

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, April 16, 2020

7:30 AM

<https://zoom.us/j/771885405>

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public.

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/771885405> or by calling +1 253-215-8782 or 888-475-4499 (toll free).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-797-1916 or email at legislativecoordinator@oregonmetro.gov.

- 1. Call To Order, Declaration of a Quorum & Roll Call (7:30 AM)**
- 2. Public Communication on Agenda Items (7:35 AM)**

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on Wednesday, April 15 will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-797-1916 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

- 3. Updates from the Chair and JPACT Members (7:45 AM)**
- 4. Consent Agenda (7:50 AM)**

- 4.1 Resolution No. 20-5094, For the Purpose of Adding New or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Which Involves Project Changes to Five Projects Impacting Gresham, ODOT, And TriMet (AP20-11-APR) [COM](#)
[20-0324](#)
- Attachments: [Draft Resolution No. 20-5094](#)
[Exhibit A to Resolution No. 20-5094](#)
[Staff Report](#)
- 4.2 Consideration of February 20, 2020 Minutes [COM](#)
[20-0323](#)
- Attachments: [February 20, 2020 Minutes](#)
- 4.3 Consideration of the March 19, 2020 Minutes [COM](#)
[20-0327](#)
- Attachments: [March 19, 2020 Minutes](#)

5. Information/Discussion Items

- 5.1 Federal Affairs Update (7:55 AM) **COM**
20-0328
- Presenter(s): Bernie Bottomly, TriMet
Tyler Frisbee, Metro
- 5.2 Regional Congestion Pricing Study Update (8:05 AM) [COM](#)
[20-0321](#)
- Presenter(s): Elizabeth Mros-O'Hara, Metro
Shoshana Cohen, City of Portland
Emma Sangor, City of Portland
Lucinda Brussard, ODOT
- Attachments: [Memo: Regional Congestion Pricing Study](#)
[Draft Work Plan](#)
[I-5, I-205 Tolling Factsheet](#)

- 5.3 Resolution No. 20-5086, For the Purpose of Adopting the Fiscal Year 2020-21 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements (8:50 AM)

[COM](#)
[20-5086](#)

Presenter(s): John Mermin, Metro

Attachments: [Resolution No. 20-5086](#)
[Exhibit A to Resolution No. 20-5086](#)
[Exhibit B to Resolution No. 20-5086](#)
[Staff Report](#)

6. Adjourn (9:00 AM)

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights, або якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro의 不歧视公告

尊重人權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamaata xuuqudda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqada ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metro의 差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるように、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.



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

2020 JPACT Work Program

As of 04/09/20

Items in italics are tentative

<p><u>April 16, 2020</u></p> <ul style="list-style-type: none">• Resolution No. 20-5094, For the Purpose of Adding New or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Which Involves Project Changes to Five Projects Impacting Gresham, ODOT, and TriMet (AP20-11-APR) (consent)• Federal Affairs Update (Information/Discussion - Bernie Bottomly, TriMet/Tyler Frisbee, Metro; 10 min)• Congestion Pricing Study Update (Information/Discussion - ODOT/PBOT/Metro; 40 min)• Resolution No. 20-5086, For the Purpose of Adopting the Fiscal Year 2020-21 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements (Information/Discussion – John Mermin, Metro; 10 min)	<p><u>May 21, 2020</u></p> <ul style="list-style-type: none">• <i>Mobility Policy Update (TBD; 20 min)</i>• Update on Division Transit (TBD, TriMet; 20 min)• Regional Transportation Measure (Margi Bradway/Andy Shaw, Metro; 20 min)• Resolution No. 20-5086, For the Purpose of Adopting the Fiscal Year 2020-21 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements (Action Requested; 5 min)
<p><u>June 18, 2020</u></p> <ul style="list-style-type: none">• <i>Congestion Pricing Study Update (20 min)</i>• <i>Freight Commodity Study/Planning (20 min)</i>• <i>Annual Traffic Safety Report (Lake McTighe, Metro; 10 min)</i>	<p><u>July 16, 2020</u></p> <ul style="list-style-type: none">• 2021-2024 Metropolitan Transportation Improvement Program (Grace Cho, Metro) (Action Requested; 20 min)• <i>Mobility Policy Update (20 min)</i>• <i>Jurisdictional Transfer Update (20 min)</i>

<p><u>August 20, 2020</u></p>	<p><u>September 17, 2020</u></p> <ul style="list-style-type: none"> • <i>Mobility Policy Update (20 min)</i>
<p><u>October 15, 2020</u></p> <ul style="list-style-type: none"> • <i>Emergency Transportation Routes Update (20 min)</i> <p><u>October 15-17</u>: League of Oregon Cities Conference, Salem <u>October 15</u>: Oregon Mayor’s Association Meeting, Salem</p>	<p><u>November 19, 2020</u></p> <ul style="list-style-type: none"> • <i>Jurisdictional Transfer Assessment – Draft Recommendations (20 min)</i>
<p><u>December 17, 2020</u></p>	

Parking Lot:

- *TSMO Plan Update (Ted Leybold/Caleb Winter, Metro)*
- *Emerging Technology (Ted Leybold/Eliot Rose, Metro)*

4.1 Resolution No. 20-5094, For the Purpose of Adding New or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Which Involves Project Changes to Five Projects Impacting Gresham, ODOT, and TriMet (AP20-11-APR)

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 16, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING NEW OR) RESOLUTION NO. 20-5094
AMENDING EXISTING PROJECTS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM WHICH INVOLVES) Andrew Scott in concurrence with
PROJECT CHANGES TO FIVE PROJECTS) Council President Lynn Peterson
IMPACTING GRESHAM, ODOT, AND TRIMET)
(AP20-11-APR))

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

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

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

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

WHEREAS, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, the city of Gresham's 2022-24 Regional Flexible Fund Allocation (RFFA) grant award enables their NW Division Complete Street Project to be completely funded and will be advanced to start the preliminary Engineering (PE) phase in FY 2020 to keep the project on its delivery schedule and protect older obligated funds from lapsing; and

WHEREAS, the Oregon Department of Transportation (ODOT) is committing \$150,000 from their Roadway Safety Audit Implementation project grouping bucket to their Region 1 Bike and Pedestrian Crossings safety project to support additional PE phase requirements due to a scope and limits revision; and

WHEREAS, TriMet has now determined that final engineering activities will not commence until fall of 2020 resulting in a programming change to their Red Line Extension Project which requires the PE phase now to be added to the new draft 2021-24 MTIP and State Transportation Improvement Program (STIP) as a new project resulting in the deletion of the current project from the 2018-21 MTIP and STIP which will also correct a past programming error for the project; and

WHEREAS, TriMet has been successful in obtaining a \$1.8 million FTA Section 5312 discretionary and competitive grant from FTA's Integrated Mobility Innovations program for their STEPS to MOD and MPI Demonstration project which will develop a mobility payment system that integrates payment for multiple modes into a single transaction; 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 April 2020 MTIP Formal Amendment; and

WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the April 2020 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on April 3, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5094 consisting of the April 2020 Formal MTIP Amendment on April 16, 2020 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on May 7, 2020 to formally amend the 2018-21 MTIP to include the required changes, advancements, or additions to the five identified projects as part of Resolution 20-5094.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5094



Proposed April 2020 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: AP20-11-APR					
Total Number of Projects: 5					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 16986	70542	Gresham	Division Street Corridor Improvements (Gresham) NW Division Complete St-Phase I: Wallula Ave-Birdsdale Ave	Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave. Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes.	ADD FUNDING The formal amendment adds full project funding to the PE, ROW, Utility, and Construction phases as a newly awarded 2022-2024 RFFA funded project. The amendment also advances the additional PE funding into FY 2020 to be obligated before the end of FY 2020 allowing the Preliminary Engineering phase portion of Project, Specifications, and Estimates (PS&E) be initiated early. The project name and descriptions are updated as well through the formal amendment.
Project #2 Key 20414	70970	ODOT	Roadway Safety Audit Implementation	Address unanticipated safety improvements as identified	SPLIT FUNDING Split \$150,000 from Key 20414 and add it to Key 20479 in the PE phase to allow PE to continue. Because Key 20479 is completing a scope and limits change, Key 20414 is part of the formal amendment with Key 20479
Project #3 Key 20479	71005	ODOT	Region 1 Bike Ped Crossings	Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E) on Powell (US-26) and OR8 at Baseline. Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.	SCOPE/LIMITS CHANGE The formal amendment deletes scope from Powell Blvd and reduces the limits on OR99E, and adds \$150k from Key 20414
Project #4 Key 20849	70935	TriMet	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.	CANCEL PROJECT The PE phase (final Engineering) will not begin until FY 2021. The PE phase will be programmed using a new Key number for inclusion in the 2021-2024 MTIP and STIP. This result in Key 20849 be an unnecessary, erroneous, and unnecessary duplicate project and is being removed from the 2018 -21 MTIP

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #5 Key TBD NEW PROJECT	TBD	TriMet	TriMet STEPS to MOD & MPI Demonstration Project	Develop a mobility payment system that integrates payment for multiple modes into a single transaction	<u>ADD NEW PROJECT</u> The formal amendment adds TriMet's new "STEPS to MOD & MPI Demonstration" discretionary FTA Section 5312 grant from the Integrated Mobility Innovation program



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

Formal Amendment
ADD FUNDING
9th Amendment to Project

Lead Agency: Gresham		Project Type:	Active Trns	ODOT Key:	16986
Project Name: Division Street Corridor Improvements (Gresham) NW Division Complete St–Phase I: Wallula Ave–Birdsdale Ave	1	ODOT Type	Bike/Ped	MTIP ID:	70542
		Performance Meas:	Yes	Status:	3
Project Status: 3 = (PE) Preliminary Engineering (NEPA) activities initiated		Capacity Enhancing:	No	Comp Date:	12/31/2026
		Conformity Exempt:	Yes	RTP ID:	10440
Short Description: Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave. Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes.		On State Hwy Sys:	No	RFFA ID:	TBD
		Mile Post Begin:	N/A	RFFA Cycle:	2022-24
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2012	Past Amend:	8
		Years Active:	9	OTC Approval:	Yes
		STIP Amend #:	TBD	MTIP Amnd #:	AP20-11-APR
Detailed Description: In the city of Gresham on Division Street between Gresham/Fairview Trail (GFT) and NW Wallula Ave, construct sidewalks and bicycle lanes on each side of Division Street (Project Development Activities). Completion of this project will address a key gap in the regional bicycle and pedestrian network, and is consistent with the Division BRT project. (Current funding is for project development activities only)." Revised: In Gresham on NW Division St between NW Wallula Ave and NW Birdsdale Ave, Construct Phase 1 active transportation improvements to include ADA improvements, sidewalks, curbs, curb ramps, and bike lanes to add 800' of new sidewalks (gap fills) & bicycle lanes to connect with new transit stations being developed on the north and south sides of NW Division St separately with Phase II planned to extend NW Division St with similar active transportation improvements from NW Birdsdale Ave and the Gresham-Fairview Trail					
STIP Description: TBD					

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
TCSP	L68E	2016		-		\$ 161,514		\$ -
TCSP	L68E	2013	\$ 179,460					\$ 179,460
CMAQ-U	Z400	2020		\$ 712,537				\$ 712,537
CMAQ-U	Z400	2022			\$ 1,076,760			\$ 1,076,760
CMAQ-U	Z400	2022				\$ 89,730		\$ 89,730
CMAQ-U	Z400	2024					\$ 3,361,733	\$ 3,361,733
							Federal Totals:	\$ 5,420,220
Federal Fund Obligations:			\$ 179,460					Federal Aid ID
EA Number:			PE02199					3125(049)
Initial Obligation Date:			1/29/2013					
State Funds								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2016				\$ 18,486		\$ -
Local	Match	2013	\$ 20,540					\$ 20,540
Other	OVM	2016		\$ 100,000		-		
Other	OTH0 (OVM)	2013	\$ 100,000					\$ 100,000
Local	Match	2020		\$ 81,553				\$ 81,553
Local	Match	2022			\$ 123,240			\$ 123,240
Local	Match	2022				\$ 10,270		\$ 10,270
Local	Match	2024					\$ 384,765	\$ 384,765
Other	OTH0 (OVM)	2024					\$ 720,172	\$ 720,172
							Local Total	\$ 720,172
Phase Totals Before Amend:			\$ -	\$ 100,000	\$ -	\$ 180,000	\$ -	\$ 280,000
Phase Totals After Amend:			\$ 300,000	\$ 794,090	\$ 1,200,000	\$ 100,000	\$ 4,466,670	\$ 6,860,760
							Year Of Expenditure (YOE):	\$ 6,860,760

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 newly awarded RFFA funding to fully fund the project. The project name and description are updated as well. Gresham also concurred with Metro's request to advance the added funding for the PE Phase to 2020 to ensure PE activities can continue. At \$6,860,740, the project is now fully funded and being advanced to ensure the prior obligated PE phase TCSP funds do not lapse.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 10440 - Division - Gresham/Fairview Trail to Wallula/212th: Sidewalks, Bike Lanes

> RTP Description: Retrofit street to add bicycle facilities, sidewalks, and explore other multimodal facilities and connections.

> 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

Fund Codes:

> TCSP = Federal Transportation Community and System Preservation discretionary funds which are awarded on a competitive basis from FHWA

> CMAQ-U = Federal Congestion Mitigation Air Quality (CMAQ) Improvement Program funds. The CMAQ program is specifically designed to support projects that provide air quality benefits. The funds are appropriated to the State DOT and allocated via a formula to the eligible MPOs. The CMAQ-U funds are then allocated by the MPO in the urbanized area (Metro MPO boundary area) through the competitive Regional Flexible Fund Allocation (RFFA) award process.

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

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

Other

> On NHS: Yes

> Metro Model: Yes

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No

> Located on the CMP: Yes



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

Formal Amendment
SPLIT FUNDING
5th Amendment to Project

Lead Agency: ODOT		Project Type: Safety	ODOT Key: 20414
Project Name: Road Safety Audit Implementation Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). Short Description: Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB	2	ODOT Type: Planning	MTIP ID: 70970
		Performance Meas: No	Status: 4
		Capacity Enhancing: No	Comp Date: 12/31/2022
		Conformity Exempt: Yes	RTP ID: 12095
		On State Hwy Sys: Various	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2021	Past Amend: 4
		Years Active: 1	OTC Approval: No
STIP Amend #: 18-21-3722		MTIP Amnd #: AP20-11-APR	
Detailed Description: Project Grouping Bucket per 40 CFR 93.126 - Safety. HSIP fund bucket supporting and addressing unanticipated safety improvements as identified. 2018 RTP approved in revenue and project grouping bucket "Safety and Operations" supporting improvements in the following areas: Highway crossings improvements, Roadway safety (non-capacity repairs/rehabilitation), Landslides/rock falls mitigation, and Illumination/Signals, ITS. Project Funding			
STIP Description: Address unanticipated safety improvements as identified			

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
ADVCON	ACPO	2021					\$ 1,689,244	\$ -
ADVCON	ACPO	2021					\$ 1,539,244	\$ 1,539,244
							\$	-
							\$	-
ADVCON is projected to be 100% federal HSIP . No match required							Federal Totals:	\$ 1,539,244
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 Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,689,244	\$ 1,689,244
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,539,244	\$ 1,539,244
							Year Of Expenditure (YOE):	\$ 1,539,244

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 splits of \$150,000 from Key 20414 to be applied to the PE phase in Key 20479, ODOT Regional Bike Ped Crossings. Note: Key 20414 is an approved Project Grouping bucket with funding designed to support regional safety projects as they are identified.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 12095 - Safety and 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 - Safety : Highway Safety Improvement Program implementation.

> UPWP amendment: Not applicable & not required

Fund Codes:

> ADVCON = Federal Advance Construction funds that act as a funding placeholder until the final federal fund type code is identified for the project.

Other

> On NHS: N/A

> 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
SCOPE/LIMITS CHANGE
4th Amendment to Project

Lead Agency: ODOT		Project Type: Safety	ODOT Key: 20479
Project Name: Region 1 Bike Ped Crossings	3	ODOT Type: Safety	MTIP ID: 71005
		Performance Meas: Yes	Status: 5
		Capacity Enhancing: No	Comp Date: 12/31/2022
		Conformity Exempt: Yes	RTP ID:
		On State Hwy Sys: Multiple	RFFA ID: N/A
		Mile Post Begin: Various	RFFA Cycle: N/A
		Mile Post End: Various	UPWP: No
		Length: Various	UPWP Cycle: N/A
		1st Year Program'd: 2017	Past Amend: 3
		Years Active: 4	OTC Approval: Yes
STIP Amend #: 18-21-3722		MTIP Amnd #: AP20-11-APR	
Detailed Description: On Routes US26 at MP 2.07 and 7.38 , OR213 at MP 2.53 and 5.60, OR99E from MP 6.87 to 11.14 , 9.5 to 10.5 , and OR8 at MP 16.67, construct bike/ped improvements including Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.			
STIP Description: Bike and pedestrian improvements on 82nd Ave (OR-213), McLoughlin (OR-99E), Powell (US-26) OR8 at Baseline. Includes RRFBs, medians, illumination, crosswalks, tree trimming/removal, bike lane striping, sidewalks, ADA upgrades, and other improvements.			

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP (100%)	ZS30	2017		\$ 281,600				\$ 281,600
TAP-State	Z300	2017		\$ 89,730				\$ 89,730
HSIP	MS30	2017		\$ 276,660				\$ 276,660
ADVCON	ACPO	2017		\$ 138,330				\$ 138,330
ADVCON	ACPO	2020			\$ 486,477			\$ -
TAP-State	Z300	2020			\$ 266,897			\$ 266,897
Sec 164 (100%)	ZS32	2020			\$ 207,555			
ADVCON	ACPO	2021					\$ 1,984,265	\$ 1,984,265
								\$ -
ROW phase reflects AC conversion							Federal Totals:	\$ 3,037,482
Federal Fund Obligations:				\$ 647,990				Federal Aid ID
EA Number:				PE002837	R9555000			SA00(113)
Initial Obligation Date:				9/14/2019	3/5/2020			
State Funds								
State	Match	2017		\$ 10,270				\$ 10,270
State	Match	2017		\$ 23,340				\$ 23,340
State	Match	2017		\$ 11,670				\$ 11,670
State	Match	2020			\$ 31,324			\$ -
State	Match	2020			\$ 30,548			\$ 30,548
State	Match	2021					\$ 152,186	\$ 152,186
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 681,600	\$ 517,801	\$ -	\$ 2,136,451	\$ 3,335,852
Phase Totals After Amend:			\$ -	\$ 831,600	\$ 505,000	\$ -	\$ 2,136,451	\$ 3,473,051
Year Of Expenditure (YOE):							\$	3,473,051

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 \$150k (ADVCON finds) to PE from Key 20414. There are three actions through this amendment.

1. There is a small stretch of highway along the Tualatin Valley Hwy (OR8; MP 14.20 to 15.70) that connects the City of Hillsboro and City of Cornelius that has a rural appearance. This stretch of highway's Federal Functional Class is a Urban Other Principle Arterial with a speed limit of 50-MPH. The roadway is wide with 4 total travel lanes, two lanes for east/westbound travel with a large section from SW 331st Ave (MP 14.66) to SW 26th Ave (MP 15.72) with either a center two-way-left-turn-lane or a designated left turn lane in the center. There are several T-intersections where the only inlet and outlet from the neighborhood is the connection from OR8. There are no marked crosswalks or signalized intersections between SW 17th Ave (MP 14.15) and N 26th Ave. There is limited to no street lights along this corridor at and between the T-intersections. This stretch of highway has experienced severe and fatal crashes involving pedestrians, bicyclist and motorist in the past several months. This STIP amendment adds funds to conduct a Road Safety Audit on this stretch of highway.

2. The Powell Blvd locations are deleted from the project scope.

3. The project limits on OR99E are reduced to be 9.5.-10.5

≥ Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 12095 - Safety and 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 - Safety : Projects that correct, improve, or eliminate a hazardous location or feature.

> UPWP amendment: Not applicable & not required

Fund Codes:

> HSIP = Federal Highway Safety Improvement Program funds appropriated to ODOT in support of highway safety improvements

> TAP-State = Federal Transportation Alternatives Program funds appropriated to ODOT and used for transportation support improvements such as active transportation improvements, sidewalks, bike lanes, landscaping, median construction, etc.

> Sec 164 (HSIP) = Federal Section 164 funds which are basically a specialized type of HSIP funds.

> ADVCON = Federal Advance Construction funds which are used as a placeholder allowing the DOT to use their state funds temporarily in place of federal funds if not available to continue phase activities. At a future time, the Advance Construction funds are converted to their specific federal funds for reimbursement.

> State = General state funds provided by ODOT to cover 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
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
CANCEL PROJECT
1st Amendment to Project**

Lead Agency: TriMet	4	Project Type: Transit	ODOT Key: 20849
Project Name: Redline Extension to Gateway Double Track Project		ODOT Type: Transit	MTIP ID: 70935
		Performance Meas: N/A	Status: 1
Project Status: 1 = Pre-first phase obligation (scoping, scoping refinement, etc.).	<p>* Cancelled Project *</p> <p>The TriMet Red Line Extension Project is being programmed with the PE phase funding and scope under a new key number in the new 2021-24 MTIP and STIP. As a result Key 20849 is being cancelled from the 2018-21 MTIP and STIP</p>	Yes	Comp Date: 12/31/2024
Short Description: Constructing pocket track station combined with new track work and work at Portland Airport MAX station to improve funds for project development.		No	RTP ID: 10922
Detailed Description: Constructing pocket track station combined with new track work and work at Portland Airport MAX station to improve funds for project development.		N/A	RFFA ID: N/A
STIP Description: Design pocket track at Fair Complex/Hillsboro Airport station to improve system operations.		N/A	RFFA Cycle: N/A
		N/A	UPWP: No
		N/A	UPWP Cycle: N/A
		2021	Past Amend: 0
		0	OTC Approval: No
			MTIP Amnd #: AP20-11-APR
			Line service to Fair Complex/Hillsboro Airport combined with

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5309	FF30	2021					\$ 5,000,000	\$ -
								\$ -
								\$ -
								\$ -
5309 = Discretionary FTA Small Starts grant							Federal Totals:	\$ -
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	2021					\$ 5,000,000	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
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 -2021 MTIP. The project erroneously has programed discretionary FTA Section 5309 Small Starts funds which have not been awarded yet to the project. The project is preparing to initiate preliminary engineering (final engineering) this fall. As a result \$14 million of local funds and \$4 million of awarded STBG funds are being programmed for the Red Line Extension project, but in a new project in the new draft 2021-2024 MTIP and STIP. As a result of this programming, Key 20849 is now considered an unnecessary duplicate and is being removed from the 2018-21 MTIP.

> Will Performance Measurements Apply: No

RTP References:

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

> RTP Description: Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system.

Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.

> Exemption Status: Project is not exempt, and is considered a capacity enhancing project per 40 CFR 93.126, Table 2 - Mass Transit options

> There is no impact to the UPWP

Fund Codes:

> 5309 = Federal Transit Agency Section 5309 Small Starts discretionary funding

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

Other

> On NHS:

> Metro Model:

Model category and type:

FCM project:



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

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: TriMet		Project Type: Transit	ODOT Key: NEW
Project Name: TriMet STEPS to MOD & MPI Demonstration Project	5	ODOT Type: Transit	MTIP ID: NEW
		Performance Meas: Yes	Status: T22
		Capacity Enhancing: No	Comp Date: 12/31/2021
		Conformity Exempt: Yes	RTP ID: 10927
		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: 0	OTC Approval: Yes
Project Status: T22 = Programming actions in progress or programmed in current MTIP		STIP Amend #: TBD	MTIP Amnd #: AP20-11-APR
Short Description: Develop a mobility payment system that integrates payment for multiple modes into a single transaction			
Detailed Description: FTA 2019 Integrated Mobility Innovation (IMI) discretionary 5312 grant for TriMet to develop a mobility payment system that integrates payment for multiple modes into a single transaction. The project will build on TriMet's multimodal trip planner to reduce travel stress with better real-time arrival predictions			
STIP Description: TBD			

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5312		2020					\$ 1,812,282	\$ 1,812,282
								\$ -
								\$ -
							Federal Totals:	\$ 1,812,282
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
<hr/>								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
<hr/>								
Local Funds								
Local	Match	2020					\$ 453,071	\$ 453,071
Other	OTH0	2020					\$ 74,429	\$ 74,429
								\$ -
							Local Total	\$ 527,500
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,339,782	\$ 2,339,782
							Year Of Expenditure (YOE):	\$ 2,339,782

Minimum Match requirement is 20%.

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.

> The FTA Integrated Mobility Innovation (IMI) Demonstration Program is authorized by Federal public transportation law at 49 U.S.C. 5312. Therefore the grant program source of funding originates from the Section 5312 program.

Amendment Summary:

The formal amendment adds TriMet's discretionary grant award to the MTIP from FTA's Integrated Mobility Innovation (IMI) FY 2019 funding program. TriMet's project is called the "STEPS to MOD & MPI Demonstration Project" and will Develop a mobility payment system that integrates payment for multiple modes into a single transaction. FTA's Integrated Mobility Innovation (IMI) Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.

> Will Performance Measurements Apply: Yes under the Transit category.

RTP References:

> RTP ID: 10927 - Operating Capital Information Technology Phase I

> RTP Description: Communication systems

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit.- Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).

> UPWP amendment: Not applicable & not required

Fund Codes:

> 5312 = Federal Transit Agency (FTA) funds that provide funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.

> 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: N/A

> Metro Model: N/A

> Model category and type: N/A

> TCM project: No

Memo

Date: April 6, 2020
 To: JPACT and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: April 2020 MTIP Formal Amendment & Resolution 20-5094 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF ADDING NEW OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES PROJECT CHANGES TO FIVE PROJECTS IMPACTING GRESHAM, ODOT, AND TRIMET (AP20-11-APR)

BACKGROUND

What This Is:

The April 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5094 and being processed under MTIP Amendment AP20-11-APR.

What is the requested action?


TPAC requests JPACT approve Resolution 20-5094 consisting of five projects and provide their approval recommendation to Metro Council enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Proposed April 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: AP20-11-APR Total Number of Projects: 5						
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes	
Project #1 Key 16986	70542	Gresham	Division Street Corridor Improvements (Gresham) NW Division Complete St–Phase I: Wallula Ave–Birdsdale Ave	Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave. Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes	<u>ADD FUNDING:</u> The formal amendment adds newly awarded RFFA funding to fully fund the project. The project name and description are updated as well. Gresham also concurred with Metro’s request to advance the added funding for the PE Phase to 2020 to ensure PE activities can continue. At \$6,860,740, the project is now fully funded and being advanced to ensure the prior obligated PE phase TCSP funds do not lapse.	

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 20414	70970	ODOT	Road Safety Audit Implementation	Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB	SPLIT FUNDING: The formal amendment splits off \$150k from FY 2021 and advances it to FY 2020 to be committed to Key 20479.
Project #3 Key 20479	71005	ODOT	Region 1 Bike Ped Crossings	Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E) on Powell (US-26) and OR8 at Baseline. Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal, ADA upgrades; and other safety improvements.	SCOPE/LIMITS CHANGE The formal amendment deletes scope from Powell Blvd and reduces the limits on OR99E, and adds \$150k from Key 20414
Project #4 Key 20849	70935	TriMet	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.	CANCEL PROJECT The PE phase (final Engineering) will not begin until FY 2021. The PE phase will be programmed using a new Key number for inclusion in the 2021-2024 MTIP and STIP. This result in Key 20849 be an unnecessary, erroneous, and unnecessary duplicate project and is being removed from the 2018 -21 MTIP
Project #5 Key TBD NEW PROJECT	TBD	TriMet	TriMet STEPS to MOD & MPI Demonstration Project	Develop a mobility payment system that integrates payment for multiple modes into a single transaction	ADD NEW PROJECT The formal amendment adds TriMet's new "STEPS to MOD & MPI Demonstration" discretionary FTA Section 5312 grant from the Integrated Mobility Innovation program

A detailed summary of the new proposed amended project is provided below.

Project 1:		Division Street Corridor Improvements (Gresham) NW Division Complete St-Phase I: Wallula Ave-Birdsdale Ave	
Lead Agency:	Gresham		
ODOT Key Number:	16986	MTIP ID Number:	70542
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave. Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes. Source: Existing project. Funding is a combination of older federal and new RFFA awarded federal funds Funding: The source of funding for the project includes: <ul style="list-style-type: none"> Older federal Transportation Community and System Preservation (TCSP) discretionary awarded funds Metro awarded local funds for project development Gresham local funds 2022-24 Regional Flexible Fund Allocation (RFFA) awarded funds Project Type: Active transportation, bike/pedestrian improvement Location: In the city of Gresham on NW Division Street Cross Street Limits: NW Birdsdale Ave to NW Wallula Ave Overall Mile Post Limits: N/A Current Status Code: 3 = (PE) Preliminary Engineering (NEPA) activities initiated STIP Amendment Number: TBD MTIP Amendment Number: AP20-11-APR 		
What is changing?	<p>AMENDMENT ACTION: ADD FUNDING</p> <p>The formal amendment “re-boots” the full project in the MTIP and STIP. After issues arose involving previously awarded federal TCSP funds, the city of Gresham was forced to delay implementing the NW Division Complete Street project until a new financial plan was developed. The project-reboot retains the same scope and planned improvements as the earlier version.</p> <p>Using additional local funds committed to the project and a prior Metro \$100,000 project development grant, Gresham has been able to complete project development actions with their project design now at 30%. As an awarded 2022-24 RFFA recipient, the city for Gresham is now ready to move on into final design and complete their Project Specifications and Estimates (PS&E) requirements to complete Preliminary Engineering.</p>		

	<p>To avoid losing project implementation synergy and protect the older obligated TCSP funds from lapsing, Metro and Gresham agreed to advance the project and allow the Preliminary Engineering to obligate before the end of FY 2020 (before the end of August). The timing to complete this amendment is urgent to ensure the MTIP and STIP programming is completed before July ensuring the \$712,537 of Congestion Mitigation Air Quality (CMAQ) funds for Preliminary Engineering will obligate before the end of year obligation deadline. Advancing the PE phase to obligate before the end of FY 2020 will allow the construction phase to be implemented two years earlier by FY 2024 as well.</p> <p>Additionally, advancing the implementation and delivery timing of the project will keep it on track as a TriMet transit access improvement project is completed in the same area during the same time.</p>
<p>Additional Details:</p>	<p>The project has been approved to use CMAQ funds. A full air quality emission reduction analysis has been completed and submitted for review and approval to the State CMAQ manager and FHWA. No issues have been noted in the review and planned use of CMAQ for this project.</p> <p>The project also has completed an extensive delivery review by ODOT. Since this is a full project reboot, the project is normally considered to be a new project in the MTIP and STIP. This would have required development of a new Project Prospectus and Intergovernmental Agreement (IGA) and delayed the PE from obligating until late FY 2021. The delay would have resulted in the Right-of Way (ROW) phase from obligating in time to prevent the older TSCP funds from lapsing and being lost.</p> <p>As a result of ODOT’s delivery review effort, the NW Division St Complete Street project can use the same Key number and existing IGA with only an IGA amendment required.</p> <p>Metro would like to express our thanks to ODOT project delivery staff including the Region Local Agency Liaison for the project, the Region 1 Agreements Writer, ODOT Salem project delivery staff, and especially the Region 1 STIP Coordinator for their efforts to develop a unique out-of-the-box solution to allow the project to be advanced and avoid the TSCP fund lapse.</p> <p style="text-align: center;">NW Division Complete Street Project western limits NW Division Street at Birdsale Ave looking east</p> 

<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding project funding is treated like a cost increase. The addition of \$6.8 million to fully program the project exceeds all Matrix cost increase thresholds triggering the formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>Full project programming is added to the project and includes past prior obligated committed funds. The estimated total project cost is \$6,860,740.</p>
<p>Added Notes:</p>	<ul style="list-style-type: none"> • Attachment 1 contains the completed CMAQ Air Quality Emissions Reduction Analysis required to use CMAQ funds • Other aspects about the project limits: <ul style="list-style-type: none"> - Metro Modeling Network: Yes, NW Division St is identified as a Pedestrian Parkway in the Metro Pedestrian Modeling Network - NW Division St is also identified on the National Highway System (NHS) as a "MAP-21 NHS Principal Arterial" - NW Division St in the project limits is located on the Metro Congestion Management Process (CMP) network - Performance Measurements will apply: Yes. Areas of Safety, CMAQ, and CMQ. Note: NHS items do not appear to apply.

Performance Measurement Compliance Areas				
Key 16986: NW Division Complete St-Phase I: Wallula Ave-Birdsdale Ave				
SAFETY	Yes	No	N/A	Notes
• Is the project located in an ODOT designated safety corridor?		X		
• Does the project scope include deliverables to help reduce fatalities and serious injuries?	X			Active transportation improvements
• Metro Added: Could the project deliverables provide safety benefits in addition to the reduction of deaths, accidents, and injuries that reduce the region's infrastructure vulnerability to crime and terrorism, natural disaster and/or hazardous materials incidents?	X			
<p>Note: Safety corridors are stretches of state highways where fatal and serious injury traffic crash rates are higher than the statewide average for similar types of roadways. To reduce the number of these incidents, the stretch of the road is designated as a "safety corridor" and becomes</p>				

subject to heightened enforcement and double fines for traffic infractions. Further guidance is available at <https://www.oregon.gov/ODOT/Safety/Pages/Roadway.aspx>

NHS Performance Targets	Yes	No	N/A	Note
• Does the project improvement located on the NHS include TSMO/ITS scope elements?		X		
• Does the project improvement located on the NHS include capacity enhancing system improvements?		X		

Note: NHS verification sourced from the FHWA, National Highway System mapping page at <https://hepgis.fhwa.dot.gov/fhwagis/#>

CONGESTION MITIGATION

• Does the project provide improvements via capacity or non-capacity improvements that will help reduce congestion?		X		
• Is the project located on the Metro RTP CMP network?	X			

CMAQ On-Road Mobil Source Emission Targets	Yes	No	kg/day	Note
• Does the project include CMAQ funding?	X			See Attachment 1 to the Staff Report for the complete CMAQ Emission Reduction Analysis Report
• Was an Emission Reduction Analysis (ERA) completed and approved?	X			
• Does the ERA include PM 2.5 reductions?		X	N/A	
• Does the ERA include PM 10 reductions?		X	N/A	
• Does the ERA include Volatile Organic Compound (VOC) reductions	X		.226	
• Does the ERA include carbon monoxide (CO) reductions?	X		9.05	
• Does the ERA include CO2 reductions		X	N/A	
• Does the ERA include nitrogen oxides (NOx) reductions?	X		.509	

Note: The Emission Reduction Analysis data is normally sourced from Metro’s approved CMAQ air quality Emission Reduction Analysis Summary Report completed for each MTIP Update or when CMAQ is awarded to the project unless otherwise noted above for the project.

Particulate Matter (PM): PM stands for **particulate matter** (also called particle pollution) and is a term for a mixture of solid particles and liquid droplets found in the air. Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye. Others are so small they can only be detected using an electron microscope:


- Particulate Matter 2.5: Fine inhalable particles, with diameters that are generally 2.5 micrometers and smaller. How small is 2.5 micrometers? Think about a single hair from your head. The average human hair is about 70 micrometers in diameter – making it 30 times larger than the largest fine particle.
- Particulate Matter 10: PM10 are inhalable particles, with diameters that are generally 10 micrometers and smaller.

Volatile Organic Compounds (VOC): **VOCs** are compounds that easily become vapors or gases. **VOCs** are released from burning fuel such as gasoline, wood, coal, or natural gas. They are also released from many consumer products: Cigarettes. Solvents.

Carbon monoxide: (CO): **Carbon monoxide** is a colorless, odorless gas that can be harmful when inhaled in large amounts. CO is released when something is burned. The greatest sources of CO to outdoor air are cars, trucks and other vehicles or machinery that burn fossil fuels.

