

# Agenda



600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, August 7, 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/85927715443> Passcode: 637934  
Phone: 877-853-5257 (Toll Free)

9:30 am	1.	<b>Call To Order, Roll Call and Declaration Of A Quorum</b>	Tom Kloster, Chair
9:35 am	2. *	<b>Comments From The Chair And Committee Members</b> <ul style="list-style-type: none"> <li>Committee input form on Creating a Safe Space at TPAC (Chair Kloster)</li> <li>COVID-19 and racial equity updates from Metro &amp; Region (Chair Kloster &amp; all)</li> <li>Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>Fatal crashes update (Lake McTighe)</li> <li>2020-21 UPWP administrative amendment for Regional Freight Delay and Commodities Movement Study (John Mermin)</li> <li>2021-2024 MTIP Adoption Update (Grace Cho)</li> <li>Regional Mobility Policy Update (Kim Ellis)</li> </ul>	Tom Kloster, Chair
10:10 am	3.	<b>Public Communications On Agenda Items</b>	
10:15 am	4. *	<b>Consideration of TPAC Minutes, July 10, 2020</b>	Tom Kloster, Chair
10:20 am	5. *	<b>Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-51**</b> Purpose: For the purpose of completing required technical corrections through the first of two formal transition amendments to the 2021-2024 Metropolitan Transportation Improvement Program to add new projects or correct and update current project programming involving phase slips, cost adjustments, delivery timing updates, and/or fund swaps impacting various projects and agencies (AS21-01-AUG) <ul style="list-style-type: none"> <li><b><u>Recommendation to JPACT</u></b></li> </ul>	Ken Lobeck, Metro
10:40 am	6. *	<b>Unified Planning Work Program (UPWP) 2020-21 Amendment 20-5124 Pedestrian and Bicycle Crossing: Oregon City to West Linn</b> Purpose: Amend the 2020-21 UPWP to add a new ODOT led planning project <ul style="list-style-type: none"> <li><b><u>Recommendation to JPACT</u></b></li> </ul>	John Mermin, Metro
11:00 am	7.	<b>Regional Freight Delay and Commodity Movement Study/Planning</b> Purpose: The purpose of the Regional Freight Delay and Commodities Movement Study is to evaluate the level and value of commodity movement on the regional freight network within each of the mobility corridors identified in the Regional Transportation Plan's Mobility Corridor Atlas. The study will create a policy framework for commodity movement in the Portland Region; and make recommendations related to transportation policy and regional corridors. <ul style="list-style-type: none"> <li><b><u>Information/Discussion</u></b></li> </ul>	Tim Collins, Metro
11:20 am	8. *	<b>Columbia-Lombard Mobility Corridor Plan</b> Purpose: Learn and ask questions about the City's planning process to improve safety, mobility, and access on the Columbia and Lombard corridors. The project is identifying improvements for freight movement and people walking and biking both along and across these corridors between Interstate Ave. and I-205. <ul style="list-style-type: none"> <li><b><u>Information/Discussion</u></b></li> </ul>	Bryan Poole, Portland Bureau of Transportation
11:50 am	9.	<b>Committee Wufoo Reports on Creating a Safe Space at TPAC</b> Purpose: Committee input on further creating safe space at TPAC. <ul style="list-style-type: none"> <li><b><u>Information/Discussion</u></b></li> </ul>	Tom Kloster, Chair
12:00 pm	10.	<b>Adjourn</b> * Material will be emailed with meeting notice	Tom Kloster, Chair

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## Ogeysiiska takooris la'aanta ee Metro

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

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**ការម** Metro  
ការគោរពសិទ្ធិលទ្ធផលរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិលទ្ធផលរបស់ Metro  
ឬដើម្បីទទួលបានក្របខណ្ឌសិទ្ធិលទ្ធផលសមស្របសម្រាប់ការប្រកាសនៅពេលអង្គ  
ប្រជុំសាធារណៈ សូមទូរស័ព្ទលេខ 503-797-1890 (ម៉ោង 8 រឺក្នុងម៉ោង 5 ល្ងាច  
ថ្ងៃអាទិត្យ) ប្រាំពីរថ្ងៃ  
មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្របសម្រួលតាមសំណើរបស់លោកអ្នក

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



## 2020 TPAC Work Program

**As of 7/28/2020**

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

<p><b>August 7, 2020 virtual meeting</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster)</li> <li>• COVID-19 and racial equity updates from Metro &amp; Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• 2020-21 UPWP administrative amendment for Regional Commodities Movement Study (John Mermin)</li> <li>• 2021-24 MTIP Adoption Update (Grace Cho)</li> <li>• Regional Mobility Policy Update (Kim Ellis)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-51**</b> <u>Recommendation to JPACT</u> (Lobeck, 20 min)</li> <li>• <b>UPWP 2020-21 Amendment 20-5124</b> <u>Recommendation to JPACT</u> (Mermin, 20 min)</li> <li>• Freight Commodity Movement Study/Planning <u>Information/Discussion</u> (Tim Collins, 20 min)</li> <li>• Columbia-Lombard Mobility Corridor Plan <u>Information/Discussion</u> (Bryan Poole, Portland Bureau of Transportation, 30 min)</li> <li>• Committee input on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)</li> </ul>	<p><b>September 4, 2020 virtual meeting</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster)</li> <li>• COVID-19 and racial equity updates from Metro &amp; Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• Active Transportation Return on Investment Study: Interim Findings <u>Information/Discussion</u> (John Mermin, Jennifer Dill, 40 minutes)</li> <li>• Jurisdictional Transfer – Draft Report <u>Information/Discussion</u> (John Mermin, 20 min)</li> <li>• Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT; 15 min)</li> <li>• <i>2021-2024 STIP Update (Grace Cho; 30 min)</i></li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)</li> </ul>
<p><b>October 2, 2020 virtual meeting</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster)</li> <li>• COVID-19 and racial equity updates from Metro &amp; Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• Oregon Passenger Rail Corridor Investment Plan, FRA Decision of Record (Jennifer Sellers, ODOT/Mara Krinke, Parametrix/Andrew Mortensen, David Evans, Inc., 40 min)</li> <li>• 2020 TSMO Strategy Update Progress <u>Information/Discussion</u> (Caleb Winter, 40 min)</li> <li>• 2021 PILOT Grants <u>Information/Discussion</u> (Eliot Rose, 30 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)</li> </ul>	<p><b>November 6, 2020 virtual meeting</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster)</li> <li>• COVID-19 and racial equity updates from Metro &amp; Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• Regional Mobility Policy Update: Case Studies &amp; Policy Approaches <u>Information/Discussion</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 40 min)</li> <li>• 2024-27 MTIP Update (Grace Cho; 30 min)</li> <li>• <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)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)</li> </ul>

## 2020 TPAC Work Program

As of 7/28/2020

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

<p><b>December 4, 2020 virtual meeting</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"><li>• Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster)</li><li>• COVID-19 and racial equity updates from Metro &amp; Region (Chair Kloster &amp; all)</li><li>• Monthly MTIP Amendments Update (Ken Lobeck)</li><li>• Fatal crashes update (Lake McTighe)</li></ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"><li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li><li>• <b>Recommendation to JPACT on Jurisdictional Transfer</b> <u>Recommendation to JPACT</u> (John Mermin, 30 min)</li><li>• <i>Interstate Bridge Replacement Program Partnership Resolution Update</i> <u>Information/Discussion</u> (Ally Holmqvist, 30 min)</li><li>• Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)</li></ul>	
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### **Parking Lot: Future Topics/Periodic Updates**

- 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
- Regional Congestion Pricing Study Update (Elizabeth Mros-O'Hara)
- 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)
- Oregon City-West Linn Bike/Ped Crossing Update (Sandra Hikari, ODOT & others, Jan. 2021)

Agenda and schedule information, call 503-797-1766. E-mail: [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov)

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



**2020 Metro Technical Advisory Committee (MTAC) and  
Transportation Policy Alternatives Committee (TPAC) workshop meetings Work Program  
As of 7/17/2020**

<p><b>February 19, 2020 – TPAC/MTAC Workshop</b> <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> <li>• Regional Emergency Transportation Routes (ETR) Update-Draft Criteria and Methodology (Kim Ellis, Metro/Laura Hanson, RDPO/Thuy Tu, Thuy Tu Consulting/ Allison Pynch, Salus Resilience; 45 min)</li> <li>• Regional Barometer (Cary Stacey, 30 min)</li> <li>• Regional Transportation Safety Discussion (McTighe; Mickelberry, 30 min)</li> </ul>	<p><b>April 15, 2020 – TPAC/MTAC Workshop – Virtual mtg.</b> <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> <li>• Regional Mobility Policy Update Background Research Report (Kim Ellis, Metro/Jennifer Dill, TREC/Max Nonnamaker, PSU/ Lidwien Rahman/ ODOT; 30 min)</li> <li>• Metro Parks &amp; Nature Updates (Beth Cohen; 20 min)</li> <li>• Housing Bond Measure, Implications and Communications Update (Emily Lieb/Jes Larson, Metro; 25 min)</li> </ul>
<p><b>June 17, 2020 – TPAC/MTAC Workshop <b>CANCELLED</b></b> <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p><b>August 19, 2020 – TPAC/MTAC Workshop- Virtual mtg.</b> <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> <li>• Governor Brown’s Climate Action Executive Order: Implications for land use and transportation planning, (Amanda Pietz, ODOT/TBD DLCD staff; 60-90 min)</li> </ul>
<p><b>Oct. 21, 2020 – TPAC/MTAC Workshop – Virtual mtg.</b> <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> <li>• Regional Emergency Transportation Routes (ETR) Update-Draft ETR Routes and Report (Kim Ellis, Metro/Laura Hanson, RDPO/Thuy Tu, TTU Consulting/ Allison Pynch, Salus Resilience/Erica McCormick, Cascade; 45 min)</li> <li>• Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/Susie Wright, Kittelson, 40 min)</li> </ul>	<p><b>Dec. 16, 2020 – TPAC/MTAC Workshop – Virtual Mtg.</b> <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> <li>• Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/ Susie Wright, Kittelson; 50 min)</li> <li>• <i>MTIP/RTP agenda item (need more info from Grace/Kim/Ted on this; 40 min)</i></li> </ul>

TPAC/MTAC workshops held every other month starting February on the 3<sup>rd</sup> Wednesday of the month from 10:00 a.m. to 12 p.m.

For agenda and schedule information, call 503-797-1766 or e-mail [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov)

In case of inclement weather, call 503-797-1700 by or after 6:30 a.m. for building closure announcements.



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: July 29, 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

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## **BACKGROUND:**

The monthly submitted MTIP formal amendment and administrative modification project lists through the July 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 - July 2020**  
**Within Resolution 20-5116**

Proposed July 2020 Formal Amendment Bundle Amendment Type: <b>Formal/Full</b> Amendment #: <b>JL20-14-JUL</b> 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.	<b><u>COST INCREASE:</u></b> 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.	<b><u>ADD NEW PROJECT:</u></b> 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)

## Amendment status:

- Council approval scheduled for July 30, 2020.
- July 30 Council approval will include the June 2020 Formal MTIP Amendment bundle as well.

**MTIP ADMINISTRATIVE MODIFICATIONS**  
**First Half of July 2020**  
**(1 Admin Mod bundle processed)**

Proposed July 2020 Administrative Modification Bundle #1 Modification Number: AB20-15-JUL1 Total Number of Projects: 5				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 21195	Multnomah County	East Multnomah County Road Connection ITS	Install a VMS sign along NB US126 near SE 267th Ave to inform drivers of the travel times along four major north/south routes through Gresham.	<b><u>PHASE FUND SWAP</u></b> Unrequired Other phase funding is being de-obligated and committed to the construction phase to address a minor construction phase funding shortfall.
Project #2 Key 20336	Clackamas County	Systemic Signals and Illumination (Clackamas)	Safety projects at various locations. Work may include illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.	<b><u>PHASE FUND SWAP</u></b> The Admin Mod deletes the Other/Utility Relocation phase and commits the funds to the PE phase. There is no scope or cost change as a result.
Project #3 Key 21221	Clackamas County	232nd Drive at MP 0.3	On SE 232nd Dr in Clackamas County South of Damascus north of the OR224/SE232nd Dr intersection, Emergency Relief Response to stabilize, reconstruct, and reinforce roadway	<b><u>DELETE AND ADVANCE PHASE</u></b> The Admin Mod deletes the ROW phase and shifts the funds to the Construction phase. The Construction phase is being advanced to FY 2020 to obligate before the end of FY 2020.
Project #4 Key 20208	ODOT	US30: NW Saltzman Rd - NW Bridge Ave	Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed <b>to restore the pavement surface and improve safety and accessibility. Widen and pave existing bike lane to provide a safer experience for bicyclists.</b>	<b><u>COST INCREASE</u></b> The Admin Mod address needed cost increases to the ROW and Construction phases. The total project cost increases by \$1 million and reflects an 11.7% change.
Project #5 Key 20388	Washington County	SW Farmington Rd at 170 <sup>th</sup> Ave	Full signal rebuild with reflective back plates and illumination. Other work includes dilemma zone protection for east-west approaches; raised corner islands in NE and SW corners; channelized right turn lanes; ADA upgrades; and restripe crosswalks.	<b><u>SFLP FUND SWAP</u></b> The Admin Mod completes a SFLP fund swap removing the federal funds and replacing them with State and local funds. The total project cost remains unchanged at \$1,527,500.

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: July 31, 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.

**There have been thirteen (13) traffic crash deaths since the last fatal crash update of 6/22/20 in Clackamas, Multnomah and Washington counties.**

2020 Monthly fatal crash update- As of 07/28/20		
Number of fatalities	Crash types	By county
January 2020: <b>11</b>	5 Pedestrian 1 Motorcycle 5 Motor Vehicle	Clackamas: 3 Multnomah: 6 Washington: 2
February 2020: <b>9</b>	2 Pedestrian 1 Bicycle 5 Motor Vehicle 1 Motorcycle	Clackamas: 2 Multnomah: 5 Washington: 2
March 2020: <b>8</b>	2 Pedestrian 4 Motor Vehicle 1 Motorcycle	Clackamas: 2 Multnomah: 4 Washington: 2
April 2020: <b>3</b>	1 Motorcycle 2 Motor Vehicle	Clackamas: 2 Multnomah: 1
May 2020: <b>6</b>	6 Motor Vehicle	Clackamas: 3 Multnomah: 2 Washington: 1
June 2020: <b>11</b>	8 Motor Vehicle 1 Pedestrian 1 Bicycle	Clackamas: 3 Multnomah: 5 Washington: 3
July 2020: <b>10</b>	6 Motor Vehicle 2 Motorcycle 1 Pedestrian	Clackamas: 3 Multnomah: 5 Washington: 2
<b>Total: 58</b>	11 Pedestrian 2 Bicycle 6 Motorcycle 34 Motor Vehicle	Clackamas: 18 Multnomah: 22 Washington: 8

Source: ODOT Preliminary Fatal Crash Report

**As of 7/28/20:**

**July 2020**

Carlos, age 24, passenger, killed in a single motor vehicle crash, SW River Road, Washington County, 7/25/20; alcohol and speed appear to be contributing factors

Julie Elizabeth, age 45, killed in a motor vehicle crash, SE 122 Ave., Multnomah County, 7/23/20

Camille Minoos and Udell, age 34 and 13, killed in a single motor vehicle crash, NE Lombard Street, Multnomah County, 7/18/20; speed appears to be a contributing factor

Daniel, age 34, killed while riding a motorcycle in a T-bone crash, Hwy 47 & Maple Street, Washington County, 7/12/20

Brian Michael, age 57, killed in a head-on motor vehicle crash, NE Glisan & 158<sup>th</sup>, Multnomah County, 7/11/20

Anthony, age 32, killed in a rollover motor vehicle crash, Hwy 224, Clackamas County, 7/10/20

Jack, age 2, killed in a hit and run in front of his home, Milwaukie, Clackamas County, 7/20/20; the police determined that speed was not a factor and that the driver may not have been aware of what happened

Saw Poe, age 36, killed in a single motor vehicle crash, SE Powell Blvd., Multnomah, 7/6/20

Robert W., age 40, killed in a T-bone motor vehicle crash, SE 362 Ave., Washington, 7/5/20; speed appears to be a factor

**June 2020**

Troy, age 37, killed while riding a bicycle, NE 16<sup>th</sup> and Multnomah, Multnomah County, 6/22/20

Logan, age 25, killed in a rollover motor vehicle crash, Washington County, 6/20/20

Josie, age 25, killed in a rollover motor vehicle crash, Long Road, Washington County, 6/19/20

Kelly Ann, age 59, killed in a head on crash, Clackamas County, 6/19/20

Frank, age 86, killed in a head-on motor vehicle crash, Sunset Hwy, Washington County, 6/11/20

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

Mark, age 62, killed in a rear-end motor vehicle crash, Multnomah County, 6/1/20

**May 2020 (as of 6/22/20)**

Roger, age 93, killed in single motor vehicle crash, Washington County, 5/22/20

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**

Timothy, age 55, killed in a head-on crash, Clackamas County, 4/20/20

Brandon, age 32, Multnomah County, at the intersection of SE 148<sup>th</sup> 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 362<sup>nd</sup>, 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**

Paul, age 73, killed while walking, 99E, Clackamas County, 3/4/20

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**

Logan, age 25, killed in a head-on motor vehicle crash, 2/29/20

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: July 23, 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)

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## **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 staff identified a study that was included within the 2020-21 UPWP Regional Freight Program narrative that warrants a separate narrative to provide more detail on its specifics. See project description 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.

Please contact John Mermin, 503-797-1747, [john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov) if you have any questions about this amendment.

## Regional Freight Delay and Commodities Movement Study

**Staff Contact:** Tim Collins, tim.collins@oregonmetro.com

### Description

In October 2017, the Regional Freight Work Group (RFGW) discussed the need for future freight studies that should be called out in the 2018 Regional Freight Strategy. The RFGW recommended that the Regional Freight Delay and Commodities Movement Study should be included as a future freight study.

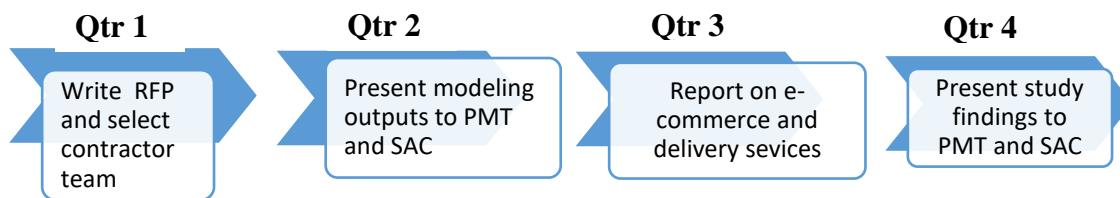
The purpose of the Regional Freight Delay and Commodities Movement Study will be to evaluate the level and value of commodity movement on the regional freight network within each of the mobility corridors identified in the Regional Transportation Plan's Mobility Corridor Atlas. The study will use Metro's new freight model to summarize the general types of commodities, the tonnage of the commodities and the value of the commodities that are using these freight facilities within each of the mobility corridors. The study will also evaluate the need for improved access and mobility to and from regional industrial lands and intermodal facilities.

The study will evaluate how the COVID-19 economic impacts have effected freight truck travel within the Portland Region compared to the overall vehicle travel in the region, and what general impacts it has had on e-commerce and other delivery services.

### Work completed in Fiscal Year 2019-2020

- Write a draft scope of work for the Regional Freight Delay and Commodities Movement Study.
- Identify changes needed to the Regional Freight Model by reviewing results of the Commodities Visualizer.

### Key Project Deliverables / Milestones



### FY 2020-21 Cost and Funding Sources

#### Requirements:

Materials & Services	\$ 222,891
<b>TOTAL</b>	<b>\$ 222,891</b>

#### Resources:

STBG	\$ 200,000
Metro Required Match	\$ 22,891
<b>TOTAL</b>	<b>\$ 222,891</b>



# Meeting minutes

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

Date/time: Friday, July 10, 2020 | 9:30 a.m. to 12 noon

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

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## **Members Attending**

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

## **Affiliate**

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

## **Alternates Attending**

Jamie Stasny  
Steve Williams  
Jaimie Huff  
Jay Higgins  
Glen Bolen  
Gerik Kransky  
Tom Bouillion

## **Affiliate**

Clackamas County  
Clackamas County  
City of Happy Valley and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
Port of Portland

## **Members Excused**

Dayna Webb  
Mandy Putney  
Taren Evans  
Rob Klug  
Shawn M. Donaghy  
Jeremy Borrego

## **Affiliate**

City of Oregon City and Cities of Clackamas County  
Oregon Department of Transportation  
Community Representative  
Clark County  
C-Tran System  
Federal Transit Administration

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Cullen Stephenson

Washington Department of Ecology

**Guests Attending**

Jean Senechal Biggs  
Will Farley  
Charlie Clark  
Heather Wills  
Lucinda Broussard  
Nick Forty  
Laura Edmonds  
Rachael Duke  
Mike Mason  
Bob Kellet  
Liz Antin

**Affiliate**

City of Beaverton  
City of Lake Oswego  
  
WSP  
Oregon Department of Transportation  
Federal Highway Administration  
North Clackamas Chamber of Commerce  
  
Portland Bureau of Transportation

**Metro Staff Attending**

Ken Lobeck, Funding Programs Lead  
Lake McTighe, Senior Transportation Planner  
John Mermin, Senior Transportation Planner  
Tim Collins, Senior Transportation Planner  
Ally Holmqvist, Senior Transportation Planner  
Pamela Blackhorse, Program Assistant III

Ted Leybold, Planning & Development Resource Mgr.  
Eliot Rose, Senior Tech & Transportation Planner  
Dan Kaempff, Principal Transportation Planner  
Aaron Breakstone, Manager II Research Center  
Caleb Winter, Senior Transportation Planner  
Marie Miller, TPAC Recorder

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

Chairman Tom Kloster called the meeting to order at 9:30 a.m. A quorum 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**

- **COVID-19 and racial equity updates from Metro and Region** (Chairman Kloster and all)  
Metro's Planning & Development, along with all other departments is still on the 20% reduced work schedule that runs through July. Staff is keeping the public and partners updated to any changes with schedules. The Oregon Zoo is reopening to carefully managed visitor amounts with specific plans due to the pandemic situation.

Glen Bolen noted that Jon Makler was returning to his role at ODOT Region 1 as Planning Manager starting in August. Mr. Bolen appreciated his time with TPAC serving as Interim Member, and now will return to Alternate Member. He will also be member at MTAC.

Rachael Tupica noted that FHA is all on full time maximum telework. Offices in Salem have a 3-phase plan to reopen based on planning criteria, but are not yet open. Contacting staff is still available. The MPO certification reviews are underway with Salem having completed theirs virtually. Metro is expected to have the certification review online later this year as well.

Donovan Smith noted the lawsuit against the City of Portland regarding the use of tear gas being used against the public during demonstrations. Mr. Smith has been involved with the research paper on tear gas the dangerous effects on humans, which is concerning due this currently being temporarily banned from use, and now used during the pandemic. He

suggested members review information on DontShootPDX.org. Ms. Smith also noted recent shootings, racial attacks and harassment with incidents in Portland. The importance of these need to be included in the committee's transportation and other discussions/decisions. Chairman Kloster noted enclosure of this will be added to future agendas starting in August.

Jeff Owen noted that TriMet will be closing the Steel Bridge from August 2-29 for repairs and upgrades. Lower ridership currently allows this work to be done. All modes of traffic will be affected on the upper deck. The website for more information was shared in an email following the meeting (included in the packet).

Laurie Lebowski noted that staff at Washington State Dept. of Transportation have been required to take 8 hours/week furlough during the month of July. Some delay to communications with staff, and construction and crews will be felt. August to the end of the year furloughs of 8 hours/month will be required.

Eric Hesse noted the City of Portland has issued statements from the Mayor and Commissioners on the I-5, I-205 and Rose Quarter projects. These are found on the City's website, and will be reported at JPACT as well.

Don Odermott noted that industrial construction projects in Washington County have continued. A photo was shown with the special equipment used as part of the \$3 million expansion project with Cornelius Pass Road. Jessica Berry expanded on the timeline with this road closure for equipment movement and construction of the project. The website on the project was shared following the meeting (included in the packet).

Chris Deffebach emphasized the importance of the Cornelius Pass project, which now is a fuel tanker route and strategic road in Washington County for urban areas. It was noted that the road would be transitioning into a state facility upon agreement with IGA's later this year.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Mr. Lobeck noted information on the Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments memo update in the packet. For any questions on this report contact Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) Ms. McTighe provided the fatal crash update report from the memo in the packet. As of ODOT's June 22 report, there were 40 fatal crashes in the tri-county Metro area so far this year. Since the packet memo was submitted seven additional fatalities have taken place. When the shelter in place was first started crash reports were low. But a significant jump in fatal crashes in now being seen as businesses reopen. For any questions on this report contact Ms. McTighe.
- **2020-21 UPWP administrative amendments** (John Mermin) Mr. Mermin noted the memo in the packet where Metro finance staff identified 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. Tracked changes of individual budget changes were shown. This notification is provided to TPAC before forwarding to JPACT, the

Metro Council an USDOT for approval. For any questions on these amendments contact Mr. Mermin.

- **TPAC Workshop Scheduled for July 22** (Chairman Kloster) Chairman Kloster announced a TPAC workshop on the Regional Congestion Pricing Study planned for July 22, from 9am-12 noon. Details on this will be sent to members soon. No requirement to attend, but encouraged. It was noted that ODOT and the City of Portland will also participate at the workshop. More information on the City's Pricing Option for Equitable Mobility Task Force can be found on their website.

Eliot Rose announced that 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. Self-nominations are being sought with interest on this committee. Further information was sent to the committee following the meeting. For questions on the group and interest in participating contact Mr. Rose.

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

**4. Consideration of TPAC Minutes from June 5, 2020**

Karen Williams asked the sentence on page 6, agenda #5 read *Karen Williams asked for clarification on project #6 of the MTIP Formal Amendment 20-5112.*

**MOTION: To approve the minutes from June 5, 2020 with above correction.**

Moved: Karen Williams

Seconded: Eric Hesse

**ACTION: Motion passed with unanimously.**

**5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5116** (Ken Lobeck) Mr. Lobeck presented the Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5116 consisting of two projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Project #1

Lead Agency: Gresham

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

Project Description: The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181<sup>st</sup> Avenue and east Gresham city limits.

Description of Changes: 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

Lead Agency: Metro

Project Name: Multimodal Transportation Data Archive (PORTAL)

Project 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.

Description of Changes: 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).

Comments from the committee:

- Chris Deffebach asked for clarification on what funds were being provided for the additional million dollars to the Gresham project. Mr. Lobeck reported these were local funds that would be used for the cost increase. More details to describe this will be included moving forward.
- Steve Williams asked if any administrative or text amendments were being asked in MTIP action. Mr. Lobeck confirmed these projects were the only Formal Amendments for consideration at this time. Only significant changes to cost scope or delivery timing of projects are required for Formal Amendments with MTIP.

**MOTION: To approve recommendation to JPACT 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.**

Moved: Steve Williams

Seconded: Chris Deffebach

**ACTION: Motion passed with one abstention; Donovan Smith.**

6. **2020-2021 UPWP amendment ODOT – Pedestrian & Bicycle Crossing: Oregon City to West Linn** (John Mermin, Metro/Glen Bolen, ODOT) Mr. Mermin and Mr. Bolen provided information on the proposed 2020-21 UPWP amendment for the Pedestrian & Bicycle crossing from Oregon City to West Linn. TPAC was sent the project narrative prior to this meeting that reads:

*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.*

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.

Comments from the committee:

- Donovan Smith expressed interest in knowing the demographics, population income and housing, and businesses in this area of the project. It was asked what key stakeholders were involved in the project. Mr. Bolen noted that these project elements can be provided at the August TPAC meeting which are part of the project plan. In addition, Metro's Willamette Falls Legacy Project is now in phase 1. <https://www.willamettefallslegacy.org/> Per the website: *The first step in the Willamette Falls Legacy Project is already taking shape: a new riverwalk that connects historic downtown Oregon City to Willamette Falls along the Willamette River. In creating the riverwalk, the project partners are transforming this abandoned site into a world-class public space.*
- Rachael Tupica noted that if the results of this project will be used to help inform future NEPA planning projects, federal requirements with public engagement, state and local stakeholders and Tribal consultations are required.

The action on this UPWP proposed amendment will include further suggested information in August. For questions or more information contact Mr. Mermin and Mr. Bolen.

- 7. Oregon Department of Transportation I-5 and I-205 Tolling Projects Update** (Lucinda Broussard, ODOT & Heather Wills, WSP) Ms. Broussard and Ms. Wills provided an update on the I-5 and I-205 tolling projects. Starting with the I-205 project ODOT has held regular updates with jurisdictional and community partners on the project. An Equity and Mobility Advisory Committee (EMAC) has been formed to 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, and Provide input to the Oregon Transportation Commission and ODOT on how to implement tolling on I-5 and I-205.

Ms. Broussard pointed to three top concerns most mentioned with input on the I-205 project:

- 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

The project managers noted methods to address income equity, Clackamas County transit impacts, and diversion impacts on the project. ODOT has worked with the Federal Highway Administration on the National Environmental Policy Act (NEPA) classification on the I-205 project. Concerns from Regional Partner Agencies about the classification are being addressed with enhanced processes.

The toll projects timeline was provided. The I-205 purpose is to generate revenue for congestion relief projects and manage congestion on I-205 between Stafford Road and OR 213. The next steps for the I-205 toll project are:

- 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 alternative for NEPA analysis – Fall 2020

Several screening alternatives for I-205 were shown. The I-5 tolling project was briefly described with the planning and environmental linkages (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

The purpose for PEL in the I-5 project is multi-disciplinary analysis, development range of project alternatives, and early engagement and outreach. The I-5 Toll Project PEL milestones and planned upcoming activities were shared.

Comments from the committee:

- Karen Williams asked what opportunities were offered in the review of the modeling for input and understanding scenarios, and would air quality modeling be part of this. Specifically, did the modeling go beyond required carbon monoxide? Ms. Wills reported several engagement opportunities offer input, including the public comment period on alternatives. Working groups and other stakeholder groups are asking for participants. The transit group is developing methodology analysis where DEQ and others are encouraged to add input.
- Laura Edmonds expressed interest in having this presentation at the North Clackamas Chamber of Commerce Government Affairs and Public Policy meeting.
- Eric Hesse asked for clarification on process and interaction between the projects related to the value pricing project, and environmental impacts. Ms. Wills reported the value pricing project was for feasibility purposes, which added to the development of the I-205 project identifying locations for possible tolling with design. The I-5 project is more detailed. Ms. Broussard reported these projects were being designed as a seamless trip builder for transit customers. The projects carry levels of complexities among them.
- Chris Deffebach noted the team was coming to the Washington County Commission in August. Appreciate was given for the opportunity to learn about the projects and have questions answered.
- Steve Williams asked if local governments would have the opportunity to provide proposed alternatives during the 45-day public comment period. Ms. Wills concurred.

- Karen Williams asked what types of congestion mitigation projects the revenue would be used for. Ms. Broussard noted the congestion revenue trust fund with regulatory statutes. This was later sent to committee members, added to the packet. The designated fund lists criteria for ways the funds can or cannot be spent.

It was asked if bike and pedestrian facilities would be included in this criteria. It was confirmed these were listed along roadways, more clearly defined in the information forwarded to the committee. Transit operation funding may be limited to capital projects.

- 8. Jurisdictional Transfer Project Update** (John Mermin & Glen Bolen) Mr. Mermin and Mr. Bolen provided TPAC with a project status update. As part of the project, Metro's consulting team has completed the following materials available to download at:

[www.oregonmetro.gov/jurisdictionaltransfer](http://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

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.

Comments from the committee:

- Jamie Huff asked, if prior to the final report, was it anticipated the project staff planned on a larger presentation regarding more recent document information and selection of methodology. Mr. Mermin reported the County Coordination Committees were being presented with information, and if more specific details were requested he could provide that.
- Eric Hesse noted his appreciation of the work on the project with discoveries learned through the process. It raises significant importance on a regional basis for the roadways.
- Chris Deffebach had a question on the evaluation matrix for readiness. It was not clear why some measures in the evaluation related to jurisdictional transfer readiness. It was recommended that follow up with Mr. Mermin and the project consultants be done. It was noted that questions for the public comment might be difficult for framing since the public is not interested in the transfer of roads by agency, but in how the funding for conditions and maintenance is planned. Mr. Mermin noted work is being done on the public outreach involvement now with focus groups and technical interested parties. Any input on context and framing of questions with the public comment period is welcome.

