

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, October 2, 2020
Time: 9:30 a.m. – 12:00 noon
Place: Virtual meeting – Please click the link below to join the webinar:

<https://us02web.zoom.us/j/81466984705?pwd=b1h4dINRT2s5eUFGSFYyYyNzJPZz09>

Passcode: 836383

Phone: 877 853 5257 (Toll Free)

9:30 am	1.	Call To Order, Introductions and Declaration Of A Quorum	Tom Kloster, Chair
9:35 am	2. *	Comments From The Chair And Committee Members <ul style="list-style-type: none"> Committee input form on Creating a Safe Space at TPAC (Chair Kloster) COVID-19, racial equity and wildfire updates from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) Regional Mobility Policy Update (Kim Ellis) 	Tom Kloster, Chair
9:45 am	3.	Public Communications On Agenda Items	
9:47 am	4.	Consideration of TPAC Minutes, September 4, 2020	Tom Kloster, Chair
9:50 am	5. *	Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5130 Purpose: For the purpose of amending or adding new projects to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) which involves five projects impacting ODOT and TriMet (OC21-03-OCT) <ul style="list-style-type: none"> <u>Recommendation to JPACT</u> 	Ken Lobeck, Metro
10:00 am	6.	Oregon Passenger Rail Program and Corridor Investment Plan Purpose: The Oregon Passenger Rail Project Team will provide an overview of the Amtrak Cascades service and planning efforts to improve the service to improve reliability and increase frequency between Portland and Eugene. <ul style="list-style-type: none"> <u>Information/Discussion</u> 	Jennifer Sellers, ODOT Mara Krinke, Parametrix Andrew Mortensen, David Evans, Inc.
10:40 am	7. *	MPO 2024-2027 STIP comment letter Purpose: Provide an overview and gather feedback on potential comments to include in a MPO comment letter on the 2024-2027 STIP. <ul style="list-style-type: none"> <u>Information/Discussion</u> 	Grace Cho, Metro Ted Leybold, Metro
11:10 am	8. *	Active Transportation Return on Investment Study: Preliminary Findings Purpose: Discuss preliminary research findings with TPAC. <ul style="list-style-type: none"> <u>Information/Discussion</u> 	John Mermin, Metro Jennifer Dill, PSU/TREC Jenny Liu, PSU Joe Broach, Metro
11:50 am	9.	Committee Wufoo Comments on Creating a Safe Space at TPAC Purpose: Committee input on further creating safe space at TPAC. <ul style="list-style-type: none"> <u>Information/Discussion</u> 	Tom Kloster, Chair
12:00 pm	10.	Adjourn	Tom Kloster, Chair

* Material will be emailed with meeting notice

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro
ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ជ្រាពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2020-21 TPAC Work Program

As of 9/25/2020

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

<p>October 2, 2020 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) COVID-19, racial equity and wildfire updates from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) Regional Mobility Policy Update (Kim Ellis) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 20-5130 <u>Recommendation to JPACT</u> (Lobeck, 10 min) Oregon Passenger Rail Program and Corridor Investment Plan <u>Information/Discussion</u> (Jennifer Sellers, ODOT/Andrew Mortensen, David Evans, Inc./Mara Krinke, Parametrix, 40 min) MPO 2024-2027 STIP comment letter <u>Info/Discussion</u> (Grace Cho/Ted Leybold; 30 min) Active Transportation Return on Investment Study: Preliminary Findings <u>Info/Discussion</u> (John Mermin & Joe Broach, Metro/Jennifer Dill, PSU/TREC & Jenny Liu, PSU; 40 min) Committee Wufoo reports on Creating a Safe Space at TPAC <u>Info/Discussion</u> (Chair Kloster; 10 min) 	<p>November 6, 2020 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) Jurisdictional Transfer public comment update (John Mermin) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) 2024-27 MTIP Update (Grace Cho; 40 min) <i>Proposed UPWP Amendment from ODOT</i> <u>Information/Discussion</u> (John Mermin, Metro/Glen Bolen, ODOT; 30 min) Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)
<p>December 4, 2020 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 20-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) Recommendation to JPACT on Jurisdictional Transfer <u>Recommendation to JPACT</u> (John Mermin, 30 min) Recommendation to JPACT on UPWP Amendment <u>Recommendation to JPACT</u> (John Mermin/Glen Bolen; 30 min) 2020-21 TSMO Strategy Update Progress <u>Information/Discussion</u> (Caleb Winter, 40 min) <i>Interstate Bridge Replacement Program Partnership Resolution Update</i> <u>Information/Discussion</u> (Ally Holmqvist, 30 min) Committee Wufoo reports on Creating a Safe Space at TPAC <u>Info/Discussion</u> (Chair Kloster; 10 min) 	<p>January 8, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) Regional Mobility Policy Update: Case Studies & Policy Approaches <u>Information/Discussion</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) Oregon City-West Linn Bike/Ped Crossing Update <u>Information/Discussion</u> (Sandra Hikari, ODOT & others, 40 min) Reimaging Safety & Security on Transit <u>Information/Discussion</u> (Jeff Owen, TriMet; 30 min) Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)

2020-21 TPAC Work Program

As of 9/25/2020

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<p>February 5, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Update <u>Information/Discussion</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) • <i>Regional Emergency Transportation Routes (ETR) Update: RETR Routes and Report</i> <u>Recommendation to JPACT</u> (Kim Ellis, Metro/Laura Hanson, RDPO; 20 min.) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min) 	<p>March 5, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2019 Regional Safety Targets Report <u>Information/Discussion</u> (Lake McTighe; 30 min) • Review Draft 2021-22 UPWP <u>Information/Discussion</u> (John Mermin; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)
<p>April 2, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Recommendation to JPACT on 2021-22 UPWP <u>Recommendation to JPACT</u> (Mermin, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min) 	<p>May 7, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)

2020-21 TPAC Work Program

As of 9/25/2020

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

<p><u>June 4, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) <i>Regional Mobility Policy Update</i> <i>Information/Discussion</i> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min) 	<p><u>July 9, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)
<p><u>August 6, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min) 	<p><u>September 3, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)
<p><u>October 1, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) <i>Regional Mobility Policy Update</i> <u>Discussion</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min) 	<p><u>November 5, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster) COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) Regional Mobility Policy Update <u>Recommendation to JPACT</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)

2020-21 TPAC Work Program

As of 9/25/2020

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

December 3, 2021

Comments from the Chair:

- Committee input form on Creating a Safe Space at TPAC via Wufoo (Chair Kloster)
- COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 21-******
Recommendation to JPACT (Lobeck, 15 min)
- 2023 Regional Transportation Plan Update
Scoping Information/Discussion (Kim Ellis, 30-45 min.)
- Committee Wufoo reports on Creating a Safe Space at TPAC Information/Discussion (Chair Kloster; 10 min)