Carbon dioxide (CO₂): **Carbon dioxide** is a chemical compound composed of one carbon and two oxygen atoms. It is often referred to by its formula **CO₂**. It is present in the Earth's atmosphere at a low concentration and acts as a greenhouse gas. Carbon dioxide enters the atmosphere through burning fossil fuels (coal, natural gas, and oil), solid waste, trees and other biological materials, and also as a result of certain chemical reactions (e.g., manufacture of cement

Nitrogen Oxides (NO_x): **Nitrogen oxides** are a family of poisonous, highly reactive gases. These gases form when fuel is burned at high temperatures. NO_x pollution is emitted by automobiles, trucks and various non-road vehicles (e.g., construction equipment, boats, etc.) as well as industrial sources such as power plants, industrial boilers, cement kilns, and turbines

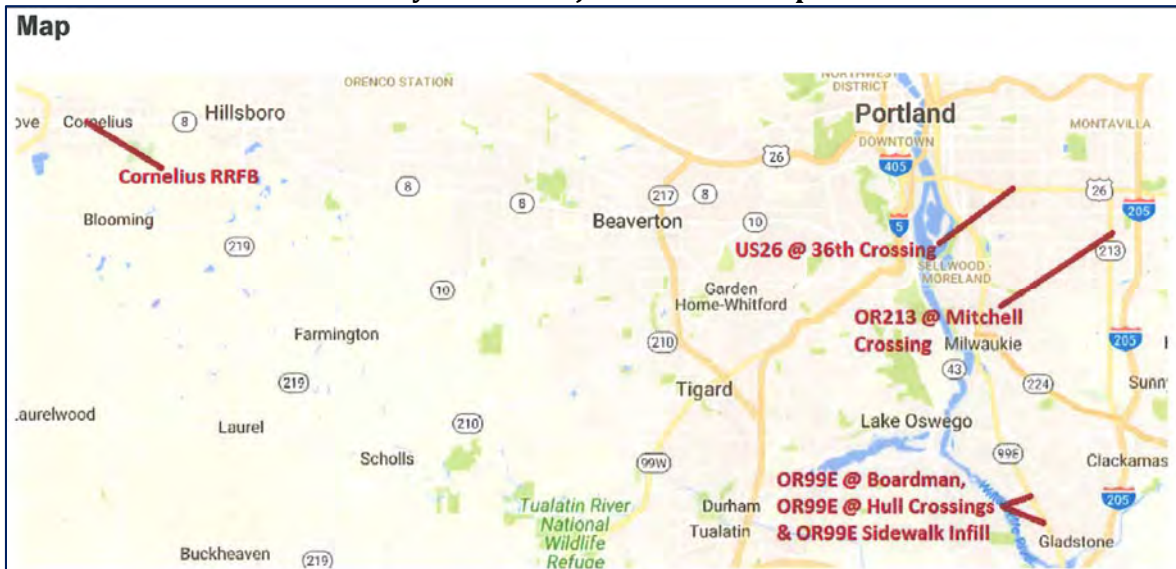
Project 2: Road Safety Audit Implementation	
Lead Agency:	ODOT
ODOT Key Number:	20414 MTIP ID Number: 70970
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB Source: Existing project. Funding: The project grouping bucket is a funding bucket relying on Advance Construction funding as the programming commitment Project Type: Active transportation, bike/pedestrian improvement Location: Various - Region 1 Cross Street Limits: N/A Overall Mile Post Limits: Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 18-21-3722 MTIP Amendment Number: AP20-11-APR
What is changing?	<p>AMENDMENT ACTION: ADD FUNDING</p> <p>The formal amendment splits off \$150,000 total from the project grouping bucket in FY 2021 and advances it to FY 2020. The \$150k is being committed to Key 20479 (also part of this amendment bundle).</p> <p>Key 20414 is a project grouping funding bucket which contains federal funds for safety improvement projects (HSIP and others) as they are approved by ODOT.</p>  <p>The FY 2021 programming reflects an expected commitment level of funding supporting safety improvement projects. Because ODOT uses the federal placeholder fund type code of Advance Construction (or ADVCON), it gives them the flexibility to add existing state funding to a project to be later credited with the federal funds from FY 2021.</p> <p>In Key 20479, the PE phase adds the \$150,000 of Advance Construction finds which is drawn from Key 20414. This is the fund accounting portion to the fund split. The use of Advance Construction this way does require approval from FHWA.</p>

	<p>In reality, ODOT will commit existing State funds to the PE phase of Key 20479 through this process. When the added Advance Construction funds are obligated, then this reflect the date when ODOT will use their State funds to cover the project costs. ODOT will use their own existing funds to cover the phase costs the Advance Construction funds are programmed for the time the funds are obligated.</p> <p>This allows the required PE phase activities to continue in Key 20479. ODOT initially absorbs the phase costs. At a future time (most likely in FY 2021 – post October 2020), the actual federal funds will be available. ODOT will designate the federal fund type code (e.g. HSIP, STBG-State, or etc.) they wish to apply in place of the Advance Construction fund type code. At that time the Advance Construction fund type code is converted to the actual federal fund type code (e.g. Highway Safety Improvement Program or HSIP). At this point, ODOT can now seek reimbursement for the phase costs they incurred using their State funds back to the date of the obligation of the Advance Construction.</p> <p>The use of federal Advance Construction funds originated back around 2005 and is primarily used only by State DOTs as a way to address federal fund liquidity issues and federal fund shortfalls without stopping a project.</p>
Additional Details:	Key 20479 in this amendment bundle reflects the revised commitment of the Advance Construction funds for the PE phase.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, Key 20414 is part of the large scope and limits change to Key 20479 which requires a formal amendment.
Total Programmed Amount:	The project grouping bucket in Key 20414 is reduced by \$150k which decrease the programmed amount from \$1,689,244 to \$1,539,244.
Added Notes:	OTC approval was not required to complete the amendment

Project 3: Region 1 Bike Ped Crossings	
Lead Agency:	ODOT
ODOT Key Number:	20479 MTIP ID Number: 71005
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E) on Powell (US-26) and OR8 at Baseline. Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements. • Source: Existing project. • Funding: The project includes a combination of: <ul style="list-style-type: none"> ○ Federal Highway Safety Improvement Program (HSIP) funds ○ State Transportation Alternatives Program (TAP) funds ○ HSIP Section 164 federal funds ○ Federal Advance Construction funds ○ State funds • Project Type: Safety improvements • Location: At multiple site locations on OR213m OR99E and OR8 • Cross Street Limits: Multiple • Overall Mile Post Limits: <ul style="list-style-type: none"> ○ OR213: MP 2.53 and 5.60 ○ OR99E MP9.5 to 10.5 ○ OR8: MP 16.67 • Current Status Code: 5 = (ROW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation. • STIP Amendment Number: 18-21-3722 • MTIP Amendment Number: AP20-11-APR
What is changing?	<p>AMENDMENT ACTION: SCOPE AND LIMITS CHANGE</p> <p>The formal amendment adds \$150k (ADVCON finds) from Key 20414 to the PE phase. There are three actions through this amendment. They include:</p> <ol style="list-style-type: none"> 1. There is a small stretch of highway along the Tualatin Valley Hwy (OR8; MP 14.20 to 15.70) that connects the City of Hillsboro and City of Cornelius that has a rural appearance. This stretch of highway’s Federal Functional Class is an Urban Other Principle Arterial with a speed limit of 50-MPH. <p>The roadway is wide with 4 total travel lanes, two lanes for east/westbound travel with a large section from SW 331st Ave (MP 14.66) to SW 26th Ave (MP 15.72) with either a center two-way-left-turn-lane or a designated left turn lane in the center. There are several T-intersections where the only inlet and outlet from the neighborhood is the connection from OR8. There are no marked crosswalks or signalized intersections between SW 17th Ave (MP 14.15) and N 26th Ave.</p> <p>There is limited to no street lights along this corridor at and between the T-intersections. This stretch of highway has</p>

	<p>experienced severe and fatal crashes involving pedestrians, bicyclist and motorist in the past several months. This STIP amendment adds funds to conduct a Road Safety Audit on this stretch of highway.</p> <ol style="list-style-type: none"> 2. The Powell Blvd locations are deleted from the project scope. 3. The project limits on OR99E are reduced to be 9.5-10.5 																																																																						
<p>Additional Details:</p>	<table border="1"> <thead> <tr> <th colspan="7">Identified Site Locations for Planned Improvements</th> </tr> <tr> <th>Route</th> <th>Highway</th> <th>MP Begin</th> <th>MP End</th> <th>Length</th> <th>Street</th> <th>City</th> </tr> </thead> <tbody> <tr> <td>OR213</td> <td>Cascade North</td> <td>5.60</td> <td>5.60</td> <td>0.00</td> <td>82nd Ave</td> <td>Portland</td> </tr> <tr> <td>OR213</td> <td>Cascade North</td> <td>2.53</td> <td>2.53</td> <td>0.00</td> <td></td> <td>Portland</td> </tr> <tr> <td>OR8</td> <td>Tualatin Valley Highway</td> <td>16.57</td> <td>16.57</td> <td>0.00</td> <td>Adair/Baseline</td> <td>Cornelius</td> </tr> <tr> <td>OR8</td> <td>Tualatin Valley Highway</td> <td>14.32</td> <td>14.87</td> <td>0.55</td> <td></td> <td></td> </tr> <tr> <td>OR8</td> <td>Tualatin Valley Highway</td> <td>14.15</td> <td>14.31</td> <td>0.16</td> <td></td> <td>Hillsboro</td> </tr> <tr> <td>OR8</td> <td>Tualatin Valley Highway</td> <td>14.88</td> <td>15.72</td> <td>0.84</td> <td></td> <td>Cornelius</td> </tr> <tr> <td>OR99E</td> <td>Pacific Hwy East</td> <td>10.50</td> <td>9.50</td> <td>1.00</td> <td></td> <td>Gladstone</td> </tr> <tr> <td>OR99E</td> <td>Pacific Hwy East</td> <td>10.50</td> <td>9.50</td> <td>1.00</td> <td></td> <td></td> </tr> </tbody> </table>	Identified Site Locations for Planned Improvements							Route	Highway	MP Begin	MP End	Length	Street	City	OR213	Cascade North	5.60	5.60	0.00	82 nd Ave	Portland	OR213	Cascade North	2.53	2.53	0.00		Portland	OR8	Tualatin Valley Highway	16.57	16.57	0.00	Adair/Baseline	Cornelius	OR8	Tualatin Valley Highway	14.32	14.87	0.55			OR8	Tualatin Valley Highway	14.15	14.31	0.16		Hillsboro	OR8	Tualatin Valley Highway	14.88	15.72	0.84		Cornelius	OR99E	Pacific Hwy East	10.50	9.50	1.00		Gladstone	OR99E	Pacific Hwy East	10.50	9.50	1.00		
Identified Site Locations for Planned Improvements																																																																							
Route	Highway	MP Begin	MP End	Length	Street	City																																																																	
OR213	Cascade North	5.60	5.60	0.00	82 nd Ave	Portland																																																																	
OR213	Cascade North	2.53	2.53	0.00		Portland																																																																	
OR8	Tualatin Valley Highway	16.57	16.57	0.00	Adair/Baseline	Cornelius																																																																	
OR8	Tualatin Valley Highway	14.32	14.87	0.55																																																																			
OR8	Tualatin Valley Highway	14.15	14.31	0.16		Hillsboro																																																																	
OR8	Tualatin Valley Highway	14.88	15.72	0.84		Cornelius																																																																	
OR99E	Pacific Hwy East	10.50	9.50	1.00		Gladstone																																																																	
OR99E	Pacific Hwy East	10.50	9.50	1.00																																																																			
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, significant scope changes that remove approved work elements or that change the project limits by more the 0.25 miles require a formal amendment</p>																																																																						
<p>Total Programmed Amount:</p>	<p>The total programmed amount increases from \$3,335,852 to \$3,474,051 with the additional \$150k from Key 20414</p>																																																																						
<p>Added Notes:</p>																																																																							

Key 20479 Project Location Map



Project 4: Redline Extension to Gateway Double Track Project	
Lead Agency:	TriMet
ODOT Key Number:	20849 MTIP ID Number: 70935
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: 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. Source: Existing project. Funding: Pending FTA Small Start Discretionary grant (\$100 million) plus local funds, and some additional Metro allocated federal funds) <p>The</p> <ul style="list-style-type: none"> Project Type: Transit Capital – Capacity Enhancing Project Location: PDX Airport, Gateway Transit Center and from Beaverton to the Hillsboro Fair Complex/Hillsboro Airport MAX Station Cross Street N/A Overall Mile Post Limits: N/A Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) STIP Amendment Number: TBD MTIP Amendment Number: AP20-11-APR
What is changing?	<p>AMENDMENT ACTION: CANCEL PROJECT</p> <p>The formal amendment cancels Key 20849 in the 2018-21 MTIP. The PE phase for the project is scheduled to start during FY 2021. As a result it is being programmed in the new draft 2021-2024 MTIP.</p> <p>Currently, the project was added to the 2018 MTIP as a placeholder with the anticipation that the project’s final engineering (or Project Specifications, and Estimates (PS&E) would commence in FY 2020. However, the updated timing from TriMet now reflects final engineering starting in FY 2021.</p> <p>Due to the programming structure in the STIP, Key 20849 could not be carried over into the new 2021-2024 STIP. A new key number and project would have to be established even if PE did commence in FY 2020. With the PE phase not starting until FY 2021, Key 20849 has become an unnecessary entry in the current 2018 MTIP. Additionally, since the Red Line Extension project will be assigned a new Key Number in the 2021-2024 STIP and MTIP, canceling Keu 20849 from the 2018-2021 MTIP is a requirement for accounting and auditing purpose.</p>
Additional Details:	<p>As shown in Attachment 2, \$18.1 million is being added to the project PE phase supporting final engineering actions.</p> <p>The scope of the project does not change as a result of this programming change. The proposed main improvements still are:</p>

- Extend the Red Line from Beaverton Transit Center MAX station to Fair Complex/Hillsboro Airport MAX station
- Complete double track improvements from Gateway to PDX airport
- Construct a Red Line Station at Gateway Transit Center just north of the current Gateway Transit Center
- Construct a pedestrian path allowing pedestrian access between the current Gateway station and the new Red Line station.

The estimate total project cost is \$206 million. Construction is planned to commence during the 2021/22 timeframe with opening during 2023/24



Rendering of the new Gateway Red Line MAX Station just north of the current Gateway Station

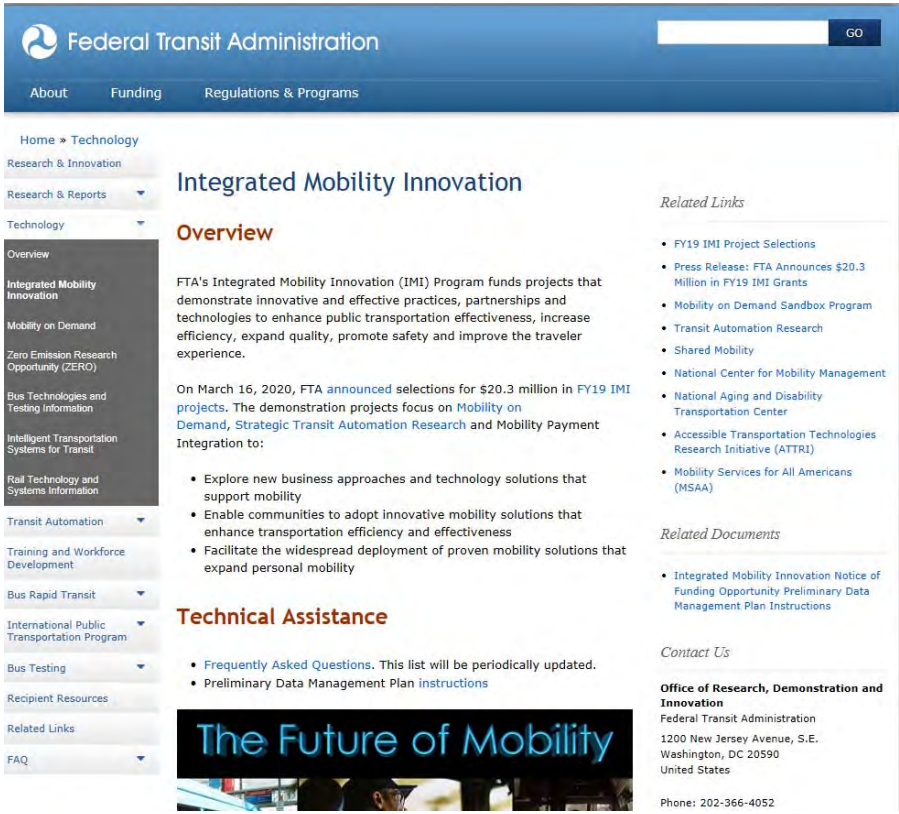


Why a Formal amendment is required?

Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding project funding is treated like a cost increase. The addition of \$6.8 million to fully program the project exceeds all Matrix cost increase thresholds triggering the formal amendment.

<p>Total Programmed Amount:</p>	<p>Full project programming is added to the project and includes past prior obligated committed funds. The estimated total project cost is \$6,860,740.</p>
<p>Added Notes:</p>	<p>Attachment 2 provides a PE programming summary of the Red Line Extension project in the new 2021-2024 MTIP. Added Note: The Red Line Extension Project is not being cancelled and will move forward into final engineering this fall. Only the project entry in the 2018 MTIP is being cancelled as a new project entry will be included in the 2021-24 MTIP.</p>

Project 5: TriMet STEPS to MOD & MPI Demonstration Project (New Project)	
Lead Agency:	TriMet
ODOT Key Number:	TBD MTIP ID Number: TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Develop a mobility payment system that integrates payment for multiple modes into a single transaction • Source: New Project. • Funding: The project received a discretionary Federal Transit Administration (FTA) Section 5312 grant from the FY 2019 Integrated Mobility Innovation funding program • Project Type: Transit • Location: TriMet Service area • Cross Street Limits: N/A • Overall Mile Post Limits: N/A • Current Status Code: T22 = Programming actions in progress or programmed in current MTIP • STIP Amendment Number: TBD • MTIP Amendment Number: AP20-11-APR
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds TriMet's discretionary grant award to the MTIP from FTA's Integrated Mobility Innovation (IMI) FY 2019 funding program. TriMet's project is called the "STEPS to MOD & MPI Demonstration Project" and will Develop a mobility payment system that integrates payment for multiple modes into a single transaction.</p> <p>The grant originates from FTA's Integrated Mobility Innovation (IMI) Program which funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.</p>
Additional Details:	<p>FTA's IMI 2019 funding opportunity provides \$15 million for demonstration projects focused on three areas of interest:</p> <ol style="list-style-type: none"> 1. Mobility on Demand, 2. Strategic Transit Automation Research 3. Mobility Payment Integration <p>The purpose of the funding program is to:</p> <ul style="list-style-type: none"> • Explore new business approaches and technology solutions that support mobility • Enable communities to adopt innovative mobility solutions that enhance transportation efficiency and effectiveness • Facilitate the widespread deployment of proven mobility solutions that expand personal mobility <p>Additional program details can be found at: https://www.transit.dot.gov/IMI</p>

	
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The 5312 grant is \$1,812,282/ With match and overmatch, the total programmed amount is \$2,339,782</p>
<p>Added Notes:</p>	

TRANSIT Asset Management Targets	Yes	No	N/A	Note
<p><u>Rolling Stock – Replacement:</u></p> <ul style="list-style-type: none"> Does the transit project include rolling stock (buses, rail cars/cabs, Vans) to replace existing fleet vehicles? 		X		
<p><u>Rolling Stock – Expansion:</u></p> <ul style="list-style-type: none"> Does the transit project include rolling stock (buses, rail cars/cabs, Vans) for fleet expansion needs? 		X		
<p><u>Service Support vehicles – Replacement:</u></p> <ul style="list-style-type: none"> Does the transit project include service or support vehicles (trucks, cars, rail equipment, etc.) to replace existing service vehicles? 		X		

<p><u>Service Support Vehicles – Expansion:</u></p> <ul style="list-style-type: none"> Does the transit project include service or support vehicles (trucks, cars, rail equipment, etc.) that expands the existing service vehicles fleet 		X		
<p><u>Facility Improvements:</u></p> <ul style="list-style-type: none"> Does the transit project include funds designated to improve the condition of marginal or poor existing facilities? (rating of 2 or 1) 		X		
<p><u>New/Expansion Transit Services:</u></p> <ul style="list-style-type: none"> Does the transit project include funds designed for facility expansion needs to address new or expanded transit services? 		X		
<p><u>Transit Infrastructure Improvements:</u> (Existing system or for expansion)</p> <ul style="list-style-type: none"> Does the project include funds and deliverables intended to support transit infrastructure (tracks, communications, etc. to support increased transit performance? 	X			<p>The IMI grant program supports demonstration projects intended to enhance transit efficiency and effectiveness</p>

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

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.

- 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 April 2020 Formal MTIP amendment (AP20-11-APR) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	March 26, 2020
• TPAC notification and approval recommendation.....	April 3, 2020
• JPACT approval and recommendation to Council.....	April 16, 2020
• Completion of public notification process.....	April 24, 2020
• Metro Council approval.....	May 7, 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.....	May 12, 2020
• Submission of the final amendment package to USDOT.....	May 12, 2020
• ODOT clarification and approval.....	Late May, 2020
• USDOT clarification and final amendment approval.....	Mid-May, 2020

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION:

TPAC requests JPACT approve Resolution 20-5094 consisting of five projects and provide their approval recommendation to Metro Council enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

- TPAC notification and approval date: April 3, 2020

Attachments:

1. NW Division Complete Street CMAQ Emission Reduction Analysis report
2. TriMet Red Line Extension PE programming Draft for the 2021-2024 MTIP and STIP
3. FTA Integrated Mobility Innovation 2019 Grant Award List

INSTRUCTIONS			
Review ODOT's CMAQ Guidelines for allowable project types and eligibility (ODOT allows fewer project types than FHWA)			
ODOT CMAQ Guidelines			
PROJECT INFORMATION			
Project Title	NW Division Complete Street Project – Phase 1: Wallula Ave to Birdsdale Ave		
MPO (if Applicable)	Metro	STIP #	16986
Agency (applicant)	City of Gresham		
Address	1333 N.W. Eastman Parkway, Gresham, OR 97030		
Primary Contact	Katherine Kelly		
Telephone	503-618-2110	Public-Private Partnership? Y/N	N
Email	Katherine.kelly@greshamoregon.gov		
Responsible Agency	City of Gresham		
Project Location (City)	City of Gresham		
Project Delivery	Certified Agency: X	SFLP (non MPO)_____	ODOT Delivered_____
PROJECT CATEGORY (Applicant Certifies by checking box that Project meets requirements as outlined in ODOT CMAQ Guidelines)			
<input type="checkbox"/>	Public Transportation Improvements	<input type="checkbox"/>	Traffic Flow Improvements for Congestion Reduction
<input type="checkbox"/>	Transp. Options Strategies	<input type="checkbox"/>	Vehicle and Fuel Efficiency Efforts
<input checked="" type="checkbox"/>	Pedestrian/Bicycle Infrastructure	<input type="checkbox"/>	Road Dust Mitigation (PM10 areas only)
<input type="checkbox"/>	ITS for Congestion Reduction	<input type="checkbox"/>	Project is a TCM
Infrastructure project is on a: <input checked="" type="checkbox"/> Roadway, <input type="checkbox"/> Bikeway or Sidewalk, <input type="checkbox"/> Transit, <input type="checkbox"/> Other			
Non-Infrastructure Project includes: <input type="checkbox"/> Operating Assistance, <input type="checkbox"/> Outreach/Education			
PROJECT LOCATION			
Street(s) Name (or Nearest Street): NW Division Street	Functional Class: Minor Arterial, Frequent Transit Service Bus, Regional Bikeway, Pedestrian Parkway		
Cross Streets, Termini: Wallula Avenue, Birdsdale Avenue	Total Linear Feet: 2,574		

Attachment 1: NW Division Complete Street CMAQ Emission Reduction Analysis

DETAILED COST ESTIMATE / SCHEDULE						
[Provide cost, including match, for eligible components. Use additional sheets for detailed estimate]						
Phase	Program FYs (beginning and completion)	Other Federal _____	CMAQ	Local	non Fed _____	Total
Project Development	Prior Obligated	\$161,514	\$0	\$18,486	\$100,000	\$280,000
Design/Engineering	FFY 2022		\$712,537	\$81,553		\$794,090
Right of Way	FFY 2024		\$1,076,760	\$123,240		\$1,200,000
Construction	FFY 2026		\$3,361,733	\$384,765	\$720,172	\$4,466,670
Operating Assistance (if applicable)						
Other – Utility Relocation	FFY 2024		\$89,730	\$10,270		\$100,000
Totals		\$162,514	\$5,240,760	\$628,314	\$820,172	\$6,840,760
Duration of Project Funding (Years) 5 Expected first year of billing: FFY 2022						
Detail any CMAQ ineligible components and how they are funded. Provide source of all local/non-federal funds						
PROJECT NARRATIVE						
<p>The Sidewalk gaps exist on both sides of the street, with gaps of over 800 feet in length between NW Wallula and NW Birdsedale Avenues. Bike lanes currently do not exist. Completion of the sidewalk and bicycle network will enhance access to transit stations being developed on the north and south sides of NW Division at NW Angeline St. Those stations will be constructed by 2021 as part of the Division Transit Project (DTP), a bus rapid transit line that will provide important connections within Gresham and the region.</p>						

EMISSIONS REDUCTIONS

Metro's uses well studied off-model assessments to estimate emissions benefits and reductions from bicycle and pedestrian investments. The two main analytical methods used are: 1) the Benefit-Cost Analysis of Bicycle Facilities; and 2) the Goldsmith methodology. Used in previous CMAQ emissions reduction benefits analyses as well as part of the transportation control measures analysis for the Portland metropolitan area State Implementation Plans (SIP) for carbon monoxide and ozone, the combined methods determine the rate of usage and trips shifted as a result of building and improving active transportation facilities.

The Benefit-Cost Analysis analysis method helps to estimate new bicycle riders to utilize a new facility. The the method estimates the new bicycle commuters that will use the facility in opening year based on different factors such as current bicycling commuter cycling rate in the metro region, land use density near the project, etc. With an understanding of the new bicycle commuters to use a newly opened facility, the Goldsmith methodology estimates the number of the new bicycle commuters that made the switch from single occupancy vehicles and thus reduce emissions in doing so. The Goldsmith methodology uses survey and population data to estimate induced demand of constructing bicycle facilities.

Once there is an estimate of trips diverted from single occupancy vehicle driving to bicycling on the newly opened facility, information from the 2011 Oregon Household Activity Survey for the Portland-metro region applied to emissions factors produced by MOVES2014a determine the estimated emissions reductions and air benefit of the project.

In applying this off model analysis, the results shows the NW Division complete street project will produce the emissions reduction benefit as listed. This is similar and in line with previous active transportation infrastructure projects with similar characteristics funded with CMAQ.

Use the following boxes to show estimated reduction amount (kg/day).

VOC	.226	CO	9.05
NOx	.509	PM10	N/A
PM2.5	N/A	CO2	N/A
Duration of PM10 & CO Benefit	Indefinite/1 Years		

SUPPORTING INFORMATION

SUPPORTING INFORMATION: List all applicable and attach documents to submittal email

- Map showing project location (required)
- Indicate what level of Operating Assistance will be required (if applicable)
- Detailed Project Cost Estimate/Budget and Schedule (required)
- Detailed Timeline for Project (required)
- Documentation if Project is a TCM in an approved SIP
- Buy America information or waiver request (if applicable)
- Cost Effectiveness Assessment (required for MPOs)
- Overview of MPO public process and criteria in project selection (required for MPOs)
- Additional quantitative or qualitative emissions analysis information
- Project Sketch/drawings or plans (required)
- Any other supporting documentation that may support successful award

Attachment 1: NW Division Complete Street CMAQ Emission Reduction Analysis

SUBMISSION			
Submitted By:	Grace Cho, Metro, Senior Transportation Planner	Date:	
	Name and Title		
Submit Completed Application to:			
E-mail: CMAQ@odot.state.or.us Subject Line: CMAQ [Agency Name] Application [Year]			

REVIEW AND APPROVAL (ODOT USE ONLY)

ODOT Emissions Review:			
	Air Quality Program Coordinator		Date
Accept/Reject (ODOT CMAQ Program Manager):		Date:	
Reason for ODOT Rejection, if applicable.			
FHWA Concurrence/Rejection			
	FHWA CMAQ Coordinator		Date
Reason for FHWA Rejection, if applicable.			



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

2021-2026 MTIP Inclusion
ADD NEW PROJECT
 Initial Programming

Lead Agency: TriMet		Project Type: Transit	ODOT Key: New
Project Name: MAX Redline Extension to Gateway Double Track Project MAX Red Line Extension & Reliability Improvements		ODOT Type: Transit	MTIP ID: New
Project Status: 3 = (PE) Preliminary Engineering (NEPA) activities initiated		Performance Meas: Yes	Status: 3
Short Description: 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. Final Engineering activities to Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track sections near Gateway/NE 99th Ave & PDX Airport, plus construct new light rail bridge and Red Line station at Gateway along with a new ped/bike path.		Capacity Enhancing: Yes	Comp Date: 6/30/2024
		Conformity Exempt: No	RTP ID: 10922
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2021	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: N/A	MTIP Amnd #: N/A
Detailed Description: Constructing pocket track at Fair Complex/Hillsboro Airport MAX station to enable extended Red Line service to Fair Complex/Hillsboro Airport MAX station and turnaround 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 only. In Beaverton and the Hillsboro area, extend the MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport resulting in the Red Line accessing existing 10 Blue Line station stops including Beaverton Central, Milikan Way, Beaverton Creek, Merlo, SW 158th, El Monica/SW170th, Willow Creek.SW 185th Transit Center, Quatama, Orenco, Hawthorn Farm and Rail Complex/Hillsboro Airport. At Gateway and at PDX Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport. Include track, switch, and signalization work; construction of an operator break facility at the Fair Complex/ Hillsboro Airport Station and construction of a new storage track at Ruby Junction Rail Yard, plus construct new light rail bridge and Red Line station at Gateway along with a new ped/bike path to connect the existing and new platform, stations.			
STIP Description:TBD			

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (Transit =Final Engineering)	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
STBG-U	Z230	2021		\$ 4,000,000				\$ 4,000,000
								\$ -
							Federal Totals:	\$ 4,000,000
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	2021		\$ 457,818				\$ 457,818
Other	OVM	2021		\$ 13,649,139				\$ 13,649,139
								\$ -
								\$ -
							Local Total	\$ 14,106,957
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:				\$ 18,106,957	\$ -	\$ -	\$ -	\$ 18,106,957
Year Of Expenditure (YOE):								\$ 206,000,000

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 above phase programming is only for PE at this time. The approved activities are to complete final engineering (PS&E) and complete final cost estimates. The expected 5309 Small Starts award will be added to the project as part of the first amendment to the new 2021-2026 MTIP.

RTP References:

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

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

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

> Capacity Enhancing/RTP Consistency Review:

> 1. The new MAX Red Line Extension is identified in the Transit Modeling Network correctly up to the Fair Complex/Hillsboro Airport station.

> 2. Applicable upgrades to the Red Line at Gateway and at PDX airport also are included in the transit model.

> No action to the UPWP is required.

Fund Codes:

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

> STBG-U = Surface Transportation Block Grant - Urban funds allocated to Metro

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

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

Other

> On NHS: No

> Metro Model: Yes, Transit Model

> Model category and type: Light Rail

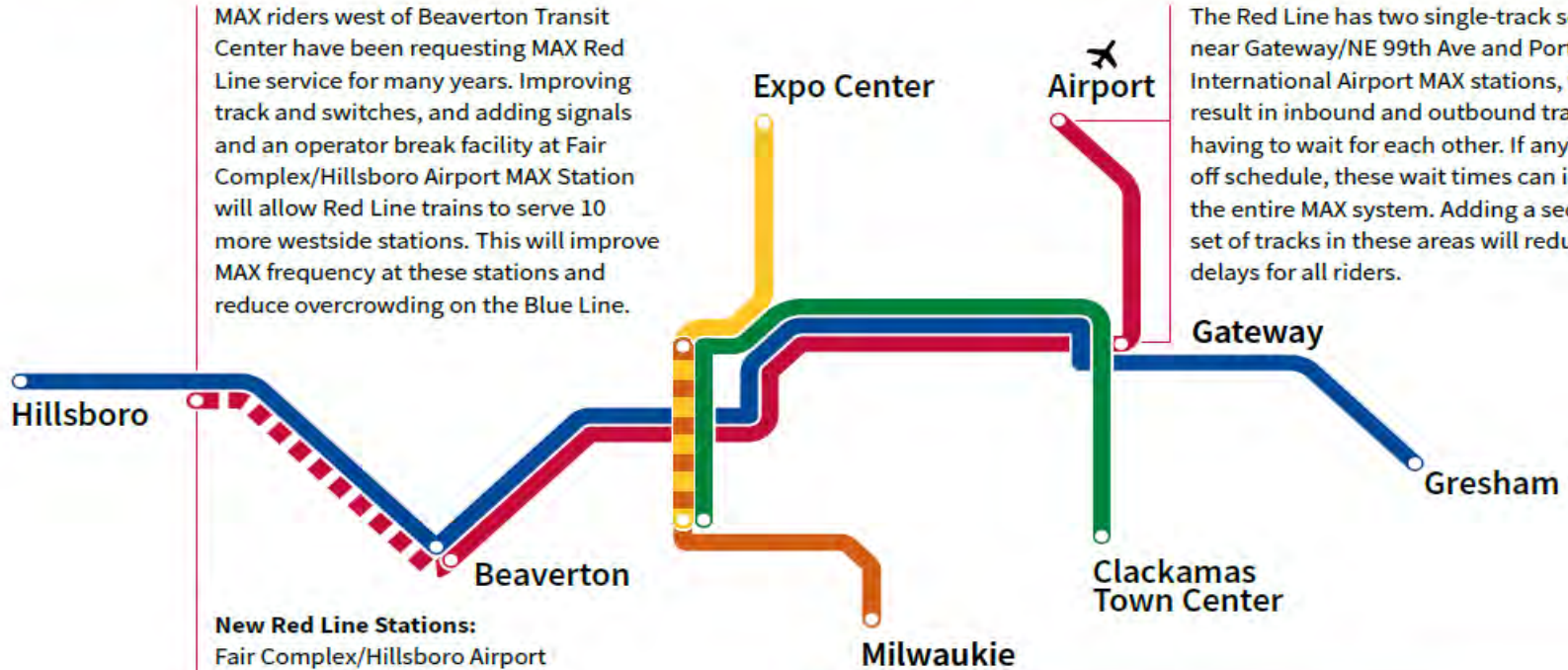
> TCM project: No

A BETTER RED

Improves on-time performance on all five MAX lines and extends MAX Red Line to 10 stations in Beaverton and Hillsboro

MAX riders west of Beaverton Transit Center have been requesting MAX Red Line service for many years. Improving track and switches, and adding signals and an operator break facility at Fair Complex/Hillsboro Airport MAX Station will allow Red Line trains to serve 10 more westside stations. This will improve MAX frequency at these stations and reduce overcrowding on the Blue Line.

The Red Line has two single-track sections, near Gateway/NE 99th Ave and Portland International Airport MAX stations, which result in inbound and outbound trains having to wait for each other. If any train is off schedule, these wait times can impact the entire MAX system. Adding a second set of tracks in these areas will reduce delays for all riders.



New Red Line Stations:

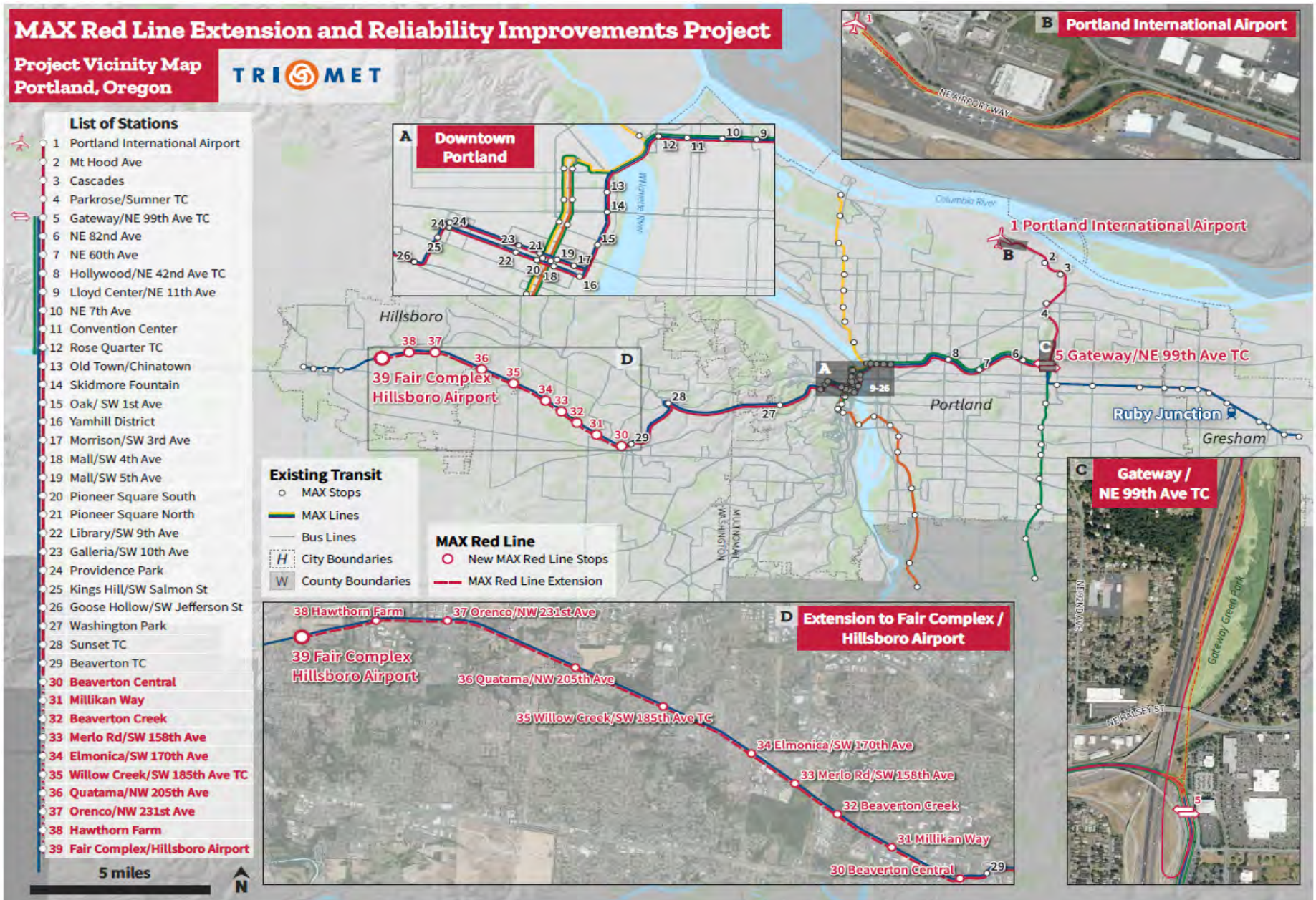
- Fair Complex/Hillsboro Airport
- Hawthorn Farm
- Orenco
- Quatama
- Willow Creek/SW 185th Transit Center
- Elmonica/SW 170th
- Merlo/SW 158th
- Beaverton Creek
- Millikan Way
- Beaverton Central

Estimated Timeline

Design 2017-2021	Construction 2021-2023	Opening 2023-2024
----------------------------	----------------------------------	-----------------------------

Preliminary Estimated Budget

Approximately \$208 million
with \$100 million to be requested from the Federal Transit Administration



Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

[United States Department of Transportation](#)

[About DOT](#) | [Our Activities](#) | [Areas of Focus](#)

Integrated Mobility Innovation (IMI) Fiscal Year 2019 Selected Projects

Click on a header to sort by that column.