**9. Adjourn**

There being no further business, meeting was adjourned by Chairman Kloster at 11:40 am.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, July 10, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	07/10/2020	07/10/2020 TPAC Agenda	071020T-01
2	TPAC Work Program	07/02/2020	TPAC Work Program, as of 07/02/2020	071020T-02
3	Memo	07/01/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	071020T-03
4	Memo	07/02/2020	TO TPAC and interested parties From: Lake McTighe, Regional Planner RE: Fatal crash update	071020T-04
5	Memo	06/30/2020	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendments to the 2020-21 Unified Planning Work Program (UPWP)	071020T-05
6	Draft Minutes	06/05/2020	Draft minutes from June 5, 2020 TPAC meeting	071020T-06
7	Resolution 20-5116	07/10/2020	Resolution 20-5116 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)	071020T-07
8	Exhibit A to Resolution 20-5116	07/10/2020	Exhibit A to Resolution 20-5116	071020T-08
9	Staff Report	07/10/2020	Staff Report to Resolution 20-5116	071020T-09
10	Memo	06/30/2020	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Regional Framework for Highway Jurisdictional Transfer - Project update	071020T-10
11	Memo	07/09/2020	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: 2020-21 Unified Planning Work Program (UPWP) Amendment for the ODOT – Pedestrian & Bicycle Crossing: Oregon City to West Linn study	071020T-11

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
12	Presentation	07/10/2020	July 2020 MTIP Formal Amendment Summary Resolution 20-5116	071020T-12
13	Presentation	07/10/2020	2020-21 Unified Planning Work Program Amendment	071020T-13
14	Presentation	07/10/2020	Pedestrian & Bicycle Crossing: Oregon City to West Linn	071020T-14
15	Presentation	07/10/2020	I-5 and I-205 Toll Projects	071020T-15
16	Presentation	07/10/2020	Regional Framework for Highway Jurisdictional Transfer Project update	071020T-16
17	Newsletter	Spring 2020	Interstate Bridge Trunnion Replacement	071020T-17
18	Email message	07/10/2020	Email sent to TPAC following July 10, 2020 meeting with more info requested and announcements	071020T-18

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF COMPLETING REQUIRED ) RESOLUTION NO. 20-51XX  
TECHNICAL CORRECTIONS THROUGH THE FIRST )  
OF TWO FORMAL TRANSITION AMENDMENTS ) Introduced by: Chief Operating Officer  
TO THE 2021-2024 METROPOLITAN ) Andrew Scott in concurrence with  
TRANSPORTATION IMPROVEMENT PROGRAM ) Council President Lynn Peterson  
TO ADD NEW PROJECTS OR CORRECT AND )  
UPDATE CURRENT PROJECT PROGRAMMING )  
INVOLVING PHASE SLIPS, COST ADJUSTMENTS, )  
DELIVERY TIMING UPDATES, AND/OR FUND )  
SWAPS IMPACTING VARIOUS PROJECTS AND )  
AGENCIES (AG21-01-AUG) )

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 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; 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, development of the new 2021-24 MTIP required the document to complete programming actions and be locked-down as of April 2020 to initiate required public review and final approvals resulted in a project development and period gap which the MTIP Formal Transition Amendment is addressing; and

WHEREAS, the 2021-24 MTIP Transition Amendment will address required technical corrections and adding new projects that emerged during the gap period; and

WHEREAS, the 2021-24 Transition Amendment will be split into a two-part Formal/Full Amendment and Administrative Modification to address programming corrections and provide the ability to add new projects; and

WHEREAS, the second formal part to the 2021-24 MTIP Transition Amendment will occur with the September 2020 Formal MTIP Transition Amendment as a safety net to catch any last required technical corrections required to the 2021-24 MTIP not identified in the August 2020 Formal MTIP Transition Amendment; and



WHEREAS, adding new projects and significant programming corrections which could impact the fiscal constraint finding require a more detailed review and will proceed as formal/full amendments; and

WHEREAS, 2021-24 MTIP Formal/Full Transition Amendment programming corrections will include required phase slip corrections for projects not carried over into the 2021-24 MTIP, adding a new projects or phase as required by federal regulations, completing major fund swaps, correcting project delivery phase obligation timing, and completing other required technical corrections to ensure projects are correctly programmed in the 2021-24 MTIP; 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 August 2021-24 MTIP Formal Transition 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 August 2020 Formal Transition 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 August 7, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-51XX consisting of the August 2020 Formal MTIP Transition Amendment bundle on September 17, 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 October 8, 2020 to formally amend the 2021-24 MTIP to include the required changes, advancements, or additions to the thirteen identified projects as part of Resolution 20-51XX.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2020.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney



Proposed August 2020 Formal Transition Amendment Bundle  
Amendment Type: **Formal/Full**  
Amendment #: **AG21-01-AUG**  
Total Number of Projects: **13**

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key <b>18001</b> MTIP ID <b>70478</b>	Clackamas County	Clackamas County Regional Freight ITS Project	<b>PHASE SLIP</b> Adding Construction phase to FY 2021 to the 2021-24 MTIP with \$1,571,585 of STBG plus required match	Construction phase planned FY 2020 obligation delayed to Re-certification requirements upon project and COVID-19 impacts delaying federal approval steps. Revised construction phase obligation project is early winter FY 2021.
Project #2 ODOT Key <b>20879</b> MTIP ID 70873	Metro	Regional Travel Options (2020)	<b>PHASE SLIP:</b> Adding the Other phase to the 2021-24 MTIP in FY 2021 with \$2,598,451 of STBG funds plus required match	Expenditures of past RTO obligations moved slower than anticipated partly due to COVID-19 limitations resulting a delay in obligating Key 20879. Key 20879 is being slipped to FY 2021 as a result. The result is the slip acts as if a new project is being added to the 2021-24 MTIP
Project #3 ODOT Key <b>21839</b> MTIP ID TBD <b>NEW PROJECT</b>	Metro	Portland Metro Planning SFY23	<b>ADD NEW PROJECT:</b> Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 23 (FFY 2022)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 23 (FFY 2022)
Project #4 ODOT Key <b>21849</b> MTIP ID TBD <b>NEW PROJECT</b>	Metro	Portland Metro Planning SFY24	<b>ADD NEW PROJECT:</b> Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 24 (FFY 2023)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 24 (FFY 2023)
Project #5 ODOT Key <b>21860</b> MTIP ID TBD <b>NEW PROJECT</b>	Metro	Portland Metro Planning SFY25	<b>ADD NEW PROJECT:</b> Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 25 (FFY 2024)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 25 (FFY 2024)

Project #6 ODOT Key <b>22075</b> MTIP ID 71150	ODOT	Columbia Bottomlands Mitigation/ Conservation	<b><u>ADD NEW PHASE (Construction):</u></b> The Construction phase with \$15 million of State funds is being added now to the 2021-24 MTIP. Construction is planned for FY 2022.	The Construction phase was identified to be added to the MTIP after lock-down occurred for public notification. Through the Transition amendment, the project is being updated.
Project #7 ODOT Key <b>22033</b> MTIP ID TBD <b>NEW PROJECT</b>	ODOT	Oregon Transportation Network - TriMet FFY22	<b><u>ADD NEW PROJECT:</u></b> The amendment adds the first year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.
Project #8 ODOT Key <b>22048</b> MTIP ID TBD <b>NEW PROJECT</b>	ODOT	Oregon Transportation Network - TriMet FFY23	<b><u>ADD NEW PROJECT:</u></b> The amendment adds the second year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.
Project #9 ODOT Key <b>22058</b> MTIP ID TBD <b>NEW PROJECT</b>	ODOT	Oregon Transportation Network - TriMet FFY24	<b><u>ADD NEW PROJECT:</u></b> The amendment adds the third year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.
Project #10 ODOT Key <b>22133</b> MTIP ID 71127	Portland	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	<b><u>FUND SWAP:</u></b> Metro STBG funds replace CMAQ funds for the project	The project was identified early on as a possible candidate for CMAQ funding. Preliminary programming was created with CMAQ funds. However, the final programming decision was to commit STBG in place of CMAQ funds. The change was not made during the final review and update. The correction is occurring now.
Project #11 ODOT Key TBD MTIP ID TBD <b>NEW PROJECT</b>	TriMet	MAX Red Line Extension & Reliability Improvements	<b><u>ADD NEW PROJECT:</u></b> The amendment adds full programming for the MAX Red Line Extension project to the 2021-24 MTIP.	The official announcement for the FTA 530 funds awarded to the project occurred after the 2021-24 MTIP was locked-down and the public review started. The complete project is being added now through the Transition Amendment.

Project #12 ODOT Key TBD MTIP ID TBD <b>NEW PROJECT</b>	TriMet	TriMet TOD Planning for the MAX Red Line Light Rail	<b><u>ADD NEW PROJECT:</u></b> The amendment adds a new FTA grant award for TriMet that support TOD planning for the MAX Red Line Light Rail project	The FTA award announcement for the TOD planning is a discretionary FY 20 award under FTA Section 20005(b) for Transit Oriented Development planning needs
Project #13 ODOT Key TBD MTIP ID TBD <b>NEW PROJECT</b>	TriMet	5307 Mass Transit Vehicle Replacement - FY 2020	<b><u>ADD NEW PROJECT:</u></b> The amendment adds the new project to the 2021-24 MTIP which was awarded after the new MTIP was in public notice lock-down	The funding award originates from ODOT Mass Transit Vehicle Replacement program.



**Metro**  
**20121-24 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**ADD NEW PROJECT**  
 Construction Phase Slip from  
 FY 2020 to FY 2021

<b>Lead Agency:</b> Clackamas County		Project Type:	TSMO		<b>ODOT Key:</b> 18001
<b>Project Name:</b> Clackamas County Regional Freight ITS Project	1	ODOT Type	Ops/ITS		<b>MTIP ID:</b> 70478
		Performance Meas:	Yes		<b>Status:</b> 4
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No		<b>Comp Date:</b> 6/1/2022
		Conformity Exempt:	Yes		RTP ID: 10020
<b>Short Description:</b> Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.		On State Hwy Sys:	N/A		RFFA ID: 50182
		Mile Post Begin:	N/A		RFFA Cycle: 2012-15
		Mile Post End:	N/A		UPWP: No
		Length:	N/A		UPWP Cycle: N/A
		1st Year Program'd:	2014		Past Amend: 8
		Years Active:	8		OTC Approval: No
		STIP Amend #:	TBD		MTIP Amnd #: AG21-01-AUG

**Detailed Description:** The Clackamas County Regional Freight ITS project will improve freight mobility in congested subareas of the Clackamas Industrial Area with improved signal equipment, signal timing and minor roadway improvements. It includes the creation of a Freight ITS Plan in Phase 1 and the prioritized implementation of that plan in Phase 2. The Freight ITS plan will include technical analysis of existing and future conditions related to traffic safety and operations and a stakeholder review process. The second phase of the project, a list of Freight ITS improvements would be prioritized and constructed as funding allows. Potential treatments include signal priority for freight trucks, freight traveler information, signal re-timing and enhanced communication between signals, and railroad-highway safety treatments.

**STIP Description:** Improves the reliability of the regional freight system by reducing freight delays in known congested areas through a variety of ITC system enhancements.

Last Amendment of Modification: PE increased but Construction phase canceled in 2018-21 MTIP - June 2020. Re-adding the project reflects the 9th amendment to the project.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
<b>Federal Funds</b>								
STP-U	Z230	2014					\$ 238,838	\$ 238,838
STP-U	Z230	2018		\$ 411,654				\$ 411,654
<b>STP-U</b>	<b>Z230</b>	<b>2021</b>				\$ 1,424,508		\$ 1,424,508
							\$	-
							\$	-
							<b>Federal Totals:</b>	<b>\$ 2,075,000</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
							\$	-
							\$	-
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
Local	Match	2014					\$ 27,336	\$ 27,336
Local	Match	2018		\$ 47,116				
<b>Local</b>	<b>Match</b>	<b>2021</b>				\$ 163,041		\$ 163,041
							\$	-
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ 458,770	\$ -	\$ -	\$ 266,174	\$ -
Phase Totals After Amend:			\$ -	\$ 458,770	\$ -	\$ 1,587,549	\$ 266,174	\$ 2,312,493
							Year Of Expenditure (YOE):	\$ 2,312,493

**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.
- > Project Slip: Only the construction will show active in he 2021-24 MTIP. The PE phase was obligated earlier than FY 2021 in the 2018-21 MTIP.

**Amendment Summary:**

The formal amendment reflects a technical update and correction to the project. The formal amendment slips the project's Construction phase from FY 2020 to FY 2021 into the new FY 2021-24 MTIP. The planned obligation before the end of FY 2020 did not occur as re-certification pilot project requirements and COVID -19 impacts on staff and project consultants delayed the project. Normally, the Construction phase would be slipped into the next constrained year of the MTIP. However, since the 2021-24 MTIP replaces the 2018-21 MTIP, the project must be added to the MTIP. The Construction phase is large enough with \$1,424,508 of STPto impact the fiscal constraint finding which also supports the need for a formal/full amendment

- > Will Performance Measurements Apply: Yes - ITS

**RTP References:**

- > RTP ID: 1104 - 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 - 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:**

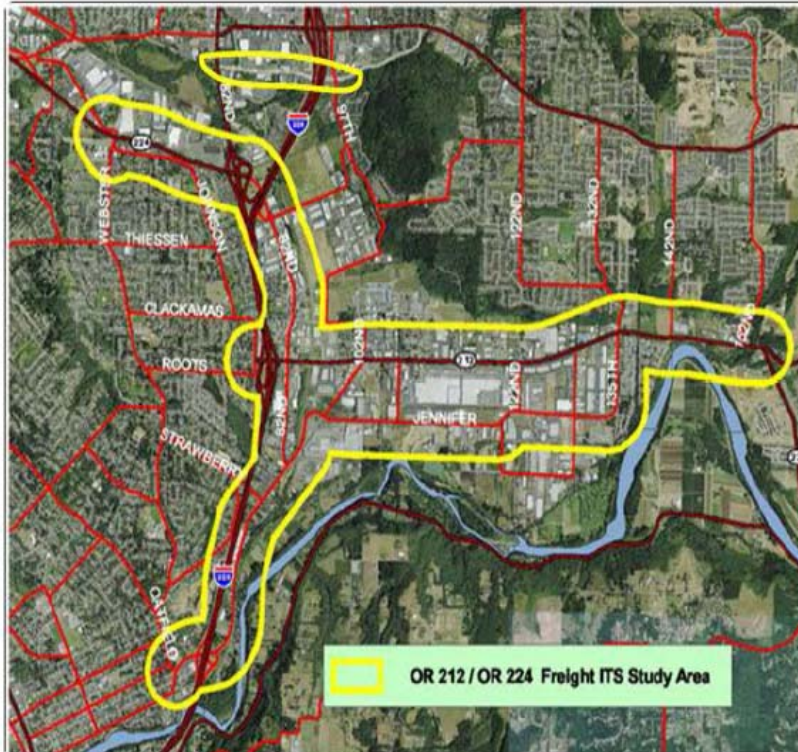
- > STP-U = Federal Surface Transportation Program appropriated to the states with a portion allocated to the MPOs to be applied in urban areas
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

**Other**

- > On NHS: Yes
- > Metro Model: Yes
- > Model category and type: Pedestrian - Motor Vehicle
- > TCM project: No
- > Located on the CMP: Yes



# Clackamas County Regional Freight ITS Project



OR 212/224 Study Area -  
Potential Deployment Area



Wilsonville Study Area -  
Potential Deployment Area

Vicinity Map



Metro  
20121-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment  
PHASE SLIP**  
The Other phase with STBG is being  
slipped from FY 20 to FY 21

<b>Lead Agency:</b> Metro		Project Type: Other	ODOT Key: 20879
<b>Project Name:</b> Regional Travel Options (2020)	2	ODOT Type: Other	MTIP ID: 70873
		Performance Meas: Yes	Status: 0
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: 6/1/2022
<b>Short Description:</b> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.		Conformity Exempt: Yes	RTP ID: 11054
		On State Hwy Sys: N/A	RFFA ID: 50357
		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: 2014	Past Amend: 1
		Years Active: 8	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
<b>Detailed Description:</b> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours.			
<b>STIP Description:</b> TBD			
Last Amendment of Modification: January 2019 - AB19-06-JAN1.FUNDING CORRECTION: Updated authorized STBG amount and required match is corrected for the project. Cost change is less than 1%			

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (RTO)	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2020</del>						\$ -
STBG-U	Z230	2021					\$ 2,598,451	\$ 2,598,451
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,598,451</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2020</del>						
Local	Match	2021					\$ 297,404	\$ 297,404
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,895,855	\$ 2,895,855
							Year Of Expenditure (YOE):	\$ 2,895,855

**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.
- > Project Slip: The phase slip results in adding a new project to the FY 2021-24 MTIP and is treated as a new project.

**Amendment Summary:**

- The formal amendment adds the RTO FY 2020 project allocation to the 2021-24 MTIP. The project funds were not obligated by the end of FY 2020. Expenditures from prior obligated funds moved slower partly due to COVID-19 limitations. Since the project was not carried over into the 2021-24 MTIP, the phase slips functions as adding a new project to the 2021-24 MTIP.
- > Will Performance Measurements Apply: Possibly under the RTP goal of Equity.

**RTP References:**

- > RTP ID: 11054 - Regional Travel Options
- > RTP Description: Metro awards grant funding, coordinates marketing efforts, and provides technical assistance and evaluation to agencies and organizations to encourage people to make fewer auto trips. RTO-funded activities include worksite and college information programs that make transit, bicycling, walking and ridesharing easier to use
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Grants for training and research programs.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.4 - Access to Active Travel Options
- > Goal Description: Increase household and job access to planned regional bike and walk networks.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > 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: No

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



<b>LEAD AGENCY</b>		Metro				
<b>PROJECT NAME</b>		<b>Regional Travel Options (2020)</b>				
Project IDs		Project Description			Project Type	
<b>ODOT KEY</b>	<b>20879</b>	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.			Regional travel options	
MTIP ID	70873					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2020	STBG-URBAN	\$2,598,451	\$297,404	\$0	\$2,895,855
FY 18-21 Totals			\$2,598,451	\$297,404	\$0	\$2,895,855
Estimated Project Cost (YOES)			<b>\$2,598,451</b>	<b>\$297,404</b>	<b>\$0</b>	<b>\$2,895,855</b>



Metro  
20121-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PROJECT**  
Metro SFY23 UPWP Planning  
Funds Added to FY 2022

<b>Lead Agency:</b> Metro		Project Type: Planning	<b>ODOT Key:</b> 21839
<b>Project Name:</b> Portland Metro Planning SFY23	3	ODOT Type: Planning	<b>MTIP ID:</b> TBD
		Performance Meas: No	<b>Status:</b> 0
		Capacity Enhancing: No	<b>Comp Date:</b> 6/30/2023
		Conformity Exempt: Yes	RTP ID: 11103
		On State Hwy Sys: No	RFFA ID: Step 1
		Mile Post Begin: N/A	RFFA Cycle: 2022-24
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY2023
		1st Year Program'd: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
		<b>Project Status:</b> 0 = No activity.	
<b>Short Description:</b> Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)			
<b>Detailed Description:</b> Key 21839 will be used to combine SFY allocated 5303 and STBG in Key 22151 and possible other planning keys dedicated to UPWP activities in SFY 2023 (FFY 2022). The Combination amendment for SFY 23 UPWP should occur around March 2022. Key 21839 will become the final approval "Key" for the SFY 23 UPWP Master Agreement list of projects to be obligated by the end of June 2022. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.			
<b>STIP Description:</b> Portland Metro MPO planning funds for Federal fiscal year 2022. Projects will be selected in the future through the MPO process.			

Last Amendment of Modification: None. Adding a new project to the MTIP

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
<b>Federal Funds</b>								
PL	Z450	2022	\$ 2,108,492					\$ 2,108,492
5303	Z77D	2022	\$ 608,621					\$ 608,621
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,717,113</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
State	Match	2022	\$ 241,326					\$ 241,326
								\$ -
ODOT State funds are committed as the required match to the federal PL funds							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
Local	Match	2022	\$ 69,659					\$ 69,659
								\$ -
Local funds are committed as the required match to the federal 5303 funds							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			<b>\$ 3,028,098</b>	\$ -	\$ -	\$ -	<b>\$ -</b>	<b>\$ 3,028,098</b>
Year Of Expenditure (YOE):								\$ 3,028,098

**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.
- > New Project: Full programming is being added to the MTIP.

**Amendment Summary:**

The formal amendment adds the Metro estimated PL and 5303 planning funds to the 2021-24 MTIP for obligation and expenditure in SFY23 (FFY 2022). Past discussions and planning fund reviews delayed the PL and 5303 programming until now.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Planning - Planning and technical studies
- > UPWP amendment: Yes, when the SFY 23 UPWP is developed
- > RTP Goals: Goal 11- Transparency and Accountability
- > Goal 11.2 - Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis

**Fund Codes:**

- > PL = Federal Planning funds allocated to Metro in support of required planning activities.
- > 5303 = Federal planning funds allocated to Metro with a focus area on transit planning needs.
- > State = State funds committed as part of the required federal match or as overmatching funds.
- > 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





Metro  
20121-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PROJECT**  
Metro SFY24 UPWP Planning  
Funds Added to FY 2023

<b>Lead Agency:</b> Metro		Project Type: Planning	<b>ODOT Key:</b> 21849
<b>Project Name:</b> Portland Metro Planning SFY24	4	ODOT Type: Planning	<b>MTIP ID:</b> TBD
		Performance Meas: No	<b>Status:</b> 0
Project Status: 0 = No activity.		Capacity Enhancing: No	<b>Comp Date:</b> 6/30/2024
<b>Short Description:</b> Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)		Conformity Exempt: Yes	RTP ID: 11103
		On State Hwy Sys: No	RFFA ID: Step 1
		Mile Post Begin: N/A	RFFA Cycle: 2022-24
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY2023
		1st Year Program'd: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
<b>Detailed Description:</b> Key 21849 will be used to combine SFY allocated 5303 and STBG in Key 22152 and possible other planning keys dedicated to UPWP activities in SFY 2024 (FFY 2023). The Combination amendment for SFY 24 UPWP should occur around March 2023. Key 21849 will become the final approval "Key" for the SFY 24 UPWP Master Agreement list of projects to be obligated by the end of June 2023. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.			
<b>STIP Description:</b> Portland Metro MPO planning funds for Federal fiscal year 2023. Projects will be selected in the future through the MPO process.			

Last Amendment of Modification: None. Adding a new project to the MTIP

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
<b>Federal Funds</b>								
PL	Z450	2023	\$ 2,107,855					\$ 2,107,855
5303	Z77D	2023	\$ 620,694					\$ 620,694
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,728,549</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
State	Match	2023	\$ 241,253					\$ 241,253
								\$ -
ODOT State funds are committed as the required match to the federal PL funds							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
Local	Match	2023	\$ 71,041					\$ 71,041
								\$ -
Local funds are committed as the required match to the federal 5303 funds							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 3,040,843	\$ -	\$ -	\$ -	\$ -	\$ 3,040,843
Year Of Expenditure (YOE):								\$ 3,040,843

**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.
- > New Project: Full programming is being added to the MTIP.

**Amendment Summary:**

The formal amendment adds the Metro estimated PL and 5303 planning funds to the 2021-24 MTIP for obligation and expenditure in SFY24 (FFY 2023). Past discussions and planning fund reviews delayed the PL and 5303 programming until now.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Planning - Planning and technical studies
- > UPWP amendment: Yes, when the SFY 24 UPWP is developed
- > RTP Goals: Goal 11- Transparency and Accountability
- > Goal 11.2 - Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis

**Fund Codes:**

- > PL = Federal Planning funds allocated to Metro in support of required planning activities.
- > 5303 = Federal planning funds allocated to Metro with a focus area on transit planning needs.
- > State = State funds committed as part of the required federal match or as overmatching funds.
- > 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



Metro  
20121-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PROJECT**  
Metro SFY25 UPWP Planning  
Funds Added to FY 2024

<b>Lead Agency: Metro</b>		Project Type: Planning	<b>ODOT Key: 21860</b>
<b>Project Name: Portland Metro Planning SFY25</b>	<b>5</b>	ODOT Type: Planning	<b>MTIP ID: TBD</b>
		Performance Meas: No	<b>Status: 0</b>
Project Status: 0 = No activity.		Capacity Enhancing: No	<b>Comp Date: 6/30/2025</b>
<b>Short Description: Portland Metro MPO planning funds for SFY 25 (FFY 2024). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)</b>		Conformity Exempt: Yes	RTP ID: 11103
		On State Hwy Sys: No	RFFA ID: Step 1
		Mile Post Begin: N/A	RFFA Cycle: 2022-24
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY2025
		1st Year Program'd: 2024	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
<b>Detailed Description: Key 21860 will be used to combine SFY allocated 5303 and STBG in Key 22153 and possible other planning keys dedicated to UPWP activities in SFY 2025 (FFY 2024). The Combination amendment for SFY 25 UPWP should occur around March 2024. Key 21860 will become the final approval "Key" for the SFY 25 UPWP Master Agreement list of projects to be obligated by the end of June 2024. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.</b>			
<b>STIP Description: Portland Metro MPO planning funds for Federal fiscal year 2024. Projects will be selected in the future through the MPO process.</b>			

Last Amendment of Modification: None. Adding a new project to the MTIP

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
<b>Federal Funds</b>								
PL	Z450	2024	\$ 2,107,223					\$ 2,107,223
5303	Z77D	2024	\$ 632,761					\$ 632,761
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,739,984</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
State	Match	2024	\$ 241,181					\$ 241,181
								\$ -
ODOT State funds are committed as the required match to the federal PL funds							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
Local	Match	2024	\$ 72,422					\$ 72,422
								\$ -
Local funds are committed as the required match to the federal 5303 funds							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 3,053,587	\$ -	\$ -	\$ -	\$ -	\$ 3,053,587
Year Of Expenditure (YOE):								\$ 3,053,587

**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.
- > New Project: Full programming is being added to the MTIP.

**Amendment Summary:**

The formal amendment adds the Metro estimated PL and 5303 planning funds to the 2021-24 MTIP for obligation and expenditure in SFY25 (FFY 2024). Past discussions and planning fund reviews delayed the PL and 5303 programming until now.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Planning - Planning and technical studies
- > UPWP amendment: Yes, when the SFY 25 UPWP is developed
- > RTP Goals: Goal 11- Transparency and Accountability
- > Goal 11.2 - Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis

**Fund Codes:**

- > PL = Federal Planning funds allocated to Metro in support of required planning activities.
- > 5303 = Federal planning funds allocated to Metro with a focus area on transit planning needs.
- > State = State funds committed as part of the required federal match or as overmatching funds.
- > 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



Metro  
20121-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PHASE**  
Construction Phase added to the  
project in FY 2022

<b>Lead Agency:</b> ODOT		Project Type:	Other		<b>ODOT Key:</b>	<b>22075</b>
<b>Project Name:</b> Columbia Bottomlands Mitigation/Conservation	6	ODOT Type	Enviro		<b>MTIP ID:</b>	<b>71150</b>
		Performance Meas:	No		<b>Status:</b>	<b>4</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2023</b>
		Conformity Exempt:	Yes		RTP ID:	Appendix F
<b>Short Description:</b> Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species		On State Hwy Sys:	N/A		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2020		Past Amend:	0
		Years Active:	1		OTC Approval:	Yes
		STIP Amend #:	TBD		MTIP Amnd #:	AG21-01-AUG
		<b>Detailed Description:</b> In the northwestern Portland area from the Columbia River west to US 30, and the St Helens area in the north (Outside MPO Boundary) then south to NW St Helens Rd just north of the Smith and Bybee Wetlands area, establish the Columbia Bottomlands Mitigation/Conservation Bank to generate conservation credits for future ODOT project impacts to aquatic resources and Endangered Species Act (ESA) listed fish species				
<b>STIP Description:</b> develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species						
Last Amendment of Modification: None. This is the first amendment to the project since being added to the 2018 MTIP in January 2020.						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
<b>Federal Funds</b>								
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ -</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
State	S010	2020		\$ 6,977				\$ 6,977
State	S010	2021			\$ 1,000,000			\$ 1,000,000
<b>State</b>	<b>S010</b>	<b>2022</b>					<b>\$ 1,550,000</b>	<b>\$ 1,550,000</b>
								\$ -
ODOT State funds are committed as part of the required match							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
Other	OVM	2020		\$ 393,023				\$ 393,023
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ 400,000	\$ 1,000,000	\$ -	\$ -	<del>\$ 1,400,000</del>
Phase Totals After Amend:			\$ -	\$ 400,000	\$ 1,000,000	\$ -	<b>\$ 1,550,000</b>	<b>\$ 2,950,000</b>
Year Of Expenditure (YOE):								\$ 2,950,000



**Notes and Summary of Changes:**

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

> Add Phase

**Amendment Summary:**

The formal amendment adds the Construction phase for the project in FY 2022. State funds have been committed to support the Construction phase. Construction phase funding was originally approved by the OTC back in December 2019. However, by the time the project construction phase was ready to program, the 2021-24 MTIP had already commenced lock-down for the required public review process. The correction to add the Construction phase to the 2021-24 MTIP is occurring now.

> Will Performance Measurements Apply: No

**RTP References:**

> RTP ID: Appendix F to the 2018 RTP

> RTP Description: Environmental Assessment and Potential Mitigation Strategies

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 6 - Healthy Environment

> Goal 6.1 - Biological and Water Resources

> Goal Description: Protect fish and wildlife habitat and water resources from the negative impacts of transportation.

**Fund Codes:**

> State = General state funds committed to the project

> 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: No

> Metro Model: No

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No

**Background:**

ODOT has identified a need in the Lower Willamette watershed area for a compensatory mitigation bank to generate conservation credits that compensate for future ODOT projects impacts to aquatic resources and Endangered Species Act (ESA) listed fish species.

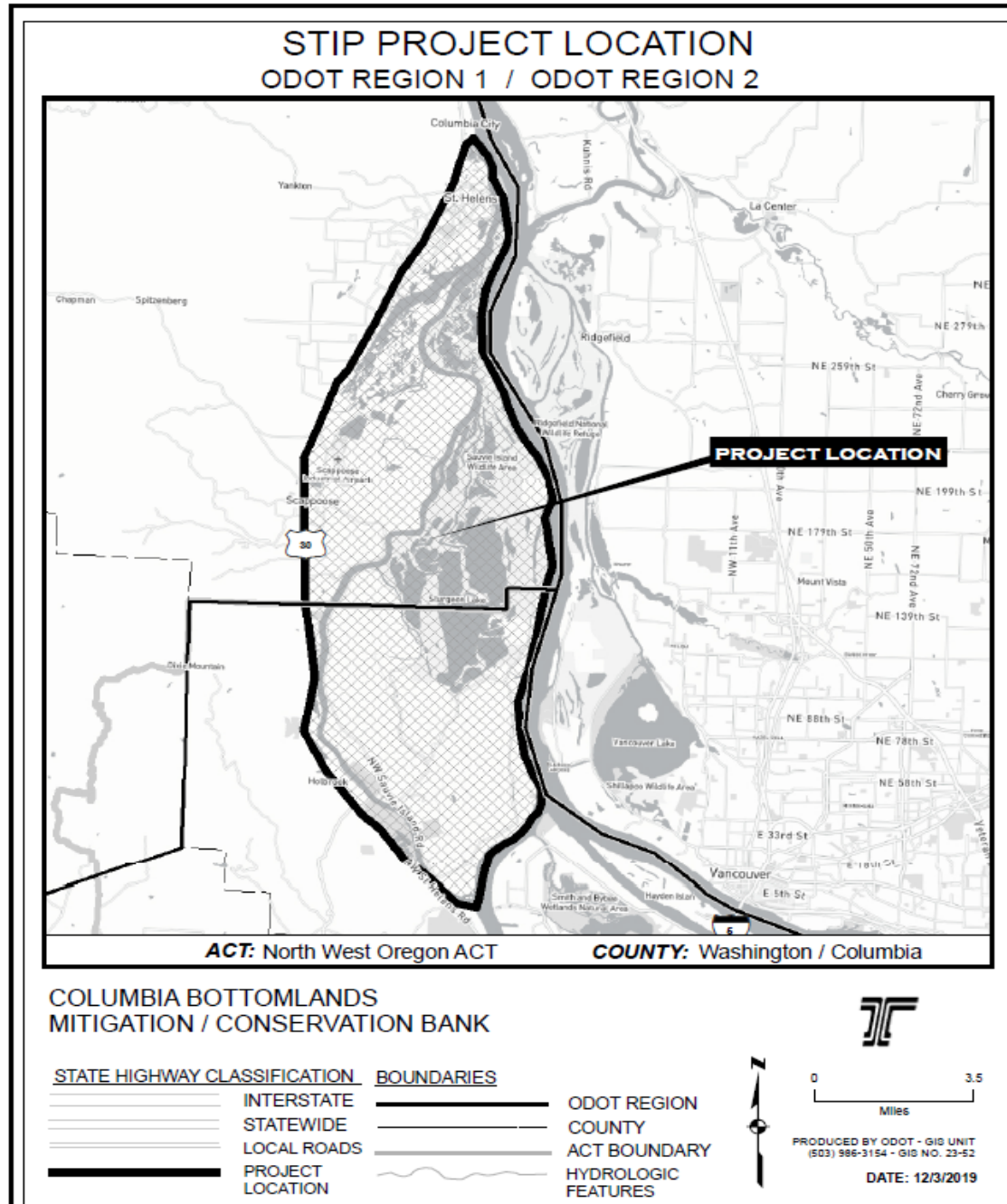
The Columbia Bottomlands mitigation bank site identified in this proposal will meet long-term mitigation needs for STIP projects in the Lower Willamette watershed that spans much of Region 1 and a portion of Region 2. There are currently limited aquatic resource banks in the watershed and banked aquatic resource mitigation credits are an identified critical path item for project delivery in this area. The proposed bank at Columbia Bottomlands will also increase the speed of permit approvals by avoiding compensatory mitigation design for individual projects, at the same time providing economies of scale that reduce environmental mitigation costs.

Compensatory mitigation is the use of off-site restoration activities to mitigate unavoidable disturbance that occurs during the construction phase of a project. The currency for offsetting this disturbance is a conservation credit which is a unit measure of ecological benefit generated by a restoration project for a specific ecological need (water quality, wildlife habitat). Credits are considered banked when they're certified and ready for use.