Parking Lot: Future Topics/Periodic Updates

- | | |
|--|---|
| <ul style="list-style-type: none"> • Corridor Planning Updates (1) TV Highway, (2) Rose Quarter, (3) Burnside Bridge • Implement Local Climate Plans & Climate Smart Strategy Updates • Enhanced Transit Update • TPAC Democratic Rules Training (Kloster) • Metro Legislative Updates (Randy Tucker) • Update on SW Corridor and/or Division Transit • Regional Congestion Pricing Study Update (Elizabeth Mros-O'Hara) • Transportation for America Smart Cities Collaborative program update (Eric Hesse, Portland/ Katherine Kelly, Gresham/Eliot Rose, Metro) | <ul style="list-style-type: none"> • Value Pricing Legislative Updates on Directives • Columbia Connects Project • 2020 Census • Ride Connection Program Report (Julie Wilcke) • Get There Oregon Program Update (Marne Duke) • Update on US Congress INVEST in America Act and HEROS Act (informational) • Burnside Bridge Earthquake Ready Project Update • RFFA Updates (Dan Kaempff) • RTO Updates (Dan Kaempff) • Safe Routes to School Updates (Noel Mickelberry) • Regional Freight Study Update (Tim Collins) • 2021 PILOT Grants Update (Eliot Rose) |
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Agenda and schedule information, call 503-797-1766. E-mail: marie.miller@oregonmetro.gov

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**2020-21 Metro Technical Advisory Committee (MTAC) and
Transportation Policy Alternatives Committee (TPAC) workshop meetings Work Program
As of 9/17/2020**

<p>February 19, 2020 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Emergency Transportation Routes (ETR) Update-Draft Criteria and Methodology (Kim Ellis, Metro/Laura Hanson, RDPO/Thuy Tu, Thuy Tu Consulting/ Allison Pyrch, Salus Resilience; 45 min) Regional Barometer (Cary Stacey, 30 min) Regional Transportation Safety Discussion (McTighe; Mickelberry, 30 min) 	<p>April 15, 2020 – TPAC/MTAC Workshop – Virtual mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Mobility Policy Update Background Research Report (Kim Ellis, Metro/Jennifer Dill, TREC/Max Nonnamaker, PSU/ Lidwien Rahman/ ODOT; 30 min) Metro Parks & Nature Updates (Beth Cohen; 20 min) Housing Bond Measure, Implications and Communications Update (Emily Lieb/Jes Larson, Metro; 25 min)
<p>June 17, 2020 – TPAC/MTAC Workshop CANCELLED <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>August 19, 2020 – TPAC/MTAC Workshop- Virtual mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> State Agencies’ Response to Governor Brown’s Climate Action Executive Order 20-04: Implications for land use and transportation planning (Amanda Pietz, ODOT/Bill Holmstrom & Cody Meyer, DLCD/Jessica Reichers, OR Dept. of Energy; 90 min)
<p>Oct. 21, 2020 – TPAC/MTAC Workshop – Virtual mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/Susie Wright, Kittelson, 90 min) 	<p>Dec. 16, 2020 – TPAC/MTAC Workshop – Virtual Mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/ Susie Wright, Kittelson; 40 min) MTIP/RTP agenda item (need more info from Grace/Kim/Ted on this; 40 min)
<p>Feb. 17, 2021 – TPAC/MTAC Workshop – Virtual Mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Emergency Transportation Routes (ETR) Update-Draft ETR Routes and Report (Kim Ellis, Metro/Laura Hanson, RDPO/Thuy Tu, TTU Consulting/ Allison Pyrch, Salus Resilience; 45 min) 	<p>April 21, 2021 – TPAC/MTAC Workshop – Virtual Mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Best Practices and Data to Support Natural Resources Protection (Lake McTighe; 60-90 min) Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/ Susie Wright, Kittelson; 60-90 min)

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

Parking Lot: Future Topics

- HB 2001, City of Portland plans following LCDC adoption of new rules
- Climate Action updates, LCDC in 2021

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

For agenda and schedule information, call 503-797-1766 or e-mail marie.miller@oregonmetro.gov

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

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 24, 2020
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments

BACKGROUND:

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

Formal Amendments Approval Process:

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

Administrative Modifications Approval Process:

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

SUMMARY OF SUBMITTED FORMAL AMENDMENTS - September 2020
Within Resolution 20-5127

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

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

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

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

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

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

Amendment status:

- JPACT approval occurred on September 17, 2020
- Council approval scheduled for September 24, 2020.

MTIP ADMINISTRATIVE MODIFICATIONS
During September, 2020

- No Administrative Modification bundles processed or submitted.
- FY 2020 end of fiscal year close-out action are in process and administrative modifications to the 2018-2021 MTIP are not authorized.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 24, 2020
To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties
From: Lake McTighe, Regional Planner
Subject: Monthly fatal crash update

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

2020 Monthly fatal crash update – As of 9/24/20		
Number of fatalities*	Crashes by type	Crashes by county
January 2020: 10	5 Pedestrian 1 Motorcycle 4 Motor Vehicle	Clackamas: 2 Multnomah: 6 Washington: 2
February 2020: 8	2 Pedestrian 1 Bicycle 4 Motor Vehicle 1 Motorcycle	Clackamas: 2 Multnomah: 5 Washington: 1
March 2020: 8	2 Pedestrian 4 Motor Vehicle 1 Motorcycle	Clackamas: 2 Multnomah: 4 Washington: 2
April 2020: 3	1 Motorcycle 2 Motor Vehicle	Clackamas: 2 Multnomah: 1
May 2020: 5	5 Motor Vehicle	Clackamas: 3 Multnomah: 2
June 2020: 11	8 Motor Vehicle 1 Pedestrian 1 Bicycle	Clackamas: 3 Multnomah: 5 Washington: 3
July 2020: 13	8 Motor Vehicle 2 Motorcycle 2 Pedestrian	Clackamas: 5 Multnomah: 5 Washington: 2
August 2020: 7	3 Pedestrian 1 Bicycle 2 Motorcycle 1 Motor Vehicle	Clackamas: 2 Multnomah: 3 Washington: 1
September 2020: 8	3 Pedestrian 1 Bicycle 3 Motor Vehicle 1 Motorcycle	Clackamas: 2 Multnomah: 6
Total: 75	17 Pedestrian 4 Bicycle 9 Motorcycle 45 Motor Vehicle	Clackamas: 24 Multnomah: 39 Washington: 12

Source: ODOT Preliminary Fatal Crash Report

*Crashes may have more than one fatality, so fatality numbers may be higher than crash numbers

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

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

As of 9/24/20

September 2020

Damian, 45, driving, Multnomah County, 9/22/20
Dakota, 20, motorcycling, Clackamas County, 9/16/20
Christopher, 36, walking, Multnomah County, 9/11/20
Unknown, walking, Multnomah County, 9/11/20
Unknown, 16, driving, Clackamas County, 9/6/20
Unknown, walking, Multnomah County, 9/4/20
Martin, 81, bicycling, Multnomah County, 9/3/20
Unknown, driving, Multnomah County, 9/1/20

August 2020

Tiffany, 68, walking, Multnomah County, 8/30/20
Dylan, 27, motorcycling, Multnomah County, 8/28/20
Zachary, 28, walking, Multnomah County, 8/28/20
Unknown, driving, Multnomah County, 8/24/20
Troy, age 55, killed while walking, Mt Hood Highway in Boring, Clackamas County, 8/10/20
Timothy, age 44, killed while riding a motorcycle, Tualatin Valley Highway, Washington County, 8/7/20
Nolan, age 67, killed while riding an electric bicycle, 82nd Avenue (Hwy 213) near Luther Road, Clackamas County, 8/2/20