Project Sponsor	Project Description	Funding
Matanuska-Susitna Borough	The Matanuska-Susitna Borough will receive funding on behalf of four rural transit providers to implement a platform that centralizes dispatch, fleet management, call-taking and payment across providers. The system will assign trips to the lowest-cost, eligible provider and allow riders flexible request and payment options.	\$231,191
Baldwin County Commission	The Baldwin County Commission will receive funding to create a mobility-on-demand platform to automate routing, scheduling and dispatching technology. It will enhance transit access for all residents of the Mobile area while increasing efficiency, reducing wait times and improving reliability.	\$260,800
San Joaquin Regional Transit District	The San Joaquin Regional Transit District will receive funding to create standard payment integration and trip planning apps across local and regional transit providers. Riders will be able to access and pay for services by multiple providers on the same trip. The project will include marketing and rider-education strategies.	\$306,000
City of Boulder, Colorado	The City of Boulder will receive funding to develop autonomous route optimization	\$224,000

[Submit Feedback >](#)

Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	software to provide on-demand, wheelchair-accessible transportation to older adults, people with disabilities, and low-income individuals. The software will process ride requests and re-organize routes in real time to expand capacity, reduce costs and better meet rider needs.	
Connecticut Department of Transportation	The Connecticut Department of Transportation will test automated, electric buses on its CTfastrack bus rapid transit corridor to improve safety for riders with disabilities. Precision, automated docking and platooning will eliminate driver errors that result in wide platform gaps and other unsafe situations and also will reduce delays.	\$2,000,000
Greater Hartford Transit District	The Greater Hartford Transit District will receive funding to develop a responsive, 24/7 transportation option for older adults and people with disabilities to fill gaps in service throughout Connecticut. The District will partner with a paratransit provider and use technology and "smart" routing to improve response times and the traveler experience.	\$630,000
Georgia Regional Transportation Authority for Atlanta-Region Transit Link Authority (ATL)	The Georgia Regional Transportation Authority on behalf of Atlanta-Region Transit Link Authority will receive funding to develop a multi-modal journey planning application to include live navigation and integrated mobility payment options to provide a seamless passenger experience throughout the Atlanta region.	\$430,400
Kootenai County	Kootenai County will receive funding to explore an open architecture fare payment system. The project will close gaps in transportation services in Idaho's second-most populous region, while determining cost effective and efficient transportation options and solutions for riders.	\$150,000
City of Columbus	The City of Columbus, Indiana will receive funding to develop an automated shuttle circulator to increase transit options and reduce wait times. The routes will mainly	\$320,620

[Submit Feedback >](#)

Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	serve riders who are low-income, seniors, and people with disabilities.	
Cecil County, Maryland	Cecil County, Maryland, will receive funding to expand on-demand transit service to increase accessibility and provide more mobility options to people in substance recovery. The project will create a complete trip service model providing access to jobs, school, shopping, legal services and other vital services.	\$562,845
Independent Transportation Network (ITN)	The Independent Transportation Network will receive funding to expand its mobility-on-demand transit model designed for older adults and people with disabilities in Portland, Maine, to new rural communities in Maine, Kentucky and California. Using an automated routing and scheduling platform, it will increase access to trips.	\$1,658,025
Michigan Department of Transportation	The Michigan Department of Transportation will receive funding on behalf of three regional agencies in northwest Michigan to develop a mobility-on-demand service to meet the non-emergency medical transportation needs of rural residents. The grant will support technology that consolidates dispatch scheduling, asset condition reports and security systems across the agencies.	\$276,499
Arrowhead Economic Opportunity Agency	The Arrowhead Economic Opportunity Agency will receive funding to link rural residents in northeast Minnesota to multiple public transit systems using on-demand transit and private taxi providers to enhance first mile/last mile options for riders. The project will include an online portal and website focused on coordinating rural transportation services.	\$952,807
Wake County Human Services	Wake County Human Services will receive funding to initiate an on-demand service to provide residents in rural areas with greater access to jobs, school, healthcare and other services. The organization will launch micro-transit services that provide a "first five-mile, last five-mile" approach	\$393,527

[Submit Feedback >](#)

Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	to connect rural residents with more distant services.	
Tompkins County	Tompkins County will receive funding to develop a multi-modal trip planning platform that integrates information on bus services, demand-response service, taxis, volunteer transportation, car-share and bike-share services. The platform will enable riders in rural upstate New York to plan multi-modal trips through a mobile app and web platform.	\$820,000
Central Ohio Transit Authority	The Central Ohio Transit Authority will receive funding to unify multiple streams of traffic and transit management data on a cloud-based platform and use artificial intelligence to enhance operations, improve safety and efficiency, develop new channels of communication, and improve the rider experience across the region.	\$1,725,000
Stark Area Regional Transit Authority (SARTA)	The Stark Area Regional Transit Authority will receive funding to develop an innovative alternative payment system for mobility, business and personal applications targeted to low-income, disadvantaged, disabled, student, elderly and other underserved populations.	\$1,997,503
Grand Gateway Economic Development Association	The Grand Gateway Economic Development Association will receive funding to introduce an integrated, on-demand shared-ride service in 21 rural communities in eastern and central Oklahoma. Using intelligent transportation systems, the project will connect four regional rural public transit partners with predictive scheduling and routing technology that helps riders tailor trips to meet their needs.	\$1,514,479
Tri-County Metropolitan Transportation District of Oregon	TriMet will receive funding to develop a mobility payment system that integrates payment for multiple modes into a single transaction. The project will build on TriMet's multimodal trip planner to reduce	\$1,812,282

[Submit Feedback >](#)

Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	travel stress with better real-time arrival predictions.	
Crawford Area Transportation Authority (CATA)	The Crawford Area Transportation Authority in rural northwestern Pennsylvania will receive funding to develop a unified system for riders taking fixed route and paratransit by combining rider validation for paratransit services with mobile ticketing. The platform will streamline the experience of taking a multi-modal trip for riders on either mode.	\$715,233
Coordinated Community Transportation Systems on behalf of River Cities Public Transit	River Cities Public Transit will receive funding to expand a program that provides transportation for oncology patients to a large hospital in central South Dakota to all types of patients within a 60-mile radius. The project will feature an integrated single payment system and allow Avera St. Mary's Hospital to hire a full-time transportation coordinator to advocate the service.	\$401,760
Memphis Area Transit Authority	The Memphis Area Transit Authority will receive funding to implement a micro-transit on-demand project in the Boxtown/Westwood neighborhood of Memphis, a low-density, suburban neighborhood with a large elderly population and infrequent transit service. Riders will be able to request rides using a mobile application or call center to destinations such as healthcare, grocery stores or government services, as well as connect to the existing transit network.	\$394,000
City of Arlington	The City of Arlington will receive funding to integrate autonomous vehicles into its existing on-demand system operated with the Via car-sharing service. The service will include a wheelchair accessible vehicle and allow University of Texas at Arlington students to ride fare free.	\$1,698,558
Virginia Department of Rail and Public Transportation	The Virginia Department of Rail and Public Transportation will receive funding to provide microtransit in rural communities in the Tidewater region. The project will	\$160,930

[Submit Feedback >](#)

Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	augment existing transit resources by leveraging mobile technology for real-time trip booking and vehicle routing, providing real-time, demand-response microtransit service.	
Whatcom Transportation Authority (WTA)	The Whatcom Transportation Authority will receive funding to provide on-demand transit service to residents in the small city of Lynden in northwest Washington. A new on-demand mobile app will allow seniors, school-aged children, people with disabilities, and people with limited income to hail an accessible van to any destination within the city.	\$719,388

Total Funds:
\$20,355,847

Updated: Monday, March 16, 2020

Related Links

- [Integrated Mobility Innovation Program](#)
- [Press Release](#)

Contact Us

Office of Research, Demonstration and Innovation

Federal Transit Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590
United States

Phone: 202-366-4052

Business Hours:
8:30 a.m.-5 p.m. ET, M-F

Share

[Submit Feedback >](#)

**4.2 Consideration of the JPACT Minutes for
February 20, 2020**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 16, 2020



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

February 20, 2020

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Bob Stacey
Doug Kelsey
Carley Francis
Karylenn Echols
Roy Rogers
Anne McEnerny-Ogle
Paul Savas
Nina DeConcini

AFFILIATION

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

MEMBERS EXCUSED

Rian Windsheimer
Chloe Eudaly
Jessica Vega Pederson
Denny Doyle
Tim Knapp
Craig Dirksen

AFFILIATION

Oregon Department of Transportation
City of Portland
Multnomah County
City of Beaverton, Cities of Washington County
City of Wilsonville, Cities of Clackamas County
Metro Council

ALTERNATES PRESENT

Mandy Putney
Chris Warner
Theresa Kohlhoff

AFFILIATION

Oregon Department of Transportation
City of Portland
City of Lake Oswego, Cities of Clackamas County

OTHERS PRESENT: Jamie Huff, Garet prior, Katherine Kelly and Jennifer John

STAFF: Sara Farrokhzadian, Margi Bradway, Carrie MacLaren, Marlene Guzman, Kate Fagerholm, Dan Kaempff, Lake McTighe and Anne Buzzini

1. CALL TO ORDER AND DECLARATION OF A QUORUM

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

2. PUBLIC COMMUNICATION ON JPACT ITEMS

Ms. Roberta Robles—provided testimony on I-5 Rose Quarter Improvement Project and proposed potential solutions. She explained that the solution was to close the ramps at the I-5 Rose Quarter. Ms. Robles noted that ramp closures in St. Louis led to decreased congestion. She submitted a newspaper report about the ramp closures in St. Louis.

Ms. Rachel Dawson— provided testimony on TriMet’s decreasing ridership trends and asked JPACT members to hold TriMet accountable.

3. UPDATES FROM THE CHAIR AND JPACT MEMBERS

There were none

4. CONSENT AGENDA

MOTION: Commissioner Roy Rogers and Mayor Anne McEnerny-Ogle seconded to adopt the consent agenda.

ACTION: With all in favor, motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.2 Regional Transportation Funding Measure Update

Chair Craddick switched agenda items 5.1 and 5.2 and introduced Ms. Margi Bradway, Deputy Director of the Metro Planning Department, to provide an update on the Regional Transportation Funding Measure.

Key elements of the presentation included:

Ms. Bradway provided an overview of the Regional Transportation Funding Measure and explained the framework for the measure. She expanded upon the role of the Task Force and their efforts to consider and prioritize corridors. Ms. Bradway noted that the Task Force included thirty-five members who represented various

perspectives, including community, transportation and business interests. She explained the key Metro Council and Task Force outcomes, including increasing pedestrian safety as well as prioritizing investments supporting communities of color.

Ms. Bradway noted that the Task Force has identified thirteen tier one corridors that connect regional centers. She explained that corridors were considered through various outreach efforts, including the Local Investment Teams. Ms. Bradway noted that the Local Investment Teams offered their input across twenty-six meetings and twelve tours throughout the Metro region.

Ms. Bradway explained that the Task Force had a consensus on almost the whole package, especially transit and safety investments. She noted that the Task Force also paired corridor investments with robust region wide programs. Ms. Bradway explained the tier one investments as approved by the Task Force. She noted that fifty-six percent of investments were related to transit, thirty-eight percent were related to safety and seventy-nine percent were in equity focus areas. Ms. Bradway explained that this allowed Metro to focus safety investments in eighty-nine miles of high-injury corridors. She shared that investments improved sidewalks, bikeways, street lights, marked crossings as well as transit priority signals.

Ms. Bradway described the measures climate smart strategies including moderating greenhouse gases by supporting active transportation. She discussed the regionwide programs that made investments beyond the corridors, such as investing in stable communities, safety hotspots and safe routes to school. Ms. Bradway also mentioned that additional program funding would fund anti-displacement strategies in identified corridors.

Ms. Bradway noted that the Regional Transportation Measure was the biggest investment in transportation in a generation. She explained that funding number changed as a result of additional tier two investments. Ms. Bradway mention that Metro was considering vehicle registration fees, payroll taxes and business/personal tax incomes as additional revenue options. She explained that timeline for the Regional Transportation Measure, which was referred to the November ballot by Metro Council in late May.

Member discussion included:

- Commissioner Paul Savas asked if there was an analysis on how corridor investments reduced congestion. He also asked for materials on Metro's anti-displacement efforts and emphasized the importance of affordability. Ms. Bradway noted that Metro did a whole system analysis once it finished determining tier two corridors. She noted that the Task Force emphasized making investments to improve safety and equity. Commissioner Savas noted that Metro needed to consider the system as a whole, specifically by addressing congestion issues along with safety and equity concerns. Ms.

Bradway noted that Metro aimed to develop programs based on stakeholder engagement and mentioned that she would share initial program descriptions.

- Mr. Doug Kelsey expressed his appreciation for members who contributed the measure. He noted that this measure increased multimodal transportation use across the region. Mr. Kelsey asked whether or not the project were ranked. Ms. Bradway explained that corridor by corridor meeting determined which projects were funded and implemented first. Mr. Kelsey urged members to think about how goals aligned with Metro's 2040 Growth Plan.
- Mr. Chris Warner thanked Metro staff for their work on the Regional Transportation Funding Measure. He also thanked ODOT for their work on the 82nd corridor and their continued partnership with Metro.
- Ms. Karlyinn Echols thanked Mr. Kelsey for his comments.

5.1 I-5 Bridge Replacement

Chair Craddick introduced Ms. Carley Francis, Southwest Region Administrator of Washington State Department of Transportation (WDOT) and Travis Brouwer, Assistant Director of Oregon Department of Transportation (ODOT).

Key elements of the presentation included:

Ms. Francis explained the historic factors that contributed to addressing bottlenecks along the 1-5 corridor. She explained previous project development efforts around the Columbia River Crossing. Ms. Francis noted that a thirty-nine member task force was appointed to develop the project. She mentioned that the finance plan anticipated funding from both Oregon and Washington states, the Federal Transit Administration and tolling revenue. Ms. Francis mentioned the previously identified purpose and need of the project, including addressing the growing travel demand and limited public transportation along the Columbia River Crossing.

Ms. Francis noted efforts to restart interstate bridge replacement plans through substitute Senate Bill 5806. She noted that substitute Senate Bill 5806 was passed by Washington state legislature in 2017. Ms. Francis mentioned that in August 2019 eight legislators from each state were identified to participate in the bi-state legislature engagement group. She also noted that in the 2019 legislative session both Washington and Oregon committed funding in 2019 restart bi-state bridge replacement work. Ms. Francis explained that the bridge replacement planning costs would be shared equally between the states.

Ms. Francis noted that Federal Highway Administration (FHWA) granted an extension of repayment of federal funds until Sept. 30, 2024. She explained that Oregon and

Washington state governors signed a bi-state Memorandum of Intent to restart work to replace the Interstate Bridge on November 18, 2019. Ms. Francis provided a conceptual timeline of the replacement of the Interstate Bridge. She mentioned that ODOT and WSDOT aimed to hire a program administrator and a consultant to support the project by spring 2020. Ms. Francis also explained the ODOT and WSDOT have also hired an independent facilitator to guide the collaborative process between bi-state partners. She described ODOT and WSDOT's efforts to reengage stakeholders such as: local partner agencies as well as public and interested parties. Ms. Francis depicted several key Interstate Bridge Replacement milestone goals.

Member discussion included:

- Councilor Karylinn Echols asked why ODOT and WSDOT were required to complete another National Environmental Policy Act (NEPA) process. Ms. Francis noted that there was a need to reevaluate the project to ensure that members were on the same page. She noted that there was a need to update data that informed the NEPA process. Councilor Echols asked about the nature of regional coordination surrounding simultaneous transportation projects. Ms. Francis noted that there were strategies in place to coordinate across the region to anticipate construction impacts. Councilor Echols raised concerns about the outcomes of previous efforts to update the interstate bridge.
- Ms. Nina DeConcini asked about ODOT and WSDOT's efforts to convene stakeholders. Ms. Francis noted that they planned on convening environmental regulators in an engagement group.
- Councilor Bob Stacey thanked ODOT and WSDOT's for their work on restarting the interstate bridge replacement process. He raised concerns about the previous process used to guide the interstate bridge replacement. He suggested that ODOT and WSDOT involve government entities early on in the interstate bridge replacement process to prevent conflicts of interest. Councilor Stacey also emphasized the importance of a robust community engagement process lead by community organizations. Ms. Francis noted that coordination with regional partners was critical in ensuring broad regional support.
- Mr. Chris Warner asked about the makeup of Washington's legislative delegation and whether it mostly included regional representatives. Ms. Francis noted that the Washington legislative delegation consisted of six local members and two from representation from state wide legislators.
- Commissioner Paul Savas raised concerns about the engagement process in Metro's Regional Transportation Funding Measure.

5.3 Regional Barometer

Chair Craddick introduced Ms. Cary Stacey, Organizational Performance Improvement Manager and Mr. Jeff Frkonja, Research Center Director. She noted that Metro's Research Center and Metro's COO Office partnered to develop the Regional Barometer to show metrics relevant to the Six desired outcomes adopted by the Metro Council in 2008, including Vibrant Communities, Economic Competitiveness, Safe and Reliable Transportation, Leadership on Climate Change as well as Clean Air, Water and Equity.

Key elements of the presentation included:

Mr. Frkonja explained that the Metro Council asked the Research Center and the Office of COO to create a communications tool and a data hub. He noted that the purpose was to help increase Metro's accountability and facilitate regional collaboration around data. Mr. Frkonja stated that the data was accessible to the community members and decision makers. He explained the process for which the data was selected and gathered.

Ms. Stacey she explained the scope of the project which included Metro's six desired outcomes. She emphasized that the website did not make a case for specific polices but does include some narrative to provide context. Ms. Stacey discussed the five topic areas, including Transportation, Economy, Environment, and Community. She shared that there are measures specific to racial equity. Ms. Stacey noted that phase 1 of the site was available on March 31st. She gave JPACT members a tour of the draft site and showed them how to navigate the site. Ms. Stacey shared that the site offered links to contextual stories and she worked with staff to provide more storytelling, including information about the impacts of redlining in neighborhoods.

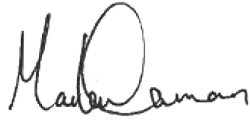
Member discussion included:

- Commissioner Savas expressed his appreciation and asked if the website offered data on housing. Ms. Stacey confirmed that there was data on housing and affordability. He also asked if there was data on congestion and economic loss. Ms. Bradway noted that there is not specific data that ties the two topics together. Ms. Stacey mentioned that the website allows you to overlay datasets to create meaningful maps and data analysis.
- Ms. DeConcini asked if the air quality data was gathered from the Oregon Department of Environmental Quality. Ms. Stacey confirmed that the data on air quality was gathered from the Oregon Department of Environment Quality.
- Ms. Echols asked if there was emerging data centered around food production and the impact on climate. She also asked if there was data on food insecurity. Ms. Stacey took note of Ms. Echols suggestions for additional data sets.

6.0 ADJOURN

Chair Craddick adjourned the meeting at 9:00am.

Respectfully Submitted,



Marlene Guzman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBURARY 20, 2020

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.	Public Testimony	02/20/2020	Public Testimony on I-5 Rose Quarter Improvement Project	022020j-01
5.1	Presentation	02/20/2020	I-5 Bridge Replacement Update	022020j-03
5.2	Presentation	02/20/2020	Regional Transportation Funding Measure Update	022020j-04

**4.3 Consideration of the JPACT Minutes for
March 19, 2020**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 16, 2020



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
March 19, 2020
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Craig Dirksen
Bob Stacey
Tim Knapp
Doug Kelsey
Carley Francis
Karylinn Echols
Roy Rogers
Jessica Vega Pederson
Anne McEnery-Ogle
Denny Doyle
Paul Savas
Nina DeConcini
Curtis Robinhold
Temple Lentz

AFFILIATION

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

MEMBERS EXCUSED

Rian Windsheimer

AFFILIATION

Oregon Department of Transportation

ALTERNATES PRESENT

Mandy Putney
Chris Warner
Ty Stober

AFFILIATION

Oregon Department of Transportation
City of Portland
City of Vancouver

OTHERS PRESENT: Eric Hesse, Chris Fick, Daniel Eisenbeis, Winta Yohannes, Jeff Gudman and Tom Markgraf

STAFF: Margi Bradway, Carrie MacLaren, Marlene Guzman and Nellie Papsdorf

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the virtual zoom meeting to order at 8:00 am. She asked members to introduce themselves.

Chair Craddick thanked members for their patience and provided instructions how to properly participate in the virtual meeting. She asked members if they had any updates to share with JPACT members and audience members.

Mr. Doug Kelsey provided an updated from TriMet. He noted that TriMet was running its regular services for all bus lines. He explained that safety was TriMet's biggest priority. Ms. Kelsey described reduced ridership trends in light of COVID-19 and expanded upon TriMet's efforts to review potential service reductions. He noted that TriMet wanted to ensure that operators were staying healthy and reporting to work.

2. CONSENT AGENDA

MOTION: Mayor Denny Doyle and Councilor Bob Stacey seconded to adopt the consent agenda.

ACTION: With all in favor, motion passed.

3. ACTION ITEMS

3.1 Resolution No. 5088, For the Purpose of Amending and Advancing the ODOT Rose Quarter Improvement Project Preliminary Engineering and Right of Way Phases into 2018-21 Metropolitan Transportation Improvement Program (MR20-10-MAR2)

Chair Craddick noted that Resolution No. 5088 was moved to an action item because Transportation Policy Alternatives Committee (TPAC) wanted to give JPACT the opportunity to have a robust discussion. She explained that this change allowed the Oregon Department of Transportation (ODOT) to discuss the Rose Quarter Improvement Project further. Chair Craddick invited Ms. Margi Bradway, Metro Planning Deputy Director and Ms. Mandy Putney, ODOT Planning and Development Manager.

Key elements of the presentation included:

Ms. Bradway provided clarification on the formal amendment made by ODOT. She noted that the amendment aimed to increase funding to the project delivery phase and allowed right of way activities to begin. Ms. Bradway explained that construction was not being programmed along with the proposed formal amendment. She noted that the Oregon Transportation Commission (OTC) approved the amendments during their January 2020 meeting. Ms. Bradway mentioned that JPACT members received a memo from ODOT explaining their decision to pursue right of way.

Ms. Putney provided an overview of the project status. She explained that the OTC and ODOT had pursued recommendations from community members to center equity in ODOT's community engagement efforts. She noted that in response to these recommendations ODOT had created an Executive Steering Committee with Vice Chair Alando Simpson as the Chair and Dr. Steven Holtz as the facilitator. Ms. Putney explained that ODOT was also establishing a Community Advisory Committee which plans to meet virtually on March 25th. She noted that ODOT had been working with a third-party firm to evaluate highway cover design options. Ms. Putney shared that ODOT was also considering congestion pricing and tolling on I-5.

Ms. Putney provided additional updates on project funding and programming. She noted that funding the right of way phase allowed ODOT to move forward with construction staging. Ms. Putney explained that funding allowed ODOT to achieve the legislative schedule for project delivery and project completion.

Member discussion included:

- Mayor Tim Knapp thanked Ms. Bradway and Ms. Putney for project updates. He encouraged members to read the report developed by TPAC if they had not already done so. He raised concerns about whether or not ODOT could enact community engagement efforts in accordance with TPAC recommendations. Mayor Knapp also questioned whether the project adhered with the climate change goals adopted by the Regional Transportation Plan. He raised additional concerns about the lack of funding to ensure that freeway caps were built to support buildings.
- Mr. Putney reminded members that the project was included in the Regional Transportation Plan. She noted that the existing amendment was not a question of support for the project but rather a funding question. Ms. Putney

explained that project funding would allow ODOT to answer additional project questions.

- Mayor Knapp asked for clarification on TPAC's decision to move the amendment from the consent agenda to an action item. Ms. Bradway explained that the Metropolitan Transportation Improvement Program (MTIP) amendment was initially introduced to TPAC as a bundle with a group of consent agenda items. She noted that TPAC voted on pulling the Rose Quarter Improvement Project from the bundle to allow for a separate discussion. Mayor Knapp noted that he wanted to hear additional feedback from JPACT members. He expressed concerns about moving through the routine protocol so quickly that serious questions were not properly being addressed along the way.
- Mr. Chris Warner noted that the City of Portland continued to be a partner on the Rose Quarter Improvement Project. He noted the City of Portland's support for Metro staff's recommendation on the Rose Quarter MTIP amendment. Ms. Warner explained the City of Portland's support for ODOT's efforts to develop an expansive oversight committee and decision-making process. He shared that the City of Portland is hopeful that the OTC would recommend an environmental review and project delivery process that ensured the Rose Quarter Improvement Project and the Albina Community reached a shared vision. Mr. Warner noted that the City of Portland was currently working on a letter with Albina Vision, Multnomah County, Portland Public School and Metro to provide further guidance on the project. He mentioned that with the City of Portland was supportive of the amendment and it urged ODOT to continue to meet restorative justice and climate goals.
- Ms. Putney shared that the new Urban Mobility Office and Project Director for the Rose Quarter Improvement Project was willing to discuss regular updates. She emphasized ODOT's commitment to working with regional partners.
- Commissioner Jessica Vega Pederson noted that she appreciated the chance to discuss the Rose Quarter Improvement Project. She expressed her appreciation for ODOT's efforts to create an Executive Steering Committee and an Advisory Committee. Commission Vega Pederson asked if ODOT planned to incorporate congestion pricing. She noted that the cost estimate for the Rose Quarter Improvement Project had increased extensively. Commissioner Vega Pederson proposed congestion pricing as a potential tool to address the

revenue gap and climate issues. She seconded Mr. Warner's comments about ensuring that the project aligns with the Albina Vision.

- Councilor Craig Dirksen noted that he was confident in ODOT's efforts to meet the shared goals highlighted in the Albina Vision. He noted that in order to ensure that the project maintained the appropriate timeline JPACT members needed to move forward with the proposed amendment.


MOTION: Councilor Craig Dirksen and Mr. Doug Kelsey seconded to adopt Resolution No. 5088.

ACTION: With all in favor, motion passed.

6.0 ADJOURN

Chair Craddick adjourned the meeting at 8:30 am.

Respectfully Submitted,


Marlene Guzman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 19, 2020

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.1	Additional Materials	03/19/2020	ODOT: I-5 Rose Quarter Memo	031920j-01

5.1 Federal Affairs Update

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, April 16, 2020

5.2 Regional Congestion Pricing Study Update

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, April 16, 2020

Memo

Date: Thursday, April 16, 2020
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Elizabeth Mros-O'Hara, Investment Areas Project Manager
Subject: Updates on Regional Congestion Pricing Study (RCPS) led by Metro, Pricing Options for Equitable Mobility (POEM) led by Portland, and the I-5 and I-205 Tolling Project led by ODOT

Purpose

The purpose of this memo is to provide an update and overview of the Regional Congestion Pricing Study (RCPS) led by Metro, and provide JPACT information about RCPS coordination with the Pricing Options for Equitable Mobility (POEM) project led by the City of Portland, and the ODOT I-5 and I-205 Tolling Project led by ODOT. Both the City of Portland and ODOT will provide updates on their projects at the March JPACT meeting, as well.

RCPS Background

In December 2018, the Metro Council adopted the 2018 Regional Transportation Plan (RTP), the long-range transportation policy blueprint and funding strategy to address the region's existing and future transportation needs and opportunities for the system. While the RTP identifies \$15.4 billion in capital investments, it also includes strategies and tools to manage travel demand, fill gaps, and address inequities. Of those tools and strategies, the 2018 RTP identified a comprehensive regional study of congestion pricing as one of the near-term next steps in implementing the region's long-range transportation blueprint.

Congestion pricing can lead to more efficient use of existing transportation infrastructure to move people, cars, and buses more efficiently and reduce greenhouse gas emissions. Congestion pricing is the use of a price mechanism (i.e. tolls, parking fees) to signal to travelers the costs they impose upon one another and the transportation system when making trips. Pricing can lead travelers to change their behavior (i.e. shifting trip times from peak periods, traveling less often, changing travel modes, carpooling) which can result in less congestion.

Study Goal

The Regional Congestion Pricing Study's goal is to better understand how the region could benefit from using congestion pricing to manage traffic demand and meet the region's climate goals in a manner that doesn't adversely impact and potentially improves safety or equity.

Scope of Work

The Regional Congestion Pricing Study is a technical exploration of how different pricing tools could help achieve transportation regional priorities identified in the 2018 Regional Transportation Plan. It will analyze different pricing concepts by testing a series of scenarios using the regional transportation model and other tools, supplemented by research, technical papers, and feedback from experts in the field. The study will test the ability of the congestion pricing tools to help our region realize the four primary transportation regional priorities: addressing climate, managing congestion, getting to Vision Zero (safety), and reducing racial and other disparities (equity).

The study primarily focuses on evaluating three to four scenarios that apply different pricing concepts as well as mitigation options that address equity and safety issues that may emerge or potentially be exacerbated by pricing. Pricing concepts likely to be assessed are:

- Cordon or Area: vehicles pay to enter and/or travel in a congested area
- Vehicle Miles Traveled/Road User Charge: a charge based on how many miles are traveled
- Roadway: a direct charge to use a specific roadway or specific roadways
- Parking: charges to park in specific areas

The Regional Congestion Pricing Technical Study outcomes will be findings that inform future discussions around the potential to implement congestion pricing for demand management purposes in our region. Findings will inform future policy recommendations and outline next steps for further study. Metro does not anticipate significant public outreach or convening of a project stakeholder committee for the work at this time. **Attachment 1** provides an at-a-glance summary of the work plan for the Regional Congestion Pricing Study.

RCPS Updates and Coordination with POEM and the I-5 and I-205 Tolling Project

Since the introduction of the Regional Congestion Pricing Study in July 2019, the Metro project team has refined the work plan, hired congestion pricing expertise, and worked closely with partners – City of Portland Bureau of Transportation (PBOT) and the Oregon Department of Transportation (ODOT) – to coordinate the three pricing projects happening concurrently in the region. Over the past six months, Metro staff has engaged TPAC to update them on project progress and receive input on proposed study methodology and performance measures.

Finding Outside Expertise

Recognizing the region's limited experience with the application of several types of pricing concepts (e.g. area or cordon pricing, etc.), Metro staff hired a consultant team with a wide range of congestion pricing knowledge to support the RCPS. Metro sought consultants with expertise in technical and modeling support, communications and messaging, and embedding equity in the study. After a competitive request-for-proposal process, Metro hired a team led by Nelson/Nygaard that includes expertise nationally and locally to inform our work.

Coordination with Other Pricing Projects

Metro, ODOT, and the City of Portland are each conducting separate efforts related to pricing transportation. While each agency is developing an independent effort and there are significant differences in the scale, timing, and nature of the projects, the agencies agree that effective coordination of these efforts can improve the overall processes and outcomes for stakeholders and the public. The three agencies have signed a project coordination agreement to clarify our commitment to share information (e.g. project purpose, scope of work, meeting dates, etc), technical results and findings of each pricing project, and coordinate, where possible, on public engagement, communications, and messaging. Staff from the agencies meet regularly to promote coordination and success. The City of Portland is also a financial partner that is helping to define modeling for pricing concepts that are focused within Portland (e.g. cordon pricing). In addition to these three agencies, TriMet is being engaged for on-going participation, partnership, and coordination due to the importance of transit in providing overall mobility.

ODOT I-5 and I-205 Tolling Project

ODOT is leading a congestion pricing project as directed by the Oregon Legislature. House Bill 2017, Section 120 directed the Oregon Transportation Commission (OTC) to implement tolling on I-5 and I-205 in the Portland metropolitan area. Project goals are to manage congestion and provide revenue for congestion relief projects. A feasibility analysis conducted in 2017-18 identified

locations on each freeway that should be advanced for refinement and federal approvals. ODOT will conduct analysis required under federal policy and environmental review, while developing strategies to address community mobility priorities identified in the feasibility analysis, including transit, equity, and neighborhood impacts. The OTC is the tolling authority for state highways and will make final approvals for the state. The OTC's deliberations will be informed by robust community and stakeholder engagement, which is expected to include multiple technical committees with regional agencies (general technical updates, travel demand modeling, transit and travel options) and community engagement (open houses, neighborhood work sessions, Equity and Mobility Advisory Committee). Representatives of the City of Portland and Metro will be invited to participate in all of the technical committees; community engagement activities are open to the public and Portland and Metro will be encouraged to participate and to invite their constituents. Regional policy bodies, including the Region 1 ACT, JPACT, coordinating committees, and RTC, will be regularly engaged to provide input to the OTC. A summary of ODOT's project is provided as **Attachment 2: I-5 and I-205 Tolling**, an overview of the I-205 tolling travel preference survey is included as **Attachment 3**.

City of Portland Pricing Options for Equitable Mobility (POEM)

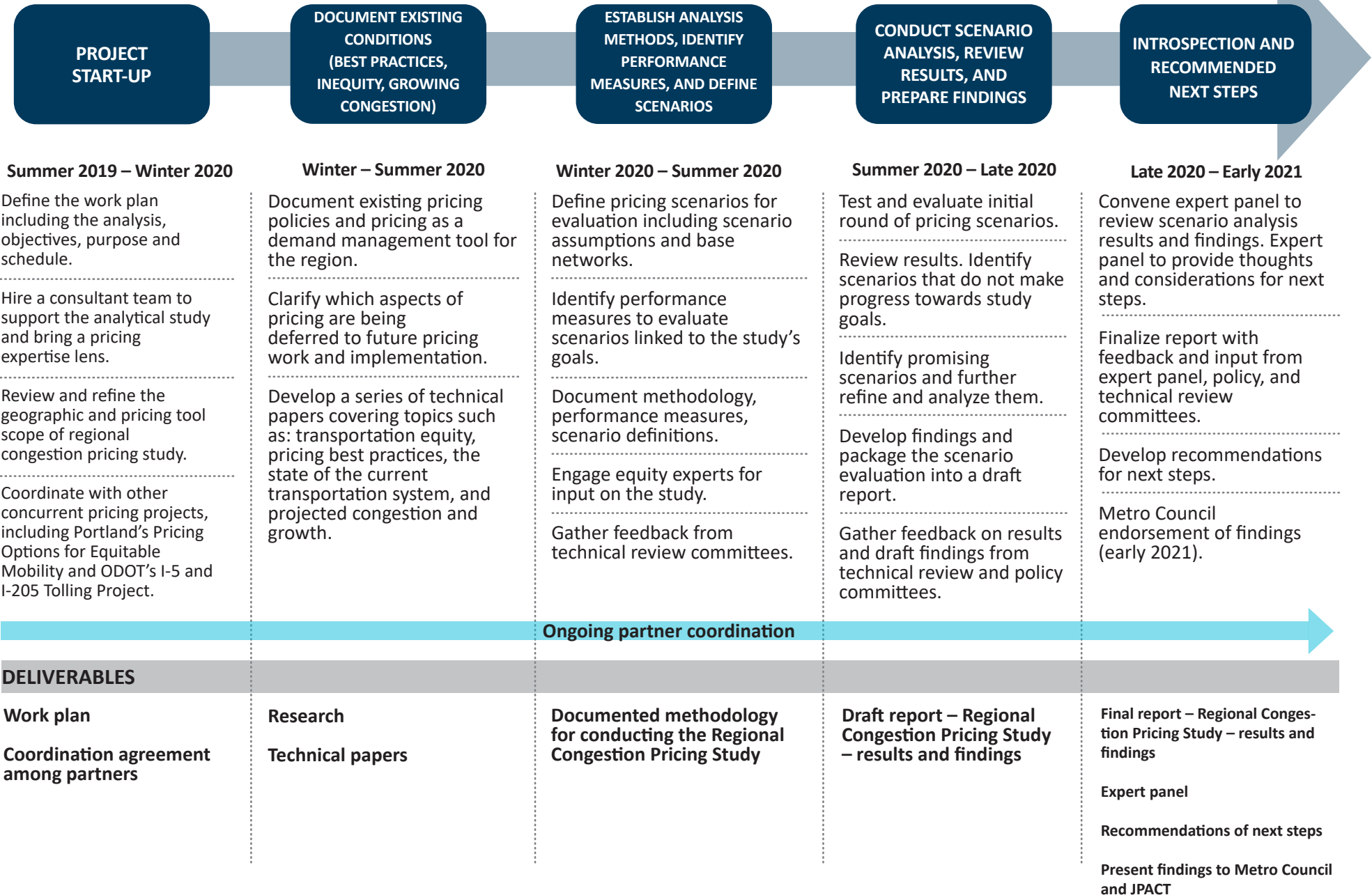
In 2017, Portland City Council directed the City of Portland Bureau of Transportation (PBOT) and Bureau of Planning and Sustainability (BPS) to begin assessing best practice pricing strategies to address traffic congestion, reduce greenhouse gas emissions, and decrease existing transportation inequities. After an initial research phase, City Council directed PBOT and BPS to launch the Pricing Options for Equitable Mobility project and convene a public Task Force to continue research, analysis and consideration of if and how various pricing strategies could help improve equitable mobility. The Pricing Options for Equitable Mobility process acknowledges the existing transportation system is not equitable. This work will explore a wide range of pricing strategies that may be used along with complementary tools to create a system with better outcomes for all. The Task Force will meet for 18-months and develop recommendations around whether to implement or further study potential new pricing strategies; what to consider when designing pricing policies; priorities for reinvesting any pricing revenue; and complementary strategies that should be pursued alongside any new pricing policy. The Task Force will also help to inform how the City of Portland participates in state and regional pricing processes. The City of Portland is the lead for Pricing Options for Equitable Mobility process and Metro and ODOT are key stakeholders.