The requested funds would establish a large scale aquatic resource restoration site at the Columbia Bottomlands location (along Highway 30 near Scappoose). Once restoration activities have achieved a healthy, stable level of measureable benefit conservation credits could be certified. These credits would be then available to offset unavoidable disturbance by future projects in the same watershed. Such projects could include a future Interstate 5 bridge replacement project over the Columbia River. The Columbia Bottomlands is the identified highest ecological priority area (Attachment 1) within the Lower Willamette Watershed and is where we will locate the bank.

**Options:**

With approval, the agency will initiate a Request for Proposals (RFP) for a full-outsourced "Turnkey" compensatory mitigation/conservation bank project. The project will include site selection planning, acquisition, preliminary engineering and construction. Our target restoration goal is to generate a minimum of 10 acre-credits of aquatic resources usable by the greatest number of ESA listed fish





Metro  
2021-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PROJECT**  
Transit Capital Funding for FY 2022

<b>Lead Agency:</b> ODOT		Project Type: Transit	<b>ODOT Key:</b> 22033
<b>Project Name:</b> Oregon Transportation Network - TriMet FFY22	7	ODOT Type: Transit	<b>MTIP ID:</b> TBD
		Performance Meas: Yes	<b>Status:</b> 0
Project Status: 0 = No activity.		Capacity Enhancing: No	<b>Comp Date:</b> 12/31/2023
<b>Short Description:</b> Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.		Conformity Exempt: Yes	RTP ID: 11331
		On State Hwy Sys: N/A	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: Yes
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
<b>Detailed Description:</b> ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22033 represent one of three years of funding from ODOT supporting the Oregon Transportation Network.			
<b>STIP Description:</b> Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.			
Last Amendment of Modification: None. This is the initial project programming in the MTIP			

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
State STBG	2240	2022					\$ 3,735,416	\$ 3,735,416
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 3,735,416</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
Local	Match	2022					\$ 427,535	\$ 427,535
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Local match requirement is set at 10.27%								
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,162,951	\$ 4,162,951
Year Of Expenditure (YOE):								\$ 4,162,951

**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.
- > Add New Project: ODOT Transit Section manages several transit funding appropriations to ODOT which is then allocated to transit agencies based on the eligibility criteria.

**Amendment Summary:**

- The formal amendment adds the transit capital funding project that will be flex-transferred to FTA for later access in TrAMS by TriMet. TriMet will work with ODOT's Public Transit Section to determine the specific projects or programs the funding will support. The project being programmed acts as a project funding bucket from ODOT for TriMet.
- > Will Performance Measurements Apply: Yes - Transit

**RTP References:**

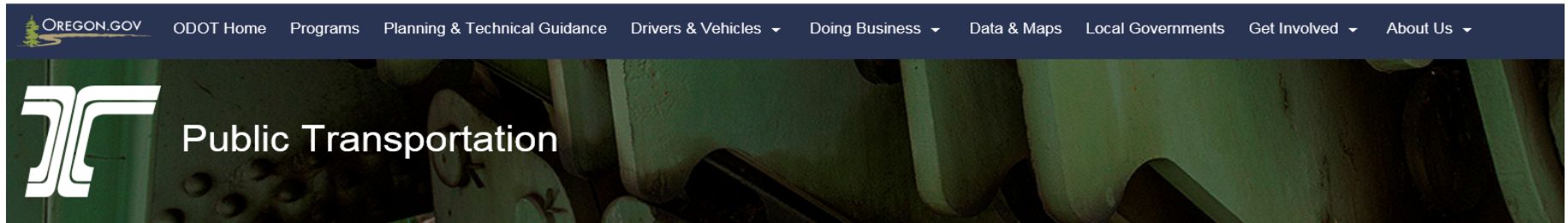
- > RTP ID: 11331 - Access: Bus Stop Amenities: Phase 1 (Region wide)
- > RTP Description: Bus stop and right of way improvements to support expansion of services and amenities.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Construction of small passenger shelters and information kiosks.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.3 - Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service

**Fund Codes:**

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to ODOT and then allocated to eligible projects.
- > 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
- > Note: At tis time, the funding has not been committed to specific transit projects.



For the latest public transit information on coronavirus, visit the [Public Transportation Division's COVID-19 page](#).




### Rail Resources

- [System maps](#)
- [Forms and publications](#)
- [Safety and compliance rules](#)
- [Whistle noise and crossing blockages](#)
- [Passenger Rail](#)



### Public Transportation Provider Resources

- [Funding opportunities](#)
- [Buying and managing buses and assets](#)
- [Reporting and agreement compliance](#)
- [Technical Resource Center](#)
- [State Management Plan and other policies](#)



### Additional Resources

- [Training opportunities](#)
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# Public Transportation Funding Opportunities

The following funding opportunities support the delivery of public transportation in Oregon and are managed by the Oregon Department of Transportation.

## Funding Opportunities

Section 5311/5311(f) Needs-Based CARES Grant Application +  
Applications due December 31, 2020

Accelerating Innovative Mobility (AIM) Challenge Grants +  
Preliminary intent due April 6, 2020, Applications due to FTA May 18, 2020

FTA Discretionary Buses and Bus Facilities Infrastructure Investment Program 5339(b) +  
Applying through ODOT: Due to ODOT March 25, 2020 Direct Recipients: Due to FTA April 29, 2020.

Rural Veterans Healthcare Transportation Program +  
Applications due May 18, 2020

5339 Bus and Bus Facilities Discretionary Program +  
Application deadline has passed

5307 Mass Transit Vehicle Replacement +  
Application deadline has passed

STP Discretionary Bus Replacement Program +  
Application deadline has passed

5310 Enhanced Mobility of Seniors and Individuals with Disabilities Discretionary Program +  
Application deadline has passed

FTA Discretionary Low or no Emission Program 5339(c) +  
Application deadline has passed

Statewide Transportation Improvement Fund (STIF) Formula Fund +  
Nov. 2018 applications awarded March 2019. May 2019 applications awarded Oct. 2019



## Advance Notices and Trainings

[Preliminary 2021-2023 Grant Solicitation Timeline](#)

[ODOT Needs-Based CARES Grant Process Guidance, April 22, 2020](#)

[CARES Act ODOT Funds Disbursement Announcement, April 9, 2020](#)

[CARES Act Apportionment Information for Oregon, April 2020](#)

[2020-2022 Discretionary Programs Solicitation Webinar](#)

[2020-2022 Discretionary Programs Solicitation Webinar PPT](#)

[2020-2022 Discretionary Programs Solicitation Webinar Questions and Answers](#)

[2020-2022 Discretionary Programs Advance Notice](#)

[2019-2021 Formula Programs Solicitation Training Webinar](#)

[2019-2021 Formula Programs Solicitation Training FAQ](#)

[2019-2021 Formula Programs Advance Notice](#)

[2017 Grant Management Training Presentation](#)

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### Coronavirus (COVID-19)

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[Transportation Resources for Car-Free Travel in Oregon](#)

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#### PUBLIC TRANSPORTATION PROVIDER RESOURCES

[Funding Opportunities](#)

[Statewide Transportation Improvement Fund](#)

[STF/STIF Consolidation](#)

[Buying and Managing Vehicles and Assets](#)

[Reporting and Agreement Compliance](#)

[Technical Resource Center](#)

[Safety and Compliance Policies that Guide Public Transit](#)

[State Management Plan and Other Policies](#)

[Transit Asset Management](#)

#### RAIL RESOURCES

[System Maps](#)





**Metro**  
**20121-24 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**ADD NEW PROJECT**  
 Transit Capital Funding for FY 2023

<b>Lead Agency:</b> ODOT		Project Type:	Transit		<b>ODOT Key:</b>	<b>22048</b>
<b>Project Name:</b> Oregon Transportation Network - TriMet FFY23	8	ODOT Type	Transit		<b>MTIP ID:</b>	<b>TBD</b>
		Performance Meas:	Yes		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity.		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2024</b>
		Conformity Exempt:	Yes		RTP ID:	11331
<b>Short Description:</b> Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.		On State Hwy Sys:	N/A		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2023		Past Amend:	0
		Years Active:	0		OTC Approval:	Yes
		STIP Amend #:	TBD		MTIP Amnd #:	AG21-01-AUG
		<b>Detailed Description:</b> ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22048 represent the second of three years of funding from ODOT supporting the Oregon Transportation Network.				
<b>STIP Description:</b> Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.						
Last Amendment of Modification: None. This is the initial project programming in the MTIP						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
State STBG	2240	2023					\$ 3,735,416	\$ 3,735,416
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 3,735,416</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
Local	Match	2023					\$ 427,535	\$ 427,535
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Local match requirement is set at 10.27%								
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,162,951	\$ 4,162,951
Year Of Expenditure (YOE):								\$ 4,162,951

**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.
- > Add New Project: ODOT Transit Section manages several transit funding appropriations to ODOT which is then allocated to transit agencies based on the eligibility criteria.

**Amendment Summary:**

- The formal amendment adds the transit capital funding project that will be flex-transferred to FTA for later access in TrAMS by TriMet. TriMet will work with ODOT's Public Transit Section to determine the specific projects or programs the funding will support. The project being programmed acts as a project funding bucket from ODOT for TriMet.
- > Will Performance Measurements Apply: Yes - Transit

**RTP References:**

- > RTP ID: 11331 - Access: Bus Stop Amenities: Phase 1 (Region wide)
- > RTP Description: Bus stop and right of way improvements to support expansion of services and amenities.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Construction of small passenger shelters and information kiosks.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.3 - Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service

**Fund Codes:**

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to ODOT and then allocated to eligible projects.
- > 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
- > Note: At tis time, the funding has not been committed to specific transit projects.



**Metro**  
**20121-24 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**ADD NEW PROJECT**  
 Transit Capital Funding for FY 2024

<b>Lead Agency:</b> ODOT		Project Type: Transit	ODOT Key: <b>22058</b>
<b>Project Name:</b> Oregon Transportation Network - TriMet FFY24	9	ODOT Type: Transit	MTIP ID: <b>TBD</b>
		Performance Meas: Yes	Status: <b>0</b>
<b>Project Status:</b> 0 = No activity.		Capacity Enhancing: No	Comp Date: <b>12/31/2025</b>
		Conformity Exempt: Yes	RTP ID: 11331
<b>Short Description:</b> Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.		On State Hwy Sys: N/A	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2024	Past Amend: 0
		Years Active: 0	OTC Approval: Yes
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
<b>Detailed Description:</b> ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22058 represent the third of three years of funding from ODOT supporting the Oregon Transportation Network.			
<b>STIP Description:</b> Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.			
Last Amendment of Modification: None. This is the initial project programming in the MTIP			

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
<b>State STBG</b>	<b>Z240</b>	<b>2024</b>					<b>\$ 3,735,416</b>	<b>\$ 3,735,416</b>
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 3,735,416</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
<b>Local</b>	<b>Match</b>	<b>2024</b>					<b>\$ 427,535</b>	<b>\$ 427,535</b>
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Local match requirement is set at 10.27%								
<b>Phase Totals Before Amend:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Phase Totals After Amend:</b>			\$ -	\$ -	\$ -	\$ -	<b>\$ 4,162,951</b>	<b>\$ 4,162,951</b>
<b>Year Of Expenditure (YOE):</b>								<b>\$ 4,162,951</b>

**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.
- > Add New Project: ODOT Transit Section manages several transit funding appropriations to ODOT which is then allocated to transit agencies based on the eligibility criteria.

**Amendment Summary:**

- The formal amendment adds the transit capital funding project that will be flex-transferred to FTA for later access in TrAMS by TriMet. TriMet will work with ODOT's Public Transit Section to determine the specific projects or programs the funding will support. The project being programmed acts as a project funding bucket from ODOT for TriMet.
- > Will Performance Measurements Apply: Yes - Transit

**RTP References:**

- > RTP ID: 11331 - Access: Bus Stop Amenities: Phase 1 (Region wide)
- > RTP Description: Bus stop and right of way improvements to support expansion of services and amenities.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Construction of small passenger shelters and information kiosks.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.3 - Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service

**Fund Codes:**

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to ODOT and then allocated to eligible projects.
- > 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
- > Note: At tis time, the funding has not been committed to specific transit projects.



**Metro**  
**20121-24 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**FUND SWAP**  
 Replacing CMAQ with  
 STBG funds

<b>Lead Agency:</b> Portland		Project Type:	Safety		<b>ODOT Key:</b>	<b>22133</b>
<b>Project Name:</b> N Willamette Blvd ATC: N Rosa Parks Ave – N Richmond Ave	10	ODOT Type			<b>MTIP ID:</b>	<b>71127</b>
		Performance Meas:	Yes		<b>Status:</b>	<b>4</b>
<b>Project Status:</b> 0 = No activity		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>6/1/2022</b>
<b>Short Description:</b> Construct/Enhance existing bike lanes along Willamette Blvd from Rosa Parks to Ida and extend bike lanes from Ida to Richmond. Intersection improvements to enhance pedestrian safety and transit access along the corridor.		Conformity Exempt:	Yes		RTP ID:	11842
		On State Hwy Sys:	N/A		RFFA ID:	50385
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	AG21-01-AUG
<b>Detailed Description:</b> In north Portland on North Willamette Blvd from North Richmond Ave south to North Rosa Parks Ave, Construct & enhance existing bike lanes from Rosa Parks to Ida and extend bike lanes from Ida to Richmond, plus include intersection improvements to enhance pedestrian safety and transit access through the North Willamette Blvd corridor.						
<b>STIP Description:</b> TBD						
Last Amendment of Modification: None. The fund swap as part of the August Transition Amendment is the first amendment to the project.						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocate)	Construction	Total
<b>Federal Funds</b>								
CMAQ	Z400	2022		<del>\$ 1,185,333</del>				\$ -
STBG-U	Z230	2022		\$ 1,185,333				\$ 1,185,333
CMAQ	Z400	2024			<del>\$ 44,865</del>			\$ -
STBG-U	Z230	2024			\$ 44,865			\$ 44,865
CMAQ	Z400	2024				<del>\$ 44,865</del>		\$ -
STBG-U	Z230	2024				\$ 44,865		\$ 44,865
CMAQ	Z400	2026					<del>\$ 3,180,937</del>	\$ -
STBG-U	Z230	2026					\$ 3,180,937	\$ 3,180,937
							<b>Federal Totals:</b>	<b>\$ 4,456,000</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
Local	Match	2022		\$ 135,667				\$ 135,667
Local	Match	2024			\$ 5,135			\$ 5,135
Local	Match	2024				\$ 5,135		\$ 5,135
Local	Match	2026					\$ 364,072	\$ 364,072
Other	OTH0	2026					\$ 1,139,991	\$ 1,139,991
								\$ -
Other funds are local funds committed to the project beyond the required match							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ 1,321,000	\$ 50,000	\$ 50,000	\$ 4,685,000	\$ 6,106,000
Phase Totals After Amend:			\$ -	\$ 1,321,000	\$ 50,000	\$ 50,000	\$ 4,685,000	\$ <b>6,106,000</b>
							Year Of Expenditure (YOE):	\$ 6,106,000



**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Fund Swap: STBG replaces CMAQ> No scope or cost changes.

**Amendment Summary:**

The formal amendment completes a fund swap. STBG replaces CMAQ funds committed to the project. The N Willamette Blvd ATC: N Rosa Parks Ave – N Richmond Ave RFFA awarded project was initially identified as a CMAQ candidate. Later reviews determined to commit STBG funds and not CMAQ. However, during the final updates to the MTIP, the fund swap was missed by staff. It is being corrected through this amendment.

- > Will Performance Measurements Apply: Yes - Safety

**RTP References:**

- > RTP ID: 11842 - N Willamette Blvd Bikeway
- > RTP Description: Add a neighborhood greenway from Interstate to Rosa Parks and from Richmond to Reno, enhance existing bikeway from Rosa Parks to Ida, extend bikeway to Richmond, and provide a parallel neighborhood greenway on Princeton through the University Park neighborhood. Incorporate pedestrian safety and access to transit improvements throughout the project.
- > 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 5 -Safety and Security
- > Goal 5.1 - Transportation Safety
- > Goal Description: – Eliminate fatal and severe injury crashes for all modes of travel.

**Fund Codes:**

- > CMAQ = Federal Congestion Mitigation Air Quality improvement program. CMAQ funds are appropriated to ODOT and with a portion allocated to Metro and then applied to projects providing quantifiable air quality improvement benefits.
  - > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated to Metro to be applied in urban areas.
  - > 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: No
  - > Metro Model: Yes
  - > Model category and type: Pedestrian & Bicycle networks - Pedestrian Parkway + Bicycle Parkway
  - > TCM project: No
  - > Located on the CMP: No

# A: N Willamette Blvd

## Active Transportation Corridor





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

**Formal Amendment**  
**ADD NEW PROJECT**  
Initial programming to add the Red Line Extension Project

<b>Lead Agency:</b> TriMet		Project Type: Transit	<b>ODOT Key:</b> TBD
<b>Project Name:</b> MAX Red Line Extension & Reliability Improvements	11	ODOT Type: Transit	<b>MTIP ID:</b> TBD
		Performance Meas: Yes	<b>Status:</b> 4
		Capacity Enhancing: Yes	<b>Comp Date:</b> 3/1/2024
		Conformity Exempt: No	RTP ID: 10922
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2021	Past Amend: 0
		Years Active: 0	OTC Approval: No
STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG		
<b>Detailed Description:</b> In Beaverton and the Hillsboro area, extend the MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport station resulting in the Red Line accessing existing 10 Blue Line station stops including Beaverton Central, Milikan Way, Beaverton Creek, Merlo, SW 158th, El Monica/SW170th, Willow Creek. SW 185th Transit Center, Quatama, Orenco, Hawthorn Farm and Rail Complex/Hillsboro Airport. At Gateway and at PDX Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport. This includes track, switch, and signalization work; construction of an operator break facility at the Fair Complex/ Hillsboro Airport Station and construction of a new light rail bridge and Red Line station at Gateway along with a new ped/bike path to connect the existing and new platform, stations. This also includes new Light Rail Vehicles.			
<b>STIP Description:</b> Design pocket track at Fair Complex/Hillsboro Airport MAX station, enabling extended Red Line service, turnaround combined with new track work, a new station at Gateway, and new track work and upgraded station at Portland Airport MAX station to improve system operations.			

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (Transit =Final Engineering)	Right of Way	Construction	Other (Utility Relocation)	Total
<b>Federal Funds</b>								
STBG-U	2230	2021		\$ 4,000,000				\$ 4,000,000
5309 Small Starts	FF30	2021			\$ 765,435			\$ 765,435
FTA 5309 Small Starts	FF30	2021				\$ 99,234,564		\$ 99,234,564
								\$ -
							<b>Federal Totals:</b>	<b>\$ 103,999,999</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
Local (TriMet)	Match	2021		\$ 457,818				\$ 457,818
Other (TriMet)	OVM	2021		\$ 13,726,182				\$ 13,726,182
Local (TriMet)	Match	2021			\$ 765,435			\$ 765,435
Local (TriMet)	Match	2021				\$ 86,050,566		\$ 86,050,566
Other (Port)	Match	2021				\$ 1,000,000		\$ 1,000,000
								\$ -
							<b>Local Total</b>	<b>\$ 102,000,001</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 18,184,000	\$ 1,530,870	\$ 186,285,130	\$ -	\$ -	\$ 206,000,000
Year Of Expenditure (YOE):								\$ 206,000,000

**Notes and Summary of Changes:**

Red font = prior amended funding or project details. Blue font = amended changes. Black font indicates no change has occurred.

**Amendment Summary:**

The above phase programming is an estimate at this time based on a capital project cost estimate of \$206,000,000. It assumes the approved FTA Section 5309 Small Starts grant allocation of \$99,999,999 which requires a 50% match. The project will extend the MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport, plus construct a new light rail bridge and Red Line station at Gateway along with a new ped/bike path to connect the existing and new platform stations. The full project programming is has been added through this amendment. The total project cost is approximately \$206 million. Full project programming is being added now per FTA guidance to demonstrate the complete project in the MTIP and STIP as part of the implementation and delivery process requirements.

> Will Performance Measurements Apply: Yes - Transit

**RTP References:**

> RTP ID: 10922 - HCT: MAX Red Line Improvements Project - Capital Construction

> RTP Description: Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.

> Exemption Status: Project is not exempt. The Red Line extension is a capacity enhancing project and does not qualify as an exempt project per 40 CFR 93.126, Table 2 - Mass Transit.

> Capacity Enhancing/RTP Consistency Review: The new MAX Red Line Extension is identified in the Transit Modeling Network correctly to the Fair Complex/Hillsboro Airport station. and upgrades to the Red Line at Gateway and at PDX airport also are included in the transit model.

> No action to the UPWP is required.

> RTP Goals: Yes, Goal 3 - Transportation Choices, Objective 3.3 - Access to Transit – Increase household and job access to current and planned frequent transit service

**Fund Codes:**

> 5309 = Federal Transit Administration discretionary Section 5309 Small Starts funds.

> STBG-U = federal Surface Transportation Block Grant - Urban funds allocated to Metro to be applied in urban areas.

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

> Other = Local funds provided by the lead agency or another contributing agency that covers required phase costs above the required minimum match.

**Other**

> On NHS: No

> Metro Model: Yes, Transit Model

> Model category and type: Light Rail

> TCM project: No

**MAX Red Line Extension and Reliability Improvements  
Portland, Oregon  
Small Starts Project Development  
(Rating Assigned November 2019)**

<b>Summary Description</b>	
<b>Proposed Project:</b>	Light Rail Transit 7.8 Miles, 10 Stations
<b>Total Capital Cost (\$YOE):</b>	\$206.02 Million
<b>Section 5309 CIG Share (\$YOE):</b>	\$100.00 Million (48.5%)
<b>Annual Operating Cost (opening year 2023):</b>	\$6.62 Million
<b>Existing Corridor Ridership (Warranted):</b>	20,000 Daily Linked Trips
<b>Overall Project Rating:</b>	Medium-High
<b>Project Justification Rating:</b>	Medium
<b>Local Financial Commitment Rating:</b>	High

**Project Description:** The Tri-County Metropolitan Transportation District of Oregon (TriMet) proposes to increase the reliability of the entire MAX light rail system between Portland International Airport and Beaverton Transit Center. The proposed system will extend the existing Red Line service from Beaverton Transit Center to Downtown Hillsboro and improve capacity constraints on the existing system. The project includes track, switch, and signalization work; construction of an operator break facility at the Fair Complex/ Hillsboro Airport Station; double-tracking at the Gateway Transit Center and Portland International Airport Station area, construction of a new storage track at Ruby Junction Rail Yard, and the purchase of six new light rail vehicles. The service is planned to operate 19.5 hours every day, with trains every 7.5 minutes during peak, off-peak and evening hours both during weekdays and weekends.

**Project Purpose:** Currently the west side of the MAX system in the Beaverton area is overcrowded. The single-track segments on the eastern side of the existing MAX system at Portland International Airport and Gateway Transit Center through which all lines of the system travel impose system-wide scheduling constraints. The proposed project is intended to remove these constraints and address the demand for more light rail services on the west side while improving reliability and providing a one-seat ride from Hillsboro to Portland International Airport. Overall system-wide reliability is anticipated to be improved significantly.

**Project Development History, Status and Next Steps:** TriMet selected the locally preferred alternative in November 2018, which was adopted into the region's fiscally constrained long range transportation plan in April 2019. The project entered Small Starts Project Development in July 2019. TriMet completed the environmental review process with a documented Categorical Exclusion from FTA in October 2019. TriMet anticipates receipt of a Small Starts Grant Agreement in early 2021, and the start of revenue service in late 2023.











Metro  
20121-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PROJECT**  
Add a TOD Planning grant for TriMet

<b>Lead Agency:</b> TriMet		Project Type: Planning		<b>ODOT Key:</b> TBD
<b>Project Name:</b> TriMet TOD Planning for the MAX Red Line Light Rail	12	ODOT Type: Planning		<b>MTIP ID:</b> TBD
		Performance Meas: No		<b>Status:</b> 0
<b>Project Status:</b> 0 = No activity.		Capacity Enhancing: No		<b>Comp Date:</b> 6/1/2022
		Conformity Exempt: Yes		RTP ID: 19855
<b>Short Description:</b> Transit Oriented Development (TOD) plan development supporting the proposed 7.8-mile, 10-station west extension of the existing MAX Red Line light rail project and the east portion of the same Red Line corridor.		On State Hwy Sys: N/A		RFFA ID: N/A
		Mile Post Begin: N/A		RFFA Cycle: N/A
		Mile Post End: N/A		UPWP: Yes?
		Length: N/A		UPWP Cycle: SFY21
		1st Year Program'd: 2021		Past Amend: 0
		Years Active: 0		OTC Approval: No
		STIP Amend #: TBD		MTIP Amnd #: AG21-01-AUG
		<b>Detailed Description:</b> FY 2020 FTA Section 20005(b) TOD Pilot Program for Transit-Oriented Development Planning. The Pilot Program for TOD Planning helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. the planning actions will support the proposed 7.8-mile, 10-station west extension of the existing MAX Red Line light rail project and the east portion of the same Red Line corridor.		
<b>STIP Description:</b> TBD				
Last Amendment of Modification: None: This is the initial programming for the project in the MTIP and STIP				

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
<b>Federal Funds</b>								
20005(b)		2021	\$ 700,000					\$ 700,000
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 700,000</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
Local	Match	2021	\$ 175,000					\$ 175,000
Other	OVM	2021	\$ 175,000					\$ 175,000
								\$ -
TriMet is providing additional local funds as overmatch							<b>Local Total</b>	<b>\$ 350,000</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 1,050,000	\$ -	\$ -	\$ -	\$ -	\$ 1,050,000
Year Of Expenditure (YOE):								\$ 1,050,000

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add Project: Add new FTA grant award in the 2021-24 MTIP for TriMet

**Amendment Summary:**

- The formal amendment adds the FTA TOD planning grant to the 2021-204 MTIP.
- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 10855 - Regional TOD Investments for 2018-2027
- > RTP Description: The core program activity is to provide financial incentives for TOD projects to increase transit ridership, stimulate private development of mixed-use buildings that would otherwise not proceed, and increase affordable housing opportunities in high cost and gentrifying neighborhoods through land acquisition and project investments.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Under evaluation
- > RTP Goals: Goal 11 - Transparency and Accountability-
- > Goal 11.2: Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

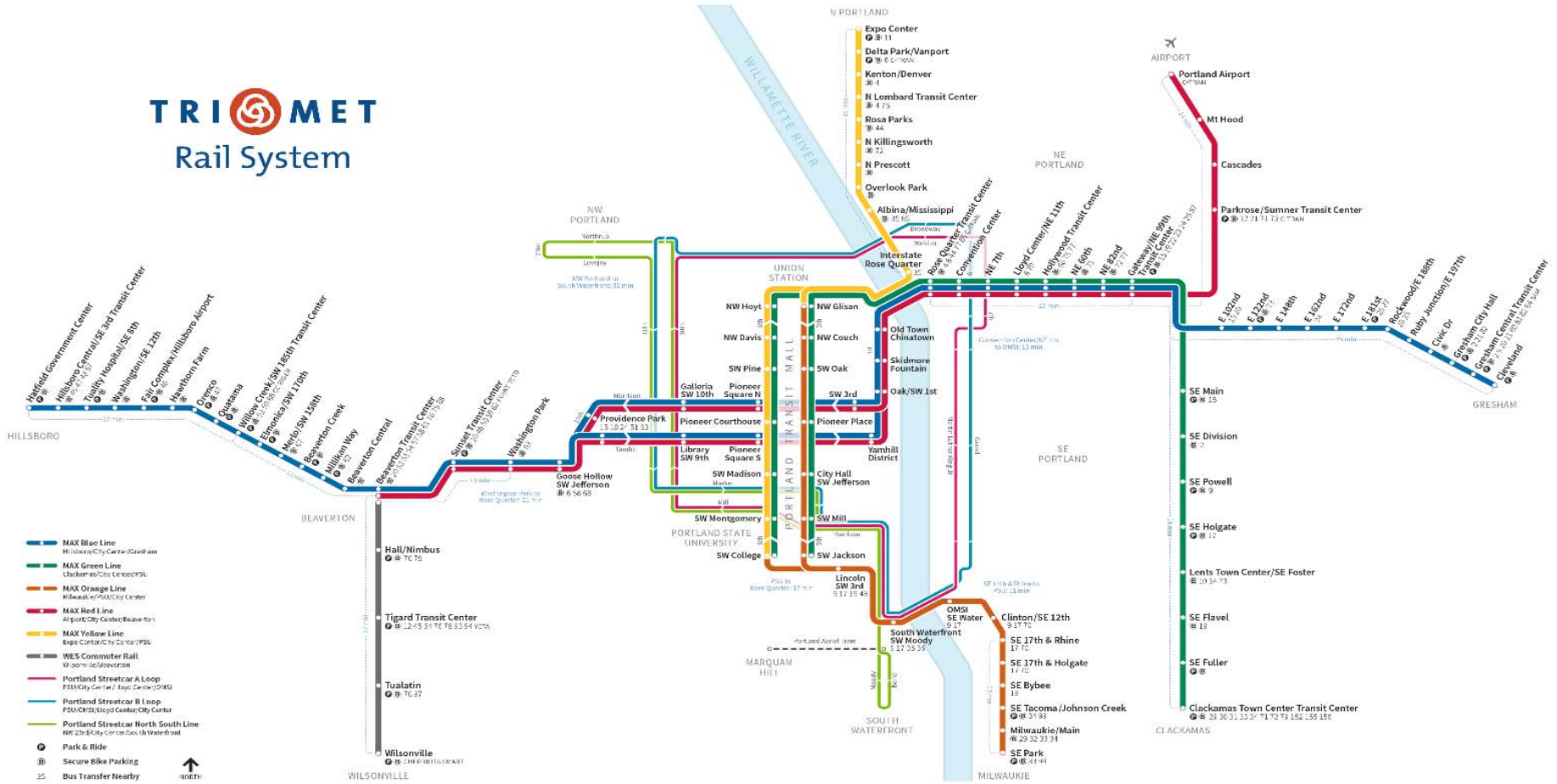
**Fund Codes:**

- > 20005(b) = Federal Transit Administration discretionary funding supporting the TOD Pilot Program for Transit-Oriented Development Planning
- > 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

**Other**

- > On NHS: No
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

# TRIMET Rail System



[Grant Programs](#) >

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# Fiscal Year 2020 Transit-Oriented Development (TOD) Planning Projects

Click on a header to sort by that column.

## Related Links

- [Pilot Program for Transit-Oriented Development Planning](#)

State	Project Sponsor	Amount	Project Description
AZ	City of Phoenix	The City of Phoenix will receive funding to plan for TOD at nine stations of the proposed 10-mile Capitol/I-10 West Extension light rail project.	2,000,000
AZ	City of Tucson	The City of Tucson will receive funding to plan for TOD at all stations of the proposed 14.5-mile BRT project that runs from the Tucson International Airport north to the Tohono Regional Transit Center at the Tucson Mall.	950,000
OR	Tri-County Metropolitan Transportation District of Oregon	Tri-County Metropolitan Transportation District (Tri-Met) will receive funding to plan for TOD on the proposed 7.8-mile, 10-station west extension of the existing MAX Red Line light rail project and the east portion of the same Red Line corridor.	700,000
PA	Port Authority of Allegheny County	Port Authority of Allegheny County will receive funding to plan for TOD at stations in the segment of the Downtown-Uptown-Oakland-East End BRT project that runs on the Martin Luther King, Jr. East Busway in the City of Pittsburgh and Wilkesburg Borough.	682,500

## Pilot Program for Transit-Oriented Development Planning - Section 20005(b)



The Pilot Program for TOD Planning helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

- On Thursday, June 11, FTA [announced](#) \$23 million in [project selections](#) to 23 organizations nationwide under FTA's TOD Planning Program.





Metro  
20121-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PROJECT**  
ODOT Public Transit FY21  
Discretionary Award

<b>Lead Agency:</b> TriMet		Project Type: Transit	<b>ODOT Key:</b> NEW
<b>Project Name:</b> 5307 Mass Transit Vehicle Replacement - FY 2020	13	ODOT Type: Transit	<b>MTIP ID:</b> NEW
		Performance Meas: Yes	<b>Status:</b> 0
<b>Project Status:</b> 0 = No activity		Capacity Enhancing: No	<b>Comp Date:</b> 6/1/2022
		Conformity Exempt: Yes	RTP ID: 10928
<b>Short Description:</b> The ODOT funding program will fund 3 replacement buses for TriMet to help ensure the fleet is maintained in good condition		On State Hwy Sys: N/A	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2021	Past Amend: 0
		Years Active: 0	OTC Approval: Yes
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
<b>Detailed Description:</b> Funding source is from the ODOT Public Transit Division under the 5307 Mass Transit Vehicle Replacement funding program. The funding award will support the replacement of 3 TriMet category A vehicles			
<b>STIP Description:</b> TBD			

Last Amendment of Modification: None. The amendment reflects initial project programming

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
State-STBG	2240	2021					\$ 1,564,939	\$ 1,564,939
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 1,564,939</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
Local	Match	2021					\$ 179,114	\$ 179,114
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	<b>\$ 1,744,053</b>	<b>\$ 1,744,053</b>
							Year Of Expenditure (YOE):	\$ 1,744,053



**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.
- > Add New Project: The funding award occurred after lock-down and is now being added to the MTIP.

