

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, September 4, 2020
Time: 9:30 a.m. – 11:30 a.m.
Place: Virtual meeting – Please click the link below to join the webinar:

<https://us02web.zoom.us/j/82902042555> Passcode: 140651
Phone: 877-853-5257 (Toll Free)

9:30 am	1.	Call To Order, Introductions and Declaration Of A Quorum	Tom Kloster, Chair
9:40 am	2.	<p>* Comments From The Chair And Committee Members</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • Jurisdictional Transfer upcoming public comment period (John Mermin) 	Tom Kloster, Chair
9:55 am	3.	Public Communications On Agenda Items	
10:00 am	4.	<p>* Consideration of TPAC Workshop Minutes, July 22, 2020 - Informational item</p> <p>Consideration of TPAC Minutes, August 7, 2020 - Action item</p>	Tom Kloster, Chair
10:05 am	5.	<p>* Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5127</p> <p>Purpose: For the purpose of completing required final corrections to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) plus amend, complete technical corrections, and add new projects as part of the transition formal amendment to the 2021-24 MTIP (SP21-02-SEP)</p> <ul style="list-style-type: none"> • <u>Recommendation to JPACT</u> 	Ken Lobeck, Metro
10:20 am	6.	<p>* DEQ Efforts to Implement Governor Brown’s Climate Action Executive Order 20-04</p> <p>Purpose: Share information about the efforts that DEQ’s Office of Greenhouse Gas Programs is pursuing in coordination with other state agencies to reduce climate pollution as directed by Executive Order 20-04.</p> <p>Information will be shared about DEQ’s role in the multi-agency work plan that responds to EO 20-04, including the Every Mile Counts initiative, Statewide Trip Reduction/Employee Commute Option (ECO) Rules and transportation electrification, as well as work underway to develop a Greenhouse Gas Emissions Cap and Reduce Program and update emissions standards for trucks.</p> <ul style="list-style-type: none"> • <u>Information/Discussion</u> 	Colin McConnaha, DEQ Michael Orman, DEQ
10:55 am	7.	<p>* 2024-2027 State Transportation Improvement Program (STIP) Update</p> <p>Purpose: Receive a briefing on programs and funding in the 2024- 2027 Statewide Transportation Improvement Program.</p> <ul style="list-style-type: none"> • <u>Information/Discussion</u> 	Glen Bolen, ODOT Talena Adams, ODOT
11:25 am	8.	<p>Committee Wufoo Comments on Creating a Safe Space at TPAC</p> <p>Purpose: Committee input on further creating safe space at TPAC.</p> <ul style="list-style-type: none"> • <u>Information/Discussion</u> 	Tom Kloster, Chair
11:30 am	9.	Adjourn	Tom Kloster, Chair

* Material will be emailed with meeting notice

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ឬដើម្បីទទួលបានក្បួនបណ្តឹង រើសអើងសូមចូលទស្សនាគេហទំព័រ
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បើលោកអ្នកត្រូវការអនុបកប្រែភាសានៅពេលអង្គ
បុណ្យសាធារណៈ សូមទូរស័ព្ទលេខ 503-797-1890 (ម៉ោង 8 រឺក្នុងម៉ោង 5 ល្ងាច
ថ្ងៃអាទិត្យ) ប្រាំពីរថ្ងៃ
មុនថ្ងៃបុណ្យសាធារណៈ ដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក

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koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev saww ntxov txog 5 teev tsaus
ntuj weekdays) 5 hnub ua hauj lw m ua ntejtawm lub rooj sib tham.



2020-21 TPAC Work Program

As of 8/28/2020

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

<p>September 4, 2020 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • Jurisdictional Transfer upcoming public comment period (John Mermin) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 20-5127 <u>Recommendation to JPACT</u> (Lobeck, 15 min) • DEQ Efforts to Implement Governor Brown's Climate Action Executive Order 20-04 <u>Information/Discussion</u> (Colin McConnaha/Michael Orman, DEQ; 35 min) • 2024-2027 STIP Update (Glen Bolen & Talena Adams, ODOT; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 5 min) 	<p>October 2, 2020 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Oregon Passenger Rail Corridor Investment Plan, FRA Decision of Record <u>Information/Discussion</u> (Jennifer Sellers, ODOT/Mara Krinke, Parametrix/Andrew Mortensen, David Evans, Inc., 40 min) • 2021 PILOT Grants <u>Information/Discussion</u> (Eliot Rose, 30 min) • Regional Mobility Policy Update <u>Info/Discussion</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT; 20 min) • Active Transportation Return on Investment Study: Interim Findings <u>Information/Discussion</u> (John Mermin, Metro/Jennifer Dill, PSU/TREC; 40 minutes) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)
<p>November 6, 2020 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • Jurisdictional Transfer public comment update (John Mermin) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Update: Case Studies & Policy Approaches <u>Information/Discussion</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 40 min) • 2024-27 MTIP Update (Grace Cho; 30 min) • <i>Transportation for America Smart Cities Collaborative program updates</i> <u>Information/Discussion</u> (Eric Hesse, Portland Katherine Kelly, Gresham/Eliot Rose, Metro; 40 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min) 	<p>December 4, 2020 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Recommendation to JPACT on Jurisdictional Transfer <u>Recommendation to JPACT</u> (John Mermin, 30 min) • 2020 TSMO Strategy Update Progress <u>Information/Discussion</u> (Caleb Winter, 40 min) • <i>Interstate Bridge Replacement Program Partnership Resolution Update</i> <u>Information/Discussion</u> (Ally Holmqvist, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)

2020-21 TPAC Work Program

As of 8/28/2020

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

<p><u>January 8, 2021 virtual meeting</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Oregon City-West Linn Bike/Ped Crossing Update <u>Information/Discussion</u> (Sandra Hikari, ODOT & others, 40 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min) 	<p><u>February 5, 2021 virtual meeting</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Update <u>Information/Discussion</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) • <i>Regional Emergency Transportation Routes (ETR) Update: RETR Routes and Report</i> <u>Recommendation to JPACT</u> (Kim Ellis, Metro/Laura Hanson, RDPO; 20 min.) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)
<p><u>March 5, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2019 Regional Safety Targets Report <u>Information/Discussion</u> (Lake McTighe; 30 min) • Review Draft 2021-22 UPWP <u>Information/Discussion</u> (John Mermin; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min) 	<p><u>April 2, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Recommendation to JPACT on 2021-22 UPWP <u>Recommendation to JPACT</u> (Mermin, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)

2020-21 TPAC Work Program

As of 8/28/2020

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

<p><u>May 7, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <i>Recommendation to JPACT</i> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <i>Information/Discussion</i> (Chair Kloster; 10 min) 	<p><u>June 4, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <i>Recommendation to JPACT</i> (Lobeck, 15 min) • <i>Regional Mobility Policy Update Information/Discussion</i> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <i>Information/Discussion</i> (Chair Kloster; 10 min)
<p><u>July 9, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <i>Recommendation to JPACT</i> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <i>Information/Discussion</i> (Chair Kloster; 10 min) 	<p><u>August 6, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <i>Recommendation to JPACT</i> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <i>Information/Discussion</i> (Chair Kloster; 10 min)
<p><u>September 3, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <i>Recommendation to JPACT</i> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <i>Information/Discussion</i> (Chair Kloster; 10 min) 	<p><u>October 1, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <i>Recommendation to JPACT</i> (Lobeck, 15 min) • <i>Regional Mobility Policy Update Discussion</i> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <i>Information/Discussion</i> (Chair Kloster; 10 min)

2020-21 TPAC Work Program

As of 8/28/2020

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

<p>November 5, 2021</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Update – <u>Recommendation to JPACT</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min) 	<p>December 3, 2021</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2023 Regional Transportation Plan Update Scoping <u>Information/Discussion</u> (Kim Ellis, 30-45 min.) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)
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Parking Lot: Future Topics/Periodic Updates

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| <ul style="list-style-type: none"> • Corridor Planning Updates (1) TV Highway, (2) Rose Quarter, (3) Burnside Bridge • Implement Local Climate Plans & Climate Smart Strategy Updates • Enhanced Transit Update • TPAC Democratic Rules Training (Kloster) • Metro Legislative Updates (Randy Tucker) • Update on SW Corridor and/or Division Transit • Regional Congestion Pricing Study Update (Elizabeth Mros-O'Hara) | <ul style="list-style-type: none"> • Value Pricing Legislative Updates on Directives • Columbia Connects Project • 2020 Census • Ride Connection Program Report (Julie Wilcke) • Get There Oregon Program Update (Marne Duke) • Update on US Congress INVEST in America Act and HEROS Act (informational) • Burnside Bridge Earthquake Ready Project Update |
|---|--|

Agenda and schedule information, call 503-797-1766. E-mail: marie.miller@oregonmetro.gov

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

**2020-21 Metro Technical Advisory Committee (MTAC) and
Transportation Policy Alternatives Committee (TPAC) workshop meetings Work Program
As of 8/21/2020**

<p>February 19, 2020 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • 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) • Regional Barometer (Cary Stacey, 30 min) • Regional Transportation Safety Discussion (McTighe; Mickelberry, 30 min) 	<p>April 15, 2020 – TPAC/MTAC Workshop – Virtual mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update Background Research Report (Kim Ellis, Metro/Jennifer Dill, TREC/Max Nonnamaker, PSU/ Lidwien Rahman/ ODOT; 30 min) • Metro Parks & Nature Updates (Beth Cohen; 20 min) • Housing Bond Measure, Implications and Communications Update (Emily Lieb/Jes Larson, Metro; 25 min)
<p>June 17, 2020 – TPAC/MTAC Workshop CANCELLED <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>August 19, 2020 – TPAC/MTAC Workshop- Virtual mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • State Agencies’ Response to Governor Brown’s Climate Action Executive Order 20-04: Implications for land use and transportation planning (Amanda Pietz, ODOT/Bill Holmstrom & Cody Meyer, DLCD/Jessica Reichers, OR Dept. of Energy; 90 min)
<p>Oct. 21, 2020 – TPAC/MTAC Workshop – Virtual mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/Susie Wright, Kittelson, 90 min) 	<p>Dec. 16, 2020 – TPAC/MTAC Workshop – Virtual Mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/ Susie Wright, Kittelson; 40 min) • MTIP/RTP agenda item (need more info from Grace/Kim/Ted on this; 40 min) • <i>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; 40 min)</i>

<p>February 17, 2021 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>April 21, 2021 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Best Practices and Data to Support Natural Resources Protection (Lake McTighe; 60-90 min) • Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/ Susie Wright, Kittelson; 60-90 min)
<p>June 16, 2021 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>August 18, 2021 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/ Susie Wright, Kittelson; 60-90 min)
<p>October 20, 2021 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Transportation Safety Workshop (Lake McTighe, 60-90 min) • Scoping Kick-off for 2023 Regional Transportation Plan Update (Kim Ellis, 30-40 min.) 	<p>December 15, 2021 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>

TPAC/MTAC workshops held every other month starting February on the 3rd 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

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: August 26, 2020
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments

BACKGROUND:

The monthly submitted MTIP formal amendment and administrative modification project lists through the August 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 - August 2020
Within Resolution 20-5125

August 2020 Formal MTIP Transition Amendment Resolution Number 20-5125 Amendment Number: (AG21-01-AUG) Number of Projects: 13					
Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #1 ODOT Key 18001 MTIP ID 70478	Clackamas County	Clackamas County Regional Freight ITS Project	<u>PHASE SLIP</u> 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 20879 MTIP ID 70873	Metro	Regional Travel Options (2020)	<u>PHASE SLIP:</u> 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 21839 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY23	<u>ADD NEW PROJECT:</u> 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 21849 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY24	<u>ADD NEW PROJECT:</u> 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 21860 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY25	<u>ADD NEW PROJECT:</u> 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 22075 MTIP ID 71150	ODOT	Columbia Bottomlands Mitigation/ Conservation	<u>ADD NEW PHASE (Construction):</u> 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 22033 MTIP ID TBD NEW PROJECT	ODOT	Oregon Transportation Network - TriMet FFY22	<u>ADD NEW PROJECT:</u> 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 22048 MTIP ID TBD NEW PROJECT	ODOT	Oregon Transportation Network - TriMet FFY23	<u>ADD NEW PROJECT:</u> 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 22058 MTIP ID TBD NEW PROJECT	ODOT	Oregon Transportation Network - TriMet FFY24	<u>ADD NEW PROJECT:</u> 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 22133 MTIP ID 71127	Portland	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	FUND SWAP: 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 NEW PROJECT	TriMet	MAX Red Line Extension & Reliability Improvements	ADD NEW PROJECT: 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 NEW PROJECT	TriMet	TriMet TOD Planning for the MAX Red Line Light Rail	ADD NEW PROJECT: 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 NEW PROJECT	TriMet	5307 Mass Transit Vehicle Replacement - FY 2020	ADD NEW PROJECT: 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

Amendment status:

- JPACT approval consideration is schedule for September 17, 2020
- Council approval scheduled for October 1, 2020.

MTIP ADMINISTRATIVE MODIFICATIONS
Second Half of July through August
(3 Admin Modification bundles processed)

Proposed July 2020 Administrative Modification Bundle #2 Modification Number: AB20-16-JUL2 Total Number of Projects: 3				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 20303	Gresham	City of Gresham Safety project	Intersection improvements; upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings; and other safety improvements.	PHASE SLIP: The OW phase is slipped o FY 2021. The UR phase is not required and is being canceled. Fund cades are being updated to reflect the correct HSIP federal share. There is no change in cost or scope.
Project #2 Key 20435	ODOT	OR99W: I-5 - McDonald St	Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. Includes full signal upgrade at Johnson/Main.	PHASE FUND SHIFT: The Admin Mod shifts construction phase funding to cover ROW cost increases. The construction phase is sufficiently funded not to need backfilling as a result of the shift.
Project #3 Key 18839	TriMet	OR8: SW 192nd Ave (Aloha) - SW 165th Ave (Beaverton)	Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, and enhanced pedestrian crossing	COST INCREASE: The Admin Mod updates the ROW phase obligation amounts and adds \$100k to the Construction phase. The total project cost increase equals a 5.7% cost increase to the project and is under the 20% threshold.

August 2020 Transition Administrative Modification End of Year Project Slips into the 2021-24 MTIP

FY 2021-24 MTIP EOY 2020 to 2021 Slips AB21-01-AUG1														
Key#	MFO	Project Name	Funding Responsibility	Phase	Current Year	Revised Year	Federal Cost	State Cost	Local/Orh Cost	STIP Fund Code	Anticipated Fund Code (For MTIP)	Slip/Obligation Status	Lead	Comments/Justification
18837	P	NE COLUMBIA BLVD. CULLY BLVD & ALDERWOOD RD	ENHANCE REGION 1	RW	2020	2021	\$1,237,904.31	\$0.00	\$141,683.69	ACPO	Z240	Slip	Horowitz	This project is going to be combined with a recently awarded RFFA project. This will require STIP/IGA amendments, which can't occur until the new STIP is finalized. As a result, the ROW phase will need to slip to 2021. When the PCR is completed to join the two projects, the schedule will be reevaluated.
20303	P	CITY OF GRESHAM SAFETY PROJECT	FIX-IT REGION 1	RW	2020	2021	\$99,597.60	\$0.00	\$8,402.40	ACPO	Z630	Slip	Novak	City of Gresham is waiting on Utilities from PG&E, this pushed the obligation out to October 2021. City council meetings have been rescheduled to accommodate COVID 19. 7/28 Submitted to Metro as a standalone amendment to capture the cancellation of the UR phase. Included in this list for info only.
20330	P	STARK STREET MULTIMODAL CONNECTIONS	LOCAL	RW	2020	2021	\$0.00	\$0.00	\$58,231.65	OTH0	OTH0	Slip	Horowitz	The County had a challenging time getting a consultant on board, with no response to the initial RFP. A consultant is working now, however there is not enough time to get through all the necessary clearances to obligate the phase on time.
	P	STARK STREET MULTIMODAL CONNECTIONS	ENHANCE REGION 1	RW	2020	2021	\$306,668.74	\$0.00	\$35,099.61	ACPO	Z300	Slip	Horowitz	--
20333	P	SEVENTIES NEIGHBORHOOD GREENWAY	ENHANCE REGION 1	RW	2020	2021	\$39,910.00	\$0.00	\$4,567.88	ACPO	Z300	Slip	Novak	PBOT had to coordinate with another project (Trimet design on Division and Powell crossings) that impacted their route. The environmental work could not be completed on time before the end of the FFY 2020. Also, due to Covid 19 and additional furlough days PBOT staff had to take, they are not able to complete design in order to meet both the Utility phase and ROW Obligation for FFY 2020. PBOT anticipates this will not affect CN set for FFY 2021.
	P	SEVENTIES NEIGHBORHOOD GREENWAY	LOCAL	RW	2020	2021	\$0.00	\$0.00	\$55,522.12	OTH0	OTH0	Slip	Novak	--
	P	SEVENTIES NEIGHBORHOOD GREENWAY	ENHANCE REGION 1	UR	2020	2021	\$19,955.00	\$0.00	\$2,283.94	ACPO	Z300	Slip	Novak	--
	P	SEVENTIES NEIGHBORHOOD GREENWAY	LOCAL	UR	2020	2021	\$0.00	\$0.00	\$27,761.06	OTH0	OTH0	Slip	Novak	--
20376	P	WEST SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)	FIX-IT REGION 1	RW	2020	2021	\$250,653.96	\$21,146.04	\$0.00	ACPO	Z630	Slip	Khaki	Execution of the contract to start design took longer than anticipated. Based on the draft schedule that we received from the consultant, ROW can be obligated by February, 2021.
20486	P	I-5 OVER 26TH AVENUE BRIDGE	FIX-IT SW BRIDGE	RW	2020	2021	\$230,550.00	\$19,450.00	\$0.00	ACPO	Z001	Slip	DeVassie	Slip due to delays in OPO/DOJ review for the A&E contract.
20808	P	NE CLEVELAND AVE. SE STARK ST - NE BURNSIDE	CMAQ PMA	RW	2020	2021	\$376,569.00	\$0.00	\$43,100.00	ACPO	Z400	Slip	Novak	Slip due to impacts related to COVID-19.
	P	NE CLEVELAND AVE. SE STARK ST - NE BURNSIDE	CMAQ PMA	CN	2021	2022	\$2,313,095.83	\$0.00	\$264,744.17	ACPO	Z400	Slip	Novak	--

FY 2021-24 MTIP EOY 2020 to 2021 Slips AB21-01-AUG1														
	P	NE CLEVELAND AVE. SE STARK ST - NE BURNSIDE	LOCAL	CN	2021	2022	\$0.00	\$0.00	\$687,528.00	OTH0	OTH0	Slip	Novak	--
20837	P	TRIMET ELDERLY & DISABLED PROGRAM (2020)	LOCAL TRANSIT	OT	2020	2021	\$1,957,506.00	\$0.00	\$489,377.00	5310	5310	Slip	TrnMet	Slip per Alison, project will not be awarded prior to 10/1/20.
21255	P	US26/OR213 CURB RAMPS	SW ADA TRANSITION	RW	2020	2022	\$94,216.50	\$10,783.50	\$0.00	ACPO	Z240	Slip	Turner	The project was outsourced through the ADA group in Salem. Through negotiations it was determined that the project was underfunded, and design was stalled until the OTC approved additional funding in Spring 2020. Project schedule has been re-baselined as a result. RW/UR are slipping to 2022 and CN to 2023.
	P	US26/OR213 CURB RAMPS	SW ADA TRANSITION	UR	2020	2022	\$8,973.00	\$1,027.00	\$0.00	ACPO	Z240	Slip	Turner	--
	P	US26/OR213 CURB RAMPS	SW ADA TRANSITION	CN	2021	2023	\$1,000,489.50	\$114,510.50	\$0.00	ACPO	Z240	Slip	Turner	--
21712	P	OR99W: ROCK CREEK BRIDGE	FIX-IT SW BRIDGE	PE	2020	2021	\$66,471.09	\$7,607.91	\$0.00	ACPO	Z001	Slip	Moriyasu	Project is significantly underfunded and will likely be canceled. Until final decision is made, we cannot obligate PE and the phase needs to slip.
21882	P	HAWTHORNE BRIDGE RAMP TO OR99E (PORTLAND)	SW LOCAL BRIDGE	PE	2020	2021	\$1,454,036.07	\$0.00	\$166,420.93	ACPO	Z240	Slip	Horowitz	Multnomah County is currently trying to assess the impacts of the reduction in gas tax revenue on their program. The impacts are significant and will require adjustments to their project delivery schedule. They are still planning to do all of the projects that they have been awarded Bridge funds for, but the schedule may change a bit. Design for this project will start in mid 2021.

Proposed August 2020 Administrative Modification Bundle #1 Modification Number: AB20-17-AUG1 Total Number of Projects: 3				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 18814	Portland	Connected Cully	Construct sidewalks and bike connections in the Cully Neighborhood	<u>COST INCREASE:</u> \$865k of local funds are added to the Construction phase to address a funding shortfall. The cost change equal a 19.65% change, but is less than the 20% threshold.
Project #2 Key 19297	Portland	East Portland Access to Employment and Education	At various locations in east Portland build and improve sidewalks crossings bus stops bike facilities and other safety facilities to provide improved access to jobs businesses and education opportunities	<u>CANCEL PHASE:</u> The Utility Relocation phase is not required as art of the project. It being removed from the project through the Admin Mod. The \$80k fund reduction is less than a 1% change to the project cost.
Project #3 Key 20849	TriMet	MAX Redline Extension to Gateway Double Track Project	Constructing pocket track at Fair Complex/Hillsboro Airport MAX station combined with new track work and a new station at Gateway and new track work at Portland Airport MAX station to improve system operations. Programmed funds for project development.	<u>PHASE FUND SWAP:</u> The federal 5309 funds and matching funds are being replaced with local Other funds to correctly reflect fund expenditures in support of project development activities.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: August 28, 2020
To: Transportation Policy Alternatives Committee (TPAC)
From: John Mermin, Senior Transportation Planner
Subject: Regional Framework for Highway Jurisdictional Transfer – Comment Period

Purpose

The purpose of this memo is to remind TPAC of the release of the draft report and public comment period September 15 – October 22 and invite members to submit any further feedback on the report during this window.

Background

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

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

Engagement tools

To share encourage public engagement during the comment period (9/15-10/22), staff will utilize the following tools:

- The project website: www.oregonmetro.gov/jurisdictionaltransfer
- Email notice to jurisdictions and interested parties
- Online public comment questionnaire
- Office hours (by Zoom or email) to interact with project staff
- Presentations to the County coordinating committees

Please email john.mermin@oregonmetro.gov if you would like to receive the more detailed Public Engagement Plan.

Next Steps

The report will be uploaded to the project website: www.oregonmetro.gov/jurisdictionaltransfer at the beginning of the comment period. Staff will share the Draft Final Report with Metro Council (9/15) and JPACT (9/17). In December 2020, staff will share with TPAC, JPACT and Metro Council what was heard through public comments, and a recommendation for future regional action from the consulting team. Metro staff will be requesting action on a Resolution to accept the final report for inclusion in 2023 RTP Technical Appendix. *(The consultant recommendation will be advisory and not part of this action).*



Meeting minutes

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

Date/time: Wednesday, July 22, 2020 | 9:00 a.m. to 11:30 a.m.

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

Members Attending

Tom Kloster, Chair
Karen Buehrig
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Katherine Kelly
Jeff Owen
Lewis Lem
Glenn Koehrsen
Donovan Smith
Gladys Alvarado
Taren Evans
Jennifer Campos

Affiliate

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

Alternates Attending

Allison Boyd
Erin Wardell
Peter Hurley
Jaimie Huff
Jay Higgins
Glen Bolen

Affiliate

Multnomah County
Washington County
City of Portland
City of Happy Valley and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
Oregon Department of Transportation

Members Excused

Jessica Berry
Don Odermott
Mandy Putney
Karen Williams
Laurie Lebowsky
Tyler Bullen
Jessica Stetson
Idris Ibrahim
Yousif Ibrahim
Wilson Munoz
Rachael Tupica
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

Multnomah County
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Community Representative
Community Representative
Community Representative
Community Representative
Community Representative
Community Representative
Federal Highway Administration
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Lucinda Broussard
Jennifer Wieland
Chris Lepe
Emma Sagor
Brie Becker
Nathaniel Price
Mike Sallis
Mat Dolata
Gary Albrecht
Heather Wills
Michael Espinoza
Marianna

Affiliate

Oregon Department of Transportation
Nelson/Nyggard
Transform
City of Portland
Nelson/Nyggard
Washington County

WSP

WSP
Portland Bureau of Transportation

Metro Staff Attending

Lake McTighe, Senior Transportation Planner	Kim Ellis, Principal Transportation Planner
John Mermin, Senior Transportation Planner	Tim Collins, Senior Transportation Planner
Ally Holmqvist, Senior Transportation Planner	Matthew Hampton, Senior Transportation Planner
Chris Johnson, Modeling Div. Manager	Elizabeth Mros-O'Hara, Investment Project Manager
Alex Orechak, Associate Transportation Planner	Matt Bihn, Principal Transportation Planner
Molly Cooney-Mesker, Senior Public Affairs	Summer Blackhorse, Program Assistant III
Marie Miller, TPAC Recorder	

1. Call to Order and Introductions

Chairman Tom Kloster called the workshop meeting to order at 9:00 a.m. Introductions were made from committee members, alternate members, staff and guests.

2. Overview of Congestion Pricing and Case Studies (Elizabeth Mros-O'Hara and Jennifer Wieland)

Elizabeth Mros-O'Hara provided an overview of the regional congestion pricing study using best practices, concepts and relationship to equity, pricing partner coordination, and input from Metro committees including TPAC on methodology/performance measures, and scenario developments.

Jennifer Wieland with Nelson/Nygaard referred to the Regional Transportation Plan for congestion pricing as involving the market pricing for use of roads in different times. Congestion studies identify growing population regions with shrinking revenues and aging transportation infrastructure. We are recognizing it's not possible to build our way out, but will need to manage demand with transportation access with limited resources.

Examples of benefits from congestion studies:

Congestion pricing fees can vary by time of day to reduce traffic during the busiest times of day. It can benefit many types of travelers and be tailored to target charges to those that can pay.

- Bus riders benefit from buses moving faster on roads with less traffic

- Bikers enjoy safer streets with fewer cars

- People walking enjoy more attractive streets and less air pollution

- Congestion pricing funds can help pay for more transit service.

- Emergency vehicles travel without delay

- People who live near congested roadways benefit from lower traffic and cleaner air

Trucks pay a fee and benefit from on-time deliveries, and ability to make more deliveries
Higher income commuters pay a fee and benefit from less traffic
For-hire vehicles could pay a surcharge in high-traffic areas

Exemptions or discounts can lessen the cost of low-income people or people with disabilities
Exemptions or discounts can lessen the cost for electric vehicles or local residents
Pooled trips can be discounted

Places where congestion pricing studies have been done and implemented was shown. Best practices including building on aggressive transportation demand management programs, the intention to reduce congestion and/or emissions as a primary goal, providing a positive revenue stream that funds transportation options and services, and experience increased acceptance post implementation.

Overviews from outcomes and future studies underway were briefly reviewed from London, Stockholm, San Francisco and Seattle. The importance of why a congestion study is needed in the Metro region showed the growth of residents and jobs demanding more capacity on the transportation system.

The tools Metro is exploring with the study focuses on four tools with possible program designs:

- Vehicle miles traveled fee
- Cordon or Area pricing
- Corridor pricing
- Parking pricing

The study is exploring combinations of strategies to maximize goals. The study will provide assessment of overall value, not a recommendation, and recognize that outcomes will be different than other regions. The study timeline was shown, currently in strategy discussions with scenarios that will move toward refinement and testing of different scenarios. The committee is expected to see scenarios analysis later this fall.

3. Equity and Congestion Pricing: A National Perspective (Chris Lepe)

Chris Lepe reminded the committee of the importance with flexibility with congestion pricing and how the study can help plan for equitable pricing. An overview of racial injustices that have made the disparities between whites and non-whites so glaring today was presented. These started with displacement and genocide of Native Americans and slavery of Blacks in this country. Transportation and land use systems intentionally included discrimination against non-whites and led to great inequity in benefits of transportation investments and wealth created. Discriminatory practices in the 1960s destroyed non-white neighborhoods to make way for roads and housing. Continuing land use and transportation practices have perpetuated these inequitable policies.

High proportions of non-white people continue to have unequal access to jobs pay higher costs for transportation. Disproportionate health outcome between white people and African Americans were shown. The former approach to planning, do no harm approach, is not working to improve the situation due to the weight of historic systemic discrimination.

Transform has produced a report, Pricing Roads, Advancing Equity that helps communities advance a more equitable and affordable transportation system. Funding that traditionally comes from taxes and

other resources has been directed to roads. Focusing on road expansion favors those that can afford cars. There are opportunities to direct funds to equitable transportation plans.

Examples to improving access to opportunities, increasing affordability, and advancing community health were shown. Low-income assistance plans, express lanes, equity strategies and green zones, and first-last mile partnerships were shown. These examples and ongoing studies and pilot programs are providing strategies for advancing equity and affordability in our transportation planning.

4. Equity and Congestion Pricing: The Local Context (Elizabeth Mros-O'Hara)

An overview of Portland's transportation and equity history was provided. As areas in the Portland area grew in population in white people, indigenous people in communities were displaced. Railroads, shipping lines, streetcars and automobiles in transportation periods created and enforced discrimination with laws and policies that favored white people of wealth and income. In the 1960's and 70's a focus on more livability for affordable housing and access to transportation was planned. However, the plans implemented did not reach the goals for equity or sustainable funding.

Each phase of the region's transportation system development benefited white people and burdened other races. Inequity was built into our system. Our current transportation system is inequitable. She stated that when introducing a new way of funding our transportation system, we need to think about how we can avoid the mistakes of the past. This study is to help identify lessons learned and how a new funding strategy –congestion pricing, can help us meet our transportation needs without increasing inequity and potentially building more equity and safety into the system as we address congestion and climate goals.

5. Discussion: What would it take for congestion pricing to advance equity? What kind of outcomes would it need to achieve? (General Discussion)

Comments from the committee:

- Lewis Lem mentioned that the longer in transportation planning the more complicated it seems, especially in current times with these issues. The significance in addressing equity is important. Two sides of pricing are how the money is spent, and where money comes from for these strategies. Separating neighborhoods between races in the Portland region continues to lead to discriminatory housing affordability and gentrification.

Ms. Mros-O'Hara acknowledge these important issues, emphasizing the need to build in pricing concepts in designs for equity in multiple places in the system. Strategies must include identifying who pays, and how investments are used as tools to advance equity. Ms. Wieland noted that specific population details with race, income, geographical areas and more are needed to provide overall transportation costs understanding to remove displacement.

- Glenn Koehrsen noted not seeing the relationship between tolling projects between I-5 and I-205. It was asked what the overarching goals were regarding raising money and reducing traffic. Only one reference was seen on first mile/last mile connections which are important to senior and those with disabilities. Another issue is how those without smart phones could be tracked in the system.

Chairman Kloster noted the I-5 and I-205 tolling projects would be covered further on the agenda. Ms. Mros-O'Hara noted that the goal of the study was to understand how we can use congestion pricing tools that would not negatively impact equity and safety. This study has multiple goals with the purpose to understand how to reduce congestion through smart investments. The specifics of smart phones for tracking people are not yet defined in the study. Ms. Wieland added that part of the study would include a technical paper that could develop some of these issues.

- Karen Buehrig commented on the complex and dynamic issues brought forward with this study. With the importance of access to transit in order to address equity issues, what level of analysis will be done with the study regarding our transit system? Examples were given with time on transit, trip links and others. It was also asked how the study addresses the increased cost of living in Portland and the population in the region to suburbs using current data to show access to transit with equity concerns.

Ms. Mros-O'Hara noted the study is using the current travel demand model with assumptions, but assuming more aggressive transit service than exists today (using the 2027 Regional Transportation Plan model assumptions). The findings will consider impacts to equity focus areas that include areas with concentrations of racial minorities, low income, and limited English proficiency. TriMet will be helping to recognize more areas that need transit increases or reliability analysis. The reliability of transit and access to jobs with the equity focus areas was also noted in the study.

- Jeff Owen acknowledged the work on the study with TriMet looking forward to help finding some solutions with congestion pricings that included equity focus. It was noted the study would not make specific recommendations, but identifying types of programs that when implemented could achieve outcomes was significant.
- Eric Hesse commented on the discouragement/encouragement of uncertain power distribution with regional transit and equity. This study is an opportunity to address this and make intentional changes to disparities in the system. A link was shared from the City of Portland on policy within the N/NE Housing strategy: www.portlandoregon.gov/phb/72705
- Chris Deffebach added it would be useful to know what the effect on pricing with business/goods movement has with this study. Ms. Wieland noted the example with Stockholm in the presentation on commodity movement with increased travel time. More US cities can be included in the study on this issues, with the importance of current economic times.
- Glen Bolen noted that with the region's population moving to neighboring areas, it was hoped the modeling to the whole dynamic equity focus areas would be included.

Chairman Kloster acknowledged the comments and presentations, providing the big picture and importance of the study to policy decisions. The committee took a short 5-minute break.

6. Portland Update on Pricing for Equitable Mobility (Emma Sagor)

Emma Sagor provided information on the City of Portland Pricing Options for Equitable Mobility project. With Portland's priority addressing this issue, their Council gave direction to convene a

Community Task Force to explore if and how pricing strategies could be used in Portland to advance their values, and to center focus on transportation justice (racial equity and climate).

The project will explore a range of pricing strategies:

City implementation opportunities – parking prices, variable tolls

Longer-term, regional opportunities – Road usage/VMT based charges

New prices on commercial services and right-of-way access

Cordons and congestion zones

Noted were the types of investments and complimentary strategies

- Transit benefits (infrastructure, service, fares)
- Safety and access improvements (sidewalks, crossings)
- Transportation programs and services (incentives, education)
- Rebates and subsidies (low income exemptions, clean fuel exemptions)
- Other ideas to emerge from the Task Force members

The working draft Equitable Mobility Framework prioritizes extending benefits, reducing disparities and improving safety for Indigenous people and People of color (BIPOC communities). Leading with race, the Framework be used to consider impacts on people with disabilities, low-income individuals, multi-lingual and displaced communities. Ms. Sagor noted that more details on the pricing strategies for equitable mobility can be found on the City of Portland website.

7. Oregon Department of Transportation Update on I-5 and I-205 Tolling Projects (Lucinda Broussard)

Lucinda Broussard provided information on ODOT's I-5 and I-205 tolling projects. A slide was shown with the project milestones, noting that the I-205 project planned to be implemented first. August 3 marks the start of the NEPA process.

ODOT has formed an Equity and Mobility Advisory Committee that represent a variety of equity and mobility interests and perspectives in the Portland metro area and Southwest Washington. Their purpose is 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
- Provide input to the Oregon Transportation Commission and ODOT on how to implement tolling on I-5 and I-205

The advisory committee work runs alongside the NEPA process, and was noted for upcoming meetings. Ms. Broussard reported an intern has been added to the project working with PSU on equity analysis. The framework of the project will study the toll programs as a whole. When asked how congestion pricing and toll projects were applied related to traffic directed to avoid paying tolls, Ms. Broussard reported ODOT was looking at diversion issues as well. Ms. Mros-O'Hara noted that while all three projects presented had different outcomes and strategies, they were coordinated using the Regional Demand Model and shared learning from each project.

8. Metro Regional Congestion Pricing Study (Elizabeth Mros-O'Hara and Matt Bihn)

Ms. Mros-O'Hara noted the Regional Congestion Pricing Study scope that would explore and evaluate technical feasibility and performance of 4/5 different pricing tools. Congestion pricing scenarios will be measured against the Region's 4 Priorities (RTP 2018); congestion, safety, climate smart and equity.

Findings from the study will inform future discussions on implementing congestion pricing and policy recommendations, and outline next steps for evaluation and further study.

The performance measures with expected outcomes was noted on congestion, safety, climate smart and equity. A brief review of the different pricing scenarios was provided before turning to the tools Metro is exploring for the study.

Mr. Bihn provided an overview of the tools Metro is exploring for the different pricing scenarios. The baseline scenario works from the 2018 RTP 2027 Financially Constrained network, assumes no tolls, and estimated auto operating cost at .211 per mile. The scenarios developed were intended to help us understand how the different tools could perform given our transportation and land use system. The choices of inputs and assumptions for the scenarios will be refined as we run the model to better understand how the pricing tools could perform. If policy makers and implementers choose to move forward with a pricing project, the scenarios and their underlying assumptions will be tailored for that effort.

The different scenarios were defined.

Cordon Scenario:

- Defined as downtown Portland area
- Vehicles pay to enter; no toll to exit
- no charge for travel within define area
- Modeled as \$5.63 (2010 \$, or \$7 (2020\$) – based on high end of range of cordon prices in other cities

Area Scenario:

- Replicates Cordon Scenario geography
- Vehicle pay per-mile charge on links within the area (\$5/mile)
- Charge approximates cost of driving across the area under Cordon Scenario (Burnside from Willamette to NW 23rd Ave)

VMT Scenario:

- Per-mile charge for traveling all roads in the region
- Represented as auto operating cost increase
- Run 1: OReGO gas tax replacement (\$0.216/mile – 2010\$)
- Run 2: \$0.343/mile

Roadway Scenario:

- Per-mile toll charged on selected roads
- Run 1: all freeways in the region, equivalent to VMT2 scenario
- Additional runs will double, triple Roadway 1 charge

Parking Scenario:

- Doubled 2040 RTP FC short and long-term parking costs across the region
- Generally in more dense areas and high capacity transit station areas

Ms. Mros-O'Hara noted the study is currently making first runs with the scenarios. Elements of program design were reviewed. Ms. Mros-O'Hara noted that the scenarios discussed will be run through the model and tested for how they perform. The project team will likely test other versions of these scenarios that could cover other geographies for adding parking prices or cordons, or other streets for tolls to better understand how the tools could perform.

9. Discussion: Questions? Where should the project team consider analyzing priced parking, cordons, corridors and/or tolls in the Portland Metro Region? (Elizabeth Mros-O'Hara)

Comments from the committee:

- Karen Buehrig asked if freeway meant I-205, I-5, 217, 26 or other roadways. Mr. Bihn confirmed the freeways and highways would be included and a map designed to show all. Ms. Buehrig noted that goals to reduce congestion involved different approaches to goals, and how these goals would be used with the different scenarios. Ms. Mros-O'Hara noted that as results from the models provide effects of reaching these goals, a summary will be reported on them.
- Jeff Owen noted another way to phrase the question on how to get to the outcomes expected was to ask what types of packages are necessary to achieve our mode-share targets that already exist in the 2018 RTP. It was noted that this could be included in the framework further into scenarios when testing mode-share goals. Ms. Mros-O'Hara noted that comparisons on each of the scenarios was planned with the study.
- Lewis Lem asked if this was assuming changes to people's travel costs for auto/vehicle only, or did it include bike/ped mode as well. It was confirmed only vehicle mode. Asked if there could be a way to differentiate between single occupancy and multiple occupancy travel, the modeling could be a way to get to this information. It was noted that the modeling tools have not been used for congestion pricing the same way as other measures, which is part of the learning process with the study.
- Jay Higgins asked if the model would show areas of diversion, or need to be tested additionally. It was confirmed diversion was part of the model, with the regional model showing the big picture, and deeper study on specific roadways needed for a more exact understanding of travelers diverting onto other streets. Regarding regional VMT, would a small area neighborhood concept approach be provided that shows regional travel with pricing across different areas? Chris Johnson confirmed this could be modeled with congestion pricing.
- Chris Deffebach noted that the maps shown were helpful, but small. To clarify, in cordon areas when entering roads travelers were charged a fee, but leaving them were not charged? What were the principals when developing routes? Are there no exemptions for residency? It was confirmed that travelers entering a cordon would pay a charge, but leaving the cordon they would not pay. Routes can be taken that go through downtown Portland without fees. More specifics will be learned from the scenario comparisons.
- Donovan Smith noted the preference policy implemented by the City of Portland in 2014 or 2015 that redlined housing areas, removing historical areas of black neighborhoods and businesses. The policy awarded points to applicants for new housing based on certain lengths of residency in zip codes. It was asked if something similar would be used in modeling congestion pricing where tolling might mitigate effects on disproportionate elements, and address restorative policy consideration.

Chris Lepe noted this would be a good opportunity to "connect the dots" in which to provide strategies to lessen displacements. It was noted that while transportation planning worked to provide benefits to low income housing and transit, often it resulted in higher property assessments and displacement areas with non-equity considerations. More explicit and transparent planning needs to be done. It was suggested that revenues from congestion pricing strategies could help address this issue. Ms. Mros O'Hara noted that the policy strategy papers and anticipating a technical paper around equity issues would include these considerations.

- Eric Hesse asked if the pricing unit cost mentioned in the packet memo was a daily cost. This was confirmed by Mr. Bihn for both short-term and long-term parking with daily usage. The housing and transportation impacts with this study will help inform decision makers on policy for pricing and investment plans, and should include the risks to affordability and support to negate displacement in the region. It was encouraged to model single occupancy vehicle vs higher occupancy in the study.
- Glen Bolen noted that in the scenario modeling, issues that are beyond our control, such as COVID-19 and lost revenues for transportation planning, may need to be incorporated. With multiple goals for tolls and other pricing strategies, changes to potential revenues need to be transparent.

10. Schedule and Next Steps (Elizabeth Mros-O'Hara)

Ms. Mros-O'Hara noted that the project team would review the feedback given and continue to develop the analysis plans for the study. Refining scenarios and testing will continue and more off-model analysis to understand performance will be taken. The project team will return to TPAC this fall to share finding and get further input. The discussion at this workshop was valuable and appreciated. TPAC members were encouraged to contact staff for more information and with questions.

Following the workshop the links shared in the chat area were sent to committee members.

11. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 11:45 am.

Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, July 22, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	07/22/2020	07/22/2020 TPAC Workshop Agenda	072220T-01
2	Memo	07/22/2020	TO: TPAC and interested parties From: Elizabeth Mros-O'Hara, RCPS Project Manager RE: Regional Congestion Pricing Study – Workshop Summary	072220T-02
3	Report	July 2020	METRO REGIONAL CONGESTION PRICING STUDY: EXPLORING CONGESTION PRICING FOR THE REGION	072220T-03
4	Report	January 2019	Transform: A Report and Toolkit to Help Communities Advance a More Equitable and Affordable Transportation System, PRICING ROADS, ADVANCING EQUITY	072220T-04
5	Presentation	07/22/2020	Regional Congestion Pricing Study	072220T-05
6	Email communication	07/22/2020	Follow up links from TPAC Regional Congestion Pricing Study Workshop	072220T-06



Meeting minutes

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

Date/time: Friday, August 7, 2020 | 9:30 a.m. to 12 noon

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

Members Attending

Tom Kloster, Chair
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Katherine Kelly
Jeff Owen
Laurie Lebowsky
Lewis Lem
Tyler Bullen
Glenn Koehrsen
Jessica Stetson
Gladys Alvarado
Idris Ibrahim
Yousif Ibrahim
Wilson Munoz

Affiliate

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

Alternates Attending

Steve Williams
Allison Boyd
Garet Prior
Glen Bolen
Jon Makler
Gerik Kransky

Affiliate

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

Members Excused

Karen Buehrig
Jessica Berry
Don Odermott
Mandy Putney
Karen Williams
Donovan Smith
Taren Evans
Rachael Tupica
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

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

Guests Attending

Jean Senechal Biggs
Will Farley
Austin Barnes
Julia Hajduk
Sorin Garber
Rachel Dawson
Hector
Unidentified Phone Caller

Affiliate

City of Beaverton
City of Lake Oswego
Marion County
City of Sherwood

Oregon Department of Transportation

Metro Staff Attending

Ken Lobeck, Funding Programs Lead	Ted Leybold, Planning & Development Resource Mgr.
Lake McTighe, Senior Transportation Planner	Eliot Rose, Senior Tech & Transportation Planner
John Mermin, Senior Transportation Planner	Dan Kaempff, Principal Transportation Planner
Tim Collins, Senior Transportation Planner	Kim Ellis, Principal Transportation Planner
Ally Holmqvist, Senior Transportation Planner	Caleb Winter, Senior Transportation Planner
Matthew Hampton, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Monica Krueger, Transportation Engineer	Bill Stein, Senior Researcher & Modeler
Summer Blackhorse, Program Assistant III	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. A brief overview of Zoom meeting specifics were reviewed.

2. Comments From the Chair and Committee Members

- **Committee input form on Creating a Safe Space at TPAC** (Chairman Kloster)
Chairman Kloster noted the return to TPAC meetings with making meetings a “Safe Space” regarding racial equity and welcoming comments for racial justice. The chat area in Zoom meetings will now contain a Wufoo link that attendees can click on to send input, comments and ideas. These will be sent to Chairman Kloster for review/discussion at the end of each meeting.
- **COVID-19 and racial equity updates from Metro and Region** (Chairman Kloster and all)
Chairman Kloster noted the continuing re-opening of the Oregon Zoo. Metro Regional Center remains closed to the public and is expected to stay closed until at least January 2021. Safety plans to address health of the public and staff are being discussed. Meetings are planned to continue virtually. Feedback on making meetings easier or improved by this method are welcome.

Eric Hesse noted the loss of a City of Portland Bureau of Planning and Sustainability staff member, Tony Lamb. This racial equity champion for the city will be greatly missed. The link to his memorial was later shared with the committee.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Ken Lobeck provided the monthly submitted MTIP formal amendment and administrative modification project lists through the July 2020 timeframe, with details in the

packet memo. Jeff Owen asked for clarification on the memo with project MTIP #70684, Lead Agency: Gresham. The total project cost is \$1,204,201 and equals a 29.8% increase to the project should read total project **increase** cost is.... This clarification was confirmed.

- **Fatal crashes update** (Lake McTighe)

Lake McTighe provided the committee with the latest fatal Crashes update from preliminary data from ODOT. These updates provide the importance to transportation safety and planning. Since the packet memo was sent there have been three more fatal crashes in the region, including an 18-month old child. Fatal crashes are increasing not only in the region, and state, but across the county. Increased speed is one of the causes with this issue.

Comments from the committee:

- Jess Stetson thanked Ms. McTighe for reading the names in the report. The 2-year old reported in the hit and run was emotional in Milwaukie. There is frustration from having concerns raised with the City and County because roads with pedestrians are not prioritized for safety upgrades and improvements, with wait times of 18 months for speed zone readers. Ms. McTighe added that discussion with police enforcement has been a topic of late, noting automated enforcement might be implemented with less bias. This could be a possible tool to curb speed.
- Jeff Owen asked to clarify the number of fatal crashes in July. Ms. McTighe stated there were 16 now since the last report to TPAC. It was suggested to include the fatal crash update memo each month in the JPACT packet. **TPAC recommended this action by consensus.**
- Katherine Kelly mentioned an ODOT committee looking at emerging technology that was focused more on automated vehicles, but not automation safety. It was asked what legislative is being brought forward on addressing both system (specific road infrastructure and road specific) and vehicle designs for automation safety. More encouragement for these was given.
- Steve Williams clarified what road in Milwaukie was involved in the 2-year old fatal crash, identified on SE Wichita Ave. Asked why speed was not named as the cause of the hit and run, Ms. McTighe noted that police reports were not able to identify the driver of the vehicle. Mr. Williams noted the challenges with balancing engineering/planning streets while difficult to enforce human behavior. Suggested further discussion on design standards to improve safety and reduce speed on roads was held. Ms. McTighe noted future meetings and workshops are being planned on this subject.
- Eric Hesse commented on the timing for a fall workshop on this issue, possibly pre-legislative session. The complexity of speed controls, enforcement and designing safety with technology is challenging but important. The City of Portland is presenting local speed control with the state legislature currently.
- Katherine Kelly noted the safety planning emphasis in the RTP, which is scheduled to begin the scoping phase for the next RTP, with final adoption in 2023.
- **2020-21 UPWP administrative amendment for Regional Freight Delay and Commodities Movement Study** (John Mermin) John Mermin noted his memo in the packet that 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. This study was presented in more detail on the agenda.
- **2021-2024 MTIP Adoption Update** (Grace Cho) Grace Cho announced that Metro Council approved the 2021-2024 MTIP on July 23. Currently the document is with Federal partners

waiting for final approval, expected this fall. Acknowledgement on the work from TPAC members was given. Chris Deffebach asked about the policy direction from JPACT on the adopted MTIP. There did not appear to be much discussion at JPACT with the MTIP actions and recommendations. Ms. Cho noted that current funding allocation discussions from MTIP with implications for the 21-24 STIP are taking place, which include the recommendation of the RTP four pillars for policy direction.