Questions

- Do you have any questions regarding the three projects' scopes of work?
- Do you have any questions about agency coordination?



Regional Congestion Pricing Study work plan | At-A-Glance



Project Status

- Feasibility Analysis: Completed 2017-2018
- Planning and Outreach for Environmental Review: In progress
- Tolling Implementation: To be determined

Get Involved

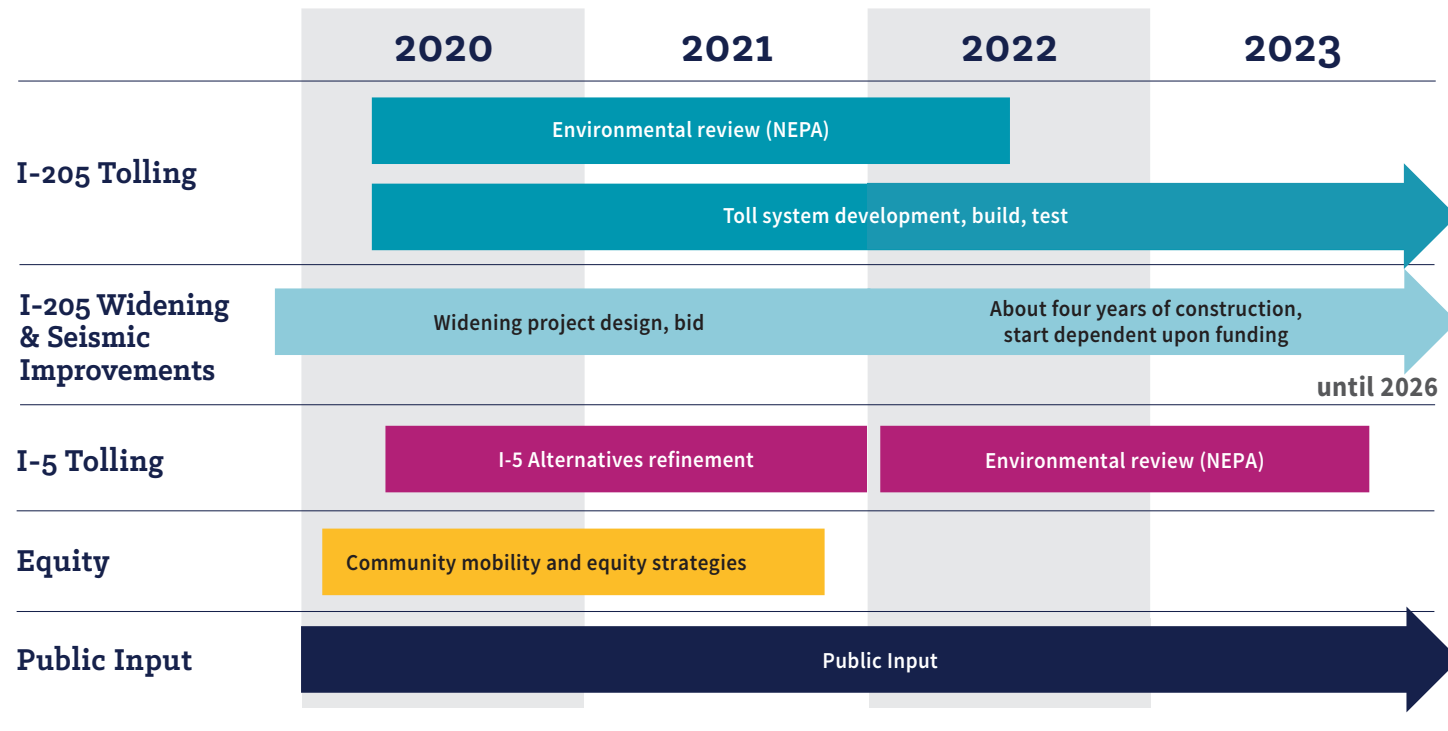
Questions and comments can be submitted at any time to the ODOT project team at:

Web: www.OregonTolling.org

Email: oregontolling@odot.state.or.us

Phone: 1-503-837-3536

Timeline



Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.

如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128。

如果您想了解这个项目，我们有提供简体中文翻译，请致电：503-731-4128。

For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY (800) 735-2900 or Oregon Relay Service 7-1-1.

The information in this document, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of the National Environmental Policy Act.

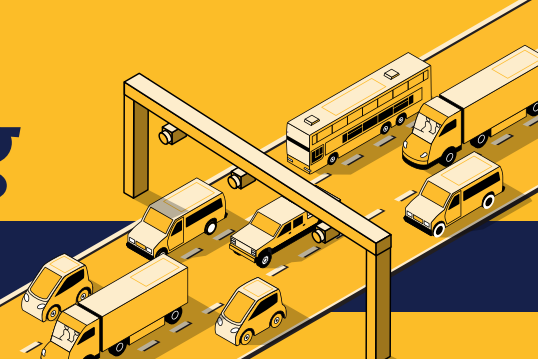


www.OregonTolling.org

Updated: 02/12/20

I-5 and I-205 Tolling

Managing Congestion and Raising Revenue



Winter 2020

We Have a Congestion Problem

People traveling in or through the Portland metro area experience impacts to their quality of life from traffic congestion on highways and local roadways. From 2015 to 2017 the average number of congested hours on the freeways increased by 13%. This costs the Portland metro region \$2 million per day in time and productivity. This is valuable time where people and goods are stuck sitting in traffic. And it's getting worse. By 2040¹ there will be a 35% increase in population and 1.8 million more vehicular trips per weekday traveling in or through the region.

I-205 in the Portland Metro region to help manage traffic congestion. A 2018 feasibility analysis, which included both technical analysis and public input, determined that tolling could help manage congestion and raise revenue on I-5 and I-205. Revenue raised from tolling could be used for congestion relief.

We need to explore every tool for addressing congestion and a funding strategy to support these efforts as gas tax revenue declines. Tolling is one tool.

Working on a Solution

In 2017, the Oregon Legislature passed House Bill 2017, known as "Keep Oregon Moving." This bill committed hundreds of millions of dollars in projects that will address our congestion problem and improve the transportation system in the region and statewide. HB 2017 funded bottleneck relief highway projects, freight rail enhancements, improvements to transit, and upgrades to biking and walking facilities. The Legislature also directed the Oregon Transportation Commission (OTC) to pursue and implement tolling on I-5 and

How Will Tolls Relieve Congestion?

The use of variable rate tolls manages traffic flows and improves roadway efficiency by charging a higher price during peak traffic periods. The higher fee, encourages some drivers to consider using other travel options such as carpools or transit, or changing their travel time to other, less congested times of the day. A small reduction in the number of vehicles on a road can significantly improve travel flow.

¹Oregon Department of Transportation. 2018 Traffic Performance Report. Portland: Oregon Department of Transportation: Region 1, December 2018. Web. 7 Nov. 2019.



www.OregonTolling.org

Updated: 02/12/20

Listening to the Community

Tolling is a new concept to most Oregonians. During the 2018 feasibility analysis the feedback from the community was nearly unanimous across demographics: There is a congestion problem, it is having a negative impact on quality of life, and it is getting worse.

Discussions with the public, regional stakeholders and elected officials revealed three consistent themes with tolling:

- The need to avoid negatively impacting low-income communities
- The need for improved transit and other transportation choices
- The need to address the potential of tolling to divert traffic to local streets

ODOT is committed to continue gathering feedback from the public and will work to address these concerns throughout the next project phase.

Prioritizing Equity and Mobility

ODOT seeks to ensure the benefits of reduced congestion and improved mobility are shared across all demographics.



ODOT has heard concerns about the negative impacts this program could have for people with lower incomes. Many low income and vulnerable communities have been priced out of centrally located neighborhoods by high housing costs and are now living farther away from employment and services. These same individuals often have less flexibility with travel times and may not have access to other transportation options.

ODOT plans to collaborate with community partners to work toward an equitable distribution of the benefits of reduced congestion. An equity framework will guide the entirety of this project, with the goal of gaining better outcomes for traditionally disadvantaged and underserved communities. ODOT will convene an Equity and Mobility Advisory Committee in early 2020 to aid these efforts.

Current Status

Building on the 2018 feasibility analysis, ODOT is moving ahead:

I-205: Evaluate I-205 tolling options to raise revenue and manage congestion through variable rate tolls on I-205 at or near the Abernethy Bridge. Revenue generated by these tolls could help fund the planned widening and seismic improvements from Stafford Road to OR 213² building a third lane in each direction of I-205 and completing seismic upgrades to the Abernethy Bridge and eight other bridges. The environmental review process for I-205 tolling will begin in early 2020. Tolling could begin in 2023.

I-5: Initiate additional traffic and mobility analysis for I-5 that examines start and end points for variable rate tolls with a goal of reducing congestion on about seven miles of I-5 through central Portland approximately between N Going/ Alberta Street and SW Multnomah Boulevard. ODOT anticipates completing this initial analysis by 2021. The results of this analysis will inform the starting timeframe and alternatives for an environmental review.

²<https://www.i205corridor.org/>

What We Heard

“My 25-minute commute from Wilsonville to work in NE Portland has grown to 50 minutes. It’s frequently more than an hour, and sometimes up to two hours. For me, this means more stress at work and home, and less sleep. I worry about my lower-income neighbors who are facing the same challenges.”

– Public comment received during ODOT’s 2018 Feasibility Analysis



Expected Benefits of Tolling

Commuters

- Improved travel time
- Increased reliability and efficiency for all freeway users
- Reduced risk of rear-end crashes
- Improved transportation facilities funded by toll revenue

Climate and Communities

- Reduced time sitting in traffic provides quality of life benefits, such as lower stress, and may allow for more time to do the things you enjoy
- Reduced freeway traffic congestion, which will decrease air pollution in adjacent neighborhoods.
- Reduced greenhouse gas emissions and fuel consumption when traffic moves more freely and there is less stop-and-go traffic.
- Transit emits fewer greenhouse gas emissions
- Increased transit use with some road users switching travel modes

Commerce

- Reduced truck travel times and saves freight costs, which are often passed on to the end user
- Improved reliability of shipping times

**5.3 Resolution No. 20-5086, For the Purpose of Adopting the
Fiscal Year 2020-21 Unified Planning Work Program and Certifying
that the Portland Metropolitan Area is in Compliance with Federal
Transportation Planning Requirements**

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, April 16, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 20-5086
FISCAL YEAR 2020-21 UNIFIED PLANNING) Introduced by Chief Operating Officer
WORK PROGRAM AND CERTIFYING THAT) Marissa Madrigal with the concurrence
THE PORTLAND METROPOLITAN AREA IS IN) of Council President Lynn Peterson
COMPLIANCE WITH FEDERAL)
TRANSPORTATION PLANNING REQUIREMENTS)

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in Fiscal Year (FY) 2020-21; and

WHEREAS, the UPWP is developed in consultation with federal and state agencies, local governments, and transit operators; and

WHEREAS, the FY 2020-21 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2020-21 UPWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 2020-21 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and has been reviewed through formal consultation with state and federal partners; and

WHEREAS, the FY 2020-21 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, TPAC recommended approval on April 3, 2020 of the FY 2020-21 UPWP and forwarded their recommended action to JPACT; now therefore

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro's compliance with federal planning regulations as required to receive federal transportation planning funds; now therefore

BE IT RESOLVED that:

1. The Metro Council adopts JPACT's May 21, 2020 recommendation to adopt the FY 2020-21 UPWP, attached hereto as Exhibit A.
2. The FY 2020-21 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.

4. Staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. Staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this 21st day of May 2020.

Lynn Peterson, Council President

Shirley Craddick, Chair of JPACT

Approved as to Form:

Carrie MacLaren, Metro Attorney



Metro

DISCUSSION DRAFT

2020-2021 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

April 2020

oregonmetro.gov

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Unified Planning Work Program website: [**oregonmetro.gov/unified-planning-work-program**](http://oregonmetro.gov/unified-planning-work-program)

The preparation of this strategy was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

TABLE OF CONTENTS

FY 2020-2021 PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM (UPWP)

UPWP Overview

Introduction.....	3
Amending the UPWP	7
Federal Requirements for Transportation Planning.....	7
Status of Metro’s Federally Required Planning Documents.....	10
Metro Overview.....	11
Metropolitan Planning Area Boundary Map.....	12
Regional Policy Framework.....	13
Metro Governance and Committees.....	14
Planning Priorities in the Greater Portland Region.....	16
Glossary of Resource Funding Types.....	17
Metro Resolution to Adopt 2020-2021 UPWP.....	19

1. Regional Planning Activities: Regional Transportation Planning

Transportation Planning.....	23
Climate Smart Implementation.....	25
Regional Transportation Plan Implementation.....	26
Metropolitan Transportation Improvement Program.....	27
Regional Transit Program.....	30
Regional Mobility Policy Update.....	31
Regional Freight Program.....	33
Complete Streets Program.....	35
Regional Congestion Pricing Study.....	37
Regional Travel Options (RTO) and Safe Routes to School Program.....	39
Transportation System Management and Operations (TSMO) – Regional Mobility Program.....	41
Transportation System Management and Operations (TSMO) - 2020 TSMO Strategy Update.....	43
Enhanced Transit Concepts Pilot Program.....	44
Regional Framework for Highway Jurisdictional Transfer.....	45
Economic Value Atlas (EVA) Implementation.....	46

2. Regional Planning Activities: Corridor/Area Planning

Corridor Refinement and Project Development (Investment Areas).....	49
Southwest Corridor Transit Project.....	50
Columbia Connects.....	52
MAX Tunnel Study.....	54
City of Portland Transit and Equitable Development Assessment.....	55

3. Regional Planning Activities: Administration & Support

MPO Management and Services.....	59
Civil Rights and Environmental Justice.....	61
Public Engagement.....	62

Data Management and Visualization.....	63
Economic, Demographic and Land Use Forecasting, Development and Application Program.....	64
Travel Forecast Maintenance, Development and Application.....	66
Oregon Household Travel Survey.....	68
Technical Assistance Program.....	70
Fund Swap Management and Monitoring.....	71

4. State Planning Activities: State Transportation Planning of Regional Significance

ODOT – Development Review.....	75
ODOT – Transportation and Growth Management.....	76
ODOT – Region 1 Active Transportation Strategy.....	77
ODOT – Region 1 Transportation Data, Tools and Reports.....	78
ODOT – Region 1 Planning for Operations.....	79
ODOT - I-5/ I-205 Portland Metropolitan Value Pricing	80
ODOT – I-5 Boones Bridge Widening & Seismic Retrofit & Interchange Improvement Study.....	81
ODOT – Bus on Shoulder Pilots and Feasibility Assessment.....	83

5. Local Planning Activities: Local Planning of Regional Significance

French Prairie Bridge Connectivity.....	87
Clackamas Connections Integrated Corridor Management.....	88
Hillsboro – Oak and Baseline: Adams Ave – SE 10 th Ave.....	89
Tualatin Hills Parks & Recreation District – Beaverton Creek Trail – SW Hocken Avenue.....	90
Vision Around the Mountain Planning Study.....	91
Willamette River Crossing Feasibility Study.....	92

Appendices

Appendix A. Federal Certification Review Table.....	97
Appendix B. Fiscal Year 2020-21 Unified Planning Work Program Funding Summary for Regional Planning Activities.....	115
Appendix C. Southwest Washington Regional Transportation Council Unified Planning Work Program	



Unified Planning Work Program (UPWP) overview

Portland Metropolitan Area Unified Planning Work Program (UPWP) Overview

INTRODUCTION

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is developed by Metropolitan Planning Organizations (MPOs) in cooperation with Federal and State agencies, local governments and transit operators.

This UPWP documents the metropolitan planning requirements, planning priorities facing the Portland metropolitan area and transportation planning activities and related tasks to be accomplished during Fiscal Year 2020-2021 (from July 1, 2020 to June 30, 2021).

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of The Fixing America's Surface Transportation FAST Act, the Oregon Transportation Planning Rule (which implements Statewide Planning Goal 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with the region's land use plans, and meets Federal and state planning requirements.

The UPWP is developed by Metro, as the MPO for the Portland metropolitan area. It is a federally-required document that serves as a tool for coordinating federally - funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. Included in the UPWP are detailed descriptions of the transportation planning projects and programs, listings of draft activities for each project, and a summary of the amount and source of state and federal funds to be used for planning activities. Estimated costs for project staff (expressed in full-time equivalent, or FTE) include budget salary and benefits as well as overhead costs per FTE for project administrative and technical support.

Transportation planning and project development activities

Metro, as the greater Portland area MPO, administers funds to both plan and develop projects for the region's transportation system. Transportation planning activities are coordinated and administered through the Unified Planning Work Program (UPWP). Project development is coordinated and administered through the Metropolitan Transportation Improvement Program (MTIP).

Following is a description and guidance of what activities will be defined as transportation planning activities to be included in the UPWP and activities that will be defined as transportation project development activities and included in the MTIP.¹ The descriptions are consistent with the Oregon planning process and definitions.

¹ If federal transportation funds are used for a transportation planning activity, in addition to its UPWP project entry, those funds will have an entry in the MTIP for the purpose of tracking the obligation of those funds only. The coordination and administration of the planning work will be completed within the UPWP process.

Agencies using federal transportation funds or working on regionally significant planning and/or project development activities, should coordinate with Metro on their description of work activities and budgets for how to include a description of those activities in the appropriate UPWP or TIP process and documents.

Transportation planning activities to be administered or tracked through the UPWP process

Work activities that are intended to define or develop the need, function, mode and/or general location of one or more regional or state transportation facilities is planning work and administered through the UPWP process. A state agency may declare an activity as planning if that activity does not include tasks defined as project development.

Examples of UPWP type of planning activities include: transportation systems planning, corridor or area planning, Alternatives Analysis, Type, Size and Location (TSL) studies, and facilities planning.

UPWP Definitions

"System Planning" occurs at the regional, community or corridor scale and involves a comprehensive analysis of the transportation system to identify long-term needs and proposed project solutions that are formally adopted in a transportation system plan, corridor plan, or facility plan.

"Project Planning" occurs when a transportation project from an adopted plan (e.g. system, corridor, etc.) is further developed for environmental clearance and design. Often referred to as scoping, project planning can include:

- Problem identification
- Project purpose and need
- Geometric concepts (such as more detailed alignment alternatives)
- Environmental clearance analysis
- Agency coordination
- Local public engagement strategy

"Transportation Needs" means estimates of the movement of people and goods consistent with acknowledged comprehensive plan and the requirements of the state transportation planning rule. Needs are typically based on projections of future travel demand resulting from a continuation of current trends as modified by policy objectives, including those expressed in Oregon Planning Goal 12 and the State Transportation Planning rule, especially those for avoiding principal reliance on any one mode of transportation.

"Transportation Needs, Local" means needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.

"Transportation Needs, Regional" means needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties.

"Transportation Needs, State" means needs for movement of people and goods between and through regions of the state and between the state and other states.

“Function” means the travel function (e.g. principle arterial or regional bikeway) of a particular facility for each mode of transportation as defined in a Transportation System Plan by its functional classification.

“Mode” means a specific form of travel, defined in the Regional Transportation Plan (RTP) as motor vehicle, freight, public transit, bicycle and pedestrian modes.

“General location” is a generalized alignment for a needed transportation project that includes specific termini and an approximate route between the termini.

Transportation project development and/or preliminary engineering activities to be administered or tracked through the Transportation Improvement Program process

Transportation project development work occurs on a specific project or a small bundle of aligned and/or similar projects. Transportation project development activities implement a project to emerge from a local transportation system plan (TSP), corridor plan, or facility plan by determining the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. Project development addresses how a transportation facility or improvement authorized in a TSP, corridor plan, or facility plan is designed and constructed. This may or may not require land use decision-making. *See table below for a description of how Metro’s various Federal, State, Regional and local planning documents interrelate.*

MPO staff will work with agency staff when determining whether work activities to define the location of a facility is more about determining a general location (planning activity) or precise location (project development activity).

For large transit or throughway projects, this work typically begins when the project is ready to enter its Final Environmental Impact Statement and Engineering phase.

Role of Metro's Federal, State and Planning Documents

Regional Transportation Plan (RTP)	Serves as both our Metropolitan Transportation Plan for federal purposes and our Regional Transportation System Plan (TSP) for Oregon statewide planning purposes. Establishes regional policy, performance measures and targets and a rolling 20-year system of transportation investments for the region. Updated every five years. Local cities and counties are also required by the State to complete their own TSP which, must be consistent with the RTP. The local TSPs and the RTP have an iterative relationship – both influence and inform each other.
---	--

Regional Transportation Functional Plan (RTFP)	Establishes transportation planning requirements for cities and counties in the Metro region that build upon state and federal requirements. Updated periodically, usually in tandem with an RTP update.
Metropolitan Transportation Improvement Program (MTIP)	Four-year program for transportation investments in the Metro region using federal transportation funds. Updated every three years and amended monthly.
Unified Planning Work Program (UPWP)	Annual program of federally-funded transportation planning activities in the Metro region (including ODOT planning projects). Includes Metro's annual self-certification with federal planning requirements.

Organization of UPWP

The UPWP is organized into three sections: the UPWP Overview, a listing of planning activities by category, and other planning related information including the UPWP for the Southwest Washington Regional Transportation Council.

Planning activities for the Portland metropolitan area are listed in the UPWP by categories to reflect:

- Metro led region wide planning activities,
- Corridor/area plans
- Administrative and support programs;
- State led transportation planning of regional significance, and
- Locally led planning of regional significance.

Development of UPWP

When developing the annual UPWP, Metro follows protocols established by ODOT in cooperation with the United States Department of Transportation in 2016. These protocols govern the general timeline for initiating the UPWP process, consultation with state and federal agencies and adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

The UPWP is developed by Metro with input from local governments, Tri-County Metropolitan Transportation District (TriMet), South Metro Area Rapid Transit (SMART), Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Additionally, Metro must undergo a process known as self-certification to demonstrate that the Portland metropolitan region’s planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with the adoption of the MTIP.

This UPWP includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2020 through June 30, 2021. During the consultation, public review and adoption process for the 2019-20 UPWP, draft versions of the document were made available to the public through Metro's website, and distributed to Metro's advisory committees and the Metro Council. The same protocol will be followed for the 2020-21 UPWP

AMENDING THE UPWP

The UPWP is a living document, and must be amended periodically to reflect significant changes in project scope or budget of planning activities (as defined in the previous section of the UPWP) to ensure continued, effective coordination among our federally funded planning activities. This section describes the management process for amending the UPWP, identifying project changes that require an amendment to the UPWP, and which of these amendments can be accomplished as administrative actions by staff versus legislative action by JPACT and the Metro Council.

Legislative amendments (including a staff report and resolution) to the UPWP are required when any of the following occur:

- A new planning study or project is identified and is scheduled to begin within the current fiscal year
- There is a \$500,000 or more increase in the total cost of an existing UPWP project. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout.

Legislative amendments must be submitted by the end of the 2nd quarter of the fiscal year for the current UPWP

Administrative amendments to the UPWP can occur for the following:

- Changes to total UPWP project costs that do not exceed the thresholds for legislative amendments above.
- Revisions to a UPWP narrative's scope of work, including objectives, tangible products expected in fiscal year, and methodology.
- Addition of carryover funds from previous fiscal year once closeout has been completed to projects or programs that extend into multiple fiscal years.

Administrative amendments can be submitted at any time during the fiscal year for the current UPW.

FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING

The current federal transportation ACT, Fixing America's Surface Transportation (FAST) Act, provides direction for regional transportation planning activities. The FAST Act was signed into law by President Obama on December 4, 2015. It sets the policy and programmatic framework for transportation investments. Fast Act stabilizes federal funding to state and metropolitan regions for transportation planning and project improvements and funding levels for the federal aid transportation program, and among key initiatives adds new competitive grants which promote investments in the nation's strategic freight corridors.

The FAST Act retains the multi-modal emphasis of the federal program by ensuring funding of transit programs as well as the Transportation Alternatives Program. FAST Act builds in the program structure and reforms of the prior federal Transportation Act, the Moving Ahead for Progress in the 21st Century Act (MAP-21), which created streamlined and performance-based surface transportation program.

Regulations implementing FAST Act require state Department of Transportations and Metropolitan Planning Organizations to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduce project delivery delays

A. Planning Emphasis Areas (PEAs)

The metropolitan transportation planning process must also incorporate Federal Highway Administration/Federal Transit Administration planning emphasis areas (PEAs).

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/joint-fta-fhwa-emphasis-planning-areas-pdf> For FY 2019-2020, these include:

- **Models of Regional Planning Cooperation:** Promote cooperation and coordination across MPO boundaries and across State boundaries to ensure a regional approach to transportation planning. Cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination includes the linkages between the transportation plans and programs, corridor studies, projects, data, and system performance measures and targets across MPO and State boundaries. It also includes collaboration between State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, target setting, and system performance reporting in support of performance based planning.
- **Access to Essential Services:** As part of the transportation planning process, identify social determination of transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

- MAP-21 and FAST Act Implementation: Transition to Performance Based Planning and Programming to be used in Transportation Decision-making:** The development and implementation of a performance management approach to metropolitan transportation planning and programming includes the development and use of transportation performance measures, target setting, performance reporting, and selection of transportation investments that support the achievement of performance targets. These components will ensure the achievement of transportation system performance outcomes. [Compliance with MAP-21 reporting requirements is carried out through the MPO Management and Services program, though data for the reporting is generated from programs specific to the measures \(e.g., safety, freight, system reliability\). The data relationship to these supporting programs is also described in the MPO Services section of the UPWP.](#)

B. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for public participation in the planning process.

C. Regional Transportation Plan

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.
- Recognition of the 2016 Coordinated Transportation Plan for Seniors and People with Disabilities
- Addressing required federal planning factors: improving safety, supporting economic vitality, increasing security, increasing accessibility and mobility, protecting the environment and promoting consistency between transportation investments and state and local growth plans, enhancing connectivity for people and goods movement, promoting efficient system management and operations, emphasizing preservation of existing transportation infrastructure, improving resiliency and reliability and enhancing travel and tourism.
- A performance-based planning process, including performance measures and targets.

D. Metropolitan Transportation Improvement Program (MTIP)

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out

within the MTIP period.

- A financial plan that demonstrates how the MTIP can be implemented.
- Descriptions of each project in the MTIP.
- A performance-based planning process, including performance measures and targets.

E. Transportation Management Area (TMA)

Metropolitan areas designated TMAs (urbanized areas with a population of over 200,000) such as Metro must also address the following requirements:

- Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators.
- A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.
- A federal certification of the metropolitan planning process must be conducted at least every 4 years. At least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP. See Appendix A for a table displaying Metro’s progress and future actions to address Federal Corrective Actions.

F. Air Quality Conformity Process

As of October 2017, the region has successfully completed its second 10-year maintenance plan and has not been re-designated as non-attainment for any other criteria pollutants. As a result, the region is no longer subject to demonstrating transportation plans, programs, and projects are in conformance, but will continue to be subject to meeting federal air quality standard and provisions within the State Implementation Plan.

STATUS OF METRO’S FEDERALLY REQUIRED PLANNING DOCUMENTS

Plan Name	Last Update	Next Update
Unified Planning Work Program (UPWP)	Adopted in May 2019	Scheduled for adoption in May 2020
Regional Transportation Plan (RTP)	Adopted in December 2018	Scheduled for adoption in December 2023
Metropolitan Transportation Improvement Program (MTIP)	Adopted in August 2017	Scheduled for adoption in July, 2020
Annual Listing of Obligated Projects Report	Completed at the end of each calendar year	Scheduled for December 31, 2020
Title VI/ Environmental Justice Plan	Updated in July 2017	Scheduled for July 2020

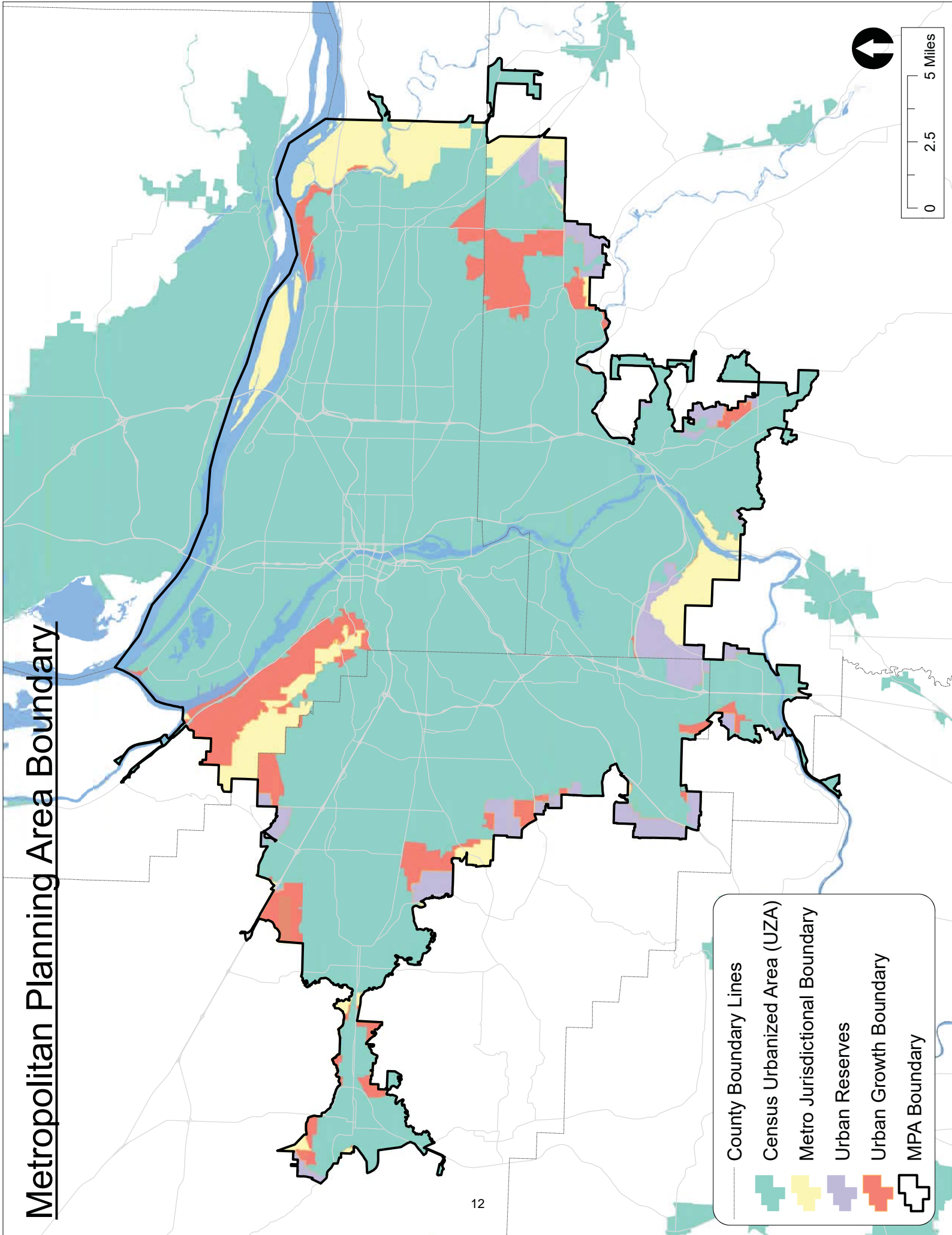
Public Participation Plan	Updated in January 2019	July 2022
ADA Self-Evaluation & Facilities Update Plan	Facilities Update Plan completed in May 2019	TBD

METRO OVERVIEW

Metro was established in 1979 as the MPO for the Portland metropolitan area. Under the requirements of FAST Act, Metro serves as the regional forum for cooperative transportation decision-making as the federally designated Metropolitan Planning Organization (MPO) for Oregon portion of the Portland-Vancouver urbanized area.

Federal and state law requires several metropolitan planning boundaries be defined in the region for different purposes. The multiple boundaries for which Metro has a transportation and growth management planning role are: MPO Planning Area Boundary, Urban Growth Boundary (UGB), Urbanized Area Boundary (UAB), Metropolitan Planning Area Boundary (MPA), and Air Quality Maintenance Area Boundary (AQMA).

Metropolitan Planning Area Boundary



First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties.

Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region’s urban growth boundary.

Third, the Urbanized Area Boundary (UAB) is defined to delineate areas that are urban in nature distinct from those that are largely rural in nature. The Portland-Vancouver metropolitan region is somewhat unique in that it is a single urbanized area that is located in two states and served by two MPOs. The federal UAB for the Oregon-portion of the Portland-Vancouver metropolitan region is distinct from the Metro Urban Growth Boundary (UGB).

Fourth, MPO’s are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities, including development of the UPWP, updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and allocation of federal transportation funding through the Regional Flexible Fund Allocation (RFFA) process. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next twenty years and areas within the Air Quality Maintenance Area Boundary (AQMA) – a fifth boundary.

The federally-designated AQMA boundary includes former non-attainment areas in the metropolitan region that are subject to federal air quality regulations. As a former carbon monoxide and ozone non-attainment region, the Portland metropolitan region had been subject to a number of transportation conformity requirements. As of October 2017, the region has completed and is no longer required to perform transportation conformity requirements for carbon monoxide. Transportation conformity requirements related to ozone were lifted in the late 2000’s due to the revocation of the 1-hour ozone standard, which was the standard the region had been in non-attainment. [However, Metro continues to comply with the State Implementation Plan for air quality, including Transportation Conformity Measures.](#)

REGIONAL POLICY FRAMEWORK

The 2018 RTP plays an important role in implementing the 2040 Growth Concept, the region’s adopted blueprint for growth. To carry out this function, the RTP is guided by six desired regional outcomes adopted by the Metro Council, which in turn are implemented through the goals and objectives that make up the policy framework of the plan. These are the six desired outcomes:

- Equity
- Vibrant Communities
- Economic Prosperity
- Safe and Reliable Transportation
- Clean Air and Water

- Climate Leadership

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2018 Regional Transportation Plan focuses on key priorities within this

broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities described in this UPWP were prioritized and guided by these focus areas as a way to make progress toward the desired outcomes, and each project narrative includes a discussion of one or more of these planning priorities. Regional planning projects included in the UPWP are also described in detail within the 2018 RTP, itself, in terms of their connection to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2018 RTP, which serves as the starting point for Metro's annual work plan for transportation planning.

METRO GOVERNANCE AND COMMITTEES

Metro is governed by an elected regional Council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

Joint Policy Advisory Committee on Transportation (JPACT)

JPACT is a 17-member policy committee [that serves as the MPO Board for the region. JPACT is](#) chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation, (WSDOT). All MPO transportation-related actions are recommended by JPACT to the Metro Council. The Metro Council can ratify the JPACT recommendations or refer them back to JPACT with a specific concern for reconsideration.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

Metro Policy Advisory Committee (MPAC)

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the transportation plan is developed to meet not only the FAST Act, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

Transportation Policy Alternatives Committee (TPAC)

TPAC is comprised of technical staff from the same jurisdictions as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee. TPAC makes recommendations to JPACT.

Metro Technical Advisory Committee (MTAC)

MTAC is comprised of technical staff from the same jurisdictions as MPAC plus community and business members representing different interests, including public utilities, school districts, economic development, parks providers, housing affordability, environmental protection, urban design and development. MTAC makes recommendations to MPAC on land use related matters.

Metro Public Engagement Review Committee (PERC), Committee on Racial Equity (CORE), and Housing Oversight Committee

The [Metro Public Engagement Review Committee \(PERC\)](#) advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices. The [Committee on Racial Equity \(CORE\)](#) provides community oversight and advises the Metro Council on implementation of Metro's [Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#).

Adopted by the Metro Council in June 2016 with the support of MPAC, the strategic plan leads with race, committing to concentrate on eliminating the disparities that people of color experience, especially in those areas related to Metro’s policies, programs, services and destinations.

On November 6, 2018, voters in greater Portland approved the nation’s first regional housing bond. The bond will create affordable homes for 12,000 people across our region, including seniors, veterans, people with disabilities, and working families. Housing affordability is a key component of Metro’s 2040 growth concept.

The regional affordable housing bond framework included these core values:

- Lead with racial equity to ensure access to affordable housing opportunities for historically marginalized communities.
- Prioritize people least well-served by the market.
- Create opportunity throughout the region by increasing access to transportation, jobs, schools, and parks, and prevent displacement in changing neighborhoods.
- Ensure long-term benefits and good use of public dollars with fiscally sound investments and transparent community oversight.

Metro Council adopted a [framework](#) to guide implementation and appointed an [Oversight Committee](#) to provide independent and transparent oversight of the housing bond implementation.

PLANNING PRIORITIES IN THE GREATER PORTLAND REGION

FAST Act, the Clean Air Act Amendments of 1990 (CAAA), the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a comprehensive policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt, and implement a multi-modal transportation system. Metro has a unique role in state land use planning and transportation. In 1995, the greater Portland region adopted the 2040 Growth Concept, the long-range strategy for managing growth that integrates land use and transportation system planning to preserve the region’s economic health and livability in an equitable, environmentally sound and fiscally-responsible manner. A primary mission of the RTP is implementing the 2040 Growth Concept and supporting local aspirations for growth.

These Federal, state and regional policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- Update of the Regional Transportation Plan (RTP)
- Update to the Metropolitan Transportation Improvement Program (MTIP)
- Implementation of projects selected through the STIP/MTIP updates
- Completing multi-modal refinement studies in the Southwest Corridor Plan and the Powell/Division Transit Corridor Plan.