July 2020

Sarah, age 1, killed while walking, Multnomah County, 7/30/20
Cynthia Rachelle, killed in a motor vehicle crash, age 45, Clackamas County, 7/28/20
Aaron Russell, age 41, killed in a motor vehicle crash, Clackamas County, 7/5/20
Carlos, age 24, passenger, killed in a single motor vehicle crash, SW River Road, Washington County, 7/25/20; alcohol and speed appear to be contributing factors
Julie Elizabeth, age 45, killed in a motor vehicle crash, SE 122 Ave., Multnomah County, 7/23/20
Camille Minoo and Udell, age 34 and 13, killed in a single motor vehicle crash, NE Lombard Street, Multnomah County, 7/18/20; speed appears to be a contributing factor
Daniel, age 34, killed while riding a motorcycle in a T-bone crash, Hwy 47 & Maple Street, Washington County, 7/12/20
Brian Michael, age 57, killed in a head-on motor vehicle crash, NE Glisan & 158th, Multnomah County, 7/11/20
Anthony, age 32, killed in a rollover motor vehicle crash, Hwy 224, Clackamas County, 7/10/20
Jack, age 2, killed in a hit and run in front of his home, Milwaukie, Clackamas County, 7/20/20; the police determined that speed was not a factor and that the driver may not have been aware of what happened
Saw Poe, age 36, killed in a single motor vehicle crash, SE Powell Blvd., Multnomah, 7/6/20
Robert W., age 40, killed in a T-bone motor vehicle crash, SE 362 Ave., Washington, 7/5/20; speed appears to be a factor

June 2020

Troy, age 37, killed while riding a bicycle, NE 16th and Multnomah, Multnomah County, 6/22/20
Logan, age 25, killed in a rollover motor vehicle crash, Washington County, 6/20/20
Josie, age 25, killed in a rollover motor vehicle crash, Long Road, Washington County, 6/19/20
Kelly Ann, age 59, killed in a head on crash, Clackamas County, 6/19/20
Frank, age 86, killed in a head-on motor vehicle crash, Sunset Hwy, Washington County, 6/11/20
Unknown, killed in motor vehicle crash, Multnomah County, 6/7/20 (no updated information)
Janes and Wolford, age 68 and 62, killed in a rollover crash, Clackamas County, 6/5/20
Miro Nik, age 51, killed while walking in a hit and run crash, Multnomah County, 6/4/20
Bruce, age 49, killed in a motor vehicle crash, Multnomah County, 6/4/20
Mark, age 62, killed in a rear-end motor vehicle crash, Multnomah County, 6/1/20

May 2020 (as of 6/22/20)

~~Roger, age 93, killed in single motor vehicle crash, Washington County, 5/22/20 (death attributed to changed to Natural Causes)~~
Michael, age 61, killed in a head on crash, Clackamas County, 5/21/20
Michael, age 45, killed in a head on crash, Clackamas County, 5/21/20
Name ~~unknown~~ Francisco, age ~~unknown~~ 26, killed in a crash, Multnomah County, 5/17/20
Alex, age 33, killed in a rollover crash, Multnomah County, 5/15/20
John, age 22, killed in a rollover crash, Clackamas County, 5/6/20

April 2020

Timothy, age 55, killed in a head-on crash, Clackamas County, 4/20/20
Brandon, age 32, Multnomah County, at the intersection of SE 148th Avenue and SE Powell Boulevard, killed while riding a motorcycle in a hit and run crash, 4/14/20
Unknown, age 7, Clackamas County, SE Platz and 362nd, killed in a head-on crash with a semi-truck, (it is possible that speed was a contributing factor in the crash), 4/13/20 (no updated information)

March 2020

Paul, age 73, killed while walking, 99E, Clackamas County, 3/4/20
Cornwell, age 19 and Bonneville, age 80, Multnomah County, Columbia River Highways, killed in multi-vehicle crash involving 2 motor vehicles and 3 commercial vehicles, 3/24/20
Lulia, age 39, Multnomah County, killed while walking, 3/17/20
Andrew, age 35, Washington County, killed in single vehicle crash, 3/5/20
Tina, age 52, Multnomah County, killed in single vehicle crash, 3/4/20
Joyce Ann, age 61, Clackamas County, killed while driving, 3/2/20
Reginald, age 36, Washington County, killed while riding a motorcycle, 3/1/20

February 2020

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

January 2020

~~Charles Anthony, age 16, Clackamas Co., killed in single vehicle crash, 1/29/20 (death attributed to Suicide)~~

Samual, age 22, Multnomah Co., killed while walking, 1/28/20

Salvador Cruz, age 52, Multnomah Co., killed in T-bone motor vehicle crash, 1/25/20

Unknown, age unknown, Clackamas Co., killed in single vehicle crash, 1/24/20 (no updated information on age or name)

Stephanie, age 33, Clackamas Co., killed in head-on crash, 1/22/20

Eugene, age 50, Multnomah Co., killed in a motorcycle crash, 1/18/20

Chun Shik, age 63, Washington Co., killed in a motor vehicle crash, 1/17/20

Michael Daniel, age 62, Multnomah County, killed while walking, 1/14/20

Leslie, age 51, Washington Co., killed while walking, 1/14/20

Denise, age unknown, Multnomah Co., killed while walking, 1/9/20 (no updated information on age)

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



Regional mobility policy update

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

Project overview

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

What is the regional mobility policy?

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

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

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

Why update the policy now?

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



Key terms

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

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

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

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

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

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

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

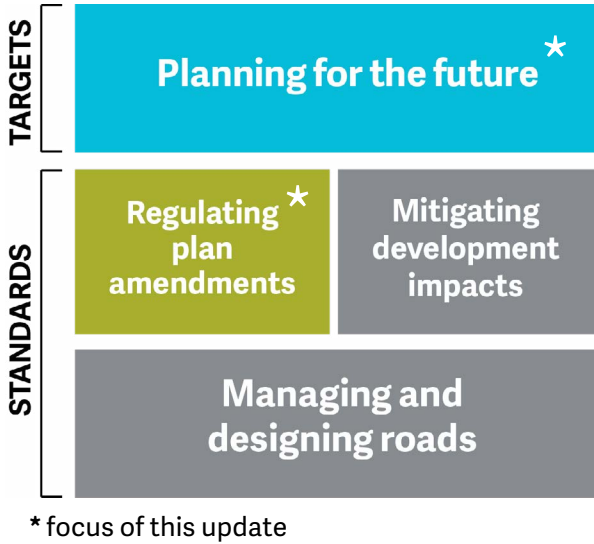
What are our expected outcomes?

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

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

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

Current uses of the volume-to-capacity ratio



Planning for the future

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

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

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

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

Regulating plan amendments

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

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

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

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

Mitigating development impacts

Who: Cities, counties and developers.

