedestrian programs using resources constitutionally dedicated to highway purposes.

- *Congestion management options such as dedicated lanes for transit or carpooling, shared lanes for mixed auto/light rail traffic, and queue-jumping lanes.*
- *Transit facilities within public highway rights-of-way such as transit stops and transit stations.*
- *Park and ride locations in or adjacent to the right of way that serve buses.*
- *Transit signal priority.*
- *Highway pull outs to accommodate buses.*

- *Bicycle and pedestrian facilities within the highway, road, or street right-of-way.*

Sent on behalf of Eliot Rose, Metro Technology Strategist, regarding call to self-nominate for equity oversight group:

Metro is committed to providing safe, accessible and equitable transportation options to everyone in the region. We know that a many jobs, community places, and other important destinations are not accessible to communicates of color and other historically marginalized communities^[1] using transit alone. Metro understands that other transportation options are needed, in conjunction with further investment in communities, to create a more equitable transportation system. We are reaching out to organizations who have been involved in in past Metro work related to transportation, technology, and/or equity to ask for your help in shaping recommendations for consideration by Metro's Transportation Policy Advisory Committee and our agency partners on how new services like ride-hailing and bike, scooter and car share can advance transportation equity in our region.

Metro is convening an Equity Oversight Group to guide its Emerging Technology Implementation Study. This project will recommend steps that public agencies in the Portland region can take in the next five years to ensure that new technologies and services like electric vehicles, ride-hailing, and bike/scooter sharing advance transportation justice and other regional goals.

I'm writing to invite you to self-nominate if you are interested and have the time to serve on the Equity Oversight Group for this project. Serving on this group would involve attending up to five meetings, providing written comments on up to four reports, and reading other background materials, from July 2020 to January 2021. You can find more information about the project, role of the Equity Oversight Group, and schedule below. If you are interested in participating, please respond to me at eliot.rose@oregonmetro.gov with brief (100 word) answers to the following questions by July 15, 2021:

- *What organization do you represent, and what is your role there?*
- *Which community groups does your organization serve, and in which geographic areas of the region does it operate?*
- *What experience and perspectives will you bring to this work? Please highlight relevant work with transportation issues in the Portland region, with emerging technologies (ride-hailing; car, bike, and scooter share; online trip planning and payment tools; electric vehicles; microtransit or shuttles), or with other Metro projects.*
- *Do you have the capacity to serve on this group, including participating in all meetings and providing comments on reports?*

We will select Equity Oversight Group participants based on the answers to these questions. We looking to form a group hat represents a range of communities and perspectives on transportation and technology, and are particularly interested in engaging with representatives of communities of color member throughout the region who have not had an opportunity to participate in an advisory role on a

^[1] Historically marginalized communities include people of color, people with low incomes, people with limited English proficiency, older adults and youth. For more information, see the [2018 Regional Transportation Plan Equity Analysis](#). Metro's [Strategic Plan to Advance Diversity, Equity and Inclusion](#) also acknowledges that other groups including immigrants and refugees, LGBTQ communities, and people living with disabilities, are underrepresented in decision-making processes, and invites participation from these groups in Metro's work.

Metro project. We are offering a one-time stipend in the amount of \$750 to members of the Equity Oversight Group.

The COVID-19 pandemic is disproportionately impacting communities of color and other vulnerable groups, and that many organizations that serve these communities are already struggling to do more work on behalf of those they serve with fewer resources. On top of that, I know that your organization may already be providing valuable input on other projects for Metro and our partner agencies, and I understand if you are not able to make the time for this effort right now. But if you do have the capacity to participate I hope you respond. Your participation in this group would help bring a critical perspective to help Metro and its partners learn how we can use emerging technology to advance equitable transportation options in the greater Portland region.

More information about the project, timeline, and about Metro's stipend policy is below.

Sincerely,

Eliot Rose, Metro

About the project

New transportation technologies and services are reshaping travel in the Portland region – sometimes in a way that supports our goals and other times in a way that undermines them, and often with little public oversight or community input. The purpose of this project is to update Metro's [2018 Emerging Technology Strategy](#) and identify opportunities for Metro and partners to deploy emerging technologies, – including ride-hailing, bike and scooter share, and microtransit – in a way that improves shared, active and equitable transportation options. The project will draw on recent research, new data sources, and stakeholder engagement to update information on the usage and impacts of technologies and recommend steps that Metro and its community partners can take in the next five years to ensure that emerging technologies benefit everyone in the region, especially communities of color and other historically marginalized communities, and make transportation safer, more efficient, and more sustainable.

About the equity oversight group

Members of different communities face different challenges to using technology, and there are no one-size-fits-all solutions. New technologies are not always available in the parts of the region where people most need better transportation options, and it can be challenging to collect constructive feedback on technologies that people have not yet had the chance to experience for themselves. There is already considerable information on how marginalized communities in some areas of the region, particularly in East Portland, use technology, while there is little to no comparable information for other groups and communities within the region.

The role of the equity oversight group will be to advise the consulting team for this project – which consists of Alta Planning + Design, MultiCultural Collaborative, and Fehr and Peers – on how to conduct an equity analysis of emerging technology and help to interpret the results. Our goal in convening this group are to help best advance our understanding of equity and technology using the resources available. This will require drawing on existing research – particularly studies and outreach that are led by and focus on the needs of historically marginalized communities within the region – wherever possible

and focusing additional outreach on communities and issues that are not well-covered by the information that is currently available.

The equity oversight group will consist of 5-7 representatives of organizations that serve people of color, people with low incomes, older adults, people with disabilities, and other historically marginalized communities. We seek an engaged group that collectively represents different marginalized communities (with strong participation from organizations representing different communities of color), differing levels of experience with technology, and the full geographic scope of the Portland region.

Meeting schedule (tentative)

- *July: Convene equity oversight group to provide an overview of the project and their expected role.*
- *Late July / early August: Present draft equity analysis approach to equity oversight group and collect feedback via email.*
- *September: Present draft equity analysis results to equity oversight group and collect feedback via email.*
- *Early November: equity oversight group participates in workshop on draft implementation strategies along with staff from Metro partner agencies.*
- *January 2021: Equity oversight group reviews draft final report via email (optional).*

Metro's stipend policy

Metro is committed to investing resources to break down social, historical and institutional barriers that exclude communities of color and other marginalized people from participating in our decision-making processes. Providing stipends to people for their community-informed perspectives recognizes their contribution to shaping Metro's plans, programs and policies and supporting our racial equity strategy. Community members serving on the Equity Oversight Group will be offered one-time stipends in the amount of \$750. The stipend will be distributed upon review of the draft final report in the form of a check. Community members accepting stipends must complete a stipend agreement and a W-9 form.

Marie Miller

Planning and Development