Among the policy directives in the RTP and state and federal requirements are the region’s six desired outcomes:

- Equity – The benefits and burdens of growth and change are distributed equally
- Vibrant communities – People live, work and play in vibrant communities where their everyday

needs are easily accessible

- Economic prosperity – Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.
- Safe and reliable transportation – People have safe and reliable transportation choices that enhance the quality of their life.
- Clean air and water – Current and future generations enjoy clean air, clean water and healthy ecosystems
- Climate leadership – The region is a leader in minimizing contributions to global warming.

Metro's regional priorities not only meet the most critical planning needs identified within our region, but also closely match federal planning priorities, as well:

- The 2018 RTP update refined our outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on desired outcomes, but will also allow us to meet new federal requirements for performance base planning.
- The 2018 Regional Freight Strategy addresses rapidly changing port conditions in our region, including a gap in container cargo service, while also addressing FAST Act goals for implementing a national freight system.
- The 2018 Regional Safety Strategy responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish measures to help track safety to meet state and federal performance monitoring.
- The 2018 Regional Transit Strategy not only expands on our vision for a strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements.
- The 2018 Emerging Technology Strategy identifies steps that Metro and its partners can take to harness new developments in transportation technology; and the increasing amount of data available to both travelers and planners - to support the regions goals.

A Climate Smart Strategy was adopted in December 2014, as required by the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, and is currently being implemented through the 2018 RTP. The Congestion Management Process (CMP) was adopted as part of 2018 RTP in December 2018. Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs. Metro staff revised the Regional Mobility Atlas as part of the 2018 RTP update.

Metro’s annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the MPO Management and Services section of the work program. Other MPO activities that fall under this work program are air quality ~~conformity analysis~~ [compliance](#), quarterly reports for FHWA, FTA and other funding agencies, management of Metro’s advisory committees, management of grants, contracts and agreements and development of the Metro budget. Quadrennial certification review took place in February 2017 and is covered under this work program.

GLOSSARY OF RESOURCE FUNDING TYPES

- PL – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPO’s).

- STBG– Federal Surface Transportation Program transportation funds allocated to urban areas with populations larger than 200,000. Part of Metro’s regional flexible fund allocation (RFFA) to Metro Planning, or to specific projects as noted. ~~Also known as: “TA Set aside.”~~
- 5303 – Federal FTA transportation planning funds allocated to MPOs and transit agencies.
- ~~ODOT MPO Funding – Funding from ODOT to support regional transportation planning activities (currently \$225,000 per year).~~
- ~~TriMet MPO Funding – Funding from TriMet to support regional transportation planning activities (currently \$240,000 per year).~~
- FTA / FHWA / ODOT – Regional Travel Option grants from FTA, FHWA and ODOT.
- Metro Direct Contribution – Direct Metro support from Metro general fund or other sources.
- Metro Required Match – Local required match support from Metro general fund or ~~solid-waste revenues~~other sources.
- ~~Other – Anticipated revenues pending negotiations with partner agencies.~~
- Local Partner Support – Funding support from local agencies including ODOT and TriMet.

Placeholder for Metro Resolution Adopting 2020-2021 UPWP, page 1

Page 2 Resolution



1. Regional Planning Activities: **Regional Transportation Planning**

Transportation Planning

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

Description

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

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

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

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

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

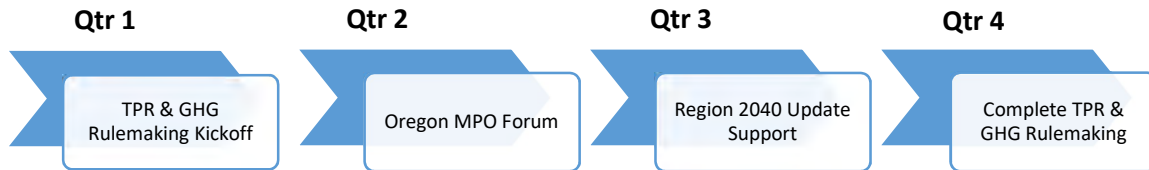
In 2020-21 two special projects will focus on implementing needed planning work called out in the 2018 RTP. These include:

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

FY 2020-21 Unified Planning Work Program

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 705,816
Materials & Services	\$ 42,500
Interfund Transfer	\$ 354,773
TOTAL	\$ 1,103,089

Resources:

Federal Grant PL	\$ 1,101,056 1,081,255
Metro Match 5303	\$ 2,033 19,800
Metro Required Match	\$ 2,033
TOTAL	\$ 1,103,089

Climate Smart Implementation

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

Description

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

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

Key FY 2019-20 deliverables and milestones included:

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 16,720
Interfund Transfer	\$ 7,421

TOTAL \$ 24,141

Resources:

Federal Grant 5303	\$ 21,893
Metro Required Match	\$ 2,248

TOTAL \$ 24,141

Regional Transportation Plan Implementation

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

Description

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

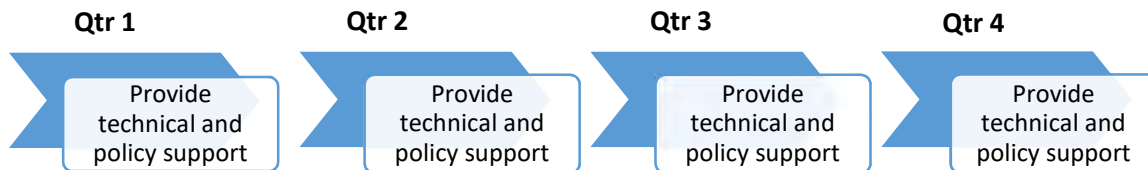
Key FY 19-20 deliverables and milestones included:

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 72,210
 Interfund Transfer \$ 33,030

TOTAL \$ 105,240

Resources:

Federal Grant 5303 \$ 95,438
 Metro Required Match \$ 9,802

TOTAL \$ 105,240

Metropolitan Transportation Improvement Program (MTIP)

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

Description

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

The following types of projects are included in the MTIP:

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

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

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

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

FY 2020-21 Unified Planning Work Program

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

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

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

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

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

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

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

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

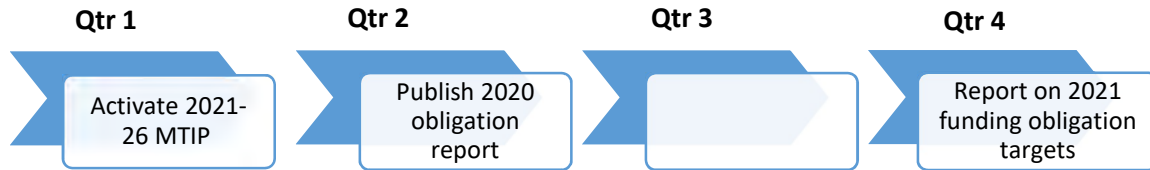
There are several MTIP work program elements that are on-going throughout the year without scheduled milestones. These include:

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

FY 2020-21 Unified Planning Work Program

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 692,913
Materials & Services	\$ 87,000
Interfund Transfer	\$ 316,467

Resources:

Federal Grant <u>STBG</u>	\$ 994,269
Metro <u>Required</u> Match	\$ 102,111

TOTAL \$ 1,096,380

TOTAL \$ 1,096,380

Regional Transit Program Planning Strategy

Staff Contact: [Ally Holmqvist, Ally.Holmqvist@oregonmetro.gov](mailto:Ally.Holmqvist@oregonmetro.gov) [TBD—Vacant Position]

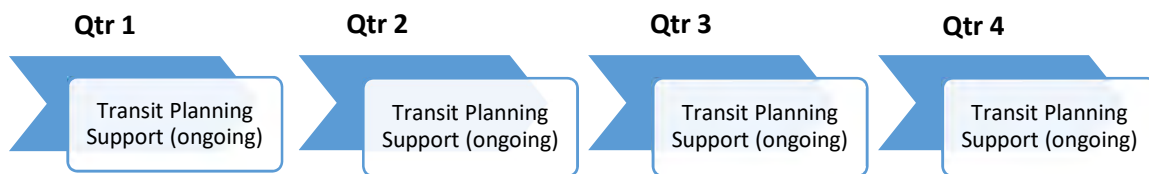
Description

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 40,522
 Interfund Transfer \$ 19,055

TOTAL \$ 59,577

Resources:

Federal Grant 5303 \$ 54,028
 Metro Required Match \$ 5,549

TOTAL \$ 59,577

Regional Mobility Policy Update

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

Description

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

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

This is a major planning effort ~~will be completed~~ that will span three fiscal years, from January 2020 to August 2021 and will include technical and communications consultant support. The project will recommend amendments to the mobility policy (and associated measures, targets, standards and methods) in the RTP and Policy 1F of the OHP. The project will develop a holistic policy that addresses all modes of travel and considers a broader array of outcomes, beyond the level of congestion. The project will advance the RTP policy goals for advancing equity, mitigating climate change, improving safety and managing congestion as well as support other state, regional and local policy outcomes, including implementation of the 2040 Growth Concept and the region’s Climate Smart Strategy. The updated policy will provide a clear policy basis for management of and investment in the throughway and arterial system to better manage growing motor vehicle congestion in the region in order to maintain interstate and statewide mobility on the throughway system while providing for intra-regional mobility and access by transit, freight and other modes of travel on the arterial roadway network and other modal networks defined in the RTP.

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

Key FY 19-20 deliverables and milestones included:

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

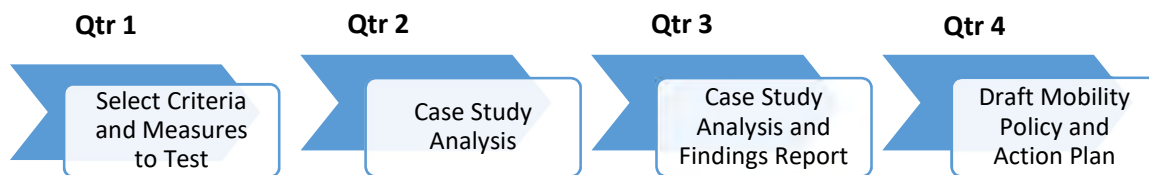
FY 2020-21 Unified Planning Work Program

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources*

Requirements:		Resources:	
Personnel Services	\$ 216,296	Federal Grant 5303	\$ 287,909
Materials & Services	\$ 573,000	Metro Required Match	\$ 29,568
Interfund Transfer	\$ 96,181 <u>88,181</u>	ODOT-SPR Local Partner Support	\$ <u>250,000</u>
		Other anticipated funds Metro Direct Contribution	\$ <u>310,000</u>
TOTAL	\$ 877,477 <u>317,477</u> <u>885,477</u>	TOTAL	\$ 317,477 <u>877,477</u>

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

Regional Freight Program

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

Description

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

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

Work completed in FY 2019-20:

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

Key Project Deliverables / Milestones

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



FY 2020-21 Unified Planning Work Program

FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 90,629
Interfund Transfer \$ 40,038

TOTAL \$ 130,667

Resources:

~~Federal Grant~~5303 \$ 118,497
Metro ~~Required~~ Match \$ 12,170

TOTAL \$ 130,667

Complete Streets Program

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

Description

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

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

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

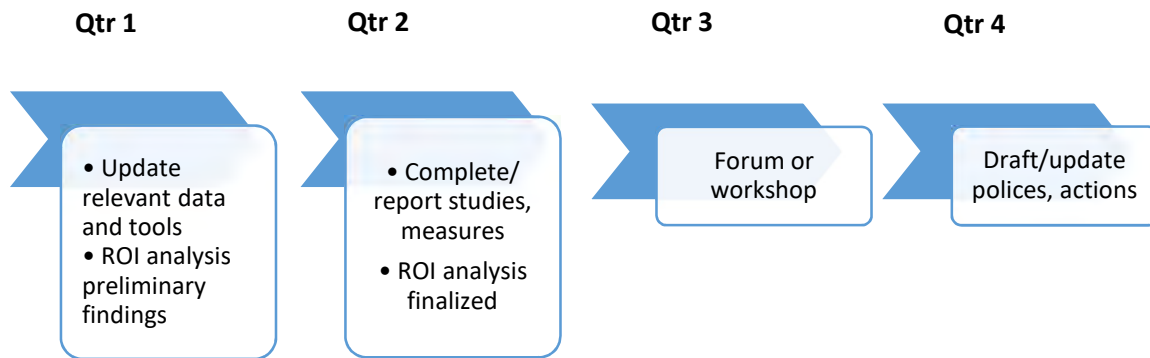
The Complete Streets Program also includes implementation and periodic updates to the pedestrian, bicycle and access to transit policies in the 2018 Regional Transportation Plan (RTP) and the Regional Active Transportation Plan (ATP). A related program milestone in FY19-20 includes initiation of a Return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

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

FY 2020-21 Unified Planning Work Program

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 89,191	Federal Grant <u>5303</u>	\$ 119,900
Materials & Services	\$ 3,500	Metro <u>Required</u> Match	\$ 12,314
Interfund Transfer	\$ 39,523		
TOTAL	\$ 132,214	TOTAL	\$ 132,214

Regional Congestion Pricing Study

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

Description

The Regional Congestion Pricing Study (RCPS) will test the performance of different pricing concepts through modeling and scenario analysis if they were applied in the Portland metropolitan region. Primarily a technical exercise to inform policy, the study entails research, modeling, technical papers, and feedback from experts in the field. The study will include targeted outreach with key stakeholders, the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council.

The study's goal is to understand how the region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting, and potentially improving, safety and equity in this region. This goal is directly aligned with the 2018 Regional Transportation Plan (RTP) four policy priorities. The 2018 RTP recognized the need to balance the planned \$15.4 billion in capital investments in the transportation system, with implementation of strategies and tools, such as congestion pricing, to manage travel demand, fill gaps, and address inequities. The RTP identified a comprehensive regional study of congestion pricing as a near-term next step for implementation.

In addition to the RCPS, the City of Portland's Pricing for Equitable Mobility and the Oregon Department of Transportation's (ODOT) Congestion Pricing Project on Interstate 5 and 205 are concurrent pricing-related efforts. The three projects are being coordinated, as Metro's research center staff is the lead on the scenario modeling analysis work for ODOT's project and Metro's RCPS will evaluate certain pricing concepts specific to the City of Portland. The three agencies recognized early on the need to coordinate on communications, messaging, project purposes, and history.

In FY 2019-20, RCPS activities included:

- developed an initial work plan;
 - refined work plan anticipated by early 2020;
- developed and codified coordination agreements among the three agencies studying or implementing pricing strategies;
- hired a consultant team with congestion pricing expertise;
- introduced the study at committee meetings and with the Metro Council;
- outlining technical details of different pricing concepts to test in the analysis portion;
- documentation; and
- pricing scenario analyses

The RCPS is anticipated to be completed in 2021. The study results, findings, and potential next steps will inform future policy discussions. After the initial analysis, additional public engagement will be undertaken to define policy and potential projects.

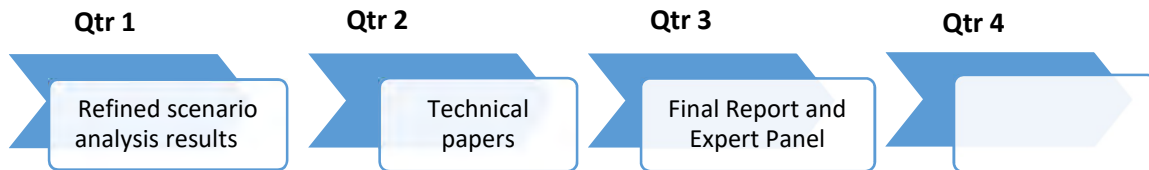
In FY 20-21 RCPS, will include:

- defining and refining performance measures
- modeling and off-model tests of early pricing scenarios and then refined scenarios;
- technical papers on pricing topics related to equity, implementation, and other topics

FY 2020-21 Unified Planning Work Program

- expert panel review of findings
- technical report on findings

Key Project Deliverables / Milestones 2020-21



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 99,489

Materials & Services \$ 100,000

TOTAL \$ 199,489

Resources:

Metro Direct \$ 199,489
Contribution

TOTAL \$ 199,489

Regional Travel Options/Safe Routes to School Program

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

Description

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

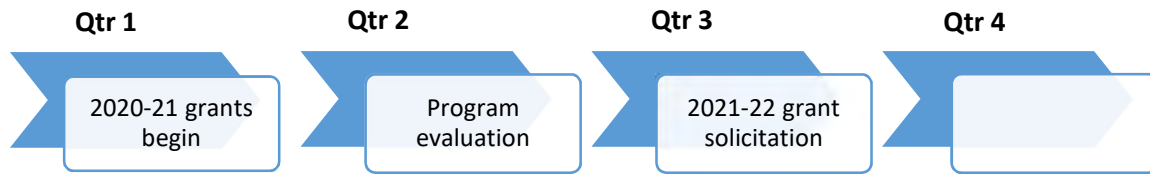
RTO is an ongoing program for over the past two decades. It is the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. Since 2003, the program has been coordinated and guided by a strategic plan, and an independent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

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

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

FY 2020-21 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 693,834	Federal Grant FTA /	\$ 3,599,687
Materials & Services	\$ 2,742,500	FHWA / ODOT	
Interfund Transfer	\$ 312,236	Metro <u>Required</u> Match	\$ 148,883
TOTAL	\$ 3,748,570	TOTAL	\$ 3,748,570

Transportation System Management and Operations – Regional Mobility Program

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

Description

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

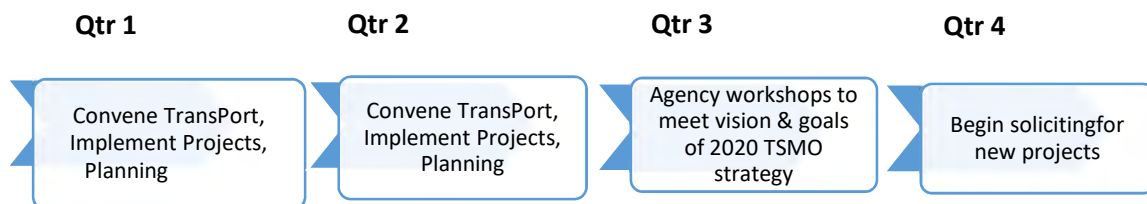
The TSMO Program engages operators through TransPort, the Subcommittee of Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships, particularly when updating the TSMO Strategy. The region’s 2010-2020 TSMO Plan will be updated by the 2020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

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Unified Planning Work Program

FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 143,078
Materials & Services \$ 4,000
Interfund Transfer \$ 62,223

TOTAL \$ 209,301

Resources:

~~Federal Grant~~STBG \$ 189,808
Metro Required Match \$ 19,493

TOTAL \$ 209,301

Transportation System Management and Operations – 2020 TSMO Strategy Update

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

Description

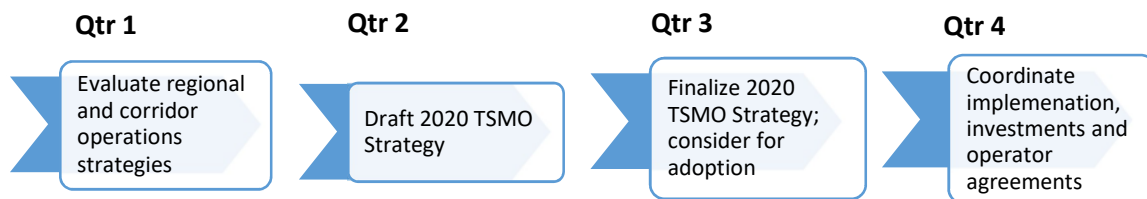
The 2020 TSMO Strategy encompasses regional planning work that will provide an update to the current strategy. The current strategy is titled 2010-2020 TSMO Plan. The update continues from FY2019-20 and is primarily focused on 2018 RTP Goal 4, Reliability and Efficiency, utilizing demand and system management strategies consistent with safety, equity and climate policies. Previous work on this Strategy includes an equity assessment, developing a participation plan and beginning work with a consultant including stakeholder outreach. Partner work regionally on the Central Traffic Signal System, Connected Vehicle traveler information and Next Generation Transit Signal Priority factor into the strategy. Integrated Corridor Management (ICM) will also inform the corridor actions in the 2020 TSMO Strategy (I-84 Multimodal ICM and Clackamas Connections ICM).

The 2020 TSMO Strategy will be a recommendation from TransPort to the Transportation Policy Alternatives Committee (TPAC) and ultimately considered for regional adoption by Metro Council. The Strategy will provide direction for the TSMO Program, giving a renewed focus on investment priorities. Stakeholders include the Operators and supportive institutions in the region: ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners. Components of TSMO connect to the Regional Travel Options Strategy and Emerging Technology Strategy.

The 2020 TSMO Strategy will formalize new concepts among regional TSMO partners including connected and automated vehicles, shared-use mobility, integrated corridor management, decision support systems and more advances in Intelligent Transportation Systems (ITS).

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

NOTE: Included in the program: (TSMO) Regional Mobility Program

Enhanced Transit Concepts Pilot Program

Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

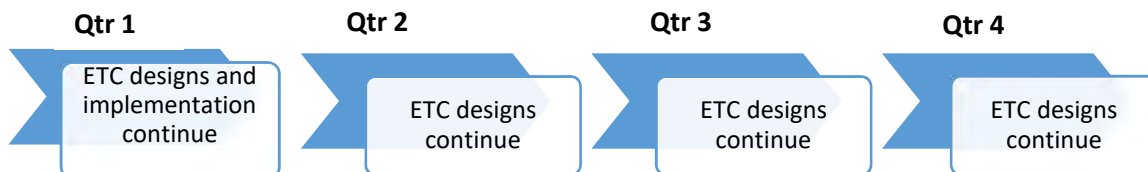
Description

The Enhanced Transit Concepts (ETC) program identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet frequent service bus lines or streetcar lines. The program supports the Climate Smart Strategy, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2014, by helping the region progress toward its sustainability and carbon emissions goals through transit investments.

ETC treatments are relatively low-cost to construct, context-sensitive, and are able to be implemented quickly to improve transit service in congested corridors ~~that at this time may not be good candidates for light rail or bus rapid transit in exclusive transit lanes~~. The program develops partnerships with local jurisdictions and transit agencies to design and implement ETC capital and operational investments.

In FY 2019-2020, the program, in partnership with the City of Portland and TriMet, initiated designs ~~and implementation~~ for several ETC candidate locations. One project, on SW Madison Street, was implemented before July 1, 2019, and six more were scheduled for implementation shortly thereafter. Several include the application of red paint—the region’s first such treatment after ~~the~~ Federal Highways Administration (FHWA) approved the Portland Bureau of Transportation (PBOT) request to experiment with red-colored pavement to indicate transit-only lanes. Designs progressed for other locations that will be under consideration for implementation later in FY 2020-2021, and several ETC projects have been recommended for inclusion in Metro’s 2020 proposed transportation funding measure. Further project development of ETC corridors will continue through technical assistance to partners throughout FY2020-21.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 141,409	Metro <u>Direct</u> Contribution	\$ 141,409
TOTAL	\$ 141,409	TOTAL	\$ 141,409

Regional Framework for Highway Jurisdictional Transfer

Staff Contact: John Mermin, john.mermin@oregonmetro.gov

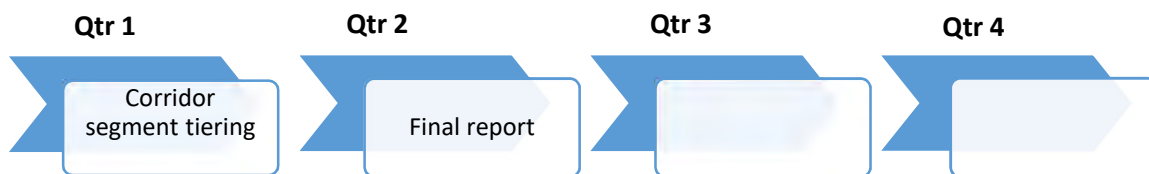
Description

The 2018 Regional Transportation Plan identifies the need and a process for completing 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. Most of these routes have been bypassed by modern, limited access throughways 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. In the meantime, there are pressing equity and safety issues on these corridors since more than half are located within historically marginalized communities and many are high injury corridors.

Metro hired a consultant in July 2019 to lead technical work. In FY 2019-20 the project team completed a policy framework, an inventory of arterial highways, and a ranking of candidate corridors. The remainder of the project will be completed during the end of the 2nd quarter of FY 20-21. For more information about the project, please visit: www.oregonmetro.gov/jurisdictionaltransfer

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 184,867	Metro <u>Direct</u> Contribution	\$ 255,367
Materials & Services	\$ 70,500		
TOTAL	\$ 255,367	TOTAL	\$ 255,367

Economic Value Atlas (EVA) Implementation

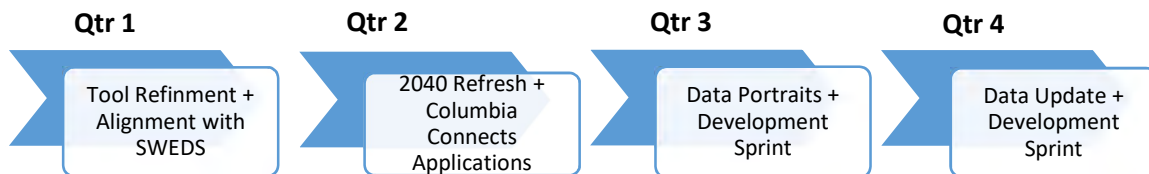
Staff Contact: Jeff Raker, jeffrey.raker@oregonmetro.gov

Description

Metro’s Economic Value Atlas (EVA) establishes tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. Phase III of the Economic Value Atlas decision-support mapping tool concluded in 2018. The EVA enters an implementation phase in FY 2019-2020 that includes test applications among partner organizations and jurisdictions, refinements to the tool, and integration into agency-wide activities.

This is an ongoing program. In FY 2019-2020, the EVA tool has provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and is actively being used to inform policy and investment – it provides a foundation for decision-makers to understand the impacts of investment choices to support growing industries and create access to family-wage jobs and opportunities for all. Through the remainder of FY 2019-2020 there will be final tool refinements and the data platform will be used to help visualize equitable development conditions in SW Corridor and the region. In FY 2020-2021, the EVA will be aligned with agency-wide data and planning projects, including the Columbia Connects and 2040 Refresh: Planning for Our Future Economy projects.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 51,103

Resources:

Metro Direct \$ 51,103
Contribution

TOTAL \$ 51,103

TOTAL \$ 51,103



2. Regional Planning Activities: **Corridor/Area Planning**

Corridor Refinement and Project Development (Investment Areas)

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

Description

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

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 262,060	Federal Grant <u>STBG</u>	\$ 102,809
Materials & Services	\$ 10,000	Metro <u>Direct</u>	\$ 193,163
		Contribution	
Interfund Transfer	\$ 34,470	Metro <u>Required</u> Match	\$ 10,558
TOTAL	\$ 306,530	TOTAL	\$ 306,530

Southwest Corridor Transit Project

Staff Contact: Chris Ford, chris.ford@oregonmetro.gov

Description

The Southwest Corridor Transit Project would extend the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to public roadway, sidewalk, bike, ~~and~~ transit and storm water infrastructure. Program activities include environmental review and concurrence, collaborative project design, coordination on land use planning, and development of an equitable development strategy to protect and enhance housing options and jobs for all households.

TriMet will design, build, operate and maintain the light rail. The project is guided by a steering committee composed of representatives from TriMet, ODOT, Metro, Washington County, Portland, Tigard, Tualatin and Durham, whose staff collaborate on project planning and design. The project supports local land use plans and zoning and is a key element of fulfilling the region’s ability to follow the 2040 Growth Concept by allowing for compact development in regional town centers.

The project advances 2018 RTP policy direction on vibrant communities, shared prosperity, transportation choices, healthy people and climate leadership. It provides near-term progress on travel options and congestion, and is a developing model for incorporating equitable outcomes into transportation projects.

In FY 2019-20, the project released its equitable development strategy and a conceptual design report and completed a Final Environmental Impact Statement. This is an ongoing program. In future years FY 2020-21 the project will work with the Federal Transit Administration to acquire a Record of Decision and, apply for entry to Project Engineering. In FY 2021-22, the project plans to ~~and~~ submit a request for a Full Funding Grant Agreement (FFGA). Please contact staff for more detail.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 579,441
Materials & Services	\$ 321,500
Interfund Transfer	\$ 100,642

Resources:

Metro <u>Direct</u> Contribution	\$ 219,696
Local Partners <u>Support</u>	\$ 781,887

FY 2020-21 Unified Planning Work Program

TOTAL \$ 1,001,583

TOTAL \$ 1,001,583

Columbia Connects

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

Description

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

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

FY 2019-20 the Columbia Connects project:

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

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

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

Key Projects and Deliverables/Milestones

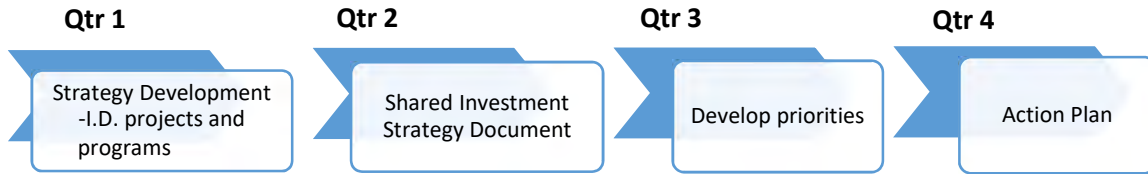
Key projects deliverables and outcomes may include: a defined a shared set of desired economic outcomes, defined values and goals for the area, defined infrastructure and service needs, identification of tools, projects, and programs and investments to help realize outcomes; and a strategy and action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

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

FY 2020-21 Unified Planning Work Program

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

Key Project Deliverables / Milestones 2020-21



[

FY 2020-21 Cost and Funding Sources

Requirements:

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

Resources:

Federal Grant STBG	\$ 264,614
Metro <u>Required</u> Match	\$ 27,176

TOTAL \$ 291,790

TOTAL \$ 291,790

MAX Tunnel Study

Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

Metro’s MAX Tunnel Study (formerly the Central City Transit Capacity Analysis) is a preliminary study that expands upon previous TriMet work to identify a long-term solution to current reliability problems and future capacity constraints caused by the Steel Bridge. The purpose ~~is~~ of the MAX Tunnel study is to lay the groundwork for a much larger study under the National Environmental Policy Act (NEPA). The goals are to identify a representative project that addresses light rail capacity and reliability issues in the Portland central city and improves regional mobility by eliminating major sources of rail system delay; to provide conceptual, preliminary information for stakeholders and the general public; and, in advance of Metro’s 2020 transportation funding measure, to determine the resources needed to advance the project through NEPA.

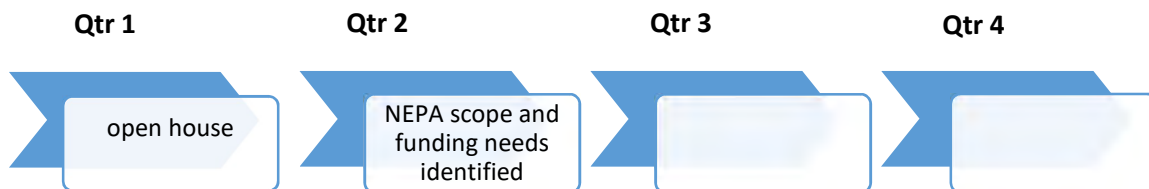
In FY 2019-2020, project staff identified a light rail tunnel between the Lloyd District and Goose Hollow as the option that would best address 2018 RTP policy direction ~~through and providing~~ the most travel time, capacity, reliability, climate, and equity benefits. The study entered the FTA’s Early Scoping process to introduce the concept of a light rail tunnel under downtown Portland to the public and to provide opportunity for comment on the potential project’s purpose and need and the scope of the planning effort. Staff also conducted targeted engagement with regional stakeholder groups.

This initial study will conclude this fiscal year, but currently continues to provide information to support decision-makers regarding the potential future phases of the project. Information can be found on the project’s website:

<https://www.oregonmetro.gov/public-projects/max-tunnel-study>

The future of the project (FY2020-21 work) is dependent on the transportation funding measure anticipated to be brought to the region’s voters in the Fall of 2020.

Key Project Deliverables / Milestone



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 48,385	Metro <u>Direct</u> Contribution	\$ 65,558
Interfund Transfer	\$ 17,173		
TOTAL	\$ 65,558	TOTAL	\$ 65,558

City of Portland Transit and Equitable Development Assessment

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

Description

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

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 61,159	Federal Grant <u>FTA / FHWA / ODOT</u>	\$ 528,618
Materials & Services	\$ 500,000	Metro <u>Required</u> Match	\$ 54,289
Interfund Transfer	\$ 21,748		
TOTAL	\$ 582,907	TOTAL	\$ 582,907



3. Regional Planning Activities: **Administration and Support**

MPO Management and Services

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

Description

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

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

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

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

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

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

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

FY 2020-21 Unified Planning Work Program

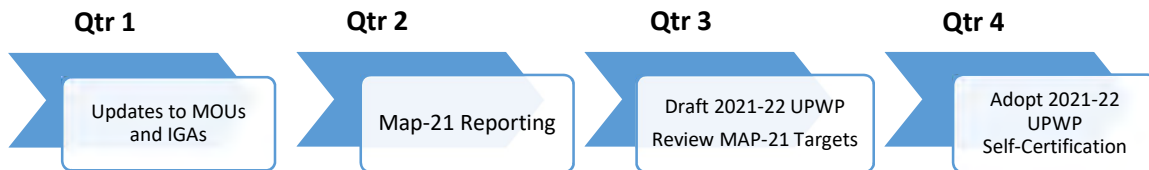
Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened by ODOT. OMPOC is funded by voluntary contributions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

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 339,286	Federal Grant STBG	\$ 455,315
Materials & Services	\$ 13,500	Metro <u>Required</u> Match	\$ 46,761
Interfund Transfer	\$ 149,290		
TOTAL	\$ 502,076	TOTAL	\$ 502,076

Civil Rights and Environmental Justice

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

Description

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 72,115	Federal Grant 5303	\$ 95,103,54,208
Interfund Transfer	\$ 32,755	Metro Match STBG	\$ -9,767,40,894
		Metro Required Match	\$ 9,767
TOTAL	\$ 104,870	TOTAL	\$ 104,870

Public Engagement

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

Description

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials, and integrate, address and respond to the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro performs focused engagement to hear the perspectives of historically marginalized communities to inform decisions and meet the objectives of its Civil Rights and Environmental Justice program.

This is an ongoing program. Typical activities include strategies for focused and broad engagement in Metro's planning and policy processes. FY2019-2020-21 activities include engagement on the Metropolitan Transportation Improvement Program and continuing to build our tribal engagement program with new staffing that Metro has recently added. This work addresses corrective action #6 from the 2017 Federal certification review.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

NOTE: Public Engagement is spread throughout other project budgets. Please refer to the MTIP, Corridor Planning, Civil Rights, MPO Management & Services budget summaries.

Data Management and Visualization

Staff Contact: Devin McDowall, devin.mcdowall@oregonmetro.gov

Description

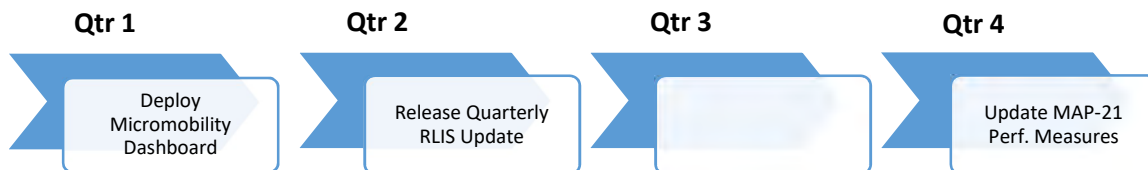
Metro’s Research Center provides Metro and the region with technical services including both land use and transportation-system data, data visualization, analysis, application development, and systems administration. The Research Center collaborates with other Metro units to support planning, modeling, forecasting, policy-making, and performance management activities used to evaluate the Region’s progress toward meeting its equity, safety, climate, and congestion goals consistent with 2018 RTP policy direction.

The Research Center’s work in FY 2019-20 spanned many of these disciplines. In the fields of data management and analytics, the Research Center provided technical expertise and data visualization products to transportation planning, including work on the Regional Transportation Plan and Metropolitan Transportation Improvement Program. The Research Center continued to build and release the Regional Land Information System (RLIS) quarterly, providing essential data to both Metro programs and partner jurisdictions throughout the region.

The Research Center has also completed several application development and systems administration projects. The program has released two major applications: the Economic Value Atlas, an economic development planning tool, and the Crash Map, a tool for the analysis of transportation safety data. In support of this work, the team has upgraded its geospatial technology platform, providing a toolset for do-it-yourself mapping and interactive web applications.

The Research Center’s data program is ongoing. For additional information about the Research Center’s Data Management and Visualization projects, please contact Devin McDowall at devin.mcdowall@oregonmetro.gov or (503) 797-1725.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 961,485	Federal Grant ^{PL}	\$ 553,753
Materials & Services	\$ 43,250	Metro <u>Direct</u>	\$ 774,778
Interfund Transfer	\$ 323,796	Contribution	
TOTAL	\$ 1,328,531	TOTAL	\$ 1,328,531

Economic, Demographic, and Land Use Forecasting, Development, and Application Program

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

The Economic, Demographic, and Land Use Forecasting, Development, and Application Program assembles historical data and develops future forecasts of population, land use, and economic activity that support Metro's regional planning and policy decision-making processes. The forecasts are developed for various geographies, ranging from regional (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future. The Economic, Demographic, and Land Use Forecasting, Development, and Application Program also includes activities related to the continued development of the analytical tools that are applied to produce the above mentioned forecasts.