- **Regional Mobility Policy Update** (Kim Ellis) 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. 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 TPAC MTAC at a joint workshop scheduled for October 21. Following the meeting a memo with current approaches and locations, and a fact sheet on the Regional Mobility Policy Update was sent to the committee and added to the meeting packet.
- **Building Blocks for Regional Resilience Workshop Announcement** (Chairman Kloster) On behalf of Sasha Pollack, Chairman Kloster announced a workshop this fall on Regional Resilience. The workshop for our 5-county (Clark, Columbia, Clackamas, Multnomah, and Washington) region 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. Date and details for the workshop will be sent to the committee when known.

3. Public Communications on Agenda Items

- Glen Bolen reported there were 13 applications received for the Transportation and Growth Management (TGM) grants program for Region 1. ODOT has a survey available now through December on how the Oregon Transportation Commission will allocate funding among categories in the 2024-27 Statewide Transportation Improvement Program (STIP). This survey can be found with this link: <https://www.surveymonkey.com/r/W5C9G67>
It was also noted that Mandy Putney has taken a new position at ODOT with the I-205 project office.
- Eric Hesse noted the upcoming Pricing Options for Equitable Mobility Community Task Force meeting to be held online, Monday August 10. The link to attend is here: <https://www.portlandoregon.gov/transportation/article/750495>

4. Consideration of TPAC Minutes from July 10, 2020

Jeff Owen added a correction to the July 10, 2020 minutes: Page 3, second paragraph, remove the second sentence (unnecessary).

MOTION: To approve the minutes from July 10, 2020 with above correction.

Moved: Jeff Owen

Seconded: Gareth Prior

ACTION: Motion passed with two abstentions; Glenn Koehrsen and Allison Boyd.

5. **Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5125** (Ken Lobeck) Ken Lobeck provided information on the August 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Transition Amendment that 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 20-5125.

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 August 2020 Formal Transition Amendment bundle contains a total of thirteen projects. These projects were listed in Exhibit A of the Amendment, and reviewed with the presentation. Following expected Metro Council approval in October, USDOT approval is expected in early November 2020.

Comments from the committee:

- Chris Deffebach asked for clarification on projects 3, 4 and 5 under project name Portland Metro Planning. Mr. Lobeck noted these are adding UPWP new projects with estimates that have been approved and now confirmed, to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 23, SFY 24 and SFY 25.
- Garet Prior asked for more details on the 30% cost increase in the Gresham project. Mr. Lobeck reported the initial construction phase was done early with a soft estimate, with the final cost estimate held until 90% of design was planned. Katherine Kelly added the purchase or right-of-way cost increased from initial plans with some environmental issue addressed in the application. Mr. Lobeck noted that more advance planning with pre-scoping helps identify cost identifications.

MOTION: To approve recommendation to JPACT of Resolution 20-5125 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.

Moved: Jeff Owen

Seconded: Katherine Kelly

ACTION: Motion passed unanimously.

6. **Unified Planning Work Program (UPWP) 2020-21 Amendment 20-5124 Pedestrian and Bicycle Crossing: Oregon City to West Linn** (John Mermin) This proposed amendment to the 2020-21 UPWP was described by Mr. Mermin. 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.

Following public outreach and engagement for the project the project team will analyze Willamette river crossing locations and identify the preferred location among three options. ODOT staff will provide more details to TPAC on this project in early 2021.

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

Moved: Steve Williams

Seconded: Dayna Webb

ACTION: Motion passed unanimously.

7. **Regional Freight Delay and Commodity Movement Study/Planning** (Tim Collins) Tim Collins provide information on the Regional Freight Delay and Commodity Movement Study. Developed as part of the 2018 Regional Freight Strategy, the Regional Freight Strategy is part of the 2018 RTP. The new Regional Freight Model was completed in 2018 and has the capability to look at Commodity Movement in our region. Purpose of the study is to evaluate the level and value of commodity movement on the regional freight network. It 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.

The study objects are to:

- 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

The study is federally funded with \$200,000 of the Regional Flexible Fund Allocation (RFFA) for freight planning. Next steps include updating the MTIP if needed, completing the Request for Proposal (RFP), submitting the RFP to interested consultant firms and contractors, and providing updates and opportunities for feedback from TPAC. It was noted that modeling for this study is highly important given the quickly changing economic and transportation demand needs. Adjustments will be recalibrated as needed.

Comments from the committee:

- Jeff Owen asked what the anticipated schedule with the study was, and if TPAC would be used as a technical group. Mr. Collins noted the project management team would be looking at the technical analysis of the project in the next 18 months, bringing information to TPAC for input 2-3 times during this period. Following the RFP, it was anticipated the consultant would be on board early next year, with the project completed in the summer of 2022.

It was asked that with anticipated emission increasing due to higher volumes of freight movement, was part of this study to look at the potential reduction of emissions? Mr. Collins noted the study was to look at the larger context that included diesel engines swapped for oil engines, and how technology might allow for less emissions.

- Eric Hesse noted that PBOT is currently updating their Freight Master Plan, which could have potential data to coordinate this study. The work with ecommerce and urban delivery with changing trends would be helpful in combined efforts. Mr. Collin noted his work on the study has been coordinating with PBOT and others to keep partners updated.
- Garet Prior suggested that in the study objectives, to make recommendations for future regional policy and planning efforts to improve commodity movement; while addressing equity, safety and climate when applicable, remove the **when applicable**. Equity, safety and climate were important elements of focus in freight movement planning.

Noting that industrial jobs and job centers could be part of addressing equity in the modeling of the project, including worker commute patterns with lack of transit. It was suggested that modeling patterns between freight commerce and urban distribution design would be helpful. Mr. Collins added the equity lens to middle range jobs and industrial jobs would be part of the policy framework.

- Gerik Kransky noted that with the change out from diesel engines to cleaner, more efficient engines, DEQ had good data and experience on these issues and would like to partner on this study effort. Mr. Collins acknowledged DEQ would be included in the study. Additional partners to provide expertise will be businesses and commerce entities with knowledge on freight distribution. Also part of the study is a possible stakeholder advisory committee.
- Lewis Lem noted the Port was interested in working with the study. Internal discussions at the Port have included future uses of industrial lands, transportation and economic impacts, and social equity with jobs and land uses. It was asked if the growth in regional distribution centers were resulting in longer distance freight trips, and results of economic multiplier effects. Acknowledgment was given to the work on the freight modeling.
- Steve Williams was pleased to hear a Stakeholder Advisory Committee was being planned with the study. Noting an earlier Regional Freight Planning group and their effectiveness in transportation planning with representatives from business, local governments, state agencies and others, it provided a broad-based focus multiple-indiscipline team that was useful in planning freight issues.
- Chris Deffebach offered information from Washington County with their Freight Study including input on tonnage and volumes. It was noted the importance of all commodities being included in this study, having freight data embedded in the travel model. Ms. Deffebach offered to provide County representatives for a tech committee as part of the project team. The results with the study can hold importance to showing the cost of commodities, and relation to congestion. Noting the mention of both the Regional Freight Network and regional corridors, it was agreed that the corridors would be included in the study.
- Eric Hesse noted some additional resources added to the chat area regarding work from PBOT with equity focus safety and climate issues. As plans are being updated for freight and commodity transportation, identified strategies and plans can support these efforts.
- Jeff Owen noted that when the committee meets in person, a method to capture shared links will need to be created; they have been useful in our discussions. It was noted that as we study ways to improve multi-modal travel on our roads, there are limited roads that need to be carefully planned that offer the biggest advantage with our resources. It was suggested that potential conflicts in corridors/roads in the network be identified that could either negate or benefit commodity travel.

8. Columbia-Lombard Mobility Corridor Plan (Bryan Poole, Portland Bureau of Transportation)

Bryan Poole presented information on the Columbia-Lombard Mobility Corridor Plan to address safety, mobility, and access for freight, active transportation, and public transit both along the corridor (east/west) and across it (north/south). NE Columbia Blvd and NE Lombard St, running parallel on opposite sides of the Kenton Line railroad, are vital links in the regionally-identified mobility corridor running east and west between the I-5 and I-205 freeways.

According to the Regional Transportation Plan, mobility corridors should function well as a whole for all modes of transportation, though different modes may be prioritized to a greater or lesser degree on different facilities within the corridor. Due to aging infrastructure, gaps and deficiencies in the multimodal network, growing traffic congestion, major safety issues, and longer commuting distances, the Columbia/Lombard Corridor is not functioning as well as it should for the freight, transit, and active transportation modes that our policies tell us should be high priorities. All users would benefit from improvements that would enhance mobility and access, provide greater connectivity, and reduce conflicts.

Funding for the project came from ODOT TGM grant resources, ODOT Rail, and City of Portland funds. The project total was \$450,000. Public comments on the project highlighted for better safety, improved conditions for those traveling by bicycling, walking or transit, and a clearer separation of travel modes. Project recommendations separated into six corridor segments, as well as specific focus on improvements for people walking, biking, and freight movement.

Summary of Proposed Improvements on Columbia Blvd.

- Improve safety through access management (where possible) and add lighting
- Consider restriping Columbia Blvd. between NE 60th and NE 80th 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 11th Ave. and Columbia Blvd
- Redesign NE 33rd Ave/Drive and Columbia interchanges/overcrossing
- Fill sidewalk gaps and improve condition of existing sidewalks

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 11th Ave at NE Lombard/Lombard Place
- Improve safety through cross-section changes between 11th and Cully Blvd., either by limiting access with a median or reconfiguring lanes.
- Reconfigure ramps at 33rd and 42nd Ave
- Add lighting and filling sidewalk gaps
- Improve bicycle safety on NE Killingsworth between 82nd Ave. and I-205
- Add ITS to improve traffic reliability

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 60th and NE 82nd Ave
- Expanding ITS to include Columbia (47th Ave to I-205) and Lombard St.
- Addressing unsafe conditions at NE 11th/Lombard and NE 33rd Ave.

- Repaving Cornfoot Road
- Limiting signals and crossings along Columbia

A summary of walking improvements and bicycle access was shared as well. Currently the project team is working on further concept development on certain segments/projects. They are beginning to bundle the 85 identified projects based on public feedback, feasibility, and funding opportunities. The draft plan should be released in late 2020.

Comments from the committee:

- Tyler Bullen gave support for any improvements that can make biking easier and safer. One of the more challenging areas on bike have been crossing Lombard on 33rd to Marine Drive. Agreement was given to changes on Lombard reducing lanes from 2 to 1. It was suggested to start with simple projects and see improvements as they developed.
- Tom Bouillon thanked the project team with this effort. It was noted of the challenge with competing land uses and different types of transportation facilities. Accommodating all modes with jobs in this corridor area was impressive. We are already seeing improvements with North/South connectivity, and Cully neighborhood employment areas to the North.
- Glen Bolen gave a shot out with the ODOT grant funding, and was pleased to have participated as part of the project team.

9. Committee Wufoo Reports on Creating a Safe Space at TPAC (Chairman Kloster and all) No comments were shared with the Wufoo survey for this meeting.

10. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 11:50 am.

Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, August 7, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	08/07/2020	08/07/2020 TPAC Agenda	080720T-01
2	TPAC Work Program	07/28/2020	TPAC Work Program, as of 07/28/2020	080720T-02
3	TPAC/MTAC Workshop Work Programs	7/17/2020	TPAC/MTAC Workshop Work Program, as of 07/17/2020	080720T-03
4	Memo	07/29/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	080720T-04
5	Memo	07/31/2020	TO TPAC and interested parties From: Lake McTighe, Regional Planner RE: Fatal crash update	080720T-05
6	Memo	07/23/2020	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendments to the 2020-21 Unified Planning Work Program (UPWP)	080720T-06
7	Draft Minutes	07/10/2020	Draft minutes from July 10, 2020 TPAC meeting	080720T-07
8	Resolution 20-5125	08/07/2020	Resolution 20-5125 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)	080720T-08
9	Exhibit A to Resolution 20-5125	08/07/2020	Exhibit A to Resolution 20-5125	080720T-09
10	Staff Report	07/29/2020	Staff Report to Resolution 20-5125	080720T-010
11	Resolution 20-5124	08/07/2020	Resolution 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	080720T-11

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
12	Exhibit A to Resolution 20-5124	08/07/2020	Project Narrative: ODOT – Pedestrian & Bicycle Crossing: Oregon City to West Linn	080720T-12
13	Staff Report	06/30/2020	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	080720T-13
14	Handout	n/a	Columbia Lombard Mobility Corridor Plan	080720T-14
15	Fact Sheet	August 2020	Regional mobility policy update	080720T-15
16	Memo	08/05/2020	TO: TPAC and interested parties From: Kim Ellis, Metro Project Manager RE: Regional Mobility Policy Update: Examples of Current Approaches	080720T-16
17	Additional Info from Comments from the Chair	08/07/2020	Regional Resilience Workshop Announcement	080720T-17
18	Presentation	08/07/2020	August 2020 Formal Transition Amendment Summary: Applies to the new 2021-24 MTIP	080720T-18
19	Presentation	08/07/2020	2020-21 Unified Planning Work Program Amendment ODOT – Pedestrian & Bicycle Crossing: Oregon City to West Linn	080720T-19
20	Presentation	08/07/2020	Regional Freight Delay and Commodities Movement Study	080720T-20
21	Presentation	08/07/2020	Columbia Lombard Mobility Plan	080720T-21

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF COMPLETING) RESOLUTION NO. 20-5127
REQUIRED FINAL CORRECTIONS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM (MTIP) PLUS) Andrew Scott in concurrence with
AMEND, COMPLETE TECHNICAL) Council President Lynn Peterson
CORRECTIONS, AND ADD NEW PROJECTS AS)
PART OF THE TRANSITION FORMAL)
AMENDMENT TO THE 2021-24 MTIP (SP21-02-)
SEP))

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 September 2020 Formal MTIP Transition Amendment includes a total of 15 projects that address phase slips, required project cancelations, limit and cost changes, plus includes three new Oregon Transportation Commission (OTC) approved Interstate 5 bridge safety improvement projects; and

WHEREAS, the three OTC approved projects received OTC approval to commit HB2017 funds to the projects during the OTC's August 2020 meeting; and

WHEREAS, the eight projects addressing implementation phase slips are adding Right-of-Way, Utility Relocation, and/or Construction phases to the 2021-24 MTIP that could not obligate their phase funding before the end of FY 2020; and

WHEREAS, clean-up actions are also occurring to the 2018-21 MTIP through the cancellation of two transit projects, one duplicate and one placeholder project that will into move forward; 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 not as an administrative modification to 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 September 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 September 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 September 4, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5127 consisting of the September 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 1, 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 20-5127.

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

Lynn Peterson, Council President


Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed September 2020 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **SP21-02-SEP**
 Total Number of Projects: **15**

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 19276 MTIP ID 70674	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	<u>PHASE SLIP AND COST INCREASE:</u> The formal amendment addresses a PE and ROW phase funding shortfall by shifting STBG (and match) from the Construction phase to support the PE and ROW phases. The Construction phase is backfilled with local funds based on a phase of \$3,187,983.	The total project cost increases by \$1,237,694 which represents a 30.6% cost increase and is above the 20% threshold. The construction phase is also slipped to FY 2022 based on the updated project schedule.
Project #2 ODOT Key 20882 MTIP ID 70874	Metro	Transit Oriented Development Program (2020)	<u>PHASE SLIP</u> Adding the Other phase to FY 2021 to the 2021-24 MTIP with \$3,286,135 of Local funds	Expenditure of federal funds in support of similar activities delayed due to Covid-19 workforce slow-down over FY 2020. Funds will be expended in FY 2021
Project #3 ODOT Key 20888 MTIP ID 70871	Metro	CORRIDOR AND SYSTEMS PLANNING (2020)	<u>PHASE SLIP:</u> \$404,235 of STBG plus required match remains unobligated to FY 2020 project and is being slipped to FY 2021 in the 2021-24 MTIP	The remaining unobligated STBG and match (\$450,502) is being slipped to FY 2021 and will be applied to the FY 2021 Corridor and Systems Planning UPWP project needs. If not required, the funds will be re-programmed to other SFY 22 UPWP requirements.
Project #4 ODOT Key 20897 MTIP ID 70889	Metro	Regional Freight Studies	<u>PHASE SLIP:</u> The project is now acting as the test pilot for Metro for the ODOT consultant certification process. The scope of work for the project requires additional refinement as a result. This has delayed the planned EOY 2020 obligation timing.	Metro is pursuing certification in consultant selection for planning projects to expedite implementation of consultant led Metro UPWP projects ODOT requires a test project to evaluate the developed procedures for consultant selection. The Regional Freight Studies project was chosen as the test pilot project. As the test pilot project, the fund obligation will be synchronized to the consultant selection process. The \$200k of STBG and match will not obligate until late fall or early winter during FY 2021 as a result.

Project #5 ODOT Key 19120 MTIP ID 70799		SE 242ND/HOGAN: NE BURNSIDE - E POWELL (GRESHAM)	<p><u>PHASE SLIP:</u> The ROW phase will not be completed in time to obligate the Construction phase as planned before the end of FY 2020. The amendment slips the construction phase as a new project into FY 2021 in the 2021-24 MTIP</p>	Significant issues with two ROW files (owned by Starbucks and PGE) have arisen, made worse by the COVID-19 pandemic. CON phase can't be obligated until ROW Certification is obtained. The lead agency is being corrected to be Gresham
Project #6 ODOT Key 22116 MTIP ID 71220	ODOT	OR8 curb ramps (Cornelius & Forest Grove)	<p><u>PHASE SLIP:</u> ROW, UR, and Construction phases are slipped to FY 2021. The three phases could not obligate in time before the end of FY 2020. They are being re-added to the 2021-24 MTIP as a new project</p>	Special obligation requirements for ADA project will not be completed on time - have a work plan in place but timing will not be sufficient. With this being an ADA settlement project, FHWA granted ODOT an exception and allowed a partial PS&E at the end of July ahead of ROW authorization, so CN will not slip, but RW will.
Project #7 ODOT 19267 MTIP ID 70806	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	<p><u>LIMITS CHANGE:</u> The Mile Post limits for the project are expanded by 0.28 miles which triggers the formal amendment.</p>	The formal amendment expands the project mile post limits by expanding them by 0.28 miles. They change from 2.84 to 3.84 to be 2.82 to 4.10 and result in a minor change to the project name.
Project #8 ODOT Key TBD - New MTIP TBD - New	ODOT	I-5: Interstate Bridges Bearing Replacement (Portland)	<p><u>ADD NEW PROJECT</u> The amendment adds the new ODOT/WASDOT project to address corroding connections securing the bridge bearings.</p>	The connections securing the bearings to the bridges are corroded, and are bent due to the forces associated with the bearings no longer being able to provide the movement the bridge needs to function as it was designed. This project will only address the most critical bearings. The other bearings should be able to remain in service until the bridge is replaced.

<p>Project #9 ODOT Key TBD - New MTIP ID TBD - New</p>	<p>ODOT</p>	<p>I-5: Interstate Bridges Control Equipment (Portland)</p>	<p>ADD NEW PROJECT: The amendment adds the project to the 2021-24 MTIP to replace the control system equipment on both of the bridges in order to ensure consistent operation (Bridge ID: 01377A & 07333)</p>	<p>The replacement of critical bridge control equipment was delayed in order to not interfere with the Interstate 5: Interstate Bridge, northbound trunnion replacement. The touch screens and programmable logic controllers are failing, and are no longer supported by the manufacturer. Also, as the high power electronic motor control equipment is reaching the end of its service life, the probability of failure increases. The critical bridge control equipment will be upgraded using modern components that are supported by the original equipment manufacturer. Replacement parts will be able to be obtained throughout the design life of each component, resulting in safe and reliable operation of these bridges for many years.</p>
<p>Project #10 ODOT Key New - TBD MTIP ID New - New</p>	<p>ODOT</p>	<p>I-5: Interstate Bridge, NB Electrical Components (Portland)</p>	<p>ADD NEW PROJECT: The amendment adds the new OTC approved project to Restore the electrical components to make the system permanent, rather than a temporary fix</p>	<p>After a crack was discovered in the second trunnion, it was replaced in 2020. There was a significant amount of electrical and mechanical work that was required on the northbound Interstate 5: Interstate Bridge to allow for the replacement of the trunnion shaft. The electrical work consisted of temporarily moving transformers, power panels, conduits, and other components to allow for unrestricted access to the trunnion. The temporary system was not intended to be used to operate the bridge for an extended period of time. This project will restore the electrical components to their original locations, and will connect those components in a permanent manner, replacing the electrical cords that were used for the temporary system</p>

Project #11 ODOT Key 21407 MTIP ID 71060	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	<u>ADD PHASES:</u> ROW and ur phases are added to the project at \$50k each. Funds drawn from construction	Per discussion with Portland, scope will drop two locations as one is locally developer completed and the other will be locally funded. ROW and UR phases are added with the savings. Total project cost remains unchanged
Project 12 ODOT Key 20864 MTIP ID TBD 70894	SMART	SMART MOBILITY MANAGEMENT (2020)	<u>CANCEL PROJECT FROM 2018-21 MTIP</u> The project is being canceled as a duplicate to Key 20867	Cancel per discussion with SMART. The project is an accidental duplicate of K20867
Project 13 ODOT Key 20873 MTIP ID 70903	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2020	<u>SLIP PHASE:</u> Other phase and funding slipped to FY 2021. Additional 5307 funds available and added to the project	The TrAMS grant to obligate the funds for maintenance and bus fleet replacement and software will not be approved until FY 2021
Project 14 ODOT Key 20848 MTIP ID 70934	TriMet	Low - No Zero Emission Bus Project (2020)	<u>CANCEL PROJECT FROM 2018-21 MTIP:</u> The formal amendment cancels the project from the 2018-21 MTIP. The project was not recognized to move forward and be implemented.	The project was not recognized to move forward and be implemented.
Project #15 ODOT Key 22207 MTIP ID	TriMet	TriMet Operator Safety and Rider Awareness	<u>PHASE SLIP:</u> The formal amendment slips the Other phase and funding to FY 2021.	The project was added late to the 2018 MTIP (May 2020). Approval of TriMet's Trams grant did not occur before the end of FY 2020 as planned.



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

Formal Amendment
PHASE SLIP &
COST INCREASE
 Address Funding Shortfalls & Slip
 Construction to FY 2022

Lead Agency: Clackamas County		Project Type:	Active Trns		ODOT Key:	19276
Project Name: Jennings Ave: OR 99E to Oatfield Rd	1	ODOT Type	BikPed		MTIP ID:	70674
		Performance Meas:	Yes		Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No		Comp Date:	6/30/2023
		Conformity Exempt:	Yes		RTP ID:	11503
		On State Hwy Sys:	N/A		RFFA ID:	50214
		Mile Post Begin:	N/A		RFFA Cycle:	2016-2018
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2014		Past Amend:	5
		Years Active:	8		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	SP21-02-SEP
		Short Description: Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect local residents with nearby schools, businesses and transportation options.				
Detailed Description: The project will construct curb tight sidewalk on the north side of Jennings Avenue and bike lanes on both sides. The widening of the roadway to accommodate the bike lanes and sidewalk will require general excavation, rock excavation and new water quality and detention facilities, including new storm water collection infrastructure. The project will also require the removal and construction of a retaining wall and replacement of an existing guardrail.						
STIP Description: Construct a curb tight sidewalk on the north side of the road and bike lanes on both sides of the road.						

Last Amendment of Modification: Administrative - December 2020 - AB20-05-DEC2 - Slip ROW to 2021

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2017		\$ 583,245				\$ -
STBG-U	Z230	2017		\$ 977,967				\$ 977,967
STBG-U	Z230	2021			\$ 403,785			\$ -
STBG-U	Z230	2021			\$ 897,322			\$ 897,322
STBG-U	Z230	2021				-	\$ 2,638,253	\$ -
STBG-U	Z230	2022					\$ 1,749,994	\$ 1,749,994
								\$ -
							Federal Totals:	\$ 3,625,283
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2017		\$ 66,755				\$ -
Local	Match	2017		\$ 111,933				\$ 111,933
Local	Match	2021			\$ 46,215			\$ -
Local	Match	2021			\$ 102,702			\$ 102,702
Local	Match	2021					\$ 301,960	\$ -
Local	Match	2022					\$ 200,295	\$ 200,295
Other	OTH0	2022					\$ 1,237,694	\$ 1,237,694
Other local funds are extra overmatch committed to the project by Clackamas County							Local Total	\$ 1,652,624
Phase Totals Before Amend:			\$ -	\$ 650,000	\$ 450,000	\$ -	\$ 2,940,213	\$ 4,040,213
Phase Totals After Amend:			\$ -	\$ 1,089,900	\$ 1,000,024	\$ -	\$ 3,187,983	\$ 5,277,907
Year Of Expenditure (YOE):								\$ 5,277,907

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment addresses a PE and ROW phase funding shortfall by shifting STBG (and match) from the Construction phase to support the PE and ROW phases. The Construction phase is backfilled with local funds based on a phase of \$3,187,983. The total project cost increases by \$1,237,694 which represents a 30.6% cost increase and is above the 20% threshold. The construction phase is also slipped to FY 2022 based on the updated project schedule. Project costs were originally estimated back in 2013 prior to initiating final design. Now at 60% final design, project requirements include additional retaining walls, traffic elements related to the RRFB, added ROW acquisitions, and updated costs for the traffic signal at OR99E. This has impacted design cost in the PE phase along with required ROW costs plus construction costs.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 11503 - Jennings Ave

> RTP Description: Implement proven safety counter measures by widening to 2-lane urban minor arterial standard with bikeway and pedway infill, improvements to ADA accessibility and stormwater facilities. Phase II of project that is currently underway.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Air Quality - Pedestrian and bicycle facilities

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 3 - Transportation Choices

> Goal 3.2 - Objective 3.2 Active Transportation System Completion

> Goal Description: Complete all gaps in regional bicycle and pedestrian 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 = 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

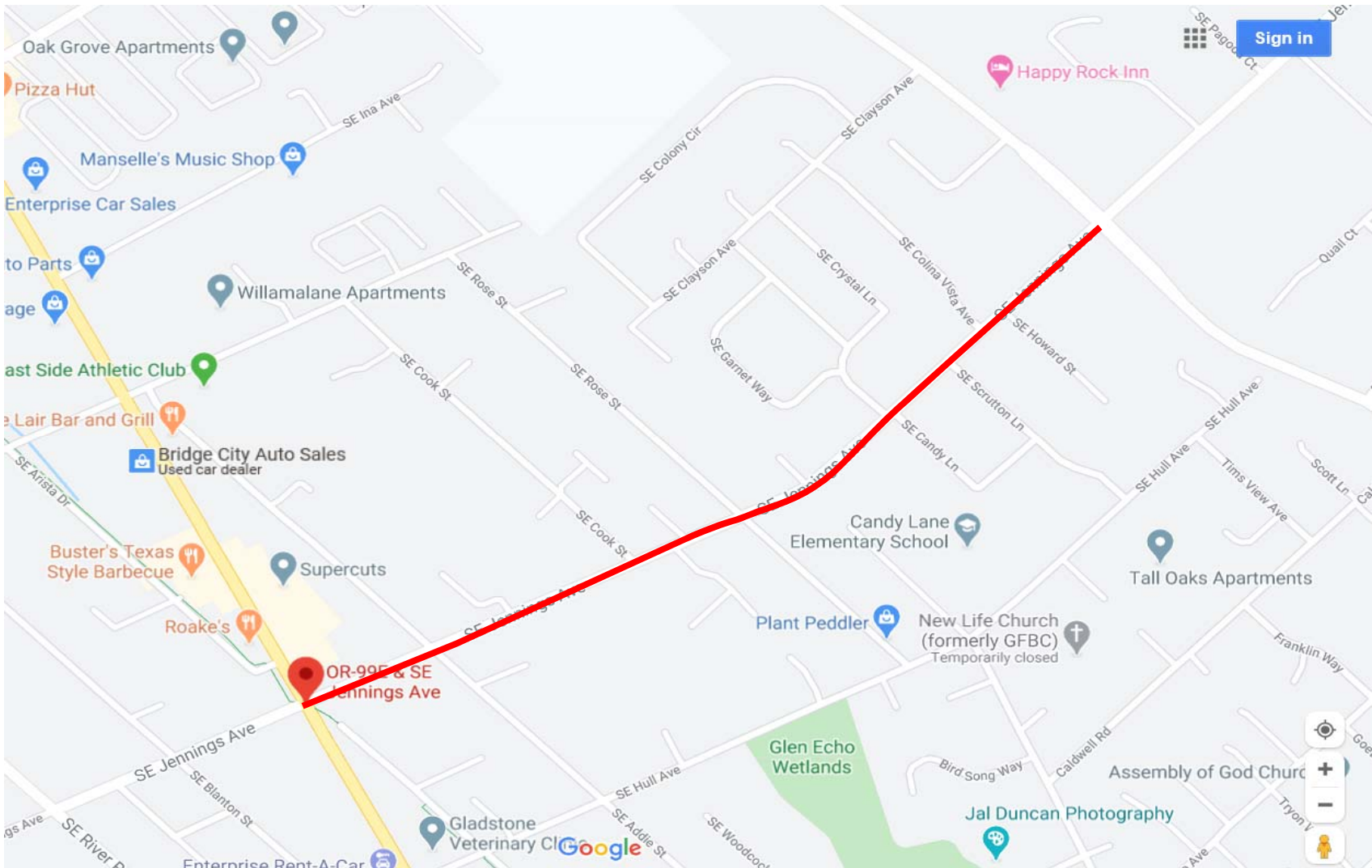
> On NHS: No

> Metro Model: Yes

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No

> Located on the CMP: No





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

Formal Amendment
PHASE SLIP
 Other Phase Slip from
 FY 2020 to FY 2021

Lead Agency: Metro		Project Type:	TOD		ODOT Key:	20882
Project Name: Transit Oriented Development Program (2020)	2	ODOT Type	OPS-TDM		MTIP ID:	70874
		Performance Meas:	Yes		Status:	0
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date:	12/31/2021
		Conformity Exempt:	Yes		RTP ID:	10855
Short Description: Local fund portion Metro receives to the annual Metro-TriMet TOD STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use		On State Hwy Sys:	N/A		RFFA ID:	50358
		Mile Post Begin:	N/A		RFFA Cycle:	2019-21
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2020		Past Amend:	0
		Years Active:	1		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	SP21-02-SEP
Detailed Description: “Metro MPO region wide. The project identifies the local funds TriMet is exchanging with Metro for the STP funds in support of TOD activities. The Metro STP for TOD is programmed in the new TriMet Prevent Maint TOD FY2020 project in the 2018 MTIP. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit. (2019-21 RFFA TOD allocation)”						
STIP Description: Works directly with developers and local jurisdictions to create vibrant downtowns, main streets and station areas by helping to change land use patterns near transit.						
Last Amendment of Modification: None his is the first amendment to the project						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TOD)	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Local	2020					\$ 3,286,135	\$ -
Local	Local	2021					\$ 3,286,135	
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,286,135	\$ 3,286,135
Year Of Expenditure (YOE):								\$ 3,286,135

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 other phase is being slipped to FY 2021 which acts like adding a new project to the 2021-24 MTIP

Amendment Summary:

- The formal amendment adds the FY 2020 TOD project to FY 2021 in the 2021-24 MTIP. The project is being slipped from FY 2020 in the 2018-21 MTIP to the new MTIP. The slip is due to a slower than expected expenditure of prior TOD funds delaying the FY 2020 allocation from starting to be expended. The delay is primarily due to the workforce reductions and slower workplace from the Covid-19 situation and work-from home mandates
- > Will Performance Measurements Apply: Yes - Possibly under Equity

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, Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels
- > 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:

- > Local = General local funds provided by the lead agency which are committed to implementing the project.

Other

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



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

Formal Amendment
PHASE SLIP
 Planning phase slipped to 2021 as a
 new project to 2021 MTIP

Lead Agency: Metro		Project Type: Planning	ODOT Key: 20888
Project Name: Corridor and Systems Planning (2020)	3	ODOT Type: Planning	MTIP ID: 70871
		Capacity Enhancing: No	Status: A
Project Status: A = In approved MTIP moving forward to obligate funds		Conformity Exempt: Yes	Comp Date: 6/1/2021
		Performance Meas: No	RTP ID: 11103
Short Description: Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, desired outcomes, performance measures, investment strategies.		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: SFY2020
		1st Year Program'd: 2020	Past Amend: 2
		Years Active: 1	OTC Approval: No
		STIP Amend#: TBD	MTIP Amend#: SP21-02-SEP
Detailed Description: The Corridor and Systems Planning program focuses on completing planning level work in corridors that emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. This work enables jurisdictions and other regional agencies to prioritize investments in the transportation system. The program evaluates priority corridors in the region and identifying investments to improve mobility of all travel modes in these areas.			
STIP Description: Conduct planning level work that emphasizes the integration of land use and transportation in corridors. The Corridors and Systems Planning Program determines regional system needs, functions, desired outcomes, performance measures, investment strategies.			

LAST Amendment or Admin Mod: Formal Amendment - Resolution 18-4901, July 2018 - ADD FUNDING: This amendment is adds a total of \$1,712,418 of STP and PL funds (plus associated required matching funds) of prior year unobligated carry-over still approved and eligible for the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP-U		2020	\$ 404,234					
STP-U		2021	\$ 404,234					\$ 404,234
								\$ -
								\$ -
Note: State Bridge program funded							Federal Totals:	\$ 404,234
Fund Obligations Amount:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations Amount:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local (STP)	Match	2020	\$ 46,266					\$ -
Local (STP)	Match	2021	\$ 46,266					\$ 46,266
								\$ -
							Local Total	\$ 46,266
Phase Totals Before Amend:			\$ 450,500	\$ -	\$ -	\$ -	\$ -	\$ 450,500
Phase Totals After Amend:			\$ 450,500	\$ -	\$ -	\$ -	\$ -	\$ 450,500
							Year Of Expenditure (YOE):	\$ 450,500

Notes and Changes

> Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies

Reason for Modification and Summary of Changes plus Impacts:

The amendment slips the remaining \$450,000 of funds from FY 2020 to FY 2021 by adding it as a new project to the 2021-24 MTIP. Key 20888 will most likely be incorporated into the SFY 22 UPWP planning requirements. If not, the funds will be re-programmed to other SFY 22 UPWP planning projects.

References and Additional Notes:

> Admin Mod Eligible: Fund transfers among existing constrained years in the current MTIP is allowable as an administrative modification

> 2018 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 a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.

> Modeling network: N/A

> Model Type: N/A

> NHS: No

> TCM Project: No

> Performance Measurements Apply: No

> ODOT Local Agency Liaison: N/A

> Project Manager: N/A

> Added Remarks: N/A



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

Formal Amendment
PHASE SLIP
 Planning Phase Slip from
 FY 2020 to FY 2021

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	20897
Project Name: Regional Freight Studies	4	ODOT Type	Planning		MTIP ID:	70889
		Performance Meas:	No		Status:	A
Project Status: A = In approved MTIP moving forward to obligate funds		Capacity Enhancing:	No		Comp Date:	6/1/2022
		Conformity Exempt:	Yes		RTP ID:	11103
Short Description: Regional freight and economic development planning projects and studies.		On State Hwy Sys:	N/A		RFFA ID:	50297
		Mile Post Begin:	N/A		RFFA Cycle:	2019-21
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 20
		1st Year Program'd:	2020		Past Amend:	1
		Years Active:	1		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	SP21-02-SEP

Detailed Description: Regional freight and economic development planning projects and studies. These include initiatives that will extend on existing freight planning activities and the Economic Value Atlas (EVA) project to improve how Metro responds to economic development needs in the region. This work advances activities that are recommended in the EVA implementation strategy, framing and other planning activities for transportation investment as part of the Regional Freight Plan, and resources to address area-specific economic development needs. Specific studies to be funded through this method will be brought before TPAC for discussion and input prior to commencing work and approved through the annual Unified Planning Work Program (UPWP) adoption process.

STIP Description: Regional freight and economic development planning projects and studies.

Last Amendment of Modification: Administrative - August 2019 - AB19-19-AUG1 -Minor Cost Decrease: Minor project cost decrease (\$10k of STBG + match) based on final project study funding authorization of \$200k of STBG. TPC decreases to \$222,891. - KL

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TOD)	Total
Federal Funds								
STBG-U	Z230	2020	\$ 200,000					\$ -
STBG-U	Z230	2021	\$ 200,000					\$ 200,000
								\$ -
								\$ -
							Federal Totals:	\$ 200,000
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Local	2020	\$ 22,891				-	\$ -
Local	Local	2021	\$ 22,891					\$ 22,891
								\$ -
							Local Total	\$ 22,891
Phase Totals Before Amend:			\$ 222,891	\$ -	\$ -	\$ -	\$ -	\$ 222,891
Phase Totals After Amend:			\$ 222,891	\$ -	\$ -	\$ -	\$ -	\$ 222,891
Year Of Expenditure (YOE):								\$ 222,891

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment slips the Regional Freight Studies project from the 2018-21 MTIP in FY 2020 to FY 2021 in the new 2021-24 MTIP. The project will act as the test pilot project as Metro moves forward to obtain consultant selection certification from ODOT. Due the project being a test pilot project, the scope of work requires additional refinement. The added scope refinement will delay the fund obligation until FY 2021.

> 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 - Other - Technical and Planning Studies

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 11 - Transparency and Accountability

> Goal 11.2 - Performance 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:

> 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: N/A



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

Formal Amendment
PHASE SLIP
 Construction Phase Slip from
 FY 2020 to FY 2021

Lead Agency: ODOT Gresham		Project Type:	O&M	ODOT Key:	19120
Project Name: SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	5	ODOT Type	Modern	MTIP ID:	70799
		Performance Meas:	Yes	Status:	5
Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.		Capacity Enhancing:	No	Comp Date:	12/31/2021
Short Description: Operational improvements, signal upgrades, bicycle and pedestrian improvements		Conformity Exempt:	Yes	RTP ID:	12095
		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:	2014	Past Amend:	5
		Years Active:	8	OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #: SP21-02-SEP

Detailed Description: “Widen SE Hogan Road from NE Burnside St to E Powell Blvd to provide increased access for economic development and freight mobility. The project includes signals, bicycle and pedestrian improvements to provide safer and improved access for all road users”

STIP Description: Widen NE Hogan Drive to provide increased access for economic development and freight mobility. The project includes signals, bicycle and pedestrian improvements to provide safer and improved access for all road users.

Last Amendment of Modification: July 2018 - Administrative -AB18-21-JUL2 - COST INCREASE: The Admin Mod adds \$680,388 to the ROW Phase to address a phase funding shortfall. Increase = 19.4% and is less than the 20% threshold

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
Redistribution	Z030	2015		\$ 150,000				\$ 150,000
State-STBG	L240	2018			\$ 325,000			\$ -
Redistribution	Z030	2018			\$ 325,000			\$ 325,000
ADVCON	ACP0	2020					\$ 1,025,001	\$ -
AC-STBGS	Z230	2021					\$ 1,025,001	\$ 1,025,001
								\$ -
							Federal Totals:	\$ 1,500,001
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2015		\$ 17,168				\$ 17,168
Other	OVM	2015		\$ 132,832				\$ 132,832
Local	Match	2018			\$ 37,198			\$ 37,198
Other	OVM	2018			\$ 968,190			\$ 968,190
Local	Match	2020					\$ 117,316	\$ -
Local	Match	2021					\$ 117,316	\$ 117,316
Other	OVM	2020					\$ 1,407,683	\$ -
Other	OVM	2021					\$ 1,407,683	\$ 1,407,683
							Local Total	\$ 1,407,683
Phase Totals Before Amend:			\$ -	\$ 300,000	\$ 1,330,388	\$ -	\$ 2,550,000	\$ 4,180,388
Phase Totals After Amend:			\$ -	\$ 300,000	\$ 1,330,388	\$ -	\$ 2,550,000	\$ 4,180,388
Year Of Expenditure (YOE):								\$ 4,180,388

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 into the 2021-24 MTIP. The PE and ROW phases were obligated earlier than FY 2021 as part of the 2018-21 MTIP.

Amendment Summary:

The formal amendment updates construction fund codes and slips the construction phase to FY 2021 by adding the project to the new FY 2021-24 MTIP. There is no change in scope or project cost.

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 12095 - Safety and Operations
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > 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 – Eliminate fatal and severe injury crashes for all modes of travel.
- > Goal Description: – Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > Redistribution = Federal funds re-allocated to states based on other states that do not meet obligation targets.
- > State STBG = Federal Surface Transportation Block Grant funds appropriated to the states and then committed to eligible projects.
- > ADVCON = Federal funds used as a placeholder until the final federal fund code is determined. The ADVCON code enables ODOT to cover the project costs and then be reimbursed once the final federal fund code is identified.
- > AC-STBGS = Federal ADVCON fund code with the expectation that State STBG funds will be the final federal fund code for the funds.
- > 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, 242nd/Hogan is defined as an "Other NHS Routes" on the NHS
- > Metro Model: Yes - Motor Vehicle
- > Model category and type: Major Arterial
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
PHASE SLIP
 Slip ROW, UR, and Construction to
 FY 2021

Lead Agency: ODOT		Project Type:	ADA	ODOT Key: 22116
Project Name: OR8 Curb Ramps (Cornelius & Forest Grove)	6	ODOT Type	Safety	MTIP ID: 71220
		Performance Meas:	Yes	Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Capacity Enhancing:	No	Comp Date: 6/1/2022
		Conformity Exempt:	Yes	RTP ID: 12095
Short Description: Pilot project to construct curb ramps to meet compliance with the Americans with Disabilities ACT (ADA) standards. (PGB)		On State Hwy Sys:	OR8	RFFA ID: N/A
		Mile Post Begin:	15.90	RFFA Cycle: N/A
		Mile Post End:	17.50	UPWP: N/A
		Length:	1.7	UPWP Cycle: N/A
		1st Year Program'd:	2020	Past Amend: 0
		Years Active:	1	OTC Approval: No
STIP Amend #: TBD			MTIP Amend #: SP21-02-SEP	
Detailed Description: Pilot project to construct curb ramps to meet compliance with the ADA standards at four locations on OR8: (1 & 2) Between MP 15.90 to 17.22, (3) MP 17.23 to 17.45, and (4) MP 17.23 to 17.50. Approved project grouping bucket. Child project split from Key 21488.				
STIP Description: Pilot project to construct curb ramps to meet compliance with the Americans with Disabilities ACT (ADA) standards.				
Last MTIP Amendment or Administrative Modification: Formal - MA20-12-MAY - ADD NEW PROJECT - The amendment adds the ROW, UR, and construction phases with funding that originates from Key 21488. Key 22116 is a child project to Key 21488.				

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACP0	2020		-	\$ 459,418			\$ -
AC-STBGS	Z240	2021			\$ 459,418			\$ 459,418
ADVCON	ACP0	2020				\$ 57,427		\$ -
AC-STBGS	Z240	2021				\$ 57,427		\$ 57,427
ADVCON	ACP0	2020					\$ 1,776,798	\$ -
AC-STBGS	Z240	2021					\$ 1,776,798	\$ 1,776,798
							Federal Totals:	\$ 2,293,643
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2020			\$ 52,582			\$ -
State	Match	2021			\$ 52,582			\$ 52,582
State	Match	2020				\$ 6,573		\$ -
State	Match	2021				\$ 6,573		\$ 6,573
State	Match	2020					\$ 203,362	\$ -
State	Match	2021					\$ 203,362	\$ 203,362
							State Total:	\$ 262,517
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ 512,000	\$ 64,000	\$ 1,980,160	\$ 2,556,160
Phase Totals After Amend:			\$ -	\$ -	\$ 512,000	\$ 64,000	\$ 1,980,160	\$ 2,556,160
							Year Of Expenditure (YOE):	\$ 2,556,160

Notes and Summary of Changes:

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

Amendment Summary:

>The formal amendment slips ROW, ur, and Construction phases from FY 2020 to FY 2021. The project was expected to obligate all phases by the end of FY 2020. It was not carried over into the new 2021-24 MTIP. Slipping the phases requires re-adding the project to the 2021-24 MTIP as a new project.

> Will Performance Measurements Apply: Appears Yes

RTP References:

> RTP ID: 12095 - Safety & Operations Projects

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Projects that address and resolve a safety issue.

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 5 - Safety and Security

> Goal 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

> Goal Description: – Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

> ADVCON = Federal funds used as a placeholder until the final federal fund code is determined. The ADVCON code enables ODOT to cover the project costs and then be reimbursed once the final federal fund code is identified.

> AC-STBGS = Federal Advanced Construction fund code that intends to use State STBG as the final federal code.

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

Other

> On NHS: Yes = Other NHS Routes

> Metro Model: Yes - Motor Vehicle + Pedestrian

> Model category and type: Major Arterial = Major and Minor arterial, Pedestrian = Pedestrian Parkway

> TCM project: No

> Located on the CMP: Yes



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

Formal Amendment
LIMITS CHANGE
Expand Project Limits to be 2.82 to
4.10 Per FHWA Guidance

Lead Agency: ODOT		Project Type: O&M	ODOT Key: 19267
Project Name: OR141 (Hall Blvd): Scholls Ferry Rd—Hemlock St OR141 (Hall Blvd): Scholls Ferry Rd - Locust St	7	ODOT Type: BikePed	MTIP ID: 70808
		Performance Meas: ADA	Status: 4
		Capacity Enhancing: No	Comp Date: 12/31/2022
		Conformity Exempt: Yes	RTP ID: 12095
		On State Hwy Sys: OR141	RFFA ID: N/A
		Mile Post Begin: 2.84 2.82	RFFA Cycle: N/A
		Mile Post End: 3.84 4.10	UPWP: No
		Length: 1.00 1.28	UPWP Cycle: N/A
		1st Year Program'd: 2015	Past Amend: 4
		Years Active: 6	OTC Approval: No
STIP Amend #: TBD	MTIP Amnd #: SP21-02-SEP		
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).			
Short Description: In Beaverton on OR141 from Scholls Ferry Rd to Hemlock St (MP 2.84 to 3.84 2.82 to 4.10), construct and complete ADA curb and ramp improvements to include pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.			
Detailed Description: In Beaverton on OR141 from Scholls Ferry Rd to Hemlock St (MP 2.84 to 3.84 2.82 to 4.10), construct and complete ADA curb and ramp improvements to include pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.			
Processing note: Name, limits and financial corrections as shown below affect only the 2018-21 MTIP. The construction phase will be added to the 2021-24 MTIP in late spring 2021 via a formal amendment. The correction now is required to ensure project consistency exists when the construction phase is added to the 2021-24 MTIP . A formal amendment is required because the limit changes exceed the 0.25 mile change threshold.			
STIP Description: Design and right of way activities to upgrade curb ramps in compliance with Americans with Disabilities Act (ADA) standards. Pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.			