What: Collect fees based on the development of or use of land or identify needed transportation project(s) in-lieu of fees. Projects typically include expanding capacity to add new travel lanes, turn lanes and/or signals.

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

Why: Mitigate traffic impacts from new development.

Managing and designing roads

Who: Cities, counties, ODOT and consultants.

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

When: Operations and project design, including preliminary engineering.

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

Potential new measures to be explored

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

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

To sign up for project updates and learn more, visit oregonmetro.gov/mobility

Project contacts:

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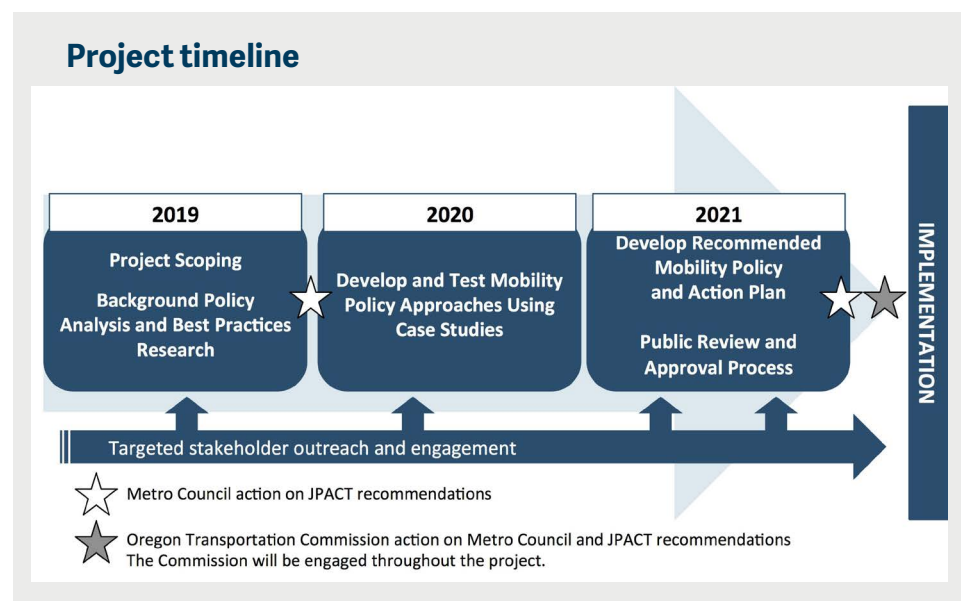
Lidwien Rahman

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Where are we now? (Updated August 2020)

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

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



Next steps

Fall 2020

Report on examples of current approaches

Identify and apply criteria to select potential mobility measures to test

Winter 2020 - 2021

Test measures with case studies and report findings

Spring 2021

Draft policy and implementation plan

Summer - Fall 2021

Public review and refinement

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

Engagement activities

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

KEY FINDINGS BRIEF

OREGON HIGHWAY PLAN MOBILITY POLICY WHITE PAPER

OREGON DEPARTMENT OF TRANSPORTATION | AUGUST 2020



1 | OREGON'S MOBILITY POLICY

"It is the policy of the State of Oregon to maintain acceptable and reliable levels of mobility on the state highway system, consistent with the expectations for each facility type, location, and functional objectives. Highway mobility targets will be the initial tool to identify deficiencies and consider solutions for vehicular mobility on the state system." —1999 Oregon Highway Plan (OHP) mobility policy

The Oregon Mobility Policy is intended to maintain acceptable and reliable levels of mobility on the state highway system, as reliable and continuous mobility is a key engine of economic opportunity and connectivity throughout the state. However, throughout the history of the mobility policy and continuing today, there have been situations where the highway mobility targets within the mobility policy have unintended outcomes. The policy states that mobility is to be measured with a vehicular volume-to-capacity ratio. This has led to stakeholder frustrations that focusing on the mobility of trucks and cars, rather than people and other modes, does not adequately reflect the current and future needs of the transportation system and surrounding community.

Over time ODOT has adapted the policy to make it more accommodating. Changes have includ-

ed clarifying that the measures are targets not standards, allowing for land use contexts where they do not apply, and providing a clearer path towards alternate targets when needed. However, it is likely that further clarity and flexibility will be needed in the future.

The purpose of this paper is to understand the history and current use of the mobility policy and develop considerations, options, and potential approaches for updating the mobility policy as part of the next OHP and Oregon Transportation Plan (OTP) updates. Such an update could define what "acceptable and reliable levels of mobility" entail and explore different measures that more holistically reflect that definition. This will help the new OHP better provide for outstanding mobility options for all people throughout the state.

2 | CONSIDERATIONS FOR UPDATING THE POLICY



- Stakeholder desire for a more multimodal, network-focused policy
- Best practices from other states
- ODOT's more current planning documents and other mode plans
- Comprehensive plan amendments and the TPR
- Land use context and functional classification

SATISFYING ALL APPLICATIONS

Oregon is unique in that the current OHP mobility targets are used in a variety of applications. These include Transportation Planning Rule (TPR) compliance, development review, long-range transportation planning, and project delivery. Some of these applications are direct outcomes of legal mandates, while others are more flexible. Any changes to the policy must be able to be similarly applied to these processes and to be effective in a variety of applications.

STAKEHOLDER FEEDBACK

Local jurisdictions, stakeholders, and community members acknowledge that the OHP mobility targets are easy to use, measure, and understand. They have also expressed concern that interaction between the TPR and OHP highway mobility targets are having unintended and undesirable consequences in their communities, such as making it difficult to increase the planned land use densities in their comprehensive plans. They are concerned that the requirements to meet v/c standards give vehicle mobility precedence over other local objectives, such as active

transportation operations and safety, compact land use planning, and economic development.

BEST PRACTICES FROM OTHER STATES AND OTHER ODOT DOCUMENTS

Many transportation agencies around the country are using performance measures to evaluate various dimensions of mobility, focusing less on eliminating peak-hour congestion and more on improving mobility as a whole. When mobility is defined as a more robust measure than simply the absence of congestion, the strategies employed to provide the best mobility possible to all users expand, and can better be tailored to roadway function and land use context.

The Oregon Transportation Commission's Strategic Investment Plan, *A Strategic Investment in Transportation*¹ (2017), also helps illustrate ODOT's current goals for state highway investment. Statewide mode and topic plans are adopted as a part of the OTP and include statewide policy, requirements, and guidance related to transportation system planning. These documents help clarify mobility goals for the various modes.

¹ Oregon Transportation Commission. *A Strategic Investment in Transportation*. 2017.

3 | APPROACHES FOR UPDATING THE POLICY

There are a range of potential options to consider for updating, revising, or replacing the state mobility policy.

These include better reflecting multiple aspects of mobility (such as peak-hour performance, network reliability, accessibility, etc.), land use context, and a variety of modes. The descriptions below discuss benefits and drawbacks to various options but do not recommend any option over the others. For each mobility policy option shown

below, the white paper includes potential approaches to updating the mobility performance measures.