Long-range economic and demographic projections are regularly updated to incorporate the latest observed changes in demographic, economic, and real estate development conditions. Metro staff rely on the forecasts and projections to manage solid waste policy, study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives.

The resources devoted to the development and maintenance of the Metro's core forecast toolkits are critical to Metro's jurisdictional and agency partners. Local jurisdictions across the region rely on the forecast products to inform their comprehensive plan and system plan updates. Because the modeling toolkit provides the analytical foundation for informing the Region's most significant decisions, ongoing annual support acts to leverage significant historical investments and to ensure that the analytical tools are always ready to fulfill the project needs of Metro's partners. The analytical tools are also a key source of data and metrics used to evaluate the Region's progress toward meeting its equity, safety, climate, and congestion goals.

A listing of recent project work completed under the Economic, Demographic, and Land Use Forecasting, Development, and Application Program is shown below.

Work Completed (July 2019 – June 2020):

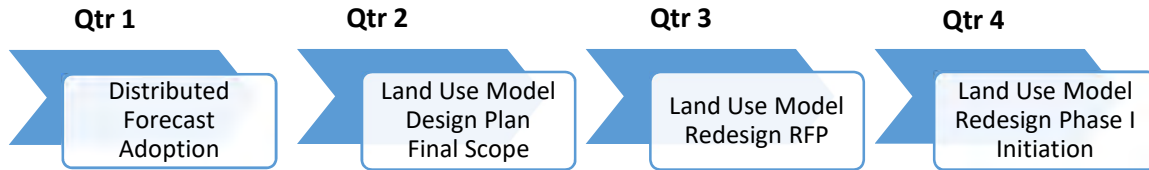
- Land Development Monitoring System (Maintenance)
- Census 2020 (PSAP Support)
- Regional Macroeconomic Forecast (Update)
- Population Synthesizer (Development)
- Distributed Forecast (Updated to 2020 Base Year)
- Map Back Tool (Updates and Application for 2020 Distributed Forecast)
- Housing and Transportation Cost Calculator (Application for MTIP)
- Land Use Model Scoping (Development)

In FY 2020-21, the focus will be on finalizing distributed forecast, finalizing the scope for the land use model design plan, completing an RFP and initiating Phase 1 of the the land use model redesign.

FY 2020-21 Unified Planning Work Program

For more information about the Travel Demand Modeling and Forecasting Program, contact Chris Johnson at chris.johnson@oregonmetro.gov.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 200,243	Federal Grant <u>PL</u>	\$ 99,773
Materials & Services	\$ 19,300	Metro <u>Direct</u>	\$ 132,252
Interfund Transfer	\$ 46,231	Contribution	
		Local Partner <u>Supports</u>	\$ 33,749
TOTAL	\$ 265,774	TOTAL	\$ 265,774

Travel Forecast Maintenance, Development, and Application

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

The Travel Forecast Maintenance, Development, and Application Program is a coordinated portfolio of projects and tasks devoted to the development, application, and maintenance of the core analytical toolkit used to inform and support regional transportation policy and investment decision-making. Individual elements of the toolkit include:

- Travel Demand Models (Trip-based, Activity-based)
- Freight Travel Demand Model
- Bicycle Route Choice Assignment Model
- Multi-Criterion Evaluation Tool (Benefit/Cost Calculator)
- Housing and Transportation Cost Calculator
- Dynamic Traffic Assignment Model
- VisionEval (Pending Outcome of Scoping/Evaluation)

The resources devoted to the development and maintenance of the travel demand modeling toolkit are critical to Metro's jurisdictional and agency partners. Because the modeling toolkit provides the analytical foundation for evaluating the Region's most significant transportation projects, ongoing annual support acts to leverage significant historical investments and to ensure that the modeling toolkit is always ready to fulfill the project needs of Metro's partners. The modeling toolkit is also a key source of data and metrics used to evaluate the Region's progress toward meeting its equity, safety, climate, and congestion goals consistent with 2018 RTP policy direction.

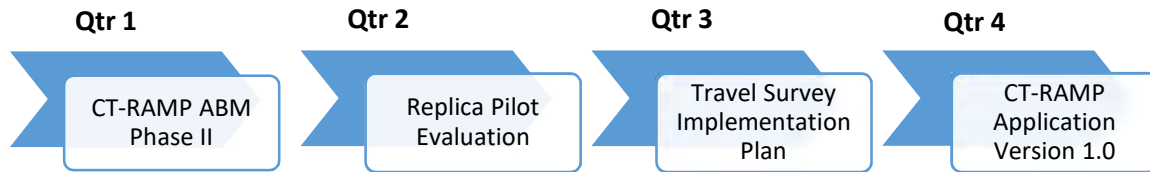
A listing of recent project work completed under the Travel Forecast Maintenance, Development, and Application Program is shown below.

Work Completed (July 2019 – June 2020):

- ODOT I-5/I-205 Congestion Pricing Phase II (Model Development and Prep)
- Metro Regional Congestion Pricing (Model Development and Prep)
- Regional Freight Delay and Commodities Movement Study (Model Development and Prep)
- Replica Data Product Pilot Project
- Transportation Data Program Launch
- Oregon Household Travel Behavior Survey RFP Development and Scoping
- CT-RAMP Activity-based Travel Demand Model (Model Development)
- Quick Launch Regional Dynamic Traffic Assignment Prototype
- Housing and Transportation Cost Calculator (Application for Regional Congestion Pricing Study)
- VisionEval Scoping and Evaluation

Highlights of FY 2020-21 work include completing a Replica Pilot evaluation and a travel survey implementation plan.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ <u>1,196,928,041,650</u>
Materials & Services	\$ 38,100
Interfund Transfer	\$ 460,327

TOTAL \$ 1,695,355,154,077

Resources:

Federal Grant PL	\$ <u>978,041,822,763</u>
Metro Direct Contribution	\$ 315,618
Local Partner Supports	\$ 401,696

TOTAL \$ 1,695,355,154,077

Oregon Household Travel Survey

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

Transportation analysts, planners and decision-makers rely on periodic travel surveys to provide a “snapshot” of current household travel behavior. The data collected through household travel survey efforts are also critical for updating and improving travel demand models, the foundational analytical tool used to support transportation planning, as they provide a comprehensive picture of personal travel behavior that is lacking in other data sources.

The project will be structured around three major phases:

- Phase I – Scoping;
- Phase II – Survey Design;
- Phase III – Survey Implementation.

The survey data will be critical for policy- and decision-makers across the State. It will also be used in the further the development of a variety of MPO and statewide trip-based and activity-based travel models throughout Oregon, including models in the Portland/Vancouver, WA area and other Oregon metropolitan and non-metropolitan areas, and to further the development of integrated land use-economic-transportation models being developed by ODOT.

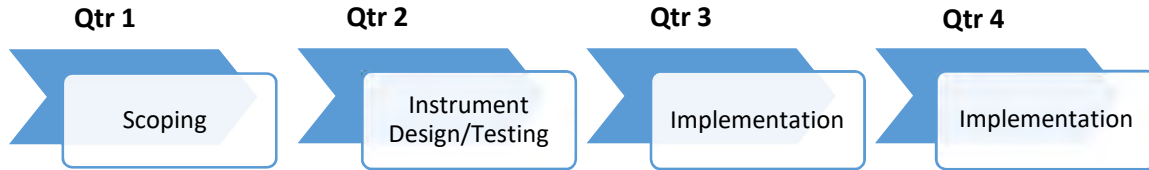
The anticipated agency partners for this project include:

- Portland Metro – Portland area;
- SW Washington Regional Transportation Council (RTC) – Vancouver Washington area;
- Mid-Willamette Valley Council of Governments (MWVCOG) – Salem/Keizer area (Salem-Keizer Area Transportation Study, or SKATS, is the MPO for this region);
- Lane Council of Governments (LCOG) – Eugene/Springfield area (Central Lane MPO);
- Bend Metropolitan Planning Organization (BMPO) – Bend area;
- Cascades West Council of Governments (CWCOG) – Corvallis and Albany areas (Corvallis Area MPO and Albany Area MPO);
- Rogue Valley Council of Governments (RVCOG) – Medford and Grants Pass areas (Rogue Valley MPO and Middle Rogue Valley MPO);
- Oregon Department of Transportation (ODOT);
- Oregon Metropolitan Planning Organization Consortium (OMPOC).

Work Completed (July 2019 – June 2020):

- Advisory/Oversight Committee Presentations
- Coordination Committee Meetings (Travel Model Subcommittee of the Oregon Model Steering Committee)
- Development of Consultant RFP, Consultant Evaluation and Selection
- Initiation of Project Scoping

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ Amount	Federal grant	\$ Amount
Materials & Services	\$ Amount	Local Match	\$ Amount
TOTAL	\$ Total Amount	TOTAL	\$ Total Amount

Requirements:		Resources:	
Personnel Services	\$ <u>155,278</u>	PL	\$ <u>155,278</u>
TOTAL	\$ <u>155,278</u>	TOTAL	\$ <u>155,278</u>

*This project will continue beyond the 2020-21 fiscal year. The total project cost for the Portland region is expected to be approximately \$ 1,500,000. Total anticipated project costs will be further detailed during the scoping phase.

Technical Assistance Program

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

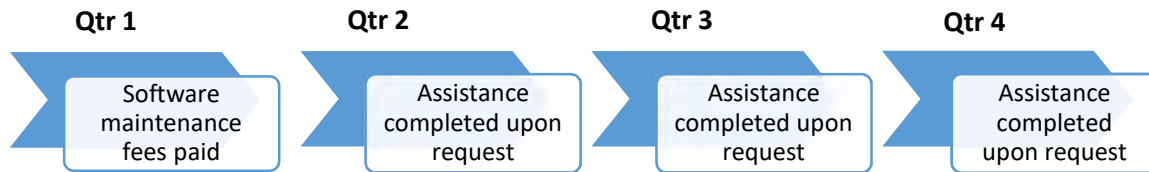
Description

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

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

[For more information on the Technical Assistance program please contact Cindy Pederson at \[cindy.pederson@oregonmetro.gov\]\(mailto:cindy.pederson@oregonmetro.gov\) or \(503\) 797-1772.](#)

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 45,347	Federal Grant STBG	\$ 82,777
Materials & Services	\$ 29,720	Metro Required Match	\$ 8,501
Interfund Transfer	\$ 16,211		
TOTAL	\$ 91,278	TOTAL	\$ 91,278

Fund Swap Management and Monitoring

Staff Contact: Grace Cho, grace.cho@oregonmetro.gov

Description

Metro's Fund Swap Management and Monitoring program administers fund swapped monies to identified project and ensures the delivery of projects (capital, project development, or planning studies) in a manner agreed to in the intergovernmental agreements.

As a metropolitan planning organization (MPO) for the Portland region, Metro has allocation and programming authority of federal surface transportation funds. Metro documents and develops the schedule of planned expenditure of federal funds in the region through the Metropolitan Transportation Improvement Program (MTIP). The MTIP, approved by Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, monitors expenditure and project delivery. From 2017 through 2019, JPACT and the Metro Council approved and directed Metro staff to pursue a number of funding swaps of federal funds. The intent of the funding swaps is to create efficiencies in the number of projects undergoing the federal aid process and to support flexibility in project development on a number of active transportation projects and other regional planning studies which implement the Regional Transportation plan (RTP).

Metro administers the swapped funding and monitors the delivery of the projects receiving swapped funds. Each project identified for swapping federal funds with local funds emerge from a specific selection process based on the type of federal funds being swapped, project conditions, and the local funds available. The selection process is described in further detail of the program business process document. Intergovernmental agreements (IGAs) outline the agreed upon scope of work, the deliverables, and schedule for the project. A grant management database supports the administration and monitoring for work completed on the project. As necessary, Metro conducts MTIP amendments or UPWP amendments to facilitate the fund swap.

This is an ongoing program until the final fund swapped project IGA is completed. At this time, the estimated timeframe for the final fund exchange project is December 2024. Typical program activities include:

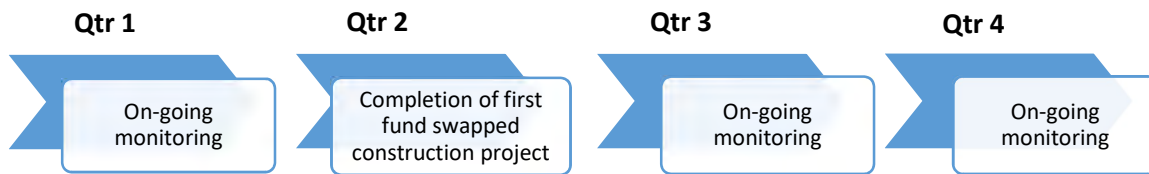
- Monitor project delivery for fund exchange projects through project progress reports
- Review and approve or conditionally approve project deliverables
- Review and approve or decline invoices
- Problem-solve, review, and make decisions on change management requests
- As requested, participate in technical advisory committees for fund swapped projects
- Keep other Metro staff and departments aware of projects, project progress, and comment opportunities
- Develop and execute intergovernmental agreements with local jurisdictions delivering fund exchange projects
 - Negotiate terms and deliverables
 - Outline reimbursement process and limitations, change management process
- Oversee the fund balances of the local funds
 - Ensure scheduled fund swaps

FY 2020-21 Unified Planning Work Program

- Ensures MTIP or UPWP amendments are undertaken to facilitate fund exchanges and the delivery of those projects identified for funding exchange
- Document the process of administering the funds for those projects that underwent fund exchanges

In FY 2019-2020, Metro continued with program management and monitoring activities. In total, Metro currently manages 22 jurisdiction-led projects and 4 Metro-led projects through the Fund Swap Management and Monitoring program. The Fund Swap Management and Monitoring program implements 2018 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change, safety, and advancing racial equity as many of the fund swapped projects address completing active transportation gaps, making crossing improvements on high injury corridors, designing bus priority on traffic congested streets, and studying new connections for all modes. The work will continue in FY2020-21 and will likely include the first completion (and close-out) of a fund swapped construction project.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 55,166	Metro Direct Contribution	\$ 75,587
Interfund Transfer	\$ 20,421		
TOTAL	\$ 75,587	TOTAL	\$ 75,587



4. State Planning Activities: **State Transportation Planning of Regional Significance**

ODOT Development Review

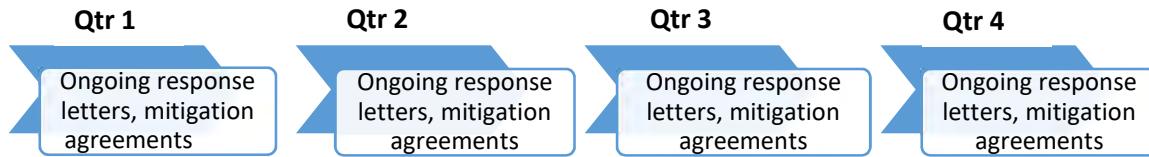
Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state roadway system, or if they involve access (driveways) to state roadways. This includes work with jurisdiction partners and applicants, and products may include written responses and/or mitigation agreements. This work includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time.

In a typical fiscal year, Region 1 staff review of over 2,000 land use actions, with approximately 150 written responses and 100 mitigation agreements. In Fiscal Year 2019, Region 1 Staff reviewed just under 1,500 land use actions, with approximately 270 written responses and 260 mitigation agreements.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Staff Time	\$ 287,500	SPR	\$ 287,500
Personnel			
Services			
TOTAL	\$ 287,500	TOTAL	\$ 287,500

ODOT – Transportation and Growth Management

Staff Contact: Glen Bolen AICP, Glen.a.Bolen@ODOT.state.or.us

Description

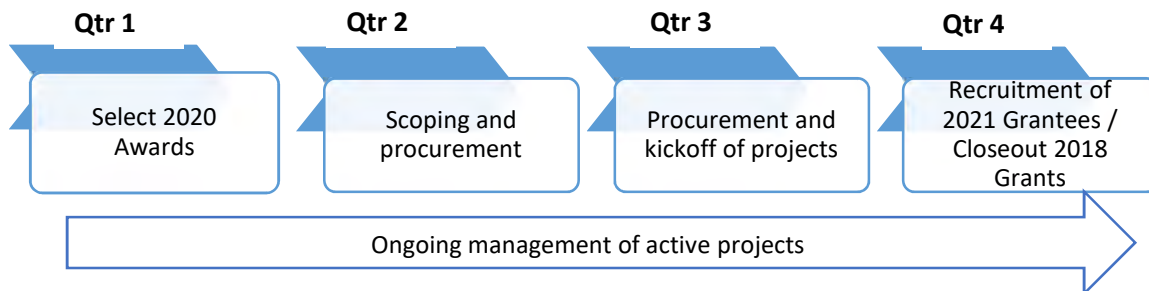
The TGM program is a partnership of the Oregon Department of Land Conservation and Development and Oregon Department of Transportation. The program helps governments across Oregon with skills and resources to plan long-term, sustainable growth in their transportation systems in line with other planning for changing demographics and land uses. TGM encourages governments to take advantage of assets they have, such as existing urban infrastructure, and walkable downtowns and main streets.

The Goals of the program are:

1. Provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth
2. Create communities composed of vibrant neighborhoods and lively centers linked by convenient transportation
3. Support economic vitality by planning for land uses and the movement of people and goods
4. Save public and private costs with compact land uses and well-connected transportation patterns
5. Promote environmental stewardship through sustainable land use and transportation planning

TGM is primarily funded by federal transportation funds, with additional staff support and funding provided by the State of Oregon. ODOT Region 1 distributes approximately \$900 Million annually to cities, counties and special districts within Hood River and Multnomah counties plus the urban portions of Clackamas and Washington County. Grants typically range from \$75,000 to \$250,000 and can be used for any combination of staff and consulting services. ODOT staff administer the grants alongside a local agency project manager.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$
Materials & Services	\$ <u>Varies: up to \$900K</u>
TOTAL	\$ <u>Total Amount</u>

Resources:

Federal grant	\$ <u>Varies: up to \$900k</u>
Local Match	\$ <u>Varies</u>
TOTAL	\$ <u>Total Amount</u>

ODOT – Region 1 Active Transportation Strategy

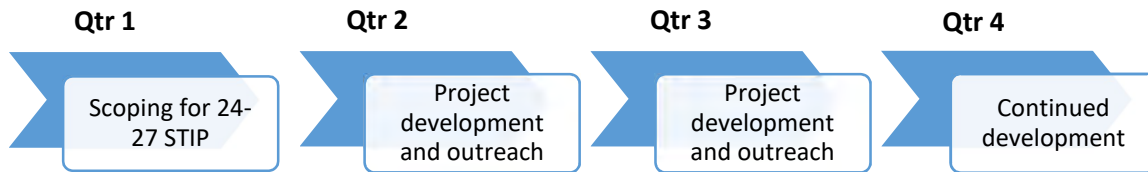
Staff Contact: Kristin Stallman, Kristin.Stallman@odot.state.or.us

Description

The next phase of ODOT’s Active Transportation Needs Inventory, this project will enable ODOT Region 1 to engage in the identification and conceptual planning of projects that increase biking, walking and access to transit. Primary activities include projects scoping for identified needs and gaps, and pairing improvements projects with relevant funding sources. The project will also assist with implementation of ODOTs Blueprint for Urban Design that provides guidance on best practices for enhancing livability on the arterial highway network. Education and outreach efforts, in coordination with ODOT Traffic Safety and Safe Routes to School will engage community members in developing solutions.

The Oregon Transportation Plan set a goal of completing the state biking and walking network by 2030. The 2016 Statewide Bicycle and Pedestrian Plan and accompanying Implementation Plan establish a framework for pursuing this long-term goal.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 50,000	Federal grant	\$ 150,000
Materials & Services	\$ 100,000	Local Match	\$ Amount
TOTAL	\$ 150,000	TOTAL	\$ 150,000

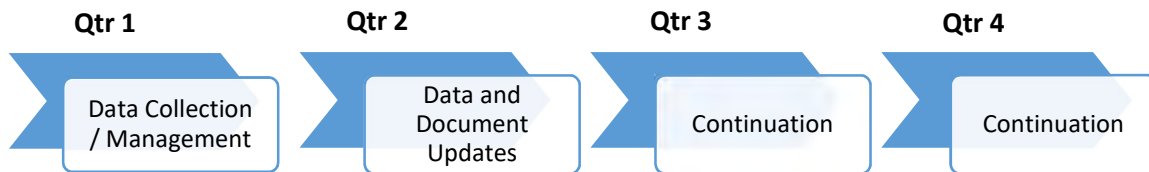
ODOT – Region 1 Transportation Data, Tools and Reports

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

In recent years, ODOT has produced several atlas-style documents to support the planning, programming and development of transportation investments around the region. These include the Interchange Atlas, Corridor/Transportation Performance Report, and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of this project is to ensure that ODOT and its partners always have up to date and useful data available.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 37,500	Federal grant	\$ 100,000
Materials & Services	\$ 62,500	Local Match	\$
TOTAL	\$ 100,000	TOTAL	\$ 100,000

ODOT Region 1 Planning for Operations

Staff Contact: Scott Turnoy, scott.turnoy@odot.state.or.us

Description

ODOT seeks to leverage its recent work program investments in diagnosing bottlenecks and developing a strategy for active traffic management (ATM). This project will seek to identify and plan for project investments that support Transportation System Management and Operations (TSMO) on highways throughout the region. These investments are meant to improve safety and efficiency for all users of the transportation system.

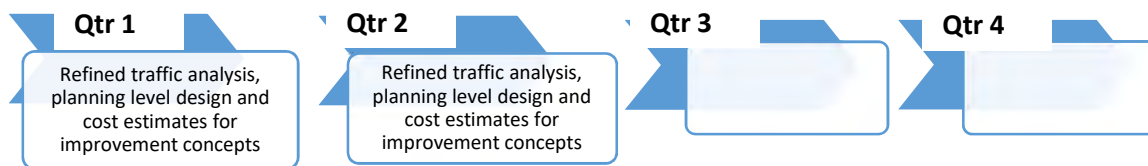
Previously, ODOT developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region. In FY 2019-2020, ODOT completed the CBOS 2 Atlas and initiated refinement of certain projects identified in the CBOS 2 Atlas. ODOT also works to identify and prioritize investment opportunities where TSMO can improve safety and efficiency; collaborate with local and regional agencies to find and implement cost-effective TSMO investments; enhance ODOT’s ability to support local planning efforts with respect to planning for operations; and support the regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro agreement’s identification of opportunities to coordinate, cooperate and collaborate.

Identification of safety and efficiency improvements through planning for operations includes identifying such investment opportunities that are focused on improving safety for all users of the transportation system, as well as improving efficiency, which can lead to improvements in congested conditions and climate impacts, which is consistent with 2018 RTP policy guidance related to safety, congestion and climate change.

In FY 2020-21 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts.

Please contact ODOT staff listed above to learn more detail.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
ODOT Staff Time	\$ 245,970	STIP/FHWA	\$ 286,048
Consultant Services	\$ 189,210	State Match	\$ 24,132
		SPR	\$ 125,000
TOTAL \$ 435,180		TOTAL \$ 435,180	

Project ODOT: I-5 and I-205: Portland Metropolitan Value Pricing

Staff Contact: Mandy Putney, Mandy.Putney@odot.stat.or.us

Description

This project will advance the results of a feasibility analysis completed in December 2018. The Value Pricing Feasibility Analysis was conducted using state funding from House Bill 2017; no federal funds were spent (except for \$43 in June by administrative staff activating the account). The current phase is advancing two tolling locations – one each on I-5 and I-205 – for further refined analysis and review under federal environmental and tolling requirements.

During the period of July 2019 to June 2020 the work was focused on coordination with the FHWA partners, work planning for back office system, and coordination with the planned bridge reconstruction, seismic improvements, and widening on I-205. The planning/environmental analysis phase is expected to continue into 2023.

The Oregon Transportation Commission is the tolling authority for Oregon. The project is led by ODOT, which has developed a decision and advisory structure to engage regional partners for technical input as well as an advisory committee to assist in developing an equity framework and equitable process. Regional partners include local, county, and regional agencies, as well as transit service providers including TriMet, Smart, and others. Additionally, ODOT is coordinating with Metro and the City of Portland on concurrent efforts related to congestion pricing.

This project is consistent with the 2018 RTP Transportation System Management and Operations Policies. Specifically, TSMO Policy 1: Expand use of pricing strategies to manage travel demand on the transportation system.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 050,000	Federal grant	\$ 2,766,600 6,354,600
Materials & Services	\$ 7,000,000 100,000	Local Match	\$ 645,400 233,400
TOTAL	\$ Total Amount	TOTAL	\$ 73,000,000

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

Staff Contact: Scott Turnoy, scott.turnoy@odot.state.or.us

Description

In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. On August 15, 2019 the Oregon Transportation Commission (OTC) approved \$300,000 in FHWA funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway. The study is intended to accomplish the following:

- Identify a range of costs to achieve a widened and resilient I-5 Boone Bridge,
- Determine if it is structurally feasible to widen and seismically retrofit the existing I-5 Boone Bridge and identify associated planning level cost range and risks,
- Identify cost range and risks to replace the I-5 Boone Bridge,
- Identify cost range associated with interchange improvements on I-5 in the study area,
- Identify further analysis and associated costs necessary following this study.

In FY 2019-2020, ODOT initiated consultant procurement, structural analysis, geotechnical analysis and cost estimating. This study builds upon previous work, such as the I-5 Wilsonville Facility Plan (adopted July 2018), to consider the feasibility and costs associated with seismic retrofit and widening of the I-5 Boone Bridge compared with a full bridge replacement. The study aims to evaluate options for a seismically resilient and widened I-5 Boone Bridge, using the I-5 Wilsonville Facility Plan recommendations and associated 2018 RTP project listing as the basis for widening considerations, which is consistent with the 2018 RTP policy guidance for safety and congestion. The I-5 Wilsonville Facility Plan recommends improvements expected to reduce conflicts between vehicles entering and exiting I-5 in the Boone Bridge area, which is intended to improve safety and operational efficiency. The study will consider land use impacts, TDM (Transportation Demand Management) and ITS (Intelligent Transportation Systems).

The study will end in FY 2020-21.

Key Project Deliverables / Milestones



FY 2020-21 Unified Planning Work Program

FY 2020-21 Cost and Funding Sources

Requirements:

ODOT staff time \$ 25,000
Consultant Services \$ 125,000

TOTAL \$ 150,000

Resources:

STIP/FHWA \$ 138,330
State Match \$ 11,670

TOTAL \$ 150,000

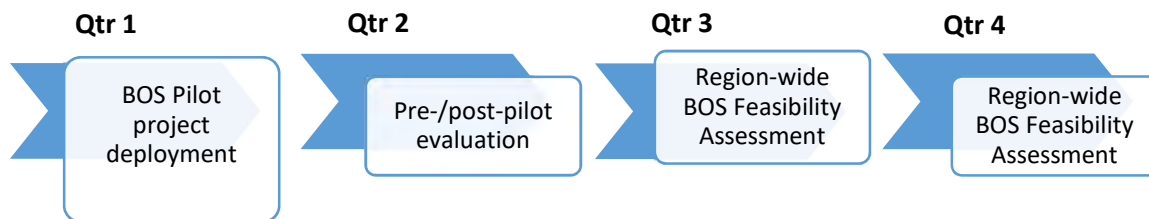
ODOT Region 1 Bus-on-Shoulder Pilots and Feasibility Assessment

Staff Contact: Rory Renfro, rory.j.renfro@odot.state.or.us

Description

Demonstrating its commitment to testing innovative multi-modal tools, the Oregon Department of Transportation will evaluate the Portland-area freeway system for Bus-on-Shoulder (BOS) opportunities. Building on a high-level assessment of nearly 100 miles of urban freeways, the Region 1 BOS Feasibility Assessment will include multiple pilot projects to be deployed in 2020, followed by a more in-depth analysis of the freeway network to identify additional opportunities. Supplementing a pre- and post-pilot evaluation, the regional study will identify and prioritize corridors for potential permanent and longer-term BOS deployment. This will involve a more detailed assessment of existing transportation infrastructure and conditions, and coordination with regional transit providers and other stakeholders to assess transit demand. The assessment will build upon previous analyses and congestion mitigation measures including ODOT’s bi-annual Traffic Performance Report and Corridor Bottleneck Operations Study efforts, and TriMet’s forthcoming Express/Limited Stop Study. ODOT is undertaking this effort in response to internal and partner agency interest in testing BOS in Oregon.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 100,000	Federal grant	\$ 0
Materials & Services	\$ 100,000	Local Match	\$ 200,000
TOTAL	\$ 200,000	TOTAL	\$ 200,000



5. Local Planning Activities: **Local Planning of Regional Significance**

French Prairie Bridge Connectivity

Staff Contact: Zachary J. Weigel, P.E., weigel@ci.wilsonville.or.us

Description

The French Prairie Bridge Connectivity project identifies three key components in planning of the bicycle, pedestrian, emergency access bridge crossing the Willamette River in Wilsonville. These include the preferred bridge location and bridge type, as well as the estimated cost of the bridge and how construction might be funded.

No safe bike and pedestrian crossing of the Willamette River exists between Newberg and Oregon City. The French Prairie Bridge connects the Portland region through the French Prairie area and on to Eugene by linking the Ice Age Tonquin Trail with the Champoeq Trail and Willamette Valley Scenic Bikeway. In addition, the French Prairie Bridge provides a redundant, seismically resilient Willamette River crossing for emergency and secondary responders in support of incident response and recovery.

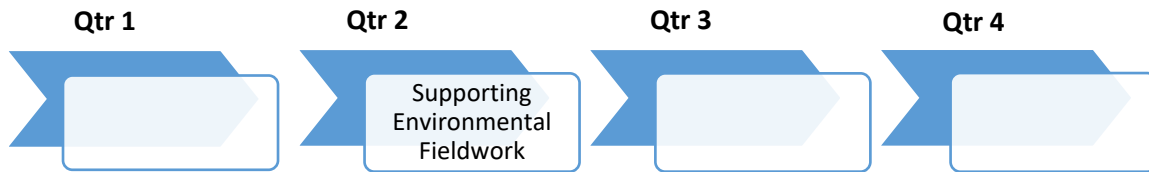
The project is consistent with 2018 Regional Transportation Plan (RTP) policy direction, including increasing safety for bikes and pedestrians, transportation equity, and travel options, and reducing vehicle miles traveled and greenhouse gas emissions, to address congestion and climate change. Regional partners, including ODOT, SMART, cities, and counties and non-governmental groups provided input throughout the process.

Work completed in FY19/20 includes selection of the preferred bridge type, estimate of preferred bridge cost, and a French Prairie Bridge Location Evaluation Report and Planning Effort Summary.

Please visit <http://frenchprairiebridgeproject.org/> for more information about the project.

Key Project Deliverables / Milestones

Key milestones in FY20/21 consist of supporting environmental fieldwork to be determined by Federal Highways Administration (FHWA).



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 200,000
Materials & Services	\$ 0

Resources:

Federal grant	\$ 179,000
Local Match	\$ 21,000

TOTAL \$ 200,000

TOTAL \$ 200,000

Clackamas Connections Integrated Corridor Management

Staff Contact: Bikram Raghubansh, BikramRag@clackamas.us

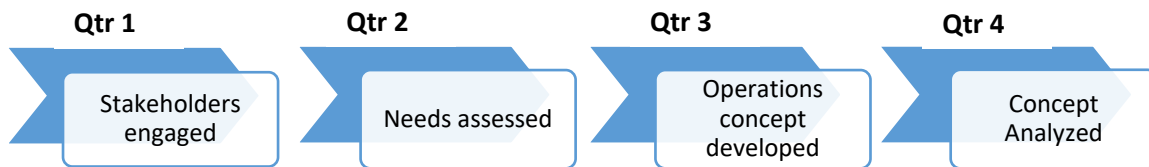
Description

Clackamas Connections Integrated Corridor Management (ICM) continues from scoping carried out the previous fiscal year. Major highways in Clackamas County are often pushed to their limit during times of peak congestion. This project will develop the concept for operations based on Transportation System Management and Operations (TSMO) strategies around better traveler information, smarter traffic signals and efficient incident response to increase reliability. ICM results in a shared Concept of Operations that integrates agencies operationally, institutionally and technologically. This project is funded through Metro’s regional TSMO program and relates to the 2020 TSMO Strategy which stems from the region’s 2010-2020 TSMO Plan and 2018 RTP Goal 4, Reliability and Efficiency utilizing demand and system management strategies. This project generates recommended action for several corridors in Clackamas County, consistent with 2018 RTP safety, equity and climate policy direction.

Corridors subject to the initial phase of needs analysis will be sections of Interstates 5 and along Interstate 205, Wilsonville Road, Elligsen Road, Stafford Road, 65th Avenue, Borland Road, Willamette Falls Drive, 82nd Drive/Avenue, McLoughlin Boulevard (99E) and Highway 224 in Clackamas County. The project will be beneficial for freight drivers as they make route decisions to reach destinations in the region and beyond. It will also make use of the region’s transit investments, improving operations by integrating Intelligent Transportation Systems (ITS).

This project will be largely completed within FY2020-21 but final tasks are likely to continue in early FY2021-22. The project will engage a cross section of the public, operator agencies such as TriMet, ODOT, cities within Clackamas County and other stakeholders.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 73,444
 Materials & Services \$ 305,000

TOTAL \$ \$378,444

Resources:

Federal grant \$ 339,578
 Local Match \$ 38,866

TOTAL \$ \$378,444

Hillsboro - Oak and Baseline: Adams Ave – SE 10th Ave

Staff Contact: Karla Antonini, karla.antonini@hillsboro-oregon.gov

Description

The Oak, Baseline and 10th Avenue study will evaluate design alternatives and select a preferred design that creates an environment supporting business investment and comfortable, safe travel for all users in Downtown Hillsboro.

This project seeks to establish a clear vision on how best to improve walkability and provide safer access across the Oak/Baseline couplet, particularly at currently not signalized intersections, which would allow the City to pursue other funding opportunities proactively, or in conjunction with private development, to address these access safety deficiencies.

This project seeks to support redevelopment along the Oak/Baseline couplet by providing a more comfortable environment for residents and business customers while at the same time accommodating auto, transit, and truck traffic along the State highway. It also seeks to increase accessibility by persons using all modes of transport to priority community service destinations such as City and County offices, the Health & Education District, the 10th Avenue commercial corridor as well as the Main Street district, with its restaurants, retailers and arts and entertainment venues. The project will also enhance access to the regional light rail system located in the heart of the Downtown, as well as bus access to the TriMet Line 57 Frequent Service route, and routes 46, 47, and 48, and the Yamhill County fixed-route bus service at MAX Central Station, located one block north of the Oak-Baseline couplet.

In FY 2019-2020, Hillsboro and ODOT fully executed the IGA for this work. Scope of Work has been finalized and submitted to ODOT. ODOT is currently working on the Statement of Work and the RFP. Regional partners, including ODOT, Metro, TriMet, neighboring cities: Forest Grove and Cornelius and non-governmental groups will provide input throughout the planning process.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 410,000
 Materials & Services \$ 147,227

TOTAL \$ 557,227

Resources:

Federal grant \$ 500,000
 Local Match \$ 57,227

TOTAL \$ 557,227

Tualatin Hills Parks & Recreation District - Beaverton Creek Trail – SW Hocken Avenue

Staff Contact: Rene’ Brucker, rbrucker@thprd.org

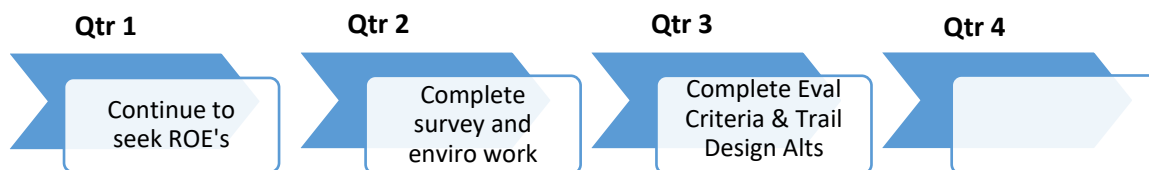
Description

The Beaverton Creek Trail (BCT) Project will design a 1.5-mile multi-use off-street trail that will parallel the TriMet Light Rail corridor and connect the Westside Regional Trail and SW Hocken Avenue in Beaverton. The feasibility study will identify a preferred route for the trail, preliminary cost estimates, environmental impacts, and potential mitigation issues. This project will require coordination with the Bonneville Power Administration, TriMet, Clean Water Services, Washington County, and City of Beaverton.

In 2019-2020, the consultant contract with ODOT and survey engineer firm David Evans and Associates was issued. The boundary and topographic survey field work was 90% completed, the opportunities and constraints evaluation was 50% completed, and the Hazmat Corridor Assessment with archaeology reviews was 80% completed. The proposed project, located in a high-density employment area with higher density residential to the south and east, will improve walkability and safety in four Metro-identified pedestrian corridors and will lead to an increase in non-auto trips through improved user experience. The BCT Project meets objectives identified in THPRD’s Comprehensive Plan and Trail’s Master Plan, the City of Beaverton’s transportation Plan, the Oregon State Comprehensive Outdoor Recreation Plan that was in place at the time the project was approved, and the Oregon Statewide Planning Goals and Objectives for Recreation.

This is an ongoing project. We continue to seek a right of entry from property owners Nike and Tektronix. If these cannot be obtained, a modification to the trail corridor will need to be considered.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 91,564	Federal grant	\$ 800,000
Materials & Services	\$ 800,000	Local Match	\$ 91,564
TOTAL	\$ 891,564	TOTAL	\$ 891,564

Vision Around the Mountain Planning Study

Staff Contact: Jason Kelly, Regional Transit Coordinator, jason.d.kelly@odot.state.or.us

Description

The study will identify transit service connections and coordination opportunities among public transit providers operating around Mount Hood. The study will provide for an inter-jurisdictional transit vision, operational specifications and policy considerations for integrating transit systems, and collaborative marketing strategies for services in the Mt. Hood transit shed.