Last Amendment of Modification: Formal - May 2020 - MA20-12-MAY - RE-ADD THIS PROJECT in FY18-21 MTIP The amendment adds the ROW phase to the active FY 2020 fiscal year resulting in the entire prior obligated project (PE only programmed) to now be active again in the 2018-21 MTIP. This will allow the ROW funds to obligate before the end of FY 2020 (September 1, 2020)

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACP0	2016		\$ 448,650				\$ -
AC-STBGS	ACP0	2015		\$ 448,650				\$ 448,650
State STBG	Z240	2016		\$ 191,125				\$ -
State STBG	Z231	2015		\$ 191,125				\$ 191,125
Redistribution	M030	2016		\$ 526,452				\$ -
Redistribution	M030	2015		\$ 526,452				\$ 526,452
ADVCON	ACP0	2020			\$ 1,013,949			\$ -
AC-STBGS	ACP0	2020			\$ 1,013,949			\$ 1,013,949
								\$ -
							Federal Totals:	\$ 2,180,176
State Funds								
State	Match	2016		\$ 51,350				\$ -
State	Match	2015		\$ 51,350				\$ 51,350
State	Match	2016		\$ 21,875				\$ -
State	Match	2015		\$ 21,875				\$ 21,875
State	Match	2016		\$ 60,255				\$ -
State	Match	2015		\$ 60,255				\$ 60,255
State	Match	2020			\$ 116,051			\$ 116,051
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 1,299,707	\$ 1,130,000	\$ -	\$ -	\$ 2,429,707
Phase Totals After Amend:			\$ -	\$ 1,299,707	\$ 1,130,000	\$ -	\$ -	\$ 2,429,707
							Year Of Expenditure (YOE):	\$ 2,429,707

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment expands the project mile post limits by expanding them by 0.28 miles. They change from 2.84 to 3.84 to be 2.82 to 4.10 and result in a minor change to the project name. The PE phase obligation is also updated to reflect the correct original obligation year of 2015. The changes are necessary to complete now in the 2018 MTIP to ensure consistency with the project exists when the Construction phase is added to the 2021-24 MTIP next spring.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12095 - Safety & Operations Projects

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Air Quality - Bicycle and pedestrian facilities.

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 5 - Transportation Safety and Security

> Goal 5.1 - Transportation Safety

> Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

> ADVCON = Federal fund placeholder used until the final federal fund code is determined and committed to the project. Normally requires the State to cover projects until the federal code is determined.

> AC-STBGS = Federal Advance Construction fund type code used as a placeholder with the expectation that State STBGS will be the final committed fund code

> Redistribution = Federal funds that annually are reallocated by FHWA among the states. States that do not meet their obligation targets can lose funding with states that meet their obligation targets receiving the "redistributed" funds.

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .

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

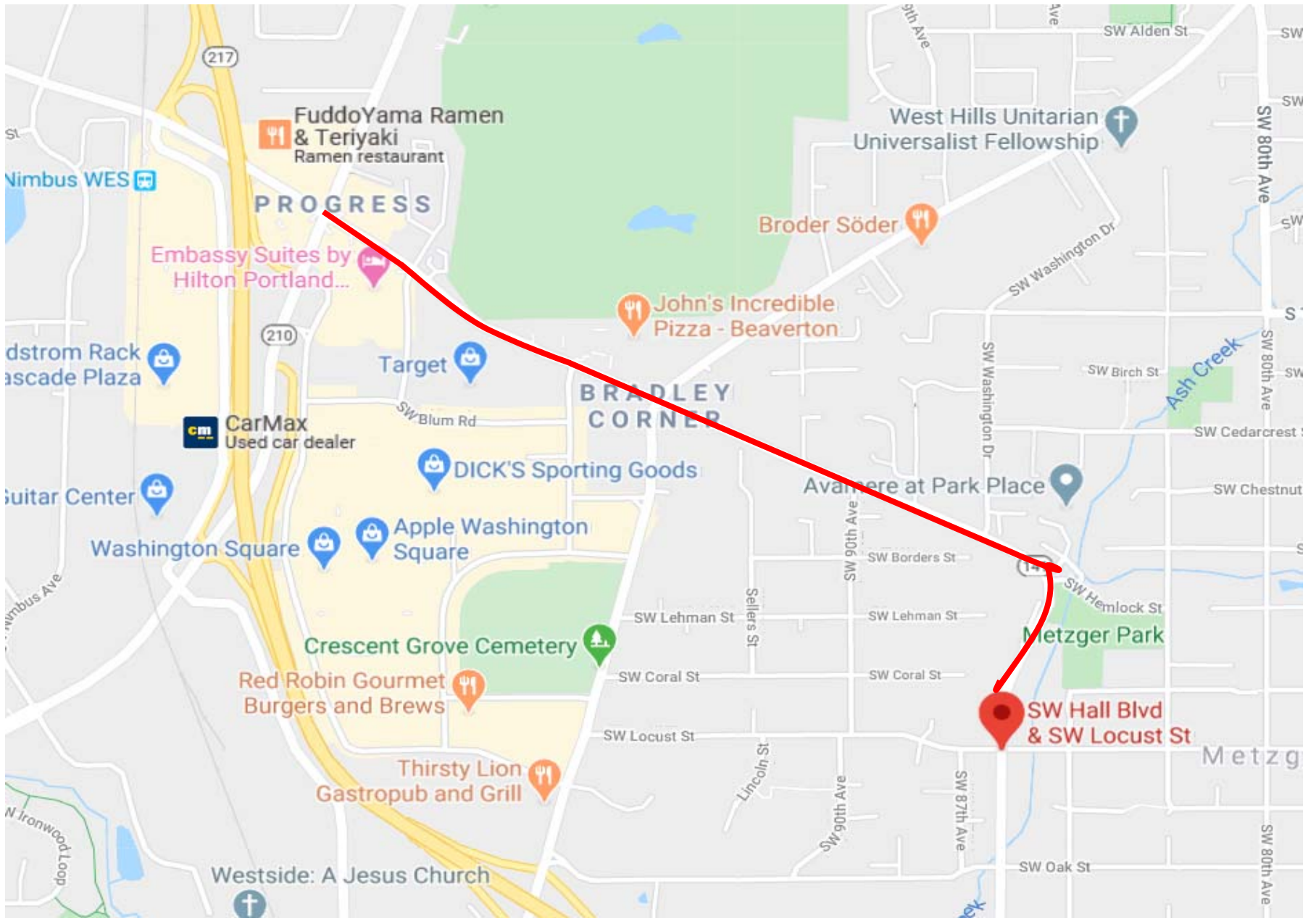
Other

> On NHS: No

> Metro Model: Yes

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No





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

Formal Amendment
ADD NEW PROJECT
 Add New OTC Approved Project

Lead Agency: ODOT		Project Type:	Bridges			ODOT Key:	TBD
Project Name: I-5: Interstate Bridges Bearing Replacement (Portland)	8	ODOT Type	Structures			MTIP ID:	TBD
		Performance Meas:	Yes			Status:	1
		Capacity Enhancing:	No			Comp Date:	6/30/2023
		Conformity Exempt:	Yes			RTP ID:	12092
		On State Hwy Sys:	I-5			RFFA ID:	N/A
		Mile Post Begin:	308.04			RFFA Cycle:	N/A
		Mile Post End:	308.72			UPWP:	No
		Length:	0.68			UPWP Cycle:	N/A
		1st Year Program'd:	2021			Past Amend:	0
		Years Active:	0			OTC Approval:	Yes
		STIP Amend #: TBD				MTIP Amnd #: SP21-02-SEP	
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).							
Short Description: Replace the bearings to allow the bridge to function as it was designed (Bridge ID: 01377A & 07333)							
Detailed Description: In northern Portland on I-5 from MP 308.04 to MP 308.72, Replace the bearings to allow the bridge to function as it was designed (Bridge ID: 01377A & 07333) (OTC Approval August 2020) (Bid Let Date: 7/4/2022)							
STIP Description: Replace the bearings to allow the bridge to function as it was designed							
Last Amendment of Modification: None - new project							

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
HB2017	S070	2021		\$ 15,000				\$ 15,000
HB2017	S070	2022					\$ 260,000	\$ 260,000
								\$ -
							State Total:	\$ 275,000
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	OTH0	2021		\$ 15,000				\$ 15,000
Other	OTH0	2022					\$ 260,000	\$ 260,000
								\$ -
Local Other funds committed by WASHDOT							Local Total	\$ 275,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 30,000	\$ -	\$ -	\$ 520,000	\$ 550,000
							Year Of Expenditure (YOE):	\$ 550,000

Notes and Summary of Changes:

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

Amendment Summary:

_The formal amendment adds the new OTC approved project to the 2021-24 MTIP now allowing PE to begin immediately.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12092 - Bridge Rehabilitation & Repair

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Widening narrow pavements or reconstructing bridges (no additional travel lanes).

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 10 - Fiscal Stewardship

> Goal 4.2 - Objective 10.1 - Infrastructure Condition

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

Fund Codes:

> HB2017 = State HB2017 allocated funds as part of the 2017 Oregon Transportation Bill supporting infrastructure

> 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 I-5 is identified on the NHS as part of the Eisenhower Interstate System

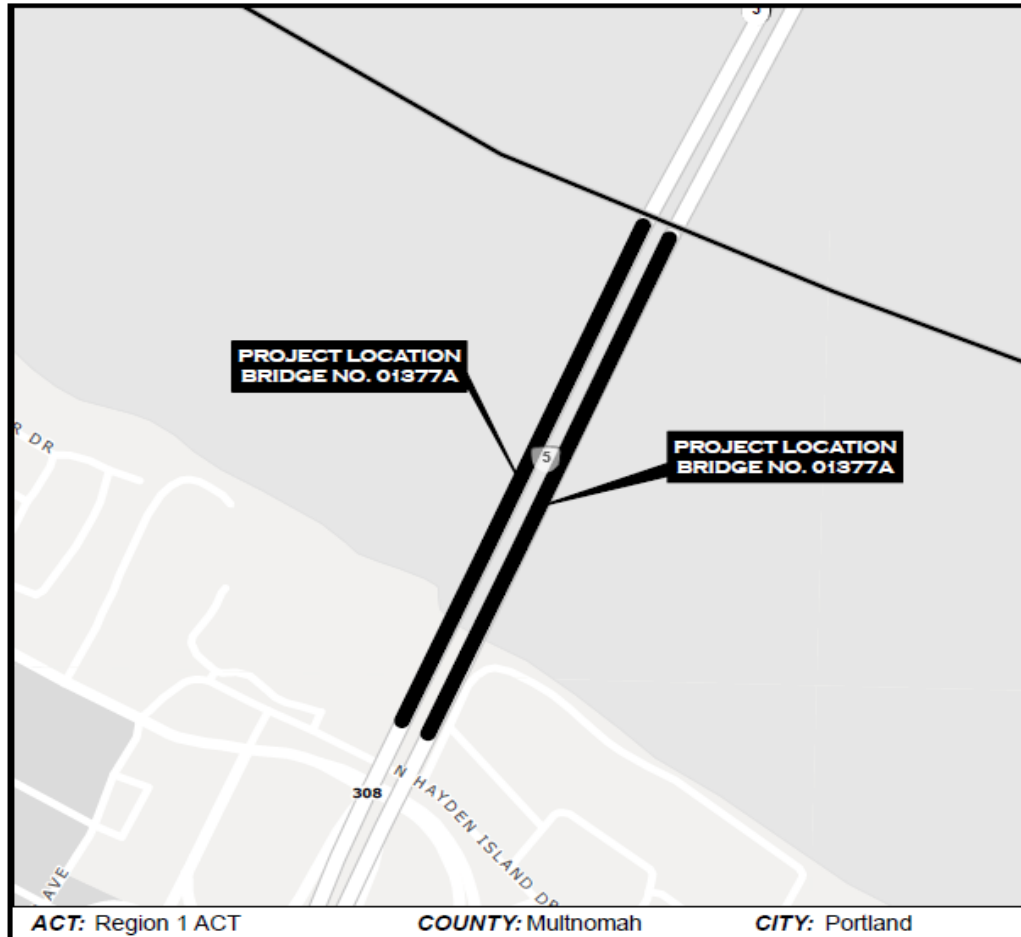
> Metro Model: Yes - Motor Vehicle Network

> Model category and type: Motor Vehicle Network - Throughway

> TCM project: No


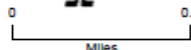
> Located on the CMP: Yes

STIP PROJECT LOCATION ODOT REGION 1



I-5: INTERSTATE BRIDGES BEARING REPLACEMENT (PORTLAND) KEY NO. TBD

STATE HIGHWAY CLASSIFICATION		BOUNDARIES	
	INTERSTATE		ODOT REGION
	STATEWIDE		COUNTY
	LOCAL ROADS		ACT BOUNDARY
	PROJECT LOCATION		HYDROLOGIC FEATURES

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ODOT.maps@odot.state.or.us
DATE: 8/19/2020



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

Formal Amendment
ADD NEW PROJECT
 Add New OTC Approved Project

Lead Agency: ODOT		Project Type:	Bridges			ODOT Key:	TBD
Project Name: I-5: Interstate Bridges Control Equipment (Portland)	9	ODOT Type	Structures			MTIP ID:	TBD
		Performance Meas:	Yes			Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No			Comp Date:	6/30/2023
		Conformity Exempt:	Yes			RTP ID:	12092
Short Description: Replace the control system equipment on both of the bridges in order to ensure consistent operation (Bridge ID: 01377A & 07333)		On State Hwy Sys:	I-5			RFFA ID:	N/A
		Mile Post Begin:	308.04			RFFA Cycle:	N/A
		Mile Post End:	308.72			UPWP:	No
		Length:	0.68			UPWP Cycle:	N/A
		1st Year Program'd:	2021			Past Amend:	0
		Years Active:	0			OTC Approval:	Yes
		STIP Amend #:	TBD			MTIP Amnd #:	SP21-02-SEP
<p>Detailed Description: In northern Portland on I-5 from MP 308.04 to MP 308.72, Replace control system equipment on both of the bridges in order to ensure consistent operations (Bridge ID: 01377A & 07333) (OTC Approval August 2020) (Planned Bid Let Date: 7/4/2022)</p>							
<p>STIP Description: Replace the bearings to allow the bridge to function as it was designed</p>							
<p>Last Amendment of Modification: None - new project</p>							

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
HB2017	S070	2021		\$ 40,000				\$ 40,000
HB2017	S070	2022					\$ 460,000	\$ 460,000
								\$ -
							State Total:	\$ 500,000
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	OTH0	2021		\$ 40,000				\$ 40,000
Other	OTH0	2022					\$ 460,000	\$ 460,000
								\$ -
Local Other funds committed by WASHDOT							Local Total	\$ 500,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 80,000	\$ -	\$ -	\$ 920,000	\$ 1,000,000
							Year Of Expenditure (YOE):	\$ 1,000,000

Notes and Summary of Changes:

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

Amendment Summary:

_The formal amendment adds the new OTC approved project to the 2021-24 MTIP now allowing PE to begin immediately.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12092 - Bridge Rehabilitation & Repair

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Widening narrow pavements or reconstructing bridges (no additional travel lanes).

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 10 - Fiscal Stewardship

> Goal 4.2 - Objective 10.1 - Infrastructure Condition

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

Fund Codes:

> HB2017 = State HB2017 allocated funds as part of the 2017 Oregon Transportation Bill supporting infrastructure

> 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 I-5 is identified on the NHS as part of the Eisenhower Interstate System

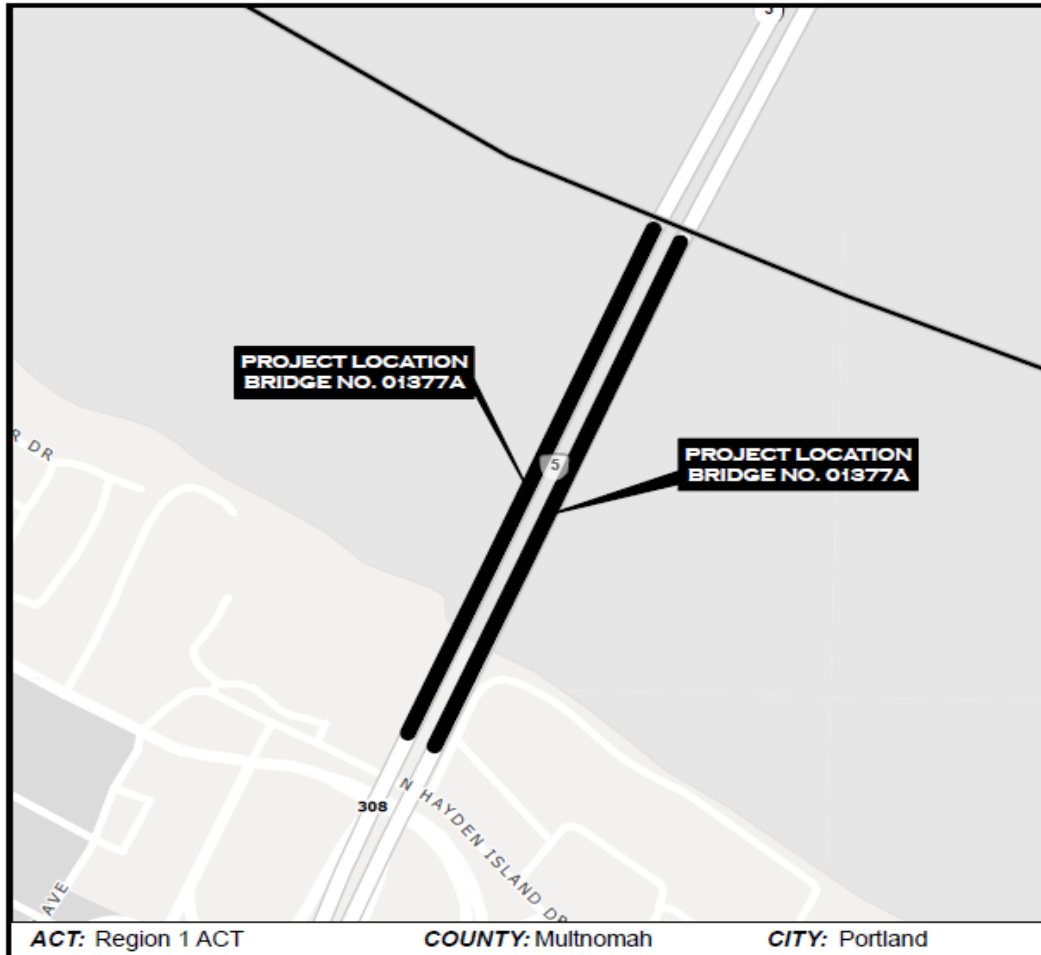
> Metro Model: Yes - Motor Vehicle Network

> Model category and type: Motor Vehicle Network - Throughway

> TCM project: No

> Located on the CMP: Yes

STIP PROJECT LOCATION ODOT REGION 1



I-5: INTERSTATE BRIDGES CONTROL EQUIPMENT (PORTLAND) KEY NO. TBD

STATE HIGHWAY CLASSIFICATION

- INTERSTATE
- STATEWIDE
- LOCAL ROADS
- PROJECT LOCATION

BOUNDARIES

- ODOT REGION
- COUNTY
- ACT BOUNDARY
- HYDROLOGIC FEATURES

0 0.1
Miles

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

Formal Amendment
ADD NEW PROJECT
 Add New OTC Approved Project

Lead Agency: ODOT		Project Type:	Bridges			ODOT Key:	TBD
Project Name: I-5: Interstate Bridge, NB Electrical Components (Portland)	10	ODOT Type	Structures			MTIP ID:	TBD
		Performance Meas:	Yes			Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No			Comp Date:	6/30/2022
		Conformity Exempt:	Yes			RTP ID:	12092
Short Description: Restore the electrical components to make the system permanent, rather than a temporary fix. (Bridge ID: 01377A)		On State Hwy Sys:	I-5			RFFA ID:	N/A
		Mile Post Begin:	308.04			RFFA Cycle:	N/A
		Mile Post End:	308.72			UPWP:	No
		Length:	0.68			UPWP Cycle:	N/A
		1st Year Program'd:	2021			Past Amend:	0
		Years Active:	0			OTC Approval:	Yes
		STIP Amend #:	TBD			MTIP Amnd #:	SP21-02-SEP
Detailed Description: In northern Portland on I-5 from MP 308.04 to MP 308.72, Restore the electrical components to make the system permanent, rather than a temporary fix (Bridge ID: 01377A) (OTC Approval August 2020) (Planned Bid Let Date: 7/4/2021)							
STIP Description: Restore the electrical components to make the system permanent, rather than a temporary fix							
Last Amendment of Modification: None - new project							

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
HB2017	S070	2021		\$ 20,000				\$ 20,000
HB2017	S070	2021					\$ 230,000	\$ 230,000
								\$ -
							State Total:	\$ 250,000
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	OTH0	2021		\$ 20,000				\$ 20,000
Other	OTH0	2021					\$ 230,000	\$ 230,000
								\$ -
Local Other funds committed by WASHDOT							Local Total	\$ 250,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ 500,000
							Year Of Expenditure (YOE):	\$ 500,000

Notes and Summary of Changes:

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

Amendment Summary:

_The formal amendment adds the new OTC approved project to the 2021-24 MTIP now allowing PE to begin immediately.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12092 - Bridge Rehabilitation & Repair

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Widening narrow pavements or reconstructing bridges (no additional travel lanes).

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 10 - Fiscal Stewardship

> Goal 4.2 - Objective 10.1 - Infrastructure Condition

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

Fund Codes:

> HB2017 = State HB2017 allocated funds as part of the 2017 Oregon Transportation Bill supporting infrastructure

> 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 I-5 is identified on the NHS as part of the Eisenhower Interstate System

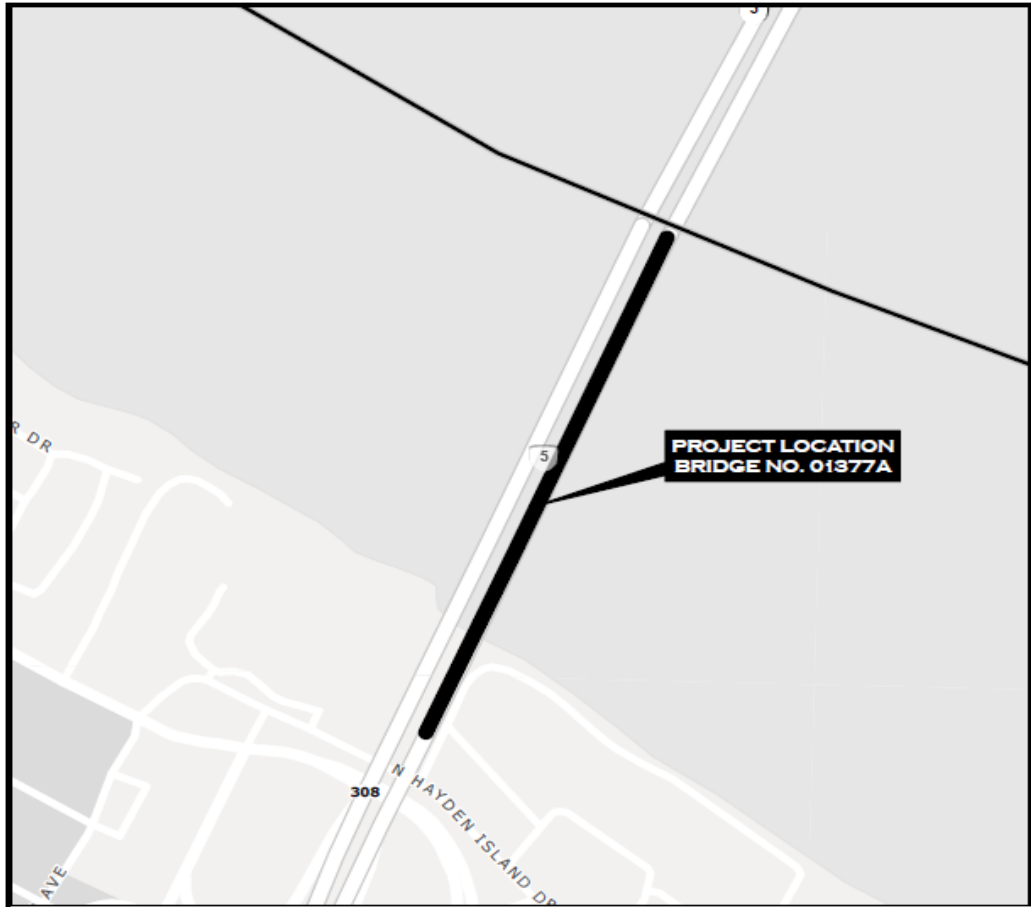
> Metro Model: Yes - Motor Vehicle Network

> Model category and type: Motor Vehicle Network - Throughway

> TCM project: No

> Located on the CMP: Yes

STIP PROJECT LOCATION ODOT REGION 1



ACT: Region 1 ACT **COUNTY:** Multnomah **CITY:** Portland

**I-5: INTERSTATE BRIDGE, NB ELECTRICAL COMPONENTS (PORTLAND)
KEY NO. TBD**

<u>STATE HIGHWAY CLASSIFICATION</u>	<u>BOUNDARIES</u>	
INTERSTATE	ODOT REGION	
STATEWIDE	COUNTY	
LOCAL ROADS	ACT BOUNDARY	
PROJECT LOCATION	HYDROLOGIC FEATURES	

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DATE: 8/19/2020

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

Formal Amendment
ADD PHASES
Add ROW and UR phases to the project in the 2021-24 MTIP

Lead Agency: Portland		Project Type: Active	ODOT Key: 21407
Project Name: OR99W/Barbur Blvd Area: Sidewalk Infill Projects	11	ODOT Type: BikePed	MTIP ID: 71060
		Performance Meas: Yes	Status: 4
		Capacity Enhancing: No	Comp Date: 6/1/2022
		Conformity Exempt: Yes	RTP ID: 11564
		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: 2019	Past Amend: 1
		Years Active: 2	OTC Approval: No
STIP Amend #: TBD	MTIP Amnd #: SP21-02-SEP		
<p>Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).</p> <p>Short Description: In Portland at multiple locations near and around OR99W (SW Barbur Blvd), complete sidewalk infill projects (Replacement PGB for Key 19298)</p> <p>Detailed Description: Barbur Blvd complete sidewalk infill projects (Replacement PGB for Key 19298) Sidewalk infills replacement PGB for Key 19298. Federal funded new two locations include:(1) SW26th Ave - I-5 to Taylors Ferry, (2) SW 24th/25th - Multnomah to Spring Garden, (2) SW Custer - 13th Ave to 17Ave Capitol Hill to 13th Ave, and (4) SW 40th & Huber - RFB. SW 24th/25th - Multnomah to Spring Garden developer conditioned completed with SW 40th Huber to Wilard St to be locally funded and completed by PBOT</p> <p>STIP Description: Complete sidewalk infill projects at multiple locations near and around OR99W (SW Barbur Blvd) in Portland. Install a rapid flash beacon at the intersection of SW 40th Ave and SW Huber St.</p>			

Last Amendment of Modification: Administrative - October 2019 - AB20-01-OCT1 - PHASE SLIP: Slip PE phase and funding from 2019 to 2020 due to delay in executing IGA before the end of FFY 2019.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP-U	L23E	2020		\$ 377,763				\$ 377,763
STBG-U	Z230	2021			\$ 22,433			\$ 22,433
STBG-U	Z230	2021				\$ 22,433		\$ 22,433
STBG-U	Z230	2021					\$ 1,361,641	
STBG-U	Z230	2021					\$ 1,316,776	\$ 1,316,776
							Federal Totals:	\$ 1,739,405
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2020		\$ 43,237				\$ 43,237
Local	Match	2021			\$ 2,567			\$ 2,567
Local	Match	2021				\$ 2,567		\$ 2,567
Local	Match	2021					\$ 155,846	
Local	Match	2021					\$ 150,711	\$ 150,711
							Local Total	\$ 150,711
Phase Totals Before Amend:			\$ -	\$ 421,000	\$ -	\$ -	\$ 1,517,487	\$ 1,938,487
Phase Totals After Amend:			\$ -	\$ 421,000	\$ 25,000	\$ 25,000	\$ 1,467,487	\$ 1,938,487
Year Of Expenditure (YOE):								\$ 1,938,487

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment creates a ROW and Utility Relocation phase for the project in FY 2021. Funds are drawn from the construction phase without backfill needed. The project scope is being adjusted to drop two site locations: 24th/25th Ave - Multnomah to Spring Garden and 40th Ave - Huber to Willard St). SW 24th/25th Ave has been completed through a separate developer conditioned project. 40th Ave will be completed by PBOT only with local funds. This allows the \$50k needed from Construction to be used for the ROW and UR phase.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 11564 - Portland OR99W/ Barbur Blvd Area: Sidewalk Infill Projects

> RTP Description: Sidewalk infill on SW 26th Ave (Taylors Ferry - I-5), SW 24th/25th Ave (Multnomah - Spring Garden), SW Custer Dr (Capitol Hill - 13th), SW Capitol Hill Rd (Barbur - Moss), and SW 40th Ave (Huber - Willard). Include an enhanced pedestrian crossing at SW 40th & Huber.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Air Quality - Bicycle and pedestrian facilities.

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 3 - Transportation Choices

> Goal 3.2: Active Transportation System Completion

> Goal Description: Complete all gaps in regional bicycle and pedestrian networks.

Fund Codes:

> STP-U = Federal Surface Transportation Program funds (pre-FAST Act) appropriated to ODOT and then allocated to the MPOs via formula for application in urban areas.

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated tot the MPOs for application in urban areas.

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

Other

> On NHS: No

> Metro Model: Yes

> Model category and type: Pedestrian

> TCM project: No

> Located on the CMP: No



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

Formal Amendment
CANCEL PROJECT
 Duplicate Project

Lead Agency: SMART		Project Type: Transit	ODOT Key: 20864
Project Name: SMART Mobility Management (2020)	12	ODOT Type: Transit	MTIP ID: 70894
		Performance Meas: No	Status: 0
Project Status: 0 = No Activity		Capacity Enhancing: No	Comp Date: N/A
		Conformity Exempt: Yes	RTP ID: N/A
Short Description: RideWise Travel Trainer		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: 2020	Past Amend: 0
		Years Active: 1	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: SP21-02-SEP

Detailed Description: None

CANCEL PROJECT FROM THE MTIP

STIP Description:

Last Amendment of Modification: None

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	-	2020					\$ 31,686	\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
<hr/>								
State Funds								
								\$ -
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
<hr/>								
Local Funds								
Local	Match	2020					\$ 7,922	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 39,608	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment cancels the project from the current 2018-21 MTIP and denies carryover into the 2021-24 MTIP. The FTA 5310 funds were older leftover funds from another project. However, upon review, they appear to be duplicate funds to 5310 funds programmed in Key 20867 and are being deleted from the MTIP from this time.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: N/A

> RTP Description: N/A

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 3 Transportation Choices

> Goal 3.3 - Objective 3.3 Access to Transit

> Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

> 5310 = FTA Section 5310 funds allocated to transit agencies which are used to provide transit services to the elderly and disabled..

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

Other

> On NHS: No

> Metro Model: No

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No



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

Formal Amendment
PHASE SLIP & ADD FUNDS
 Other Phase Slip to FY 2021 and add
 5307 & match to the project

Lead Agency: SMART		Project Type:	Transit			ODOT Key:	20873
Project Name: SMART Bus Purchase/PM/Amenities and Technology 2020	13	ODOT Type	Transit			MTIP ID:	70903
		Performance Meas:	Yes			Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Capacity Enhancing:	No			Comp Date:	
		Conformity Exempt:	Yes			RTP ID:	11109
Short Description: Maintenance and Bus Fleet Replacement and Software		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:	No
		STIP Amend #:	TBD			MTIP Amnd #:	SP21-02-SEP
Detailed Description: None							
STIP Description: Maintenance and bus fleet replacement & software							
Last Amendment of Modification: None							

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5307	FF91	2020					\$ 298,758	\$ -
5307	FF91	2021					\$ 417,404	\$ 417,404
								\$ -
								\$ -
							Federal Totals:	\$ 417,404
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Local	2020					\$ 74,690	\$ -
Local	Local	2021					\$ 104,351	\$ 104,351
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 373,448	\$ 373,448
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 521,755	\$ 521,755
Year Of Expenditure (YOE):								\$ 521,755

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 the 2021-24 MTIP. The PE phase was obligated earlier than FY 2021 in the 2018-21 MTIP.

Amendment Summary:

The formal amendment slips the project to FY 2021 as FTA will not approve SMART TrAMS grant before the end of FY 2020. A review of other 5307 project funding identified additional funds available to be added to the project. The added funds total \$148,307 and represent a 39.7% increase to the project which is above the transit 30% threshold for cost increases.

- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 11109 - Bus Replacements - including Alternative Fuel Vehicles
- > RTP Description: Purchase buses to replace those that are out of date, unreliable or inoperable. Replacements buses could include alternative fuel vehicles or autonomous vehicles.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Rehabilitation of transit vehicles
- > 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:

- > 5307 = Federal Section 5307 funds appropriated to eligible transit agencies for various transit needs.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

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



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

Formal Amendment
CANCEL PROJECT
 Dead Project

Lead Agency: TriMet		Project Type: Transit	ODOT Key: 20848
Project Name: Low - No Zero Emission Bus Project (2020)	14	ODOT Type: Transit	MTIP ID: 70934
		Performance Meas: No	Status: N/A
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: N/A
		Conformity Exempt: Yes	RTP ID: N/A
Short Description: Fund procurement and deployment of 5 battery electric buses and associated charging infrastructure to be deployed from Merlo garage on a Westside route to be determined.		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: No
		STIP Amend #: TBD	MTIP Amnd #: SP21-02-SEP

Detailed Description: None

STIP Description: Fund procurement and deployment of 5 battery electric buses and associated charging infrastructure to be deployed from Merlo garage on a Westside route to be determined.

Last Amendment of Modification: None

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5339	FF30	2020					\$ 50,000	
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2020					\$ 56,658	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 106,658	\$ 106,658
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment cancels the project from the 2018-21 MTIP. The project was not recognized to move forward and be implemented.

> Will Performance Measurements Apply: Yes - N/A

RTP References:

> RTP ID: N/A

> RTP Description: N/A

> Exemption Status: N/A

> UPWP amendment: N/A

> RTP Goals: N/A

> Goal N/A

> Goal Description: N/A

Fund Codes:

> 5339 = Federal Section 5339 funds allocated to eligible transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

> 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



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

Formal Amendment
PHASE SLIP
 Slip Other phase and funding from
 FY 2020 to FY 2021

Lead Agency: TriMet		Project Type:	Transit			ODOT Key:	22207
Project Name: TriMet Operator Safety and Rider Awareness	15	ODOT Type	Transit			MTIP ID:	TBD
		Performance Meas:	Yes			Status:	T22
		Capacity Enhancing:	No			Comp Date:	12/31/2021
		Conformity Exempt:	Yes			RTP ID:	11016
		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:	2020			Past Amend:	0
		Years Active:	1			OTC Approval:	Yes
		STIP Amend #: TBD				MTIP Amnd #: SP21-02-SEP	
<p>Project Status: T22 = Programming actions in progress or programmed in current MTIP</p> <p>Short Description: Develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. (2019 5312 FTA CP&PSA Discretionary)</p> <p>Detailed Description: FTA discretionary 5312 grant from the 2019 Human Trafficking Awareness and Public Safety Initiative Awarded under the Crime Prevention and Public Awareness category to develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. The goal is to reduce operator assaults and increase public participation in reporting threats to the safety of operators and passengers.</p> <p>STIP Description: Develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators, and install digital displays at key transit centers to share information on safety-related topics.</p>							
Last Amendment of Administrative Modification: None							

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5312	F260	2020		-			\$ 151,052	\$ -
5312	F260	2021					\$ 151,052	\$ 151,052
								\$ -
							Federal Totals:	\$ 151,052
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2020					\$ 57,763	\$ -
Local	Match	2021					\$ 57,763	\$ 57,763
							Local Total	\$ 57,763
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 208,815	\$ 208,815
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 208,815	\$ 208,815
Year Of Expenditure (YOE):								\$ 208,815

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment slips the Other phase and funding to FY 2021. The project was added late to the 2018 MTIP (May 2020). Approval of TriMet's Trams grant did not occur before the end of FY 2020 as planned.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 11016 - Operating Capital: Safety & Security Phase 2

> RTP Description: Safety enhancements, CCTV, Transit Police.

> No action to the UPWP is required.

Fund Codes:

> 5312 = Federal FTA Section 5312 funds allocated in a discretionary basis base din the funding program and grant award winners

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

Other

> On NHS: No

> Metro Model: No

> Model category and type: N/A

> TCM project: No



Memo

Date: August 24, 2020
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: September 2020 MTIP Formal Transition Amendment Impacting both the 2018-21 MTIP and new 2021-24 MTIP & Resolution 20-5127 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF COMPLETING REQUIRED FINAL CORRECTIONS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) PLUS AMEND, COMPLETE TECHNICAL CORRECTIONS, AND ADD NEW PROJECTS AS PART OF THE TRANSITION FORMAL AMENDMENT TO THE 2021-24 MTIP (SP21-02-SEP)

BACKGROUND

What This Is:

The September 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Transition Amendment provides part two to the overall transition amendment to the 2021-24 MTIP. The formal amendment contains technical corrections to existing projects and new projects for inclusion in the new 2021-24 MTIP. Fifteen projects comprise the September 2020 Formal Transition Amendment. It also provides a few required technical corrections to projects in the 2018-21 MTIP ensuring that when the project's construction phase is added to the 2021-24 MTIP, programming consistency is maintained between the two MTIPs. The amendment is being processed under MTIP amendment number SP21-02-SEP and under a resolution 20-5127.

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 20-5127 consisting of fifteen projects in the September Formal Transition Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP in October with final approval to occur from USDOT.

About the September Formal Transition Amendment

As stated, the September Formal Transition MTIP Amendment represents part two of the Transition amendment to the 2021-24 MTIP started with the August 2020 Formal Transition Amendment. The MTIP Transition amendment is a special amendment FHWA allows the Oregon MPOs to complete to make needed technical corrections or add new projects that emerged during the MTIP approval gap period (April through August 2020). For the Transition amendment, FHWA relaxes some of the usual required processing rules and support documentation. Along with the August and September Formal Transition Amendments which contain a total of 28 projects, a separate Transition Administrative Modification containing 11 projects will be submitted during August as well. TPAC is not required to review or approve the Transition Administrative Modification.

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 Formal Transition Amendment covers 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.

September 2020 Amendment Bundle Summary Points:

- The August and September Formal Transition Amendments along with the August Transition Administrative Modification total 37 projects. This is over a 50% reduction from the number of projects included in the 2018-21 MTIP Transition Amendment. Improved project scheduling, obligation tracking, use of frequent delivery meetings, and improved communications among the lead agency, ODOT and Metro all contribute to this improvement.
- A total of eight projects (61.5%) in the September amendment bundle involve implementation phase slips (i.e. Right-of Way (ROW)/Utility Relocation (UR) and Construction phases slip from FY 2020 to FY 2021). Two general reasons contributed to the phase completion delays. These included:
 - Delays in completing final design and the Project, Specifications, and Estimates (PS&E) package due to unforeseen design requirements being added to the project, costs increases impacting design, and a general slow-down in completing required PS&E tasks due to Covid-19.
 - Delays in completing the ROW which were caused by not identifying full ROW acquisition requirements and to Covid-19 restrictions which slowed down completion of require ROW phase tasks delaying the ability to obligate the Construction phase.

- Below is a short summary of the 15 projects included in the September 2020 Formal Transition Amendment:

Proposed September 2020 Formal Transition Amendment Bundle Amendment Type: Formal/Full Amendment #: SP21-02-SEP Total Number of Projects: 15					
Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #1 ODOT Key 19276 MTIP ID 70674	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	<u>PHASE SLIP AND COST INCREASE:</u> The formal amendment addresses a PE and ROW phase funding shortfall by shifting STBG (and match) from the Construction phase to support the PE and ROW phases. The Construction phase is backfilled with local funds based on a phase of \$3,187,983.	The total project cost increases by \$1,237,694 which represents a 30.6% cost increase and is above the 20% threshold. The construction phase is also slipped to FY 2022 based on the updated project schedule.	Cost increases above 20% for \$1 million and greater project costs require a formal amendment
Project #2 ODOT Key 20882 MTIP ID 70874	Metro	Transit Oriented Development Program (2020)	<u>PHASE SLIP</u> Adding the Other phase to FY 2021 to the 2021-24 MTIP with \$3,286,135 of Local funds	Expenditure of federal funds in support of similar activities delayed due to Covid-19 workforce slow-down over FY 2020. Funds will be expended in FY 2021	Although this is a phase slip, the project must be added as a new project to the 2021-24 MTIP which requires a formal amendment
Project #3 ODOT Key 20888 MTIP ID 70871	Metro	CORRIDOR AND SYSTEMS PLANNING (2020)	<u>PHASE SLIP:</u> \$404,235 of STBG plus required match remains unobligated to FY 2020 project and is being slipped to FY 2021 in the 2021-24 MTIP	The remaining unobligated STBG and match (\$450,502) is being slipped to FY 2021 and will be applied to the FY 2021 Corridor and Systems Planning UPWP project needs. If not required, the funds will be re-programmed to other SFY 22 UPWP requirements.	The slip acts as adding a new project to the 2021-24 MTIP which requires a formal amendment to complete.

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #4 ODOT Key 20897 MTIP ID 70889	Metro	Regional Freight Studies	PHASE SLIP: The project is now acting as the test pilot for Metro for the ODOT consultant certification process. The scope of work for the project requires additional refinement as a result. This has delayed the planned EOY 2020 obligation timing.	Metro is pursuing certification in consultant selection for planning projects to expedite implementation of consultant led Metro UPWP projects ODOT requires a test project to evaluate the developed procedures for consultant selection. The Regional Freight Studies project was chosen as the test pilot project. As the test pilot project, the fund obligation will be synchronized to the consultant selection process. The \$200k of STBG and match will not obligate until late fall or early winter during FY 2021 as a result.	The slip acts as adding a new project to the 2021-24 MTIP which requires a formal amendment to complete.
Project #5 ODOT Key 19120 MTIP ID 70799	ODOT Gresham	SE 242ND/HOGA N: NE BURNSIDE - E POWELL (GRESHAM)	PHASE SLIP: The ROW phase will not be completed in time to obligate the Construction phase as planned before the end of FY 2020. The amendment slips the construction phase as a new project into FY 2021 in the 2021-24 MTIP	Significant issues with two ROW files (owned by Starbucks and PGE) have arisen, made worse by the COVID-19 pandemic. CON phase can't be obligated until ROW Certification is obtained. The lead agency is being corrected to be Gresham	Construction was planned to obligate by the end of FY 2020. The project was not carried over into the new 2021-24 MTIP. As a result of the phase slip, the project must be re-added to the new 2021-24 MTIP as a new project.
Project #6 ODOT Key 22116 MTIP ID 71220	ODOT	OR8 curb ramps (Cornelius & Forest Grove)	PHASE SLIP: ROW, UR, and Construction phases are slipped to FY 2021. The three phases could not obligate in time before the end of FY 2020. They are being re-added to the 2021-24 MTIP as a new project	Special obligation requirements for ADA project will not be completed on time - have a work plan in place but timing will not be sufficient. With this being an ADA settlement project, FHWA granted ODOT an exception and allowed a partial PS&E at the end of July ahead of ROW authorization, so CN will not slip, but RW will.	UR obligation requirements cannot be met by obligation deadline (utilities cannot respond in a timely manner); there may be no reimbursable work needed, and if UR work is needed it won't be needed until FFY21. With this being an ADA settlement project, FHWA granted ODOT an exception and allowed a partial PS&E at the end of July ahead of UR authorization, so CN will not slip, but UR will.

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #7 ODOT 19267 MTIP ID 70806	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	LIMITS CHANGE: The Mile Post limits for the project are expanded by 0.28 miles which triggers the formal amendment.	The formal amendment expands the project mile post limits by expanding them by 0.28 miles. They change from 2.84 to 3.84 to be 2.82 to 4.10 and result in a minor change to the project name.	The PE phase obligation is also updated to reflect the correct original obligation year of 2015. The changes are necessary to complete now in the 2018 MTIP to ensure consistency with the project exists when the Construction phase is added to the 2021-24 MTIP next spring.
Project #8 ODOT Key TBD - New MTIP TBD - New	ODOT	I-5: Interstate Bridges Bearing Replacement (Portland)	ADD NEW PROJECT The amendment adds the new ODOT/WASDOT project to address corroding connections securing the bridge bearings.	The connections securing the bearings to the bridges are corroded, and are bent due to the forces associated with the bearings no longer being able to provide the movement the bridge needs to function as it was designed. This project will only address the most critical bearings. The other bearings should be able to remain in service until the bridge is replaced.	Per the approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment. OTC approval was required and occurred during their August 2020 meeting.

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #9 ODOT Key TBD - New MTIP ID TBD - New	ODOT	I-5: Interstate Bridges Control Equipment (Portland)	<u>ADD NEW PROJECT:</u> The amendment adds the project to the 2021-24 MTIP to replace the control system equipment on both of the bridges in order to ensure consistent operation (Bridge ID: 01377A & 07333)	The replacement of critical bridge control equipment was delayed in order to not interfere with the Interstate 5: Interstate Bridge, northbound trunnion replacement. The touch screens and programmable logic controllers are failing, and are no longer supported by the manufacturer. Also, as the high power electronic motor control equipment is reaching the end of its service life, the probability of failure increases. The critical bridge control equipment will be upgraded using modern components that are supported by the original equipment manufacturer. Replacement parts will be able to be obtained throughout the design life of each component, resulting in safe and reliable operation of these bridges for many years.	Per the approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment. OTC approval was required and occurred during their August 2020 meeting.

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #10 ODOT Key New - TBD MTIP ID New - New	ODOT	I-5: Interstate Bridge, NB Electrical Components (Portland)	<u>ADD NEW PROJECT:</u> The amendment adds the new OTC approved project to Restore the electrical components to make the system permanent, rather than a temporary fix	After a crack was discovered in the second trunnion, it was replaced in 2020. There was a significant amount of electrical and mechanical work that was required on the northbound Interstate 5: Interstate Bridge to allow for the replacement of the trunnion shaft. The electrical work consisted of temporarily moving transformers, power panels, conduits, and other components to allow for unrestricted access to the trunnion. The temporary system was not intended to be used to operate the bridge for an extended period of time. This project will restore the electrical components to their original locations, and will connect those components in a permanent manner, replacing the electrical cords that were used for the temporary system	Per the approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment. OTC approval was required and occurred during their August 2020 meeting.
Project #11 ODOT Key 21407 MTIP ID 71060	Portland	OR99W/ Barbur Blvd Area: Sidewalk Infill Projects	<u>ADD PHASES:</u> ROW and ur phases are added to the project at \$50k each. Funds drawn from construction	Per discussion with Portland, scope will drop two locations as one is locally developer completed and the other will be locally funded. ROW and UR phases are added with the savings. Total project cost remains unchanged	Two site locations: 24th/25th Ave - Multnomah to Spring Garden and 40th Ave are dropped from the scope as they will be completed separately from this project.
Project 12 ODOT Key 20864 MTIP ID TBD 70894	SMART	SMART MOBILITY MANAGEMENT (2020)	<u>CANCEL PROJECT FROM 2018-21 MTIP</u> The project is being canceled as a duplicate to Key 20867	Cancel per discussion with SMART. The project is an accidental duplicate of K20867	The project was slipped with a partial prior funding obligation under a new key number which created the unnecessary duplication
Project 13 ODOT Key 20873 MTIP ID 70903	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2020	<u>PHASE SLIP:</u> Other phase and funding slipped to FY 2021. Additional 5307 funds available and added to the project	The TrAMS grant to obligate the funds for maintenance and bus fleet replacement and software will not be approved until FY 2021	Although this is a phase slip, the project must be added as a new project to the 2021-24 MTIP which requires a formal amendment

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project 14 ODOT Key 20848 MTIP ID 70934	TriMet	Low - No Zero Emission Bus Project (2020)	CANCEL PROJECT: The formal amendment cancels the project from the 2018-21 MTIP. The project was not recognized to move forward and be implemented.	The project was not recognized to move forward and be implemented.	Per the approved Amendment Matrix, canceling a project from the MTIP requires a formal/full amendment.
Project #15 ODOT Key 22207 MTIP ID TBD	TriMet	TriMet Operator Safety and Rider Awareness	PHASE SLIP: The formal amendment slips the Other phase and funding to FY 2021.	The project was added late to the 2018 MTIP (May 2020). Approval of TriMet's Trams grant did not occur before the end of FY 2020 as planned.	Although this is a phase slip, the project must be added as a new project to the 2021-24 MTIP which requires a formal amendment

As mentioned, the above fifteen projects in the September Formal Transition MTIP Amendment bundle represent part two of the two-part formal transition amendment. The Amendment Matrix located below is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT normally follow.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.