**Amendment Summary:**

- The formal amendment adds the new grant funding award for TriMet to procure 3 replacement buses.
- > Will Performance Measurements Apply: Yes - Transit

**RTP References:**

- > RTP ID: 10928 - Operating Capital: Fleet Vehicles Phase 1
- > RTP Description: Replacement and/or expansion of buses, articulated buses, light rail and LIFT vehicles.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 Transportation Choices
- > Goal: Objective 3.1 Travel Choices
- > Goal Description: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP:No



## Public Transportation

[Home](#) > [Public Transportation](#) > [Public Transportation Funding Opportunities](#)

### Public Transportation Funding Opportunities

[Coronavirus \(COVID-19\)](#)  
[ADDITIONAL RESOURCES](#)

The following funding opportunities support the delivery of public transportation in Oregon and are managed by the Oregon Department of Transportation.



### Funding Opportunities

Mass Transit Vehicle Replacement (Section 5307) Award Recommendation				
Region	Applicant Name	Vehicle Quantity	Vehicle Category	Grant Amount
1	Tri County Metropolitan Transportation District	3	A	\$1,564,939
2	Salem Area Mass Transit District	5	A	\$2,094,298
3	Josephine County	1	C	\$448,650
<b>Total Vehicles</b>		<b>9</b>		
			<b>Total Recommended Award</b>	<b>\$4,107,887</b>

Funding Opportunities
Statewide Transportation Improvement Fund
STF/STIF Consolidation
Buying and Managing Vehicles and Assets
Reporting and Agreement Compliance
Technical Resource Center
Safety and Compliance Policies that Guide Public Transit
State Management Plan and Other Policies
Transit Asset Management
<b>RAIL RESOURCES</b>
System Maps
Forms and Publications
Safety and Compliance Rules
Whistle Noise and Crossing

### 5307 Mass Transit Vehicle Replacement

✕

Application deadline has passed

<b>Purpose</b>	This federal fund keeps urban fixed-route bus fleets in good condition and replaces large buses which are in service past their established useful life.
<b>Timeline</b>	Application deadline has passed.
<b>Funding</b>	Funds are distributed through a population-based formula. Funding comes from Surface Transportation Program funds from the Federal Highway Administration and 5307 Urbanized Area Formula Grants from the Federal Transit Administration. Project selection is done by an ODOT evaluation committee using a point ranking system. Approved funding allocations are applied for directly with FTA by the awarded agencies.
<b>Match Requirements</b>	Local share is 10.27 percent, federal share 89.73 percent.
<b>Eligible Recipients</b>	Eligible recipients are urban area general public service providers who directly receive Federal Transit Administration 5307 funds.
<b>Eligible Projects</b>	Eligible projects include replacement and right-sizing of Category A and B vehicles.

- [2020-2022 Discretionary Programs Solicitation Webinar PPT](#)
  - [2020-2022 Discretionary Programs Solicitation Webinar Questions and Answers](#)
  - [2020-2022 Discretionary Programs Advance Notice](#)
  - [2019-2021 Formula Programs Solicitation Training Webinar](#)
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# Memo

Date: July 29, 2020  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: August 2020 MTIP Formal Transition Amendment to the 2021-24 MTIP & Resolution 20-51XX Approval Request

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## **FORMAL AMENDMENT STAFF REPORT**

FOR THE PURPOSE OF COMPLETING REQUIRED TECHNICAL CORRECTIONS THROUGH THE FIRST OF TWO FORMAL TRANSITION AMENDMENTS TO THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD NEW PROJECTS OR CORRECT AND UPDATE CURRENT PROJECT PROGRAMMING INVOLVING PHASE SLIPS, COST ADJUSTMENTS, DELIVERY TIMING UPDATES, AND/OR FUND SWAPS IMPACTING VARIOUS PROJECTS AND AGENCIES (AG21-01-AUG)

## **BACKGROUND**

### **What This Is:**

The August 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Transition Amendment contains technical corrections to existing projects and new projects for inclusion in the new 2021-24 MTIP. The amendment is being processed under MTIP amendment number AG21-01-AUG and under Resolution 20-51XX.

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

**Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 20-51XX consisting of thirteen projects in the August Formal Transition Amendment Bundle enabling the projects to be amended correctly into the 2021 MTIP in October with final approval to occur from USDOT.**

### **About the August Transition Formal Amendment**

On July 23, 2020, Metro Council approved the new 2021-24 MTIP. This approval completed over two years of development work, coordination, and reviews among many partners and stakeholders. The 2021-24 MTIP now moves on to the Governor for approval signature and to USDOT for final approval steps. Final approval of the 2021-24 MTIP is expected to occur during early October, 2020.

Due to the long development process, a programming gap results once the new draft MTIP is lock-down to initiate the public review/comment and complete final review steps for final approval in early October 2020. The lock-down for the 2021-202 MTIP occurred as of April 2020. However, the delivery evolution of numerous projects continued from April to present. Phase obligation schedules were modified and updated. Project costs were re-assessed. Delivery timing was extended. All these actions are normal and part of the federal transportation delivery process. Once the lock-down was in place, required changes and updates could not occur to the draft projects in the 2021-24 MTIP. This results in the need for a Transition amendment to now update the 2021-24 MTIP with required technical corrections to existing projects, or add new projects.

The Transition Amendment functions to fill in the missing gaps and programming pieces that result from the gap period back to April. The changes include programming upgrades to existing projects and add new project (primarily discretionary grant awards) that occurred after April.

The 2021-24 MTIP Transition Amendment is being split into a formal/full amendment and a technical Administrative Modification. The formal/full amendment is being split into two separate amendments: The August 2020 and September 2020 formal/full amendments. Two formal amendments were deemed necessary to ensure we covered end of the year project obligation issues and delays resulting in needed phase slips.

The Formal Transition Amendment is considered a special amendment to the 2021-24 MTIP and generally will cover required updates and changes based on the below areas:

1. Slipping phases from FY 2020 to FY 2021 that were not carried over into the 2021-24 MTIP
2. Adding a new project phases to an existing programmed 2021-24 project that has a significant impact upon the fiscal constraint finding.
3. Adding the full programming for new project not currently included in the 2021-24 MTIP.
4. Completing major fund swaps within a phase or across all project phases that result in a significant impact upon the fiscal constraint finding.
5. Correcting phase funding for planned fall obligations which could have a significant impact upon the fiscal constraint finding which are due to updated design and delivery. Requirements.
6. Updating phase obligation/delivery timing that involve major domino effects to other project phases (e.g. PE is bumped from FY 2021 to FY 2022 resulting in ROW being delayed to FY 2024 and construction pushed out from FY 2024 to FY 2025).
7. Completing other technical corrections to projects that if not corrected would block a federal approval step or phase obligation.

Although the required changes to existing projects are primarily technical corrections, the changes can have a significant impact upon the fiscal constraint finding. The MTIP must demonstrate that the fund programming levels do not exceed the commitment of available funds. Metro's formal amendment process allows the corrections to be made and make required fiscal adjustments to ensure the fiscal constraint finding is maintained. Second, the formal Transition Amendment allows Metro to add the new projects which emerged during the gap period when the MTIP was in lock-down.

The August 2020 Formal Transition Amendment bundle contains a total of thirteen projects. The submission format has been modified from the regular formal amendment process. Because the required changes are technical or relate to adding a new project, FHWA allows for a reduction in the usual required supporting documentation. Exhibit A (MTIP change tables) include any required support documentation. However, the Staff Report has been slimmed down and eliminated the detailed project change overviews to avoid unnecessary duplication. Starting on the next page is a summary of the thirteen projects contained in the August 2020 Formal MTIP Transition Amendment

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #1 ODOT Key <b>18001</b> MTIP ID 70478	Clackamas County	Clackamas County Regional Freight ITS Project	<b>PHASE SLIP</b> Adding Construction phase to FY 2021 to the 2021-24 MTIP with \$1,571,585 of STBG plus required match	Construction phase planned FY 2020 obligation delayed to Re-certification requirements upon project and COVID-19 impacts delaying federal approval steps. Revised construction phase obligation project is early winter FY 2021.	The new construction phase adds a significant amount of federal funding which impacts the fiscal constraint finding requiring a formal/full amendment to complete
Project #2 ODOT Key <b>20879</b> MTIP ID 70873	Metro	Regional Travel Options (2020)	<b>PHASE SLIP:</b> Adding the Other phase to the 2021-24 MTIP in FY 2021 with \$2,598,451 of STBG funds plus required match	Expenditures of past RTO obligations moved slower than anticipated partly due to COVID-19 limitations resulting a delay in obligating Key 20879. Key 2079 is being slipped to FY 2021 as a result. The result is the slip acts as if a new project is being added to the 2021-24 MTIP	The new Other phase adds a significant amount of federal funding which impacts the fiscal constraint finding requiring a forma/full amendment to complete
Project #3 ODOT Key <b>21839</b> MTIP ID TBD <b>NEW PROJECT</b>	Metro	Portland Metro Planning SFY23	<b>ADD NEW PROJECT:</b> Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 23 (FFY 2022)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 23 (FFY 2022)	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #4 ODOT Key <b>21849</b> MTIP ID TBD <b>NEW PROJECT</b>	Metro	Portland Metro Planning SFY24	<b>ADD NEW PROJECT:</b> Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 24 (FFY 2023)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 24 (FFY 2023)	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #5 ODOT Key <b>21860</b> MTIP ID TBD <b>NEW PROJECT</b>	Metro	Portland Metro Planning SFY25	<b>ADD NEW PROJECT:</b> Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 25 (FFY 2024)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 25 (FFY 2024)	Adding a new project to the MTIP is required per USDOT MTIP guidelines

Project #6 ODOT Key <b>22075</b> MTIP ID 71150	ODOT	Columbia Bottomlands Mitigation/ Conservation	<b><u>ADD NEW PHASE (Construction):</u></b> The Construction phase with \$15 million of State funds is being added now to the 2021-24 MTIP. Construction is planned for FY 2022.	The Construction phase was identified to be added to the MTIP after lock-down occurred for public notification. Through the Transition amendment, the project is being updated.	The addition of a new phase, specifically construction, and \$1.55 million of new funding is a significant impact to fiscal constraint requiring a formal/full amendment.
Project #7 ODOT Key <b>22033</b> MTIP ID TBD <b>NEW PROJECT</b>	ODOT	Oregon Transportation Network - TriMet FFY22	<b><u>ADD NEW PROJECT:</u></b> The amendment adds the first year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #8 ODOT Key <b>22048</b> MTIP ID TBD <b>NEW PROJECT</b>	ODOT	Oregon Transportation Network - TriMet FFY23	<b><u>ADD NEW PROJECT:</u></b> The amendment adds the second year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #9 ODOT Key <b>22058</b> MTIP ID TBD <b>NEW PROJECT</b>	ODOT	Oregon Transportation Network - TriMet FFY24	<b><u>ADD NEW PROJECT:</u></b> The amendment adds the third year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #10 ODOT Key <b>22133</b> MTIP ID 71127	Portland	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	<b><u>FUND SWAP:</u></b> Metro STBG funds replace CMAQ funds for the project	The project was identified early on as a possible candidate for CMAQ funding. Preliminary programming was created with CMAQ funds. However, the final programming decision was to commit STBG in place of CMAQ funds. The change was not made during the final review and update. The correction is occurring now.	The STBG for CMAQ fund swap is a significant amount impacting the fiscal constraint finding

Project #11 ODOT Key TBD MTIP ID TBD <b>NEW PROJECT</b>	TriMet	MAX Red Line Extension & Reliability Improvements	<b><u>ADD NEW PROJECT:</u></b> The amendment adds full programming for the MAX Red Line Extension project to the 2021-24 MTIP.	The official announcement for the FTA 530 funds awarded to the project occurred after the 2021-24 MTIP was locked-down and the public review started. The complete project is being added now through the Transition Amendment.	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #12 ODOT Key TBD MTIP ID TBD <b>NEW PROJECT</b>	TriMet	TriMet TOD Planning for the MAX Red Line Light Rail	<b><u>ADD NEW PROJECT:</u></b> The amendment adds a new FTA grant award for TriMet that support TOD planning for the MAX Red Line Light Rail project	The FTA award announcement for the TOD planning is a discretionary FY 20 award under FTA Section 20005(b) for Transit Oriented Development planning needs	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #13 ODOT Key TBD MTIP ID TBD <b>NEW PROJECT</b>	TriMet	5307 Mass Transit Vehicle Replacement - FY 2020	<b><u>ADD NEW PROJECT:</u></b> The amendment adds the new project to the 2021-24 MTIP which was awarded after the new MTIP was in public notice lock-down	The funding award originates from ODOT Mass Transit Vehicle Replacement program.	Adding a new project to the MTIP is required per USDOT MTIP guidelines

As mentioned, the above thirteen projects in the August Formal MTIP Amendment bundle represent part one of the two-part formal transition amendment. Several projects already have been identified for the September Formal Transition Amendment, but are pending final obligations determination and decision to slip to FY 2021. The September Formal Transition Amendment will continue the required clean-up effort to the 2021-24 MTIP.

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

### **METRO REQUIRED PROJECT AMENDMENT REVIEWS**

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

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment



- Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
  - Identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP
  - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that supports RTP goals and strategies and/or will contribute to 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

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

- 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 August Formal Transition MTIP amendment (AG21-01-AUG) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	August 4, 2020
● <b>TPAC notification and approval recommendation.....</b>	<b>August 7, 2020</b>
● Completion of Public Notification Process.....	September 2, 2020
● JPACT approval and recommendation to Council.....	September 17, 2020
● Metro Council approval.....	October 8, 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.....	October 13, 2020
● Submission of the final amendment package to USDOT.....	NLT October 14, 2020
● ODOT clarification and approval.....	End of October, 2020
● USDOT clarification and final amendment approval.....	Early November, 2020

**ANALYSIS/INFORMATION**

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

**RECOMMENDED ACTION:**

**Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 20-51XX consisting of thirteen projects in the August Formal Transition Amendment Bundle enabling the projects to be amended correctly into the 2021 MTIP in October with final approval to occur from USDOT.**

Attachments: None

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 20-5124
2020-21 UNIFIED PLANNING WORK	)	
PROGRAM (UPWP) TO ADD AN ODOT	)	Introduced by Chief Operating Officer
PROJECT TO STUDY A NEW WILLAMETTE	)	Marissa Madrigal in concurrence with
RIVER BIKE AND PEDESTRIAN CROSSING	)	Council President Lynn Peterson
BETWEEN OREGON CITY AND WEST LINN IN	)	
THE VICINITY OF I-205	)	

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2020-21 ; and

WHEREAS, the FY 2020-21 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, 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 in the vicinity of I-205 and to identify a preferred crossing location; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2020-21 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2020-21 UPWP to add the ODOT - Pedestrian and Bicycle Crossing: Oregon City to West Linn study as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 17 day of September, 2020

\_\_\_\_\_  
Lynn Peterson, Council President

Approved as to Form:

\_\_\_\_\_  
Carrie MacLaren, Metro Attorney

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

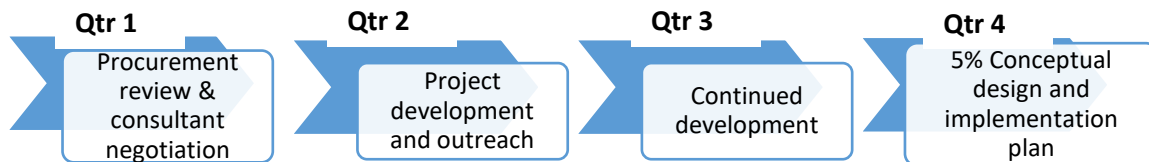
**Staff Contact:** Kristen Stallman, Kristen.Stallman@odot.state.or.us

## 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:	
Personal Services	\$ 50,000	Federal	\$ 50000
Materials & Services	\$ 300,00,000	Federal	\$ 300000
<b>TOTAL</b>	<b>\$ 350,000</b>	<b>TOTAL</b>	<b>\$ 350,000</b>

## **STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 20-5124 FOR THE PURPOSE OF AMENDING THE FY 2020-21 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD AN ODOT PROJECT TO STUDY A NEW WILLAMETTE RIVER BIKE AND PEDESTRIAN CROSSING BETWEEN OREGON CITY AND WEST LINN IN THE VICINITY OF I-205

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Date: June 30, 2020  
Department: Planning  
Meeting Date: August 7, 2020

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

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### **ISSUE STATEMENT**

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

The Oregon Department of Transportation (ODOT) Region 1 is initiating a planning effort with agency partners to verify 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.

### **ACTION REQUESTED**

Approval of the requested amendment to the 2020-21 UPWP.

### **IDENTIFIED POLICY OUTCOMES**

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

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the ODOT – Region 1 Planning for Operations are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

### **STAFF RECOMMENDATIONS**

Approve Resolution No. 20-5124 and amend the FY 2020-21 UPWP.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

### Known Opposition

None

### Legal Antecedents

Metro Council Resolution No. 20-5086 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2020-21 UNIFIED PLANNING WORK PROGRAM

### Anticipated Effects

Approval will allow to begin spending federal funding on this study.

## **BACKGROUND**

This planning effort supports community desires to connect the regional active transportation network in this area. 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.

The project's scope includes intergovernmental coordination and a project management team. There will include three workshops with technical experts and presentations to City Councils and County Commissions. The project team will analyze Willamette river crossing locations and identify the preferred Location amongst three options:

- New bicycle and pedestrian bridge south of the OR 43 Oregon City Arch Bridge
- New bicycle and pedestrian bridge north of the OR 43 Oregon City Arch Bridge and south of the Abernethy Bridge
- Restricting OR 43 Oregon City Arch Bridge to only active transportation use

The scoping and design for the preferred bridge location will include:

- Concept up to 5% design – focusing on a fatal flaws analysis
- Scoping for NEPA and technical analysis
- Scoping level cost estimate
- Develop plan implementation plan

Public outreach and engagement for the project will include developing strategies to engage community based organizations and community leaders as well as virtual engagement strategies.



# 1 COLUMBIA-LOMBARD OVERVIEW

## PROJECT GOAL

Develop projects and strategies to **improve safety, connectivity/access for people walking and biking, and freight reliability** both along and across these corridors.

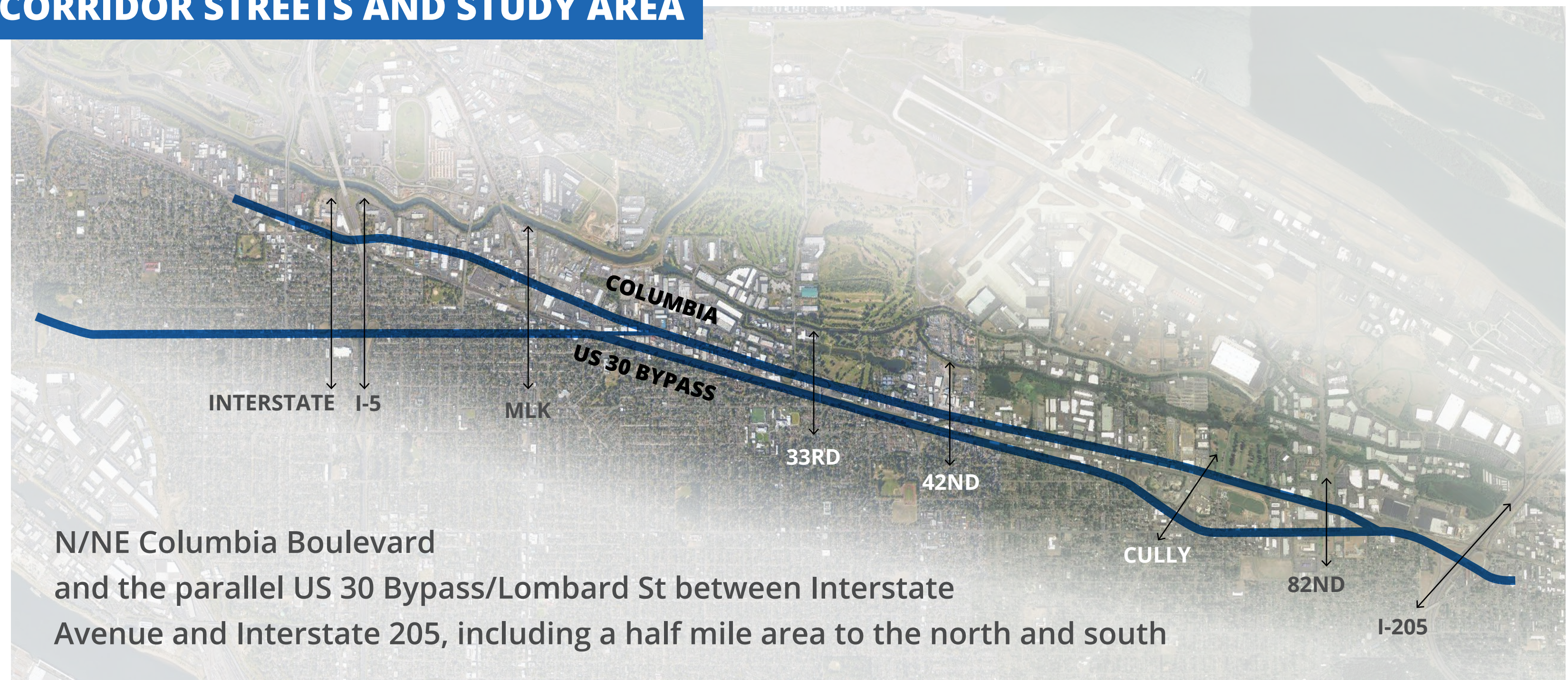
## PLAN OUTCOMES

**A prioritized list** of walking, biking, transit, and freight projects to guide future investment

Some complex projects taken further into design for a **better understanding of cost and feasibility**

**An implementation plan** and funding strategy to accelerate the construction of improvements

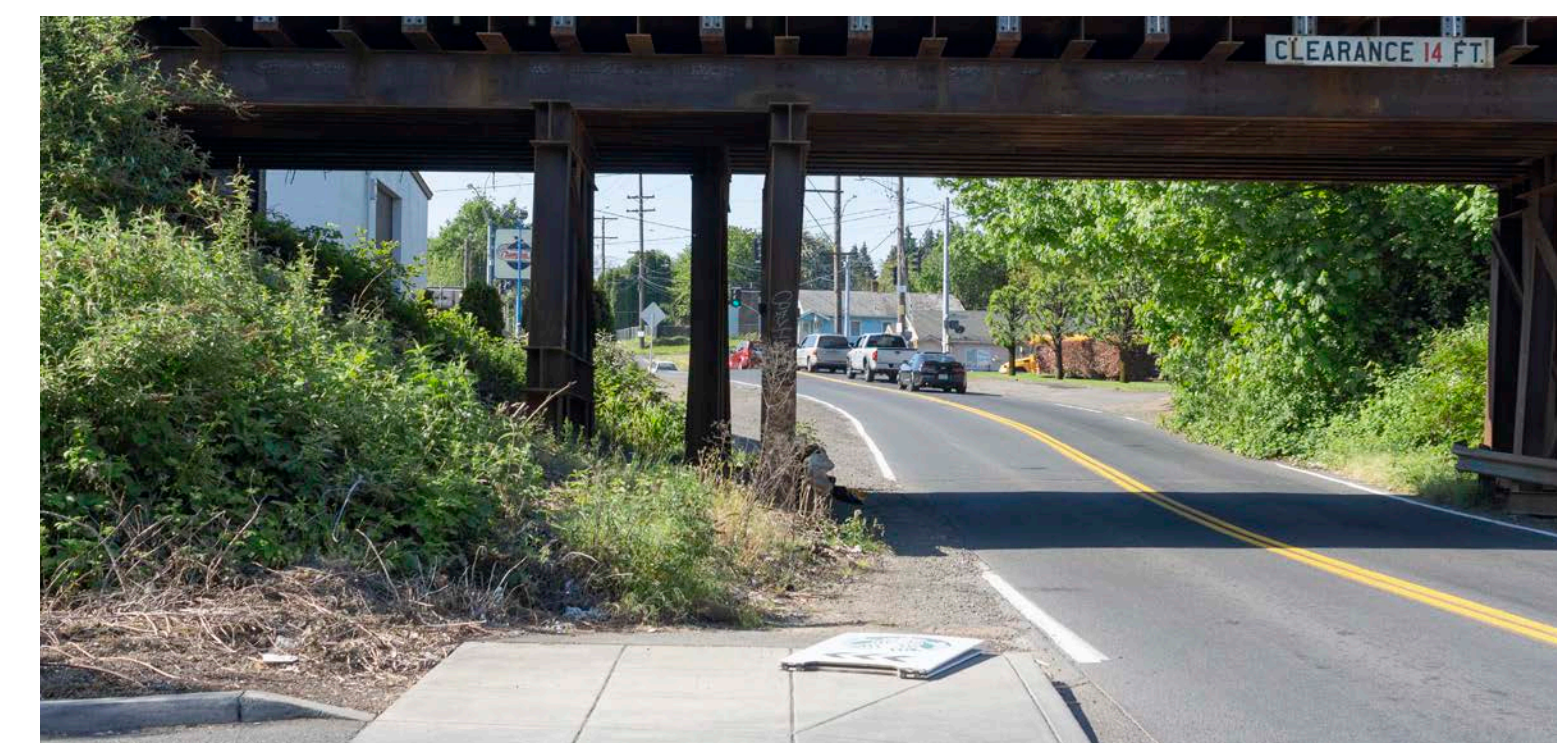
## CORRIDOR STREETS AND STUDY AREA



## PROJECT NEED



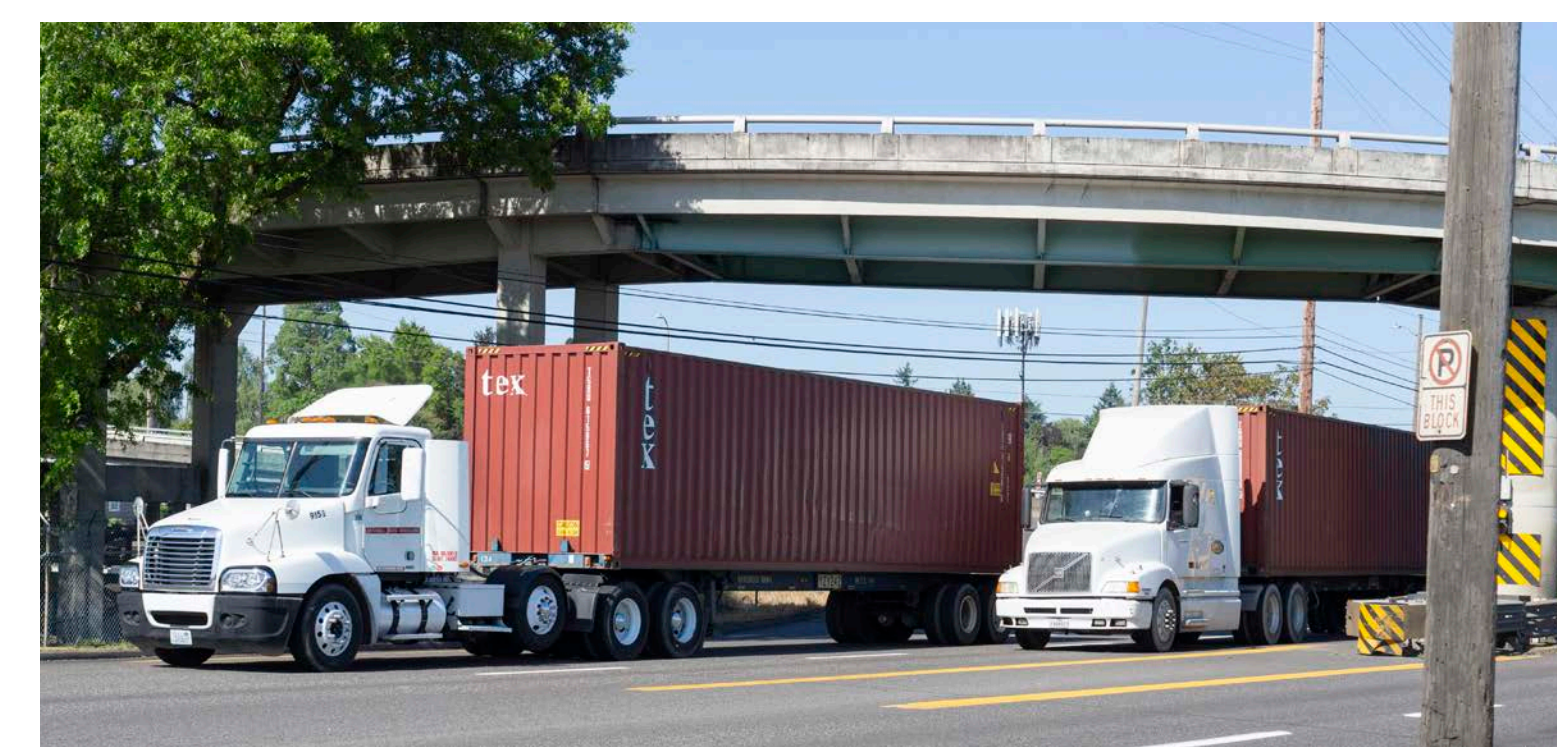
**Unsafe conditions** due to a lack of separation between modes, high travel speeds, and a confusing, chaotic environment



**Limited access** due to gaps in the pedestrian, bike, and transit networks, including crossing gaps and connections



**Constraints to freight** mobility and access due to at-grade railroad crossings, substandard overcrossings, and increased congestion



**Unclear priorities** and uncertainty about how future projects should be prioritized and what they cost



# WHAT WE'VE HEARD

## GENERAL THEMES



Need for **better safety** on the corridor

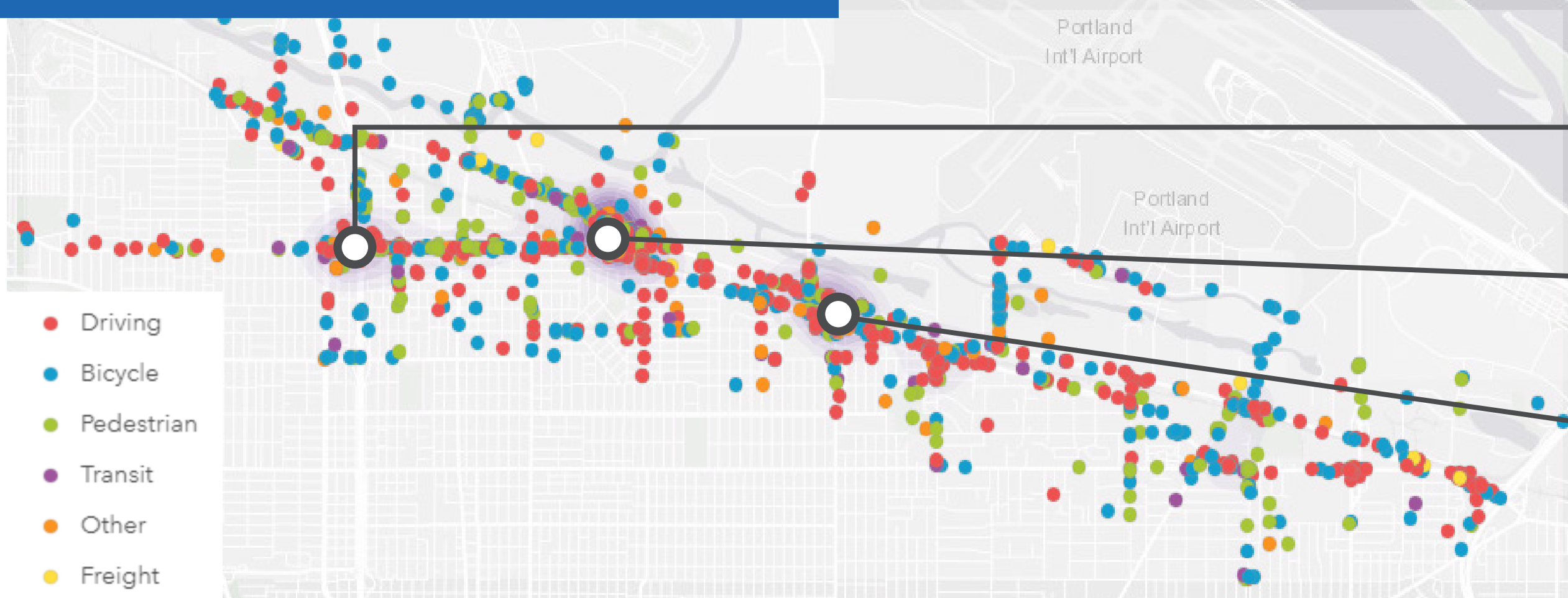


**Improved conditions** for those traveling by bicycle, walking, or transit



A **clearer separation** of travel modes

## LOCATION OF SURVEY COMMENTS



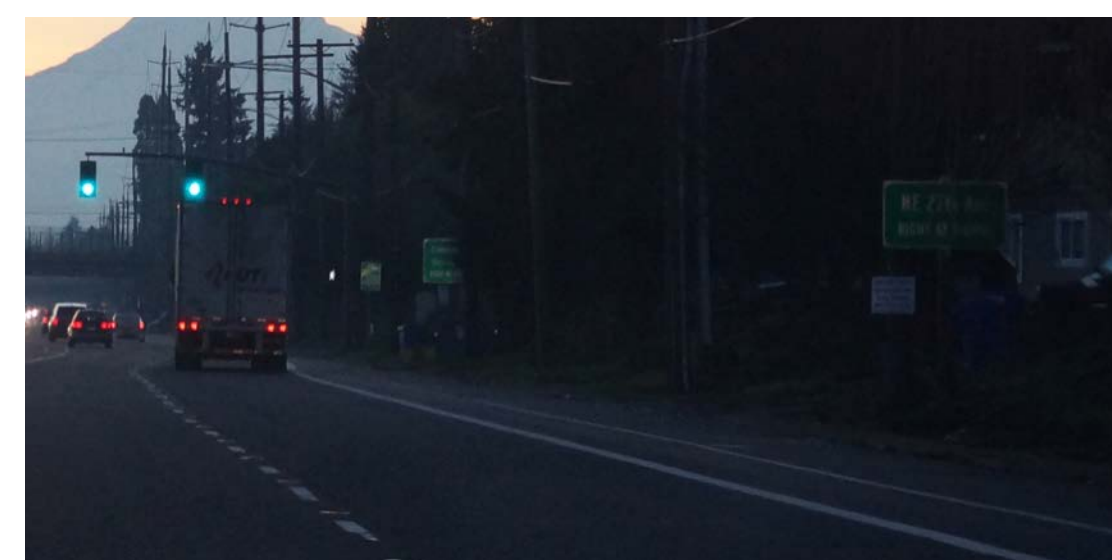
## MOST COMMENTED LOCATIONS

- Lombard between I-5 and Interstate
- NE 11th Avenue & Columbia/Lombard
- NE 33rd Avenue interchange