The study will consolidate and prioritize transit projects identified in Mount Hood Multimodal Transportation Study, Hood River County Transit District Master Plan, Highway 35 Transit Implementation Plan, City of Sandy Transit Master Plan, and Coconino County Transit Development Plan, and multiple Statewide Transportation Improvement Fund (STIF) Plans. The project is co-sponsored City of Sandy, Clackamas County, and Hood River County Transit District and will be a plan subset to the Mount Hood Multimodal Transportation Plan. The study is consistent 2018 RTP policy direction including increasing safety, transportation equity, travel options, reducing vehicle miles traveled, and greenhouse gas emissions, to address congestion and climate change.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$	Federal grant	\$ 107,676
Materials & Services	\$ 120,000	Local Match	\$ 12,324
TOTAL	\$ 120,000	TOTAL	\$ 120,000

~~Oak Grove – Lake Oswego Pedestrian / Bicycle Bridge Feasibility Study~~ Willamette River Crossingg– Feasibility Study

Staff Contact: ~~Stephen Williams~~Karen Buehrig, ~~swilliams@clackamas.us~~kbuehrig@clackamas.us

Description

~~Discussions are underway with the four partner agencies to determine next steps following the decision by the City of Lake Oswego City Council to withdraw the City from any further involvement in the study (November 5, 2019). A project description, deliverables/milestones and budget will be included (if available) prior to the adoption of the FY20-21 UPWP in May, 2020. More information can be found at the project website: www.clackamas.us/transportation/oglo. The purpose of this feasibility study is to identify alternative crossing locations of the Willamette River for pedestrians and bicyclists between Oregon City and the Sellwood Bridge, consistent with the Clackamas County Transportation System Plan project #2022. The project will consider alternatives north and south of Lake Oswego.~~

~~The study will begin with coordination with all of the possible project partners, including Clackamas County, Gladstone, West Linn, Milwaukie, Oregon City, North Clackamas Parks and Recreation District, Metro, ODOT and Oregon State Parks and Recreation Department to develop a partner agreement. A needs analysis will then be conducted to develop the purpose and need for the Willamette River Crossing, including the entire area between Oregon City and the Sellwood Bridge. Using information from the needs analysis, criteria will be created to guide the **identification and evaluation of** new alternative crossing locations north and south of Lake Oswego ~~identification and evaluation~~. Alternative crossing locations ~~should~~**will** include a pedestrian/ bicycle bridge, as well as other manners of crossing the river such as a water taxi. Alternative locations and alignments will be developed and evaluated, including planning level cost estimates.~~

~~The project partners will determine the decision-making process for narrowing the alternatives that will be moved forward into the 10% design phase. Included in the 10% design phase will be initial bridge-type discussion, conceptual cost estimates, and identification of supporting infrastructure needed to connect the crossing to the pedestrian and bikeway infrastructure on each side of the river. A scoping analysis that addresses both the human and natural environment ~~shall~~**will** be prepared for each alternative. **Clackamas County will receive input form from the partners (listed above) on if and which alternative(s) should be advanced for further design work.**~~

~~The study will conclude with agreement by the project partners to **either (1) identify funding and advance alternatives into preliminary engineering and environmental assessment OR (2) not move forward with any of the alternatives at the conclusion of the project.**~~

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ ~~Amount~~ \$450,000
 Materials & Services \$ ~~Amount~~ \$450,000

Resources:

Federal grant \$ ~~Amount~~ \$500,000
~~Local Match~~ Metro \$ ~~Amount~~ \$490,000
 Direct Contribution

TOTAL \$ ~~Total Amount~~ \$490,000

TOTAL \$ ~~Total~~
 ~~Amount~~ \$490,000



Appendices

**2017 Federal Certification Review
USDOT Findings and Metro Response**

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	<p>Recommendation 1: The Federal review team recommends Metro create a corrective action plan and a certification review action team to assist in the successful resolution of corrective actions.</p>	<p>Metro convened an internal MPO group in early 2016 to track MPO activities that occur across our agency. Because of our size and unique function as an elected regional government, our MPO work occurs in five separate departments (administration, planning, research, communication and legal). Our MPO group is led by planning staff and includes core staff from these departments and convenes monthly to ensure continuity on our MPO work.</p> <p>This group is responsible for annual development of the UPWP and also serves as our certification action team. The proposed work program in this response as created by this team.</p>		
<p>Metropolitan Transportation Plan (MTP)</p>	<p>Corrective Action 1: By December 31, 2018, with the update of the 2018-2040 MTP, Metro must create a financial plan that meets all of the requirements of 23 CFR 450.324(f)(11), including documentation of systems-level operations and maintenance costs, the cooperative revenue estimation process, and a clear demonstration of financial constraint.</p>	<p>Metro recognizes the importance of existing asset maintenance and operations costs relative to forecasted revenues and the context this provides for spending trade-offs for these purposes relative to investing in system expansion to serve growing demand for access and mobility.</p> <p>Metro staff is investigating how to utilize existing Oregon DOT data on system conditions and forecasted maintenance costs for the National Highway System and TriMet/SMART</p>	<p>12/31/2018</p>	<p>Metro completed this work for the purpose of developing the 2018 RTP in collaboration with our city, county, regional and state agency partners. The framework, methodology and revenue forecasts are included in the appendix to the RTP. This work formed the basis for demonstration of financial constraint in the RTP project solicitation. The 2018 RTP was adopted by the Metro Council on December 6, 2018.</p>

		<p>data on transit system operations costs relative to forecasted revenues as part of the current RTP update.</p> <p>We are also monitoring the ODOT efforts to respond to mandates from recent state legislation to standardize and report on pavement management conditions for how that data can be utilized in the long-range planning process.</p> <p>Finally, we are cooperating with ODOT and are leading development within the region on implementation of MAP-21 performance measure and target setting requirements for pavement assets and will be incorporating those measures and targets into the RTP and TIP update processes.</p> <p>The current MTP update will describe the cooperative revenue estimation process that has been undertaken. Metro participated in an ODOT led statewide process to forecast state and federal revenues to the state and MPO levels.</p> <p>Metro led the regional process to forecast local transportation revenues developed within the region. How to account for the impacts of the recent state funding legislation (HB 2017) within the long-range plan is still under development with ODOT estimates of fiscal impacts.</p>		<p>ODOT Headquarters is about to undertake an update to the cooperative revenue forecast for long-range metropolitan planning. We will be an active participant in this effort that will serve as the basis for the next RTP update.</p>
--	--	--	--	--

		<p>The 2018 RTP will demonstrate financial constraint by showing that project costs do not exceed forecasted revenues.</p>		
	<p>Recommendation 2: To help the public understand Metro’s long-range planning processes and outcomes, the Federal review team recommends Metro:</p> <ul style="list-style-type: none"> • Consider the audience and purpose of the MTP when determining structure, format, and content, • Use plain language and visualization techniques to present complex information in an easy to understand format, • Document the MTP’s purpose in the introduction of the MTP, and • Describe the relationship between the MTP and the modal plans to help ensure the long-range plan remains multimodal and the full scope of the MTP planning process is understandable to the public. 	<p>Metro continues to explore new ways to make our planning documents and processes more accessible to the public. In 2016, we launched our Regional Snapshot web series, and that continues to be our main forum for creating public awareness on major issues facing the region, including transportation. Our transportation snapshots have used text, photography and video to explore topics like congestion, safety, freight and affordability.</p> <p>We have also made major upgrades to our website to make it simpler and more accessible to the community. We actively use social media and our Opt-in polling program to keep the public engaged on a continuous basis and connect the community to new web content.</p> <p>These web-based tools will continue to be our main focus for translating complex planning topics and using visualization techniques present our planning documents in understandable terms.</p> <p>We will also continue to improve the readability of our RTP, MTIP, UPWP, modal plans and other formal documents to the</p>		

		<p>extent possible, given their legal and regulatory function. In most cases, we publish a summary version of these documents as an alternative for interested public and our elected officials.</p> <p>Our 2018 RTP adoption (including the associated transit, freight and safety modal plans) will include summary documents aimed at the broader public.</p> <p>The RTP will be significantly reformatted as part of this update, and will also include a clear purpose statement of its federal, state and regional purpose in the introduction.</p>		
<p>Transportation Improvement Program (TIP)</p>	<p>Corrective Action 2: By July 1, 2020, with the update of the next TIP, Metro must provide clear documentation of a cooperative revenue estimation process, that ensures adequate funding is available by year to operate and maintain the system, adequate revenue is available to deliver projects on the schedule proposed in the TIP, and all other financial planning and fiscal constraint requirements identified in 23 CFR 450.326 are met.</p>	<p>Metro will work with ODOT, the region’s transit agencies, FHWA and FTA staff to document the cooperative revenue process and processes to demonstrate fiscal constraint within the TIP. This work will require the active cooperation of the agencies that administer federal funding within the region and guidance from USDOT staff on acceptable practices between Metro as the MPO and the other administrating agencies to prioritize projects for programming in the TIP and to demonstrate fiscal constraint of those projects.</p>	<p>7/1/2020</p>	<p>A cooperative revenue forecasting process to determine the urban-STBG, TAP set-aside, and CMAQ funds expected to be available through the next allocation cycle was performed by ODOT’s finance team and Oregon MPO staff, and will be documented in the 2021-24 MTIP.</p> <p>Metro was able to work with transit agency staff on the forecast of reasonably expected transit revenues, which also will be documented in the 2021-24 MTIP.</p> <p>ODOT was able to provide a financial forecast for the three “Leverage” programs to add Active Transportation, Safety, or Highway elements to “Fix-It” asset management projects for the ODOT Region 1 area for the FFY 2022-2024 allocation</p>

			<p>process. The Metro MPA boundary contains a large portion of the ODOT Region 1 transportation assets, making it possible for the MPO to analyze and communicate its priorities for these ODOT funding programs.</p> <p>However, MPOs are still struggling to effectively participate in a cooperative process under the current construct when ODOT, defines funding programs (Fix-It, Enhance, etc) for the state system rather than by how federal or state funding sources should be allocated across the entire system.. Metro will continue to communicate to ODOT staff and the OTC the need to actively engage with MPOs to consider the needs of the wholistic transportation system within the MPO areas before defining the policy direction of their fund allocation programs and the amount and type of revenues..</p> <p>Additionally, MPOs have requested to ODOT Headquarters to participate in the ODOT allocation programs administered at the statewide level. With a better understanding of an order of magnitude forecast of potentially available funds in an MPO area, the decision process by which funds will be allocated MPOs could more effectively analyze and communicate MPO area priorities for those fund allocation</p>
--	--	--	---

				<p>programs.ODOT Headquarters is about to undertake the cooperative revenue forecast for long-range metropolitan planning. We expect this process to not only serve the needs of the long-range forecast but to provide a foundation of a better understanding of how revenues are forecasted, allocated to ODOT fund allocation programs, and then programmed in the TIP on projects.</p> <p>Finally, the requirements of the FAST Act and of Oregon HB 2017 have greatly improved the understanding and documentation of adequately operating and maintaining the transportation system by ODOT, transit agencies, and local jurisdictions. Documentation will be provided in the 2021-24 MTIP and STIP.</p>
	<p>Corrective Action 3: By May 27, 2018, Metro must update amendment “Exceptions” in the TIP management procedures to clearly distinguish what changes affect fiscal constraint and ensure those happen via a full amendment per 23 CFR 450.328.</p>	<p>The TIP amendment management procedures were updated in March 2018 to be consistent with the statewide matrix developed by ODOT and FHWA to define when a project change affects fiscal constraint. Those that do are processed as a full amendment with public notification and comment period and adoption by Metro Council resolution prior to submission for inclusion in the STIP.</p>	<p>5/27/2018</p>	<p>Compliance with this Corrective Action continues.</p>

	<p>Recommendation 3: The Federal review team recommends Metro update the STIP discussion in the TIP to accurately reflect the purpose of the STIP, its relationship to Metro’s TIP, and how ODOT projects meet the needs of the Metro area and how they get programmed in the TIP.</p>	<p>In the next TIP process, Metro will work with FHWA and ODOT to update the language describing the relationship between the ODOT-led funding allocations that fund projects within the Metro MPO region, how those projects were prioritized for programming and serve the needs of the Metro area, and the relationship between the MTIP and the STIP.</p>		<p>Descriptive language of the MPO and State DOT responsibilities and the relationship between the STIP and MTIP have been updated in materials being used for the MTIP policy update. Updates to describing these roles and responsibilities that will be reflected in the 2021-24 MTIP document.</p>
	<p>Recommendation 4: The Federal review team recommends Metro clarify the Regional Flex Fund Process in the FY 2018-2021 TIP to clearly document the process and ensure Metro is not sub-allocating Federal funding to individual modes or jurisdictions.</p>	<p>Metro staff has updated the 2018-21 MTIP and the description of the Regional Flexible Funding Allocation process of the metropolitan STBG, TAP, and CMAQ funds. It is clear from this description that Metro is not sub-allocating Federal funding to individual modes or jurisdictions.</p>		<p>Compliance with this recommendation continues. The 2022-24 RFFA process will be documented as part of the 2021-24 TIP update to clearly demonstrate consistency with federal regulations on sub-allocation.</p>
	<p>Recommendation 5: The Federal review team recommends Metro consider the audience(s) and purpose of the TIP so the public can easily understand the TIP’s purpose, how the TIP implements the priorities identified in the MTP, and can easily find information they are looking for. Consider using plain language and visualization techniques to present the information in an easy to understand format. This will help the reader understand the</p>	<p>In the next TIP process, Metro staff will work to incorporate more graphic and visual elements and plain language to more clearly and easily understand the TIP purpose, process and content. We will also investigate with FHWA and ODOT staff the documentation of compliance with TIP regulations in a technical appendix to help simplify the main body of the document and ease federal staff review of the TIP for meeting regulations.</p>		<p>Creation of the 2021-24 MTIP document and supporting materials is underway in 2020 with a specific intent to address this recommendation. A draft can be provided to FHWA, FTA and ODOT upon request.</p>

	processes and outcomes as they read through the document.			
	Commendation 1: The Federal review team commends Metro and ODOT for taking initiative to review project proposals for project readiness and to address the local project delivery concern.	Metro staff will continue to work on project readiness and local project delivery issues through continuous improvement of regional reporting tools, participation in the state Certification User Group process, and if additional resources are available will conduct more in-depth risk assessment and readiness review of projects seeking RFFA funds.		<p>Metro has worked with ODOT and the other Oregon TMA MPOs to develop obligation targets and a certification process that incentivize on-time delivery of local federal-aid projects to further address this concern.</p> <p>Metro hopes to ascertain federal certification for planning in 2020, and is actively in the process of meeting ODOT's procurement requirements.</p>
Congestion Management Process (CMP)	Recommendation 6: The Federal review team recommends Metro determine what are the basic requirements for CMP evaluation and monitoring and create a sustainable data collection approach that meets the CMP requirements. Metro can then determine any data needs that go above and beyond the basic requirements.	<p>Metro is in the process of re-evaluating our CMP program in light of limited MPO capacity. In recent years, Metro published a Regional Mobility Atlas that was the core of our CMP evaluation and monitoring program, but we have not had the MPO staff capacity to sustain the program at that scale. Currently, our plan is to evolve the atlas to become an online tool, published in tandem with our MTIP and RTP update cycles.</p> <p>As part of the TIP process, Metro also publishes a Resource Guide that links RFFA funding</p>		

		<p>application questions about a candidate project to relevant data contained in the Mobility Atlas or other sources. The guide will be updated as part of the next RFFA process.</p> <p>We are also looking at ways to merge our Mobility Atlas concept with new federal reporting requirements and Oregon Highway Plan regulations affecting permitting and development in the region for both efficiency and to make the information useful to local officials and practitioners.</p> <p>In our 2018-19 UPWP, we have proposed a joint ODOT-Metro Regional Mobility project that would follow the 2018 RTP adoption, and revisit the region’s mobility policy. The mobility corridor framework used in the atlas will be the foundation for this new policy work, and we expect to provide the next update to the CMP data in an new, online version of the atlas as part of this effort.</p>		
	<p>Recommendation 7: The Federal review team recommends Metro develop a congestion management plan that documents the tools and data used and how they are applied to the MTP and TIP to help the public and decision-makers understand how the CMP informs Metro’s processes. This plan could be an effective tool to document a complex process.</p>	<p><i>(This is addressed in response to Recommendation 6)</i></p>		

<p>Public Participation</p>	<p>Corrective Action 4: By January 30, 2018, Metro shall update the PPP to meet all requirements of 23 CFR 450.316 and 326(b), including:</p> <ul style="list-style-type: none"> • Identification of key decision points for each major planning process where the MPO requests public comment and the explicit procedures for outreach at these milestones. • Specific outreach strategies to engage traditionally underserved populations. • Criteria or process to evaluate the effectiveness of outreach processes • In each major planning document, a demonstration of how the explicit processes and procedures identified in the PPP were followed and a summary that characterizes the extent to which public comments 	<p>Metro is committed to updating the PPP to meet all requirements of 23 CFR 450.316 and 326(b).</p> <p>To meet this corrective action, Metro has decided to split its Public Engagement Guide to reflect the need for both the public’s understanding of public engagement in transportation planning processes (through a Public Participation Plan) and a best practices guide for practitioners (the focus of the Public Engagement Guide). The update to the Public Engagement Guide portion of this new “split” document is expected to be completed later in 2018.</p> <p>The internal review draft of the Transportation Planning Public Participation Plan will be completed by Feb. 9, followed by a stakeholder review. A final version is expected by March 16, 2018</p>	<p>3/16/2018</p>	<p>Metro completed and posted the updated PPP for transportation planning on Jan. 30, 2019, entitled “Be involved in building a better system for getting around greater Portland.” The document is published on several pages of the Metro website, including the “Public projects” page (oregonmetro.gov/public-projects). The agency’s larger Public Engagement Guide is expected to be updated by early 2020 to incorporate this information and update other engagement practices.</p>
------------------------------------	--	--	------------------	--

	influenced TIP development.			
	Recommendation 8: The Federal review team recommends Metro identify ways to make Metro’s website navigation easier, taking special consideration for populations that have limited skills using the Internet, and ensure all outdated draft documents are removed after final adoption occurs.	<p>Metro will work with staff to define a protocol for removing outdated draft documents and clearly labeling document status (discussion draft, public review draft, final, etc.)</p> <p>Metro is currently scoping and budgeting for an upgrade to its website server, with the project anticipated to start in early 2019. As part of this process, Metro will continue its user testing to improve navigation.</p>		
	Commendation 2: The Federal review team commends Metro for providing information on their website in languages other than English. This practice enables constituents with limited English proficiency to learn how to participate in decisions that affect their community.			
Consultation	Corrective Action 5: By June 30, 2018, Metro shall develop and document a formal consultation process for the MPO to meet all requirements in 23 CFR 450.316(b-e).	<p>Metro will complete this work in tandem with the current UPWP process and self-certification for 2018.</p> <p>Our goal is to more directly connect consultation to the UPWP in order to create a</p>	6/30/2018	Metro piloted a tribal and agency consultation process through the finalization of the 2018 Regional Transportation Plan. During this process, participants were asked to identify process

		<p>blanket finding for smaller projects that would therefore also be eligible for administrative amendments, thus streamlining maintenance for the UPWP. Under our proposed process, larger projects would require separate consultation from the UPWP and would be subject to a legislative amendment.</p> <p>As part of this reform, we are also seeking FHWA clarification on UPWP convening responsibilities for Metro and ODOT. Our objective is for Metro to carry this responsibility, including meeting logistics, agency notices and public notice to improve upon and streamline our current process.</p>		<p>stages of MTIP and RTP updates where they would like information or consultation. This information will be used to create ongoing consultation process guidance for future MTIP and RTP updates. The document is expected by April 30, 2019.</p> <p>New in 2020, Metro is currently recruiting and hiring for a Tribal Liason. This full time FTE will have the responsibility of making sure the Tribes are consulted early and often.</p>
<p>Civil Rights and Environmental Justice</p>	<p>Corrective Action 6: By October 1, 2018, to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, Metro must:</p> <ul style="list-style-type: none"> • Designate an employee who will serve as coordinator for Section 504 and ADA matters. • Conduct an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the 	<p>Metro is committed to coming into full compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, including:</p> <ul style="list-style-type: none"> • designating an employee who serves as coordinator for Section 504 and ADA Titles II and III (the Director of Human Resources will continue to be responsible for Title I) (July 2018). • conducting an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines, 	<p>10/1/2018</p>	<p>An employee for Section 504 and ADA matters was designated ahead of Oct. 1, 2018 (Mary Rowe, HR director).</p> <p>An ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers was completed in July 2018. Many improvements are slated as part of the building's maintenance schedule; a full secified timeline and budget forecast will be developed through 2019.</p>

	<p>barriers along with specified timelines.</p> <ul style="list-style-type: none"> • Develop a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information). 	<p>which is currently in process for Metro's main building and parks facilities(July 2018).</p> <ul style="list-style-type: none"> • developing a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information), which has been posted online and will be included in planning reports and meeting agendas and posted internally in 2018 (March 2018). • Metro has completed a review of the region's demographics as part of the 2015-18 MTIP and as part of the 2018 RTP. In early 2019, Metro will use American Community Survey data analysis to assess shifting demographics for communities of color and communities with lower income since the 2010 Census (January 2019). <p>To inform the 2018 RTP development and adoption, the Transportation Equity Analysis will assess and contrast the benefits and burdens for EJ and non-EJ populations as part of the 2018 RTP development and adoption. This work was piloted in the 2015-18 MTIP and will continue to frame subsequent MTIP updates (December 2018)</p>		<p>A Section 504/ADA nondiscrimination notice was developed and posted to the Metro website and included in federal documents ahead of Oct. 1, 2018. The nondiscrimination notice that is translated into multiple languages and posted in the Metro Regional Center lobby, the Metro Council chambers and on agendas for the Metro Council and advisory committees will be updated with the 2018 Factor 1 Limited English Proficiency data, adding an additional three languages and the additional information for Section 504/ADA by June 30, 2019.</p>
--	---	---	--	--

	<p>Recommendation 9: The Federal review team recommends Metro ensure they are addressing the needs of underserved populations, particularly when the demographics of the region are changing and to continue to identify how projects and programs would benefit and/or burden environmental justice (EJ) populations compared to non-EJ populations. Metro should consider using the MTP goals, objectives, and indicators as criteria for this EJ benefits and burden analysis. Metro should also review the demographic composition of the MPO Committees and explicitly document how Metro will ensure they are representative of community.</p>	<p>Currently, Metro prepares an annual summary of community representative demographics for our MPO committees as part of its annual Title VI report to ODOT. Additionally, Metro has proposed 2-year reviews of for all Metro committees as part of our Diversity Action Plan.</p> <p>While capacity constraints have limited Metro’s ability to meet this reporting goal agency-wide, we intend to bring this review into the Title VI Plan for all members (rather than just community representatives) of MPO committees as part of the next update to the plan. Metro will begin to pilot processes for collecting demographic information from committee members in 2018 (January 2018).</p>		
	<p>Commendation 3: The Federal review team commends Metro for implementing their 2015 LEP Plan by customizing public outreach translation needs based on the geography of projects.</p>			
	<p>Recommendation 10: The Federal review team recommends Metro identify stakeholders solicited for public comments on their Title VI</p>	<p>Metro completed a review of changing demographics in the region as part of the 2015-18 MTIP and as part of the 2018 RTP.</p>		

	<p>Plan, Title VI Analysis Reports and other federally required documentation.</p>	<p>Mid-cycle update -- Metro is ACS Data analysis to see if communities of color have shifted geographically since the 2010 Census (January 2019).</p> <p>RTP equity analysis will address benefits and burdens for EJ and non-EJ populations as part of the 2018 RTP development and adoption. This work will frame subsequent MTIP updates (December 2018).</p> <p>Currently, we prepare an annual summary report of community representative demographics for our MPO committees. Metro has proposed 2-year reviews of for all Metro committees as part of our Diversity Action Plan. While capacity constraints have limited Metro's ability to meet this reporting goal agency-wide, we intend to bring this review into the Title VI Plan for MPO committees as part of the next update to the plan.</p>		
--	--	--	--	--

<p>Performance-Based Planning and Programming</p>	<p>Recommendation 11: The Federal review team recommends Metro continue to work with ODOT and TriMet to implement Federal planning requirements for performance-based planning and programming, including:</p> <ul style="list-style-type: none"> • Discussing the new requirements, identify which processes need updating to meet new requirements and a plan for updates, data collection and sharing requirements to be ready for PBPP. • Making necessary connections to other performance-based plans, including Statewide Plans. • Further develop data needs to ensure that future MTP and TIP updates implement an objective-driven, performance-based planning process • Updating Planning Agreements that describe how transportation planning efforts will be coordinated between the agencies and 	<p>Metro adopted our first outcomes-based Regional Transportation Plan (RTP) that relies on targets and performance measures to ensure progress toward plan goals. While the range of outcomes and correlating performance measures in the RTP are much more comprehensive than required under new federal regulations, the framework in our RTP closely matches federal requirements where they overlap.</p> <p>In late 2018, Metro will adopt our third performance-based RTP and as part of this major update to the plan, we are conducting a significant overhaul of the plan's targets and performance measures. This work is partly driven by capacity constraints within our agency, and our ability to sustainably monitor, model and report data for performance measures, and the need to align our measures with federal requirements for efficiency.</p> <p>We are still working through our approach to meeting some federal measures, and have been coordinating with ODOT and TriMet to ensure that we can collectively meet these new requirements. Because of our capacity constraints, we expect to rely heavily on ODOT data in the near term to meet the new requirements.</p>		
--	---	---	--	--

	<p>document specific roles and responsibilities each agency has in the performance of transportation planning for the region.</p> <ul style="list-style-type: none"> • Reviewing MTP and TIP project prioritization and decision-making processes and how they support a performance-based process. • Identifying a way to categorize MTP and TIP projects in a way that will assist the MPO in meeting the new performance-based planning and programming requirements. • Reviewing publications, tools, and resources available on FHWA and FTA’s websites for good practices and assistance in implementing Transportation Performance Management and PBPP. 	<p>Currently, we expect to have an initial approach and agreement on responsibilities with our agency partners this year, and on schedule to meet minimum federal requirements.</p> <p>As discussed previously, Metro and ODOT plan to follow the 2018 RTP adoption with an update to our regional mobility policy (which regulates both the RTP and the Oregon Highway Plan for the Metro region). Our goal is to continue linking our mobility policy to the 24 mobility corridors that make up our Regional Mobility Atlas, and we believe this approach strongly meets the intent of federal regulations for tailoring our performance-based planning and programming to conditions on the ground. As part of this work, we will likely fine-tune our performance targets and measures as they relate to federal requirements.</p> <p>This work will be completed prior to the next update to the RTP, and will either result in an amendment to the plan or will be incorporated into the 2023 update. Once the new policy has been adopted into the RTP (either through amendment or a scheduled update), it will then apply to subsequent MTIP updates.</p>		
--	---	--	--	--

FY 2020-2021 Unified Planning Work Program Summary

METRO

	Requirements Total Direct and Indirect Costs	Resources							
		Federal MPO Funding				Other Funding		Total	
		PL *	5303	STBG	FTA / FHWA / ODOT	Metro Direct Contribution	Metro Required Match		Local Partner Support
REGIONAL TRANSPORTATION PLANNING									
1 Transportation Planning	\$1,103,089	\$1,081,255	\$19,800				\$2,033		\$1,103,088
2 Climate Smart Implementation	\$24,142		\$21,893				\$2,248		\$24,141
3 Regional Transportation Plan Implementation	\$105,240		\$95,438				\$9,802		\$105,240
4 Metropolitan Transportation Improvement Program (MTIP)	\$1,096,380			\$994,269			\$102,111		\$1,096,380
5 Regional Transit Program	\$59,576		\$54,028				\$5,549		\$59,577
6 Regional Mobility Policy Update	\$877,477		\$287,909			\$310,000	\$29,568	\$250,000	\$877,477
7 Regional Freight Program	\$130,667		\$118,497				\$12,170		\$130,667
8 Complete Streets Program	\$132,214		\$119,900				\$12,314		\$132,214
9 Regional Congestion Pricing Technical Analysis	\$199,489					\$199,489			\$199,489
10 Regional Travel Options (RTO) and Safe Routes to School Programs	\$3,748,570				\$3,599,687		\$148,883		\$3,748,570
11 Transportation System Management & Operations (TSMO) - Regional Mobility Program	\$209,301			\$189,808			\$19,493		\$209,301
12 Enhanced Transit Concept Pilot Program	\$141,409					\$141,409			\$141,409
13 Regional Framework for Highway Jurisdictional Transfer	\$255,367					\$255,367			\$255,367
14 Economic Value Atlas (EVA) Implementation	\$51,103					\$51,103			\$51,103
Regional Transportation Planning Total:	\$8,134,024	\$1,081,255	\$717,465	\$1,184,077	\$3,599,687	\$957,368	\$344,171	\$250,000	\$8,134,024
CORRIDOR / AREA PLANNING									
1 Corridor Refinement and Project Development (Investment Areas)	\$306,530			\$102,809		\$193,163	\$10,558		\$306,530
2 Southwest Corridor Transit Project	\$1,001,583					\$219,696		\$781,887	\$1,001,583
3 Columbia Connects	\$291,790			\$264,614			\$27,176		\$291,790
4 MAX tunnel study	\$65,558					\$65,558			\$65,558
5 City of Portland Transit and Equitable Development Assessment	\$582,907				\$528,618		\$54,289		\$582,907
Corridor / Area Planning Total:	\$2,248,368	\$0	\$0	\$367,423	\$528,618	\$478,417	\$92,023	\$781,887	\$2,248,368
ADMINISTRATION & SUPPORT									
1 MPO Management and Services	\$502,076			\$455,315			\$46,761		\$502,076
2 Civil Rights and Environmental Justice	\$104,870		\$54,208	\$40,894			\$9,767		\$104,869
3 Data Management and Visualization	\$1,328,532	\$553,753				\$774,779			\$1,328,532
4 Economic, Demographic and Land Use Forecasting Program	\$265,775	\$99,773				\$132,253		\$33,749	\$265,774
5 Travel Forecast Maintenance, Development and Application	\$1,540,077	\$822,763				\$315,618		\$401,696	\$1,540,077
6 Oregon Household Travel Survey	\$155,278	\$155,278							\$155,278
7 Technical Assistance Program	\$91,278			\$82,777			\$8,501		\$91,278
8 Fund Swap Management and Monitoring	\$75,587					\$75,587			\$75,587
Administration & Support Total:	\$4,063,473	\$1,631,567	\$54,208	\$578,986	\$0	\$1,298,236	\$65,029	\$435,444	\$4,063,472
GRAND TOTAL:	\$14,445,865	\$2,712,822	\$771,673	\$2,130,486	\$4,128,305	\$2,734,022	\$501,224	\$1,467,332	\$14,445,865

* PL includes ODOT Match

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Metro Council President

Lynn Peterson

Metro Councilors

Shirley Craddick, District 1

Christine Lewis, District 2

Craig Dirksen, District 3

Juan Carlos Gonzalez, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans

Stay in touch with news, stories and things to do.

oregonmetro.gov/news

If you have a disability and need accommodations, call 503-220-2781, or call Metro’s TDD line at 503-797-1804. If you require a sign language interpreter, call at least 48 hours in advance.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1795 fax

For more information, visit
oregonmetro.gov/rtp

Printed on recycled-content paper

April 2020

2020 Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon for the Oregon portion of the Portland/Vancouver urbanized area, covering 25 cities and three counties. It is Metro's responsibility to meet the requirements of federal planning rules as defined in Title 23 of U.S. Code Part 450 Subpart C and Title 49 of U.S. Code Part 613 Subpart A, the Oregon Transportation Planning Rule, which implements Statewide Planning Goal 12, and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with and supports the region's land use plans, and meets federal and state planning requirements.

Metro is governed by an elected regional council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

2. Geographic Scope

The Metropolitan Planning Area boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

The Metropolitan Planning Area (MPA) boundary is a federal requirement for the metropolitan planning process. The boundary is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

The current boundary was updated and approved by the Governor of Oregon in July 2015 following the release of the new urbanized area definitions by the Census Bureau. The planning area boundary includes the urbanized area, areas within the Metro jurisdictional boundary, urban reserve areas representing areas that may urbanize within the next 20 years, and the areas around 5 key transportation facility interchanges adjacent to and that serve the urban area.

3. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure, which provides state, regional, and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

Joint Policy Advisory Committee on Transportation

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use.

Metro Policy Advisory Committee

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management

- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the Regional Transportation Plan is developed to meet Federal transportation planning guidelines such as FAST Act and MAP-21, the Oregon Transportation Planning Rule, and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation, land use, and environmental concerns.

5. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

The Unified Planning Work Program (UPWP) is developed annually by Metro as the MPO for the Portland metropolitan area. It is a federally-required document that serves as a tool for coordinating federally-funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, Port of Portland, FHWA and FTA. Additionally, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with annual adoption of the UPWP.

b. Regional Transportation Plan

The Plan must be prepared and updated every 4 years and cover a minimum 20-year planning horizon with air quality conformity and fiscal constraint.

Scope of the planning process

The metropolitan planning process shall provide for consideration of projects and strategies that will:

- a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety of the transportation system for motorized and non-motorized users;
- c. increase the security of the transportation system for motorized and non-motorized users;
- d. increase the accessibility and mobility of people and for freight;
- e. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- g. promote efficient system management and operation; and
- h. emphasize the preservation of the existing transportation system.

Metropolitan planning organizations (MPOs) must establish and use a performance-based approach to transportation decision making and development of transportation plans to

support the national goal areas:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Elements of the RTP

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A description of the performance measures and performance targets used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities

c. Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth

Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality regulations. These activities require special coordination with staff from U.S. Department of Transportation, U.S. Environmental Protection Agency, Oregon Department of Environmental Quality, Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies.

The 2018 -21 MTIP was adopted in June 2017 and was incorporated into the 2018 -21 STIP. Amendments to the MTIP and development of the 2021 -24 MTIP are included as part of the Metropolitan Transportation Improvement Program work program.

The short-range metropolitan TIP includes the following required elements:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2015. All prior year obligation reports are available on the Metro website.

D. Congestion Management Process

The 2007 SAFETEA-LU federal transportation legislation updated requirement for a Congestion Management Process (CMP) for metropolitan planning organizations (MPOs) in Transportation Management Areas (TMAs – urban areas with a population exceeding 200,000), placing a greater emphasis on management and operations and enhancing the linkage between the CMP and the long-range regional transportation plan (RTP) through an objectives driven, performance-based approach. MAP-21 retained the CMP requirement while enhancing requirements for congestion and reliability monitoring and reporting. The most recent federal transportation legislation, FAST Act, retained the CMP requirement set forth in MAP-21.

A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region's CMP will continue to advance the goals of

the 2014 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

The goal of the CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies.

E. Air Quality

The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

While the region is no longer an active Maintenance Area for Ozone precursors or Carbon Monoxide (CO) and therefore is not required to complete air quality conformity analysis and findings for those pollutants for each RTP and MTIP update, the region is still required to comply with the State Implementation Plan (SIP) requirements that were developed and adopted in response to previously being out of compliance for those pollutants. The SIP requirements still in effect include the Transportation Control Measures (TCMs) adopted within the Ozone and CO SIPs.

Most immediately relevant of the TCMs is the requirement to annually monitor the region's motor vehicle miles traveled (VMT) per capita and institute spending and planning requirements if the rate increases significantly. Specifically, if the rate increases by 5% in a year, planning requirements are instigated to investigate the cause and propose remedies to reduce the VMT per capita rate. If the rate increases again in the second year by 5% or more, mandatory spending increases on programs that help reduce VMT would be instituted, potentially redirecting funds from other projects.

Metro also has agreements with the Oregon Department of Environmental Quality to cooperate on monitoring and analyzing emissions for all of the federal criteria pollutants and for other emissions known to impact human health as a part of the transportation planning and programming process. To do so, Metro keeps its transportation emissions model current to federal guidelines.

6. Planning Factors

Moving Ahead for Progress in the 21st Century (MAP-21), passed by U.S. Congress and signed into law by the President in 2012, defines specific planning factors and national goal areas to be considered when developing transportation plans and programs in a metropolitan area. MAP-21 creates a streamlined and performance-based surface transportation investment program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991. The most recent federal transportation funding act, *the Fixing America's Surface Transportation (FAST) Act* continues all of the metropolitan planning requirements that were in effect under MAP-21.

Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, eleven factors defined in federal legislation:

1. Support the economic vitality of the metropolitan area, especially by enabling global

- competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
 3. Increase the security of the transportation system for motorized and non-motorized users;
 4. Increase the accessibility and mobility of people and for freight;
 5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 7. Promote efficient system management and operation; and
 8. Emphasize the preservation of the existing transportation system.
 9. Improving transportation system resiliency and reliability;
 10. Reducing (or mitigating) the storm water impacts of surface transportation; and
 11. Enhancing travel and tourism.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	<ul style="list-style-type: none"> • 2018 RTP policies are linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as “primary” areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • The 2018 RTP recognizes need for freight linkages to destinations beyond the region by all modes. 	<ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the “traded sector.” 	<ul style="list-style-type: none"> • 2018 Regional Transit Strategy designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements identified in the 2018 Regional Transit Strategy for major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.
2. Increase Safety	<ul style="list-style-type: none"> • The 2018 RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy). 	<ul style="list-style-type: none"> • All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. 	<ul style="list-style-type: none"> • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.
3. Increase Security	<ul style="list-style-type: none"> • The 2018 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system. 	<ul style="list-style-type: none"> • Transportation security will be factored into the next MTIP update, following completion of the new RTP. 	<ul style="list-style-type: none"> • System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Increase Accessibility	<ul style="list-style-type: none"> • The 2018 RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. 	<ul style="list-style-type: none"> • Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region. 	<ul style="list-style-type: none"> • The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
5. Protect Environment and Quality of Life	<ul style="list-style-type: none"> • The 2018 RTP is constructed as a transportation strategy for implementing the region’s 2040-growth concept. The growth concept is a long-term vision for retaining the region’s livability through managed growth. • The 2018 RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The 2018 RTP conforms to the Clean Air Act. 	<ul style="list-style-type: none"> • The MTIP conforms to the Clean Air Act. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP and other regional sources to enhance endangered salmon and steelhead passage. • Complete Streets projects funded to employ new practices for mitigating the effects of storm water runoff. 	<ul style="list-style-type: none"> • Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region’s most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
5. Protect Environment and Quality of Life (cont)	<ul style="list-style-type: none"> • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • 2018 RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. 		
6. System Integration/ Connectivity	<ul style="list-style-type: none"> • The 2018 RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The 2018 RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The 2018 RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The 2018 RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes. 	<ul style="list-style-type: none"> • Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	region.		
7. Efficient Management & Operations	<ul style="list-style-type: none"> The 2018 RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. Proposed 2018 RTP projects include many system management improvements along regional corridors. The 2018 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors. TSM/ITS projects are funded through the MTIP. 	<ul style="list-style-type: none"> Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
8. System Preservation	<ul style="list-style-type: none"> Proposed 2018 RTP projects include major roadway preservation projects. The 2018 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> Reconstruction projects that provide long-term maintenance are identified as a funding priority. 	<ul style="list-style-type: none"> The 2018 RTP financial plan includes the 30-year costs of HCT maintenance and operation for planned HCT systems.
9. Resilience and Reliability	<ul style="list-style-type: none"> The 2018 RTP policy chapter includes specific system resilience and reliability policies aimed at promoting predictable system management and operation needed to meet broader RTP outcomes, such as economic vitality and transportation equity. 	<ul style="list-style-type: none"> Projects funded through the MTIP must be adopted as part of the 2018 RTP and thereby found to be consistent with RTP policies for resiliency and reliability through systems analysis of proposed RTP investments. 	<ul style="list-style-type: none"> HCT projects defined in the 2018 RTP are part of a regional reliability strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.
10. Stormwater Mitigation	<ul style="list-style-type: none"> The 2018 RTP policy chapter includes specific stormwater management 	<ul style="list-style-type: none"> Projects funded through the MTIP must be consistent 	<ul style="list-style-type: none"> HCT projects funded through the MTIP must be designed to be

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	<p>policies that shaped the projects and programs in the plan.</p> <ul style="list-style-type: none"> Street design best practices for implementing the 2018 RTP stormwater policies were published in the 2019 Designing Livable Streets guidelines. 	<p>with regional street design policy for stormwater management in the 2018 RTP and the 2019 Livable Streets guidelines that implement the policy.</p>	<p>consistent with regional street design policy for stormwater management in the 2018 RTP and the 2019 Livable Streets guidelines.</p>
<p>11. Enhanced Travel and Tourism</p>	<ul style="list-style-type: none"> The 2018 RTP policy chapter includes specific system management policies aimed at promoting economic vitality, including travel and tourism as key components of the regional economy. Proposed 2018 RTP projects were evaluated for consistency with regional policies as part of plan adoption. 	<ul style="list-style-type: none"> Projects funded through the MTIP must be adopted as part of the 2018 RTP and thereby found to be consistent with RTP policies for promoting economic vitality, including enhancing travel and tourism. 	<ul style="list-style-type: none"> HCT projects defined in the 2018 RTP are part of a regional economic vitality strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

MAP-21 also requires state DOTs and MPOs to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The MAP-21 national goal areas are:

1. Safety
2. Infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement and economic vitality
6. Environmental sustainability
7. Reduce project delivery delays

7. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not historically been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for the public to participate in the planning process.

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials and address the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro's public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the federal transportation authorization act, MAP-21. Metro's public involvement policies establish consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

In 2012, Metro created a new public engagement review process, designed to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices. Other components of the public engagement review process which will contribute to more inclusive engagement and accountability include an annual public survey, meetings of public involvement staff from around the region to address best practices, an annual community summit to gather input on priorities and engagement techniques, and an annual report.

Title VI – In July 2017, Metro completed and submitted its Title VI Plan to ODOT. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning and other agency activities in the region. It includes both a non-discrimination policy and complaint procedure. The next Title VI Plan will be due July 2020. The most recent Title VI Annual Compliance Report for ODOT, covering a 12 month period from July 1, 2018, through June 30, 2019 is past due and expected to be submitted March 31, 2020. The next annual report will be due Aug. 30, 2020, covering July 1, 2019 to June 30, 2020. In December 2019, Metro submitted its updated Limited English Proficiency Plan as part of an updated Title VI Program to FTA.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes.

Title VI and Environmental Justice in action – The information from and practices for engaging underserved communities were applied to the 2018 Regional Transportation Plan (RTP) update and the 2015-18 Metropolitan Transportation Improvement Program (MTIP), particularly in the civil rights assessment, which sought to better assess the benefits and burdens of regional, programmatic investments for these communities. Using the information from the RFFA process and engaging advocates helped define and determine thresholds for analysis of effects on communities of color, with limited English proficiency and with low-income as well as communities of older and younger adults. Feedback on this analytical process has led to an equity workgroup to further refine how Metro will assess the benefits and burdens of these regional programs on these communities for the 2018 RTP update and the next MTIP.

Diversity, Equity and Inclusion – In 2010, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro’s diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. Metro initiated the Equity Strategy Program, with the objective of creating an organizing framework to help Metro consistently incorporate equity into policy and decision-making. In 2014 as a result of the work of the diversity action team, Metro’s communication department explicitly identified a community engagement division, with a focus on better engaging historically underrepresented communities. These efforts aim to go beyond current regulations and guidance for engaging and considering the needs of and effects on communities of color, with limited English proficiency and with low incomes, but work in coordination with Metro’s Title VI and Environmental Justice civil rights program. The *Strategic Plan to Advance Racial Equity, Diversity, and Inclusion* was adopted in June 2016.

8. Disadvantaged Business Enterprise

The Metro Disadvantaged Business Enterprise (DBE) seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Ensure that only firms that fully meet 49 CFR 26 eligibility standards are permitted to participate as DBE's;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the market place outside the DBE program.

Policy Statement

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Assistant Director of Administrative Services and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro
Contracts Division
600 NE Grand Avenue
Portland, Oregon 97232

9. Americans with Disabilities Act

Metro is committed to ensuring its programs, services, facilities and events are inclusive and accessible to people with disabilities. Over the last two decades Metro has completed reviews of its facilities and periodically reviews its policies and practices for compliance with a variety of laws, including the Americans with Disabilities Act (ADA). Metro also systematically reviews new policies and practices for conformance to the requirements of federal and state civil rights and employment laws and requires design professionals, construction contractors and in-house maintenance staff to follow accessible design and construction standards, including the ADA Standards for Accessible Design and the Oregon Structural Specialty Code, during all new construction and renovations.

Metro provides services for people with disabilities –services include: devices and systems assistive listening devices, signage, American Sign Language or audio described interpretation, open captioning, Braille, etc.

In the coming reporting year, Metro will continue to review policies and procedures to ensure they address varying individual needs of persons with disabilities. Metro will seek to enhance staff's understanding of issues pertaining to serving persons with disabilities and create a clearing house to share best practices to broaden inclusion of persons with disabilities during public engagement opportunities.

http://trimet.org/pdfs/publications/Coordinated_Human_Services_Transportation_Plan.pdf

The Coordinated Plan will be incorporated into the 2018 Regional Transportation Plan update.

10. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: April 3, 2020
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: 2020-21 Draft Unified Planning Work Program (UPWP)

Background

What the UPWP Is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are detailed descriptions of the transportation planning activities, the relationships between them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not

The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT & the Metro Council on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes planning projects that will be receiving federal funds for the upcoming fiscal year.

UPWP Adoption process

The required Federal and State consultation was held at Metro on February 19. The draft UPWP provided for the April 18 JPACT meeting reflects input provided at the consultation meeting as well as TPAC. TPAC recommended the draft UPWP for approval at its April 3 meeting and made one additional amendment to add a new project to the UPWP, Washington County's "Urban Reserves Transportation Study" (See attachment 1 to this memo).

Next Steps

JPACT and Metro Council will be asked to take action at their May 18 meeting. Staff will transmit the adopted UPWP to Federal & State partners by May 20. This allows time for the IGA to be signed by Metro's COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

Please contact john.mermin@oregonmetro.gov, 503-797-1747 for inquiries about the UPWP.

Urban Reserves Transportation Study

Staff Contact: Erin Wardell, erin_wardell@co.washington.or.us

Description

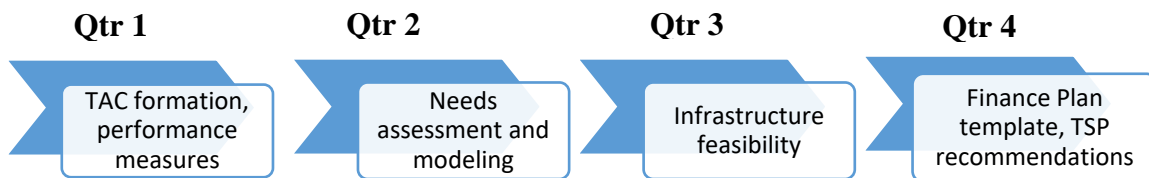
The Urban Reserves Transportation Study (URTS) will inform concept and comprehensive transportation planning for UGB expansion areas in Washington County to understand the cumulative impacts of future urban reserve development and to help ensure the county has adequate mobility and capacity on area roadways. The study is being funded by a \$420,000 Metro 2040 Planning and Development Grant.

The URTS project team will include representatives from partner cities (King City, Tigard, Beaverton, Sherwood, Wilsonville, Tualatin, Forest Grove, and Hillsboro), agencies (including Metro, CWS and TriMet), and other stakeholders, and will include close coordination with community groups and residents. The team will:

- Review land use and transportation planning assumptions from previous studies and plans
- Reach agreement with partners and stakeholders on project goals and evaluation criteria
- Conduct travel demand modeling analysis
- Conduct feasibility analysis of existing Transportation System Plan projects
- Develop an alternatives analysis and prioritized project list, assess future right-of-way needs, consider long-term jurisdiction and identify infrastructure co-location opportunities
- Create an infrastructure finance plan template in accordance with Metro Title 11 requirements

The URTS project will lead to a countywide transportation system plan with enough capacity to accommodate urban reserve development and urban reserve area concept plans which include identified infrastructure improvement projects and an infrastructure finance plan. The project began in 2019 and will be completed at the end of calendar year 2020, and the results will inform city concept planning.

Key Project Deliverables / Milestone



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 382,500	Federal grant	\$ 0
Materials & Services	\$ 37,500	Metro 2040 Grant	\$ 420,000*
TOTAL	\$ 420,000	TOTAL	\$ 420,000

*The project will include \$60,000 of in-kind staff time in addition to the \$420,000 grant from Metro.

Materials following this page were distributed at the meeting.



Metro

Regional Congestion Pricing Study

JPACT Presentation - April 16, 2020

Regional Congestion Pricing Study

- RCPS project update and scope
 - Project scope and goals
 - Hired consultant
 - Partner pricing coordination – ODOT and PBOT
- Portland Update - Pricing Options for Equitable Mobility (POEM)
- ODOT Update - I-5 and I-205 Tolling Project
- Discussion/questions

What is Congestion Pricing?

Congestion pricing is the use of a price mechanism (i.e. tolls, parking fees) to alert drivers to external costs of their trip

Tool to:

- Reduce traffic congestion and greenhouse gas emissions
- Change traveler behavior (shifting trip times, traveling less often, changing travel modes, carpooling, routes, etc.)

Planning Context

Multiple plans identify the need

- *2010 RTP, TSMO Strategic Plan– 2010, Climate Smart Strategy – 2014 & Federal congestion management process*

2018 RTP & Metro Council prioritized a near-term comprehensive review of congestion pricing

- *Over \$15 billion in transportation investments need to be paired with travel demand efforts*



2018 Regional Transportation Plan

*A blueprint for the future of transportation
in the greater Portland region*

Adopted December 6, 2018

oregonmetro.gov/rtp

Regional Congestion Pricing Study

RCPS Goal:

To understand how our region could use congestion pricing to manage traffic demand and climate goals without adversely impacting and potentially improving safety or equity.

Regional Congestion Pricing Study

Assess performance of congestion pricing tools from a regional perspective – modeling, research, and analysis

Technical analysis to answer big picture questions regarding:

- Most effective pricing tools
- Effects of different pricing tools
- How these tools perform in our region

TPAC is providing input on methodology

Evaluate technical feasibility and performance of 4 different pricing tools

Cordon: vehicles pay to enter/travel in a congested area

Vehicle Miles Traveled/Road User Charge: a charge based on how many miles are traveled

Roadway: a direct charge to use a specific roadway or specific roadways

Parking: charges to park in specific areas

Congestion Pricing scenarios will be measured against the Region's 4 Priorities (RTP 2018)



Equity-
Reduce disparity



Climate Smart –
Reducing GHG
emissions



Safety-
Getting to
Vision Zero



Congestion

Expected Outcomes

RCPS findings will:

- Inform future discussions on implementing congestion pricing and policy recommendations
- Outline next steps for evaluation and further study

Update- Hired Consultants



Nelson/Nygaard consultant team

- Expertise in congestion pricing in New York, Seattle, and San Francisco
- Local and national equity expertise
- Off-model analysis tools
- Communications



PKS International

Sam Schwartz



enviroissues

Project Schedule

ACTIVITY

Timeframe

Kick off RCPS - TPAC, JPACT, and Metro Council work session

Summer 2019

Develop Work Plan and Hire Consultant

Fall-Winter 19/20

Document Existing Conditions

Winter- Spring 2020

Establish Methods, Identify Performance Measures & Define Scenarios

Winter- Summer 2020

Conduct Analysis, Review Results, and Prepare Findings

Summer-Winter 2020

Report and Recommended Next Steps

Late 2020- Early 2021

- *Pricing Expert Panel Review of Findings, Draft and Final Report*
- *Metro Council and JPACT presentations and feedback*

*TPAC, JPACT, and Metro Council and partners will be engaged throughout the project

Coordination with Other Pricing Efforts

Portland's Pricing Options for Equitable Mobility

- City of Portland focus

ODOT's I-5 and I-205 Tolling

- Focused on specific highways

Metro's RCPS

- Regional analysis, testing system



Moving to Our Future:
*Pricing Options for **Equitable Mobility***



PBOT
PORTLAND BUREAU OF TRANSPORTATION



Moving to Our Future: Pricing Options for Equitable Mobility

JPACT Presentation

April 16, 2020





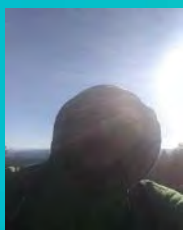
A priority conversation for Portland

Policy context

- Comprehensive Plan
- Central City 2035 plan
- November 2017 City Council Resolution
- July 2019 City Council Resolution

Council direction

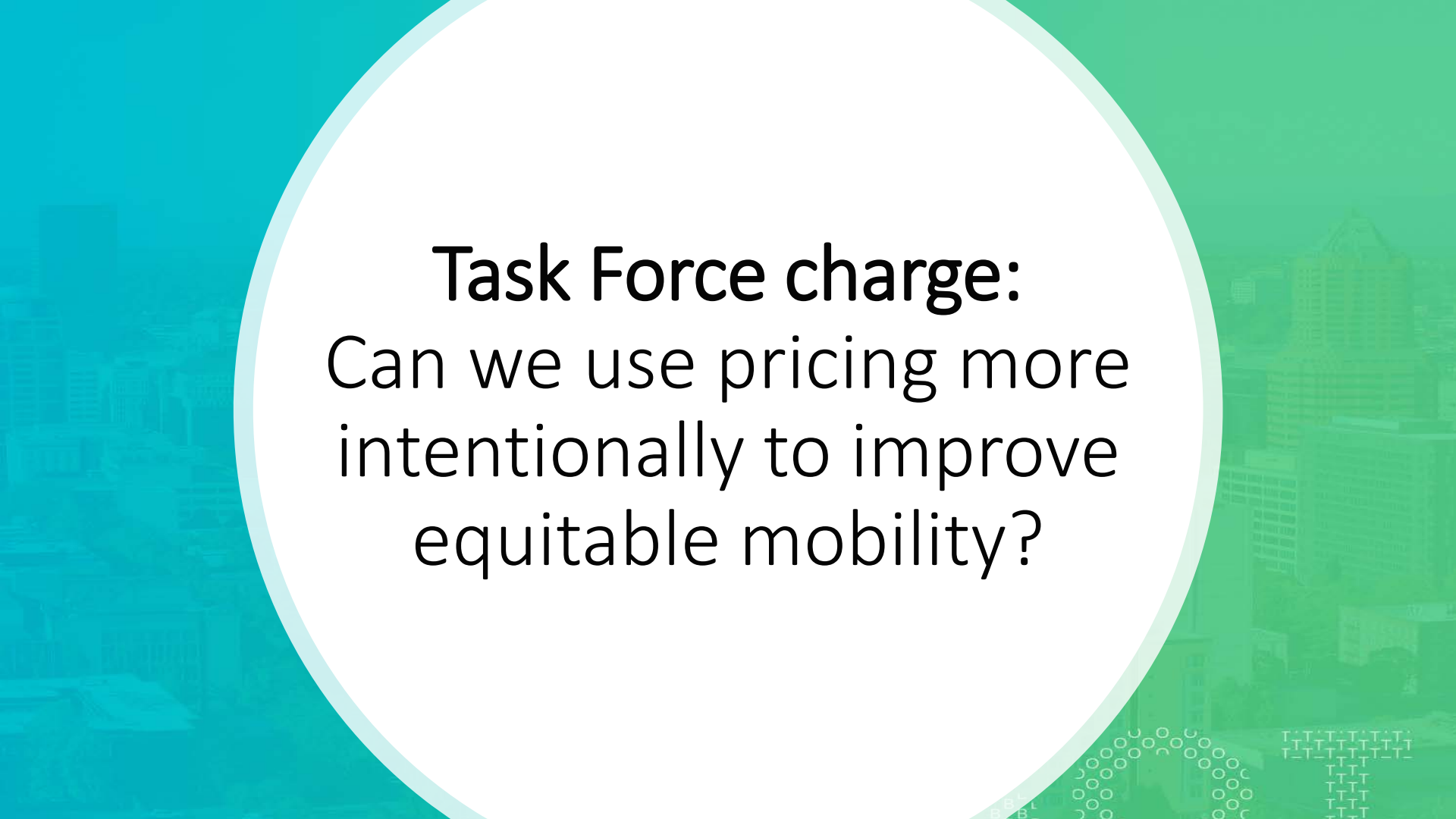
- Center transportation justice (racial equity and climate)
- Convene a Community Task Force to explore if and how pricing strategies could be used in Portland to advance our values



Moving to Our Future:
*Pricing Options for **Equitable Mobility***

PBOT
 PORTLAND BUREAU OF TRANSPORTATION



The background features a teal-to-green gradient. A large white circle is centered on the left side. In the bottom right corner, there is a faint city skyline and a pattern of white circles and lines.

Task Force charge:
Can we use pricing more intentionally to improve equitable mobility?

Inequities in the current system

Not everyone has access to the same transportation options

- Almost 31% of Black households do not have a vehicle. Just under 14% of white households do not have a vehicle*
- Average commute times for Black commuters are 20% longer than white commuters *

Transportation is expensive

- Often the 2nd highest household expense – harder for lower income households
- Gas tax and VRF are regressive

Transportation accounts for about 40% of local greenhouse gas emissions, as well as significant amounts of air pollution

- Extreme weather from climate change and health impacts from air pollution often have the most significant impacts on our most vulnerable populations

Transportation investments have been uneven

- Some have caused displacement and direct harm to communities
- In other places there has been lack of investment in safe and multimodal facilities leaving some communities without sidewalks, crossings or paved streets

* Policy Link, National Equity Atlas



What pricing strategies might the POEM Task Force consider?

City of Portland pricing strategies

- Parking
- Fleets
- Other area/time based City-owned infrastructure

City of Portland recommendations around longer-term regional pricing strategies

- Cordons
- Tolling
- VMT-based charges

Connection to other regional pricing conversations

Outputs from the ODOT and Metro processes will inform Pricing Options for Equitable Mobility discussions at the City



The Pricing Options for Equitable Mobility Task Force will inform the City's participation in ODOT and Metro's processes

Task Force guiding questions

What does equitable mobility look
Portland?

What opportunities exist to advance
equitable mobility?

Can we use pricing more intentionally
advance equitable mobility and address
climate crisis?

Task Force *Roadmap* – evolving based on current needs

Phase 1

Jan: Kick-off

Feb: How we got here

Mar: Equitable mobility workshop

April: Equitable mobility continued; COVID discussion

Outcome: Equitable Mobility Framework

Phase 2

May/June: Pricing & Equitable Mobility: case studies from other cities; Updates on Metro and ODOT processes

July: Check-in: Task Force priorities

Outcome: Begin identifying priorities

Phase 3

Aug-Dec: Deep dives on pricing strategies; implications for Portland

Outcome: Identify strategies that show promise

Phase 4

Jan-Jul 2021: Scenario evaluation; Recommendation development

Outcome: Final report

I-5 and I-205 Tolling Projects

JPACT

I-5 and I-205 Toll Projects Update

April 16, 2020

Presentation Topics

Items

I-5 and I-205 Toll Projects Update

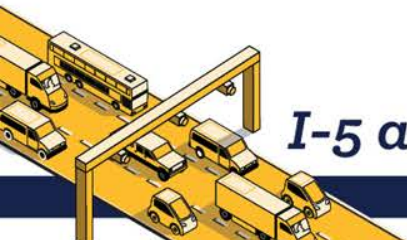
Project Milestones

Inputs to Decision Making

Stakeholder and Community Engagement

Our Start to Incorporating Equity

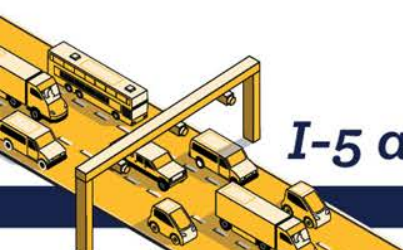
Q & A/Discussion



I-5 and I-205 Tolling Projects

I-5 and I-205 Toll Locations

- I-5 SW Multnomah Boulevard to N Going/Alberta Street
- I-205 at or near the Abernethy Bridge



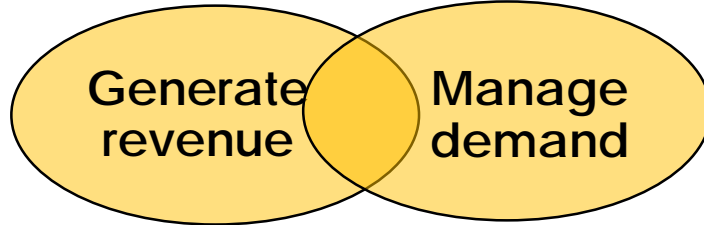
I-5 and I-205 Tolling Projects

I-5 and I-205 Toll Projects: Purpose



Source: <https://q13fox.com>

DUAL OBJECTIVES



I-205 Project Corridor

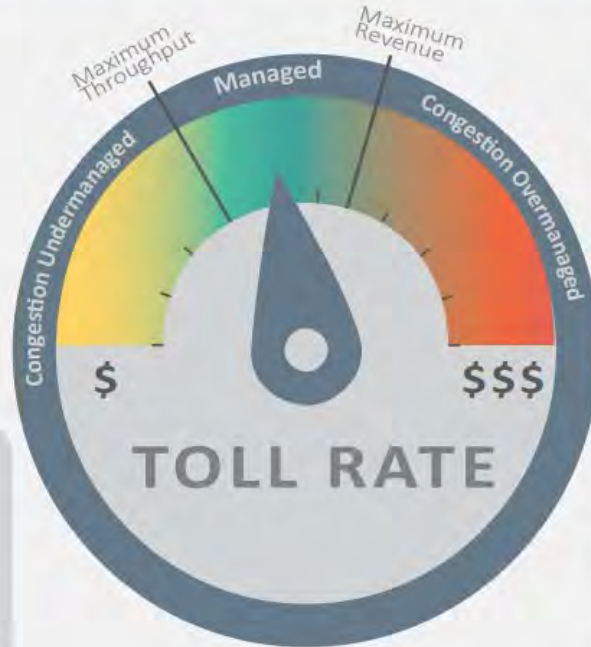


I-5 and I-205 Tolling Projects



Balancing Congestion Management and Revenue Generation

Assumption for Initial Modeling



UNDERMANAGED

- High probability of congestion on the tolled highway.
- Little travel time benefit for tolled users.
- Rerouting effects on other routes are minimal.

MANAGED

- Low probability of congestion on the tolled highway.
- Travel time benefit for tolled users.
- Rerouting effects on other routes are limited.*
- Potential to generate net toll revenue to support capital improvements.

OVERMANAGED

- Lowest probability of congestion on the tolled highway.
- Travel time benefit for fewer tolled users.
- Rerouting effects on other routes are substantial.

*In some cases rerouting may be improved relative to toll-free conditions where travelers avoid freeways due to hypercongestion.

I-5 and I-205 Tolling Projects

OTC has not determined toll rates.

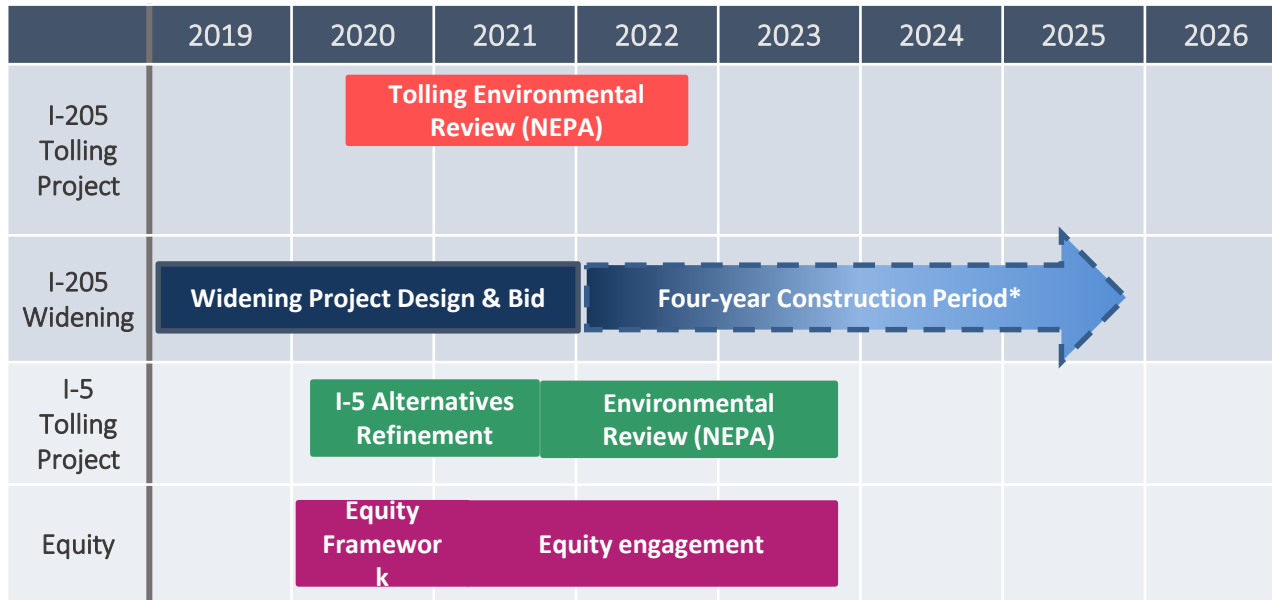
I-5 and I-205 Toll Projects: Revenue Generation

- The price of the tolls and the times of day when tolls may be in place have not been determined
 - This will be determined by the Oregon Transportation Commission during project development
- HB 2017 established the Congestion Relief Fund
 - Constitutional restriction on revenues collected from the use or operation of motor vehicles
- Congestion Relief Fund would be spent on roadway projects, which could include:
 - Travel lanes
 - Bicycle and pedestrian facilities
 - Transit improvements in or along the roadway

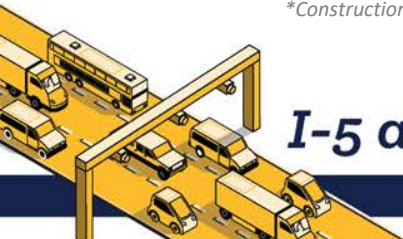


I-5 and I-205 Tolling Projects

I-205 and I-5 Toll Projects Timeline

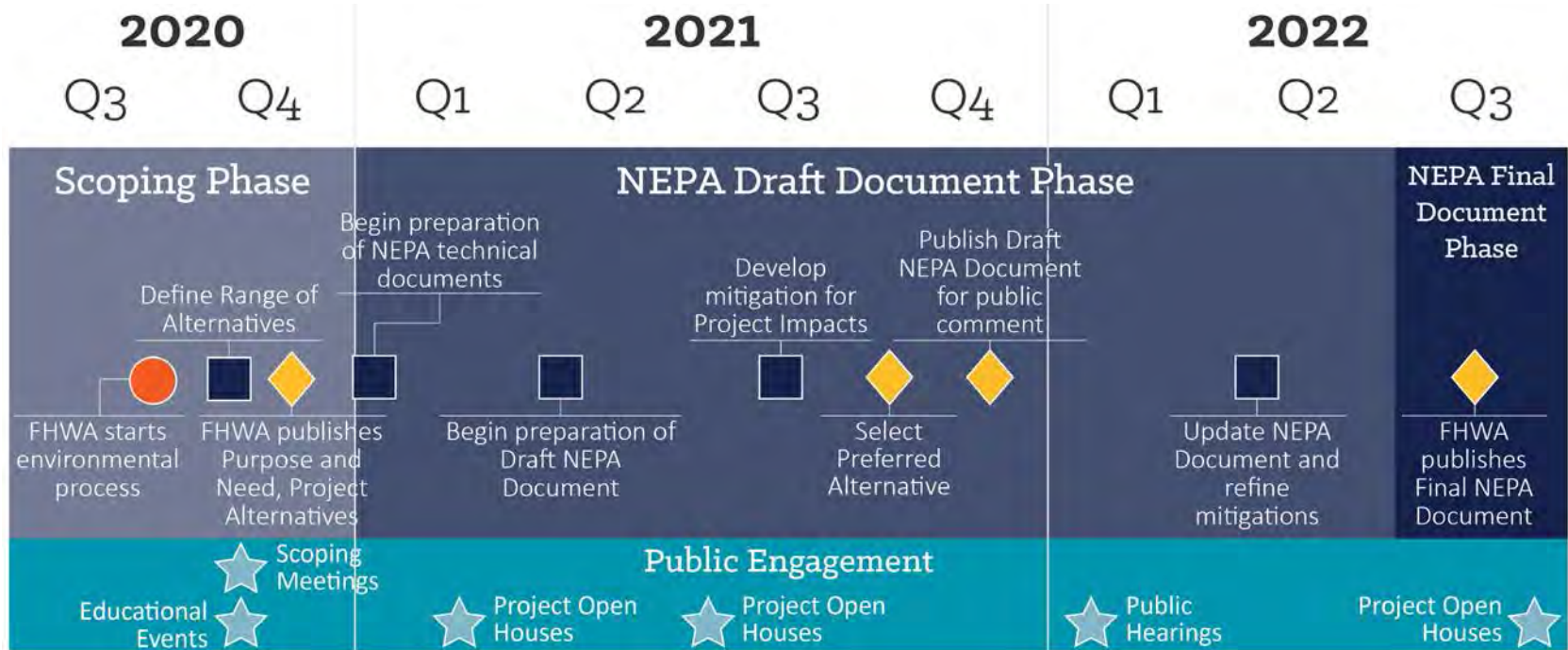


*Construction start dependent on funding availability.



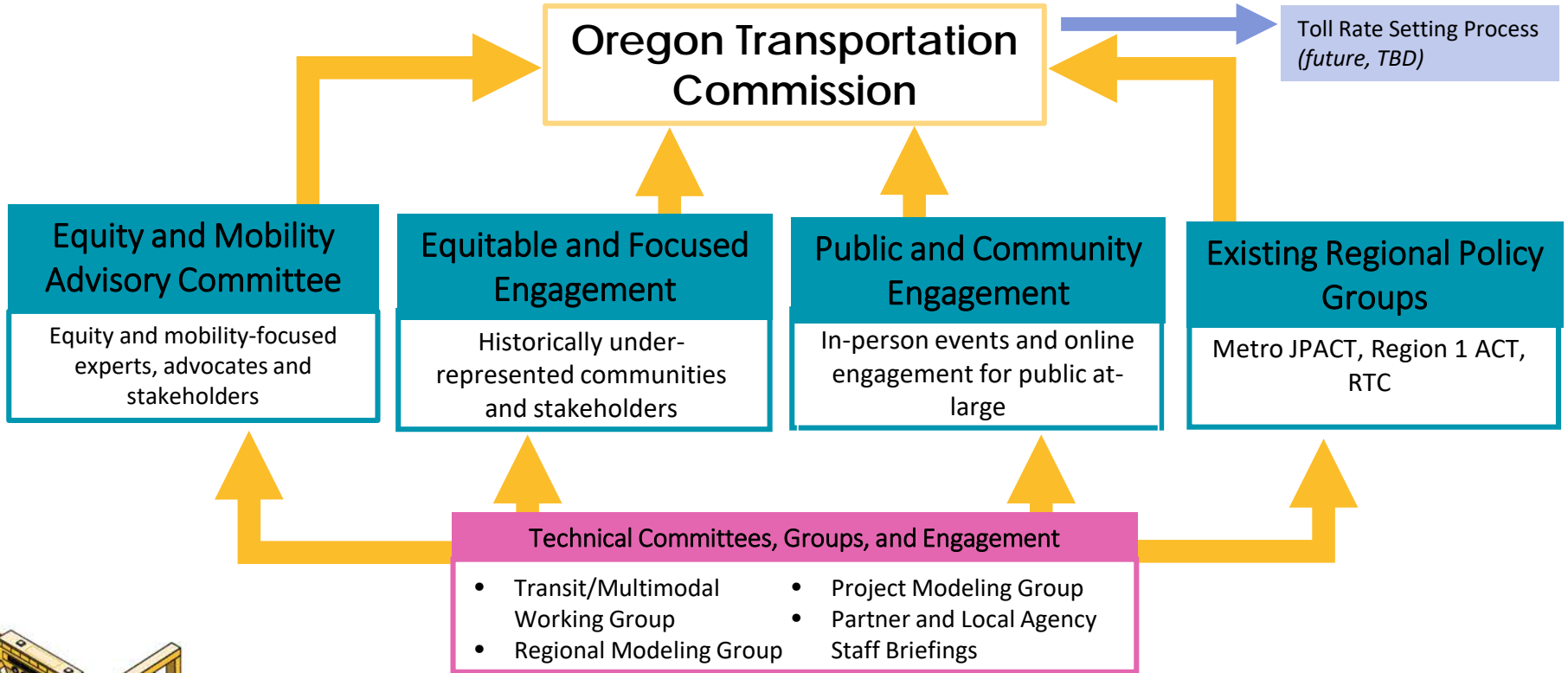
I-5 and I-205 Tolling Projects

I-205 Toll Project: Project Milestones



I-5 and I-205 Tolling Projects

Inputs to Decision Making



I-5 and I-205 Tolling Projects



Upcoming Input Opportunities

- NEPA milestones for I-5 and I-205 Toll Projects:
 - Publish project purpose and need, project alternatives
 - Select preferred alternative
 - Publish draft environmental document for public comment
 - Publish final environmental document and decision
- Equity framework
- Travel Preference Survey



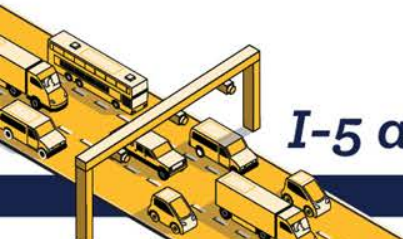
I-5 and I-205 Tolling Projects

Local Agency and Elected Official Engagement

- Briefings with local agency elected officials and transportation specialists
- Presentations at board or council meetings
- Regional policy groups (e.g. ACT, JPACT, RTC, coordinating committees)
- Neighborhood workshops and meetings
- Opportunity to share focused project information and gain local perspectives on engagement strategies



Regional Partner Agency Staff Update (January 23, 2020)



I-5 and I-205 Tolling Projects



Metro

2020-21 Unified Planning Work Program

JPACT, April 16, 2020

John Mermin, Senior Transportation Planner

What is the UPWP

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

What the UPWP isn't

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

What's changed in the UPWP since last year?

- Streamlined narratives, shorter, plain English
- Reorganized document
- Direct tie to 4 RTP pillars – equity, safety, climate, congestion
- Simpler summary budget table
- Relaxed threshold for amendments, with tightened timeline

Summary of revisions recommended by TPAC

- New narrative submitted from ODOT for Bus on Shoulder pilot project
- Create a separate narrative for the Travel Behavior survey
- New narrative submitted from Washington County for an Urban Reserves Transportation Study
- Several technical edits

Next Steps

- April 16 JPACT review
- May 21 JPACT Action
- May 21 Metro Council Action
- May 22 Submit to USDOT & ODOT
- June 30 Signed IGA by Metro & ODOT

Questions?