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

- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that 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
 - 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 September Formal Transition MTIP amendment (SP21-02-SEP) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	August 25, 2020
• TPAC notification and approval recommendation.....	September 4, 2020
• JPACT approval and recommendation to Council.....	September 17, 2020
• Completion of Public Notification Process.....	September 23, 2020
• Metro Council approval.....	October 1, 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 6, 2020
• Submission of the final amendment package to USDOT.....	NLT October 7, 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 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
1. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
2. **Metro Budget Impacts:**
 - a. UPWP allocated and unobligated planning funds for the Portland Metro MPO FY 2020 Transit Oriented Development (TOD) program are preserved for obligation and expenditure during FY 2021.
 - b. UPWP allocated and unobligated planning funds for the Portland Metro MPO FY 2020 Corridor and Systems Planning program are preserved for obligation and expenditure during FY 2021.
 - c. UPWP allocated planning funds for the Portland Metro MPO FY 2020 Regional Freight Studies are preserved for obligation and expenditure during FY 2021.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 20-5127 consisting of fifteen projects in the September Formal Transition Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP in October with final approval to occur from USDOT.

Attachments: OTC letters supporting the I-5 Bridge Projects



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August XX, 2020
TO: Karen Rowe
Delivery and Operations Division Administrator

**Attachment 1: OTC Letters – I-5
Interstate Bridges
Bearing Replacements**

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add the Interstate 5: Interstate bridges bearing replacement (Portland) project

Requested Action:

Approve to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add a border bridge project on the Interstate bridges in Portland.

Funding to come from the state bridge program and the Washington Department of Transportation.

STIP Amendment Funding Summary:

Project	Current Funding	Proposed Funding
Interstate 5: Interstate bridges bearing replacement (Portland)	\$0	\$550,000
State Bridge Program	\$275,000	\$0
Washington Department of Transportation	\$275,000	\$0
TOTAL	\$550,000	\$550,000

Project to be added:

Interstate 5: Interstate bridges bearing replacement (Portland) (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2021	\$0	\$30,000
Right of Way	N/A	\$0	0
Utility Relocation	N/A	\$0	\$0
Construction	2022	\$0	\$520,000
TOTAL		\$0	\$550,000

Background:

The Columbia River Interstate 5 Interstate Bridge was built in 1916 and carries over 67,000 vehicles each day. There are bearings that support the Interstate bridges that are designed to allow for expansion and contraction due to temperature changes. Several of these bearings have failed and no longer allow for movement. Some are outside their tolerable travel limits, others are severely

corroded, and some have parts that are no longer functional. The connections securing the bearings to the bridges are corroded, and are bent due to the forces associated with the bearings no longer being able to provide the movement the bridge needs to function as it was designed. This project will only address the most critical bearings. The other bearings should be able to remain in service until the bridge is replaced.

Options:

With approval, the bearings that have failed will be replaced and the bridge can remain in service as it was designed. There will be no unintended forces due to expansion and contraction as the bridge reacts to changes in temperature.

Without approval, the failed bearings will remain in service. There will be substantial forces generated as the steel expands and contracts due to changes in temperature, but is unable to move as the designer intended.

Attachments:

- Attachment 1 – Location and vicinity maps

Copies to:

Kris Strickler	Travis Brouwer	Tom Fuller	Lindsay Baker
Mac Lynde	Cooper Brown	Rian Windsheimer	Gabriela Garcia
Ray Mabey	Bert Hartman	Rachelle Nelson	



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August XX, 2020

TO: Kristopher W. Strickler
Director

Attachment 1 - OTC Letters:
I-5 Interstate Bridges
Control Equipment

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: **Consent XX** – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add the Interstate 5: Interstate bridges control equipment (Portland) project

Requested Action:

Approve amending the 2018-2021 Statewide Transportation Improvement Program (STIP) to add a border bridge project for the Interstate bridges in Portland.

Funding will come from the state bridge program and the Washington Department of Transportation.

STIP Amendment Funding Summary:

Project	Current Funding	Proposed Funding
Interstate 5: Interstate bridges control equipment (Portland) project	\$0	\$1,000,000
State Bridge Program	\$500,000	\$0
Washington Department of Transportation	\$500,000	\$0
TOTAL	\$1,000,000	\$1,000,000

Project to be added:

Interstate 5: Interstate bridges control equipment (Portland) project (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2021	\$0	\$80,000
Right of Way	N/A	\$0	0
Utility Relocation	N/A	\$0	\$0
Construction	2022	\$0	\$920,000
TOTAL		\$0	\$1,000,000

Background:

The replacement of critical bridge control equipment was delayed in order to not interfere with the Interstate 5: Interstate Bridge, northbound trunnion replacement. The touch screens and programmable logic controllers are failing, and are no longer supported by the manufacturer. Also, as the high power electronic motor control equipment is reaching the end of its service life, the probability of failure increases. Because of technical advancements, it is not possible to obtain replacement parts from the original equipment manufacturer to repair them should they fail. There are faults that are occurring on

an intermittent and random basis. While these faults have been able to be reset, the existing control system for this critical border bridge does not have the reliability and redundancy needed to ensure consistent operation. By replacing outdated control equipment, this project will provide the bridge operators with a system they can maintain, and have confidence in as they open and close the bridge.

Options:

With approval, the critical bridge control equipment will be upgraded using modern components that are supported by the original equipment manufacturer. Replacement parts will be able to be obtained throughout the design life of each component, resulting in safe and reliable operation of these bridges for many years.

Without approval, the critical bridge control equipment will be maintained using replacement components, both new and used, purchased from multiple sources. These components have a lower reliability than new components purchased from the original manufacturer. The result of keeping the current system in service is an increased risk of system failure, impacting both river navigation and interstate traffic.

Attachments:

- Attachment 1 – *Location and vicinity maps*

Copies to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Cooper Brown	Mac Lynde	Rian Windsheimer	Gabriella Garcia
Ray Mabey	Bert Hartman	Rachelle Nelson	



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August XX, 2020
TO: Karen Rowe
Delivery and Operations Division Administrator

**Attachment 1 – OTC Letters:
I-5 Bridges
NB Electrical Components**

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add the Interstate 5: Interstate Bridge, northbound electrical components (Portland) project

Requested Action:

Approve to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add a border bridge project on the northbound Interstate Bridge in Portland.

Funding to come from the state bridge program and the Washington Department of Transportation.

STIP Amendment Funding Summary:

Project	Current Funding	Proposed Funding
Interstate 5: Interstate Bridge, northbound electrical components (Portland)	\$0	\$500,000
State Bridge Program	\$250,000	\$0
Washington Department of Transportation	\$250,000	\$0
TOTAL	\$500,000	\$500,000

Project to be added:

I-5: Interstate Bridge, northbound electrical components (Portland) (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2021	\$0	\$40,000
Right of Way	N/A	\$0	0
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$0	\$460,000
TOTAL		\$0	\$500,000

Background:

The northbound Columbia River Interstate 5 Interstate Bridge was built in 1916. In 1997 one of the trunnions that are part of the mechanical system used to open and close the bridge was replaced due to the discovery of a structural crack. After a crack was discovered in the second trunnion, it was replaced in 2020.

There was a significant amount of electrical and mechanical work that was required on the northbound Interstate 5: Interstate Bridge to allow for the replacement of the trunnion shaft. The electrical work consisted of temporarily moving transformers, power panels, conduits, and other components to allow for unrestricted access to the trunnion. The temporary system was not intended to be used to operate the bridge for an extended period of time. This project will restore the electrical components to their original locations, and will connect those components in a permanent manner, replacing the electrical cords that were used for the temporary system.

Options:

With approval the equipment that was relocated to accommodate the replacement of the trunnion shaft can be restored to its original location, with electrical connections that are permanent, reliable, and durable.

Without approval the electrical equipment will remain in its current temporary location, and be will continue to be connected in a temporary manner with electrical cords.

Attachments:

- Attachment 1 – Location and vicinity maps

Copies to:

Kris Strickler	Travis Brouwer	Tom Fuller	Lindsay Baker
Mac Lynde	Cooper Brown	Rian Windsheimer	Gabriela Garcia
Ray Mabey	Bert Hartman	Rachelle Nelson	

Program Options to Cap and Reduce Greenhouse Gas Emissions

Final Report

Submitted to: The Office of Governor Kate Brown
By: Oregon Department of Environmental Quality
June 2020



**Department of
Environmental Quality**

**Office of Greenhouse
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DEQ is a leader in restoring,
maintaining and enhancing
the quality of Oregon's air,
land and water.



State of Oregon
Department of
Environmental
Quality

This report prepared by:

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DEQ can provide documents in an alternate format or in a language other than English upon request. Call DEQ at 800-452-4011 or email deqinfo@deq.state.or.us.

Table of Contents

Introduction	3
1. Existing Authorities to Regulate Greenhouse Gas Emissions	5
1.1. The EQC’s Authority to Regulate Air Pollution, Emissions of Air Contaminants, and to Require Permits.....	5
1.2. The EQC’s Authority to Regulate Sources that Emit Air Contaminants	6
1.3. The EQC’s Authority to Set Greenhouse Gas Emissions Caps.....	8
1.3.1. Setting Emissions Caps.....	8
1.3.2. Trading and Alternative Compliance Pathways.....	8
1.3.3. The EQC May Assess Permit Fees, but May Not Sell or Auction Greenhouse Gas Emissions Rights	9
2. Program Development and Stakeholder Engagement Process	10
2.1. Overview	10
2.2. Phase 1: Engagement on Process	11
2.2.1. Purpose.....	11
2.2.2. Goals	11
2.2.3. DEQ Commitment	11
2.2.4. Strategies.....	11
2.3. Phase 2: Policy and Program Scoping.....	12
2.3.1. Purpose.....	12
2.3.2. Goals	13
2.3.3. DEQ Commitment	13
2.3.4. Strategies.....	13
2.4. Phase 3: EQC Formal Rulemaking.....	15
2.4.1. Purpose.....	15
2.4.2. Goals	15
2.4.3. DEQ Commitment	15
2.4.4. Rulemaking.....	15
3. Key Policy Considerations and Options	18
3.1. Overview	18
3.2. Policy Considerations.....	18
3.3. Initial Key Policy Questions and Options	19
3.3.1. Greenhouse Gas Emissions Reduction Goals, Sectoral Caps, Limits for Particular Entities, and the Trajectory(ies) of Reductions.....	19
3.3.2. The Scope of Program Coverage, Greenhouse Gas Emissions Thresholds, and Regulated Entities	20
3.3.3. Distribution of Compliance Instruments	21
3.3.4. Cost Effectiveness and Cost Containment	21
3.3.5. Options to Avoid or Minimize Program Effects on Particular Communities and Economic Interests	22
4. Next Steps.....	23

Introduction

On March 10, 2020, Governor Brown signed Executive Order 20-04, directing state agencies to take actions to reduce greenhouse gas emissions and consider climate change in agency planning. The executive order established science-based greenhouse gas emissions reduction goals for Oregon of at least 45 percent below 1990 levels by 2035 and at least 80 percent below 1990 levels by 2050. The order contains several directives to the Environmental Quality Commission and the Department of Environmental Quality to take action consistent with existing legal authority to reduce emissions toward meeting the science-based goals. One of the specific directives is for the EQC and DEQ to “cap and reduce” greenhouse gas emissions from three sectors including large stationary sources, transportation fuels, and liquid and gaseous fuels, including natural gas. In accordance with directive 4.F.(2) of the executive order, DEQ submitted a preliminary report to the Governor by May 15, 2020, and this final report June 30, 2020 regarding program options to cap and reduce emissions from the three sectors. DEQ is also directed to develop programs on this topic that commence no later than January 1, 2022.

While the Executive Order included broad directives regarding climate planning for many state agencies, this report is specific to the cap and reduce directive and is focused on the process and desired outcomes of DEQ’s development of a cap and reduce program or programs. DEQ will consider the cap and reduce program design in the context of other state GHG reduction programs both within DEQ and in other state agencies and continue to coordinate with other state agencies on this specific effort. However, this report and the proposed process are not intended to describe DEQ’s comprehensive GHG strategy or the overall state response to climate change.

Following delivery of the preliminary report to the Governor on May 15, DEQ held a comment period until June 15 in order to receive input on the preliminary report to inform the final report. This allows for public and stakeholder input into the program development from the onset of this effort. During that comment period, DEQ also held three webinars to describe the preliminary report, take clarifying questions from the public participants, and to describe how to submit written comments for consideration in the final report.

DEQ received 33 written comments on the preliminary report from a wide range of members of the public and stakeholder organizations. All comments have been made available on the cap and reduce webpage at www.oregon.gov/deq/ghgp/Pages/ghg-cap-and-reduce.aspx

Commenters generally expressed support for DEQ's proposed process, including the proposal for a program scoping phase to occur before a formal rulemaking process. Many comments also supported DEQ’s inclusive approach to developing a cap and reduce program or programs, action on climate, and the need to reduce greenhouse gas emissions. Some key issues raised in comments aligned with those DEQ presents in Section 3, including the need for considerations relating to program costs, avoiding making emission reductions in Oregon simply by shifting those sources to other jurisdictions, and the importance of equity and inclusion. This final report reflects changes to the preliminary report throughout as informed by the comments received. A high-level summary of DEQ’s response to comment as included in this final report includes:

- Clarification of the term ‘impacted communities’;
- Clarification of DEQ’s intention for cross-program and cross-agency coordination;
- Bolstering of DEQ’s commitment to making meetings and information accessible and understandable, including a note that the agency has contracted with a firm to provide meeting facilitation and other external engagement and communication support;
- Clarification of how DEQ will engage the public and stakeholders and receive input;

- Agreement with the need to provide funding to ensure underrepresented communities are fully engaged in the rulemaking process;
- Broadening the scope of potential workshop topics;
- Broadening the scope and representation of potential rulemaking advisory committee members;
- Clarification of the purpose and opportunities to provide input on DEQ's contracted analyses; and
- Clarification of DEQ's interest in program design that takes sectoral differences into account, and considers potential risks to trade-exposed industries.

This report is organized in four sections. Section 1 briefly describes the agency's understanding of the EQC's existing legal authority to cap and reduce greenhouse gas emissions in specific covered sectors, after consulting with the Oregon Department of Justice. This section identifies the broad legal authorities of the EQC to regulate emissions and identifies limits to that authority that may also narrow program design options. This is not meant to be an exhaustive analysis of all potential legal points, but to serve as a general guide to the EQC's program development options within existing authority.

Section 2 sets out DEQ's proposed process to engage the public and stakeholders in gathering input into program design options. This work includes a consistent emphasis of engaging impacted communities, such as underrepresented populations, rural communities, and Oregonians that may disproportionately experience the impacts of climate change, to assure that decision-makers fully understand the consequences of options, along with the interests and concerns of communities that could be affected. In this section, DEQ outlines a pre-rulemaking process over summer and fall 2020, which will include workshops oriented around particular program design topics, as well as consultation with key communities, partners, and stakeholder groups. This scoping process will help define program options to then be considered in the more traditional rulemaking process, which will begin in late 2020 and extend through 2021.

Section 3 provides a preview of policy considerations and initial core program design elements consistent with the legal parameters described in Section 1. This section is meant as a preliminary identification of important elements and options that will define the contours and nature of a DEQ cap and reduce program. These elements and options include general policy considerations such as the scope of greenhouse gas emissions and regulated entities covered under the program, the distribution of compliance instruments, and cost containment considerations. Program design and policy options will be explored further throughout the process described in Section 2. DEQ is not recommending a particular program design or set of options in this report. Those elements will come later, following the scoping process, and following input from rules advisory committees.

Finally, Section 4 describes how the public and stakeholders can stay informed on this topic. This final report will act as a guide for DEQ throughout the subsequent program development process. Some core values for DEQ throughout this process that are embedded through this report include:

- Offering a transparent and robust process that engages a wide range of interests and results in a cap and reduce proposal that is responsive to input received;
- Recognizing and actively addressing the need for equity in access and involvement in the decision-making process; and
- Acknowledging prior work in Oregon on initiatives to reduce greenhouse gas emissions while recognizing this regulatory process is different than past legislative efforts and the Environmental Quality Commission is the decision-maker in this process.

1. Existing Authorities to Regulate Greenhouse Gas Emissions

The following section of this report reflects DEQ’s understanding of the EQC’s existing authority granted by the Oregon legislature. Much of that authority stems from long-standing direction from the legislature to the EQC and DEQ to control air pollution in order to protect public health and the environment. This includes direction both predating the federal Clean Air Act, and broad authorizations that are contemporaneous with federal enactments.

1.1. The EQC’s Authority to Regulate Air Pollution, Emissions of Air Contaminants, and to Require Permits

The Oregon legislature has established both broad policy and specific direction to DEQ and the EQC with regard to the control of air pollution in Oregon. The legislature’s overriding policy for Oregon, as stated in ORS 468A.010, is “[t]o restore and maintain the quality of the air resources of the state in a condition as free from air pollution as is practicable, consistent with the overall public welfare of the state. To carry out this policy, the EQC is authorized, under ORS 468A.025, 468A.040 and 468A.045, to set standards for air purity in Oregon, to set emissions limitations on air contamination sources, and then to regulate air contaminant emissions in order to meet those standards. Further, ORS 468A.025(3) specifically authorizes the commission to “set forth the maximum amount of air pollution permissible” and to distinguish between air contaminants and air contamination sources when setting such standards.

The legislature defined the terms “air pollution,” “air contaminant,” and “air contamination source” in ORS 468A.005 in ways that demonstrate the scope of authority it intended to grant to the EQC under ORS chapter 468A. First, “air pollution” is defined in ORS 468A.005(5) as:

[T]he presence in the outdoor atmosphere of one or more air contaminants, or any combination thereof, in sufficient quantities and of such characteristics and of a duration as are or are likely to be injurious to public welfare, to the health of human, plant or animal life or to property or to interfere unreasonably with enjoyment of life and property throughout such area of the state as shall be affected thereby.

In turn, “air contaminant” is defined in ORS 468A.005(2) to mean a “a dust, fume, gas, mist, odor, smoke, vapor, pollen, soot, carbon, acid or particulate matter or any combination thereof.”¹ In other words, the presence of carbon and other gases in the atmosphere in quantities that endanger public health or the environment is air pollution under Oregon law.

And, finally, the legislature defines “air contamination sources” as meaning “any source at, from, or by reason of which there is emitted into the atmosphere any air contaminant, regardless of who the person may be who owns or operates the building, premises or other property in, at or on which such source is located, or the facility, equipment or other property by which the emission is caused or from which the

¹ The term “greenhouse gas” is defined in ORS 468A.210 to include “any gas that contributes to anthropogenic global warming including, but not limited to, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride.”

emission comes.” In other words, the legislature expected the EQC to address as air contamination sources both specific buildings and premises that emit air pollution, *and* facilities, equipment or other property that cause air pollution.

As has been documented by the legislature (as codified in ORS 468A.200), by the U.S. Environmental Protection Agency², and as referenced in Executive Order 20-04, current levels of greenhouse gas emissions in Oregon are injurious to the public welfare and to human, animal and plant life and thus meet the definition of air pollution. The increased and increasing concentration of these emissions in the atmosphere is forcing fundamental changes to the climate in Oregon, such as increasing average temperatures, increasing severity of storms, rising sea levels, ocean acidification and altered seasonal and hydrological cycles. These changes are injuring the public welfare, human health, the environment and property, and are significantly harming the “enjoyment of life and property” in Oregon. Thus, the EQC has authority to set greenhouse gas emissions-related air quality and emissions standards applicable both to buildings and premises that emit and to other facilities, equipment or property that cause such emissions to occur.

The EQC currently implements its authority to regulate air quality by requiring air contamination sources, including certain indirect sources such as large parking facilities, hospitals, and educational facilities that cause large volumes of traffic (and resulting mobile source emissions), to obtain permits under ORS 468A.040.

The process and authority for the DEQ to issue permits is provided in ORS 468.065. It applies to all environmental permits issued by DEQ, including air quality permits issued under the authority of ORS chapter 468A. Along with the authority to issue permits, section (1) of the statute requires the EQC to include conditions in such permits to ensure that air contamination sources comply with applicable standards adopted by the EQC. Aside from some statutes applicable to particular types of conditions³, there are no statutes that limit the Commission’s authority in terms of the types of permit conditions it may impose. Its authority to develop permit conditions is limited only by whether a condition is necessary to ensure compliance with the standards it has adopted.

These are the standard authorizing statutes for the air quality permitting program adopted by the EQC and administered by DEQ, in Oregon Administrative Rules chapter 340, divisions 216 and 218.⁴ Under that program, DEQ has issued and administers thousands of air quality permits issued to specified industrial and commercial sources of air contaminant emissions in Oregon. It follows, then, that the EQC could require any such source, currently subject to a requirement to obtain a permit under those programs, to also be required to obtain a permit, or be subject to additional permit conditions, based on its emissions. Certain limitations with respect to some sources are discussed further below.

1.2. The EQC’s Authority to Regulate Sources that Emit Air Contaminants

As discussed above, the EQC has authority to regulate greenhouse gas emissions from “air contaminant sources or classes thereof . . .” Whether a person, business or facility can be regulated depends on

² Endangerment and Cause or Contribute Findings for Greenhouse Gases Under Section 202(a) of the Clean Air Act, 74 Fed Reg 66,496 (2009).

³ For example, ORS 468A.025(4) applies to conditions that are related specifically to requiring stationary sources to maintain “the highest and best practicable treatment and control of emissions.”

⁴ ORS 468A.310 through 468A.345 also authorize the federal air quality permitting program, OAR ch. 340, div. 218, that DEQ is delegated to implement under the Clean Air Act, by EPA.

whether it falls within the definition of “air contamination source.” As noted above, ORS 468A.005(4) defines that term as follows:

[A]ny source at, from, or by reason of which there is emitted into the atmosphere any air contaminant, regardless of who the person may be who owns or operates the building, premises or other property in, at or on which such source is located, or the facility, equipment or other property by which the emission is caused or from which the emission comes.

Under this definition, the EQC is authorized to regulate the person, business or facility in Oregon “at” or “from” which emissions of air contaminants come. Such sources can be referred to as “direct” sources, where the emissions occur directly from a person, business or facility. But the definition of “source” does not stop there, it also includes facilities and other property that cause emissions that occur elsewhere. These “indirect” sources, particularly activities that cause large volumes of traffic and resulting mobile source emissions, have long been regulated in Oregon through indirect source permits.

There are three key parts of the definition of “air contamination source.” They are, first and second, the words “source” and “by reason of which,” and, third, the modifying clauses that follow the initial statutory definition. The word “source” is not separately defined in statute, but its dictionary definition includes meanings that are applicable to the direct and indirect source concepts described above. The first relevant dictionary definition of “source” is as “a point of origin or procurement” or “a point of emanation.” That definition fits the concept of a direct source. The second relevant dictionary definition of “source” is “a generative force or stimulus; cause, instigator.” Coupling that definition with the phrase “by reason of which,” describes indirect sources—a business or operation that does not itself emit air pollution, but that causes air pollution to occur.

DEQ has long regulated large-scale uses that cause mobile source (mainly vehicle) emissions. The same reasoning applies to suppliers of liquid and gaseous fuels that are used in Oregon, including suppliers of transportation fuels as well as suppliers of other fuels such as natural gas. Such suppliers are the generative force, stimulus and cause of the emissions that result from use of the products they supply, notwithstanding that the air pollution is emitted from locations not owned or controlled by such suppliers, and from equipment owned and operated by others (e.g., motor vehicles). Such suppliers are therefore “air contamination sources” under the definition in ORS 468A.005(4), and the EQC may regulate them in order to meet standards for air purity to protect the public health, welfare and the environment.

There are limits to the EQC’s authority, however. First, it is likely that the EQC does not have authority to regulate air emissions that occur wholly outside of Oregon. ORS 468A.025(3) grants the EQC authority to set air quality and emissions standards “for the entire state or an area of the state.” As described above, the EQC has authority to regulate indirect sources of emissions, where the emissions come from equipment or a facility not owned or controlled by the permitted entity. However, the statutory language authorizing the setting of emissions standards references regulation only “for the . . . state,” which DEQ interprets to mean the emissions must occur in the state. This is particularly relevant to companies that provide electricity for use in Oregon, but where the electricity is generated outside of Oregon and the emissions that result from that generation occur outside of Oregon. In sum, DEQ believes that the EQC likely does not have authority to regulate air emissions that occur outside of Oregon.

Second, there are a series of exemptions to the EQC’s authority to regulate air quality, in ORS 468A.020. Those exemptions include, in section (1) of the statute, the regulation of air quality from most agricultural operations and residential barbecue equipment, and from certain residential heating equipment and fires for firefighting instruction. They also include an exemption, in section (3) of the statute, of “carbon dioxide emissions from the combustion or decomposition of biomass,” as further defined in the statute.

Therefore, DEQ recommends that any greenhouse gas emissions regulations that the EQC adopts not regulate any activities exempted by the legislature under these provisions.

1.3. The EQC's Authority to Set Greenhouse Gas Emissions Caps

1.3.1. Setting Emissions Caps

Part of the EQC's authority under ORS 468A.025(3), as described above, is the authority to establish "air quality standards including emissions standards" that "set forth the maximum amount of air pollution permissible" from particular "air contamination sources or classes of sources." This statute authorizes the EQC to set greenhouse gas emissions caps—to establish the permissible limit of emissions that may come from a class of sources, as identified by the EQC, and from any individual source. The EQC has broad discretion to determine the appropriate levels of such emissions caps, within the overall air quality policy established in ORS 468A.010, "[t]o restore and maintain the quality of the air resources of the state in a condition as free from air pollution as is practicable, consistent with the overall public welfare of the state." And the EQC has authority to adjust the cap over time, and in fact is legislatively directed in ORS 468A.010(2) to implement its air quality program "in a progressive manner . . ." Thus, the EQC may establish initial caps and then slowly reduce those emissions caps over time, if it determines that approach is appropriate.

The EQC would implement its emissions cap[s] by requiring sources to obtain permits from DEQ that authorized emissions of specified amounts of greenhouse gases. And the EQC could then authorize DEQ to include any conditions in such a permit to achieve the air quality benefits that were the purpose of setting the overall and facility-specific caps.

As with stationary sources currently operating under permits with DEQ, violation of an emissions limit in a permit will be subject to the imposition of civil penalties by DEQ, under ORS 468.140. In adopting the emissions standards, the EQC also could set the amounts of such civil penalties, under ORS 468.130.

1.3.2. Trading and Alternative Compliance Pathways

Once the EQC has established GHG emissions caps for individual air contamination sources, by including the caps in permits issued to the sources, in addition to having authority to enforce those limits against any source that emits GHGs above that limit, it could allow individual permittees that emit less GHGs than their limit to trade the unused portion of their emissions authority to other permittees. This reflects the structure of the Oregon statutes that speak in terms of first setting air purity standards to protect public health and welfare, and then setting emissions standards to meet those standards. Similar approaches have been used in other air quality regulation, including regulation of sulfur dioxide and the Oregon Clean Fuels Program. Trading, however, can raise a range of practical and policy issues that would need to be described, evaluated and (ultimately) considered and decided by the EQC.

A related concept to trading is allowing sources to choose alternative means of complying with an emissions limit, such as contracting with a third party to deliver reductions in emissions by actions at other locations. Again, DEQ believes that there is not a legal prohibition on the EQC allowing, by rule, for facilities to elect such alternatives to technological or operational controls. Such alternatives can raise complex practical and policy issues, but DEQ believes they could be considered by the EQC as part of the program the commission adopts.

1.3.3. The EQC May Assess Permit Fees, but May Not Sell or Auction Greenhouse Gas Emissions Rights

A state agency may assess fees or otherwise collect revenues only if authorized to do so by statute or other law approved by the legislature. The EQC has authority, under ORS 468.065(2) to assess fees for permits, but that authority is limited to an amount of fees necessary to cover the costs to administer the permits. The statute specifically authorizes fees for, as relevant here, “the anticipated cost of filing and investigating the [permit] application . . . of issuing or denying the requested permit, and of an inspection program to determine compliance or noncompliance with the permit.” In addition, DEQ notes that any fees that the EQC approves to pay for the program must be ratified by the legislature at the next regular legislative session after adoption of such fees, under ORS 291.055.

Prior legislative consideration of greenhouse gas regulation has included the programmatic aspect of an auction of compliance instruments. DEQ does not believe that the EQC has the authority to auction or otherwise sell rights to emit greenhouse gases. A further complication is that DEQ has no authority to receive or spend auction proceeds. As a result, one of the main differences between programs that the EQC may adopt under existing authorities, and programs previously considered by the Oregon legislature is that DEQ believes the EQC may not develop a program that is designed to generate revenues or proceeds to the state for investment in programs to speed reductions of emissions. Similarly, DEQ believes that the EQC also lacks authority to distribute compliance instruments (rights to emit greenhouse gases) to a non-profit, third-party, and then authorize or direct the third-party to sell the compliance instruments at auction, using the auction proceeds to fund greenhouse gas emissions reduction programs.

2. Program Development and Stakeholder Engagement Process

2.1. Overview

A critical aspect of establishing programs to cap and reduce greenhouse gas emissions in Oregon is strong public engagement in the program development process, particularly by communities that may be most affected by such policies. Comments received after the submission of the preliminary report demonstrated a widespread understanding of the importance of engaging these communities. DEQ will ensure there are meaningful opportunities for public and stakeholder engagement and input throughout the new emissions cap and reduce program development process. As part of this engagement, DEQ is evaluating how best to support communities of color and other groups that have traditionally been under-represented in policy-making concerning air pollution and public health. Relatedly, DEQ is participating in an inter-agency workgroup considering the effects of climate change on communities of color and other vulnerable communities.

For this effort, DEQ envisions three key phases:

- Phase 1 (spring 2020): process engagement
- Phase 2 (summer and fall 2020): policy and program scoping
- Phase 3 (fall 2020 through 2021): Rulemaking Advisory Committee work and EQC consideration of recommendations

This section provides an overview of DEQ's proposed roadmap for developing a new cap and reduce program or programs, and a description of each phase of development.

Related to this development process, the executive order also directs DEQ to expand the existing Clean Fuels Program with the goal of reducing the average amount of greenhouse emissions per unit of fuel energy by 20 percent below 2015 levels by 2030, and 25 percent below 2015 levels by 2035. There is also a directive to four state agencies, including DEQ to implement the Statewide Transportation Strategy. DEQ recognizes the potential interplay between new emissions cap and reduce programs, the expansion of the clean fuels program, and the development of other state and local programs to reduce greenhouse gas emissions. DEQ is coordinating across the full range of programs it is developing, as well as participating in coordinating efforts across agencies. DEQ is also involved in discussions with local and private sector entities that are leading work to reduce emissions as part of its overall engagement work.

DEQ is especially sensitive to the limited availability and resources of those representing impacted communities, and their challenges to engage in multiple different state agency processes on similar topics. DEQ will be conscious of such competing requests and endeavor to coordinate requests for their involvement across various state processes.

In response to the evolving COVID-19 situation, it will be necessary to use virtual meeting technologies for large groups, and (at least in the near-term) small groups, as well. DEQ has held a number of public hearings using these technologies, and continues to evaluate which systems work best for different types of groups and meetings. DEQ is particularly concerned about access to technologies for communities with limited or no internet access and will continue to provide alternative means of participation to meetings, such as options to join by phone. DEQ does not anticipate hosting any public meetings in-person in any areas of the state remaining under restrictions on group gatherings. DEQ recognizes that conditions

concerning meetings, distancing, access, and interest are likely to vary around the state, and will do its utmost to reflect those differences in its engagement processes.

2.2. Phase 1: Engagement on Process

This subsection outlines DEQ’s proposed approach to the initial process development phase between May 15, 2020, when the preliminary report was submitted to the Governor and June 30, 2020, when this final version of the report is submitted. This phase was designed to gather input on how subsequent phases can best engage the public, stakeholders and impacted communities during the development of options and recommendations for the EQC, and that ultimately results in policy decisions by the EQC that are well-informed and that help meet the outcomes set out in EO 20-04.

2.2.1. Purpose

- Solicit input from the public, stakeholders and, impacted communities on the proposed development process described in this report for input to inform the final report due to the Governor by June 30, 2020.
- Inform the public and stakeholders of opportunities to engage in the program development process.
- Identify stakeholders and groups interested in or affected by a new cap and reduce program, or programs.
- Provide early and meaningful engagement opportunities for communities disproportionately impacted by climate change.

2.2.2. Goals

DEQ identified the following goals for Phase 1:

- Learn which engagement opportunities are most likely to be effective and meaningful in receiving input from different perspectives.
- Understand the important engagement opportunities and mechanisms for engagement with impacted communities.
- Develop a clear shared understanding between DEQ and interested stakeholders of how DEQ will proceed in scoping issues and developing options for consideration by rulemaking advisory committees and, ultimately, the EQC.
- Provide opportunities for stakeholders and the public to meaningfully inform the agency’s policy development process.
- Provide clear and transparent communications regarding the cap and reduce program development process.

2.2.3. DEQ Commitment

While DEQ was not in a formal rulemaking process during Phase 1, DEQ followed many of the same underlying principles, such as advanced public notice and invitations to meetings, web-based posting of meeting materials, summaries, and comments received, and other means to make information fully accessible.

2.2.4. Strategies

DEQ publicized the preliminary report and posted it to DEQ’s webpage and the Governor’s webpage. DEQ hosted a webinar shortly after the May 15, 2020 submittal. The webinar described all reports related

to the Executive Order submitted to the Governor by DEQ, including the options for a cap and reduce program, but also the Clean Fuels Program expansion, and other directives to the EQC and DEQ.

DEQ sought input on the process proposed in Section 2 of the preliminary report through a variety of means, including but not limited to:

1. Written comments: DEQ held a comment period to accept written comments on the preliminary report from May 15 to June 15, and received 33 comments.
2. Listening sessions: DEQ hosted three identical listening sessions on May 26, June 1, and June 8 at varying times to encourage participation by all to present the preliminary report, seek feedback, and to allow for questions. Over 200 participants joined one or more of the listening sessions, which were open to the public, advertised through DEQ GovDelivery, and webinar and call-in participation information was made available on DEQ's cap and reduce webpage.
3. Environmental Justice Engagement: DEQ has begun outreach to key environmental justice organizations, including conversations with individuals representing the Environmental Justice Task Force, to seek input on the development of a meaningful stakeholder engagement process toward the development of a cap and reduce program for Oregon. In the coming months, DEQ will continue broad outreach, including but not limited to, participation in the Interagency Working Group on Impacted Communities led by the Governor's Office, to ensure environmental justice principals are fully incorporated into the scoping and program development and community leaders representing environmental justice and impacted communities are part of the decision making process.
4. Tribal Engagement: DEQ formally notified all nine of Oregon's federally recognized tribes of this report and the proposed policy development process. The agency requested an opportunity to brief the Natural Resources Cluster of the Legislative Commission on Indian Services on the report and solicit other direct engagement between the department, tribal councils and tribal staff. Additional tribal consultation is expected during the coming months.

This final report is informed by input received during the initial engagement process. DEQ will publicize the final report and post it to DEQ's webpage, the Governor's webpage, and send it out via DEQ GovDelivery.

2.3. Phase 2: Policy and Program Scoping

The following subsection outlines DEQ's initial concepts for scoping potential program elements and options, seeking input from the public, stakeholders and impacted communities in order to develop an appropriate range of options and questions for subsequent consideration in Phase 3 by rules advisory committees and, ultimately, the EQC in late 2021.

2.3.1. Purpose

- Introduce and frame key policy constructs and issues prior to the commencement of a formal rulemaking.
- Identify priority issues likely to need more time and specific attention during the formal rulemaking of Phase 3.
- Receive input on perspectives and representation needed for members that will comprise the Rulemaking Advisory Committee.
- Continue to engage stakeholders and the public on policy options in order to continue to inform DEQ's development of policy scenarios that will ultimately inform the formal rulemaking.

2.3.2. Goals

- Common understanding between DEQ and stakeholders of priority issues and concerns.
- Appropriate consideration of equity issues associated with major program options.
- Common understanding between DEQ and stakeholders of high-level program and policy considerations and parameters, including but not limited to legal constraints and potential policy mechanisms.
- Allow opportunity for the public and stakeholders to inform the design and direction of the formal rulemaking of Phase 3.

2.3.3. DEQ Commitment

Similar to the Phase 1 commitment, while DEQ will not be in a formal rulemaking process during Phase 2, DEQ will follow many of the same underlying principles such as advanced public notice and invitations to meetings, web-based posting of meeting materials, summaries, and comments received, and other means to make information fully accessible. DEQ will accept input through a number of means including verbally, written comment submitted during meetings through forms, as well as through web-based surveys. DEQ will also compile a scoping report summarizing the input and information received during this Phase 2. DEQ will also make an effort to provide information and materials in ways that may be understood by all, regardless of level of expertise on the topics at hand.

2.3.4. Strategies

Public Outreach and Engagement

DEQ will host three to five public meetings or listening sessions during summer and fall of 2020 focused on introducing key concepts and soliciting feedback and concerns from the public, with meetings times and venues set to encourage participation by the public. The intent of these meetings is to elicit values and priorities that Oregonians expect the agency and policy-makers to consider in the course of developing and implementing a cap and reduce program.

These public meetings are intended to be accessible to the general public and to generate feedback that represents the geographic, political, economic, and environmental diversity of the state. A high-level agenda for these public meetings will include an overview of the Executive Order, Oregon's greenhouse gas emissions status and trends, key outcomes that programs are to be designed to accomplish, and early ideas around key policy choices on how to achieve those outcomes.

DEQ has engaged Kearns & West to assist in the design, planning, and implementation of stakeholder and public engagement activities in order to elicit broad feedback and ensure far-reaching participation. This firm will help DEQ develop agendas and meeting materials that are accessible and understandable. DEQ believes the addition of a third-party facilitator will result in more robust, informative, and productive policy conversations during the program scoping phase.

Stakeholder Engagement

DEQ will host topic-specific workshops throughout the summer and fall of 2020 to collect input on key outcomes that a cap and reduce program should be designed to achieve, and alternative choices on how to achieve those outcomes. The workshops will be designed to help the agency identify and catalogue specific interests and considerations to be addressed in the formal rulemaking in Phase 3. In addition to topic-specific meetings, DEQ may host additional public meetings or meetings for invited stakeholders to address specific issues raised. Some workshop topics are expected to raise issues requiring coordination with other state agencies, particularly the Oregon Department of Transportation with regard to transportation fuels, and the Public Utilities Commission with regard to other fuels including natural gas.

DEQ also recognizes there are stakeholders with technical and sector-specific expertise and intends to rely on this knowledge to help inform program development.

Topic-specific workshops will allow all participants to hear the same information and perspectives at the same time in an inclusive setting that is transparent, and that will allow for a more meaningful dialogue. DEQ believes a topic-specific structure is the best approach that will enable more robust conversation through participation by the general public and non-industry groups together, as well as encourage discussion across sectors in order to ensure a more holistic approach to program design. Topic areas for workshops may include:

- Program scope: the emissions that may be covered by the program and the entities that may be regulated;
- Program design options: the emissions reductions over time, mechanisms to allow or facilities trading of compliance instruments, alternative compliance mechanisms, tools for avoiding or minimizing the counterproductive outcome of shifting emissions out of Oregon without making true reductions, potential impacts of design options, interactions between regulated entities and those indirectly impacted, etc.;
- Cost containment: approaches to address external market disruptions, ways to lower overall compliance costs, costs to small businesses, safety mechanisms to improve predictability in the operation of the program; and
- Impacted communities: approaches for reducing or avoiding impacts to vulnerable communities, options for improving the resilience of impacted communities to program impacts.
- Additional topic areas for workshops may include those that are of particular interest to tribes, impacted communities, potentially regulated businesses, and the general public.

Environmental Justice Engagement

DEQ has requested an opportunity to brief the Environmental Justice Task Force and other representatives from underrepresented and impacted communities, and to listen to experts from those communities about important potential impacts of cap and reduce policies, along with ideas for avoiding or minimizing negative impacts. This will include ensuring adequate environmental justice organization participation in issue-specific stakeholder meetings and creating opportunities to specifically address issues of environmental justice. These consultations will be important sources of input for incorporating environmental justice principles into the policy scoping and development processes, including the rulemaking of Phase 3.

Tribal Engagement

DEQ will provide regular updates to the Natural Resources, and Economic Development and Community Services Tribal Clusters of the Legislative Commission on Indian Services. DEQ also will confer with leadership in each of the nine federally recognized tribes of Oregon in the scoping phase.

Environmental Quality Commission Engagement

DEQ will provide an informational briefing to the EQC at its July meeting. The briefing will introduce key policy constructs and issues that may be expected to be discussed during the summer 2020 public meetings and stakeholder workshops of this Phase 2. DEQ will follow-up with an informational briefing to the EQC in fall 2020 to review the feedback and results of the Phase 2 scoping activities.

Legislative Engagement

DEQ will also provide regular updates on the development to the Legislature. This will include written updates, sharing the final report from Phase 2, and providing informational briefings to relevant policy committees on the cap and reduce program development process and key issues.

2.4. Phase 3: EQC Formal Rulemaking

The following subsection outlines DEQ's initial concepts for rulemaking for the three specific areas of cap and reduce programs identified in the executive order. The formal rulemaking work is expected to begin with the appointment of a rules advisory committee in late 2020, then continuing for the next nine months to the fall of 2021. DEQ expects the rules advisory committee may include several subcommittees to advance consideration of sector-specific program elements and options for consideration by the EQC beginning in October or November of 2021.

2.4.1. Purpose

- Formal rulemaking process to consider options for each key program element and develop recommendations for the EQC, in compliance with the Oregon Administrative Procedures Act requirements.
- Provide enhanced opportunities for stakeholders and the public to engage.
- Develop a fiscal impact statement that considers the impacts on affected entities and communities, the impact to Oregon's economy, and expected environmental and health effects of the program(s).

2.4.2. Goals

- Establish and implement a formal rulemaking process allowing for a robust and transparent process that allows for debate and consideration of key policy issues.
- Stakeholders and the public inform and help shape recommendations to the EQC.
- Stakeholders and the public understand the rationale behind key policy decisions.
- Impacted communities are effectively represented in developing recommendations to the EQC.
- Recommendations to the EQC reflect broad input and are designed with a high likelihood of meeting the emissions reduction outcomes established in the executive order.

2.4.3. DEQ Commitment

DEQ will establish a formal rulemaking process that includes many opportunities for engagement and feedback, beyond the minimum Oregon Administrative Procedures Act requirements. This will include advanced public notice and invitation to meetings, and web-based posting of meeting materials, summaries, and comments received, as well as agency response, where appropriate. Rulemaking Advisory Committee (RAC) meetings are intended to receive feedback from invited committee members. However, DEQ will open all of these meetings to public attendance and will allow for public comment at the meetings. DEQ will make an effort to provide committee members with meeting materials at least two weeks prior to each meeting.

Throughout the rulemaking process, DEQ will engage the tribes, representatives of impacted communities, stakeholder interest groups, businesses, the potentially regulated community, and the general public. DEQ understands and appreciates the value of providing funding to support the participation and engagement of underrepresented communities. DEQ will commit resources to this work and is currently evaluating the ways such support can be most effective over the course of policy development. One particular aspect of this will be to provide key materials in plain language translation.

2.4.4. Rulemaking

Tentative Rulemaking Schedule to meet a Program Start-Date of January 1, 2022

- Fall 2020: the EQC will appoint RAC members.

- Winter/Spring 2021: DEQ will host RAC meetings and any additional public or invited stakeholder meetings.
- Summer/Fall 2021: Public Notice of Rulemaking packet and public comment period.
- Fall 2021: DEQ provides rulemaking packet to the EQC including staff report, response to comment, proposed new rules, and any proposed rule amendments, and recommends adoption.

Rulemaking Advisory Committee Members

Once the EQC opens a formal rulemaking to establish a cap and reduce program, the EQC will appoint the RAC and send convening letters to members. This is required as part of the formal rulemaking process. DEQ will recommend to the EQC that membership of the RAC reflect the social and geographic diversity of Oregon, as well as the communities and businesses that may be directly or indirectly affected by a cap and reduce program or programs. These interests should include at least the following:

- Potentially regulated sectors (large stationary sources, fuel suppliers, including natural gas suppliers, and major categories of fuel consumers);
- Environmental and public health advocates;
- Representatives of impacted communities;
- Consumer advocate groups;
- Trade associations;
- Technical and/or climate change experts; and
- Tribal representatives.

Given the broad scope of the rulemaking and diverse interests, DEQ is considering using an application process for RAC membership. By receiving input and nominations from the many different groups, this approach may help ensure fair representation and equal voices needing to be heard on the RAC. In the fall of 2020, DEQ will release additional detail about the application process and selection criteria.

Tribal Engagement

DEQ will send formal tribal consultation letters to tribal chairs providing notification of the formal rulemaking and the opportunity for consultation.

Rulemaking Meetings

Topics to be discussed will include scope of rulemaking, rulemaking timeline, background, policy options, technical concerns, drafts of proposed rules, and the fiscal impacts analysis, which is required as part of the formal rulemaking process.

In addition to the RAC meetings, DEQ may host additional public meetings or meetings for invited stakeholders only to address specific issues raised during the scoping and rulemaking phases,

Contracted Analyses

Given the significance of a new greenhouse gas emissions cap and reduce program, DEQ is procuring contracts with independent experts to assist with several aspects of the proposed program. This will include conducting thorough analyses evaluating the societal, public health, and economic effects of cap and reduce program options, including but not limited to program effectiveness in reducing emissions and the economic effects on potentially regulated businesses, small businesses, communities, the general public, and Oregon's broader economy. The analyses and program options evaluated will be developed in consultation with DEQ and stakeholders. DEQ intends to use the results of the contracted analysis to inform the program design and the fiscal impacts analysis that the EQC will consider as part of any formal rulemaking. The full results of the contracted analyses will be made available to the RAC, the public, and the EQC.

Public Notice and Public Comment Period

DEQ will post the public notice to DEQ's rulemaking webpage, including proposed rules, and open the formal public comment period on the proposed rules that will last no less than 60 days (double the minimum required by the Oregon Administrative Procedures Act). After the close of the comment period, DEQ will post comments received and its responses to comment. Finally, the agency will prepare a staff report for the EQC with any DEQ recommendations for proposed rule adoptions and any other proposed actions.

During the public comment period, DEQ will host at least three Public Hearing to receive verbal comments on the proposed rules. DEQ will set meetings times and venues to encourage participation by the public and community representatives. DEQ may recommend that one of the public hearings be held before the EQC.

DEQ Recommendation to the EQC

DEQ will deliver its staff report, responses to comment, and proposed rules to the EQC ahead of the EQC meeting(s) where the commission will act on the recommendations. DEQ expects to make its recommendations so that the EQC may act prior to January 1, 2022.

3. Key Policy Considerations and Options

3.1. Overview

In this section of the report, DEQ presents an initial listing of key policy considerations and potential program options that it expects to be raised, discussed and refined during the scoping phase described in Section 2 of this report (beginning in July of this year). The policy considerations are legal, practical, economic and social concerns that decision-makers may take into account as they review proposed rules and program options. The key program options reflect DEQ's initial listing of some of the main choices to be considered in terms of *how* to achieve legal and other program goals and objectives.

These listings are presented to spur engagement in scoping. They do not reflect recommendations from DEQ, let alone any position of the EQC.