## PUBLIC INVOLVEMENT MILESTONES

- **Community Advisory Committee** established - comprised of business interests, neighbors and community advocates - that meets regularly
- **Door-to-door canvassing** at residences and businesses  
May 2019
- **Online survey** with 750 respondents and 1,500 comments  
May/June 2019
- **Tabling and presentations** at community meetings and events  
May - August 2019
- **Open house!**  
Today

## MOST COMMON REQUESTS



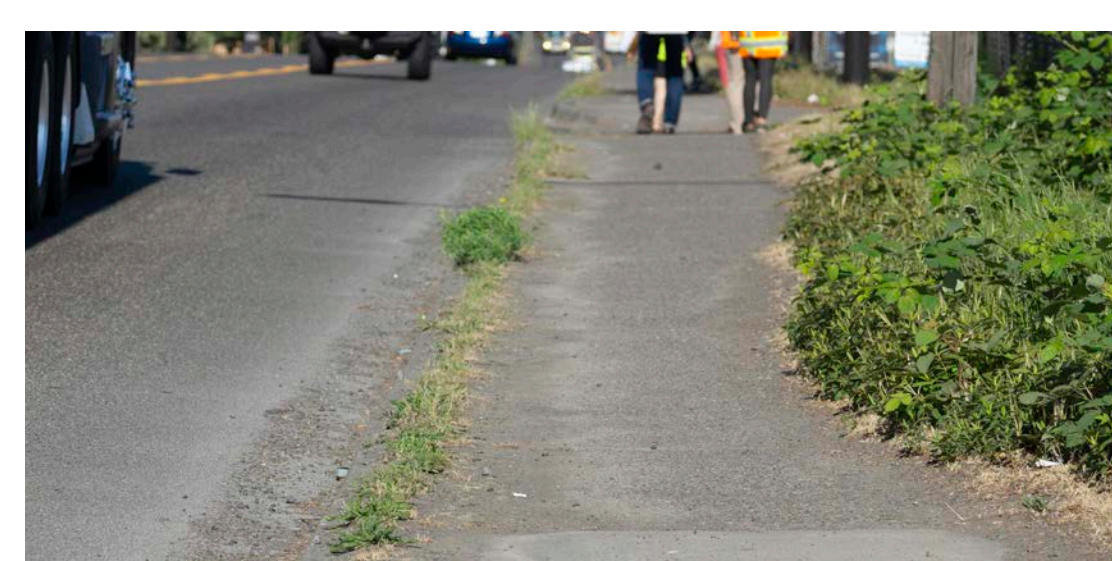
**Improve lighting**



**Improve transit service**



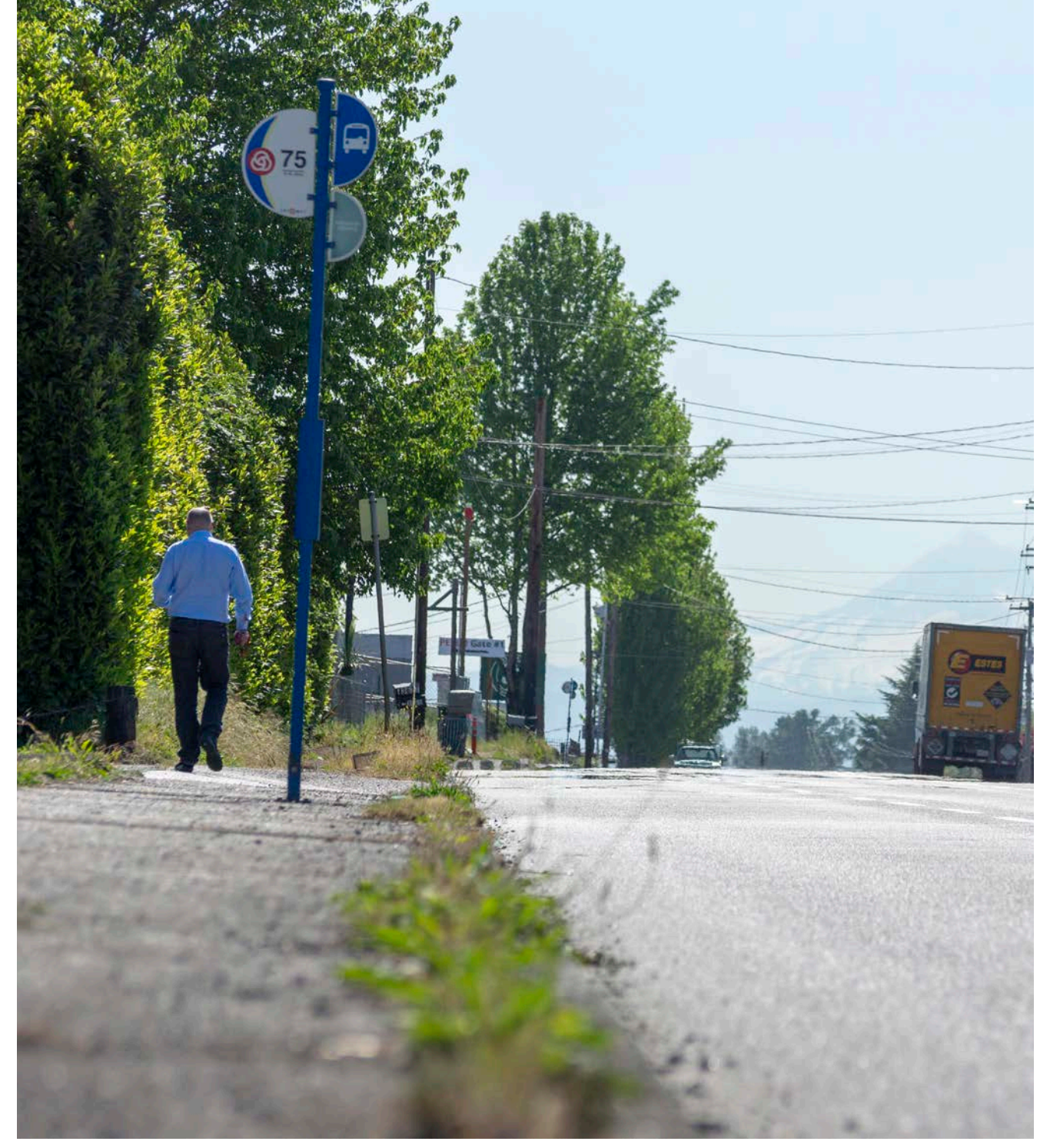
**Slow speeds**



**Build/improve sidewalks**



# 3 WHAT WE'VE LEARNED



## GENERAL FINDINGS

### Safety overview

- **10 people died** on this stretch of Columbia and Lombard and **27 were seriously injured** (between 2012 and 2016)
- The most frequent crash types were **rear-end collisions** and **collisions during turning movements**

### Freight overview

- Columbia and Lombard are **important routes for freight**, serving over 140 businesses and providing access to PDX and regional distribution centers
- **Trucks make up 20% of traffic** on Columbia and 10% of traffic on Lombard
- **Unreliability from non-recurring congestion** impacts freight efficiency with high economic costs

### Pedestrian and bike overview

- **Demand is highest along Lombard St** toward the west end of the study area
- There is **significant demand to travel across the corridors** to access jobs, services, and recreational opportunities
- The pedestrian and bicycle networks are **disconnected and uncomfortable**

## IDENTIFIED NEEDS

### Safety needs

- **Creating greater separation between travel modes**
- Providing **more crossing opportunities** and signalized intersections
- Managing **excessive speeds**
- **Limiting turn conflicts** at unsignalized intersections with side streets and driveways

### Freight needs

- **Addressing height constraints** at I-5 and NE 60th Ave to allow Columbia Blvd to serve as the over-dimensional freight route
- **Separating travel modes** without impeding freight
- Improving **reliability**, especially trips to and from PDX
- **Finding solutions for unsafe loading** and unloading happening in the roadway

### Pedestrian and bicyclist needs

- More **frequent, higher quality crossings** of the corridor
- Sidewalks to **close gaps in the pedestrian network**
- **Low-stress bike facilities** that are part of a connected, intuitive network
- **Less conflicts and predictability** between those walking/biking and other travel modes



# PROJECT APPROACH AND DEVELOPMENT

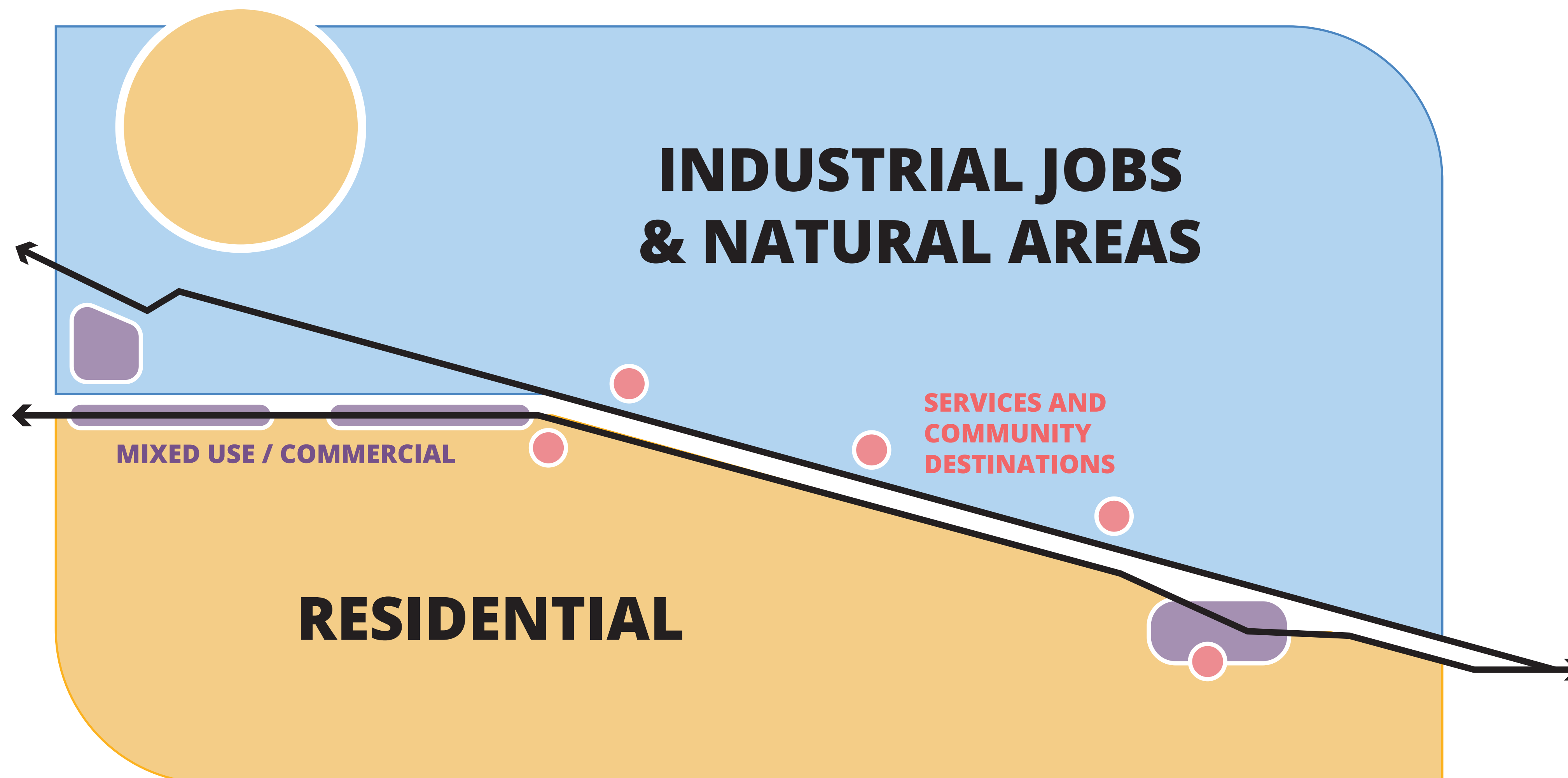
The Columbia corridor serves as the spine of one of the state's key industrial areas, and is critical for freight pick-up and delivery. **Reliable, predictable travel times are important** to keep this corridor and region economically competitive. However, there are also **several key community institutions** along the street, like the Oregon Humane Society and NAYA.

The Lombard corridor (designated as U.S. Highway 30 Bypass route) serves as a parallel east-west route between St. Johns and Troutdale. The western end and sections of Killingsworth (Cully-82nd) are residential and/or mixed use with destinations close to the street. The mid-section of the corridor is bounded by residential neighborhoods to the south and the railroad to the north.

## General project recommendations

- **Improve north-south connectivity**, specifically for those walking and biking, to access jobs and recreation opportunities
- **Manage speeds and improve reliability** using speed cameras and feedback signs, variable message signs, and additional traffic signals
- **Fill pedestrian sidewalk and crossing gaps**
- Provide **low-stress east-west bicycle routes**
- **Improve predictability**

## CORRIDOR CONCEPTUAL MAP



The Columbia and Lombard corridors being studied cover almost **6 miles with a variety of land use and activity contexts.**

To address the unique characteristics, **the project recommendations have been broken up into six different corridor segments.** Additionally, there are recommendations specific to improving conditions for people **walking and biking**, and for **freight movement.**



# FUNDED PROJECTS

There are many projects in the area that have funding and will be built soon. Highlights include:

- A redesigned crossing of Lombard St connecting NE 42nd and NE 47th Avenues
- A redesign of N Lombard St between Woolsey and Delaware Ave



- Resurfacing parts of Columbia Blvd and 33rd Ave
- One new segment of the Columbia Slough Multiuse Trail
- Series of Neighborhood Greenways in Cully Neighborhood
- A reconstructed NE 47th Avenue that includes sidewalks and protected bike lanes



# 6 COLUMBIA N ARGYLE to MLK BLVD

**GOAL** Reduce the high rate of serious crashes for people driving, provide comfortable pedestrian and bicycle routes, and ensure freight can move safely and efficiently in this multi-functional area

ISSUES

**Lack of sidewalks**  
on one or both sides of the street - recently identified as priority gaps in the PedPDX Plan

**Bike network gap**  
there is no high-quality adjacent bike facility

**Lighting on only one side of the street**  
leads to less than optimal visibility for all road users on a fast street

**High speeds**  
resulting in a high number of serious injuries

**CORRIDOR-WIDE**

**Busy and confusing intersection**  
with multiple legs, odd angles, and fast traffic

**Height-constrained bridge**  
requires over-dimensional trucks to use Lombard St instead

**SPOT ISSUES**

IMPROVEMENTS

**+** **Improve safety**  
by closing slip lane and rebuilding signal

**⏸** **Improve safety and efficiency**  
by modifying intersections and upgrading the signal to direct traffic to Interstate

**+** **Improve freight access**  
by replacing bridge or lowering roadway to improve vertical clearance

**⏸** **Improve safety and efficiency**  
by providing a dedicated left turn signal phase from Vancouver to Columbia

**+** **Improve pedestrian safety**  
by adding an enhanced crossing when bus service is added

**⏸** **Improve safety, efficiency and transit**  
prevent red-light running with signal timing changes or red light cameras. Improve bus stop location and amenities. Add turn pockets

**+** **Improve safety**  
by adding truck aprons to slow down turns

**CORRIDOR-WIDE**

**+** **Improve pedestrian safety and access**  
by filling sidewalk gaps (N Argyle to N Vancouver Ave), prioritizing the south side of the street

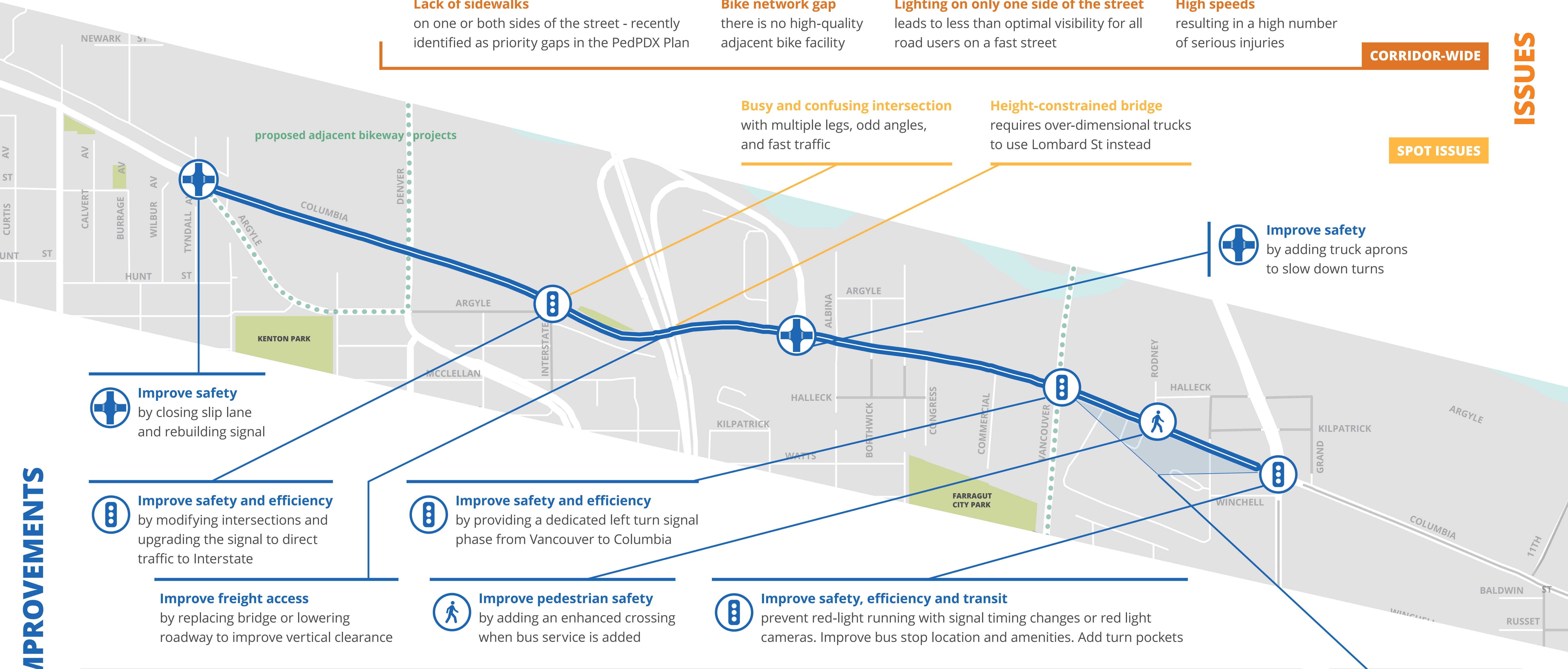
**+** **Improve access for bicyclists**  
by providing bikeways on adjacent routes

**+** **Improve safety for all modes**  
by adding lighting on the north side of the street

**+** **Improve safety for drivers**  
by using access management to reduce head-on and left-turn collisions

**+** **Improve safety for drivers**  
by concentrating left turns at signalized intersections to reduce sideswipe crashes

**+** **Improve asset condition and safety**  
by resurfacing the road





# 7 COLUMBIA MLK BLVD to NE 60TH AVE

**GOAL** improve multimodal access to key destinations while maintaining reliable freight service

**Gaps in sidewalk network** means reduced and safety access for pedestrians

**Lack of pedestrian crossing opportunities** results in diminished access and safety for pedestrians on the corridor

**Lack of north-south connectivity** means everyone has to travel far to cross the corridor, which disadvantages people walking and biking and forces all users on just a few crossings, creating potentially dangerous modal conflicts

**CORRIDOR-WIDE**

**Lack of transit service (MLK - 21st Ave)** means a subset of destinations on the corridor are inaccessible to people who rely on transit

**SPOT ISSUES**

**ISSUES**

**Confusing intersections** with odd angles and no signals to clarify things

**High rate of dangerous crashes** at merge points with many recorded serious/fatal and sideswipe crashes

**IMPROVEMENTS**

**Improve safety** by addressing confusing railroad crossing

**Improve safety and accessibility** by adding a signal and adding a safe biking and walking route to cross the corridors

**Improve driver safety** by reconfiguring intersection to compensate for odd angles

**Improve safety** by upgrading signal to modern standards

**Improve safety, access, mobility, and wayfinding for all modes** by redesigning the ramps, interchange, and surrounding intersections at NE 33rd Ave

**Improve pedestrian access** to NAYA by adding an elevated crossing over the corridor

**Improve safety** by upgrading signal

**CORRIDOR-WIDE** **Improve pedestrian safety and access** by filling sidewalk gaps, improving the condition of current sidewalks, and providing crossings at 1/4 mile intervals

**Improve pedestrian safety** by adding lighting on the north side of the street

**Improve transit accessibility** by expanding Line 11 service on Columbia as identified by TriMet. Co-locate bus stops and new enhanced crossings throughout corridor to provide consistent crossing spacing

**Improve safety for drivers** by using access management to reduce head-on and left-turn collisions

**Improve safety for drivers** by concentrating left turns at signalized intersections to reduce sideswipe crashes





# COLUMBIA NE 60TH AVE to KILLINGSWORTH

**GOAL** Improve bicycle and pedestrian connectivity, pedestrian safety/comfort, and travel time predictability as the road moves through the Cully neighborhood

**Lack of lighting on south end of corridor**  
creates lower levels of visibility on a high crash corridor

**Lack of sidewalks on south side of corridor**  
**Sidewalk gaps on the north side of the corridor**

**Congestion east of NE 60th**  
Roadway narrows from two lanes eastbound to one

**Lack of east-west low stress bicycle route**

**CORRIDOR-WIDE**

**SPOT ISSUES**

**ISSUES**

**Congested intersections**  
Offset streets and poor bicycle and pedestrian crossing opportunities

**IMPROVEMENTS**

**Improve safety**  
by upgrading signal to modern standards (multiple locations)

**(Funded) Improve safety**  
by building new signals to clarify and coordinate traffic movements while restriping the street to expand intersection capacity

**Improve freight reliability**  
through Intelligent Transportation Systems and restriping street to increase capacity

**CORRIDOR-WIDE**

**Improve driver safety**  
by using access management to prevent head-on and left-turn collisions

**Improve driver safety**  
by concentrating left turns at signalized intersections

**Improve driver safety**  
by improving safety features at signalized intersections

**Improve safety for all**  
by adding lighting to meet current guidelines

**Improve safety and access to transit**  
by adding enhanced crossings at new bus stops if bus service is added in this segment

# LOMBARD N DELAWARE AVE to NE 11TH AVE

**GOAL** Address high crash rates in this busy, mixed use area

ISSUES

**CORRIDOR-WIDE**

**High number of Vision Zero crashes** involving bicycles and pedestrians, including a fatal crash at N Peninsular and serious crashes at Delaware, Denver, and Interstate

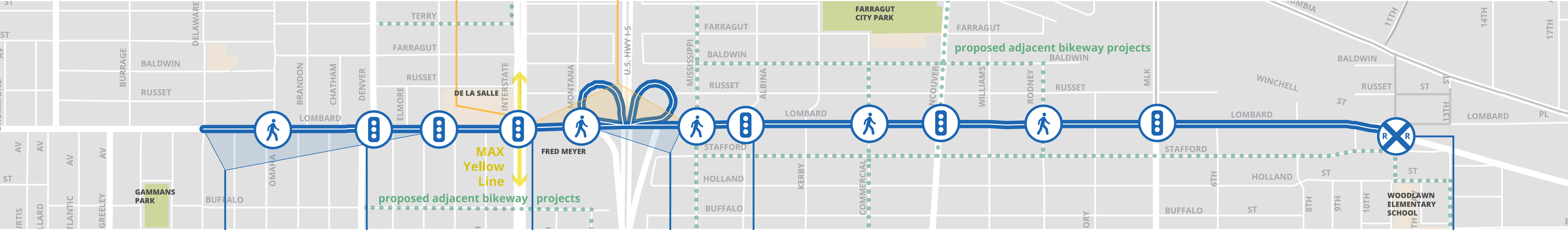
**Lack of dedicated left turn lanes** on Lombard can cause unexpected back-ups

**Long distances between safe pedestrian crossings**  
**Many driveways and conflict points**

**SPOT ISSUES**

**N Interstate & Lombard**  
Heavy congestion and conflicts between different road users

**Fred Meyer, Freeway ramps**  
Lack of sidewalks, multiple driveways and slip ramps leads to confusion and conflict



IMPROVEMENTS

**Improve bicycle and pedestrian safety** by extending the road diet and bike lanes from Delaware to Denver Ave or the Fenwick-Concord Greenway.

**Improve safety** by providing a bus bay on the south side of Lombard. Add a Leading Pedestrian Interval and restrict right on red lights.

**Improve safety** by adding left turn lanes and adding Leading Pedestrian Intervals

**Improve crossing safety** by adding signals or enhanced crossings. (several locations)

**Rebuild signal** to improve clarity and safety (several locations)

**Improve safety and efficiency** by upgrading the existing signal with protected left turns in all directions and a slip lane redesign. Move bus stop to far side.

**Improve crossing safety and conflict (short-term)** Provide an at grade accessible pedestrian crossing of southbound I-5 ramp. **(Long-term)** Add sidewalks on north side of overpass with enhanced crossings of I-5 ramps. Exploring the conversion of the cloverleaf highway ramps to a more pedestrian friendly design with signalized intersections.

**Improve safety** by addressing confusing railroad crossing

**CORRIDOR-WIDE**

**Improve comfort and asset condition** by improving pavement condition



# LOMBARD NE 11TH AVE to CULLY BLVD

**GOAL** Reduce serious and fatal crashes resulting from high-speeds and entering/exiting the corridor

**High motor vehicle speeds**  
creating the potential for more serious crashes

**Limited sight distance at unsignalized intersections**  
leads to having to make turns on and off of Lombard under risky circumstances

**High rate of head-on and left turn crashes**  
as a result of lack of separation between drivers in opposite directions and high numbers of unsignalized intersections

**Lack of physical protection for bike lanes**  
combined with high-speed traffic makes for an uncomfortable biking experience

**CORRIDOR-WIDE**

**ISSUES**

**SPOT ISSUES**



**IMPROVEMENTS**

**Improve safety**  
by reconfiguring intersection to compensate for odd angles

**Improve safety**  
by upgrading signal to modern standards

**Improve safety and wayfinding**  
by reconfiguring 33rd Ave interchange and surrounding intersections

**Improve safety and wayfinding**  
by reconfiguring 42nd Ave ramps and nearby intersections

**Improve safety**  
by upgrading signal to modern standards

**CORRIDOR-WIDE**

**Improve safety for bicyclists**  
by adding separation to existing bike lanes to increase the distance between bicyclists and fast-moving traffic. Add green conflict striping through intersections.

**Improve safety for all users**  
by adding lighting to meet current guidelines for safe lighting levels

**Improve safety for drivers**  
by improving geometry of angled intersections with local streets

**Improve safety for drivers**  
by concentrating left turns at signalized intersections to reduce sideswipe crashes

**Improve safety for drivers**  
by using access management to reduce head-on and left-turn collisions

**Improve safety and asset management**  
by addressing the identified paving needs between MLK and Ne 60th Ave



# PORTLAND HWY CULLY BLVD to I-205

**GOAL** Improve pedestrian safety and crossing opportunities while improving safety and predictability for people driving and biking

ISSUES

**High motor vehicle speeds**  
creating the potential for more serious crashes

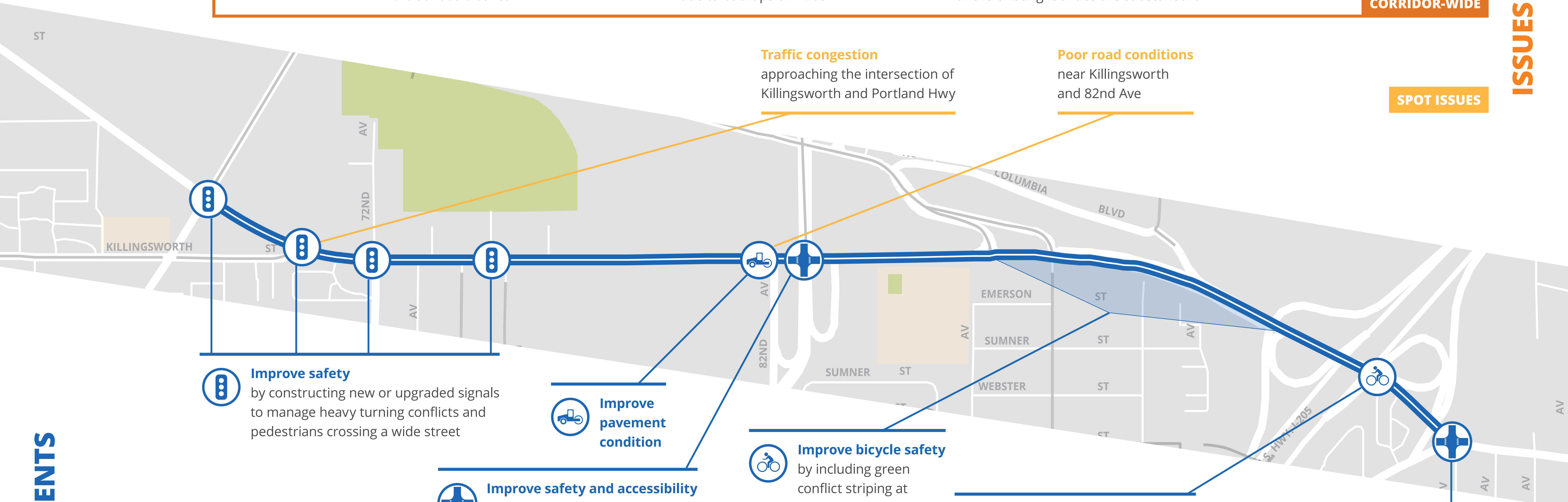
**Traffic congestion**  
in the eastbound direction due to backups on I-205

**Bicycle network gaps**  
many places where there are no bicycle lanes or the existing facilities are substandard

CORRIDOR-WIDE

SPOT ISSUES

IMPROVEMENTS



**Improve safety**  
by constructing new or upgraded signals to manage heavy turning conflicts and pedestrians crossing a wide street

**Improve pavement condition**

**Improve safety and accessibility**  
by improving the signal, bike lane width, and ramp access points

**Improve bicycle safety**  
by including green conflict striping at intersections in this stretch

**Improve bicycle safety**  
by realigning I-205 northbound offramp to address bike lane conflict point

**Improve safety and accessibility**  
by improving the I-205 path connection across Killingsworth

CORRIDOR-WIDE

**Improve safety for drivers**  
by using access management to reduce head-on and left-turn collisions

**Improve safety for all users**  
by adding lighting to meet current guidelines for safe lighting levels

**Improve safety for bicyclists**  
by improving the comfort and separation from traffic of existing bike lanes

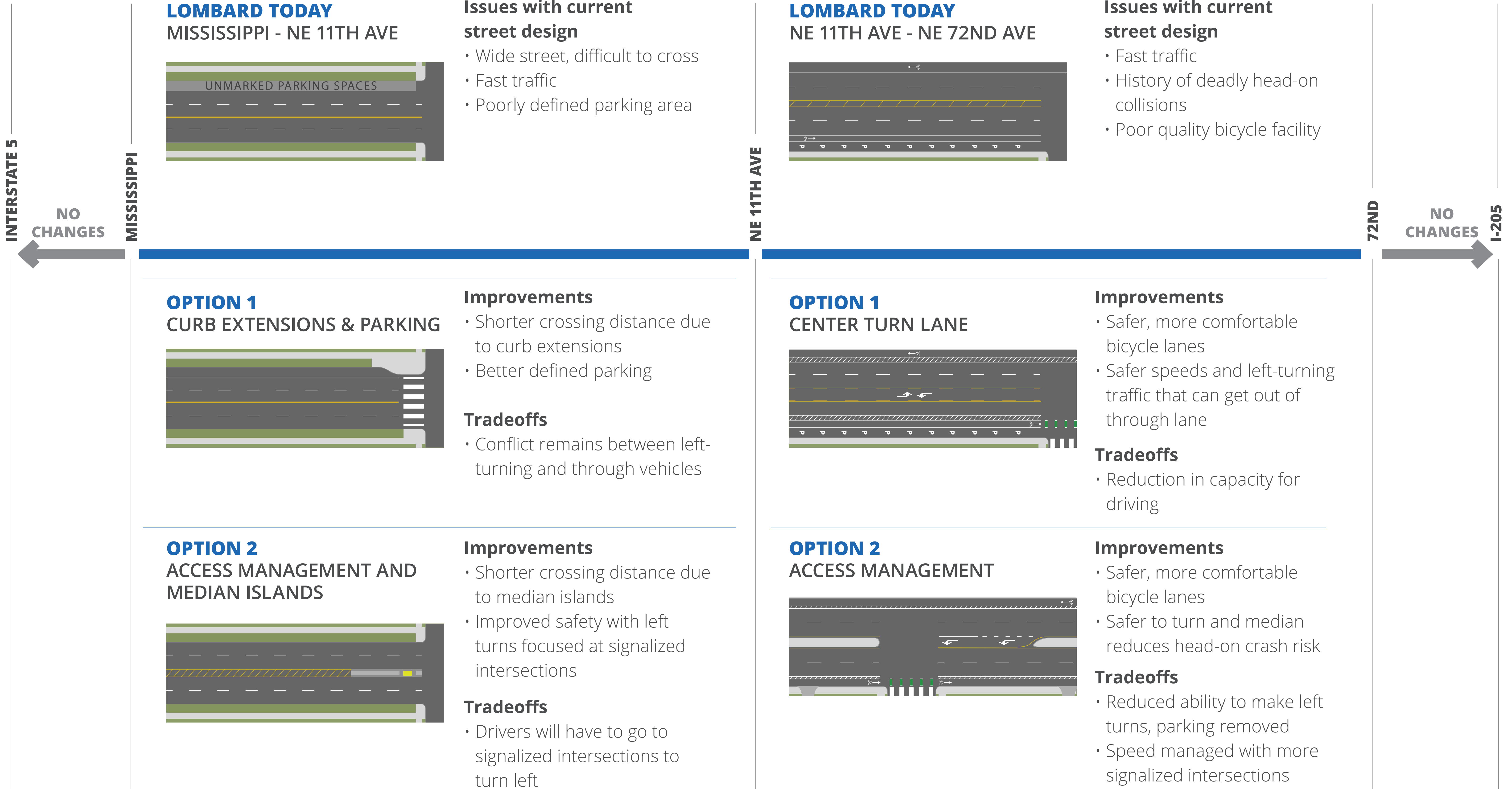
**Improve safety for drivers**  
by concentrating left turns at signalized intersections to reduce sideswipe crashes