POTENTIAL MOBILITY POLICY UPDATE OPTIONS

Mobility Policy Option		Description
#1	No Change	Keep the mobility policy and v/c-based measures in place with no updates. ODOT could, however, recommend the targets for long-range planning only and make the process of adopting alternative mobility targets easier.
#2	Define Mobility in the OHP Mobility Policy	Better define mobility within the OHP mobility policy. This definition could be mode-neutral or include a separate definition for each mode. The definition could also describe the different mobility needs inherent to different land use contexts and/or highway classifications.
#3	Define Mobility in the OTP	Better define mobility within the OTP. This definition could be mode-neutral or include a separate definition for each mode. The definition could also describe the different mobility needs inherent to different land use contexts and/or highway classifications.
#4	Define Mobility Within Various Modal Plans	Better define mobility within the various modal plans. These definitions would be tailored to the individual modes described within each plan. The definitions could also describe the different mobility needs inherent to different land use contexts and/or highway classifications.
#5	Amend the TPR	Amend the TPR so that it no longer relies on the mobility policy to determine if a land use decision causes a significant transportation impact. Note that this would not be an ODOT action, but rather would be under Department of Land Conservation and Development purview.

4 | NEXT STEPS

The current OHP mobility policy does not define what “acceptable and reliable levels of mobility” entails other than stating that it is to be measured through the mobility measures housed within the policy. Applications of these measures have led to the stakeholder frustrations described and difficulty balancing mobility with other needs and goals, such as economic development, housing, and urbanization. The flexibility that has been added to the policy over time remains largely vehicle centric, is time and cost intensive, and is focused on tolerating increased congestion rather than about defining desired mobility for the land use context and highway classification.

The OHP is scheduled to be updated in the next few years and the mobility policy will be one aspect of the plan that will be reviewed and considered for an update. An updated policy should address desired mobility outcomes and define acceptable and reliable levels of mobility for the Oregon highway system more robustly and explicitly. There are several potential directions ODOT could take to update the mobility policy. The options proposed are just some of the potential approaches to create a more broad-based mobility policy. These, in turn, can lead to reconsidering the way highway mobility is measured and the factors that are considered in setting the standards.

By considering the best practices described from other agencies and heeding Oregon's unique history, land use planning approach, and uses of mobility targets, a new policy can better balance multiple needs and goals while working towards improved mobility across the state. The following are a few key questions to consider during the OHP update.

QUESTIONS FOR THE OTP/OHP ADVISORY COMMITTEES

- How should mobility be defined for the Oregon highway system?
- What policy changes may be needed to achieve the desired mobility outcomes?
- Should additional land use context be considered in the mobility policy and if so, what are our expectations about mobility based on land use context?
- Should highway classification continue to be a factor in how we set mobility expectations for a facility and do the highway classifications need updating?
- What other factors should be considered in the mobility policy to better align the policy with our expectations about mobility?
- What mobility performance measures should be considered to better inform transportation decisions and investments from a mobility perspective?



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING OR ADDING)	RESOLUTION NO. 20-5130
NEW PROJECTS TO THE 2021-24)	
METROPOLITAN TRANSPORTATION)	Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM (MTIP) IMPACTING)	Andrew Scott in concurrence with
ODOT AND TRIMET (OC21-03-OCT))	Council President Lynn Peterson

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

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

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

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

WHEREAS, the Oregon Department of Transportation (ODOT) review of approved projects along OR217 determined that the construction phase from their Region wide ITS Improvements and Upgrades project can be combined into their OR217 Southbound: OR10 to OR99W project for increased delivery efficiencies; and

WHEREAS, ODOT has evaluated their two Interstate 5 at Boone Bridge over the Willamette River surface rehabilitation projects and determined they also can be combined for improved cost effectiveness and delivery efficiency; and

WHEREAS, the Oregon Transportation Commission approved the proposed project combinations on OR217 and I-5 at their July 2020 meeting; and

WHEREAS, Metro's allocation of Highway Infrastructure Program funds and conversion into Surface Transportation Block Grant funds totaling \$3,305,682 through ODOT allows Metro and TriMet to complete the second part of a total \$7,305,682 fund exchange of STBG funds for local funds enabling TriMet additional federal funds to support their Preventative Maintenance program and Metro the ability to further leverage the local funds to support various planning and MPO functions; 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 October 2021-24 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 October 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 October 2, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5130 consisting of the October 2020 Formal MTIP Amendment bundle on October 15, 2020 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on October 29, 2020 to formally amend the 2021-24 MTIP to include the required changes or additions to the five identified projects as part of Resolution 20-5130.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed October 2020 Formal Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **OC21-03-OCT**
Total Number of Projects: **5**

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 20474 MTIP ID 71002	ODOT	Region wide ITS Improvements and Upgrades	<u>SPLIT PROJECT:</u> The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. A total of \$1,406,688 and the construction phase is slit off from Key 20474 and combined into Key 18841 (also included this amendment bundle.	Combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures.
Project #2 ODOT Key 18841 MTIP ID 70782	ODOT	OR217 Southbound: OR10 to OR99W	<u>Combined Project:</u> The formal amendment combines the construction phase and funding from the Region wide ITS Improvements and Upgrades project in Key 20474 to increase delivery efficiencies	Key 18841 increases by \$4,195,528 as a result to \$138,616,368 which equals a 3.1% cost increase to the project. The project descriptions have been updated as well to incorporate the ATMS/ITS scope elements. Advance Construction conversion fund codes are updated as well. The overall OR217 improvement project scope does not change.
Project #3 ODOT Key 21218 MTIP ID 71049	ODOT	I-5: Boone (Willamette River) Bridge	<u>SPLIT PROJECT:</u> The formal amendment splits the construction phase and funding off from Key 21218 and combines it into Key 20411.	I-5: Boone (Willamette River) Bridge is at the southern project limits of K20411 I-5: I-205 Interchange - Willamette River. Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. Additionally, the scope from K21218 is being reduced from deck overlay, joint repairs and seismic retrofit to just a deck overlay due to funding limitations

Project #4 ODOT Key 20411 MTIP ID	ODOT	I-5: I-205 Interchange - Willamette River I-5: I-205 Interchange - Boone (Willamette River) Bridge	<u>Combined Project:</u> The formal amendment combines the construction phase and funding of K21218 (\$3.2M) into K20411. The construction phase is further increased by an additional \$180K to fund a rail retrofit on bridges 09743B and 09743C for a net construction phase increase of \$3,380,000. Key 20411's name, description and mile points are updated to reflect the added scope from K21218 and the rail retrofit on the two bridges	Overall, although the amendment is primarily a combination action, there is a significant scope change present to require a full/formal amendment to the MTIP.
Project #5 ODOT Key NEW PROJECT MTIP ID TBD	TriMet	Preventative Maintenance (2019 HIP Fund Exchange)	<u>ADD NEW PROJECT:</u> The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange. Metro receives local from TriMet for the STBG-U funds	Federal FY 2019 Highway Infrastructure Program (HIP) funds were allocated to ODOT which Metro receives a portion. ODOT and Metro agreed on a fund swap to convert the HIP to STBG-U funds. Metro now is completing the fund exchange with TriMet. The fund exchange is \$7,305,682. \$3,305,682 is committed to support TriMet's Preventative Maintenance program needs. The remaining \$4 million has been committed to the MAX Red Line Extension project.