3.2. Policy Considerations

DEQ has identified many high-level policy considerations that could be taken into account as part of the work of developing recommendations to the EQC for cap and reduce programs. DEQ notes that some of these considerations were addressed in earlier legislative work related to Senate Bill 1530 (2020) and/or House Bill 2020 (2019). However, interested parties should understand that the EQC's authority and resources for cap and reduce programs are constrained in important ways. As a result, those following this policy development effort should not assume that tentative decisions reached in prior legislative efforts around greenhouse gas emissions reduction will necessarily be possible or advisable for the EQC. DEQ will work to fairly represent prior information and analyses developed in connection with these legislative processes, but parties should not assume that the EQC will reach the same conclusions. The EQC will make its own decisions, applying existing legislative authorities and the direction provided by the executive order.

As stated above, the following list of policy considerations is intended to spur engagement on how the scoping process is designed, and to begin helping to frame key questions and issues that should be taken into account as we begin to outline the policy development work that will then frame questions for the rules advisory committee(s), and ultimately the EQC.

- The EQC's existing authorities and policy direction from the Oregon legislature;
- The Governor's Executive Order and other relevant policy direction;
- Existing greenhouse gas emissions reduction programs in Oregon, at the federal level, and in other states, and the interplay between those programs and cap and reduce programs;
- The relative effectiveness of policy options in achieving the desired reductions in emissions, including consideration of the potential for programs to shift emissions outside of Oregon;
- Reducing the overall costs of achieving emissions reductions, and avoiding disproportionate cost impacts to particular sectors;
- The design of options that support full compliance;
- The relative economic, social, and public health impacts (positive and negative) of policy options;
- The equity impacts of policy options, and the cumulative environmental and public health impacts of policies on vulnerable communities, and ways to prioritize actions that will help address these impacts (including but not limited to climate impacts;)

- The potential fiscal impacts of policy options to consumers and businesses, including small businesses;
- The potential administrative burden to the agency and to regulated entities;
- The need for a well-designed program with clear expectations for covered entities;
- Limitations created by the responses to the COVID-19 pandemic, including the economic effects of those responses;
- The interplay between cap and reduce programs and other important governmental programs including, but not limited to, transportation management, regulation of utilities, energy facility siting, energy efficiency;
- The role of future innovation and technological developments; and
- The role of Tribes, local governments, communities and other partners in providing ongoing feedback to DEQ and the EQC in adaptively managing programs to reach to policy outcomes established by EO 20-04.

3.3. Initial Key Policy Questions and Options

DEQ will explore and refine policy options with the public and stakeholders prior to the initiation of the agency’s formal rulemaking. There will be opportunity for participants to discuss various approaches before DEQ begins drafting options for a rules advisory committee to consider. To begin this dialogue and set up engagement for the scoping phase, however, this report describes an initial summary of key policy options that are likely to be considered in developing an emissions cap and reduce program.

3.3.1. Greenhouse Gas Emissions Reduction Goals, Sectoral Caps, Limits for Particular Entities, and the Trajectory(ies) of Reductions

The Governor’s executive order sets out the emissions reduction goals consistent with recent science: Oregon will reduce its emissions at least 45 percent below 1990 levels by 2035 and at least 80 percent below 1990 levels by 2050. The order directs DEQ to establish cap and reduce program programs to reduce emissions consistent with these science-based goals from three sectors: (a) large stationary sources, (b) transportation fuels, including gasoline and diesel fuel, and (c) all other liquid and gaseous fuels, including natural gas. This list does not include all state-wide sectors or sources of greenhouse gas emissions. The cap and reduce efforts will assist in reducing emissions from some of the most significant sources in Oregon, however the cap and reduce program is only one element of multiple reinforcing policies and actions that will be necessary to achieve statewide emissions reduction goals. Actions in other programs may reduce compliance obligations for regulated entities under a cap and reduce program or programs.

One important set of policy questions is whether each of the three sectors specifically identified in EO 20-04 should be expected to achieve the same level of reductions, and whether that level is necessarily the same as the level described in the EO. Another important question is the *rate* of reductions over various time periods, and whether to consider factors such as technological and economic feasibility, the emissions reductions that are expected to be achieved through other complimentary programs, and whether to have a separate cap for each sector, or one overall cap (or some combination of the two).

A related set of issues is how to set limits for individual regulated entities within each sector. A cap or limit could be established either an absolute mass-based amount in tons of emissions, or as an intensity-based measure of tons of emissions per unit of output or activity, such as a quantity goods or delivery of an amount of energy. The first approach provides assurance of achieving overall mass-based emissions reductions, while the latter can more easily account for underlying fluctuations in the sectors of Oregon’s economy covered by the program.

3.3.2. The Scope of Program Coverage, Greenhouse Gas Emissions Thresholds, and Regulated Entities

Determining the emissions threshold levels for potentially regulated entities involves a consideration of each sector's total emissions that are covered under the program and the number of entities within the sector that are covered. As threshold levels are lowered, more emissions are covered as more entities become regulated.

The EQC has authority to limit emissions from direct stationary air contamination sources and from indirect sources, such as fuel suppliers, and therefore could include either or both as points of regulation under the program. For example, large stationary sources, such as certain industrial or institutional entities, could be directly regulated for their emissions resulting from on-site fuel combustion as well as their emissions associated with other industrial or manufacturing processes. Under this approach, there would be a larger number of directly regulated entities. However, emissions from smaller sources could still be limited indirectly, through limits applicable to fuel suppliers for the emissions resulting from the fuel they supply to smaller sources (including residential and commercial customers).

Alternatively, all emissions from all fuel use could be regulated through fuel suppliers, leaving only the manufacturing process emissions of a small number of entities to be regulated directly. Placing the point of regulation upstream, with fuel suppliers, reduces the number of entities regulated by the program, simplifying the program in some respects. However, placing all or much of the point of regulation at the level of fuel suppliers raises other issues, including the need to maintain a competitive landscape between and among fuel suppliers.

Another aspect of the scope of cap and reduce programs is options to minimize leakage (shifting emissions, over time, to other jurisdictions where there is no or less stringent control of emissions). DEQ believes that, depending on the business sector and how a program is designed, there are risks that cap and reduce programs can result in transferring activity and emissions out-of-state rather than accomplishing overall emissions reductions. This is particularly the case with emissions from electric generation, where in-state generation can readily be shifted to out-of-state facilities. If an emitting entity under the Oregon cap and reduce program shifts activity and therefore emissions at little or no cost to outside of Oregon, such shifts would undermine the broader goal of Oregon "doing its part" to reduce global emissions in addition to harming Oregon's economy.

As described in Section 1.2, the EQC likely does not have authority to regulate emissions occurring outside the state. This includes emissions from electricity generation outside of Oregon. Oregon obtains a portion of its electricity from imports of power generated from fossil-fuels (coal and natural gas). In fact, about 75% of the greenhouse gas emissions associated with generation of electricity consumed by Oregonians comes from generating facilities located outside the state. The EQC cannot regulate emissions from fossil-fueled electric generation outside of Oregon, even if the electricity is used within Oregon.

Furthermore, if the EQC were to regulate the emissions from electric generation in Oregon, there is a risk that energy suppliers (particularly those with obligations to supply power at least cost) would shift their resource utilization out of state. This form of leakage is a major policy issue in program design, particularly in the electricity sector. As a result, other programmatic approaches may be needed to effectively address greenhouse gas emissions associated with the electricity sector.

Program design elements regarding coverage and thresholds may vary across the program in response to leakage concerns, as well as differing considerations for the potentially regulated entities, trade-exposed industries, and covered sectors.

3.3.3. Distribution of Compliance Instruments

The EQC does not have the authority to charge a price for compliance instruments. Therefore, it is likely that the EQC cannot hold an auction to sell compliance instruments, and will need to consider forms of direct distribution of some level of instruments to regulated entities for their use to demonstrate compliance.

How DEQ distributes compliance instruments to each regulated entity may differ by sector and may depend on whether the emissions limit is an absolute mass-based emissions metric or an intensity metric. In either case, baselines would need to be established to set the level(s) of initial distribution of compliance instruments. Baselines might be set using total emissions or an emissions intensity per quantity of fuel, activity, product, or some other measure. Baselines would also need to be set considering an appropriate historical period, particularly given the recent economic upheaval resulting from the COVID-19 pandemic. On a going-forward basis, the amount of compliance instruments distributed may need to take into account new entrants into regulated sectors, the exit of regulated entities, as well as sectors where market shares are highly dynamic over time.

3.3.4. Cost Effectiveness and Cost Containment

Some regulated entities will have lower marginal costs of reducing emissions and may find it relatively inexpensive to “over-comply” with a cap and reduce program, while other sources will have higher costs. As a result, it may be desirable, in terms of overall cost effectiveness, to allow and even facilitate voluntary market transactions between regulated entities (trading). Program design should consider this while also taking into account risks of market manipulation, the stability of price signals, and transparency to the public of the costs of the program.

Another important design question will be measures to moderate compliance costs so that regulated entities have a stable, predictable pathway for business planning and making investment decisions. There are a number of design elements that could be employed to contain compliance costs. Trading of compliance instruments, as described above, is one of these. To allow for trading, the program would need to be designed so that a compliance instrument for one regulated entity would be equivalent to and tradeable with an instrument held by another entity. If cross-sector trading would be allowed, then instruments would likely need to be equivalent across sectors. Trading of compliance instruments would establish a secondary market for those instruments. If appropriately designed and controlled, such a market could be an efficient means of achieving lower-cost reductions of emissions. Additionally, given the long-term nature of the program, periodic program reviews may be a useful design tool to account for changing economies and technologies over time.

A final program option that DEQ expects to be discussed in the coming months is allowing for the creation of alternative compliance instruments through voluntary actions that create reductions in emissions outside the regulated sectors and sources. To assure that greenhouse gas reduction requirements are met, the program would need to include mechanisms for advance review and approval of alternative compliance instruments for additionality and durability, along with monitoring and verification measures. If properly designed and monitored, alternative compliance instruments could increase the number of total compliance instruments available to regulated entities, which could mitigate the costs of compliance, while simultaneously producing greater overall emissions reductions.

There are well-developed programs that include standards for alternative compliance instruments. These programs include a wide range of emission reduction actions. Oregon’s cap and reduce program could potentially utilize established programs, or could consider new programs, which would require a more significant investment of administrative resources. Ultimately, whether or how to include alternative

compliance instruments, including limits on their usage by, or availability for, regulated entities will be an important program design consideration.

3.3.5. Options to Avoid, Minimize and/or Reduce Environmental, Public Health and Adverse Economic Effects on Particular Communities and Economic Interests

Past policy development efforts have considered options to avoid or minimize effects of emissions reduction programs on particular communities (including communities disproportionately affected by climate change and other pollution) and particular economic segments of Oregon's economy (trade-exposed industry and small regulated businesses). More attention also is beginning to focus on cumulative effects of environmental and land use policies on disadvantaged communities as an important baseline that should be considered in developing any new policies. And, policy makers also have considered options to avoid or reduce potential price impacts to lower-income households. Options to achieve these policy outcomes can be complex, and often involve trade-offs between program effectiveness and equity consideration, or shifting of relative impacts to achieve more equitable results. DEQ expects that these issues will be raised during the scoping phase, and that options to address them will be an important part of the policy development process.

4. Next Steps

DEQ has presented a number of key legal and policy considerations and program options in this report, but is not making any design recommendations at this time. After delivery of this final report, DEQ will begin Phase 2 (scoping) with public meetings and workshops over the summer and into the fall of 2020 to discuss policy and program scoping.

Please visit DEQ's webpage specific to this topic of a cap and reduce program for updates and more information: <https://www.oregon.gov/deq/ghgp/Pages/ghg-cap-and-reduce.aspx>.



State of Oregon Department of Environmental Quality

Preliminary Work Plan to Expand the Oregon Clean Fuels Program

May 15, 2020

Contact: Cory-Ann Wind

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Background: In 2009 the Oregon Legislature passed HB 2186 authorizing the Environmental Quality Commission (EQC) to adopt a low carbon fuel standard to reduce the carbon intensity, or lifecycle greenhouse gas emissions per unit of energy, of Oregon’s transportation fuels. HB 2186 contained a sunset provision, however, and this together with legal challenges to the program delayed implementation of the Clean Fuels Program until 2016. Under the CFP, all parts of a fuel’s lifecycle – extracting/growing, transporting, bio/refining, distributing, and combusting – are accounted for in a fuel’s carbon score – creating multiple opportunities to reduce carbon emissions. Common strategies to lower the average carbon intensity of transportation fuels in Oregon include: blending higher levels of biofuels into petroleum fuels, developing new feedstocks and technologies to make new lower carbon fuels, making existing technologies more efficient, and increasing the number of alternative fuel vehicles available. The current CFP is designed to reduce the average carbon intensity of transportation fuels used in Oregon by at least 10% below 2015 levels by 2025. The CFP is in its fourth year and the program has been successful in creating new supplies of low carbon fuels in Oregon, bringing new jobs to the state while also reducing greenhouse gas emissions.

Executive Order: Governor Brown issued Executive Order 20-04 on March 10, 2020 that directs DEQ and the EQC to expand the CFP to achieve reductions in average carbon intensity of transportation fuels used in Oregon of at least 20% (relative to 2015) by 2030, and of at least 25% by 2035. EO 20-04 also directs DEQ and the EQC to “advance methods [for] accelerating the generation and aggregation of clean fuels credits by utilities that can advance the transportation electrification goals set forth in Senate Bill 1044 (2019). The goals set forth in SB 1044 include having at least 50% of the new motor vehicles sold in the state by 2030 be zero-emission vehicles, and at least 90% by 2035.

Work Plan: The following work plan describes the steps necessary to carry out this expansion of the Clean Fuels Program, along with a high-level summary of some of the key policy issues that will be addressed leading up to and including rulemakings by the EQC. The work plan is summarized in the following chart, and then described in more detail on the following page.

	2020												2021												2022												
	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
1				5/15 Memo		★	Webinar																														
2				Contracting																																	
3							Electricity Rulemaking									★	EQC																				
4							RAC Mtgs																														
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1. **Report to the Governor’s Office establishing a timeline for clean fuels rulemaking:** This document provides a high-level summary and proposed timeline for the steps that will be taken to expand the Clean Fuels Program as directed by EO 20-04. DEQ will hold a webinar on May 22, 2020 to talk through the elements of the timeline and process, including what is in scope and the opportunities for public engagement.

2. **Develop contracts for technical analyses:** These contracts are designed to provide foundational information for the EQC and participants in the rulemaking process to help evaluate how Oregon’s fuels market could continue to develop in ways consistent with the targets established in EO 20-04. The analyses will include: 1) multiple scenarios that describe ways that the fuels market could achieve the targets in EO 20-04; 2) evaluating potential areas of new credit generation; and 3) assessing the impacts of these scenarios on tailpipe emissions and associated changes in social and health costs.

3. **Electricity Rulemaking:** EO 20-04 also directs DEQ and the EQC to advance methods of accelerating the generation and aggregation of clean fuels credits by utilities that can advance the transportation electrification goals set forth in Senate Bill 1044 (2019). The preliminary work plan anticipates that this aspect of the program development will begin in July 2020, followed by the work of a rules advisory committee in the second half of the year, and consideration of proposed rules by the EQC in March of 2021. DEQ recognizes that this is a relatively short period, in order to make it possible to speed increased credit generation in 2021. To accommodate this condensed timeline, DEQ and the EQC will need to focus work on a narrower set of issues where there are higher levels of consensus - leaving other issues for future resolution.

4. Study #1 – Expanding the Clean Fuels Program: This study will focus on the first two items described in item 2, above. DEQ expects to hold two meetings related to this effort: one to receive input on the design of the illustrative scenarios for how Oregon’s fuels market could change to meet the expanded targets outlined in EO 20-04; and a second meeting to receive feedback on the initial results of the consultant report.

5. Study #2 – Health and Social Impacts of the Clean Fuels Program: This study will focus on the third item described in item 2, above (evaluation of changes in tailpipe emissions under each of the scenarios developed in the first study). DEQ expects to hold at least one meeting to receive input on a draft of this study.

6. Program Review to Legislature: HB 2017 (2017) requires DEQ to submit a Clean Fuels Program Review to the Oregon legislature by Feb. 1, 2022 that reviews the following:

- Progress towards achieving 10% below 2010 levels by the year 2025
- Environmental, economic, health and other benefits realized
- Projected availability of low carbon fuels and credits through the year 2025
- Additional mechanisms that may be necessary to manage and contain the costs of compliance with the low carbon fuel standards
- Whether adjustments to the low carbon fuel standards are necessary
- The effects of the maximum price for credits in the credit clearance market
- Adjustments that could serve to strengthen and enhance the low carbon fuel standards

Although this requirement is not expressly connected to EO 20-04, DEQ plans to conduct this review as a step in designing the program to achieve the 2030 and 2035 target reductions, so that both the agency and the public are informed of results of the review before going into the rulemaking process to expand the program. DEQ expects to hold two public meetings to discuss and provide input on the items listed above. Results of the program review may be presented at the September 2021 legislative days, and subsequently to relevant committees in the 2022 legislative session.

7. 25% by 2035 Rulemaking: After all of the steps above are completed, the formal rulemaking to expand the CFP will begin. This process will likely include at least three meetings of the rules advisory committee, with consideration by the EQC tentatively targeted for July 2022 with a Jan. 1, 2023 effective date. The scope of the rulemaking will include at least the following issues:

- a. A set of proposed program options to support reductions of twenty % by 2030 and twenty-five % by 2035, informed by the results of the studies and the program review.
- b. Options for the “slope of the reduction curve” and how annual standards will be set from 2023 through 2035.
- c. The fiscal, economic, health and social impacts of the proposed program expansion.

Alternative formats

DEQ can provide documents in an alternate format or in a language other than English upon request. Call DEQ at 800-452-4011 or email deqinfo@deq.state.or.us.

Every Mile Counts



Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction



Multi-Agency Implementation Work Plan

June 2020 - June 2022

OREGON DEPARTMENT OF TRANSPORTATION, OREGON DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT, OREGON DEPARTMENT OF ENERGY, OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

PURPOSE

This document represents a collaborative work plan to reduce greenhouse gas (GHG) emissions from transportation. Oregon Governor Kate Brown called for the agencies of Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), and Department of Energy (DOE) to identify implementation actions to reduce GHG emissions. The basis for the work plan is the *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction* (STS). The STS is Oregon's carbon reduction roadmap for transportation and includes strategies for substantially reducing GHG emissions. More information on the STS is provided in the Background section below.

This STS Multi-Agency Implementation Work Plan covers a two year period, from June 2020-June 2022. The four agencies are committed to undertaking the actions and tasks described herein in support of reducing statewide GHG emissions from transportation. The agencies will continue to meet regularly and will revisit the work plan as needed to address unforeseen opportunities and challenges and make necessary adjustments to this document. At the end of the two year period, the agencies will develop a new work plan which is likely to include a continuation of some of the actions but also new and additional actions to reduce transportation's carbon footprint and to demonstrate an ongoing and long-term commitment to addressing Oregon's climate crisis.

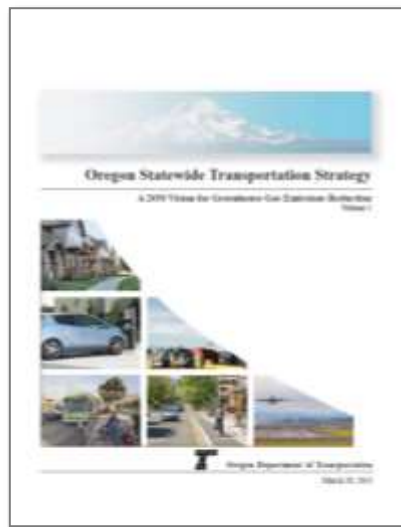
BACKGROUND

The *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction* was completed in 2013, following Legislative direction to identify ways to reduce transportation-related GHG emissions. It was developed over a three-year period with extensive stakeholder engagement and technical analysis. Throughout the development process, ODOT worked in close collaboration with sister agencies including: DLCD, DEQ, and DOE. This collaboration was essential to identifying actions that cross agency authorities. In addition, actions that fall under the authority of local jurisdictions, businesses, and the public to

implement were identified and resulted in a comprehensive approach to GHG emission reduction for transportation.

Six categories of strategies and 133 elements were identified in the STS. The categories included:

- **Vehicle and Engine Technology Advancements** – Strategies in this category focus on a transition to more fuel-efficient vehicles, improvements in engine technologies, and other technological advancements. Example elements include Zero Emission Vehicle (ZEV) programs, electric vehicle charging infrastructure, and fleet turnover to a greater share of electric or low carbon fuel vehicles.
- **Fuel Technology Advancements** – This category focuses on cleaner and less carbon-intensive fuels.
- **Systems and Operations Performance** – Strategies in this category focus on reducing stops, starts and idling through technology, infrastructure investment, and operations management. Example elements include in-car displays that notify the driver of their fuel efficiency as they travel, providing real time information on crashes and delays, promoting vehicle-to-vehicle communications, and supporting autonomous vehicles.
- **Transportation Options** – Strategies in this category focus on managing travel demand and encouraging a shift to transportation modes that produce fewer emissions and provide for the more efficient movement of people and goods. Example elements include providing park-and-ride facilities, promoting ride-matching services, adding biking and walking infrastructure, enhancing passenger rail services, and a significant growth in public transportation service.
- **Efficient Land Use** – Strategies in this category focus on infill and mixed-use development in urban areas to reduce demand for vehicle travel, expand non-auto travel mode choices for Oregonians, and enhance the effectiveness of public transportation and other modal options. Example elements include supporting mixed-use development, limited expansion of urban growth boundaries, and development of urban consolidation centers for freight.
- **Pricing Funding and Markets** – This category addresses the true financial, social, health, and environmental costs of using the transportation system and pricing mechanisms for incentivizing less travel or travel on more energy efficient modes. Example elements include transitioning to a user or mileage based fee, adding a carbon fee, promoting pay-as-you-drive insurance programs, and diversification of Oregon’s economy.



Together, implementation of the strategies contained in the STS aid the state in achieving its GHG emission reduction goal. The state goal is to reduce overall emissions by 75 percent below 1990 levels by 2050. The STS vision achieves a 60 percent total reduction by 2050, which equates to around 80 percent per capita (Figure 1).

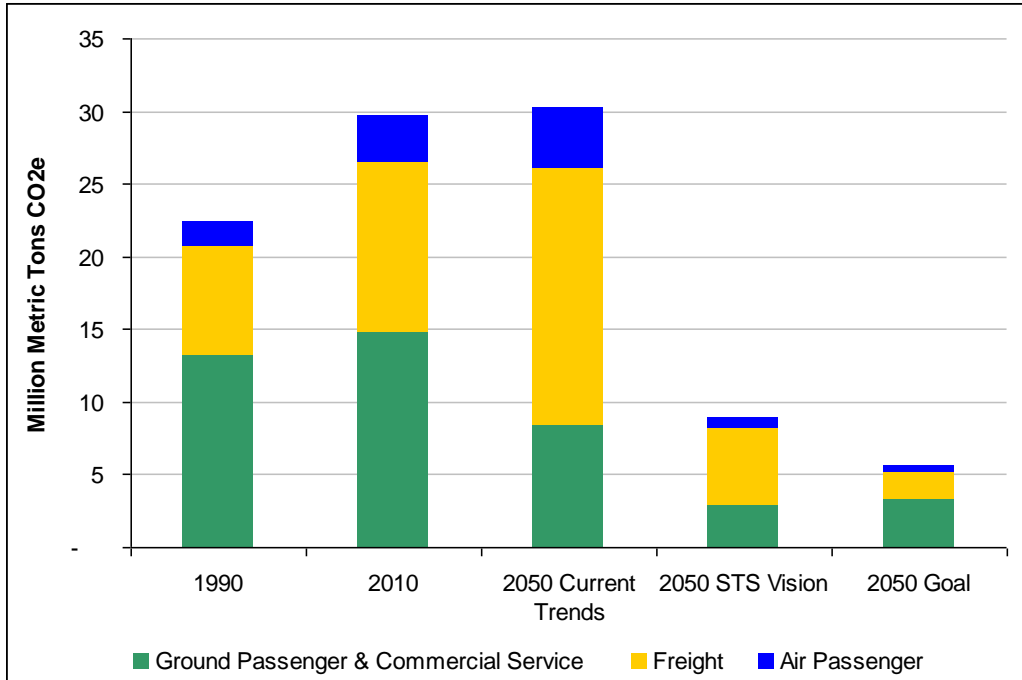


Figure 1: Projected Statewide Transportation Sector GHG Emissions (STS 2013)

Following completion of the STS, ODOT developed a Short-Term Implementation Plan (2014), detailing actions in the first five years that ODOT would undertake. In 2018 ODOT documented its progress in implementing the actions and in achieving the STS overall. Although progress was made on several of the actions, overall GHG emissions from transportation have increased in recent years. Longer term, emissions are expected to reduce but there is a significant gap between today’s plans and trends and the STS vision in 2050. Thus Oregon is not on the right path to meet Oregon’s goals for reducing GHG emissions and the STS vision (Figure 2).

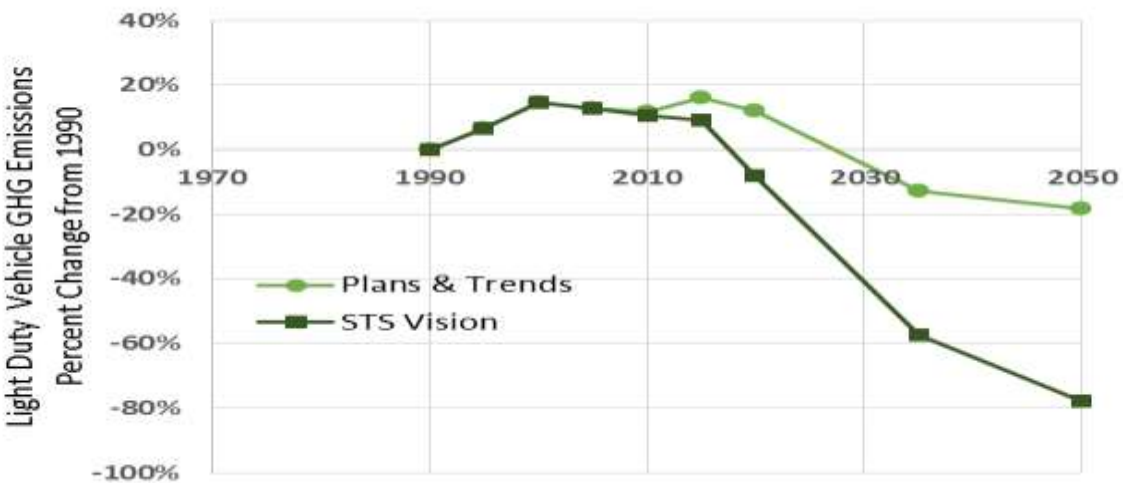


Figure 2: Projected Total GHG emissions of current plans and trends compared to the STS vision.

Although the plans and trends of today do not meet the STS vision, some progress has been made and the gap is achievable. The 2018 STS Monitoring Report found that the STS strategies are still the right actions to help meet Oregon’s GHG reduction goals but more work is needed. With continued strong land use policies as well as increased investments and supporting policies in pricing, transportation options, systems and operations, and fuels and vehicles, Oregon can close the gap to meet the STS vision. Figure 3 shows the relative gap for each strategy group. Vehicles and Fuels is around half of the solution, but many other actions are needed to get back on track with the STS vision.

While ODOT, other state agencies, local jurisdictions and more are individually looking at ways to enhance STS implementation efforts, the Governor asked the state agencies of ODOT, DLCD, DEQ, and DOE to identify collaborative STS implementation actions to help get the state back on track with the STS vision. In accordance the four state agencies met and identified actions requiring collaboration of two or more agencies. The actions selected were targeted at meeting the objectives listed below and that were thought to help move the GHG reduction needle, be cost-effective, and support equity and other state goals.

Some of the recommended actions are also included in Governor Brown’s *Executive Order 20-04: Directing State Agencies to Take Actions to Reduce and Regulate Greenhouse Gas Emissions*. Also of note, the Executive Order increases the GHG emission reduction goal for 2050 from 75% to 80% below 1990 levels. It also establishes an interim goal of 45% below 1990 GHG emission levels by 2035. In general, the Executive Order covers agencies beyond ODOT, DLCD, DOE, and DEQ, and has actions in addition to those in the STS. Therefore, this document does not reference all requirements in the Executive Order but instead highlights any that relate to the STS and the collaborative work of the four agencies.

OBJECTIVES

The overall objective of the STS multi-agency implementation effort and this work program is for the four state agencies to support realization of the STS vision and to work together cooperatively to help reduce Oregon’s GHG emissions from transportation. State agencies can only support a fraction of the work needed to realize the STS vision but can implement key enabling strategies that support broader electrification of vehicles in the state, transition to cleaner fuels, and transportation demand management, to name a few. Thus, the actions identified in this document will not significantly reduce emissions by themselves but are the foundational elements to moving in the right direction.

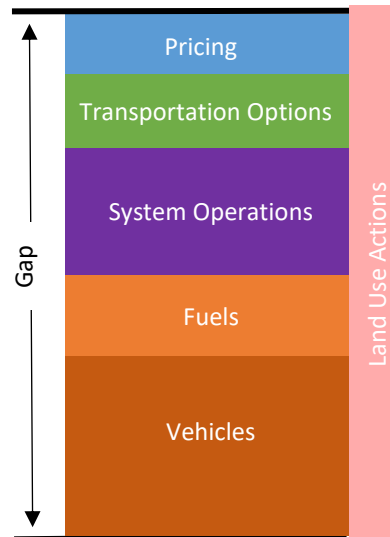


Figure 3: Needed Policies and Investments to Close the Gap between Plans and Trends and the STS Vision

To move in the right direction of the STS vision, actions should be responsive to achieving the following sub-objectives:

- **Reduce Vehicle Miles Traveled Per Capita**



The predominant mode of transportation in Oregon, like elsewhere in the United States, is driving a vehicle. Vehicle miles traveled (VMT) has increased in recent years with more people moving to the state, but statewide per capita VMT has flattened. This trend varies by geographic area. The current mix of vehicles on Oregon’s roadways is fairly dirty, making the emission profile of VMT a significant factor. Strategies that help to reduce VMT will help to in-turn reduce GHG emission, especially in the short-term. VMT can be reduced by strategies that reduce drive-alone trips and support people telecommuting, taking the bus, biking, walking, or similar modes of travel. Supportive land use efforts are needed to develop our urban and suburban communities so that homes, jobs, services and shopping are in close proximity and can therefore be easily accessed on foot, bike, or bus. Carpooling, transit, biking and walking all help reduce emissions by transitioning trips to higher capacity, lower emitting modes.

- **Support Use of Cleaner Vehicles and Fuels**



Even as per capita VMT has flattened out, it should be recognized that those trips need to be made in cleaner vehicles using cleaner fuels. Thus strategies that target lower emissions of vehicles and fuels are essential. This fact is evidenced by the 2018 STS Monitoring Report, which found that over half of the effort needed to achieve the STS vision is under vehicles and fuels. A holistic de-carbonization approach will not be a one-size-fits-all, but rather a combination of a greater proliferation of electric vehicles, hybrids, and low-carbon fuels across all modes of transportation.

- **Consider GHG Emissions in Decision-Making**



The Governor’s Executive Order directs State Agencies to consider and integrate climate change impacts and GHG emissions reduction goals into their planning, budgets, investments, and policy making decisions. Accordingly, the four agencies will strive to consider GHG in their decision-making, and strategies selected for the multi-agency STS implementation effort should support efforts that result in more informed decision-making and solidified actions that help to reduce GHG emissions. This extends to supporting GHG in decisions that the agencies influence as well, such as DLCDC and ODOT over local planning and implementation.

All of these sub-objectives will need to be balanced with other goals such as economic development and equity. Some in fact promote these goals, such as increased multi-modal options for all Oregonians, which has particular benefit to the one-third of Oregonians who are too young, old, infirmed, disabled or cannot

afford to drive a car. Many of the actions identified in this document will have co-benefits far beyond GHG emission reduction, such as improved health, and reduced traffic congestion.

As the work plan is implemented and future actions are identified, concerted efforts will be made to identify, address, and integrate diversity, and climate justice and equity throughout Every Mile Counts efforts.

Equity

- Climate Justice: the agencies recognize that the communities least responsible for climate change – such as black, indigenous, communities of color, low-income individuals, and people living with disabilities – are likely the most impacted by climate change. These frontline communities are disproportionately affected.
- The four agencies shall conduct priority community engagement to and collaborate with these frontline communities when implementing the individual climate actions identified in this Work Plan.

The intent of engagement is to learn about the impacts of climate on frontline communities, and tailor implementation actions to address the disparities, barriers, issues, and opportunities these communities face.

PRIORITY EFFORTS

All six categories of the STS were reviewed by the four state agencies when identifying actions. Categories requiring cross-agency collaboration were identified and were further narrowed based on the objectives described above, effectiveness in reducing emissions, and ability to implement within two years. Actions were also identified to demonstrate state agency leadership on issues and “walk our talk.” Based on these factors and agency’s abilities to influence, the following four priority efforts were identified:

- **Transportation Electrification**
To help achieve the *Support Use of Clean Vehicles and Fuels* objective, transportation electrification was chosen as a focus area for the multi-agency work. Special attention will be placed on electrifying rural areas and increasing access for frontline communities and others. Each of the four agencies have a part in supporting electric vehicle (EV) implementation. DOE has been charged with EV tracking and actions to enable electrification; DEQ implements the Zero Emission Vehicle (ZEV) program and the Clean Vehicle Rebate program that support EV adoption; ODOT manages and leads state conversations around electrification, designates EV corridors, and upgrades the West Coast Electric Highway; and DLCD supports transportation electrification through land use provisions and model code on charging infrastructure. Combining and aligning efforts should help to better focus implementation and achieve additional results. Three actions are recommended under this category including: expanding EV incentive programs, developing an interagency ZEV action plan, and developing a transportation electrification infrastructure needs analysis. The latter of the three actions (needs analysis) is now a requirement according to the Governors Executive Order.

- **Cleaner Fuels**

Also furthering the objective of *Support Use of Clean Vehicles and Fuels*, the agencies are looking at additional de-carbonization strategies that support increased use of lower-carbon fuels across urban and rural areas in the state. The Clean Fuels program and most actions fall primarily within the organizational responsibility of DEQ. DOE has definite supporting roles, and ODOT and DLCD can provide ancillary support to most actions. The actions recommended for cleaner fuels include: expanding the Clean Fuels program, developing an alternative fuels roadmap for state agencies, alignment of state agency policies to promote alternative fuels, truck alternative fuels study, and emission standards and requirements for medium- and heavy-duty trucks. Adjustments to the Clean Fuels Program is now a requirement according to the Governor's Executive Order.

- **Transportation Options**

To directly *Reduce Vehicle Miles Traveled Per Capita* and promote alternative modes, transportation option strategies, also known as Transportation Demand Management strategies were selected. Although there are many potential demand management strategies, the four agencies narrowed in on two that require cross-agency collaboration. The first is a statewide trip reduction ordinance. This would require collaboration mostly between DEQ and ODOT, with support from the other two agencies. The other action encapsulates a body of work around parking management, primarily led by DLCD through integration in the Transportation Planning Rules (TPR), housing-related rules, and through guidance, with support from ODOT and some engagement by DOE and DEQ. Additional demand management strategies are being explored by ODOT and with other state agencies to increase telecommuting post COVID 19.

- **Local GHG Reduction Planning**

While agencies need to *Consider GHG Emissions in Decision-Making*, it is also important for others to as well. Accordingly, the Governor's Executive Order explicitly directs DLCD to amend the Transportation Planning Rules (TPR) to require local governments and metropolitan areas to meet GHG reduction targets in their plans. The Executive Order also specifies that ODOT and DLCD must identify and provide technical and financial support.

To ensure this work is effective over time in achieving GHG reductions and the objectives described in this document, **performance measures** will also need to be developed.

WORK PROGRAM

Staff developed a work program to detail the actions within each priority effort, including scope, timing, and roles and responsibilities. The work program covers a two-year period, from June 2020 to June 2022. More details on each action can be found in Appendix A.

The work program includes actions above and beyond work underway or planned by the agencies and represents a substantial effort toward reducing GHG emissions from transportation. Staff and financial resources will be redirected as needed to prioritize implementation actions herein. Any funding or staffing needs above and beyond what can reasonably be made available are described later in this document.

The actions identified were selected cooperatively among ODOT, DLCD, DEQ, and DOE and the agencies agree that the work program is achievable.

ACTIONS

Each of the actions identified further the objectives set by the group and are thus organized under the primary objective they serve. More information on each action, including more detailed scopes, task descriptions, roles and responsibilities, level of effort, and timing can be found in Appendix A.

Objective: Reduce Vehicle Miles Traveled Per Capita

Although actions that further consideration of GHG emissions in decision-making are also likely to result in reduced VMT, two actions have been identified under “*Transportation Options*” that directly target people to driving alone less.

Transportation Options

Action: Statewide Trip Reduction Policy

A state trip reduction policy would require certain-sized businesses in certain geographic areas of the state (medium to large metropolitan areas) to plan for and implement techniques to reduce employees’ vehicle miles traveled. Techniques may include telecommuting, flexible work schedules (to shift travel out of peak hours), free transit passes, parking cash-out programs, encouraging bike and pedestrian options, etc. These strategies work where transportation options are available and continued investment in bicycle and pedestrian infrastructure and public transportation is needed. Development of a Statewide Trip Reduction Policy would be led by DEQ, who would amend their Employee Commute Options (ECO) Rule. The rule currently only applies to Portland Metro and would need to be expanded to other areas and strengthened. In order to develop a Statewide Trip Reduction Policy, the following tasks are needed: research similar programs in other states and jurisdictions, engage stakeholders, and conduct a rulemaking process. The rulemaking effort is likely to be time and staff intensive, and is likely to be controversial. Once the rule is completed and a program developed, there would be a need for ongoing resources to implement the statewide trip reduction program including DEQ program management personnel, and funding for ODOT to provide technical support directly and through local transportation option providers.

Phase / Tasks	Timeline	Cost	Role	Staff
Background, Communications, Rulemaking	12-18 months	N/A	DEQ - Lead	1.00 FTE
			ODOT - Support	0.25 FTE
Implementation	Ongoing	\$200,000 annually*	DEQ - Compliance	0.75 FTE*
			ODOT – Tech Support	0.50 FTE*

* Costs and Staff FTE are above and beyond current resources, thus requiring additional funding.

Action: Parking Management

Parking management is a multi-faceted action that supports limiting the growth of parking spaces, more pay-to-park locations, higher parking rates, and other strategies that incentivize people not to drive to their destinations. It also provides important co-benefits such as reducing the number of mandated parking spaces allowing for building more units on the same amount of land. This action will be primarily led by DLCD, with support from ODOT and DEQ, and engagement of other entities as needed. The most direct implementation mechanism for parking management is through the update of the Transportation Planning Rules (TPR), as part of the Climate-Friendly and Equitable Communities (CFEC) action. An update for the TPR is required by the Governor for regulating GHG emissions in local planning (described below). The other mechanisms for implementation include the development of guidance and information. ODOT and DLCD will create informational materials and work with locals on parking management programs. This will primarily be done through the Transportation Growth Management (TGM) program. Because the TPR amendment process can be leveraged and the TGM program is already set up to support creation and dissemination of guidance materials, the overall level of effort for this action is projected as low. Based on TPR rule revisions, DEQ will explore updates to their air quality rules for indirect source emissions and parking restrictions as well as look into parking cash out elements as part of the Eco Rule.



Phase / Tasks	Timeline	Cost	Role	Staff
TPR Rulemaking – adding parking	18 months	Included in CFEC Action	DLCD - Lead	Included in CFEC Action
			ODOT - Support	
Outreach and Guidance	24 months	\$100,000	DEQ - Compliance	1.00 FTE
			ODOT – Tech Support	0.25 FTE
Indirect Source Rulemaking – adding parking	12 months	Included in DEQ rulemaking	DEQ - Lead	Included in DEQ rulemaking

Objective: Support Use of Cleaner Vehicles and Fuels

Two of the priority efforts, “Transportation Electrification” and “Cleaner Fuels,” are designed to achieve a mix of cleaner vehicles and fuels on Oregon’s roads. Most of these efforts involve better understanding barriers and opportunities to converting the fleet through research and studies. These will help agencies identify and pursue the most effective actions. Some rulemaking and legislative support is also required.

Transportation Electrification

Action: Interagency Zero Emission Vehicle (ZEV) Action Plan

This action has been started by the Zero Emission Vehicle Interagency Working Group (ZEVIWG) and supports transportation electrification in Oregon by developing a statewide interagency Zero Emission Vehicle (ZEV) Action Plan. The intent of the Action Plan is to create a roadmap for efforts that will increase Oregonian’s awareness of and access to ZEVs (such as expanding DEQ’s EV incentive program), increasing access to charging infrastructure (including ODOT’s task of

developing transportation electrification infrastructure needs analysis – described below), and increasing use of ZEVs at state agencies. The Action Plan will be developed by DOE in partnership with ZEVIWG, and implementation will be led by ODOT in close collaboration with DOE and others. Level of effort is anticipated to be low, although subsequent actions identified in the Plan will be require a more substantial level of effort.

Phase / Tasks	Timeline	Cost	Role	Staff
Interagency ZEV Action Plan	3 months	N/A	DOE - Lead	0.30 FTE
			ODOT – Support DEQ – Support	0.20 FTE
Implementation	Ongoing	TBD	ODOT – Lead	TBD
			DOE – Support DEQ - Support	TBD

Action: Transportation Electrification Infrastructure Needs Analysis

The Interagency ZEV Action Plan will help inform the direction of the Transportation Electrification Infrastructure Needs Analysis, which is called for in Governor’s Executive Order. The Executive Order specifies that ODOT must complete a statewide transportation electrification infrastructure needs analysis by June 2021. The study must give consideration to rural needs, equity issues, and focus on helping to meet the goals for light-duty Zero Emission Vehicles set in SB 1044 (2019). While the focus is on light vehicles, the analysis will look at electrification across modes including micro-mobility (scooters and bikes), public transportation, and freight vehicles. The study will be led by ODOT with consultant support and in close consultation with DOE. Given the tight timeframes, complexity of data and information, and large number of interested parties and stakeholders, the level of effort on this action will be large, although over a fairly short timeframe. Other agencies beyond ODOT and DOE will need to participate in this effort, in addition to public utilities and others, whose role will be less significant.

Phase / Tasks	Timeline	Cost	Role	Staff
Transportation Electrification Needs Analysis	12-18 months	\$250,000*	ODOT - Lead	1.00 FTE
			DOE - Support	0.50 FTE

** Costs are above and beyond current resources, thus requiring additional funding.*

Cleaner Fuels

Action: Expand the Clean Fuels Program

DEQ will enter into a rulemaking process for the Clean Fuels Program, implementing the direction of Governor Brown’s Executive Order. The Clean Fuels Program will be extended and the requirements enhanced. Dedicated staff time will be needed for a few years to complete the rulemaking process. Concerted efforts will also be focused on making state agencies aware of the Clean Fuels Program, broaden engagement, and support overall use of lower carbon fuels across state agencies. This work will be led by DEQ with support from DOE.

Phase / Tasks	Timeline	Cost	Role	Staff
Amend Low Carbon Fuel Standards	27-33 months	\$200,000	DEQ - Lead	1.00 FTE
State Agency Fuel Use	24 months	TBD	DEQ – Lead	0.25 FTE
			DOE - Support	0.25 FTE



Action: Truck Alternative Fuels Study and Implementation

The freight market has a large GHG emission profile and actions are needed to support reduced emissions. Accordingly, this action will focus on the potential for freight trucks to be powered by electricity, hydrogen, or other lower carbon fuels. Specifically, the study will identify fueling and infrastructure needs and associated approaches agencies may take to enable transition to alternative fuels. Work will be led by DEQ, with ODOT providing technical data and connections to the freight industry. Part of the work will rely on market data, while additional information will be needed from the freight industry directly. The goal of the effort is to support the freight sector, not to regulate fuels and technology. It is recommended that, given other priority efforts in this work plan, this Action not start until mid- to late- 2021.

Phase / Tasks	Timeline	Cost	Role	Staff
Truck Alternative Fuels Study	9 months	N/A	DEQ - Lead	0.25 FTE
			ODOT – Support	0.25 FTE
			DOE – Support	0.10 FTE
Implementation	Ongoing	N/A	DEQ – Lead	0.25 FTE
			ODOT - Support	0.25 FTE

Action: Adopt New Emissions Standards and ZEV Requirements for Medium- and Heavy-Duty Trucks

This action will propose that the Environmental Quality Commission consider adopting California’s emission standards for new medium- and heavy- duty trucks and requirements for manufacturers to make zero emission medium- and heavy- duty vehicles available for sale in Oregon. Executive Order 17-21 directs DEQ to maintain consistency with California’s zero emission vehicle regulation, including efforts to ramp up regulatory requirements. California recently adopted ZEV mandates and transition plans for medium- and heavy-duty trucks, and remains on track to adopt new emissions standards for diesel-fueled medium- and heavy-duty trucks. DEQ would need to work with partner agencies to adopt regulations quickly and

maintain parity with model years being developed by manufactures to meet California’s standards.

Phase / Tasks	Timeline	Cost	Role	Staff
Support California’s Development of New Regulations	8 months	N/A	DEQ- Lead	0.20 FTE
Adopt New Regulations	12 months	N/A	DEQ – Lead	0.33 FTE
			ODOE- Support	0.25 FTE
			ODOT- Support	0.25 FTE

Objective: Consider GHG in Decision-Making

There are several overarching actions that support multiple objectives, but that are foundational to making decisions considerate of GHG emissions. The bulk of that work focuses on “Local GHG Reduction Planning.” In addition, an action item is included for “Performance Measures.” Performance measures will be needed for all other actions in this document to ensure accountability and overall progress towards the objectives.

Local GHG Reduction Planning

Action: Climate Friendly and Equitable Communities (CFEC)

The Climate-Friendly and Equitable Communities action will include a set of rulemaking activities to integrate climate and equity outcomes into a number of land use and transportation planning administrative rules. The rulemaking effort will include Tribal consultation and broad community engagement. Rules that are likely to be amended include rule updates for Division 12 (Transportation Planning Rules), Division 44 (Metropolitan Greenhouse Gas Reduction Targets), Division 7 (Metropolitan Housing Rules), Division 8 (Interpretation of Goal 10, Housing) and Division 46 (implementing Housing Bill 2001).

One of the largest rulemaking efforts will be the update of the Transportation Planning Rules (TPR). Overall the TPR directs most cities and counties in Oregon to have coordinated land use and transportation plans. Rule amendments will require local governments to plan for transportation systems and land uses to reduce GHG emissions, including requiring transportation plans within metropolitan areas to meet GHG reduction goals. Strengthened requirements will include encouraging more housing mixed-use development in centers and along transit corridors; enhancing planning for pedestrian, bicycle, and transit networks; limiting how motor vehicle capacity-based performance standards may be used in planning; and adjusting how projects are prioritized and selected in transportation plans. Staff have also identified the opportunity to strengthen parking management regulations within the TPR, which is described above under the “Parking Management” action. There may also be opportunities within the TPR and in rules to ensure consideration of local electric vehicle charging needs and to address the state’s housing crisis by increasing residential units in priority investment areas. This work item is anticipated to take a significant level of effort, requiring several DLCD staff and support from ODOT. DLCD will need to continue and perhaps intensify efforts to monitor and enforce local plans. In addition

ODOT and DLCD will examine changes needed to state plans, policies, and investments in order to enable implementation.