**Improve safety for all**  
by making all signals in the corridor safer

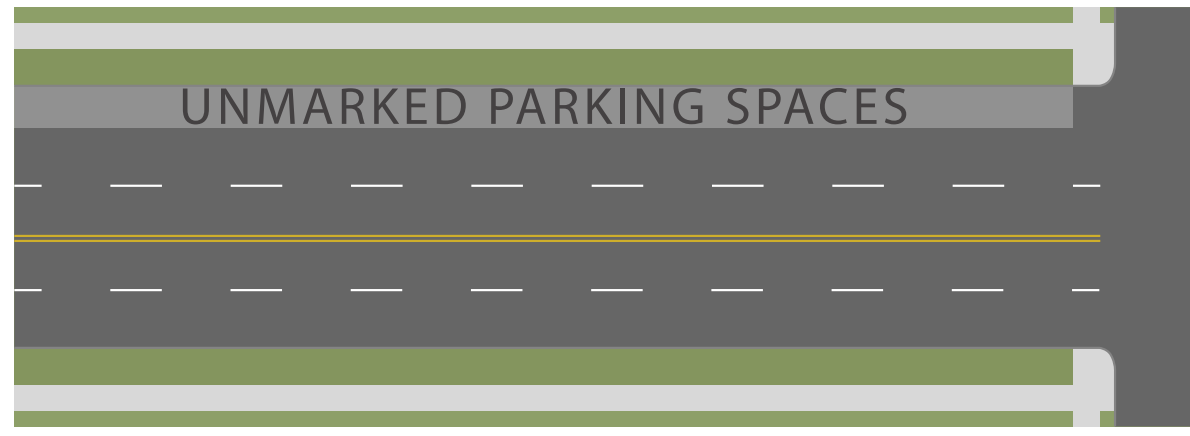
# LOMBARD CROSS SECTION OPTIONS

EXISTING

CONCEPTS

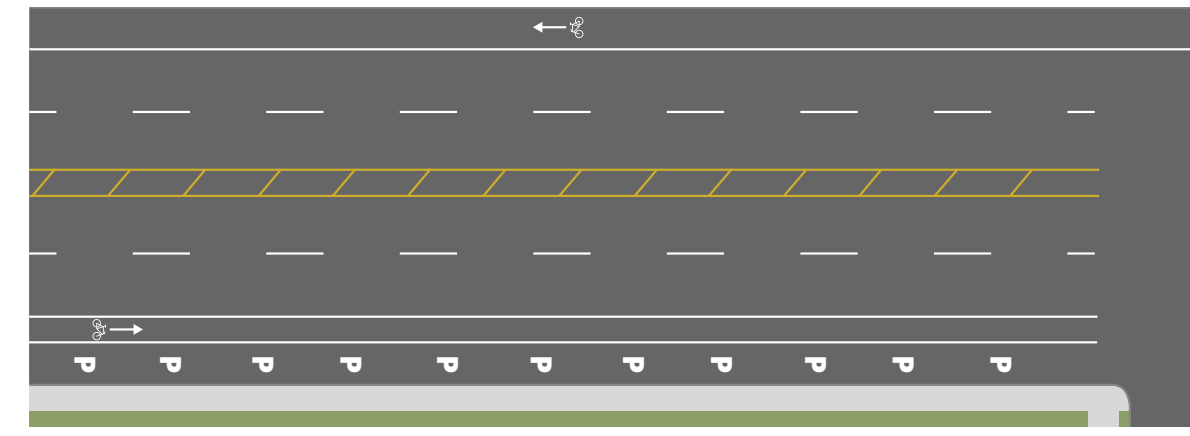


**LOMBARD TODAY**  
MISSISSIPPI - NE 11TH AVE



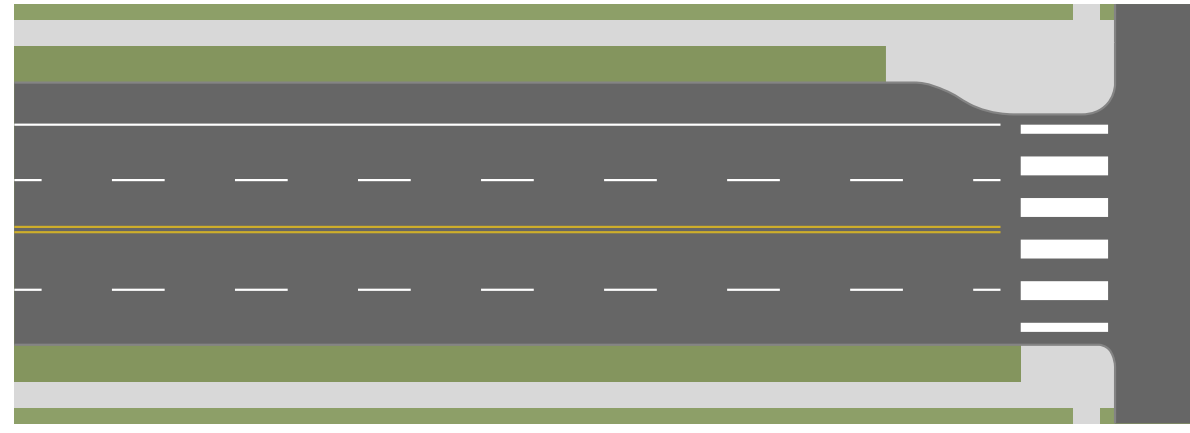
- Issues with current street design**
- Wide street, difficult to cross
  - Fast traffic
  - Poorly defined parking area

**LOMBARD TODAY**  
NE 11TH AVE - NE 72ND AVE



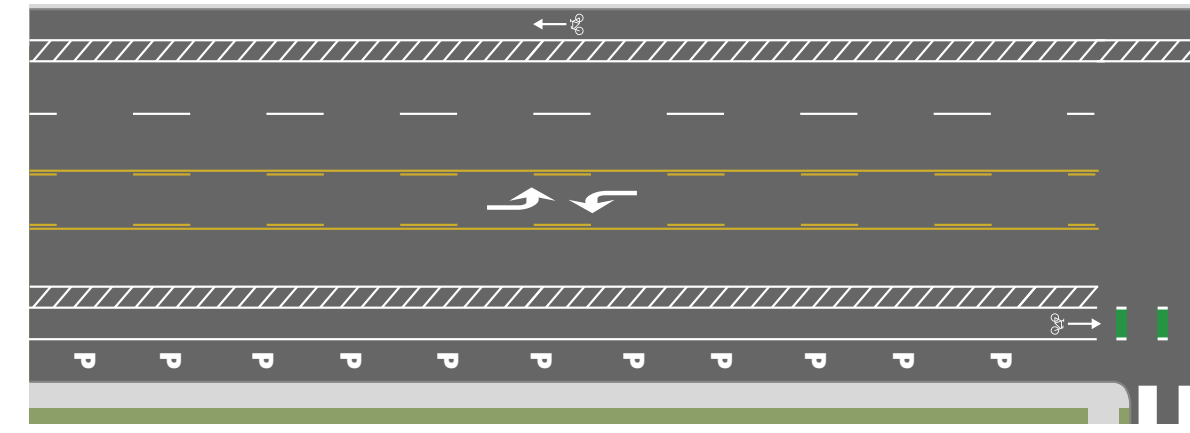
- Issues with current street design**
- Fast traffic
  - History of deadly head-on collisions
  - Poor quality bicycle facility

**OPTION 1**  
CURB EXTENSIONS & PARKING



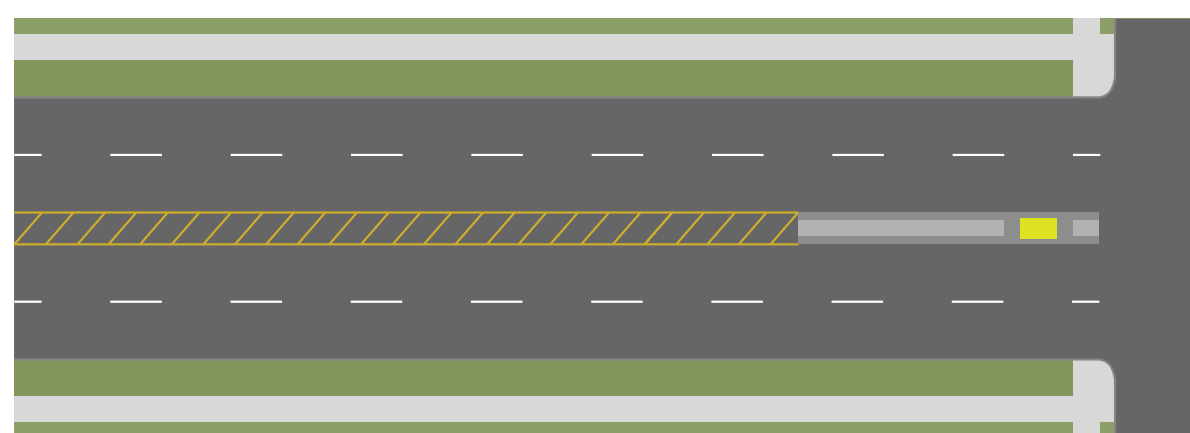
- Improvements**
- Shorter crossing distance due to curb extensions
  - Better defined parking
- Tradeoffs**
- Conflict remains between left-turning and through vehicles

**OPTION 1**  
CENTER TURN LANE



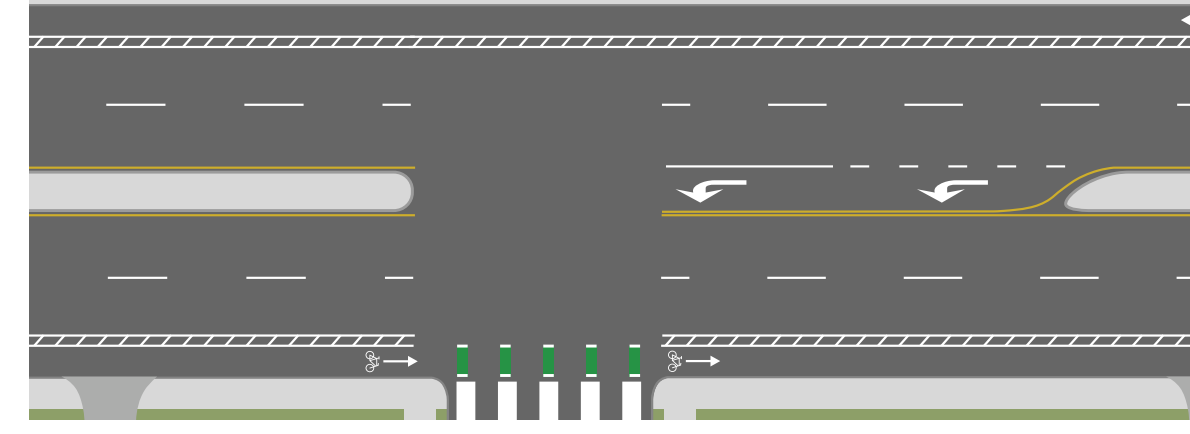
- Improvements**
- Safer, more comfortable bicycle lanes
  - Safer speeds and left-turning traffic that can get out of through lane
- Tradeoffs**
- Reduction in capacity for driving

**OPTION 2**  
ACCESS MANAGEMENT AND MEDIAN ISLANDS



- Improvements**
- Shorter crossing distance due to median islands
  - Improved safety with left turns focused at signalized intersections
- Tradeoffs**
- Drivers will have to go to signalized intersections to turn left

**OPTION 2**  
ACCESS MANAGEMENT



- Improvements**
- Safer, more comfortable bicycle lanes
  - Safer to turn and median reduces head-on crash risk
- Tradeoffs**
- Reduced ability to make left turns, parking removed
  - Speed managed with more signalized intersections



# COLUMBIA CROSS SECTION OPTIONS

In addition to making spot improvements, we have the opportunity to rethink how the lanes are organized along Columbia Blvd to help the corridor work safely and more efficiently

EXISTING

CONCEPTS





# BUILDING THE LADDER ACCESS TO JOBS AND RECREATION

Providing a connected system of low-stress bikeways and paths to the north and south of the corridors, with high-quality north to south connections between them

Lack of low stress bikeways

Gaps in the pedestrian sidewalk network

Limited north-south connections for those biking and walking

Lack of safe walking and biking routes between neighborhoods and jobs along Columbia Boulevard

CORRIDOR-WIDE

**Improve access and safety**  
by improving bike lanes on Interstate Ave. and Vancouver Ave. and the connection to the Columbia Slough trail.

**Improve connectivity**  
by determining a feasible alignment/constructing the Columbia Slough Trail

**(Funded) Improve connectivity**  
by building multiuse path on Cornfoot Road and bicycle/pedestrian facilities on 47th Ave and 42nd/47th Ave. bridge

**Improve connectivity**  
by extending the bike lanes west to at least Denver Ave

**Improve access and safety**  
by analyzing the feasibility of a new overcrossing of I-5 at Winchell St

**Improve access and safety**  
by adding neighborhood greenways on Baldwin Street and Stafford Street to provide east-west connectivity.

**Improve access and safety**  
by providing a high quality walking and biking connection between the Woodlawn Neighborhood and the Columbia Slough trail via 11th and 13th Avenue, with a safer crossing of Columbia Blvd, serving Woodlawn Elementary and the Oregon Humane Society

**Improve connectivity**  
between neighborhoods, the Columbia Slough trail and Marine Drive by adding/improving bike facilities on NE 33rd Ave.

**Improve access and safety**  
by adding an overcrossing to connect the neighborhoods to the south to NAYA and shorten distance between crossings

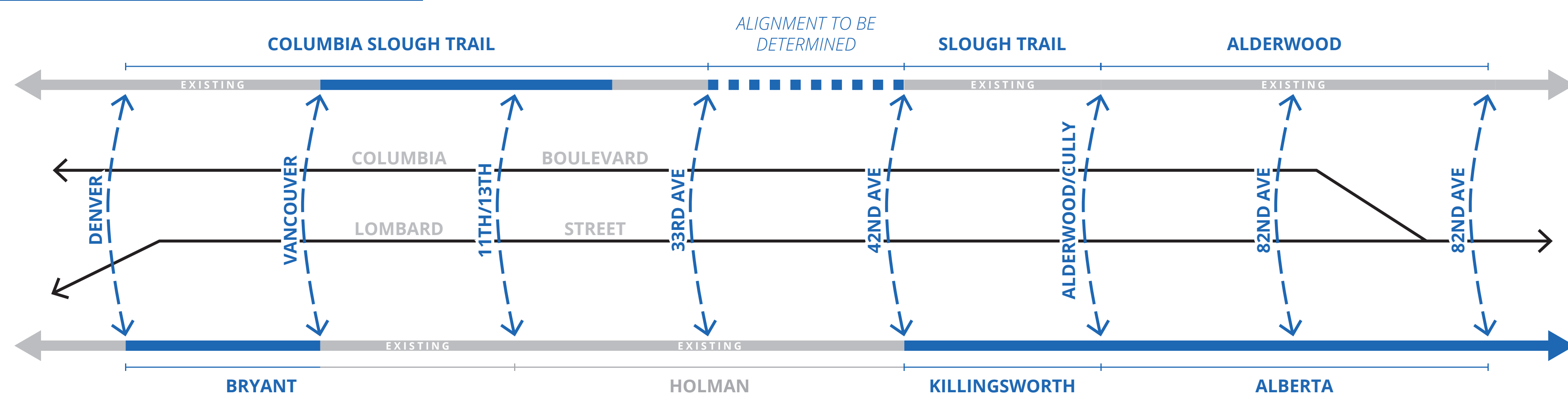
**Improve access to jobs and services**  
by adding sidewalks and bike facilities

**Improve connectivity**  
by adding a multiuse path on Alderwood to connect to the future path on Cornfoot Road

**Improve access to PDX airport and recreation**  
by adding a multiuse path on 82nd Ave

**Improve access to transit**  
by adding an overcrossing to Parkrose Transit Center

## "LADDER" CONCEPTUAL FRAMEWORK





# IMPROVING FREIGHT MOBILITY, RELIABILITY, AND ACCESS

## What are Intelligent Transportation Systems?

Intelligent Transportation Systems (ITS) are a suite of cameras, smart signals, sensors, and messaging boards that work together to improve travel time and freight reliability, maximizing the use of the roads we have today. One example of ITS we are exploring on the corridor is called **truck signal priority**: smart traffic signals detect a truck approaching the intersection and can **hold the light green light a few seconds longer to help the truck get through the intersection.**

ISSUES

**Vertical clearance too low for over-dimensional freight** requiring over-dimensional vehicles to use Lombard St to travel through the area

**Poor pavement quality** on local freight district streets

**Congested intersections**

**Congested stretch of roadway**

IMPROVEMENTS

**Remove over-dimensional pinch point** by raising UPRR bridge or lowering roadway to provide sufficient vertical clearance

**Improve freight district circulation** by fixing pavement, curbs, sidewalks, and stormwater systems

**Improve traffic flow, efficiency, and wayfinding** by adding Variable Message Signs, bluetooth readers, traffic cameras, dilemma zone detection, freight signal priority, transit signal priority, and other improvements

**Improve safety and wayfinding** by redesigning interchange at NE 33rd Ave

**Improve asset management** by repaving Cornfoot Road

**Improve reliability, reduce idling, and improve safety** by redesigning Columbia Blvd

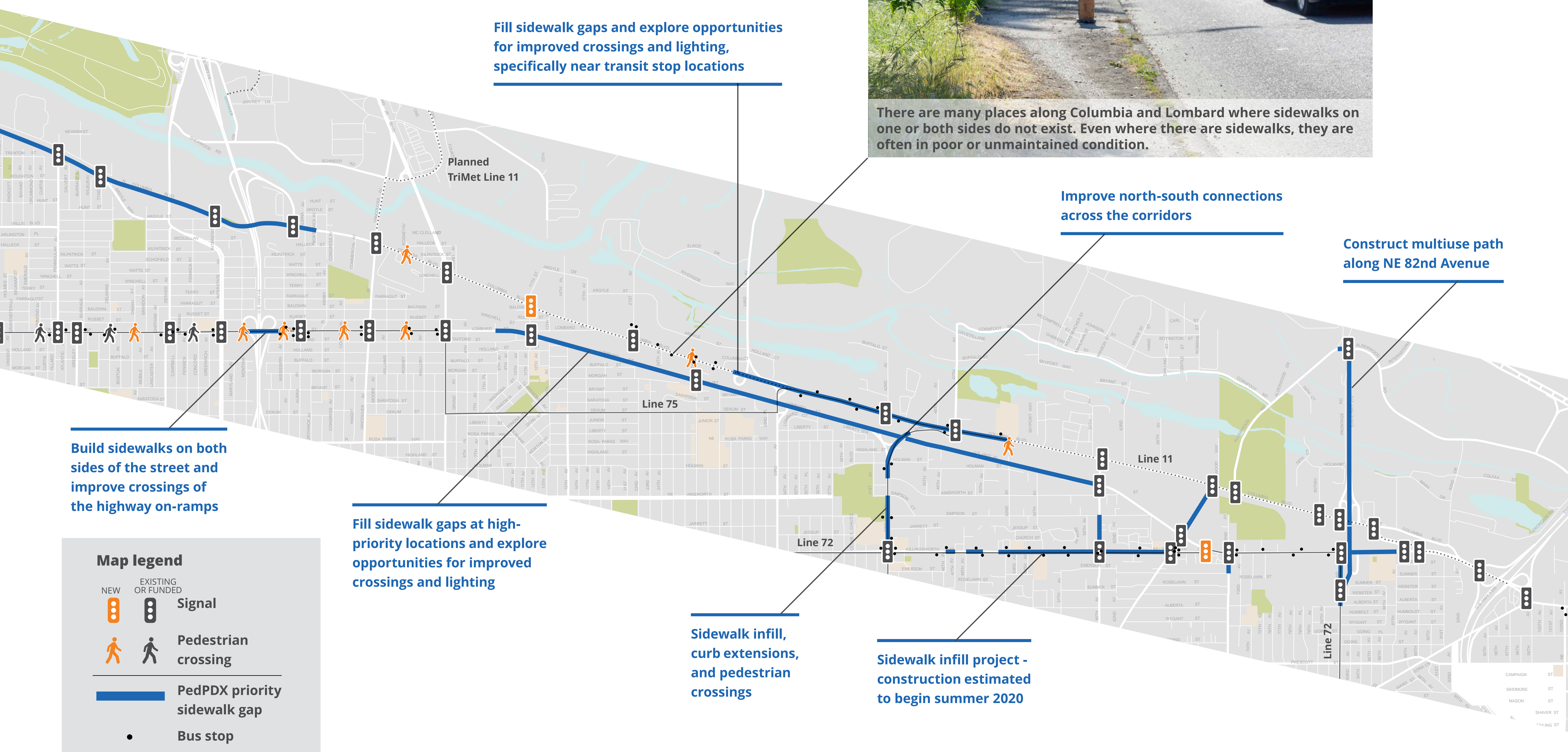
**Improve safety and efficiency** Add turn pockets to improve traffic flow. Prevent red-light running with signal timing changes or red light cameras.





# PEDESTRIAN NEEDS SIDEWALK GAPS AND ACCESS TO TRANSIT

## PedPDX Pedestrian Master Plan sidewalk gap top priorities



Fill sidewalk gaps and explore opportunities for improved crossings and lighting, specifically near transit stop locations



Improve north-south connections across the corridors

Construct multiuse path along NE 82nd Avenue

Build sidewalks on both sides of the street and improve crossings of the highway on-ramps

Fill sidewalk gaps at high-priority locations and explore opportunities for improved crossings and lighting

Sidewalk infill, curb extensions, and pedestrian crossings

Sidewalk infill project - construction estimated to begin summer 2020

### Map legend

- NEW OR EXISTING OR FUNDED
- Signal
- Pedestrian crossing
- PedPDX priority sidewalk gap
- Bus stop



## COLUMBIA LOMBARD PLAN TIMELINE

- **Open house (Spring 2020)**  
Share initial project concepts with community members and gather feedback on changes and priorities
- **Refine project proposals (Summer 2020)**  
Make changes based on
- **Prioritize and bundle projects (Summer 2020)**  
Package projects together to be competitive to receive funding using community feedback
- **Develop draft Columbia Lombard Plan (Fall 2020)**  
Including findings from planning effort and project implementation plan
- **City Council Plan adoption (Fall 2020)**

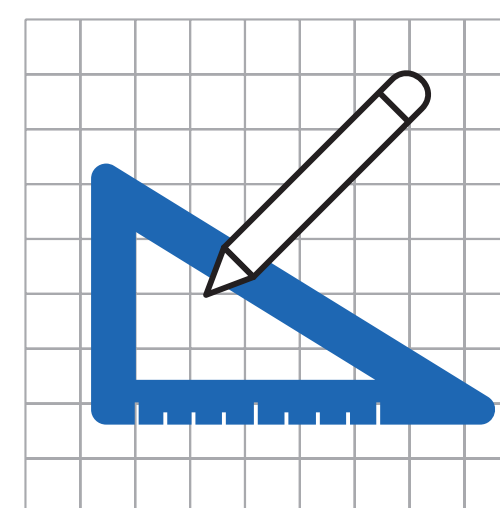
## THE TYPICAL LIFE OF A PROJECT

**Conception of a project - Timeline: 1-2 years**

A need is identified and a project idea is generated to address the need. The current Columbia Lombard Mobility Corridor planning process is working to develop and prioritize these projects and identify potential funding sources.

**Secure funding for project - Timeline: 1-20 years**

Depending on the size, complexity, and cost of a project finding funding can take an uncertain amount of time. Generally, the more expensive the project, the longer finding funding for it takes. Money can come through grants, System Development Charges, gas taxes, and other federal, state and local sources.

**Development and design project - Timeline: 1-2 years**

Depending on the complexity of the project and how developed the project design was before it received funding, this can be a short or more extended phase of the life of a project

**Project construction - Timeline: 1-2 years**

Most projects can be built within 1 to 2 years, depending on their scale and complexity

## TO LEARN MORE

[www.portlandoregon.gov/transportation/columbia/lombard](http://www.portlandoregon.gov/transportation/columbia/lombard)



Materials following this page were distributed at the meeting.



Metro



Oregon  
Department  
of Transportation



## Regional mobility policy update

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

### **Project overview**

The purpose of this project is to update the policy defining how the region defines mobility and measures success. The updated policy will guide development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes on the transportation system.

### **What is the regional mobility policy?**

The region's mobility policy is centered on vehicle-based thresholds adopted in the Regional Transportation Plan (RTP) and Oregon Highway Plan (OHP). These thresholds are referred to as the volume-to-capacity ratio (v/c ratio).

As the primary way of measuring vehicle congestion on roads and at intersections, the current policy measures the number of motor vehicles relative to the motor vehicle capacity of a given roadway during peak weekday travel times (currently defined as being from 4 to 6 p.m.).

This measure of mobility was originally developed and used to guide the sizing and location of the Interstate System in the 1960s. Over time, the measure has been applied to all roads for different purposes.

### **Why update the policy now?**

We are a region on the move – and a region that is rapidly growing. More than a million people need to get to work, school, doctor's appointments, shopping, parks and home again each day. With a half-million more people expected to live in the Portland area by 2040, it's vital to our future to have a variety of safe, affordable and reliable options for people to get where they need to go – whether they're driving, riding a bus or train, biking, walking or moving goods.



### Key terms

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

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

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

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

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

There are several reasons why the time is right to begin an update to the regional mobility policy now:

- The current policy focuses solely on vehicles and does not measure mobility for people riding a bus or train, biking, walking or moving goods.
- The current policy has led to transportation projects that are increasingly more expensive than we can afford and that may have undesirable land use, housing, air quality and environmental impacts.
- Cities and counties are increasingly unable to meet the current policy or pay for needed transportation investments. This is especially true in planned growth areas including urban growth boundary expansion areas.
- The 2018 RTP failed to meet the current policy, particularly for the region's throughway system, triggering the need to consider alternative approaches for measuring mobility and success under state law.
- ODOT will be updating the Oregon Transportation Plan and Oregon Highway Plan during the next couple of years – this project provides an opportunity for the region to help inform those efforts.

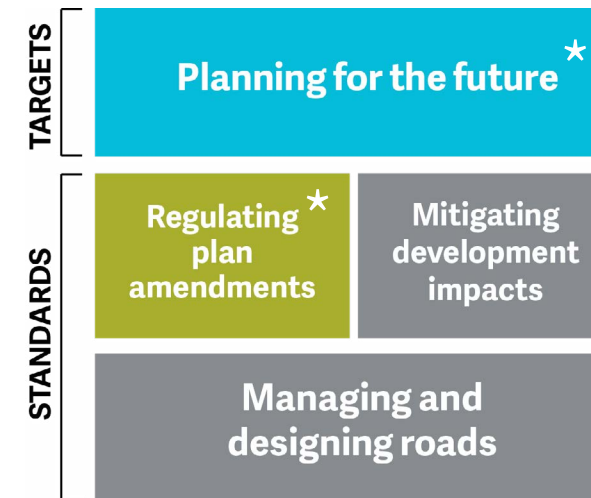
### What are our expected outcomes?

The project's primary outcome is to recommend an updated mobility policy and associated measures and performance targets for the greater Portland region that clearly define mobility expectations for people and goods for all modes to guide local, regional and state-decision-making.

The updated policy will be applied in the next update to the RTP (due in 2023) and incorporated in the highway mobility policy (Policy 1F) in the OHP, pending approval by the Joint Policy Advisory committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission (OTC).

The updated policy will guide development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes subject to the Transportation Planning Rule during development review.

## Current uses of the volume-to-capacity ratio



\* focus of this update



### Planning for the future

**Who:** Metro, ODOT, cities, counties and consultants.

**What:** Evaluate traffic performance of roads and intersections given current and projected population and jobs.

**When:** Updates to transportation system plans (TSPs) and development of corridor or area plans, including concept plans, using thresholds defined in the RTP, OHP and local transportation plans.

**Why:** Diagnose the extent of vehicle congestion to identify deficiencies and projects to address them, and determine consistency of the RTP with the OHP for state-owned facilities.

### Regulating plan amendments

**Who:** Cities, counties and consultants, in coordination with ODOT.

**What:** Evaluate the potential impacts of land use zoning changes on roads and intersections, including state-owned roads as required by the TPR during development review.

**When:** Amendments to land use zoning designations using thresholds defined in the OHP.

**Why:** Identify mitigation measures to address transportation impacts anticipated from a new or changed land use designation.

### Mitigating development impacts

**Who:** Cities, counties and developers.

**What:** Collect fees based on the development of or use of land or identify needed transportation project(s) in-lieu of fees.

Projects typically include expanding capacity to add new travel lanes, turn lanes and/or signals.

**When:** Development approval process using thresholds defined in local transportation plans and the OHP.

**Why:** Mitigate traffic impacts from new development.

### Managing and designing roads

**Who:** Cities, counties, ODOT and consultants.

**What:** Calculate anticipated volume-to-capacity ratio of project area using thresholds defined in the 2012 Oregon Highway Design manual.

**When:** Operations and project design, including preliminary engineering.

**Why:** Inform the design of roads and intersections, such as the number of travel lanes and turn lanes, and signal operations.



## Potential new measures to be explored

The volume-to-capacity ratio has been the primary way to measure the region's mobility. Other ways to measure the health and success of the transportation system that will be explored, include:

- People and goods movement capacity and throughput
- Vehicle miles traveled
- Travel time and reliability (motor vehicles, including freight and transit)
- Transit service coverage and frequency
- Bike and pedestrian network completion
- Mode share
- Network connectivity
- Access to destinations by a variety of modes.

To sign up for project updates and learn more, visit [oregonmetro.gov/mobility](https://oregonmetro.gov/mobility)

### Project contacts:

#### Kim Ellis

Metro project manager  
Kim.Ellis@oregonmetro.gov  
503.797.1617

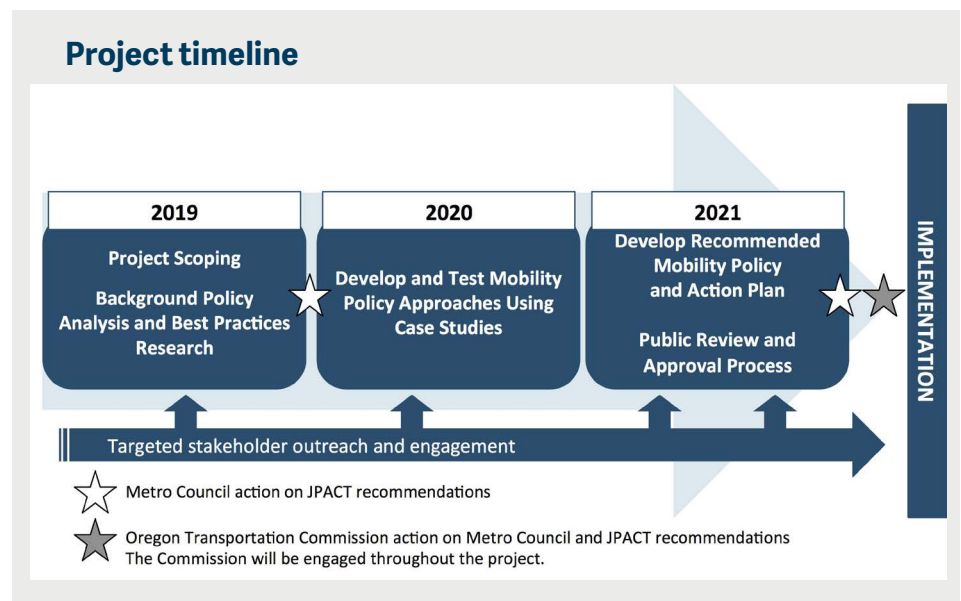
#### Lidwien Rahman

ODOT project manager  
Lidwien.Rahman@odot.state.or.us  
503.731.8229

## Where are we now? (Updated August 2020)

Metro and ODOT selected a consultant team to support the project. The Transportation Research and Education Center (TREC)/ Portland State University completed the [Regional Mobility Policy Background Report](#). The report reviews the existing mobility policy and summarizes best practices in measuring multimodal mobility. Currently, the project team is working with local partners to illustrate how the current mobility policy has been applied in the Portland region.