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

Formal Amendment
SPLIT PROJECT
Split funds off Key 20474 and

Lead Agency: ODOT		Project Type:	TSMO		ODOT Key: 20474
Project Name: Region wide ITS Improvements and Upgrades	1	ODOT Type	Ops		MTIP ID: 71002
		Performance Meas:	Yes		Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No		Comp Date: 12/31/2021
		Conformity Exempt:	Yes		RTP ID: 11584
		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:	2018		Past Amend: 1
		Years Active:	3		OTC Approval: Yes
		STIP Amend #: 18-21-3965			MTIP Amnd #: OC21-03-OCT
		Detailed Description: None			
STIP Description: Design for future installation of new or upgraded variable message signs (VMS), travel-time signs, network/communication technology, and other intelligent transportation system (ITS) functionality at various locations in Region 1.					

Last Amendment of Modification: Administrative. January 2018 - AB18-11-JAN. PE phase will not be initiated and obligated until 2019. Slip PE to 2019

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-State	M24E	2020		\$ 156,669				\$ 156,669
AC-STBGS	ACPO	2020		\$ 147,796				\$ 147,796
STBG-State		2021					\$ 1,410,017	\$ -
								\$ -
							Federal Totals:	\$ 304,465
Federal Fund Obligations:				\$ 156,669				Federal Aid ID
EA Number:				PE003170				SA00(318)
Initial Obligation Date:				12/30/2019				
State Funds								
State	Match	2020		\$ 17,931				\$ 17,931
State	Match	2020		\$ 16,916				\$ 16,916
State	Match	2021					\$ 161,383	\$ -
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 174,600	\$ -	\$ -	\$ 1,571,400	\$ 1,746,000
Phase Totals After Amend:			\$ -	\$ 339,312	\$ -	\$ -	\$ -	\$ 339,312
Year Of Expenditure (YOE):								\$ 339,312

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.
- > Split funds and add to Key 18841

Amendment Summary:

The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. Combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures. The pe phase remains here with the contraction phase combined into Key 18841.

- > Will Performance Measurements Apply: Yes - ITS

RTP References:

- > RTP ID: 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1
- > RTP Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal 4.2 - Travel Management
- > Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

- > STBG-State = Federal Surface Transportation Block Grant funds appropriated to ODOT for use on various types of transportation improvement projects..
- > AC-STBGS = Federal Advance Construction type funds used as a placeholder until the final federal code is determined which in this case is estimated to be STBG-State funds.
- > State = General State funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes (the funding and scope will be combined into the OR 217 project) OR217 is identified as an "Other NHS Routes" on the NHS.
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
COMBINED PROJECT
Key 20474 Construction phase

Lead Agency: ODOT		Project Type:	Capacity		ODOT Key: 18841	
Project Name: OR217 Southbound: OR10 to OR99W	2	ODOT Type	Construction		MTIP ID: 70782	
		Performance Meas:	Yes		Status: 4	
		Capacity Enhancing:	No		Comp Date: 12/31/2022	
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Conformity Exempt:	Yes		RTP ID:	11986 11987
Short Description: On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening. Install signs and technology to capture traffic statistics and improve operations. (Combines Key 21179, 20473, and 20474 into Key 18841) (HB2017 \$44 million award)	OR210	On State Hwy Sys:	OR217		RFFA ID:	N/A
	9.16	Mile Post Begin:	1.77		RFFA Cycle:	N/A
	9.24	Mile Post End:	6.32	UPWP:	No	
	0.08	Length:	4.55	UPWP Cycle:	N/A	
	OR141	1st Year Program'd:	2014	Past Amend:	10	
	2.60	Years Active:	7	OTC Approval:	Yes	
	2.84	STIP Amend #: 18-21-3965		MTIP Amnd #: OC21-03-OCT		
Detailed Description: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210). Driving surface overlay, protective screening, and rail retrofit on Allen Blvd and Denny Rd structures (bridge #16134, #16143) . Driving surface overlay, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure (bridge #09672). Widen the Hall Blvd (OR141) over OR217 overcrossing to allow for the addition of a sidewalk and bike lanes. Add bridge rail that meets the current standards to the Fanno Creek Bridge. Install signs and technology to capture traffic statistics and improve operations. (HB2017 \$44 million award)(Combines Keys 21179, 20473, and 20474 into Key 18841).						
STIP Description: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210) to improve safety and traffic reliability. Pave road, add protective screening, and bridge updates on Allen Blvd and Denny Rd structures. Pave road, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure. Add sidewalks and bike lanes to the Hall Blvd (OR141) over OR217 overcrossing to improve bicycle and pedestrian connectivity. Add bridge rail that meets the current standards to the Fanno Creek Bridge. Install signs and technology to capture traffic statistics and improve operations.						

Last Amendment of Modification: Administrative - November, 2019 - AB20-03-NOV2 - PHASE FUND SHIFT Approximately \$5.5 million of Construction phase funding is shifted back to PE, ROW, and Other/Utility phases to address phase funding shortfalls. There is no change in the net total project cost which remains at \$134,200,840

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP	MS30	2016		\$ 758,254				\$ 758,254
HSIP (100%)	ZS30	2016		\$ 1,934,451				\$ 1,934,451
ADVCON	ACP0	2016		\$ 13,694,169				\$ -
AC-STBGS	ACP0	2016		\$ 9,285,444				\$ 9,285,444
REPURP	RPFO	2016		\$ 80,610				\$ 80,610
STBG-State	Z240	2016		\$ 4,312,696				\$ 4,312,696
ADVCON	ACP0	2019				\$ 672,975		\$ -
ADVCON	ACP0	2020			\$ 2,691,900			\$ -
AC-STBGS	ACP0	2020			\$ 2,691,900			\$ 2,691,900
STBG-State	Z240	2021					\$ 21,912,819	\$ -
STBG-State	Z240	2021					\$ 2,691,900	\$ 2,691,900
AC-HB2017	S070	2021					\$ 74,655,360	\$ -
AC-HB2017	S070	2021					\$ 95,875,023	\$ 95,875,023
								\$ -
							Federal Totals:	\$ 117,630,278
Federal Fund Obligations:				\$ 16,371,455				Federal Aid ID
EA Number:				PE002386		C1341504		S144(026)
Initial Obligation Date:				5/15/2014		5/2/2019		

State Funds								
State (AC)	Match	2016		\$ 1,503,000				\$ -
State (AC)	Match	2016		\$ 1,015,586				\$ 1,015,586
State (REP)	Match	2016		\$ 9,226				\$ 9,226
State (STBG)	Match	2016		\$ 493,607				\$ 493,607
State (AC)	Match	2019				\$ 77,025		\$ -
HB2017	S070	2019				\$ 50,000		\$ -
HB2017	S070	2019				\$ 800,000		\$ 800,000
State (AC)	Match	2020			\$ 308,100			\$ 308,100
State (STBG)	Match	2021					\$ 2,508,020	\$ -
State (STBG)	Match	2021					\$ 308,100	\$ 308,100
State (AC)	Match	2021					\$ 8,544,640	\$ -
State (AC)	Match	2021					\$ 10,973,325	\$ 10,973,325
BIKEWAYS	S080	2021					\$ 1,968,019	\$ 1,968,019
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ 15,875,963
Local Funds								
Local	Match	2016		\$ 63,969				\$ 63,969
Other	Match	2016		\$ 3,046,158				\$ -
Other	OVM	2021					\$ 2,000,000	\$ 2,000,000
								\$ -
							Local Total	\$ 2,063,969
Phase Totals Before Amend:	\$ -	\$ 21,000,001	\$ 3,000,000	\$ 800,000	\$ 109,620,839	\$ 134,420,840		
Phase Totals After Amend:	\$ -	\$ 21,000,001	\$ 3,000,000	\$ 800,000	\$ 113,816,367	\$ 138,616,368		
Year Of Expenditure (YOE):							\$	138,616,368

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.
- > Cost increase of \$4,195,528 = 3.1%
- . OTC approval was required to move forward with the combination effort involving Keys 20474 and 18841.