Phase / Tasks	Timeline	Cost	Role	Staff
Update Rules	18 months	\$275,000*	DLCD – Lead	4.00 FTE 0.50 FTE
			ODOT – Support	1.00 FTE
Monitor and Enforce Program	6 months	N/A	DLCD – Lead	4.00 FTE
Enable Implementation	6 months	N/A	ODOT – Lead	1.00 FTE
			DLCD – Support	0.50 FTE

Action: Scenario and GHG Reduction Planning

In order to proceed with any further mandates for scenario and GHG reduction planning, studies will be needed to identify the best approaches for local GHG reduction planning and for associated costs and technical support needs. ODOT and DLCD will engage stakeholders to understand their needs and constraints and rely on lessons learned from the last ten years of scenario planning to complete this work. These efforts will be done prior to or in the early stages of rulemaking in order to appropriately scope the effort and identify policy options that can reasonably be implemented. Once the rulemaking is complete, ODOT and DLCD will need to provide technical and financial support to metropolitan areas in support of their planning. ODOT and DLCD could potentially support scenario planning for up to one metropolitan area at a time within existing resources. However, each effort may take around two years to complete and there are seven metropolitan areas in the state that will require new work. Thus the demand will likely exceed capacity and additional staff FTE and funding is critical. For the plans to be effective overtime, they will need to be implemented. The agencies will explore accountability mechanisms and how to fund climate-friendly projects and programs in local plans.

Phase / Tasks	Timeline	Cost	Role	Staff
Scenario and GHG Reduction Planning Feasibility Report	6 months	Included in CFEC Action	DLCD – Lead	Included in CFEC Action
			ODOT – Support	0.50 FTE
Scenario and GHG Reduction Planning Technical Assistance	Ongoing	\$0.5M-\$2M annually*	ODOT – Lead	2 FTE*
			DLCD – Support	1 FTE*

* Costs and Staff FTE are above and beyond current resources, thus requiring additional funding.



Performance Measures

Action: GHG Reduction Performance Measures

To ensure that the state agencies and local governments are on track to meet GHG reduction goals and to effectively steer resources towards this effort, the agencies will develop GHG reduction performance measures. Progress will be measured in three ways. First, performance measures and targets will be developed using the trajectory of actions in the STS. Second, local performance measures for GHG reductions actions will be developed, monitored, and enforced. Thirdly, programmatic performance measures will be developed to demonstrate progress towards meeting the goals specific to each action outlined in this work plan. Overall performance tracked by metrics in the STS are unlikely to show large statewide GHG reduction differences in the short term. Performance measures at the local level will help to track small changes in different categories of approaches that will help determine where more effort might be needed to further overall GHG reduction goals. Programmatic performance measures specific to each of the work actions will demonstrate progress and allow agencies to course correct when necessary.

Phase / Tasks	Timeline	Cost	Role	Staff
Performance Measure Development	12 months	N/A	ODOT – Lead	0.50 FTE
			DLCD – Support	0.25 FTE
			DEQ – Support	0.25 FTE
			DOE – Support	0.25 FTE
Reporting	Ongoing	N/A	ODOT – Lead	0.50 FTE
			DLCD – Support	0.10 FTE
			DEQ – Support	0.10 FTE
			DOE – Support	0.10 FTE

TIMING

The actions described above will be sequenced over the next five years. Most actions will start in the next six months, while some of the work (e.g. Truck Alternative Fuels Study) is set to start in about a year. The general sequencing of the actions is shown in Figure 4 below.

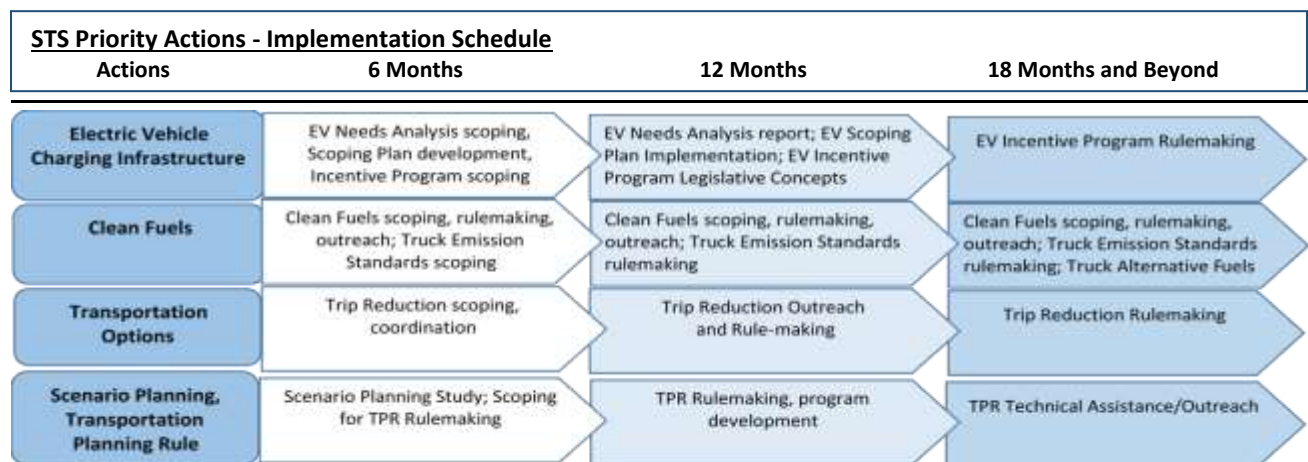


Figure 4: Timeline and Sequencing of STS Multi-Agency Implementation Actions

RESOURCE NEEDS

As shown in the timeline (Figure 4), much of the work is front loaded in the first two years. Such efforts will require at least 1-2 dedicated staff per agency over this time period. This demonstrates a significant commitment across state agencies towards helping to achieve the STS vision and GHG reductions from transportation.

Timelines may need to adjust as unforeseen circumstances arise or as opportunities or challenges present themselves. The timelines are also contingent of available resources. Some of the actions described above will require additional resources above and beyond what can be made available today. Specifically additional resource needs include:

- *Trip Reduction Ordinance*
Additional staff are needed at DEQ (0.75 FTE) to implement and enforce the program once it is created and at ODOT (0.50 FTE) to provide statewide technical assistance to businesses. In addition about \$200K annually is needed to pass through ODOT to local transportation options providers to provide location-specific and hands-on technical support.
- *Transportation Electrification Infrastructure Needs Analysis*
To complete the required elements of the Executive Order, ODOT will need to hire a consultant and funding is needed (\$250,000).
- *Climate-Friendly and Equitable Communities*
Given other high profile rulemaking efforts and limited agency capacity, DLCDC will need additional staffing support (for administrative tasks) for the CFEC rulemaking (0.50 FTE). In addition, \$275,000 will be needed to support the rulemaking process and equity outcomes.
- *Implementation of Scenario and GHG Reduction Planning*
To support more than one local GHG reduction planning at a time, staffing to ODOT (2 FTE) and DLCDC (1 FTE) is needed as well as additional funding to pass through ODOT (\$0.5M-\$2M annually) to local areas doing the planning work.

Some of the needs described above are immediate, like the Transportation Electrification Infrastructure Needs Analysis, while others are longer term and support long-term implementation, such as the Trip Reduction Ordinance, Climate Friendly and Equitable Communities, and GHG Reduction Planning efforts.

SUMMARY

The ten actions identified in this work plan reflect efforts that require cooperation by two or more of the agencies, support STS implementation, and can help to achieve a cleaner Oregon. There are many additional actions needed, which will be the focus of future joint work plans that ODOT, DOE, DLCDC, and DEQ are committed to developing every two years. In addition, individual agencies are pursuing or identifying climate actions which fall primarily under their implementation authority alone. For example, ODOT has established a Climate Office and is developing an ODOT-focused STS implementation plan that will identify actions the agency will undertake to support low carbon modes like biking, walking, and transit, increased telecommuting statewide, as well as transitioning to a vehicle miles traveled fee, and establishing other pricing programs, among other activities. DOE has many clean energy initiatives and has several efforts that support transportation electrification. DLCDC is leading state climate adaptation

efforts, is pursuing integration of transportation and land use to shorten trip distances, and is working several efforts related to building codes and housing. DEQ established a climate group and is pursuing additional clean fuels and electrification efforts, in addition to setting up a new Cap and Reduce program.

The actions chosen for this first STS Multi-Agency Implementation Work Plan will be leveraged with and complement the other individual agency work described above. Efforts will also be needed by local jurisdictions, the private sector, and the public in order to see significant GHG emission reductions. The state agencies are working to enable a cleaner future and support market transitions. Progress will be tracked over time and adjustments made to focus on the most effective actions and those that best address frontline community disparities.

The four agencies have finalized their formal commitment to this work through the development of a Memorandum of Understanding (MOU). The MOU, this Work Plan, and more information about the multi-agency STS implementation efforts can be found on the Every Mile Counts website at: <https://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx>.



Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction



Multi-Agency Implementation Work Plan June 2020 - June 2022

OREGON DEPARTMENT OF TRANSPORTATION, OREGON DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT, OREGON DEPARTMENT OF ENERGY, OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

Appendix- Work Program Action Details

Contents

Statewide Trip Reduction Policy Action	2
Parking Management Action	5
Interagency Zero Emission Vehicle (ZEV) Action Plan Action	8
Transportation Electrification Infrastructure Needs Analysis Action	11
Expand the Clean Fuels Program Action	15
Truck Alternative Fuels Study and Implementation Action	18
Adopt New Emissions Standards and ZEV Requirements for Medium- and Heavy-Duty Trucks Action....	20
Climate Friendly and Equitable Communities Action	23
Scenario and Climate Pollution Reduction Planning Action	28
Performance Monitoring Indicators and Analysis Action	31

Statewide Trip Reduction Policy Action

Objective

The objective of this task is to expand the existing Employee Commute Options Rule (ECO-Rule) statewide to reduce automobile-related air pollution, traffic congestion, and energy use through regulations and employer-based programs that encourage the use of alternatives to single-occupant vehicle travel. Alternatives may include telecommuting, flexible work schedules (to shift travel out of peak hours), free or subsidized transit passes, parking cash-out programs, encouraging bike and pedestrian options, and other actions.

Description

Currently, DEQ's ECO-Rule only applies to the Portland Metropolitan area where it began as a strategy to reduce ozone. The program has been implemented since 1995 and only minimally modified since then, primarily to change the applicability of the employer size from 50 to 100 employees. The basic framework of the regulation is that employers must survey their employees about how they get to work and then develop a plans to reduce their average single-occupant vehicle travel rate over time. Expansion of the ECO-Rule to have statewide impact will require rulemaking by DEQ and will include all medium and large metropolitan areas.

The employers should use TDM measures to encourage employees to use commute options and reduce drive-alone commute trips to the work site beyond an established baseline and be tracked over time. State agencies should assist with implementation of the new statewide ECO-Rule including helping employers develop plans, provide resources and guidance, and for administrative oversight and tracking. Specific requirements for businesses and areas will need to be determined based on the availability of transportation options, such as level of transit service, and equity considerations. Overall monitoring and tracking requirements are needed to ensure that plans are being implemented and lead to GHG reductions. The program should be designed with current best practices from behavioral economics in promoting transportation choice.

Opportunities

- There are existing programs in other states that we can model the statewide Oregon program after.
- Existing state agency programs, including DEQ's ECO Program and ODOT's Transportation Demand Management and Transportation Options programs, can be restructured to support a Statewide Trip Reduction Policy.
- Existing stakeholder groups, such as the transit agencies and the Transportation Options Group of Oregon, can provide valuable input before and during rulemaking.
- Greater flexibility in commuting may help employers to attract and retain top talent.

Challenges

- There may be pushback from employers due to potential increases in costs to deliver the program.

- There may be pushback from employers over being required to conduct surveys, do trip reduction planning, reporting, and monitoring.

Equity Considerations

Equity is considered for this task by ensuring that this program will apply to areas of the state that have adequate alternatives to driving alone. For low income households, increasing access to public transit will likely reduce their cost to commute. Care should be given to ensure that benefits and dis-benefits are considered, and to how implementing specific programs may affect all employees. In addition to special considerations for low income households, equity must also factor into the requirements on employers to ensure that the economic impact of implementing a trip reduction program is not too burdensome. These considerations can be addressed through on-going stakeholder engagement with businesses and practitioners in the background research and rulemaking process, and implementation.

Roles and Responsibilities

- *Lead Agency:* DEQ will lead the rulemaking process. Overall, DEQ’s role is regulation and compliance.
- *Supporting Agency:* ODOT will support the process by leading parts of the background work and providing implementation resources. Overall, ODOT’s role is technical support.

Scope of Work

Phase 1: Background, Communications, Rulemaking

- Timeline: 12-18 months
- Cost: Staff Time Only
- FTE Required: DEQ 1.00 FTE (0.5 FTE AQ Operations, 0.5 FTE AQ Planning)
ODOT 0.25 FTE (Transportation Options Program Manager)

Phase 2: Implementation

- Timeline: After rulemaking is complete
- Cost: \$200,000 annually for Transportation Options Providers (managed through ODOT)
- FTE Required: DEQ 0.75 FTE (support for the new statewide program)
ODOT 0.50 FTE (coordinator of technical support)

**Costs and staff FTE are above and beyond current resources, thus requiring additional funding*

Phase 1 of this task will involve doing background research, communicating the intent of the effort with stakeholders, and conducting a formal rulemaking process to expand the ECO Program to become a statewide program. The background work will include research of existing commute trip reduction ordinances in other states, holding pre-meetings with key agency partners, and development of a communications plan. DEQ will then begin a formal rulemaking process that will include convening a rulemaking advisory committee and holding multiple meetings to consider design options for a proposed statewide program. Depending on the complexity of options and the level of consensus amongst the stakeholders, the rulemaking process may take between 6 and 12 months. The Environmental Quality Commission will consider the proposed program and need to vote to adopt the program to be effective.

Phase 2 of this task will involve implementing the adopted statewide program. It will need to refocus existing state agency programs to support the local jurisdictions in order to provide employers the necessary guidance and resource to meet the requirements of the program.

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Background Research		
a. Conduct web based research and interviews on existing commute reduction programs to identify opportunities to model the Oregon statewide program against	Lead: ODOT 0.25 FTE Support: DEQ minimal	2 months
b. Gather data on employers, VMT and congestion around the state to determine eligible entities, size of businesses, etc.	Lead: ODOT 0.25 FTE Support: DEQ minimal	
c.		
d. Develop business cases to support effort (e.g. household cost savings).	Lead: ODOT 0.25 FTE Support: DEQ minimal	
2. Communications		
a. Engage with the Transportation Group of Oregon (ToGo) Board and other stakeholders	Lead: DEQ 1.00 FTE Support: ODOT 0.25 FTE	1 month
b. Develop communications plan		
3. Program Design and Rulemaking		
a. Convene Advisory Committee	Lead: DEQ 1.00 FTE Support: ODOT minimal	9-12 months
b. Consider design options for the statewide program		
c. Develop performance measures and accountability processes.		
d. Determine staffing and resource needs for implementation and program management.		
e. Environmental Quality Commission adopt rules		
4. Implementation		
a. Establish statewide resources for businesses to support actions. Broker relationships between businesses and transit providers. Provide funding and set work programs for local Transportation Options (TO) Providers (\$200K per year) to work directly with businesses to identify and implement effective trip reduction actions.	\$200K annually Lead: ODOT 0.50 FTE* Support: DEQ minimal	On-going
b. apply performance measures and accountability mechanisms	Lead: DEQ 0.75 FTE* Support: ODOT minimal	
c. Coordinate with legislature for requests for additional resources, respond to legislative inquiries, etc.	Lead: DEQ minimal Support: ODOT minimal	

**Costs and staff FTE are above and beyond current resources, thus requiring additional funding*

Parking Management Action

Objective

The objective of this task is to reduce vehicle miles traveled by reforming parking regulations. The work task will develop guidance, code language, business case materials, and amend existing rules.

Description

The 2018 STS Monitoring Report found that parking is still being priced at a much lower rate than the STS Vision. Over 96% of car trips end in a place with free car parking. The costs of providing that parking are hidden, resulting in a cross-subsidy of driving. By internalizing the marginal cost of parking to the driver, people will choose to take other modes of transportation.

Opportunities

- Local governments are starting to be more strategic about parking mandates (e.g. Salem, Bend).
- There is widespread interest in making housing more affordable and there are complementary efforts including: the current legislative mandate and associated DLCDC housing rulemaking and associated guidance work.
- Innovative technology, dynamic pricing, and other options allow potential parking pricing structures to be adaptable to unique contexts.
- Charging for parking can increase turnover rate of patrons to local businesses, thus increasing the overall number of shoppers and incoming revenue.
- Parking regulations can be designed to include EV charging rules, supporting EV objectives.
- Future shared autonomous vehicles may reduce demand for parking.

Challenges

- Change is hard. Pushback from cities, including elected leaders and businesses is expected.
- There is existing abundant unpriced parking, changing these locations will be challenging.
- The state can provide guidance and model language, but reforms will require local implementation.
- Reforming mandates for new development results in a marginal rate of change.
- Cities mandate oversupply rather than prioritize management to address parking conflicts.

Equity Considerations

More than one-third of Oregonians are too young, old, poor or infirm to drive. These people disproportionately consist of historically marginalized populations, people of modest means, people with disabilities, and racial minorities. Parking reforms can be structured with rates and breaks considerate of income and areas where transportation options are available. Parking revenue can be used to promote more equitable transportation choices.

Roles and Responsibilities

- *Lead Agency:* DLCDC will be the lead agency through the Climate Friendly and Equitable Communities (CFEC) rulemaking process. DLCDC and ODOT will develop policy guidance, messaging, and research as part of the TGM program.

- *Supporting Agencies:* ODOT will provide support through the rulemaking process and distribution of information. DEQ will support the rulemaking for indirect source emissions.

Scope of Work

- Timeline: 18-24 months
- Cost: \$100,000 in consulting work for additional facilitation, outreach and education (Task 2)
- FTE Required: DLCD 1.00 (TGM program staff)

ODOT 0.25 (TGM program staff)

The rest of the tasks under this action can be absorbed into larger efforts:

- DEQ 1.00 FTE (Added to work if DEQ undertakes Indirect Source Rulemaking)
- DLCD 4.00 FTE (Added to planned work CFEC Rulemaking)
- ODOT 0.25 FTE (Added to planned work to support CFEC Rulemaking)

The results of this task will be amendments to the TPR as part of the CFEC work, limiting how much parking cities can mandate. The rules will be supported by model development code, educational materials and presentations, and a report on the full cost of providing parking in cities across Oregon. Amendments to the ECO rules will further require more employers to offer parking cash out. These amendments will be supported by materials describing the benefits of parking cash out policies.

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Amend Transportation Planning Rules		
a. DLCD will amend the Transportation Planning Rules (TPR) or other rules to require cities to remove parking minimum mandates in certain areas, allow any mandated parking to be within walking distance instead of on-site, or to count on-street parking towards mandated parking.	(See Climate Friendly and Equitable Communities Action write-up)	
b. Optional: DLCD will amend the TPR to prohibit parking mandates. Cities may only mandate parking if they conduct a comprehensive parking study of demand and demonstrate severe lack of supply within walking distance of new development.		
2. Transportation Growth Management Program Guidance and Outreach		
a. DLCD will update TGM Model Code for Small Cities to reflect current best practices on parking.	Lead: DLCD 1.50 FTE Support: ODOT 0.25 FTE	24 months
b. ODOT and DLCD will develop a publication of case studies and best practices of managing existing on-	Lead: DLCD 1.00 FTE Support: ODOT 0.25 FTE	

Task	Agency Responsibility	Timeline
street parking supply and present a speaking tour about parking reform and how to implement.		
c. ODOT and DLCD will prepare analyses summarizing current data on the widely varying costs of providing off-street parking across the state, including the opportunity cost of the land.		
3. Transportation Options Outreach and Training to Locals		
a. ODOT will work with Transportation Options providers to promote priced daily parking for employees, priced on-street parking, parking cash out, and removal of local parking mandates.	Lead: ODOT 0.25 FTE Support: DLCD min	24 months
4. Update Air Quality Rules as needed to support DLCD Rule Revisions		
a. As part of DEQs amendments to the ECO Rule, DEQ will consider a parking cash out element in the program design.	Lead: DEQ 1.00 FTE Support: DLCD min	12 months
b. DEQ will explore how indirect source rules could be amended to support parking restrictions.	Lead: DEQ 1.00 FTE	
c. DEQ will work with DLCD to prepare guidance and education materials if parking cash out is an element of revised ECO rule compliance.	Lead: DEQ 0.50 FTE Support: DLCD 0.50 FTE	

Interagency Zero Emission Vehicle (ZEV) Action Plan Action

Objective

The objective of this task is to build on the work of the Zero Emission Vehicle Interagency Working Group (ZEVIWG) and support zero emission vehicle adoption in Oregon by developing a statewide interagency Zero Emission Vehicle (ZEV) Action Plan. The plan will describe specific tasks for agencies to collaborate on and achieve in the next 18 months to support increased adoption of zero emission vehicles. Tasks would fall into four general categories: increasing Oregonians' access to ZEVs; increasing Oregonians' access to ZEV charging infrastructure; increasing education and awareness of ZEVs, their operation, and benefits; and increasing Oregon state agency adoption of ZEVs.

Description

Recognizing that multiple agencies have programs and activities that affect ZEV adoption, the Governor tasked the ZEVIWG to work collaboratively in implementing the EO directives and identify opportunities and barriers to EV adoption. The ZEVIWG consists of ODOE, ODOT and DEQ as well as the Department of Administrative Services and the Oregon Public Utility Commission. Having completed most tasks set in the EO and finding value in the ZEVIWG process and interactions, the members of the ZEVIWG have begun discussing potential new action items the agencies can collaborate on to continue to accelerate EV adoption. In order to facilitate a comprehensive and transparent plan for this work, ODOE, ODOT, and DEQ in coordination with DAS, PUC, and other agencies will develop a statewide ZEV Action Plan. Using the ZEVIWG, team members will identify state agency activities that can help support and accelerate ZEV adoption. The Interagency ZEV Action Plan will serve as the guidance document for all interagency work, including the other ZEV-focused interagency STS tasks: expanding the EV rebate program and developing a transportation electrification infrastructure needs analysis.

In 2019, the Oregon Legislature passed SB 1044, which identified ZEV adoption as a primary driver to reduce greenhouse gas emissions in the light-duty vehicle sector and set ZEV adoption targets for the state. In addition to the targets the bill ramps up ZEV adoption goals for the state fleet and expands the Schools' designated portion of the Public Purpose Charge to include procurements of ZEVs and ZEV chargers. The new law also required ODOE to produce a biennial Zero Emission Vehicle report to the Legislature, with the inaugural report due on September 15, 2021. The report will include information on state of ZEV adoption and the impacts on state activities. The report also requires ODOE to produce a list of recommendations to the Legislature if the state is not on track to achieve the ZEV adoption targets established.

Opportunities

- Provides a single EV planning process to facilitate state agency activities that are coordinated and efficient, with the goal of higher ZEV adoption rates, including the e-mobility gap analysis and expanding the EV rebate program.
- As an established working group, the ZEVIWG can serve as the mechanism for coordination of this work.

- Electric bicycle technology has greatly improved recently, leading to increased interest and purchasing of electric bicycles.

Challenges

- Requires collaborative efforts from agencies outside the STS group, including, but not limited to DAS, PUC, Oregon Health Authority, and the Oregon Department of Education.
- Requires significant outreach and engagement from stakeholders that may not always be in alignment on their positions on the actions the state should be taking.

Equity Considerations

Equity is central to the discussion of ZEV adoption, with several areas of focus where increasing ZEV adoption is more challenging:

- Multi-unit dwellings that often lack access to chargers due to the costs involved to add charging in established parking areas.
- Rural areas where the available ZEV vehicle platforms do not include the types of vehicles that are currently in use in these areas, including pickup trucks and SUVs.
- Underserved communities, where EV adoption is not a primary concern or need for the community, and where the upfront costs of ZEVs are a significant barrier to adoption.

Addressing these equity concerns should be included in the development of the action plan, including robust stakeholder outreach and identification of potential solutions to address the individual barriers, up to and including recommending legislative concepts to agency leadership.

Roles and Responsibilities

- *Lead Agency:* ODOE lead the ZEWIWG discussion of the Interagency ZEV Action Plan. ODOT will oversee implementation. All agencies identified with tasks in the plan will be leads for those tasks.
- *Supporting Agencies:* DEQ, coordinating with other agencies including PUC, DAS, DLCD, ODE, and OHA.

Scope of Work

- Timeline:
 - Action Plan- 3 months
 - Implementation- 18 months
- Cost: Staff time only
- FTE Required: ODOE – 0.30 FTE
DEQ, ODOT – 0.20 FTE

The scope of this task will involve coordination of multiple agencies to develop a statewide ZEV Action Plan. The Interagency ZEV Action Plan will include activities that individual state agencies can lead or support that will address one or more of four areas:

- increasing Oregonians’ access to ZEVs, including the specific task of expanding the EV rebate program
- increasing Oregonians’ access to charging infrastructure, including conducting a statewide transportation electrification infrastructure needs analysis
- increasing Oregonians’ awareness of ZEVs and their benefits

- increasing adoption and use of ZEVs at state agencies

All tasks identified in the plan will fall under agencies' current authorities, and all tasks must be approved and supported by the lead and supporting agencies' directors.

Summary of Tasks

Task	Agency Responsibility	Timeline
1. ZEV State Interagency Action Plan Development		
a. ZEV State Interagency Action Plan Draft – development of a draft plan with specific tasks for agencies	Lead: ODOE 0.30 FTE Support: minimal	2 months (Due by June 30, 2020)
b. ZEV State Interagency Action Plan Finalization- finalize action plan and agency tasks	Lead: minimal Support: minimal	
2. ZEV State Interagency Action Plan Implementation		
a. Individual Agency Implementation Actions	Lead: ODOT 0.30 FTE Support: ODOE 0.30 and 0.10 FTE per agency for the others	18 months (Complete by December 31, 2021)
b. ZEVIWG Meeting Participation		
c. ZEV Action Plan Communications		
3. State Action Plan Final Report		
a. Development of ZEV Interagency State Action Plan Summary Report – ODOT and ODOE will draft a final report summarizing the activities of the ZEV State Interagency Action Plan, including recommendations to develop a new action plan for 2022 – 2023	Lead: ODOT and ODOE 0.10 FTE Support: minimal	2 months (Complete by January 31, 2022)
b. Review and Approval of ZEV State Interagency Action Plan Summary Report – All state agencies involved in implementing the action plan will review, provide feedback, and approve the final report.	Lead: minimal Support: minimal	
c. Submission of ZEV State Interagency Action Plan Summary Report to State Agency Directors – ODOT and ODOE will provide electronic copies of the final report to the Directors of all state agencies who implemented the ZEV State Interagency Action Plan and post the report on its webpage.	Lead: minimal Support: minimal	

Transportation Electrification Infrastructure Needs Analysis Action

Objective

The objective of this task is to assess transportation electrification charging infrastructure needs and gaps throughout Oregon, in order to support the light-duty zero emission vehicle (ZEV) adoption goals established in SB 1044 (2019), and STS Goal *Support Use of Cleaner Vehicles and Fuels*. Access to EV charging infrastructure is cited as one of the key barriers to EV adoption. This study will illuminate specific needs for future ZEV charging infrastructure, paving the way for support from utilities, the private sector, and government.

Description

One key element spurring Oregonian's ZEV adoption is the availability and accessibility of convenient, reliable ZEV charging infrastructure. While today's ZEV drivers with single-family homes charge mostly at home, supplemental charging infrastructure is critical to achieve Oregon's robust ZEV adoption goals. To enable all Oregonians to travel throughout the state, and to ensure ZEV access for Oregonians living in multi-unit dwellings (MUDs) or other venues without convenient access to home charging, a network of public and workplace ZEV charging stations, and access for those living in MUDs, is critical. Additionally special attention will be placed to the charging needs in rural areas. Currently, large charging gaps exist throughout the state, which likely discourages ZEV adoption.

Increasing Oregonian's access to ZEV charging will be one of the aims of the Interagency ZEV Action Plan, spearheaded by the ODOE and the Zero Emission Vehicle Interagency Working Group (ZEWIWG). The Transportation Electrification Infrastructure Needs analysis will fulfill this goal, examining the existing status of light-duty ZEV transportation charging infrastructure in Oregon, identifying needs and gaps in charging along travel corridors and for ZEV daily use, with a keen eye to access in rural areas and equity concerns. Analyses will pinpoint needs and gaps in the context of future vehicle trends and charging technology, travel patterns, population density, and other contextual factors. The study will emphasize access to light-duty ZEV charging infrastructure, while providing an overview of opportunities and charging infrastructure needs in transportation electrification sectors beyond light-duty ZEVs. ODOT will collaborate with ODOE and other agencies to develop the ZEV Action Plan, which will include the Transportation Electrification Infrastructure Needs analysis. ODOT will work closely with ODOE to conduct the Transportation Electrification Infrastructure Needs analysis, leveraging its expertise, as well as that of the ZEWIWG, and consult with other agencies, NGOs and public utilities. Coordination is critical, to avoid duplication of effort.

Opportunities

- Creating a common understanding of Oregon's light-duty ZEV charging infrastructure needs can lead to a statewide ZEV charging infrastructure plan. This plan can help guide investment by utilities, the private sector, and government, ensuring focus on rural areas and equity concerns.
- By identifying and addressing gaps, Oregon can reduce potential ZEV drivers' "range anxiety", encouraging greater ZEV adoption.

- Insight about other modes of transportation electrification and their potential future charging needs, such as electric transit, delivery, freight, and e-mobility, will enable Oregon to adopt policies increasing the pace of multiple modes of transportation electrification, accelerating GHG reductions.

Challenges

- The number of variables involved in transportation electrification, rapid pace of change, and potential gaps or inaccessibility in existing data.
- Potential pushback from other alternative fuels, as the study will lightly touch on transportation electrification charging needs of non-light-duty vehicles, such as transit, medium-duty delivery and heavy-duty freight transport.
- Time constraints. There is no room to slip timelines on this project, which are tight. Additionally, study results would ideally be available in time for the 2021 Legislative Session. Interim results may be available by March 2021.

Equity Considerations

In order to achieve light-duty ZEV adoption goals, and reduce GHGs among multiple transportation modes, it is critical to ensure that charging infrastructure is convenient and accessible for frontline communities and those who may live in multi-unit dwellings, or other areas where access to home charging is unavailable. Different socio-economic groups may seek to procure used ZEVs or shorter-range / less expensive new ZEVs, requiring more frequent access to charging. Geographic balance will be achieved by ensuring a focus on rural areas.

Roles and Responsibilities

- *Lead Agency:* ODOT will lead the Transportation Electrification Infrastructure Needs analysis and work closely with the Oregon Department of Energy on this assessment.
- *Supporting Agency:* ODOE will support the needs assessment; the ZEVIWG agencies and other state agencies, public utilities and NGOs will have a consultative role.

Scope of Work

- Timeline: 12-18 months, Report due to Legislature June 30, 2021
- Cost: \$250,000 consultant study effort(s)
- FTE Required: ODOT 1.00 FTE
ODOE 0.50 FTE

The scope of the Transportation Electrification Infrastructure Needs analysis will be to identify the status, needs and gaps in the availability of reliable, easily accessible light-duty ZEV charging infrastructure in Oregon. The study will examine existing conditions, determine data sources, identify trends in vehicle charging technology, travel patterns and demographics, and model a range of scenarios to contrast near term charging infrastructure needs. An advisory group, consisting of other state agencies, public utilities, and NGOs will ensure the voices of multiple stakeholders inform the analysis, and equity and geographic balance are appropriately reflected in the work.

Although the focus of the study will be on charging gaps for light-duty ZEVs, and meeting state ZEV adoption targets outlined in SB 1044, opportunities and charging needs of other transportation electrification modes will also be considered. ODOT will lead, in consultation with ODOE and others, an overview assessment that will develop insight into the vehicles, market status, charging infrastructure needs, likely timing of commercial or near-commercial availability of Medium/Heavy-duty electric vehicle classes, and other transportation electrification modes, such as:

- Buses (Transit, School)
- Delivery trucks and long-haul freight movement
- Garbage trucks, street sweepers, construction equipment
- Warehouse operations
- Micro-mobility (e.g., e-scooters, e-bikes)

The work will be informed through literature review, multi-state and national studies (including several public-private collaborations that Oregon state agencies have participated in, as well as collaborative efforts by electric utilities across Western states), local policies, and experts. A high-level overview of charging infrastructure needs for these transportation electrification sectors will be portrayed, along with avenues for Oregon to facilitate charging infrastructure installations for these other transportation electrification modes.

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Form and Manage a Project Management Team and Stakeholder Engagement Plan		
a. Project Management; Form the Project Management Team (PMT) and craft the Work Plan for use by consultants and agency staff. Manage the PMT, which includes ODOT and DOE.	Lead: ODOT 1.00 FTE Support: ODOE 0.50 FTE	3 months
b. Form an advisory group with DEQ, DLCD, other state agencies, public utilities, NGOs. Manage advisory groups and outreach.		
2. Determine Existing Conditions		
a. Research and describe transportation electrification use types and vehicle classes	Lead: ODOT 1.00 FTE Support: ODOE 0.50 FTE	3 months
b. Gather data: travel statistics, EV adoption rates by geography, populations density, mix of housing types, local policies, etc.		
c. Evaluate electric transportation charging infrastructure: existing network, mix of charging venues, etc.		
3. Identify future trends and opportunities		
a. Identify future trend and opportunities across electric transportation use types and vehicle classes	Lead: ODOT 1.00 FTE Support: ODOE 0.50 FTE	3 months
b. Assess changes in travel patterns and demographics		

Task	Agency Responsibility	Timeline
c. Project electric transportation charging and vehicle technology		
4. Outline Future Scenarios depicting EV Charging Needs, Gaps		
a. Describe methodology and scenario assumptions, including charging needs and gaps in Corridor, ZEV daily use. Model near term scenarios (focusing on light-duty ZEVs) and narratively describe long-term scenarios and implications	Lead: ODOT 1.00 FTE Support: ODOE 0.50 FTE	3 months
b. Compare and Contrast Scenarios		
c. Find commonalities in barriers and opportunities		
5. Prepare Report and Identify Short Term Actions		
a. Prepare Report and lay out options for meeting short term SB 1044 goals	Lead: ODOT 1.00 FTE Support: ODOE 0.50 FTE	3 months

Expand the Clean Fuels Program Action

Objective

The objective of this task is to expand the Clean Fuels Program (CFP) to reduce transportation-related greenhouse gas emissions through a market-based program. Success in the CFP can also decrease criteria and toxic air pollution and their negative health effects, increase Oregon's energy independence, promote local economic development, and create clean energy jobs.

Description

The 2019 Oregon Legislature passed HB 2186 to adopt a low carbon fuel standard to reduce the carbon intensity, or lifecycle GHGs per unit of energy, of transportation fuels. This means that all parts of a fuel's lifecycle – extracting/growing, transporting, bio/refining, distributing, and combusting – are accounted for in a fuel's carbon score and therefore becomes an opportunity to reduce emissions. Common strategies to lower the carbon intensity of a fuel include: developing new feedstocks and technologies to make fuels, making existing technologies more efficient, and increasing the number of alternative fuel vehicles available to increase consumption of the lower carbon fuels. ODEQ began implementing the policy as the Oregon Clean Fuels Program (CFP) in 2016 and by 2025, the carbon intensity of Oregon's transportation fuels are required to be 10% below 2015 levels.

Executive Order 20-04 further directs DEQ to expand the CFP to achieve 25% carbon intensity reductions by 2035. In order to meet this goal, DEQ must ensure that both sufficient supply and demand of low carbon fuels in the Oregon market along with the vehicles to consume them and the infrastructure to fuel them. Having all of Oregon's state agencies collaborate in this effort will demonstrate its leadership by setting an example for other local jurisdictions and large businesses to commit to lower carbon fuels.

Opportunities

- Early data shows that the program can lower fuel prices to all consumers.
- The program is fuel-neutral and technology-neutral which means that there is a solution for all different uses.
- By design, the policy creates financial incentives for providers of lower carbon fuels that are paid by providers of higher carbon fuels – public funds are not necessary.

Challenges

- Pushback from fuel providers to make the necessary investments to bring the lower carbon fuels to Oregon.
- Pushback from fleets to convert to alternative fuel vehicles which limits demand.
- Pushback from the legislature that leads to long-term regulatory uncertainty.

Equity Considerations

Equity is considered for this task by ensuring that opportunities are created that benefit low income households. Generally speaking, the CFP lowers the cost of lower carbon fuels and lowers tailpipe emissions. Because of this, it is ideal for transit agencies, school districts, local governments, and fleets of all sizes to take advantage of this opportunity. Ethanol, biodiesel, renewable diesel, renewable

natural gas, renewable propane and electricity pollute less and are lower in cost compared to gasoline and diesel. Traditional environmental justice communities are often located nearest to roadways, distribution centers, bus barns, and multi-modal facilities and a switch to lower carbon fuels can benefit those communities.

Roles and Responsibilities

- *Lead Agency:* DEQ will lead the rulemaking process, oversee the implementation of the regulation, and guide the outreach effort.
- *Supporting Agency:* ODOE will provide support in all aspects of outreach and communication.

Scope of Work

Phase 1: Amend Low Carbon Fuel Standards

- Timeline: 27-33 months (through 2022)
- Cost: \$200,000 to contract for technical analysis (already budgeted)
- FTE Required: DEQ 1.00 FTE

Phase 2: State Agency Clean Fuel Use

- Timeline: 24 months (through 2021)
- Cost: N/A
- FTE Required: DEQ 0.25 FTE
ODOE 0.25 FTE

Phase 1 of this task will involve amending the Low Carbon Fuel Standards by: 1) contracting for technical analysis; 2) conducting formal program review; and 3) formal rulemaking. There will be multiple opportunities for stakeholder input throughout the process. The Environmental Quality Commission will need to adopt the program to be effective.

Phase 2 of this task will focus on state agencies using cleaner fuels. This will include assessing all state agencies to determine how they fit into the following categories: 1) own or manage their own fleet; 2) manage a contract or procurement process that can require or incent lower carbon fuels or alternative fuel vehicles; or 3) implement a program or policy that complements the CFP. For category 1, DEQ will develop a guidebook that outline how to plan for fleet conversion. For category 2, DEQ will develop a guidebook that includes recommendations to maximize procurement opportunities. For category 3, DEQ will conduct one-on-one assessments with each applicable agency to identify the opportunities for collaboration. Common strategies to lower the carbon intensity of a fuel include: developing new feedstocks and technologies to make fuels, making existing technologies more efficient, increasing the number of alternative fuel vehicles available to increase consumption of the lower carbon fuels. State government provides unique opportunities to leverage these strategies through procurement, programs, and policies.

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Implement EO 20-04 (for more detail, see DEQ's detailed work plan)		
a. May 15, 2015 report to Governor	Lead: DEQ 1.00 FTE	27-33 months
b. Contract for technical analysis		
c. Conduct formal program review		
d. Convene formal rulemaking		
2. Outreach to state agencies		
a. Survey agencies to see what categories they fall into	Lead: DEQ 0.25 FTE Support: DOE 0.25 FTE	24 months
b. Convene Alternative Fuels Interagency Working Group		
c. Develop guidebooks for Categories #1 and #2		
d. Outreach to Category #1 and #2 agencies		
e. Implement Category #1 and #2 strategies		
f. Outreach to Category #3 agencies		
g. Customize strategies for Category #3 agencies		
h. Implement Category #1 strategies		

Truck Alternative Fuels Study and Implementation Action

Objective

The objective of this task is to reduce emissions from medium and heavy duty trucks by exploring opportunities to switch to alternative fuels. Along with reducing greenhouse gas emissions, switching to an alternative fuel in this sector will reduce nitrogen oxides, a precursor to ground-level ozone, and diesel particulate matter, which is a potent air toxic. These emissions impact both climate change and human health, particularly for the most vulnerable populations.

Description

Medium and heavy duty trucks come in many different forms and serve many different functions. Duty cycles (how heavy, how far, how long, etc.) for these vehicles are the central issue when it comes to determining what alternatives make sense for fleet owners. There are many different applications for medium and heavy duty trucks and as many solutions to match. Questions about costs are critical – since the alternative fuel versions often have higher up-front price tags but lower maintenance and fuel costs. The full spectrum of options must be studied to determine the lifecycle costs and feasibility for adopting alternative fuels from biofuels, natural gas, propane, electricity or hydrogen. Once the study is completed, an action plan will be developed to encourage adoption of alternative fuels.

Opportunities

- The state administers multiple grant programs that can be used towards these projects, such as the Environmental Mitigation funds, Diesel Emissions Reduction Act, and Congestion Mitigation and Air Quality (CMAQ) funds.
- Oregon is part of the West Coast Collaborative that partners government agencies with private fleets to promote alternative fuels in medium and heavy duty vehicles including studies evaluating Oregon's fleet and infrastructure.
- The increased use of alternative fuels complements the expansion of the Clean Fuels Program.

Challenges

- There needs to be sufficient fueling infrastructure in place to support conversions to alternative fuels.
- Fleet manager's ability to front capital costs for fleet conversions.

Equity Considerations

Equity is considered for this task by providing opportunities to reduce dirty diesel emissions. Medium and heavy duty trucks impact the entire economic system and are present throughout neighborhoods and communities. Often times, the largest impacts are in frontline communities (lower income, communities of color, and disadvantaged communities) with the most vulnerable populations. Strategies in this task must address the impact of emissions in these communities.

Roles and Responsibilities

- *Lead Agency:* DEQ will lead the scoping study and strategy development.

- *Supporting Agency:* ODOT will provide technical support throughout and ensure that the strategies are consistent with regional and statewide freight plans.

Scope of Work

Phase 1: Truck Alternatives Fuels Study

- Timeline: 9months starting mid-2021
- Cost: N/A
- FTE Required: DEQ 0.25 FTE
ODOT 0.25 FTE
ODOE 0.10 FTE

Phase 2: Implement Strategies

- Timeline: Ongoing, following background
- Cost: N/A
- FTE Required: DEQ 0.25 FTE
ODOT 0.25 FTE

To understand the gaps and potential solutions, a comprehensive evaluation of Oregon’s fleet, fueling infrastructure is required. Phase 1 of this task will involve doing background research by reaching out to existing partners such as the West Coast Collaborative, Clean Cities, and trade organizations. Many case studies exist but they need to be summarized, organized, and prioritized according to their highest impact based on Oregon’s fleet.

Phase 2 of this task will involve reaching out to and educating Oregon’s freight industry and truck fleet managers, and applying the recommended strategies to priority sectors. Business cases will be developed based on Oregon-specific incentives. In addition, this task will align with and inform numerous other work efforts to decarbonize MHD across Oregon.

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Truck Alternatives Fuels Study		
a. Conduct web based research to identify medium and heavy duty fleets using alternative fuels	Lead: DEQ 0.25 FTE Support: ODOT min	9 months
b. Gather data on Oregon MHD fleets	Lead: ODOT 0.25 FTE Support: DOE 0.10 FTE	
c. Prioritize opportunities for Oregon fleets	Lead: DEQ 0.25 FTE Support: ODOT min DOE min	
2. Implement Strategies from the Truck Alternatives Fuel Study		
a. Develop business cases	Lead: DEQ 0.25 FTE Support: ODOT 0.25 FTE ODOE 0.10 FTE	Ongoing
b. Outreach to priority fleets and agencies		
c. Develop implementation strategies and convey them to stakeholders		

Adopt New Emissions Standards and ZEV Requirements for Medium- and Heavy-Duty Trucks Action

Objective

The objective of this task is to adopt California's more stringent emission standards for new Medium- and Heavy- Duty trucks and requirements for manufacturers to make Zero Emission Medium- and Heavy- Duty vehicles available for sale in Oregon utilizing Oregon's authority under Section 177 of the Clean Air Act. Reductions in diesel exhaust emissions from medium- and heavy-duty trucks will also decrease criteria and toxic air pollution and their negative health effects, reduce black carbon emissions and their associated climate impact, increase Oregon's energy independence, promote local economic development, and create new jobs in the electric vehicle and charging/fueling equipment manufacturing, supply chain and service sectors.

Description

In 2005, DEQ proposed and the EQC adopted more stringent emissions standards for Light-Duty vehicles, known as the Oregon Low Emission Vehicle Program. During that same time, the Environmental Quality Commission also adopted the Oregon Zero Emission Vehicle program which requires manufacturers to make light-duty ZEVs available for sale in Oregon. In combination, these regulations have made significant impacts on emissions from the light duty sector by ensuring these LEV/ZEV vehicles are available for Oregonians to purchase.

Executive Order 17-21 directs DEQ to "work with the Environmental Quality Commission to maintain consistency with California's zero emission vehicle regulation, including efforts to ramp up regulatory requirements". California is on track to adopt new engine emission standards for medium- and heavy-duty diesel vehicles as well as a requirement for medium- and heavy-duty vehicle manufacturers to make ZEVs available for sale. DEQ would need to work with the EQC and partner agencies to adopt regulations quickly to maintain parity with California's standards.

Opportunities

- HB 2007 (2019) requires the phase-out of older vehicles within the Portland-metro area.
- Incentives exist in Oregon to support medium- and heavy-duty fleet owners to transition to cleaner vehicles.
- Transitions to ZEV options for Oregon's medium- and heavy- duty fleets may require different and more infrastructure to support this new technology. Other STS work plan items will address these needs (like the ZEV Gap Analysis).

Challenges

- Pushback from manufacturers on the requirement to meet emissions and ZEV sales requirements.
- Pushback from consumers on increasing costs for these cleaner vehicle options.
- Pushback from fleets to convert to ZEV when limited infrastructure exists to support the shift.

Equity Considerations

Equity is considered for this task by ensuring that opportunities are created that benefit low income, small business, and minority- and women-owned fleets. Medium and heavy duty trucks impact the entire economic system and are present throughout neighborhoods and communities. Often times, the largest impacts are in lower income and disadvantaged communities with the most vulnerable populations because these communities are located near freight corridors, ports and distribution centers. Strategies in this task must address the impact of emissions in these communities.

Roles and Responsibilities

- *Lead Agency:* DEQ will lead the rulemaking process, oversee the implementation of the regulation, and guide the outreach effort.
- *Supporting Agency:* ODOT, and ODOE will provide support in all aspects of outreach and communication and consider connections to other STS Work Plan elements that are under their leadership, such as the ZEV Infrastructure Gap Analysis.

Scope of Work

Phase 1: Support California’s Development of New Regulations

- Timeline: 6-8 months (through 2020)
- Cost: N/A
- FTE Required: DEQ 0.20 FTE

Phase 2: Adopt New Regulations

- Timeline: 6-12 months (through 2021)
- Cost: N/A
- FTE Required: DEQ 0.33 FTE
ODOE 0.25 FTE
ODOT 0.25 FTE

Phase 1 of this task will involve ongoing support and tracking of California’s emissions standards development and rulemakings.

Phase 2 of this task will involve assessing the potential impacts of new emissions standards and ZEV requirements on Oregon, proceeding with rulemaking, and implementing the new standards.

Summary of Tasks

Action	Agency Responsibility	Timeline
1. Support California’s Development of New Regulations		
a. May 15, 2020 report to Governor	Lead: DEQ 0.20 FTE	6-8 months
b. Ongoing outreach to CARB		
c. Rulemaking Planning for Oregon		
d. Informational Item for EQC		
2. Adopt New Regulations		
a. Convene Formal Rulemaking	Lead: DEQ 0.33 FTE	6-12 months

Action	Agency Responsibility	Timeline
b. Implementation Planning of New Standards	Support: ODOT 0.25 FTE	
c. Outreach and Technical Assistance with Manufacturers	Support: ODOE 0.25 FTE	
d. Implementation of LEV/ZEV for Medium- and Heavy-Duty		

Climate Friendly and Equitable Communities Action ¹

Objective

The objective of this task is to undertake a new suite of rule updates under the project title of Climate-Friendly and Equitable Communities. This project will include a set of rulemaking activities to integrate climate and equity outcomes into a land use and transportation planning administrative rules. The rulemaking effort will include Tribal consultation and broad community engagement. Rules that are likely to be amended include rule updates for Division 12 (Transportation Planning Rules), Division 44 (Metropolitan Greenhouse Gas Reduction Targets), Division 7 (Metropolitan Housing Rules), Division 8 (Interpretation of Goal 10, Housing) and Division 46 (implementing House Bill 2001).