The process to update the regional mobility policy started in 2019 and will continue through fall 2021, resulting in policy recommendations to JPACT, the Metro Council and the Oregon Transportation Commission.



## Next steps

### Fall 2020

Report on examples of current approaches

Identify and apply criteria to select potential mobility measures to test

### Winter 2020 - 2021

Test measures with case studies and report findings

### Spring 2021

Draft policy and implementation plan

### Summer - Fall 2021

Public review and refinement

Final policy recommendations go to JPACT, the Metro Council and the Oregon Transportation Commission.

## Engagement activities

- Metro Council and JPACT briefings
- Coordinating committees' briefings
- TPAC/MTAC workshops
- Community leader forums
- Policy maker forums
- Technical expert forums
- Public comment period



oregonmetro.gov/mobility

# Memo

Date: August 5, 2020

To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties

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

Subject: Regional Mobility Policy Update: Examples of Current Approaches

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## PROJECT BACKGROUND

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how the region defines and measures mobility in regional and local transportation system plans (TSPs) and during the local comprehensive plan amendment process in the Portland area. The current “interim” 20-year old mobility policy is contained in both the [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 (also known as the v/c ratio) during peak travel periods.

## EXAMPLES OF HOW THE CURRENT POLICY HAS BEEN APPLIED

From late May to mid-July, the project team briefed county coordinating committees and worked with individual cities and counties to identify potential examples of how the current mobility policy has been applied in the Portland region.

Shown in Attachment 1, the selected examples are “real life” applications of the current volume/capacity (v/c) measure and targets/standards in transportation system plans (TSPs), a corridor plan, several plan amendments (legislative and quasi-judicial), local development review with a transportation impact analysis, and project design. The selected examples cover a range of regional facilities (throughways<sup>1</sup> and state- and locally-owned arterials, including state and regional freight routes and enhanced transit corridors), 2040 Growth Concept land use types, geographies and availability of travel options.

This work is intended to build a shared understanding of how the v/c measure is currently applied across different scales in the Portland region, whether it was used to identify needs/deficiencies, solutions, impacts, mitigation measures, or project designs as well as across different land use and transportation contexts. The purpose of the illustrative examples is to identify strengths and weaknesses of the current v/c measure and policy to be addressed with the updated regional mobility policy.

This fall, the examples will be reported in a series of technical memos and factsheets that illustrate how the measure was applied, what assumptions and thresholds were used, what methodology was followed, what other measures were considered, what the outcomes were, what worked well, what the current measure and methods do not allow us to address consistently and whether the current policy has led to unintended or undesirable outcomes.

---

<sup>1</sup> Throughways are designated in the 2018 RTP and generally correspond to Expressways designated in the OHP.

**Attachment 1** summarizes the selected examples and their respective 2040 land use and transportation context, location (by county) and the type of planning activity(s) to be highlighted by each example. The attachment also includes a generalized location map for reference.

**NEXT STEPS**

The consultant team is now under contract and will begin working with Metro, ODOT and the local agencies involved in describing and analyzing the selected examples of current approaches. Initial findings from this work will be reported to the Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) at a joint workshop scheduled for October 21. The examples will provide a starting point for selecting 4 to 6 case studies to test potential updated policy approaches and measures in winter 2020-21.

/attachment

Examples of Current Approaches		2040 Land use and Transportation Context									Location			Planning Activity			
		2040 center	2040 corridor	2040 industrial or emp. area	Concept plan area	Multimodal Mixed Use Area <sup>1</sup>	RTP equity focus area <sup>2</sup>	Throughway <sup>3</sup>	RTP enhanced transit corridor	RTP freight route	RTP high injury corridor	Clackamas County	Multnomah County	Washington County	System planning <sup>4</sup>	Plan amendment <sup>5</sup>	Development review
1	2018 Regional Transportation Plan (Region-wide)	●	●	●	●		●	●	●	●	●	●	●	●			
2	Portland Central City 2035 Plan and MMA (Portland)	●				●	●	●	●			●			L		
3	Colwood Industrial District Plan Amendment (Portland)		●	●				●	●	●		●			Q		
4	Troutdale Reynolds Industrial Park (Troutdale/Port of Portland)			●				●	●			●			Q		
5	Rock Creek Mixed Employment District (Happy Valley)			●					●	●	●				L		
6	Oregon City TSP and OR 213 Mobility Standards (Oregon City)	●	●		●		●		●	●	●		●	L			
7	Willamette Falls District Plan and Downtown District/MMA (Oregon City)	●				●	●	●	●	●	●			L			
8	Commons on the Tualatin Apartments (Tualatin)	●	●				●	●				●				●	
9	Tigard Triangle District Plan (Tigard)	●	●	●				●		●			●	L			
10	West End District Mixed-Use Development (Beaverton)		●				●		●	●		●		Q			
11	Tualatin Valley Highway/OR 8 Corridor Plan (Beaverton to Hillsboro)	●	●	●	●		●	●	●	●		●	●				
12	South Hillsboro Community Plan Development (Hillsboro)	●	●		●		●	●		●		●		L	●	●	

<sup>1</sup> **Multimodal mixed-use area (MMA)** is a legislative boundary designation adopted and applied by local governments to downtowns, town centers, main streets or other areas inside urban growth boundaries that meet criteria specified in the Oregon Transportation Planning Rule (OAR 660-12-0060, Section 8 and Section 10). The designation allows a local government to amend a functional plan, comprehensive plan or land use regulation without applying the volume-to-capacity ratio or other congestion performance standards within the MMA.

<sup>2</sup> **RTP Equity Focus Areas** are census tracts with higher than regional average concentrations and double the density of one or more of the following populations: people of color, people with low income and people with limited English proficiency (LEP). Most of these areas also include higher than regional average concentrations of other historically marginalized communities, including young people, older adults and people living with disabilities.

<sup>3</sup> **Throughways** are designated in the 2018 Regional Transportation Plan (RTP) and generally correspond to Expressways designated in the Oregon Highway Plan (OHP).

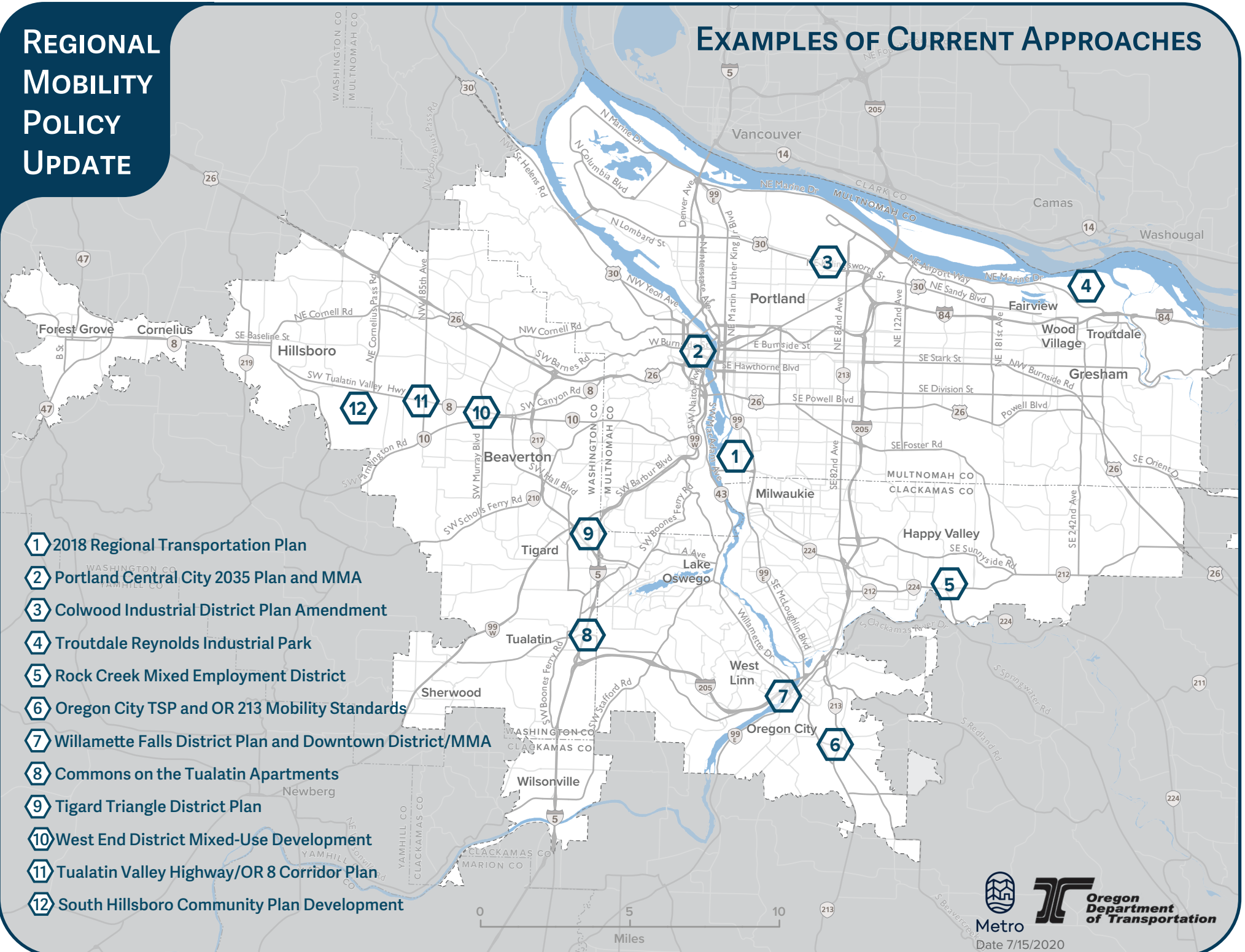
<sup>4</sup> **System planning** includes transportation system plans, corridor refinement plans, ODOT facility plans and other area plans.

<sup>5</sup> **Legislative Plan Amendments (L)** are amendments to the Comprehensive Plan or Zoning text or map, initiated by the local government, that affect a large number of parcels or that establish or modify jurisdiction-wide or area-wide policy or procedure. **Quasi-Judicial Plan Amendments (Q)** usually involve requests to amend the Comprehensive Plan or Zoning map designation of one or a limited number of specific parcels. They typically are initiated by an applicant, like a private property owner or developer, and are reviewed against specific approval criteria in the local zoning or development code. Both Legislative and Quasi-Judicial Plan Amendments are subject to compliance with the Oregon Transportation Planning Rule (TPR), section -0060, which means the jurisdiction must determine if there are any significant impacts to planned transportation facilities and if so, mitigate those impacts.

# REGIONAL MOBILITY POLICY UPDATE

## EXAMPLES OF CURRENT APPROACHES

- ① 2018 Regional Transportation Plan
- ② Portland Central City 2035 Plan and MMA
- ③ Colwood Industrial District Plan Amendment
- ④ Troutdale Reynolds Industrial Park
- ⑤ Rock Creek Mixed Employment District
- ⑥ Oregon City TSP and OR 213 Mobility Standards
- ⑦ Willamette Falls District Plan and Downtown District/MMA
- ⑧ Commons on the Tualatin Apartments
- ⑨ Tigard Triangle District Plan
- ⑩ West End District Mixed-Use Development
- ⑪ Tualatin Valley Highway/OR 8 Corridor Plan
- ⑫ South Hillsboro Community Plan Development





## Additional Comment from the Chair

### RE: Regional Resilience Workshop Announcement

The Regional Disaster Preparedness Organization (RPDO) and Metro are the recipients of one of four national awards to partner with the EPA Building Blocks for Sustainable Communities Program and FEMA in applying their new *Regional Resilience Toolkit*. The toolkit and workshop will provide our region with technical assistance to build large-scale resilience to natural disasters, and to help us align resilience priorities across different federal, state, and local planning requirements and funding sources. The workshop for our 5-county (Clark, Columbia, Clackamas, Multnomah, and Washington) region is scheduled for Fall 2020 and will focus on the region's natural hazard mitigation plans.

The goal of the Regional Resilience Workshop for Natural Hazard Mitigation is to support regional coordination by establishing regional priorities and expanding equity in local Natural Hazard Mitigation Plans in order to reduce our vulnerability to natural hazards and to leverage federal and philanthropic funding opportunities.

For more information on the upcoming fall workshop contact Sasha Pollack,  
[Sasha.Pollack@oregonmetro.gov](mailto:Sasha.Pollack@oregonmetro.gov)



Agenda Item 5:

## **August 2020 Formal Transition**

### **Amendment Summary**

**Resolution 20-51XX**

**Amendment # AG21-01-AUG**

**Applies to the new 2021-24 MTIP**

Agenda Support Materials:

- Draft Resolution 20-51XX
- Exhibit A to Resolution 20-51XX (amendment tables)
- Staff Report

August 7, 2020

Ken Lobeck

Metro Funding Programs Lead

# August Formal Transition MTIP Amendment

## Overview

- Purpose of the Formal Transition MTIP Amendment
- Summary overview of the formal Transitional amendment contents – 13 projects
- Open to questions or project discussions
- Staff motion: Request approval recommendation to JPACT for Resolution 20-51XX

# Transition Amendment Purpose

## Why is it needed?

1. Two Purposes:
  - Complete required technical corrections
  - Add new projects missed during the update
2. Lengthy MTIP period results in a gap period:
  - End of March 2020 – 2021-24 MTIP locked down
  - No further changes allowed
3. April to the end of August – Federal transportation world continues
  - Projects evolve and change requiring updates
  - FTA announces various discretionary grants
  - ODOT Public Transit announces various grant awards
4. Programming decisions made on early assumptions which may not be accurate
5. 1<sup>st</sup> Amendment to the new 2021-24 becomes a technical correction action to clean-up mistakes or add new projects

# Transition Amendment

## Amendment Structure

1. Type of changes or corrections completed in a Transition Amendment:
  - Slipping phases from FY 2020 to FY 2021
  - Adding a new project phases to an existing programmed 2021-24 project
  - Adding the full programming for new project
  - Completing major fund swaps
  - Correcting phase funding for planned fall obligations
  - Updating phase obligation/delivery timing that involve major domino effects to other project phases
  - Completing other technical corrections to projects that if not corrected would block a federal approval step or phase obligation.
2. Two formal/full amendments planned (August & September)
3. Administrative Modification to be completed in early August
  - Does not require TPAC/JPACT, and Council review or approval
  - Corrects minor changes

# August Transition Amendment Contents

## 13 Projects in the August Formal Amendment Bundle

#	Key	Lead Agency	Project Name	Change Reason	Note
1	18001	Clackamas County	Clackamas County Regional Freight ITS Project	Phase Slip	Add construction phase as a new project
2	20879	Metro	Regional Travel Options (2020)	Phase Slip	Add Other phase as a new project
3	<b>21839</b>	Metro	Portland Metro Planning SFY23	Add New Project	Add UPWP planning funds for SFY23
4	<b>21849</b>	Metro	Portland Metro Planning SFY24	Add New Project	Add UPWP planning funds for SFY24
5	<b>21860</b>	Metro	Portland Metro Planning SFY25	Add New Project	Add UPWP planning funds for SFY25

# August Transition Amendment Contents

## 13 Projects in the August Formal Amendment Bundle

#	Key	Lead Agency	Project Name	Change Reason	Note
6	22075	ODOT	Columbia Bottomlands Mitigation/ Conservation	Add New Phase	Add Construction phase (\$15 million)
7	<b>22033</b>	ODOT	Oregon Transportation Network - TriMet FFY22	Add New Project	Adds FY 22 transit capital funds for TriMet
8	<b>22048</b>	ODOT	Oregon Transportation Network - TriMet FFY23	Add New Project	Adds FY 23 transit capital funds for TriMet
9	<b>22058</b>	ODOT	Oregon Transportation Network - TriMet FFY24	Add New Project	Adds FY 24 transit capital funds for TriMet

SFY = State Fiscal Year

FFY = Federal Fiscal Year

# August Transition Amendment Contents

## 13 Projects in the August Formal Amendment Bundle

#	Key	Lead Agency	Project Name	Change Reason	Note
10	21133	Portland	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Fund Swap	Replace CMAQ with STBG
11	<b>TBD</b>	TriMet	MAX Red Line Extension & Reliability Improvements	Add New Project	Add full new project
12	<b>TBD</b>	TriMet	TriMet TOD Planning for the MAX Red Line Light Rail	Add New Project	FTA discretionary grant
13	<b>TBD</b>	TriMet	5307 Mass Transit Vehicle Replacement - FY 2020	Add New Project	For 3 replacement buses

SFY = State Fiscal Year    FFY = Federal Fiscal Year    TOD = Transit Oriented Development



# 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

# August Formal Transition Amendment

## Public Notification Period

30 Day Public Notification/Opportunity to Comment period is  
August 4, 2020 to September 2, 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](mailto:pamela.blackhorse@oregonmetro.gov).

### FFY 2020 formal amendments

 [August 2020](#)

Comment by September 2, 2020, 5 p.m.

247.66 KB Adobe Acrobat PDF | Published Aug 4, 2020

# August Formal Transition Amendment

## Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	August 4, 2020
TPAC Notification and Approval Recommendation	August 7, 2020
30 Day Public Notification Period Ends	September 2, 2020
JPACT Approval and Recommendation to Council	September 17, 2020
Metro Council Approval of Resolutions 20-51XX	October 8, 2020
Amendment Bundle Submission to ODOT	October 13, 2020
ODOT & USDOT Final Approvals	Early November 2020

Note: The August Formal Transition amendment is contingent upon approval of the new 2021-24 MTIP which must occur first and should occur prior to October 8, 2020

# August Formal Transition Amendment

## Approval Recommendation & Questions

### **TPAC Approval Recommendation:**

- Provide an approval recommendation for the 13 projects to JPACT for Resolution 20-51XX under MTIP Amendment AG21-01-AUG
- Correct typos, etc. in support materials
- Questions, Comments, and/or Project Discussions as Needed?

Note: The official resolution number should be assigned to the amendment shortly before the JPACT meeting. If time permits, amendment materials will be updated for JPACT with the assigned resolution number. Otherwise, the update will occur for Metro Council.



Metro

# 2020-21 Unified Planning Work Program Amendment

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

TPAC, August 7, 2020

John Mermin, Metro

# 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

- September 17 JPACT Action
- September 17 Metro Council Action



# What are we asking of TPAC today?

- Take action to recommend Resolution No. 20-5124 to JPACT, amending this study into the 2020-21 Unified Planning Work Program

# Questions?

Extra slides for background...

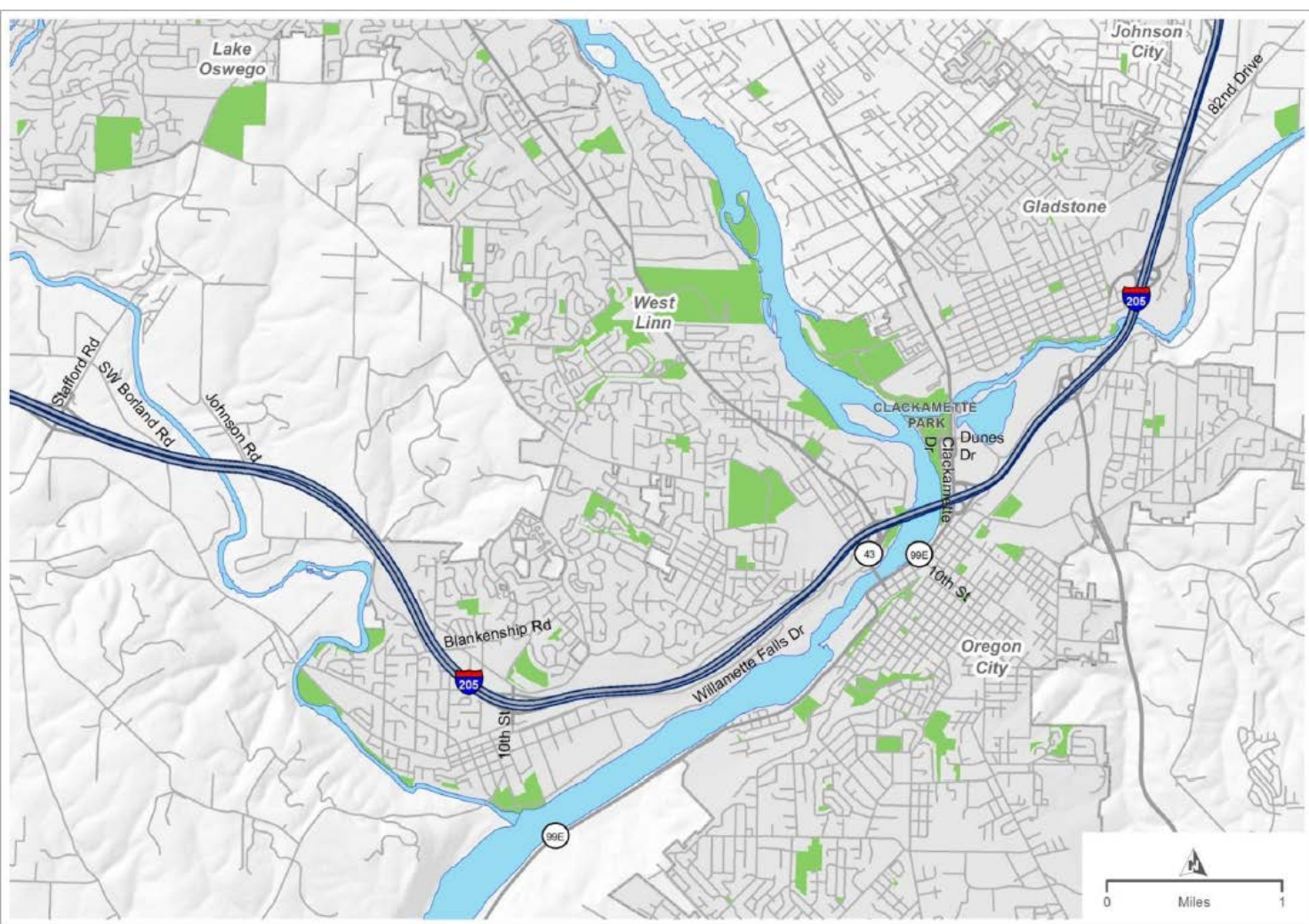


# Pedestrian & Bicycle Crossing: Oregon City to West Linn

TPAC

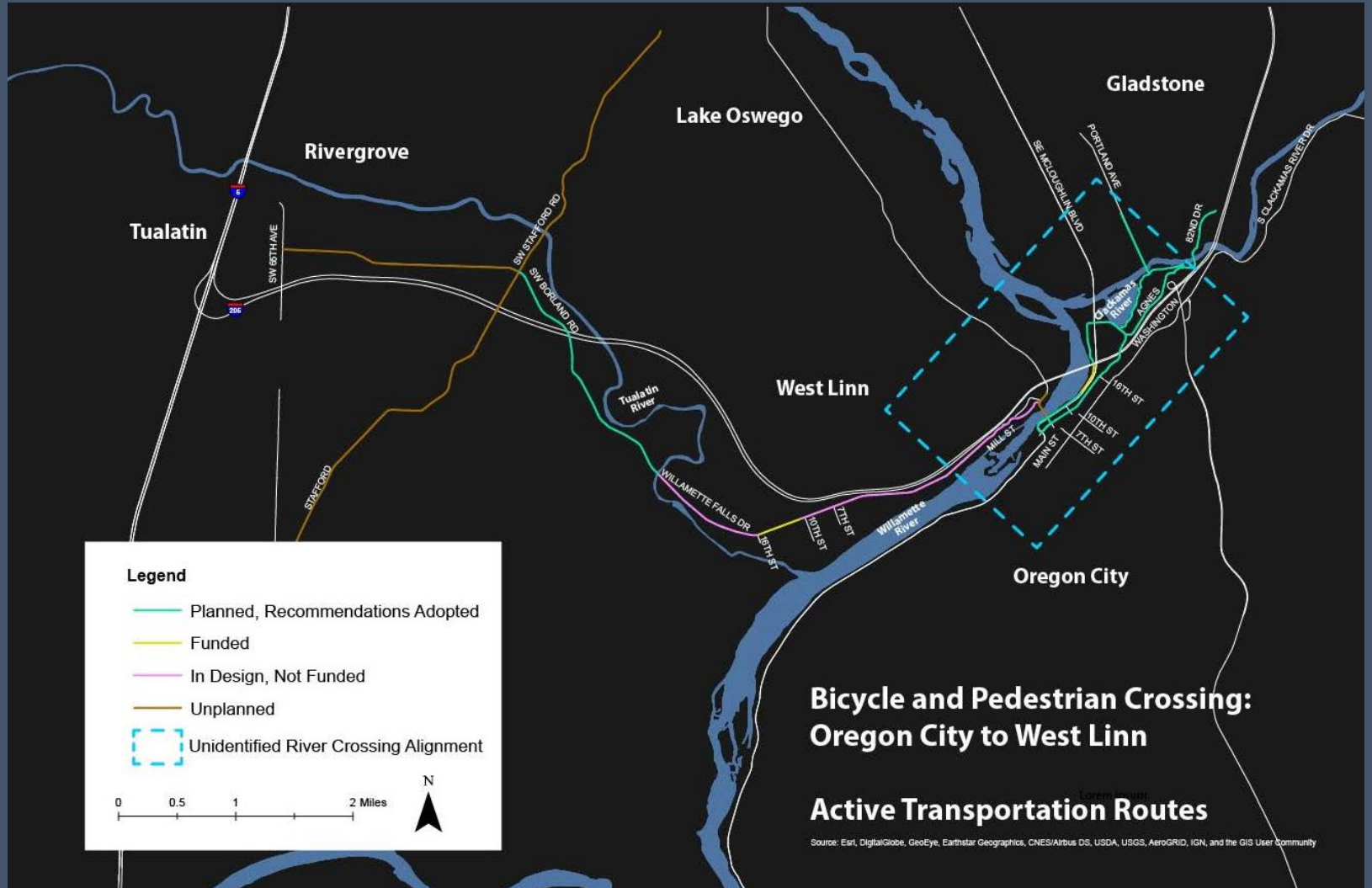
July 10, 2020

# Study Area

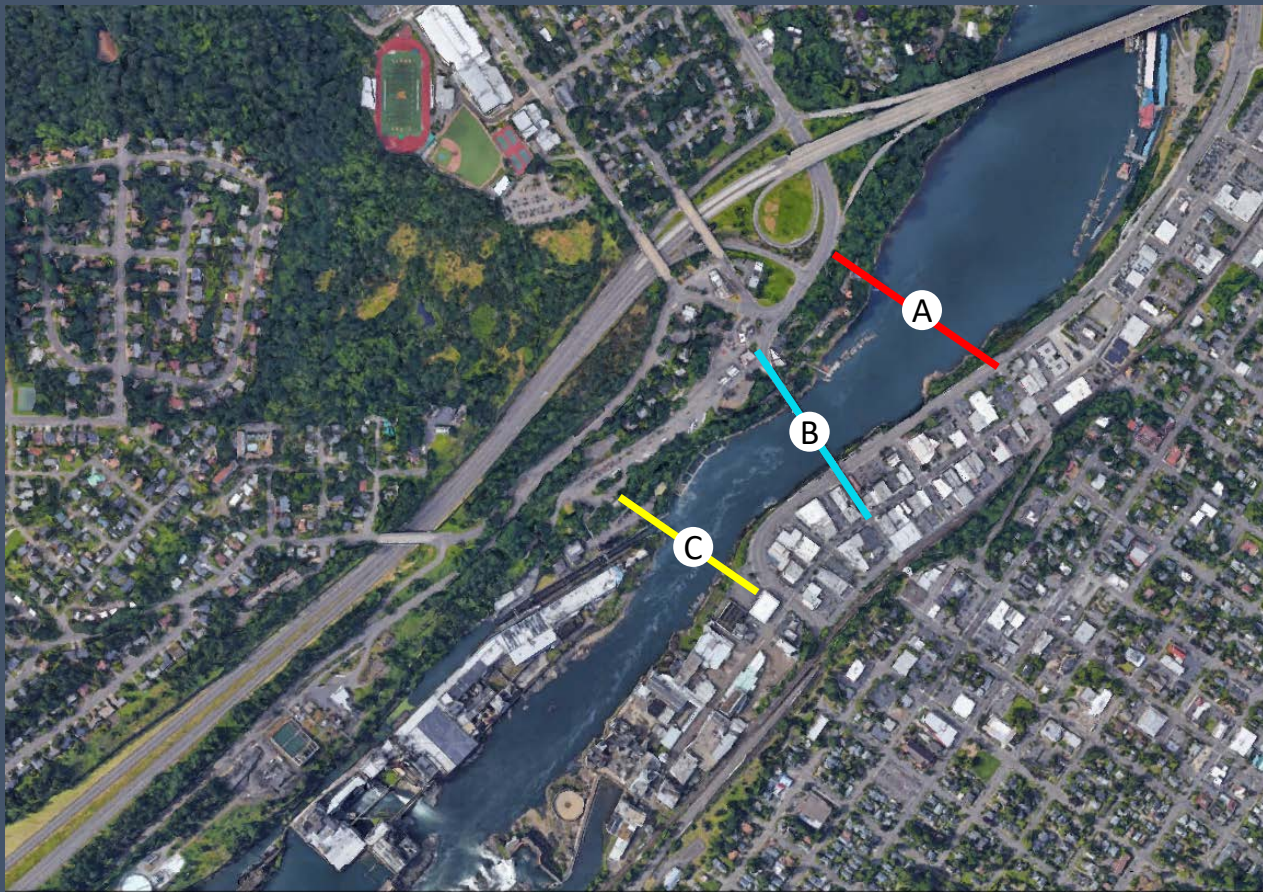




# Project Context



# 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](http://www.marinas.com)

## Contact Information

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Sandra Hikari, Project Manager

[Sandra.y.hikari@odot.state.or.us](mailto:Sandra.y.hikari@odot.state.or.us)



# Regional Freight Delay and Commodities Movement Study

Metro – Informational

TPAC, August 7, 2020

Tim Collins, Metro



# What is the reason for this study (Why now?)

- Developed as part of the 2018 Regional Freight Strategy
- Regional Freight Strategy is part of the 2018 RTP
- Top priority in Regional Freight Strategy Action Plan
- New Regional Freight Model was completed in 2018 that has the capability to look at Commodity Movement in our region.

# Study Purpose

- Purpose of the study is to evaluate the level and value of commodity movement on the regional freight network
- Includes a policy framework for commodity movement in the region; with a history of how COVID-19 economic impacts have effected freight truck travel, e-commerce and delivery services

# Main Study Objectives

- Identify which mobility corridors are carrying the highest volumes and highest values of commodities
- Explore how increases in e-commerce are impacting the transportation system and regional economy
- Examine how congestion and unreliability on the regional transportation system impacts commodity movement
- Make recommendations for future regional policy and planning efforts to improve commodity movement; while addressing equity, safety and climate when applicable

# Federally Funded Study and 1st Metro Study to be ODOT Certified

- Federally funded with \$200,000 of the Regional Flexible Fund Allocation (RFFA) for freight planning
- Previously the study would have gone through ODOT's RFP and procurement process
- Metro has now been certified to manage our own projects and studies that are federally funded
- Under our new certification, Metro will be the project manager and handle procurement for the study



# Next Steps

- Update the MTIP if needed
- Complete the Request for Proposal (RFP)
- Submit the RFP for interested consultant firms/contractors
- Provide updates and opportunities for feedback from TPAC



# Columbia Lombard Mobility Plan

## Objective:

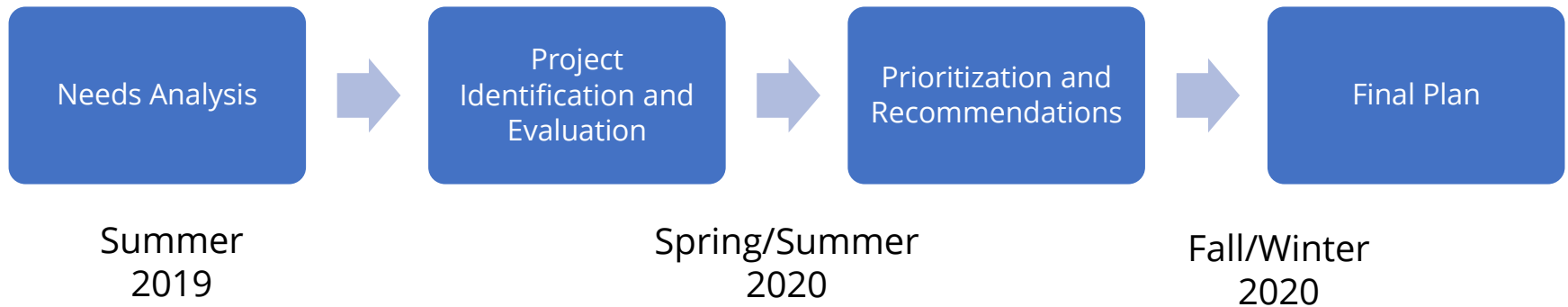
Develop projects and strategies to improve safety, freight access/mobility, active transportation and access to transit both along the Lombard and Columbia corridors (east/west) and across them (north/south).