Amendment Summary:

The formal amendment combines the construction phase and funding from the Region wide ITS Improvements and Upgrades project in Key 20474 to increase delivery efficiencies. Key 18841 increases by \$4,195,528 as a result to \$138,616,368 which equals a 3.1% cost increase to the project. The project descriptions have been updated as well to incorporate the ATMS/ITS scope elements. Advance Construction conversion fund codes are updated as well. The overall OR217 improvement project scope does not change.

- > Will Performance Measurements Apply: Yes - Safety & ITS

RTP References:

- > RTP ID:
 - 11986: OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (CON)
 - 11987: OR 217 Southbound Auxiliary Lane Beaverton Hillsdale Hwy to 99W (CON)
- > RTP Description: Extend Southbound (SB) auxiliary lane from Beaverton-Hillsdale Hwy to OR 99W. Build collector/distributor road from Allen Blvd to Denny Rd. Construction Phase
- > Exemption Status: Project is not exempt and is considered a capacity enhancing improvement project per 40 CFR 93.126. The project has been modeled for air conformity and transportation mobility impacts
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal Objective 10.1 Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

- > On NHS: Yes - OR217 is identified as an "OtherNHS Routes" on the NHS system
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
SPLIT PROJECT
Split Cons phase and funding off and
combine into Key 20411

Lead Agency: ODOT		Project Type:	Bridge	ODOT Key:	21218
Project Name: I-5: Boone (Willamette River) Bridge	3	ODOT Type	Bridge	MTIP ID:	71049
		Performance Meas:	Yes	Status:	4
		Capacity Enhancing:	No	Comp Date:	N/A
		Conformity Exempt:	Yes	RTP ID:	12094
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		On State Hwy Sys:	I-5	RFFA ID:	N/A
Short Description: On I-5 at the Boone Bridge over the Willamette River, prepare shelf ready plans for future deck overlay, joint repairs and seismic retrofit place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.		Mile Post Begin:	283.00	RFFA Cycle:	N/A
		Mile Post End:	283.22	UPWP:	No
		Length:	0.22	UPWP Cycle:	N/A
		1st Year Program'd:	2018	Past Amend:	2
		Years Active:	3	OTC Approval:	Yes
		STIP Amend #: 18-21-3928		MTIP Amnd #:	OC21-03-OCT
Detailed Description: On I-5 at MP 283.0 to 283.2 in Wilsonville at the Boone Bridge over the Willamette River, prepare shelf ready plans for future deck overlay, joint repairs and seismic retrofit place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.					
STIP Description: Place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.					

Last Amendment of Modification: Administrative - AB19-18-JUL2, July 2019. STIP Re-Balancing Amendment - Cost Increase: Add a construction phase with ADVCON funds in FY 2021 at \$2,951,040. Add match. Construction phase totals at \$3,200,000 with TPC at \$3,450,000.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	MOE1	2018		\$ 230,550				\$ 230,550
NHPP	MOE1	2021					\$ 2,951,040	\$ -
								\$ -
							Federal Totals:	\$ 230,550
Federal Fund Obligations:				\$ 230,550				Federal Aid ID
EA Number:				PE002922				S001(520)
Initial Obligation Date:				3/15/2018				
State Funds								
State	Match	2018		\$ 19,450				\$ 19,450
State	Match	2021					\$ 248,960	\$ -
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ 19,450
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 250,000	\$ -	\$ -	\$ 3,200,000	\$ 3,450,000
Phase Totals After Amend:			\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000
Year Of Expenditure (YOE):								\$ 250,000

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.
- > Split funding and phase combining action into 20411

Amendment Summary:

The formal amendment splits the construction phase and funding off from Key 21218 and combines it into Key 20411. K21218 I-5: Boone (Willamette River) Bridge is at the southern project limits of K20411 I-5: I-205 Interchange - Willamette River. Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. Additionally, the scope from K21218 is being reduced from deck overlay, joint repairs and seismic retrofit to just a deck overlay due to funding limitations

- > Will Performance Measurements Apply: Yes - ITS

RTP References:

- > RTP ID: 12094 - Highway Pavement Maintenance
- > RTP Description: Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) 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 - Pavement resurfacing and/or rehabilitation.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10- Fiscal Stewardship
- > Goal Objective 10.1 Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

- > NHPP = Federal National Highway Performance Program funds appropriated to ODOT for improvements to the State Highway System
- > State = General state funds provided by ODOT part of the required match.

Other

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



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

Formal Amendment
COMBINE PROJECT
Combine funds split off Key 21218

Lead Agency: ODOT		Project Type:	O&M		ODOT Key:	20411
Project Name: I-5: I-205 Interchange - Willamette River I-5: I-205 Interchange - Boone (Willamette River) Bridge Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). Short Description: Remove and replace asphalt surface to repair rutted pavement, includes driving surface on bridges #17995, #17996, #09743B, #09743C, & #09743A Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety.	4	ODOT Type	Resurface		MTIP ID:	70968
		Performance Meas:	Yes		Status:	4
		Capacity Enhancing:	No		Comp Date:	6/30/2022
		Conformity Exempt:	Yes		RTP ID:	
		On State Hwy Sys:	I-5		RFFA ID:	N/A
		Mile Post Begin:	283.21 283.00		RFFA Cycle:	N/A
		Mile Post End:	288.53		UPWP:	No
		Length:	5.32 5.53		UPWP Cycle:	N/A
		1st Year Program'd:	2019		Past Amend:	1
		Years Active:	2		OTC Approval:	Yes
		STIP Amend #: TBD			MTIP Amnd #: OC21-03-OCT	
Detailed Description: None ADD --> In the Wilsonville and Tualatin area, on I-5 from I-205 IC to Boone Bridge from MP 283.0 to MP 288.53, remove and replace asphalt surface to repair pavement ruts and damage from vehicles, including the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety. Impacted bridges: 17995, 17996, 02254A, 09743, 09743A, 09743B, and 09743C						
STIP Description: Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety.						