The purpose is to ensure coordinated land use and transportation system planning in Oregon works to meet our climate pollution reduction goals by supporting consideration of pollution in decision-making and in turn, working to reduce driving. This work will also avoid disparate impact on disadvantaged communities, and work to repair historic injustice to those communities, including low income people, Black, Indigenous and People of Color, and people with disabilities. The state, metropolitan areas, and local governments will develop, adopt, and implement plans that meet Oregon's equity and climate pollution reduction goals.

Description

It has become clear over the last decade that Oregon's largely voluntary rules are not sufficient to meet our goals for reducing climate pollution in accordance with the state's GHG reductions targets expressed in LCDC's rules for Metropolitan Greenhouse Gas Reduction Targets. In order to reduce climate pollution, local governments need to improve their plans so different land uses are more connected, encouraging a walkable mix of destinations, and accelerating investments in walking, biking and transit. To achieve these objectives, this task will significantly update the state's coordinated land use and transportation planning requirements for local plans and will deliver additional health, equity, safety, and economic benefits to residents of Oregon.

The scope and scale of these requirements will vary by jurisdiction. Some factors that will drive individual community response will likely include population and distance to neighboring metropolitan areas. The amendments will align with other state strategies to reach transportation related greenhouse gas reduction targets, including scenario planning and climate pollution reduction in metropolitan areas. Finally, it is important to note these amendments are intended to support other state priorities such as equity, safety, air and water quality, and housing.

This action consists of rulemaking activities and ongoing programmatic actions to ensure implementation. Amendments to existing rules will result in updated state and local plans that meet the state's climate pollution reduction goals. DLCD will provide multiple services to local governments to help meet greenhouse gas reduction goals, including direct technical assistance, tools, and publications,

¹ Pertains to at least two if not more Oregon Administrative Rule Divisions (12, 44 and possibly 7, 8 and the HPS/46 (HB 2001).

to help local governments adopt plans that meet or exceed the state’s climate pollution reduction goals. The state will also implement an ongoing monitoring and reporting program to track the state’s progress.

The amended rules will require local governments to:

- Plan for greater development in climate-friendly locations, including city and town centers and transit corridors, where complementary land uses (residential, employment, commercial, public facilities) are located in close enough proximity so that less driving is necessary;
- Prioritize investments for reaching destinations without dependency on single occupancy vehicles, including in walking, bicycling, and transit;
- Prioritize system performance measures that achieve community livability goals;
- Plan for and manage parking to meet demonstrated demand, and avoid over-building of parking in areas that need housing and other services;
- Plan for needed infrastructure for electric vehicle charging; and
- Regularly monitor and report progress.

Equity Considerations

The intention of this task is to create equitable communities and as such the work will be centered on the needs of low income individuals, Black, Indigenous and People of Color, and disabled people. The rulemaking process will include Tribal consultation and a diverse group of people with lived and professional experience in livable communities. Additional engagement will likely be needed to ensure that the perspectives and desired outcomes of traditionally underrepresented communities are included. Considerations also will include the requirements and staff impact to local jurisdictions of new planning requirements. While larger jurisdictions may have the existing resources to incorporate the new requirements into existing work plans, smaller jurisdictions will have less available resources and will need more assistance from state agency staff to meet the requirements.

Roles and Responsibilities

- *Lead Agency:* DLCD will be the agency to lead the rulemaking process, provide technical assistance and funding to local governments, ensure adopted plans meet state requirements and develop the monitoring and reporting component.
- *Supporting Agency:* ODOT will provide technical support throughout rule development, and support implementation through existing financial support of local plans and through updates to statewide plans.
- *Other Partner Agencies:* This action will touch on work within OHA, ODOE, DEQ, OHCS, DAS, and potentially other agencies.

Scope of Work

Rulemaking

- Timeline: 18 months

- Cost: \$275,000 (e.g., policy cost analysis, engagement of representative historically marginalized Oregonians in rulemaking process to help ensure more equitable outcomes, facilitation support)²
- FTE Required: DLCD – 4.50 FTE needed; 4.00 across ten existing staff; (4.5 includes 0.5 FTE new Rules Associate to support the full FTE need for this 12-18 months)
ODOT – 1.00 FTE

**Costs and staff FTE are above and beyond current resources, thus requiring additional funding*

The scope of this task covers amendments to existing rules, resulting in updated state and local plans that meet the state’s GHG reduction goals. DLCD will provide multiple services to local governments to help meet climate pollution reduction goals, including direct technical assistance, tools, and publications, to help local governments adopt plans that meet or exceed the state’s climate pollution reduction goals. DLCD will create a program that ensures local and regional plans in the state are working in concert with state plans and programs to make meaningful reductions in emissions. The program will update existing rules that require local governments to develop, adopt, and implement coordinated land use and transportation plans, modify existing rules and guidance governing project selection and performance measures, and includes monitoring and enforcement.

Update Rules

Rule amendments will require local land use and transportation plans to prioritize walking, biking and transit investments and encourage compact, mixed-use development to produce needed climate pollution reductions. Local governments will also be required to more closely manage their parking supply. ODOT will then develop updates to the OTP and other modal plans in accordance with updated rules and climate pollution reduction goals.

The task will include updates to rules and guidance documents guiding development that will include requirements to designate priority investment areas where more development, including affordable housing choices, will be required. These areas include downtowns and other centers, as well as along transit corridors. Mixed-use development, denser residential housing, and pedestrian and transit access to services are expected to be prioritized in these areas.

Monitoring and Enforcement

The work task will include developing performance measures for greenhouse gas reductions. The climate pollution reduction performance measures will ensure local and regional governments will prioritize actions necessary to reduce greenhouse gas emissions, and course correct when necessary.

DLCD and ODOT will identify system performance measures for the state and local governments to use in performing transportation impact analysis that capture the environmental effects associated with fuel consumption, emissions, and public health. Specifically, staff will propose updated transportation

² Assumes ODOT leading financial feasibility for scenario planning

system performance measures and rules amendments that prohibit using traffic congestion as the primary criterion for transportation planning, including the selection of transportation projects.

The task will develop an ongoing program to monitor the progress of local governments toward meeting greenhouse gas reduction goals and compliance with revised rules. Local governments will be required to regularly report on a series of standard performance measures over time. These will be built on their progress toward their locally-developed greenhouse gas reduction implementation plans. DLCD and ODOT will develop enforcement mechanisms, including STIP eligibility, to ensure compliance toward climate pollution reduction targets and revised rules.

Enable Implementation

DLCD and ODOT will use existing resources to develop ongoing technical assistance programs to assist local governments in implementing new requirements. This assistance will include direct assistance from agency staff, grant funding, tools, and publications. DLCD and ODOT will leverage existing programs such as the joint TGM program, State Planning & Research, and other resources for technical assistance and funding. DLCD and ODOT will also pursue additional resources for technical assistance.

Summary of Tasks

DLCD has committed staff availability for the equivalent of 4.5 FTE to lead and support all elements of the Every Mile Counts work Plan. For rulemaking, the core team is 2 FTE not including expenses, above and beyond current rulemaking commitments, thus requiring additional support.

Task	Agency Responsibility	Timeline
1. Update Rules		
a. Rulemaking Administration	Lead: DLCD 4.50 FTE Support: ODOT 1.00 FTE	18 months
b. Land Use Planning Amendments to rules and guidance for development.	Lead: DLCD 4.00 FTE Support: ODOT 1.00 FTE	
c. Multimodal Planning Prepare rule amendments.	Lead: DLCD 4.00 FTE Support: ODOT 1.00 FTE	
d. Greenhouse Gas Reduction Performance Measures Develop greenhouse gas reduction performance measures for local planning.	Lead: DLCD 2.00 FTE Support: ODOT 1.00 FTE	
e. Parking Management Rule amendments requiring cities to manage parking.	Lead: DLCD 4.00 FTE Support: ODOT 1.00 FTE Support: DEQ 0.25 FTE	
f. Electric Vehicle Infrastructure Rule amendments to identify EV charging infrastructure.	Lead: DLCD 4.00 FTE Support: ODOT 1.00 FTE	
2. Monitoring and Enforcement Program		
a. Develop an ongoing program to monitor the progress of local governments toward meeting	Lead: DLCD 4.00 FTE Support: ODOT 1.00 FTE	6 months

Task	Agency Responsibility	Timeline
climate pollution reduction goals and compliance with revised rules.		
3. Enable Implementation		
<ul style="list-style-type: none"> a. Examine statewide plans, policies, and investments to identify ways to support local implementation of plans. b. Develop ongoing technical assistance programs. 	Lead: ODOT 1.00 FTE Support: DLCDC 0.50 FTE	6 months

Scenario and Climate Pollution Reduction Planning Action

Objective

The objective of this task is to ensure that coordinated land use and transportation system planning in Oregon, at every level, incorporates climate pollution reduction in decisions, and in turn works to reduce vehicle miles travelled in order to meet climate pollution reduction goals. The state, metropolitan areas, and local governments will develop, adopt, and implement plans that meet climate pollution reduction goals.

Description

Metropolitan transportation planning is important because the most meaningful climate pollution reductions can be made in metropolitan areas due to the densities of population and jobs and levels of transit service. Over 65% of the state's population lives inside one of the state's eight metropolitan areas, and 75% of the state's population works inside one of these areas. Additionally, half of the state's vehicle miles travelled occur within the boundary of a metropolitan area.

The result of this task will be a scenario planning program for greenhouse gas reductions for Oregon's metropolitan areas (Portland Metro, Salem-Keizer, Albany, Corvallis, Bend, Eugene-Springfield, Grants Pass, and Rogue Valley). Because the voluntary approach hasn't meaningfully reduced emissions outside of the Portland Metro area, the program would be mandatory. Also, this program will go beyond current efforts to include more robust monitoring and enforcement in order to ensure progress in climate pollution reductions. This task will be tied closely to other work within the Climate Friendly and Equitable Communities Action to develop and adopt rules to reduce climate pollution through land use and transportation planning. Planning responsibilities will be supported by funding and technical support from the Oregon Sustainable Transportation Initiative (OSTI), led by ODOT and DLCD, in consultation with DEQ, and ODOE.

Opportunities

- Portland Metro has demonstrated that meeting the greenhouse gas targets is feasible.
- The state, led by DLCD, has an existing regulatory framework for scenario planning and greenhouse gas targets.
- ODOT and DLCD have developed models, guidance, and technical support for scenario planning.
- Half of the metropolitan areas in Oregon have undertaken assessments - the first step in scenario planning.
- Scenario planning was recognized in the Cap and Invest legislation as a key part of the state's climate response.

Challenges

- Local implementation is dependent local champions and state technical assistance.
- Lack of dedicated funding to support scenario planning and implementation.
- Regional transportation planning is managed by federally-recognized Metropolitan Planning Organizations (MPOs).

- The STS Vision and Greenhouse Gas Target Rules assume carbon pricing, congestion pricing, dramatic increases transit funding, and other aspirational actions. Assumptions need revisiting.

Equity Considerations

The intention of this task is to create equitable communities and as such the work will be centered on the needs of low income individuals, Black, Indigenous and People of Color, and disabled people. The rulemaking process will include Tribal consultation and a diverse group of people with lived and professional experience in livable communities. Additional engagement will likely be needed to ensure that the perspectives and desired outcomes of traditionally underrepresented communities are included. Considerations also will include the requirements and staff impact to local jurisdictions of the new planning requirements. While larger jurisdictions may have the existing resources to incorporate the new requirements into existing work plans, smaller jurisdictions will have less available resources and will need more assistance from state agency staff to meet the requirements.

Roles and Responsibilities

- *Lead Agency:* DLCD will lead the feasibility report and ODOT will lead the technical assistance task.
- *Supporting Agency:* ODOT will support the feasibility report in an advisory capacity and lead the report writing; DLCD will support the technical assistance work with provision of expertise and resources.

Scope of Work

Phase I – Scenario Planning Policy Options Memo

- Timeline –6 months
- Cost – N/A
- FTE Required – DLCD 1.00 FTE
ODOT 0.50 FTE

Phase II – Greenhouse Gas Reduction Planning Technical Assistance*

- Timeline – Ongoing
- Cost – \$500,000-\$2,000,000 annually (TBD based on Phase I)
- FTE Required – ODOT 2.00 FTE
DLCD 1.00 FTE

**Costs and staff FTE are above and beyond current resources, thus requiring additional funding*

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Scenario Planning Policy Options Memo		
a. DLCD, in consultation with ODOT, will engage local government, regional and social justice stakeholders to understand the local implications of funding, needed authorities, monitoring, and enforcement.	Lead: DLCD 1.00 FTE Support: ODOT 0.05 FTE	6 months

Task	Agency Responsibility	Timeline
b. ODOT, in consultation with DLCD, will prepare a funding report examining the resources necessary to conduct scenario planning in all metropolitan areas. The report will identify existing and potential funding sources and identify funding gaps to conduct scenario planning.	Lead: ODOT 1.00 FTE Support: DLCD 1.00 FTE	
c. DLCD, in consultation with ODOT, will identify policy options for regional scenario planning.	Lead: DLCD .25 FTE Support: ODOT 0.50 FTE	
2. Rulemaking		
a. DLCD will convene a rulemaking advisory committee and technical support structure to develop rules for adoption by LCDC that require cities and counties within metropolitan areas to adopt and implement land use and transportation scenario plans that achieve greenhouse gas reduction targets. The rulemaking will be scoped by the Scenario Planning Policy Options Memo in Task 1 and will be done in concert with rule amendments within the CFEC action..	(See Climate Friendly and Equitable Communities Action write-up)	
3. Greenhouse Gas Reduction Planning Technical Assistance		
a. ODOT and DLCD, working through their technical support structure, will create a technical assistance program for metropolitan cities and counties to respond to the rules adopted in Task 1.2 for greenhouse gas reduction. The technical assistance program will consist of a combination of funding, consulting resources, and staff support to ensure that local plans and implementation strategies meet greenhouse gas reduction goals over time.	Lead: ODOT 2.00 FTE* Support: DLCD 1.00 FTE*	Ongoing

**Costs and staff FTE are above and beyond current resources, thus requiring additional funding*

Performance Monitoring Indicators and Analysis Action

Objective

This objective of this task is to determine the appropriate tracking measures and indicators for the STS implementation, which encompasses the objectives of the Governors Executive Order, and the implementation actions of the Multi Agency work group. Measures and indicators will be chosen that best monitor the success of implementing the STS and associated actions in reaching the Governor's EO GHG reduction goals. Tracking data may include historical data, as well as alignment of adopted plans for the future, and may include observed data (defined as "Metrics") where possible, understanding that some indicators (e.g., GHG emissions) will need to be modeled (defined as "Indicators").

Monitoring is anticipated to be accompanied by communication with decision-makers, including background definitions and scales of the metrics and indicators, as well as sharing key messages learned during monitoring cycle and identification of gaps, opportunities, and challenges, reflective of the evolving technologies, mixed authorities, and trends in the market and other outside factors. This communication is anticipated to leverage existing reports by various agencies, where possible, and with a timing that supports decision-making cycles.

Description

The work conducted under this task will identify an overarching program for monitoring metrics (observed) and indicators (modeled) and associated definitions, scales, and timelines for STS implementation to meet the intent of the Governors EO. Metrics and Indicators will be chosen that are able to best demonstrate progress on the multi-agency actions towards overall implementation of the STS, with consideration for equity, as makes sense. To expedite implantation of the reporting framework, Reporting Areas covering ongoing Multi-Agency efforts will be detailed first, with remaining STS Reporting Area gaps, filled in later. In this way ongoing reporting will extend capture both current Actions, and identify gaps for pushes for future multi-agency work. The monitoring will be developed, implemented and communicated across multiple agencies.

Monitoring performance of two types of metrics are anticipated; understanding that the former are actionable but given future uncertainties, the latter is needed to ensure the actions remain able to achieve required GHG reductions given future uncertainties

- Progress on **Planned Actions** deemed necessary to reach the GHG emission targets.
- Progress on **GHG Emission** reduction targets, i.e. initial and periodic reviews to assess the ability of the planned actions to reduce emissions in accordance with GHG reduction goals.

Opportunities

- Leverage existing monitoring and reporting work, i.e.; ODOT STS Monitoring, ODOE Biennial Energy Report, and DLCD reports on housing production.
- Integration into existing planning and reporting requirements and reporting cycles.
- Pull together various existing state agency datasets/programs in ongoing monitoring program.

- Integrate various data sources, leverage them for more complete reporting and with equity lens.

Challenges

- STS trajectories need to be revisited, significant recourse and Multi Agency collaboration needed to update STS Vision scenario and extend beyond ground transport, isolated updates may be possible.
- May lack data for many metrics, and adding metrics to existing data collection may be prudent but politically challenging.
- Distributed Roles and Responsibilities for development and implementation.
- Definitions vary across datasets and tools, may need to live-with these differences to quickly utilize available data.

Equity Considerations

Identification of reporting Metrics and Indicators should apply equity lens as makes sense. For example, tracking pricing policies and vehicle electrification could be stratified by income, place type (e.g., mixed use, suburban, rural), or demographic. Race and ethnicity will be harder metrics to track, but metrics might tracking progress in particular locations with concentrations of communities of concern.

Scope

Phase I: Performance Measure Development

- *Timeline:* 12 months
- *Cost:* N/A
- *FTE Required:* ODOT – 0.50
DOE, DEQ, DLCD – 0.25 each

Phase II: Reporting

- *Timeline:* Ongoing
- *Cost:* N/A
- *FTE Required:* ODOT – 0.50
DOE, DEQ, DLCD – 0.10 each

The effort should draw on existing performance metrics, where available and suitable for this statewide look. The STS structure implies a Vision scenario that meets the GHG reduction targets. It in turn sets Planned Actions in each Reporting Area that are tracked over time. The initial Vision scenario is assumed to adopt the STS Vision, but criteria to update this vision scenario over time is part of the framework activity, and potentially an (optional) early implementation effort.

Task 1 will develop a framework for reporting on the Multi-Agency actions and progress towards the STS vision. Phase 1a establishes basic guidelines for individual agencies. Task 2 is structured to develop detail on the Multi-agency efforts, followed by other EO actions and then filling-in any gaps to cover the full set of actions in the STS Vision. Task 1-2 are anticipated to be a series of meetings with some outside preparatory work by each agency. Task 3 involves implementation of the framework and its reporting

cycles. The first action being a multi-agency review of existing STS Vision scenario. This is an optional task, depending upon the criteria for revisiting the STS Vision scenario.

Roles and Responsibilities

- *Lead Agency:* ODOT for performance measure development related to STS and STS Implementation Multi-Agency Objectives. ODOT, DLCDC, DOE, or DEQ depending on metric or indicator for individual actions.
- *Supporting Agencies:* DLCDC, DOE, DEQ

Summary of Tasks

Task	Agency Responsibility	Timeline
<i>Phase I: Performance Measure Development</i>		
1. Develop a Framework and Basic Definitions		
a. Planned Action Reporting	Lead: ODOT 0.50 FTE Support: 0.25 FTE each (ODOE, DEQ, DLCDC)	1-2 months
b. STS Vision scenario Reporting (GHG and VMT)		
2. Establish Measures Against Implementation Objectives		
a. Identify STS measures that align with objectives in this work program	Lead: ODOT 0.50 FTE Support: 0.25 FTE each (ODOE, EQ, DLCDC)	6 months
b. Develop additional measures for objectives as needed		
3. Develop specific STS Implementation Action Metrics and Indicators		
a. Form metric and indicator teams, led by the lead agency for each Action	Lead: 0.25 FTE each per Action (ODOT, DLCDC, DOE, DEQ)	12 months
b. Identify and develop a process to measure metrics / indicators		
<i>Phase II: Reporting</i>		
4. Reporting		
a. Re-evaluate progress towards the STS Vision Scenario. Report and reevaluate STS Vision as needed.	Lead: ODOT 0.50 FTE Support: 0.10 FTE each (ODOE, EQ, DLCDC)	6-12 months
b. Initial, and periodic Reporting (some metrics annually, others on largely biennial cycles of current reporting requirements)	Lead: 0.10 FTE each per Action (ODOT, DLCDC, DOE, DEQ)	Ongoing

OTC Begins a New STIP Cycle. Follow the Process and get Involved!

The Oregon Transportation Commission is starting work to identify where to spend hundreds of millions of dollars to preserve and improve the state's transportation system. Every three years, the OTC puts together the Statewide Transportation Improvement Program (STIP) that lays out where we will invest federal and state money in the transportation system—everything from roads and bridges to public transportation to bike paths and sidewalks.

The OTC and ODOT develop the STIP with a wide variety of participants, including cities, counties, many other partners and the public. This STIP looks all the way out to funding projects in 2024 through 2027.

2024-2027 STIP Time frame and Process

The OTC begins work on the 2024-2027 STIP in July 2020 and expects to finish in 2023.

There are three steps to developing the STIP.

- **Dividing up the money:** Based on the Commission's policies, priorities and goals, the OTC divides the money among programs that fix roads and bridges, address safety problems, provide more options to get around and improve our transportation system—both state highways and local roads. The OTC will decide how to divide up the money by the end of 2020.
- **Picking projects:** Once we know how much money each program has to spend we start picking projects. We use data on conditions, safety and congestion to come up with a list of the highest priority projects that help us make progress toward meeting our goals. We figure out how much each project will cost and when we could deliver them. We also work with advisory committees made up of local elected officials and citizens to help understand which projects are most important to our communities. They help us come up with a list of the best projects that fit within our budget and help us meet our goals. This list is the draft STIP.
- **Public review and approval:** The draft STIP will go out for public review in early 2023 so you can comment on the list of projects.

Program Categories

As with last STIP, the OTC plans to divide funds among six program categories.

- **Enhance Highway:** Highway projects that expand or enhance the transportation system.
- **Fix-it:** Projects that maintain or fix the state highway system.
- **Safety:** Projects focused on reducing fatal and serious injury crashes on Oregon's roads.
- **Non-Highway:** Bicycle, pedestrian, public transportation and transportation options projects and programs.
- **Local Programs:** Funding to local governments for priority projects.
- **Other Functions:** Workforce development, planning and data collection and

administrative programs using federal resources.

Addressing Climate Change

Under a new Executive Order from Governor Brown, ODOT will find ways to address greenhouse gas emissions through projects in the STIP. ODOT plans to look at how different ways of dividing up the money among programs will impact GHG emissions, and we will also use GHG emissions as one of the criteria for picking the best projects.

How You Can Provide Input

The OTC encourages citizens and stakeholders to provide input on how we should divide funds among programs so that we're meeting needs across the state. There are a number of ways you can stay informed and provide input.

- Visit our STIP web page at oregon.gov/ODOT/STIP. You can watch a [video about the STIP](#) and learn more. We'll post new information online as the process goes on.
- Take [our survey](#) to provide your input on how we should spend money.
- Sign up for our [STIP email list](#) to get regular updates.
- Keep up with the action by viewing videos and materials from the [Oregon Transportation Commission meetings](#).
- Share your thoughts by [submitting a comment](#) on the Commission's website.

Materials following this page were distributed at the meeting.

Memo

Date: August 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.

2020 Monthly fatal crash update - As of 08/23/20		
Number of fatalities (may be higher than number of crashes)	Crashes by type	Crashes by county
January 2020: 10	5 Pedestrian 1 Motorcycle 4 Motor Vehicle	Clackamas: 2 Multnomah: 6 Washington: 2
February 2020: 8	2 Pedestrian 1 Bicycle 4 Motor Vehicle 1 Motorcycle	Clackamas: 2 Multnomah: 5 Washington: 1
March 2020: 8	2 Pedestrian 4 Motor Vehicle 1 Motorcycle	Clackamas: 2 Multnomah: 4 Washington: 2
April 2020: 3	1 Motorcycle 2 Motor Vehicle	Clackamas: 2 Multnomah: 1
May 2020: 5	5 Motor Vehicle	Clackamas: 3 Multnomah: 2
June 2020: 11	8 Motor Vehicle 1 Pedestrian 1 Bicycle	Clackamas: 3 Multnomah: 5 Washington: 3
July 2020: 13	8 Motor Vehicle 2 Motorcycle 2 Pedestrian	Clackamas: 5 Multnomah: 5 Washington: 2
August 2020: 3	1 Pedestrian 1 Bicycle 1 Motorcycle	Clackamas: 2 Washington: 1
Total: 63	12 Pedestrian 3 Bicycle 7 Motorcycle 38 Motor Vehicle	Clackamas: 22 Multnomah: 29 Washington: 12

Source: ODOT Preliminary Fatal Crash Report

As of 8/23/20

August 2020

Troy, age 55, killed while walking, Mt Hood Highway in Boring, Clackamas County, 8/10/20
Timothy, age 44, killed while riding a motorcycle, Tualatin Valley Highway, Washington County, 8/7/20
Nolan, age 67, killed while riding an electric bicycle, 82nd Avenue (Hwy 213) near Luther Road, Clackamas County, 8/2/20

July 2020

Sarah, age 1, killed while walking, Multnomah County, 7/30/20
Cynthia Rachele, killed in a motor vehicle crash, age 45, Clackamas County, 7/28/20
Aaron Russell, age 41, killed in a motor vehicle crash, Clackamas County, 7/5/20
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 Minoo 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 & 158th, 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 16th 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 (death attributed to changed to Natural Causes)
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 148th Avenue and SE Powell Boulevard, killed while riding a motorcycle in a hit and run crash, 4/14/20
Unknown, age 7, Clackamas County, SE Platz and 362nd, killed in a head-on crash with a semi-truck, (it is possible that speed was a contributing factor in the crash), 4/13/20

March 2020

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~~ (death attributed to Natural Causes)
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~~ (death attributed to Suicide)
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



Metro

Agenda Item 5:

September 2020 Formal Transition

Amendment Summary

Resolution 20-5127

Amendment # SP21-02-SEP

Applies to the new 2021-24 MTIP

Agenda Support Materials:

- Draft Resolution 20-5127
- Exhibit A to Resolution 20-5127 (amendment tables)
- Staff Report

September 4, 2020

Ken Lobeck

Metro Funding Programs Lead

September Formal Transition MTIP Amendment Overview

- Purpose of the Formal Transition MTIP Amendment
- Summary overview of the formal Transitional amendment contents: 15 projects
- Open to questions or project discussions
- Staff motion: Request approval recommendation to JPACT for Resolution 20-5127

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

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. Part two of two formal/full amendments planned (August & September)

September Transition Amendment Contents

15 Projects in the September Formal Amendment Bundle

#	Key	Lead Agency	Project Name	Change Reason	Note
1	19276	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	Phase Slip/ Cost Increase	Address phase funding shortfalls and slip Cons to 2022
2	20882	Metro	Transit Oriented Development Program (2020)	Phase Slip to FY 2021	Add as new project to 2021-24 MTIP
3	20888	Metro	Corridor and Systems Planning (2020) (UPWP project)	Phase Slip to FY 2021	Add as new project with \$404k of STBG in Planning
4	20897	Metro	Regional Freight Studies	Phase Slip to FY 2021	Add as a new project to 2021-24 MTIP

September Transition Amendment Contents

15 Projects in the September Formal Amendment Bundle

#	Key	Lead Agency	Project Name	Change Reason	Note
5	19120	ODOT Gresham	SE 242nd/Hogan: NE Burnside - E Powell (Gresham)	Phase Slip Cons to FY 2021	Add as a new project to 2021-24 MTIP
6	22116	ODOT	OR8 Curb Ramps (Cornelius & Forest Grove)	Phase Slip ROW and UR phases to FY 2021	Cons remains in FY 2020 per FHWA direction
7	19267	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	Limits Change	Project limits expanded by 0.28 miles
8	NEW TBD	ODOT	I-5: Interstate Bridges Bearing Replacement (Portland)	New Project	Add New Project to the 2021-24 MTIP

ROW = Right of Way phase

UR = Utility Relocation phase

Cons = Construction phase

September Transition Amendment Contents

15 Projects in the August Formal Amendment Bundle

#	Key	Lead Agency	Project Name	Change Reason	Note
9	NEW TBD	ODOT	I-5: Interstate Bridges Control Equipment (Portland)	New Project	Add New Project to the 2021-24 MTIP
10	NEW TBD	ODOT	I-5: Interstate Bridge, NB Electrical Components (Portland)	New Project	Add New Project to the 2021-24 MTIP
11	21407	Portland	OR99W/ Barbur Blvd Area: Sidewalk Infill Projects	Add Phases	Add ROW and UR phases to the 2021-24 MTIP
12	20864	SMART	SMART Mobility Management (2020)	Cancel Project	Partial duplicate - remove from 2021-24 MTIP

ROW = Right of Way phase

UR = Utility Relocation phase

Cons = Construction phase

September Transition Amendment Contents

15 Projects in the August Formal Amendment Bundle

#	Key	Lead Agency	Project Name	Change Reason	Note
13	20873	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2020	Phase Slip to FY 2021	Add as new project to 2021-24 MTIP
14	20848	TriMet	Low - No Zero Emission Bus Project (2020)	Cancel Project	Not recognized to move forward
15	22207	TriMet	TriMet Operator Safety and Rider Awareness	Phase Slip to FY 2021	Add as new project to 2021-24 MTIP

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

September Formal Transition Amendment

Public Notification Period

30 Day Public Notification/Opportunity to Comment period is
August 25, 2020 to September 23, 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 Summer Blackhorse at summer.blackhorse@oregonmetro.gov.

FFY 2020 formal amendments

 [2021-24 MTIP: August 2020 formal transition amendment](#)

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

247.66 KB Adobe Acrobat PDF | Published Aug 4, 2020

 [2021-24 MTIP: September 2020 formal transition amendment](#)

Comment to ken.lobbeck@oregonmetro.gov by Sept. 23, 2020, 5 p.m.

693.39 KB Adobe Acrobat PDF | Published Aug 24, 2020

One technical comment received related to ODOT’s project in Key 22116: OR8 Curb Ramps (Cornelius & Forest Grove). Reminder Construction remains in FY 2020 and does not slip. Correction made.

September Formal Transition Amendment

Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	August 25, 2020
TPAC Notification and Approval Recommendation	September 4, 2020
JPACT Approval and Recommendation to Council	September 17, 2020
30 Day Public Notification Period Ends	September 23, 2020
Metro Council Approval of Resolutions 20-5127	October 1, 2020
Amendment Bundle Submission to ODOT	October 5, 2020
ODOT & USDOT Final Approvals	End of October to Early November 2020

Note: The September Formal Transition Amendment is contingent upon approval of the new 2021-24 MTIP which must occur first and is anticipated occur on October 1, 2020

September Formal Transition Amendment

Approval Recommendation & Questions

TPAC Approval Recommendation:

- Provide an approval recommendation for the 15 projects to JPACT for Resolution 20-5127 under MTIP Amendment SP21-02-SEP
- Correct typos, etc. in support materials
- Questions, Comments, and/or Project Discussions as Needed?

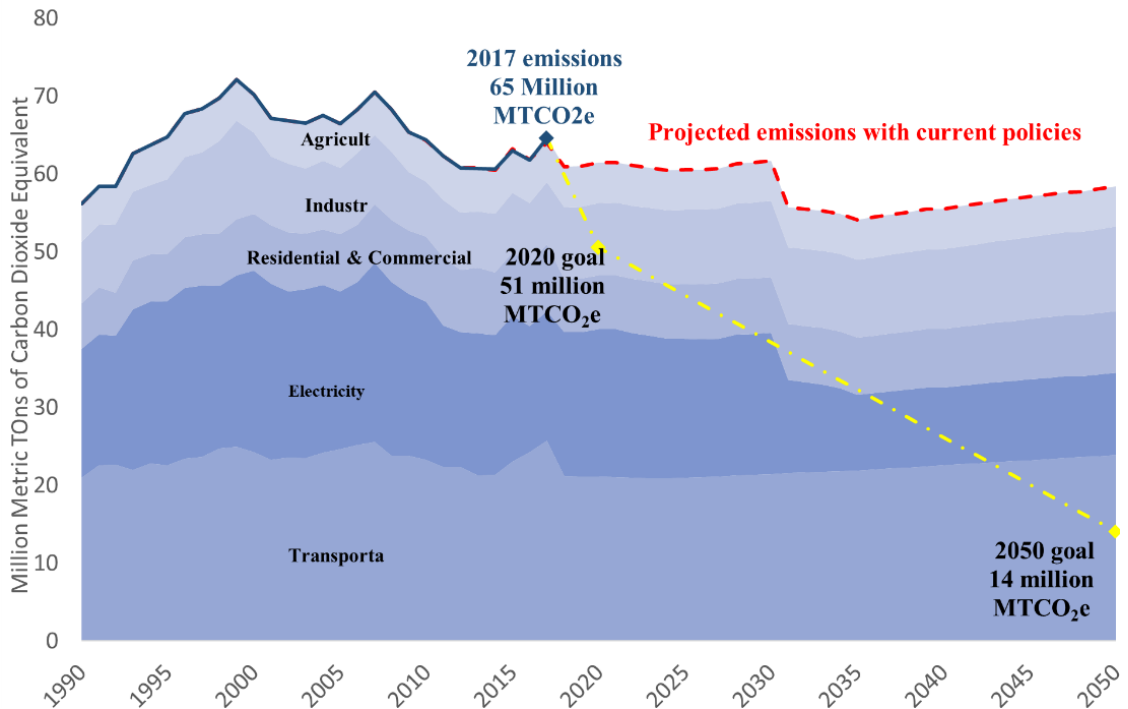
Designing a Greenhouse Gas Emissions Cap and Reduce Program

Metro TPAC
September 4, 2020

Colin McConnaha
Manager, Office of Greenhouse Gas Programs
Oregon Department of Environmental Quality

Why Cap & Reduce Greenhouse Gas Emissions?

- Oregon is not on track to do our part toward avoiding the worst impacts of climate change
- Executive Order 20-04 directs state agencies to develop a suite of new programs to address climate change
- DEQ is working to implement key directives in the Executive Order, including capping and reducing GHG emissions from key sectors



Cap and Reduce

Executive Order 20-04 directives to EQC and DEQ:

Sector-Specific Cap and Reduce Program

- Take actions necessary to cap and reduce GHG emissions consistent with science-based emissions reduction goals from sectors including:
 - Large stationary sources
 - Transportation fuels, including gasoline and diesel
 - All other liquid and gaseous fuels including natural gas

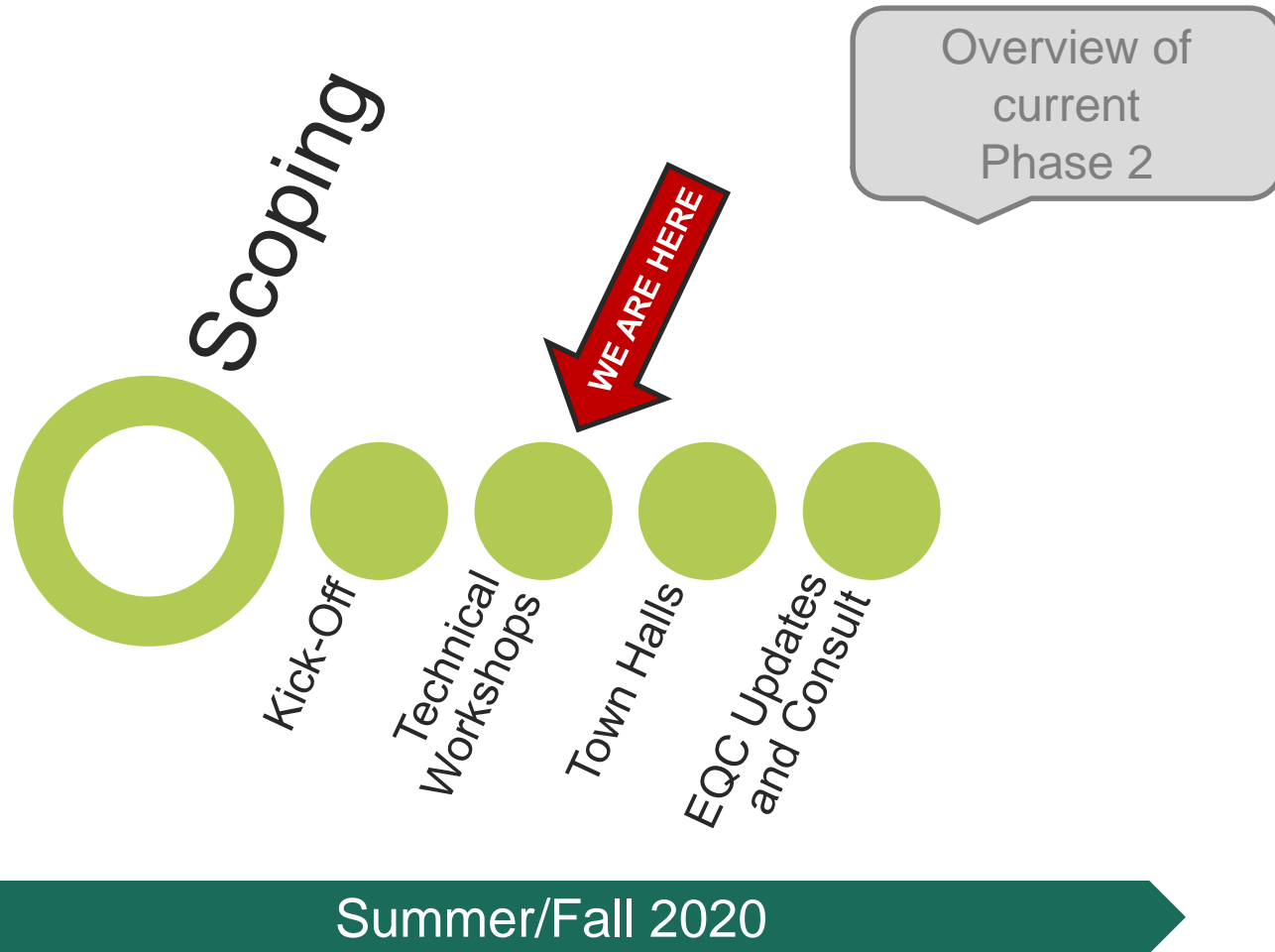
Reports to Governor

- ✓ Submit a preliminary report to the Governor by May 15, 2020, regarding program options to cap and reduce emissions from the above sectors that can commence no later than January 1, 2022
- ✓ Submit a final report to the Governor by June 30, 2020

Overall Process Timeline



Timeline: Phase 2



Technical Workshops

Topic	Example Questions
Program Scope	Which GHGs should be covered? What sources should be regulated? Which entities are responsible for regulated emissions?
Program Stringency	How quickly should cap(s) decline? What is the rationale for these decline rates?
Alternative Compliance Options	Should the program allow for alternative ways of complying with cap(s) aside from DEQ-issued permits? Should the program allow permits from other GHG regulatory programs? Should the program award additional credits to certain actions or investments that reduce GHGs?
Distribution of Compliance Instruments	How should the program allow emissions and how should permits to emit be issued? How can the program avoid emissions leakage? What other factors should the program consider when distributing permits (sectoral differences, market dynamics, etc.)?
Cost Effectiveness	How should the program account for sectoral differences? Should the program allow for trading? Under what circumstances? What strategies exist to reduce economic burden on impacted communities and small businesses?
Impacted Communities	Considering all the above elements, how can impacted communities be protected? What strategies are needed to prevent negative impacts? How does the program incorporate priorities of these communities?

Tentative Meeting Dates

TECHNICAL WORKSHOPS

1. Program Scope

Wednesday, Aug. 19
9 a.m. – 1:30 p.m.

2. Program Stringency

Wednesday, Aug. 26
9 a.m. – 1:30 p.m.

3. Alternative Compliance Options

Wednesday, Sept. 2
9 a.m. – 1:30 p.m.

4. Distribution of Compliance Instruments

Wednesday, Sept. 9
9 a.m. – 1:30 p.m.

5. Cost Effectiveness

Tuesday, Sept. 15
9 a.m. – 1:30 p.m.

6. Impacted Communities

Thursday, Sept. 17
9 a.m. – 1 p.m.

TOWN HALL STYLE PUBLIC MEETINGS

Town Hall 1

Thursday, Oct. 1
5 p.m. – 8 p.m.

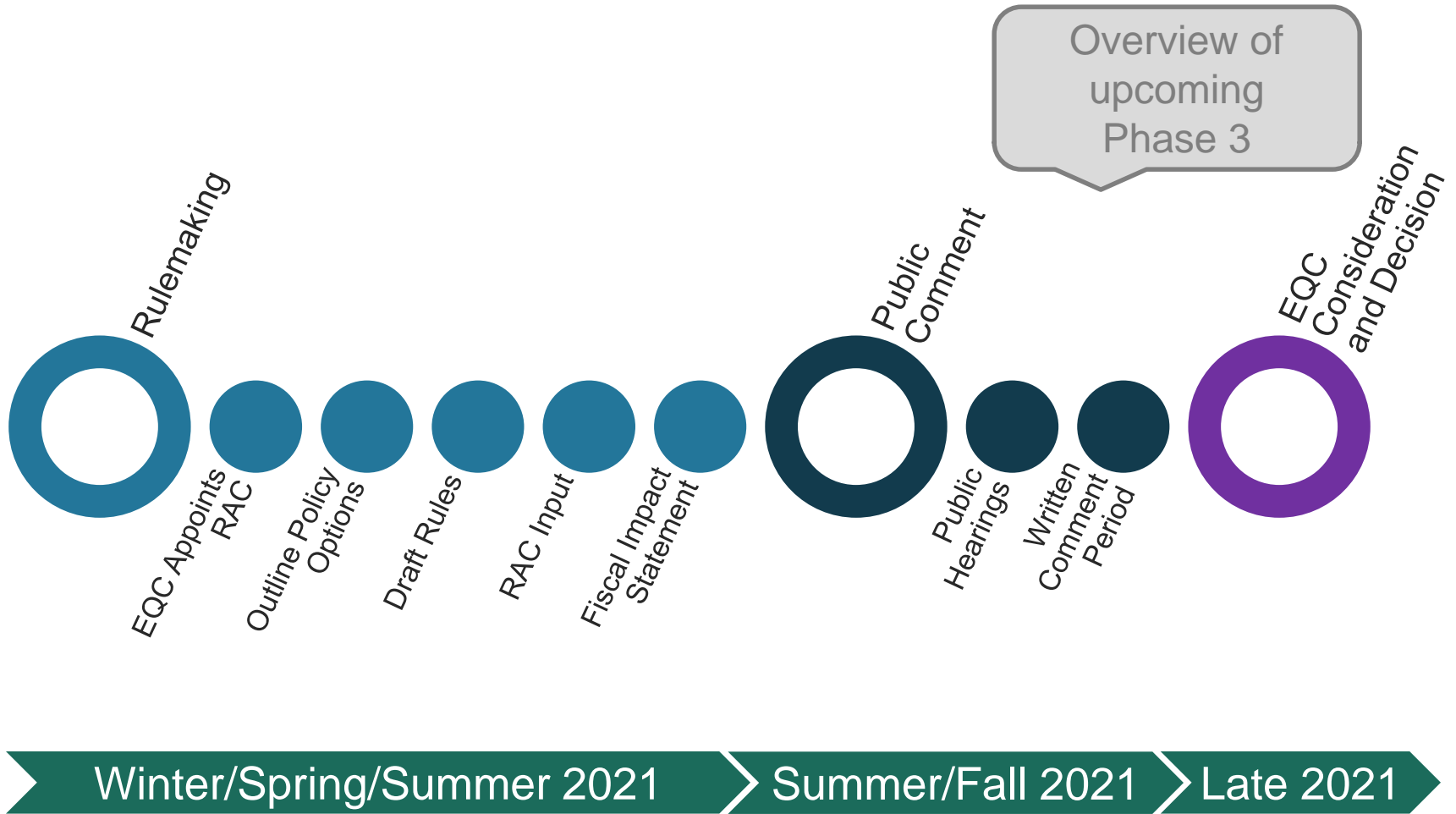
Town Hall 2

Thursday, Oct. 8
5 p.m. – 8 p.m.

Town Hall 3

Wednesday, Oct. 14
1 p.m. – 4 p.m.