The final plan will identify top project priorities and establish a strategy for funding/implementation.



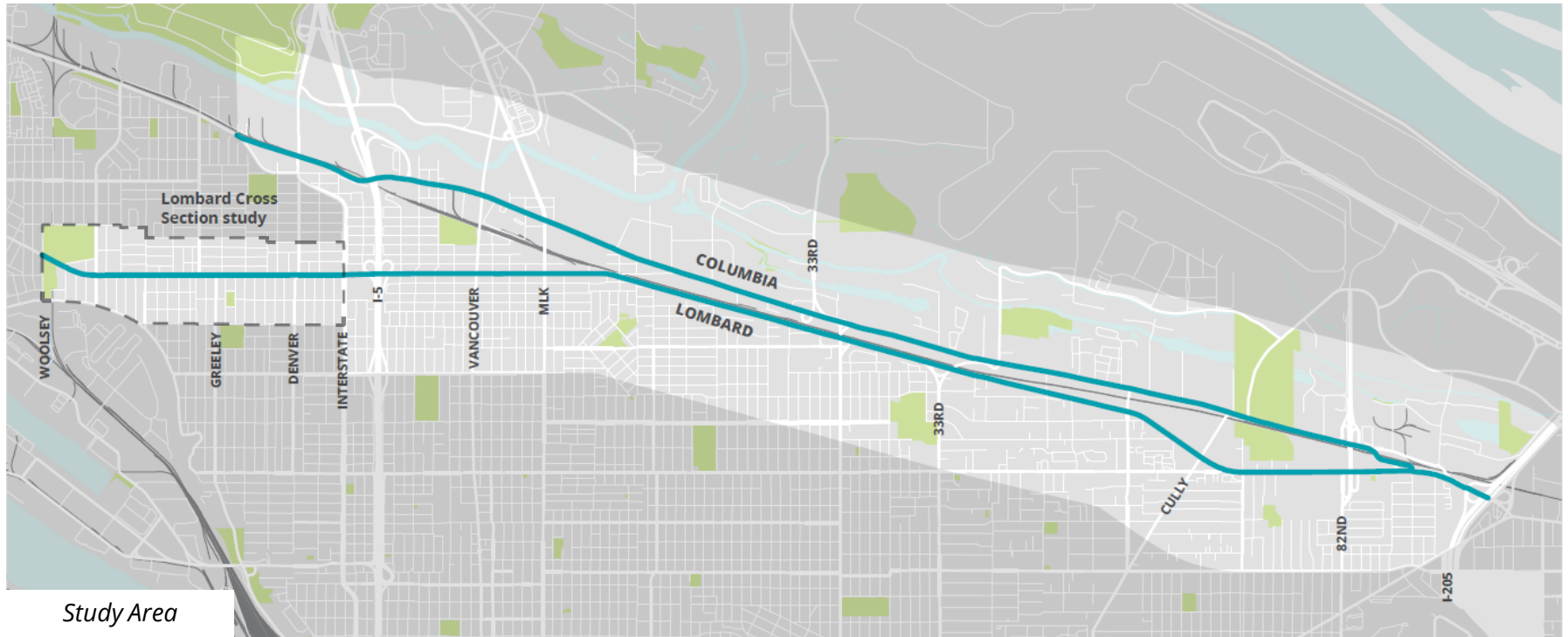
*NE Columbia Blvd.*

## Project Timeline





# Columbia Lombard Mobility Plan



**Funding:** ODOT grant funding (TGM), ODOT Rail, and City of Portland funds

**Advisory Committee:** Members include representatives from the Port of Portland, Verde, NAYA, Oregon Humane Society, Oregon Food Bank, Columbia Corridor Association, Levee Ready Columbia, ODOT, and local residents



# What We've Heard

## GENERAL THEMES



Need for **better safety** on the corridor



**Improved conditions** for those traveling by bicycle, walking, or transit



A **clearer separation** of travel modes

## MOST COMMON REQUESTS



**Improve lighting**



**Improve transit service**



**Slow speeds**



**Build/improve sidewalks**

## LOCATION OF SURVEY COMMENTS



## MOST COMMENTED LOCATIONS

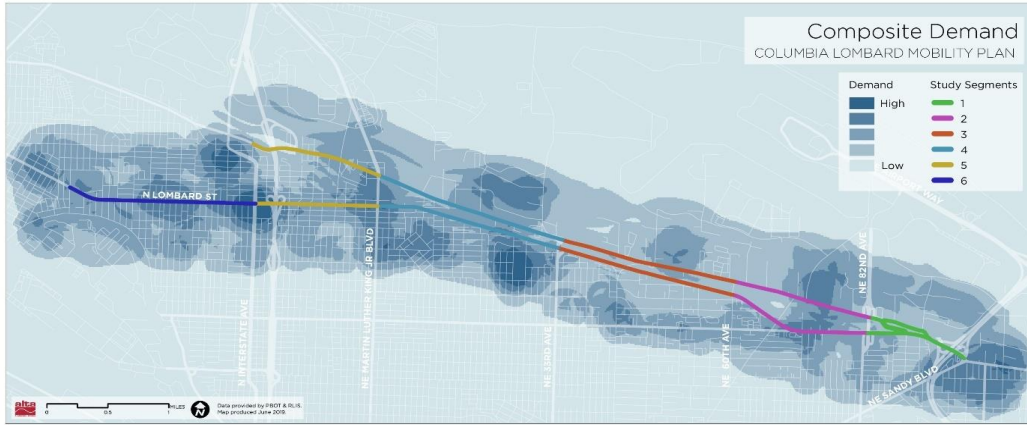
Lombard between I-5 and Interstate

NE 11th Avenue & Columbia/Lombard

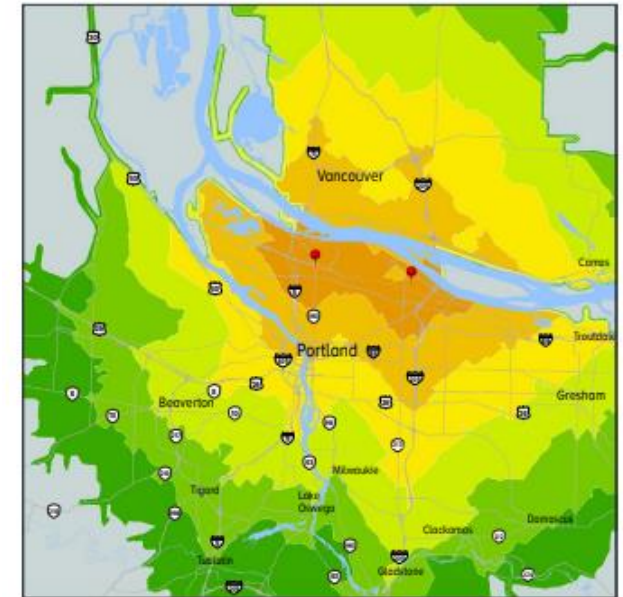
NE 33rd Avenue interchange

# What We've Learned

## Composite Demand Map



## Truck travel time analysis



Source: 2014 Metro-RLIS, RTF

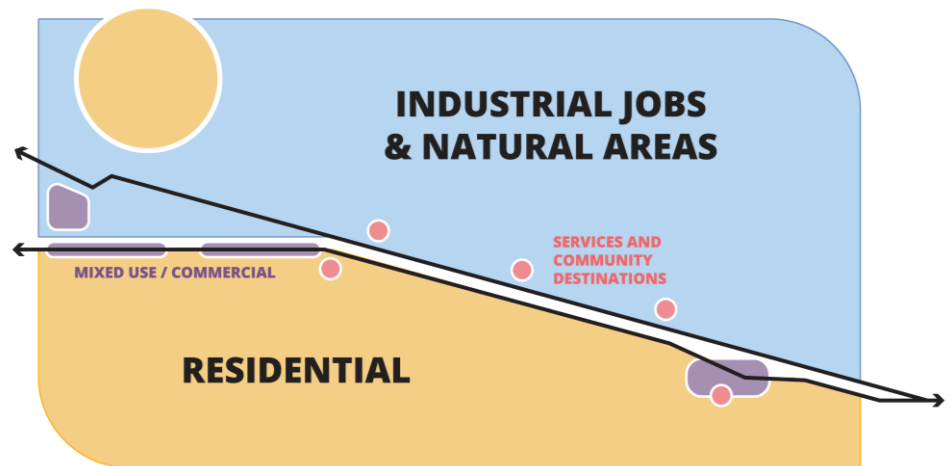
*\*From Metro's Mobility Corridor Atlas*

## Crashes on Lombard



# Approach to Project Development

- **Columbia and Lombard corridors: connected but unique**
  - Corridors serve different needs and purposes, with varied land use contexts
- **General recommendations**
  - Focus on **safety**
  - Encourage **freight movement** on Columbia Boulevard, **safe speeds** on Lombard Street
  - Improve **north-south connectivity**, especially for people walking and biking
  - **Manage speeds** and improve reliability
  - Fill **pedestrian sidewalk gaps** and add crossing opportunities
  - Provide **low-stress east-west bicycle routes**
  - Improve **predictability**
- Project recommendations separated into **six corridor segments**, as well as specific focus on improvements for people **walking, biking, and freight movement**



*Conceptual map of corridors and surrounding land use*



# Summary of Proposed Improvements on Columbia Blvd.

- Improve **safety through access management** (where possible) and add lighting
- **Consider restriping Columbia Blvd.** between NE 60<sup>th</sup> and NE 80<sup>th</sup> to improve freight reliability
- Add signage/other treatments to **better designate area as freight district**
- **Use ITS** (Intelligent Transportation System) along corridor to improve traffic reliability
- **Upgrade and add signals** to improve safety
- Make it **safer and easier** to get on and off the corridor
- Add **signal at NE 11<sup>th</sup> Ave.** and Columbia Blvd
- **Redesign NE 33<sup>rd</sup> Ave/Dr** and Columbia interchanges/overcrossing
- **Fill sidewalk gaps** and improve condition of existing sidewalks

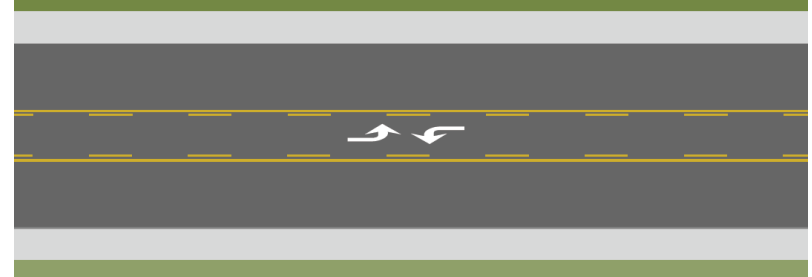




# Columbia Blvd. (60<sup>th</sup> to 82<sup>nd</sup>) Possible Cross-Section Modifications

## Current Design/Issues

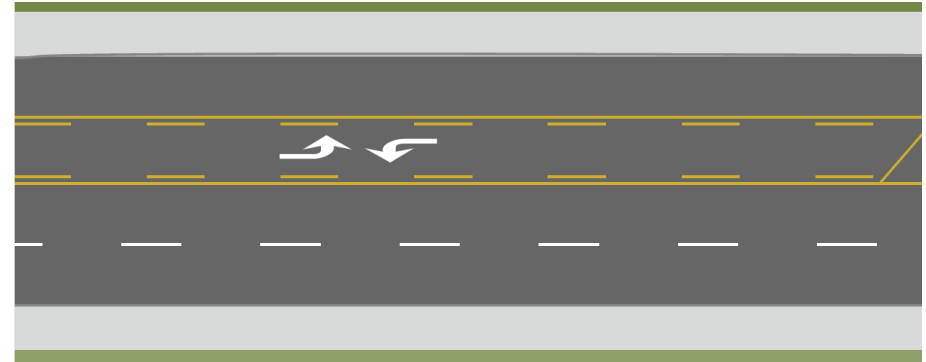
- Excessively wide lanes
- Congestion at/east of NE 60<sup>th</sup> as two eastbound lanes narrow to one



# Columbia Blvd. (60<sup>th</sup> to 82<sup>nd</sup>) Possible Cross-Section Modifications

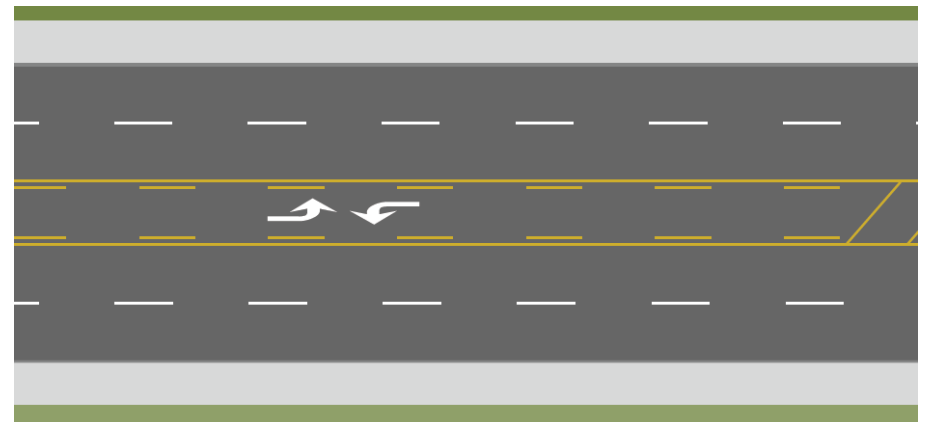
## Short-Term Option: Restriping

- Increases capacity/reliability and is relatively inexpensive
- Could vary between two lanes east or westbound
- Doesn't address congestion at I-205 and Columbia/US 30 Bypass intersection



## Future Option: Widening

- Increases capacity/reliability and matches the cross-section west of NE 60th
- Would be expensive and require property acquisition
- Doesn't address congestion at I-205 and Columbia/US 30 Bypass intersection, or width of bridge over NE 82<sup>nd</sup> Ave.



# Summary of Improvements – Lombard Street

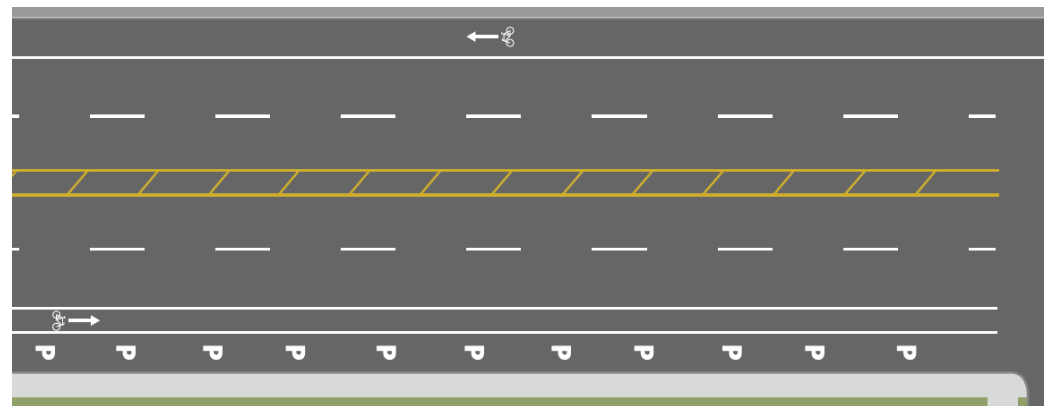
- **Increase pedestrian/bicycle crossing opportunities** between Denver Ave. and MLK Blvd.
- **Extend lane reconfiguration** and bike lanes from Delaware to Denver or Concord/Fenwick
- **Improve railroad crossing of 11<sup>th</sup> Ave** at NE Lombard/Lombard Place
- Improve safety through **cross-section changes between 11<sup>th</sup> and Cully Blvd.**, either by limiting access with a median or reconfiguring lanes.
- **Reconfigure ramps at 33<sup>rd</sup> and 42<sup>nd</sup> Ave**
- **Add lighting** and filling sidewalk gaps
- **Improve bicycle safety** on NE Killingsworth between 82<sup>nd</sup> Ave. and I-205
- **Add ITS** to improve traffic reliability



# Summary of Improvements – Lombard Cross-Section Options (NE 11<sup>th</sup> Ave to NE 60<sup>th</sup> Ave)

## Issues:

- Fast traffic (80% over 45mph speed limit, 85% speed is 56mph)
- History of head-on/ intersection collisions
- Poor quality bike facility

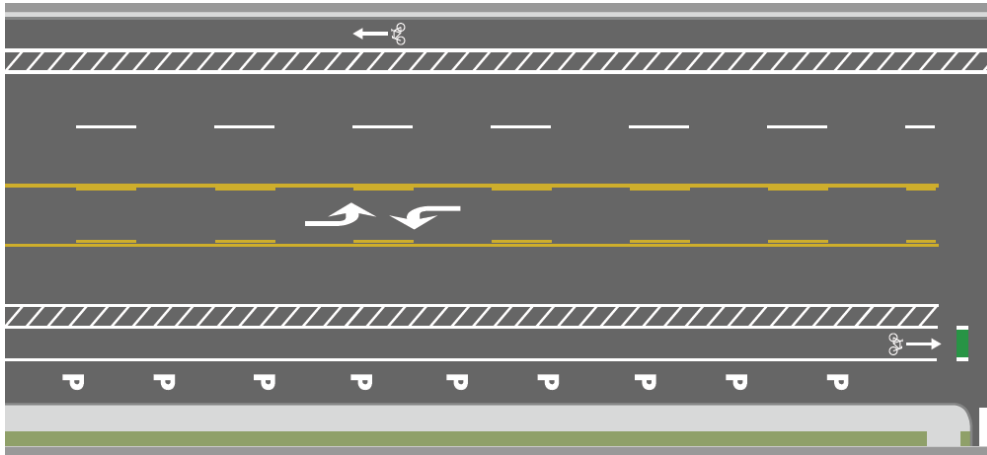


Current Cross-Section



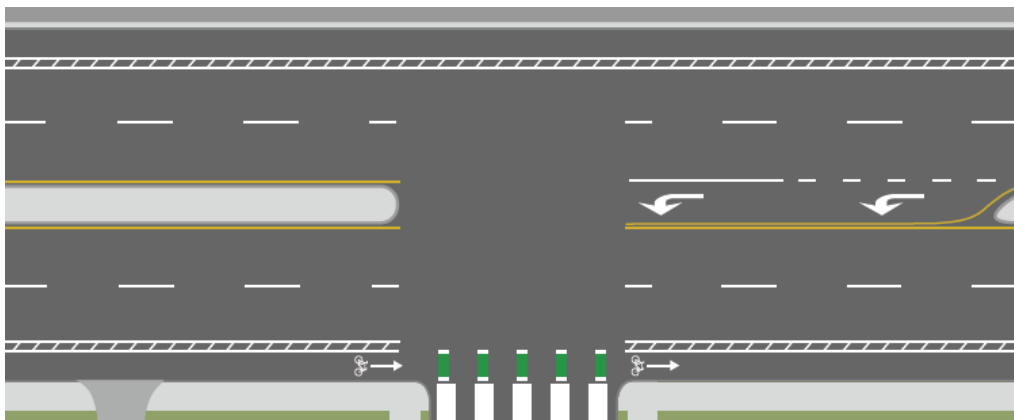
# Summary of Improvements – Lombard Cross-Section Options (NE 11<sup>th</sup> Ave to NE 60<sup>th</sup> Ave)

## Option 1 – Center Turn Lane



- + Safer and more comfortable bike lanes, retains parking
- + Safer speeds and left-turning traffic can use median lane
- - Reduces capacity for motor vehicles
- Could be either 2 lanes EB or 2 lanes WB

## Option 2 – Access Management



- + Safer and more comfortable bike lanes, safer to turn and reduces head-on collisions
- - Removes parking and ability to make left turns
- Could increase speed without additional signalized intersections

# Summary of Improvements – Freight

**Goal: Improve freight movement and predictability along the Columbia corridor.**

Recommendations include:

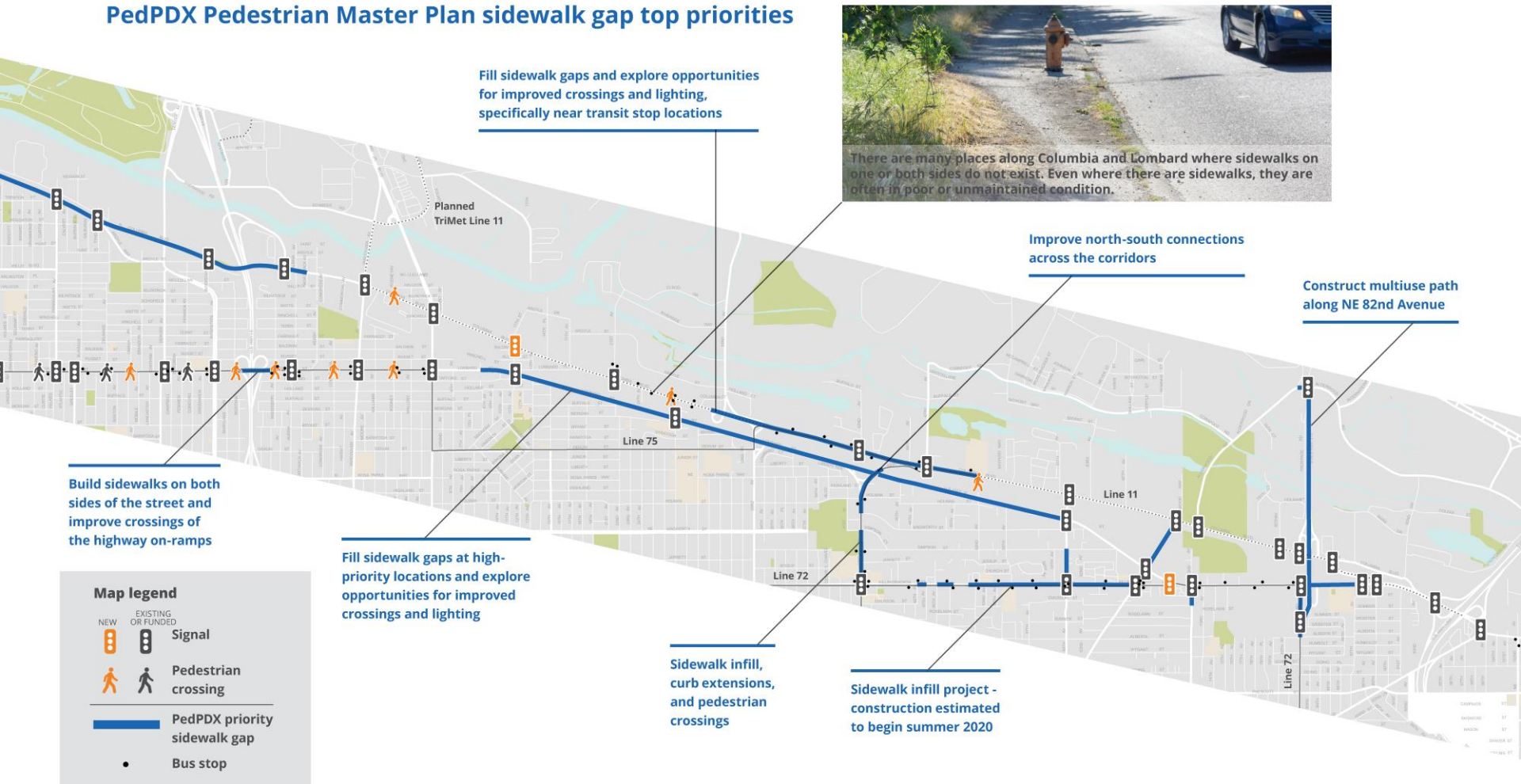
- Improving **local freight district streets**
- Better identifying Columbia as a **freight priority street**
- Addressing **over-dimensional pinch point** at the Union Pacific overcrossing of Columbia
- Exploring options for **lane reconfiguration**/widening between NE 60<sup>th</sup> and NE 82<sup>nd</sup> Ave
- **Expanding ITS** to include Columbia (47<sup>th</sup> Ave to I-205) and Lombard St.
- **Addressing unsafe conditions** at NE 11<sup>th</sup>/Lombard and NE 33<sup>rd</sup> Ave.
- **Repaving Cornfoot Road**
- Limiting signals and crossings along Columbia



# Summary of Improvements – Walking Conditions

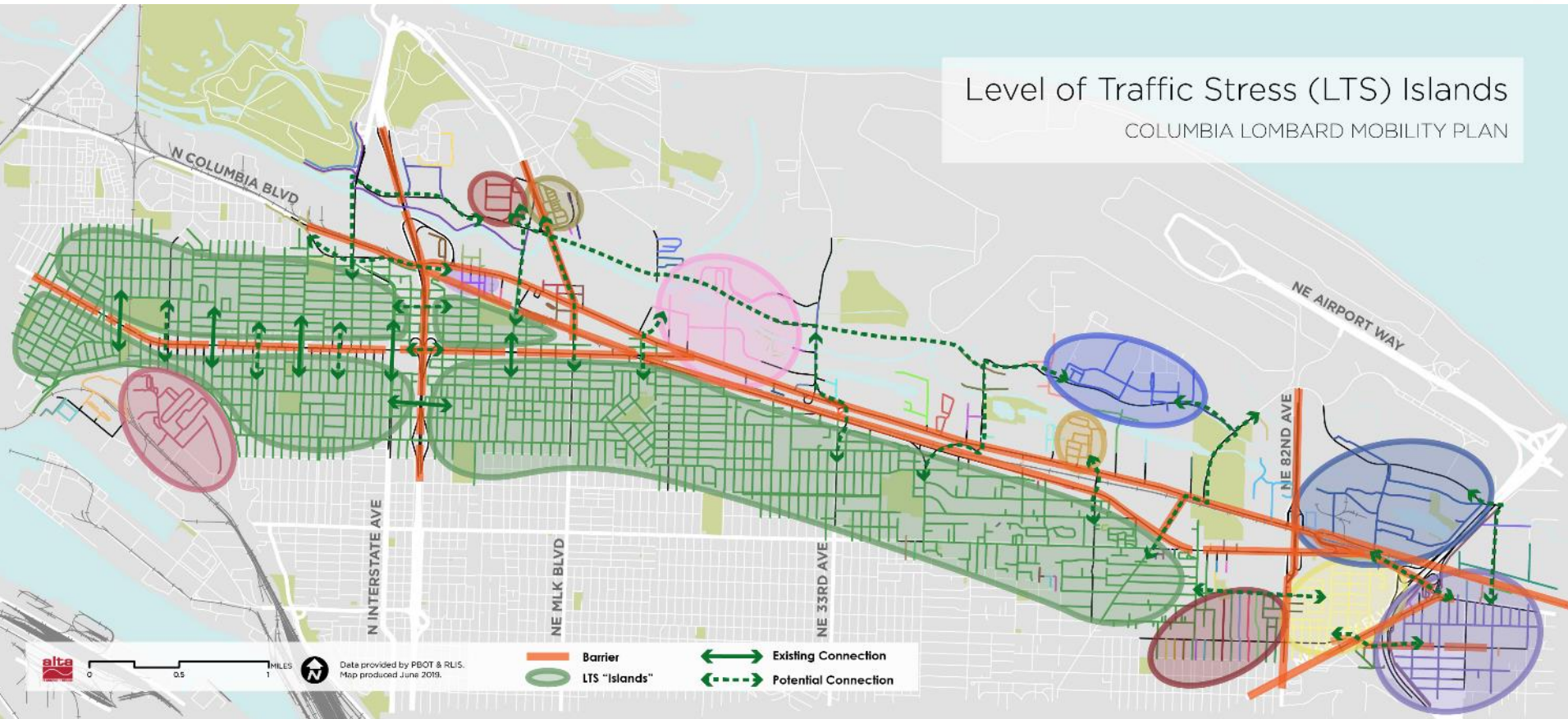
## PEDESTRIAN NEEDS SIDEWALK GAPS AND ACCESS TO TRANSIT

PedPDX Pedestrian Master Plan sidewalk gap top priorities





# Bicycle Demand and Access

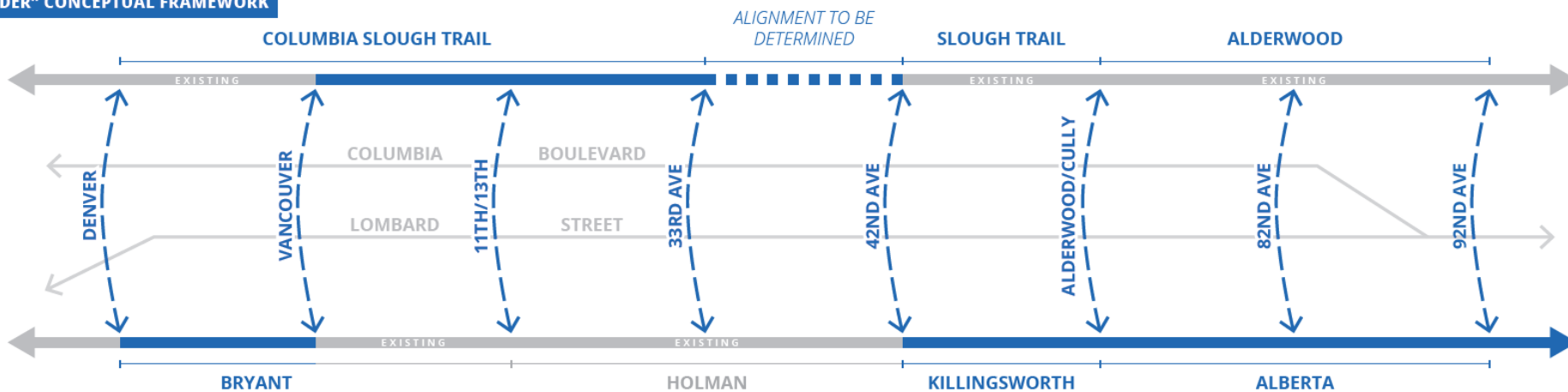




# Summary of Improvements – Bicycle Access

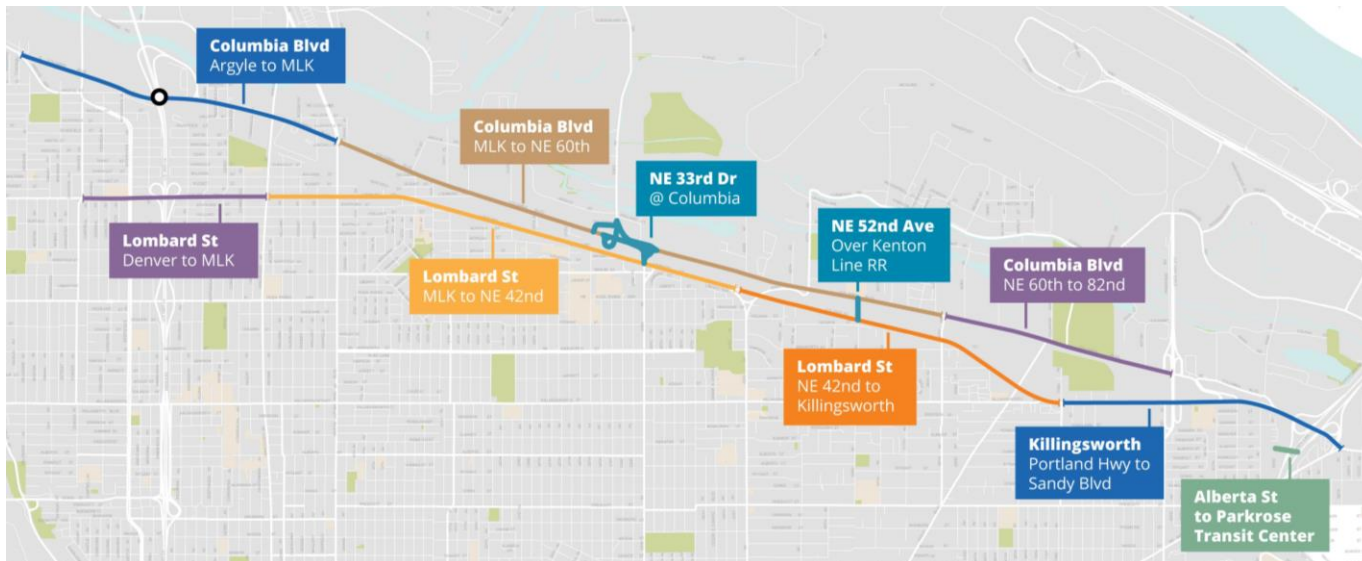
- A **“ladder” network of bicycle facilities** through the study area addresses the technical difficulty of providing high-quality bike-routes on Columbia/Lombard corridors
- The network of on-road bike facilities, trails, and on-road neighborhood greenways allows for **east-west travel and north-south access to jobs and recreation** while minimizing out-of-direction travel and conflict with other modes
- **Completion of the Columbia Slough Trail and adding/improving north-south connections is crucial** to providing adequate access to jobs and recreation

## “LADDER” CONCEPTUAL FRAMEWORK



## Current and Next Steps

- Currently working on further concept development on certain segments/projects
- Beginning to bundle projects based on public feedback, feasibility, and funding opportunities
- Draft plan should be released in late 2020



Projects/Corridor Segments Undergoing Additional Concept Development

# Questions?

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[columbialombard@portlandoregon.gov](mailto:columbialombard@portlandoregon.gov)

[www.portlandoregon.gov/transportation/  
columbia/lombard](http://www.portlandoregon.gov/transportation/columbia/lombard)