Timeline: Phase 3



Every Mile Counts and Statewide Transportation Strategy

Metro TPAC
September 4, 2020

Michael Orman
Air Quality Planning Section Manager
Oregon Department of Environmental Quality

STS – DEQ Work Plan

- Brief STS Overview
- Expand Clean Fuels Program
- Adopt California's Medium- and Heavy-Duty ZEV Standards and Low NOx Standards
- Establish Mandatory Statewide Trip Reduction Standards
- Research Barriers for the Adoption of Alternative Fuels in the Medium- and Heavy-Duty Sector
- Support Partner Agency Efforts to Reduce GHGs from the Transportation Sector

STS - Development Process

SB 1059



2010

*GreenSTEP
developed*

*Stakeholder
Groups
Formed*

*Modeling &
Analysis*







*Policy
Development*

STS
Finalized



2013

STS – Identified Model Inputs

Variables	<ul style="list-style-type: none"> • Population Growth and Demographics • Income Growth • Fuel Price 	
Vehicles and Fuels	<ul style="list-style-type: none"> • Vehicle Fuel Economy (MPG) • Vehicle and Fuel Type • Fleet Mix 	
Pricing	<ul style="list-style-type: none"> • Pay as you drive insurance • Gas taxes • Road user fee 	
Systems and Operations	<ul style="list-style-type: none"> • Intelligent Transportation Systems • Parking Fees • Education on Driving Efficiency • Managed Road Growth 	
Transportation Options	<ul style="list-style-type: none"> • Public Transportation Service • Biking and Walking • TDM (home & work-based, ridesharing) • Car Sharing 	
Land Use	<ul style="list-style-type: none"> • Housing (Single- & Multi-family dwellings) • Urban Growth Boundary Management • Mixed Use Areas 	

STS –Tested Inputs

Ran Over 200 Scenarios / Combinations



Vehicle Fuel Efficiency



Pricing and Markets



Systems and Operations



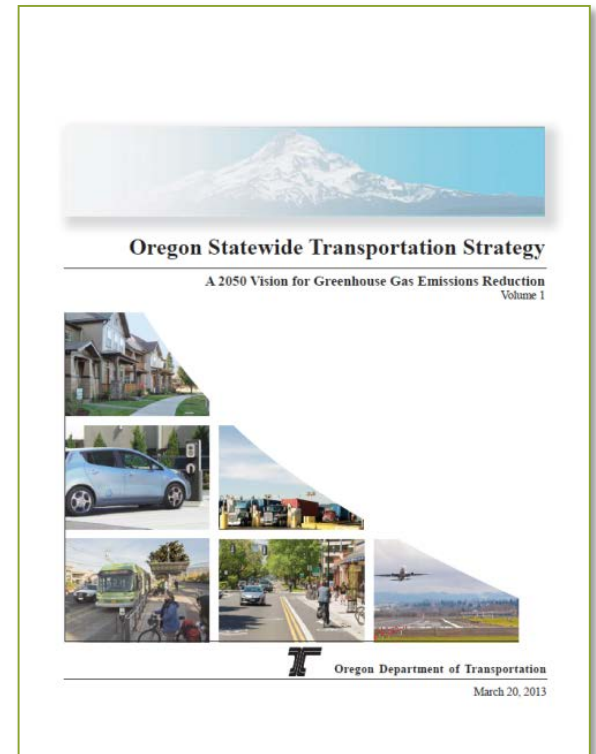
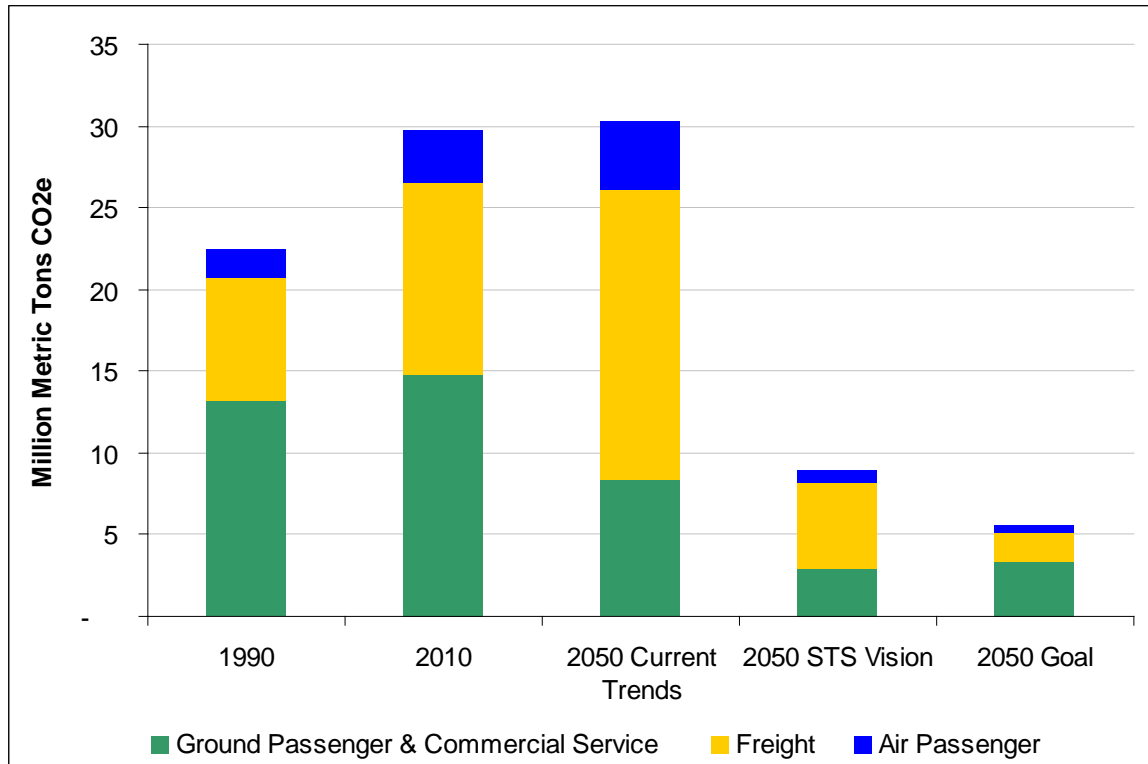
Transportation Options



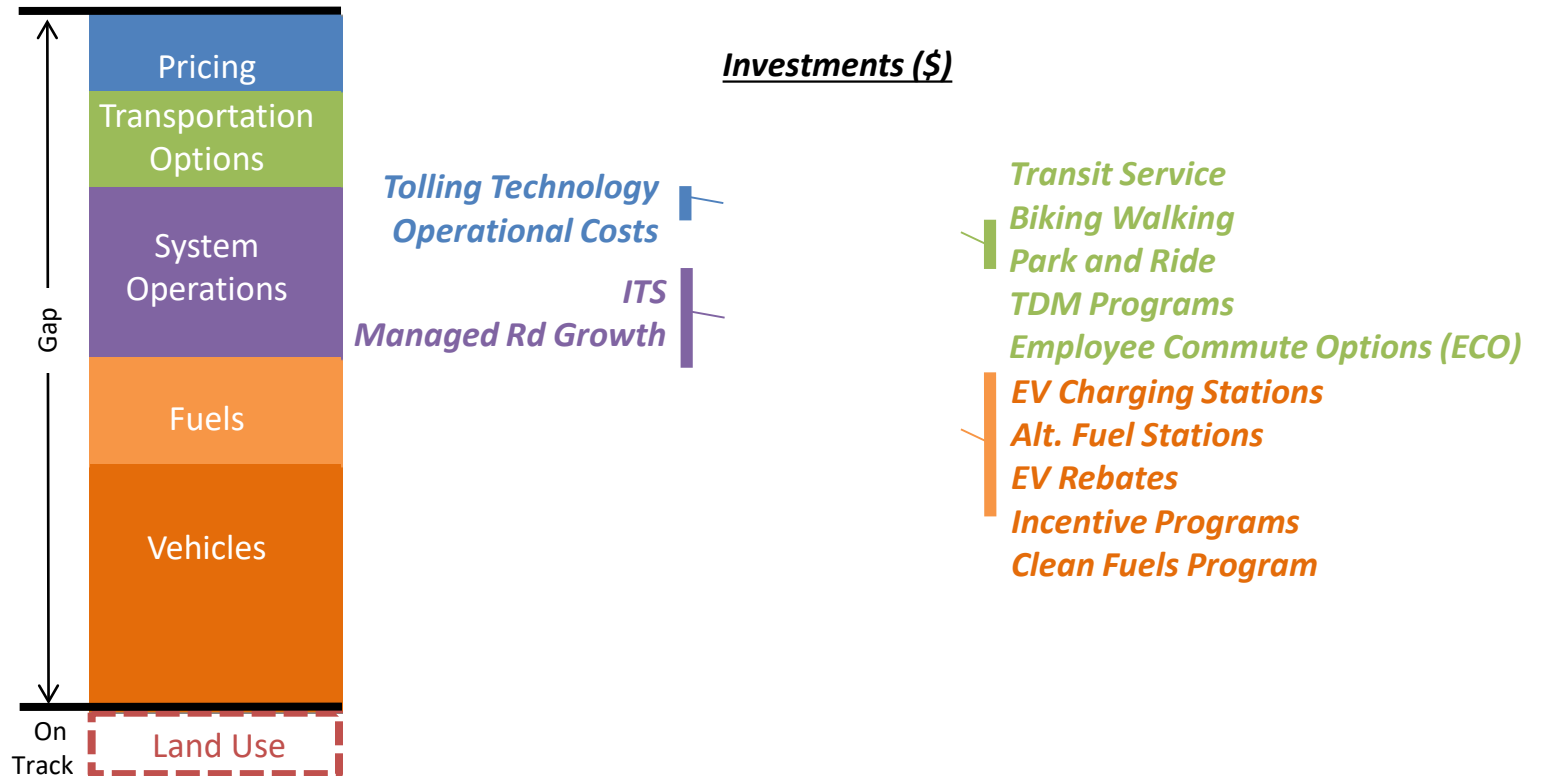
Land Use



STS- Vision and Roadmap



STS – Closing the Gap

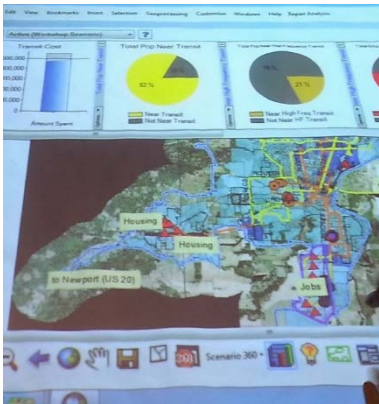


STS – Every Mile Counts



Transportation Options

- Statewide Trip Reduction Policy
- Parking Management



Local GHG Reduction Planning

- Climate Friendly and Equitable Communities / TPR
- Scenario and Local Climate Pollution Reductions Planning
- GHG Reduction Performance Measures



Cleaner Fuels

- Clean Fuels Program
- Truck Alternative Fuels Study
- Emissions Standards and ZEV Requirements for Trucks

Transportation Electrification

- Interagency ZEV Action Plan
- Transportation Electrification Infrastructure Needs Analysis

STS – Expand CFP

- Objective: Expand CFP to increase GHG reductions
 - Phase 1: Coordination and research amongst state agencies and partners
 - Some rulemaking on program improvements, like electrification
 - Evaluate scenarios for achieving 25% reduction in carbon intensity of Oregon’s transportation fuels
 - Evaluate implications for improvements in public health
 - Phase 2: Rulemaking: Expand from 10% by 2025 to 25% by 2035

DEQ/EQC Preliminary Workplan for Expanding the Clean Fuels Program																																			
2020								2021								2022																			
Q1		Q2		Q3		Q4		Q1		Q2		Q3		Q4		Q1		Q2		Q3		Q4													
J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
								Studies																											
												Outreach to State Agencies																							
												Program Review																							
																	25% by 2035 Rulemaking																		

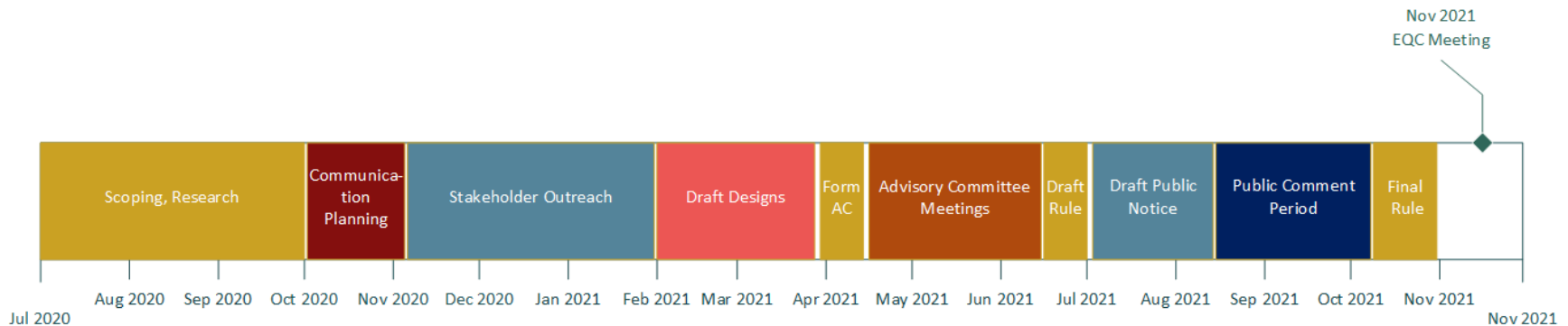


STS – MHD ZEV and Low NOx

- Objective: Reduce emissions through ZEV adoption
- California adopted standards for ZEV Adoption in MHD Fleets
 - By 2045, 100% of sales of MHD trucks in California must be ZEV
 - Establishes phased-in schedule to meet goal
- DEQ plans to propose identical rules to EQC in 2021
 - Currently waiting on CA Low NOx rules
 - Both rules would move at the same time
- Oregon signed MOU with NESCAUM states on MHD ZEV

STS – Statewide Trip Reduction

- Objective: Reduce VMT from employee commuting
 - Require mandatory trip reduction statewide
 - Build on existing voluntary efforts
 - Look to ECO as a model program



STS – Alternative Fuels for MHD

- Objective: Increase adoption of alternative fuels bt MHD sector
 - Research barriers to alternative fuel adoption, building on past efforts.
 - Develop work plan for increasing adoption

2021											
Q1			Q2			Q3			Q4		
J	F	M	A	M	J	J	A	S	O	N	D
		Fleet Inventory									
			Develop Survey								
				Contact Fleets							
					Analyze Data						
						Develop Action plan and Outreach materials					
									Outreach		

Contact Us

For Cap and Reduce:

- **Email:** CapandReduce@deq.state.or.us
- **Sign up for email updates:**
www.oregon.gov/deq/ghgp/Pages/capandreducesignup.aspx
- Colin McConnaha
- McConnaha.Colin@deq.state.or.us

For Every Mile Counts:

- www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx
- Michael Orman
- Orman.Michael@deq.state.or.us

2024-2027 STIP Process Program and Funding Overview

Travis Brouwer, Assistant Director for Revenue, Finance &
Compliance

Talena Adams, Program and Funding Service Manager

Glen Bolen, Interim Planning Manager

September 2020

The Big Question

To be answered over the next four months

How should the state allocate funds among programs to meet our goals?

- How much funding should we dedicate to non-highway and local programs?
- What is the appropriate funding level for highways?
- Among the highway programs, what is the appropriate split between Fix-It, Safety and Enhance?





Outline for Today

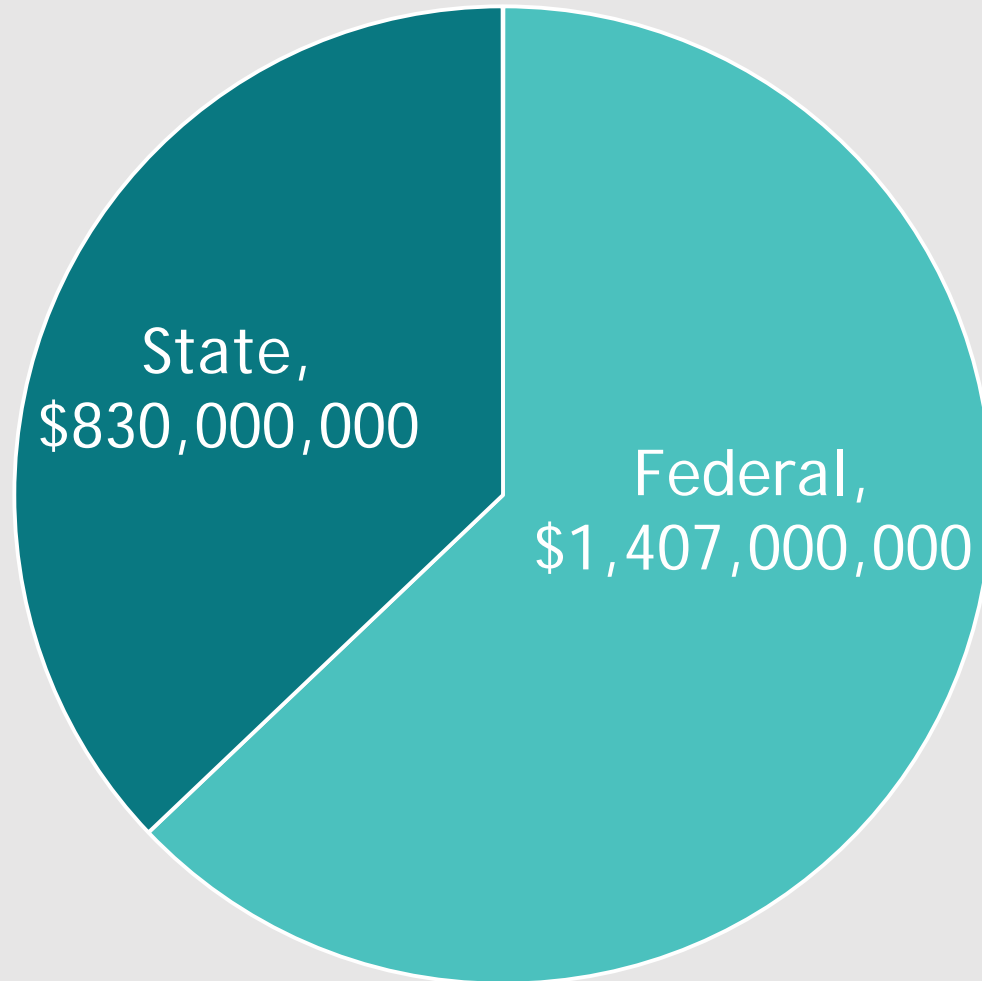
- Provide a brief STIP program and funding overview
- Begin discussing development of funding scenarios

A worker in a blue safety suit and hard hat is positioned on a blue lift bucket, working on a steel bridge structure. The background is a dense forest of evergreen trees. The scene is dimly lit, suggesting dusk or dawn.

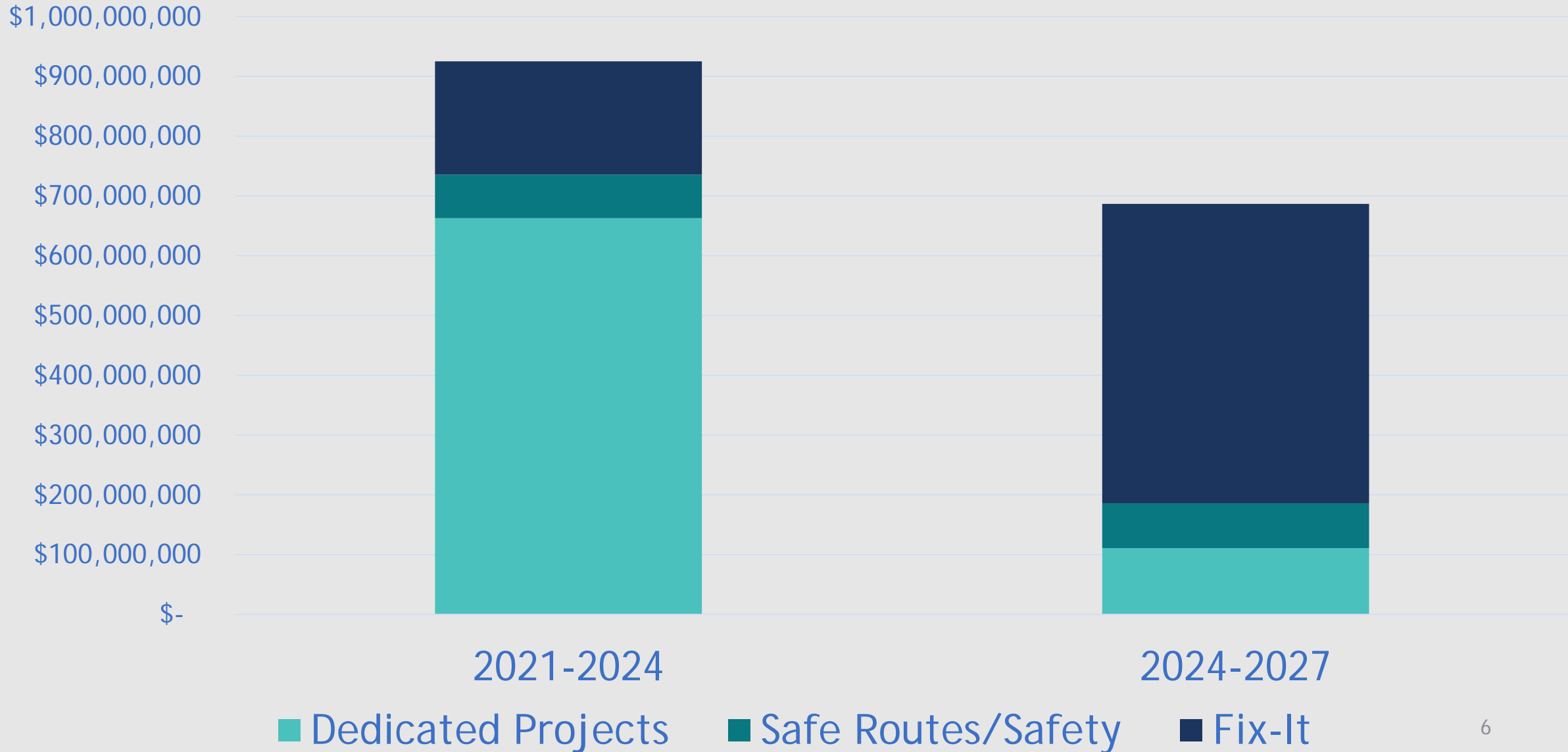
STIP Funding 101

Estimated Highway Funding for the 2024-2027 STIP

For 2025-2027; total funding \$2.24 billion



HB 2017 Funding Comparison



STIP Programs

Fix It

Enhance
Highway

Safety

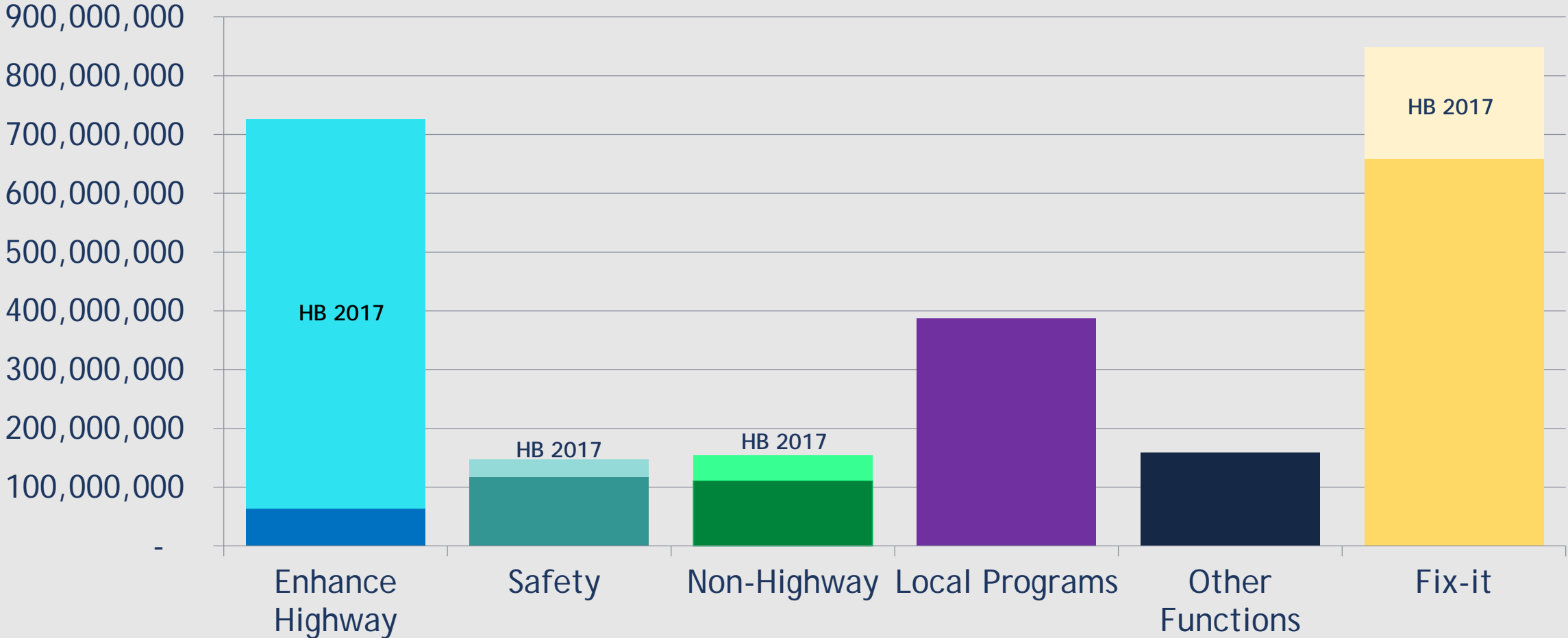
Non-Highway

Local Programs

Other Functions



2021 - 2024 STIP Program Category Funding Levels



A worker in a blue safety suit and hard hat is positioned on a blue scissor lift, working on the steel structure of a bridge. The background is a dense forest of green trees. The entire image has a dark blue overlay.

Program Category Overviews

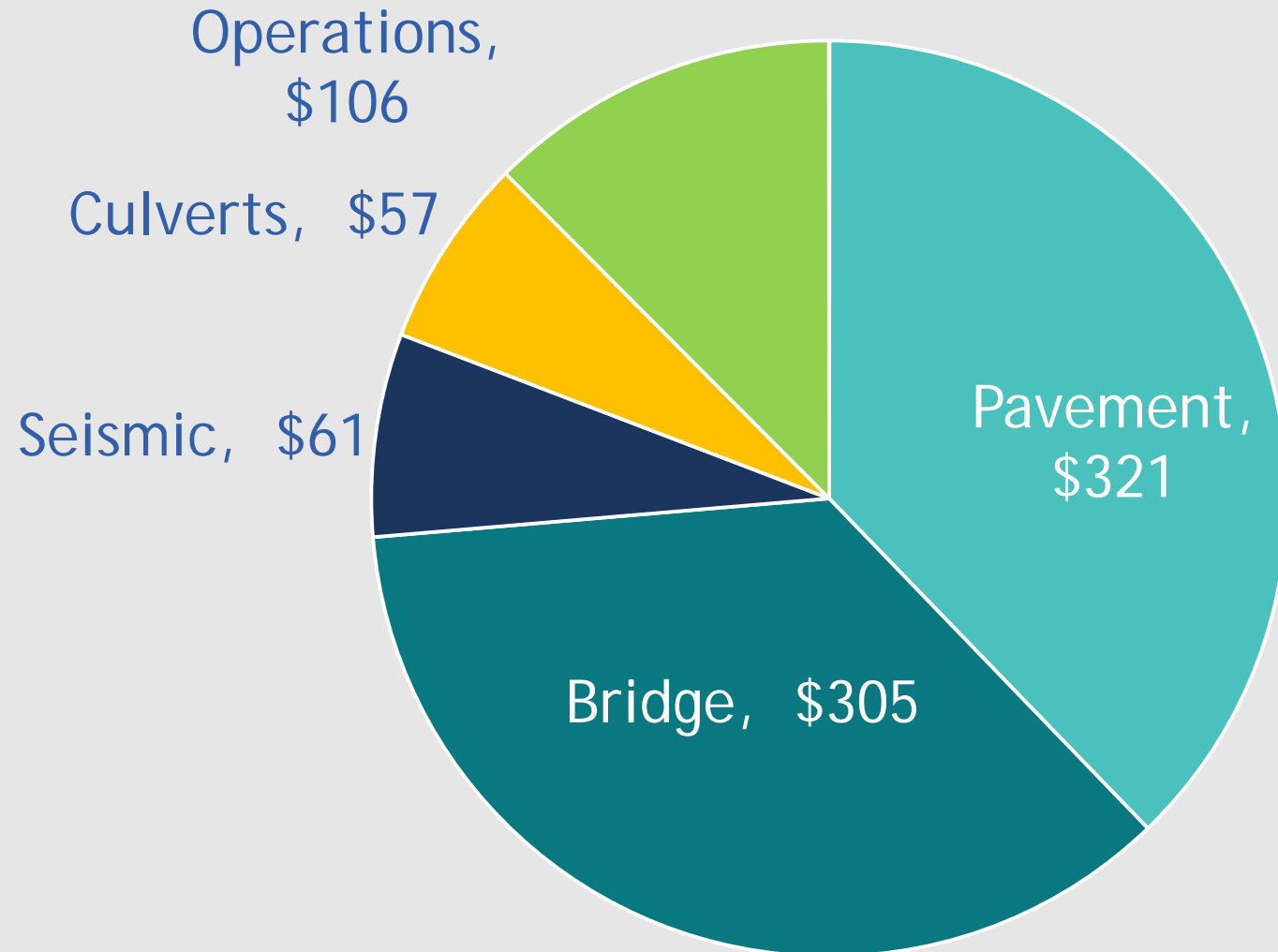


Fix-It

- Largest category, funded primarily by federal formula funds
- HB 2017 provided funds intended to supplement OTC allocation of federal funds

Fix-It Funding by Program

2021-2024 STIP, in millions of dollars



Fix-It: Pavement Preservation Program

Pavement Preservation Program projects improve the safety of the state highway system by improving conditions related to the roadway surface (ruts, slick surfaces, drainage problems, cracks, and potholes) as well as funding a limited number of safety items like durable striping, guardrail, roadside obstacle removal, and slope flattening. Project selection is driven by the Pavement Management System, which tracks pavement conditions.



Fix-It: Interstate Maintenance Program

The Interstate Maintenance Program provides funding for resurfacing, restoring, rehabilitating, and reconstructing most routes on the Interstate System. The program is similar to the Preservation program; however, funds in the program must be spent on the interstate system. A significant portion of the Region's Interstate Maintenance and Preservation projects are in urban areas where traffic conditions affect the hours available for construction and the mobilization of construction teams during off-peak hours. This in turn leads to higher costs for construction in urban areas compared to projects in rural areas.



Fix-It: Bridge Program

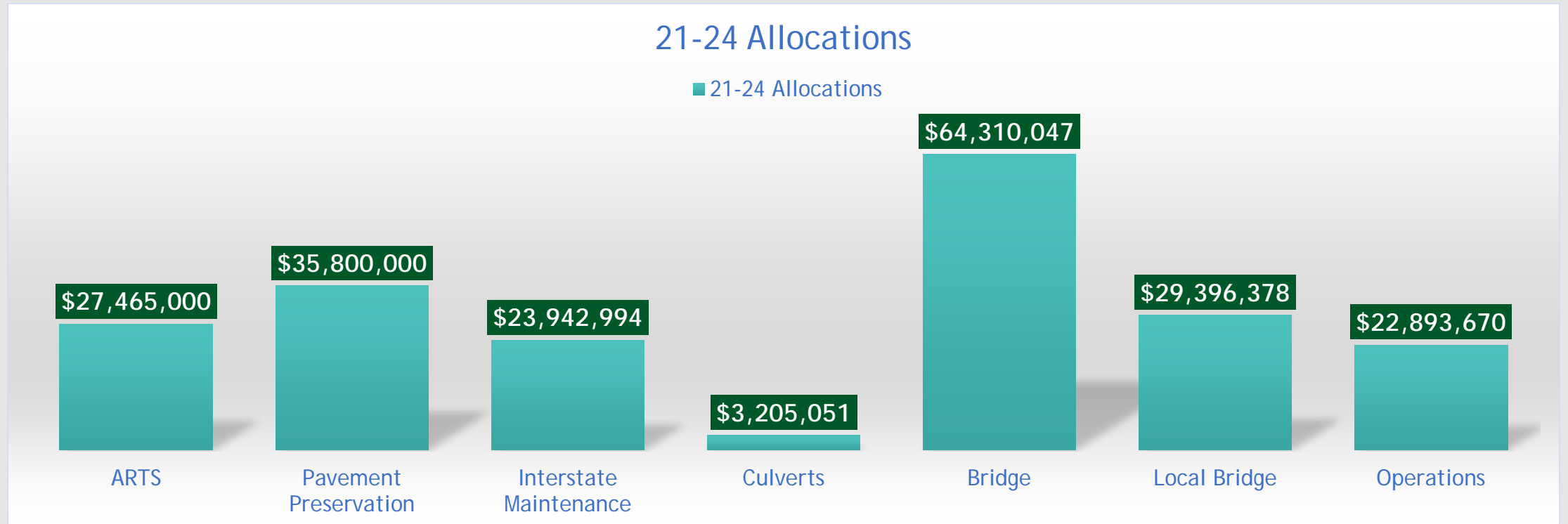
ODOT's Bridge Program identifies projects for funding that extend the service life of existing bridges, and, where that is not cost effective, bridge replacements. Typical bridge projects include: rehabilitation work like deck overlays, concrete repair, scour repair; safety upgrades like bridge rail replacements and screening; preservation treatments like steel bridge painting and cathode protection installed to prevent corrosion of steel reinforcement. Bridge projects are selected based on condition information from the ODOT Bridge Management System and ODOT bridge engineers, along with input from Region Bridge Maintenance crews. Final project prioritization for OTC consideration is done by the Bridge Program Manager and region leadership.

Fix-It: Operations Program

Operations Program projects improve safety and increase operational efficiencies on the state highway system. There are four sub-program areas in the Operations program: Intelligent Transportation Systems; Signs, Signals and Illumination; Slides and Rockfall; and Transportation Demand Management.



21-24 STIP Region 1 Fix-It Funding Allocations



Enhance Highway

- Enhance projects largely funded through legislative earmarks in HB 2017 and the Jobs and Transportation Act
- OTC dedicated \$24m in federal funds in 2021-2024 STIP for Enhance Highway Leverage projects to add features to Fix-It projects



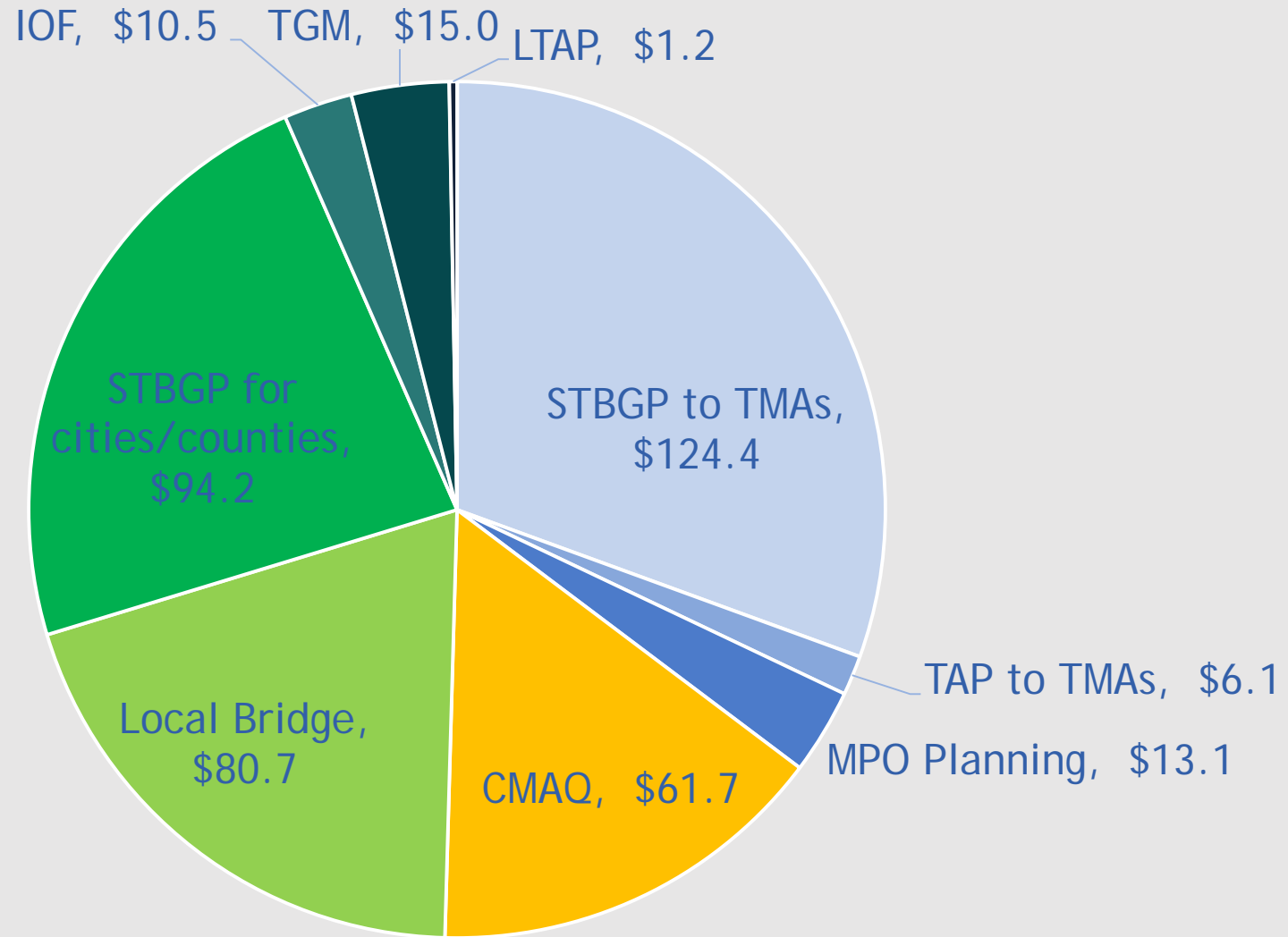


Safety

- All Roads Transportation Safety program uses a data-driven approach to fund the most cost-effective projects to reduce fatalities and serious injuries for all users on all public roads
- HB 2017 added \$10m/year for safety projects on state highways
- Rail-Highway Crossing Safety funded from federal, state, and railroad funds

Local Government Programs

2021-2024 STIP, in millions of dollars; \$407m total



Local Government Programs

Program	Who sets the program funding level?			Who selects projects?
	Congress	Agreement	Commission	
CMAQ	✓			Recipients
MPO (STBGP/TAP/PL)	✓			MPOs
Local Bridge		✓		ODOT/local committee
STBGP for cities and counties		✓		Recipients
IOF			✓	ODOT/OBDD
TGM			✓	ODOT/DLCD
ARTS	✓			ODOT

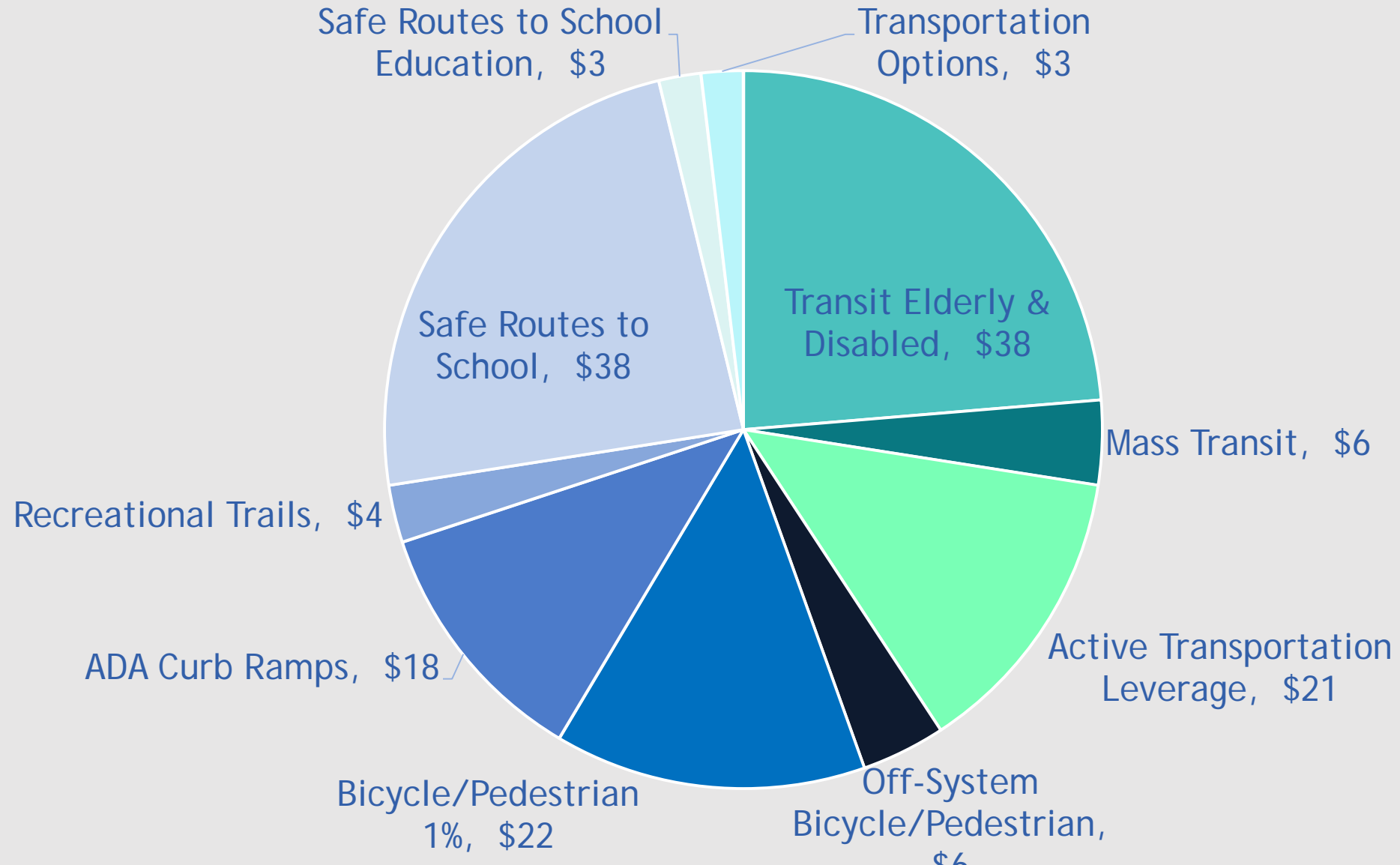
Non-Highway Programs

- Combination of funds including directed and flexible FHWA funds, State Highway Fund dollars
- State Highway Fund: only within road right-of-way
- Federal funds: both inside and outside right-of-way and on transit
- Mandatory programs - Safe Routes to School infrastructure, 1% for Bicycle/ Pedestrian, Recreational Trails, Transportation Alternatives Program
- OTC has significant discretion to direct funding to investment priorities- and to redirect additional federal funds to these programs



Non-Highway Funding by Program

2021-2024 STIP, in millions of dollars; \$158m total





Next Steps



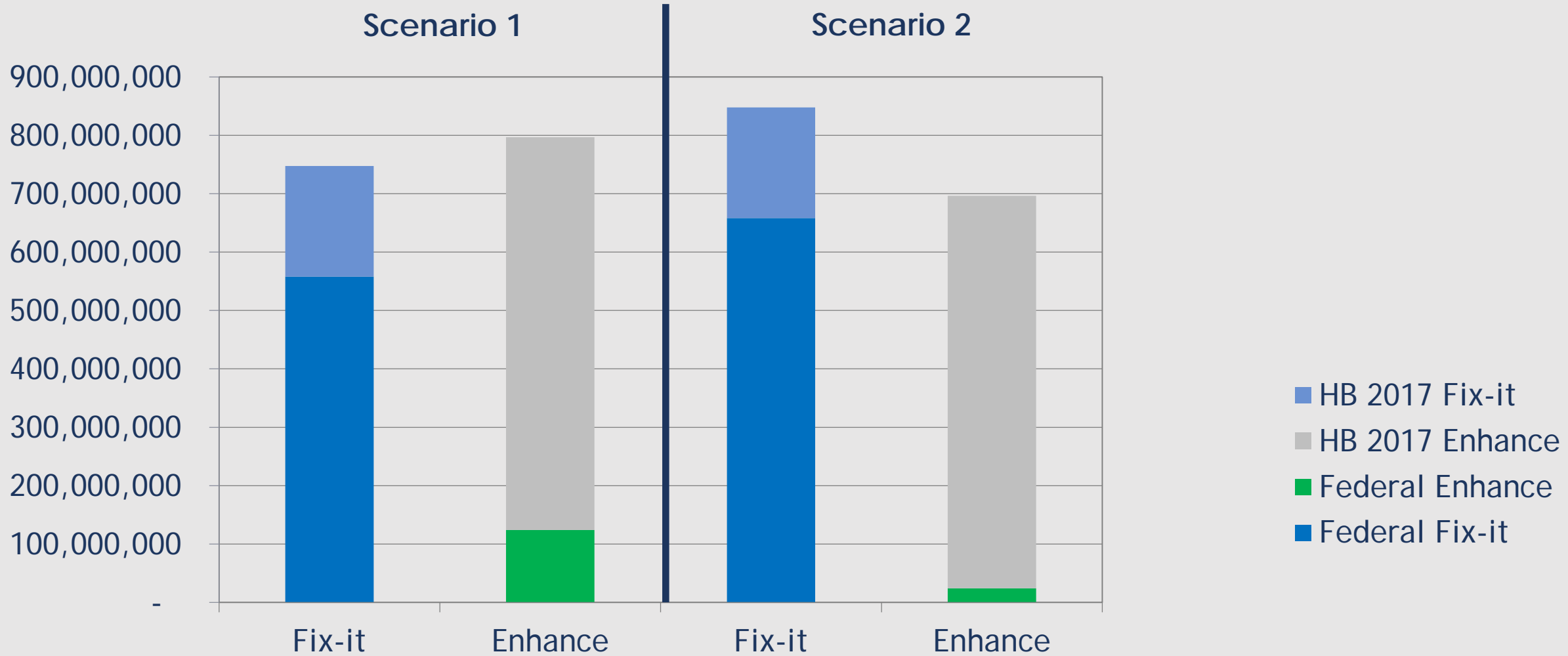
Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

- **Preservation and Stewardship:** Preserve, maintain, and operate Oregon's multimodal transportation system and achieve a cleaner environment.
- **Safety:** Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.
- **Accessibility, Mobility and Climate Change:** Provide greater transportation access and a broader range of mobility options for Oregonians and address climate change.
- **Congestion Relief:** Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.
- **Project Delivery:** Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.
- **Innovative Technologies:** Invest in and integrate technologies to improve transportation services and

Fix-it & Enhance Funding Scenarios from 2021-2024 STIP

In millions of Dollars



Principles for Constructing Scenarios

- **Follow direction in statewide plans.** Plans prioritize “fix-it” first and place significant emphasis on multimodal transportation options.
- **Balance investments across categories.** No category would be significantly cut in any scenario.
- **Follow Strategic Action Plan priorities and goals.** Scenarios will focus on meeting the SAP goals and address the tradeoffs between these goals.
- **Take public input into account.** Public and advisory committee input will provide a basis for discussion.
- **Meet federal and state requirements.** Within broad discretion the OTC must meet state and federal requirements.



Illustrative Scenarios for 2024-2027 STIP



Enhance Highway



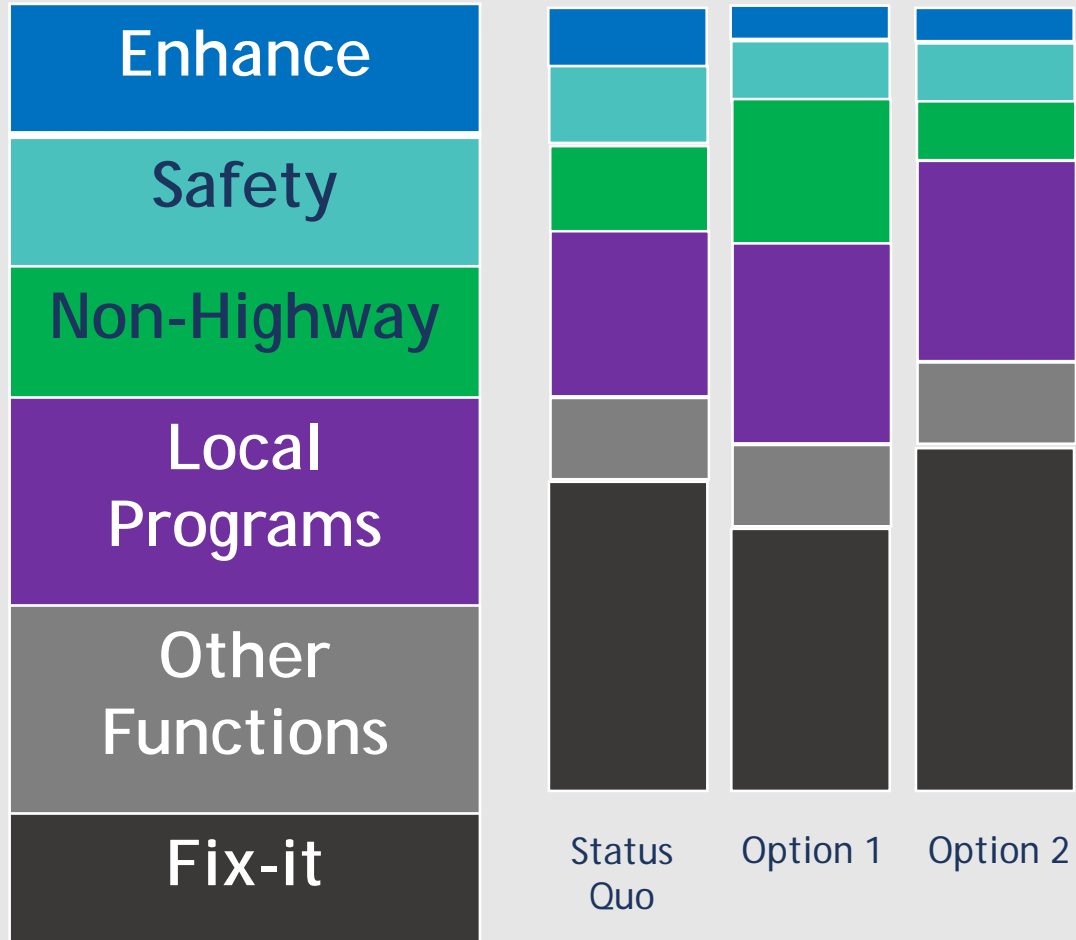
Non-Highway



Fix-It

Scenario Analysis

Develop program funding scenarios



Evaluate potential performance of scenarios against goals

DESIRED OUTCOMES EVALUATION CRITERIA	STATUS QUO	ALTERNATE OPTION 1:	ALTERNATE OPTION 2:	ALTERNATE OPTION 3:
» Mobility (ease of movement, congestion)				
» Accessibility (ability to get to destinations, multi-modal access)				
» Equity (supports all users get where they need to go and targeted investments for disadvantaged populations)				
» Safety				
» Climate:				
Mitigation (GHG emissions, air quality)				
Adaptation / Resilience				

PROTOTYPE (illustrative)

Questions / Discussion

- How does TPAC want to engage in the development of the STIP?
- What mechanisms of communication work best?
- How often, or at what points in development does TPAC want to engage?