Last Amendment of Modification: Administrative - July 2019, AB19-18-JUL2 - STIP Re-Balancing Amendment - Cost Increase/Description Update: Modify short description to include bridge references. Increase PE with added NHPP for a PE total of \$975,577. Increase construction added NHPP for a revised Cons total of \$9,010,703. TPC increases to \$9,986,280. - KL

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	MOE1 Z001	2019		\$ 899,677				\$ 899,677
NHPP	Z001	2021					\$ 8,309,670	\$ -
NHPP	Z001	2021					\$ 7,626,850	\$ 7,626,850
AC-NHPP (92.22%)	ACPO	2021					\$ 3,799,856	\$ 3,799,856
								\$ -
							Federal Totals:	\$ 12,326,383
Federal Fund Obligations:				\$ -				Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2019		\$ 75,900				\$ 75,900
State (NHPP)	Match	2021					\$ 701,033	\$ -
State (NHPP)	Match	2021					\$ 643,428	\$ 643,428
State (AC)	Match	2021					\$ 320,569	\$ 320,569
ODOT State funds are committed as part of the required match							State Total:	\$ 1,039,897
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 975,577	\$ -	\$ -	\$ 9,010,703	\$ 9,986,280
Phase Totals After Amend:			\$ -	\$ 975,577	\$ -	\$ -	\$ 12,390,703	\$ 13,366,280
Year Of Expenditure (YOE):								\$ 13,366,280

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.
- > MP limits expand by 0.21 miles as a result of the project combining action.
- > Cost change increase project by \$3,380,000 from \$9,986,280 to \$13,366,280 which equals a 34.85% increase, but represents existing funds from Key 21218.

Amendment Summary:

The formal amendment combines the construction phase and funding of K21218 (\$3.2M) into K20411. The construction phase is further increased by an additional \$180K to fund a rail retrofit on bridges 09743B and 09743C for a net construction phase increase of \$3,380,000. Key 20411's name, description and mile points are updated to reflect the added scope from K21218 and the rail retrofit on the two bridges. Overall, although the amendment is primarily a combination action, there is a significant scope change present to require a full/formal amendment to the MTIP.

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 12094 - Highway Pavement Maintenance
- > RTP Description: Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) 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 - Pavement resurfacing and/or rehabilitation.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10- Fiscal Stewardship
- > Goal: Objective 10.1 Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

- > NHPP = Federal National Highway Performance Program funds appropriated to ODOT for improvements to the State Highway System
- > AC-NHPP = Federal Advance Construction placeholder fund code used until the final federal fund code is determined. AC-NHPP anticipates that federal NHPP funds will be the conversion code.
- > State = General state funds provided by ODOT part of the required match.

Other

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



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

Formal Amendment
ADD NEW PROJECT
Add New 2019 HIP Fund Exchange

Lead Agency: TriMet		Project Type: Transit		ODOT Key: New
Project Name: Preventative Maintenance (2019 HIP Fund Exchange)	5	ODOT Type TBD		MTIP ID: New
		Performance Meas: Yes		Status: T22
		Capacity Enhancing: No		Comp Date: 8/31/2022
		Conformity Exempt: Yes		RTP ID: 11335
Project Status: T22 = Programming actions in progress or programmed in current MTIP		On State Hwy Sys: No		RFFA ID: N/A
		Mile Post Begin: N/A		RFFA Cycle: N/A
		Mile Post End: N/A		UPWP: No
		Length: N/A		UPWP Cycle: N/A
		1st Year Program'd: 2021		Past Amend: 0
		Years Active: 0		OTC Approval: No
		STIP Amend #: TBD		MTIP Amnd #: OC21-03-OCT
Short Description: \$3,305,682 million of \$7,305,682 Metro 2019 HIP fund exchange with TriMet committed here supporting preventative maintenance needs (IGA# 936755)				
Detailed Description: Per Metro IGA 936755, Metro's \$7,305,682 FY 2019 HIP allocation has been converted to STBG-U funds and is being fund exchanged with TriMet for local funds. \$3,305,682 is being applied to preventative maintenance needs with the remaining \$4 million committed to the MAX Red Line Extension project. Obligation shelf-life is present with a NLT obligation date of September 2022.				
STIP Description: TBD				

Last Amendment of Modification: None. Initial programming being completed through this formal amendment

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
STBG-U	2230	2021					\$ 3,305,682	\$ 3,305,682
							\$	-
							\$	-
							Federal Totals:	\$ 3,305,682
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								
TriMet GF	Match	2021					\$ 378,350	\$ 378,350
							\$	-
Match requirement = 10.27%							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,684,032	\$ 3,684,032
Year Of Expenditure (YOE):								\$ 3,684,032

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > New project based on approved IGA 936755.

Amendment Summary:

The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange. Federal FY 2019 Highway Infrastructure Program (HIP) funds were allocated to ODOT which Metro receives a portion. ODOT and Metro agreed on a fund swap to convert the HIP to STBG-U funds. Metro now is completing the fund exchange with TriMet. The fund exchange is \$7,305,682. \$3,305,682 is committed to support TriMet's Preventative Maintenance program needs. The remaining \$4 million has been committed to the MAX Red Line Extension project. Metro and TriMet maintain a formal IGA, #936755 documenting the fund exchange. Although converted to STBG-U federal funds, the funds have a shelf-life obligation deadline of September 2022.

- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 11335 - Operating Capital: Equipment and Facilities Phase 1
- > RTP Description: Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - (1) Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) and (2) rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal 10.1 - Objective 10.1 Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > TriMet GF = Local funds specifically provided by TriMet as part of the required match.

Other

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

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 24, 2020
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: October 2020 MTIP Formal Amendment & Resolution 20-5130 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING OR ADDING NEW PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING ODOT AND TRIMET (OC21-03-OCT)

BACKGROUND

What This Is:

The October 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5130 and being processed under MTIP Amendment OC21-03-OCT.

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 20-5130 consisting of five projects in the October 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021 MTIP with final approval to occur from USDOT.

Proposed October 2020 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: OC21-03-OCT					
Total Number of Projects: 5					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20474	71002	ODOT	Region wide ITS Improvements and Upgrades	Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations in Region 1	<u>SPLIT PROJECT:</u> The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. A total of \$1,406,688 and the construction phase is split off from Key 20474 and combined into Key 18841 (also included this amendment bundle.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 18441	70782	ODOT	OR217 Southbound: OR10 to OR99W	On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening. Install signs and technology to capture traffic statistics and improve operations. (Combines Key 21179, 20473, and 20474 into Key 18841) (HB2017 \$44 million award)	COMBINED PROJECT: The formal amendment combines the construction phase and funding from the Region wide ITS Improvements and Upgrades project in Key 20474 to increase delivery efficiencies. Key 18841 increases by \$4,195,528 as a result to \$138,616,368 which equals a 3.1% cost increase to the project. The project descriptions have been updated as well to incorporate the ATMS/ITS scope elements.
Project #3 Key 21218	71049	ODOT	I-5: Boone (Willamette River) Bridge	On I-5 at the Boone Bridge over the Willamette River, prepare shelf ready plans for future deck overlay, joint repairs and seismic retrofit place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.	SPLIT PROJECT: The formal amendment splits the construction phase and funding off from Key 21218 and combines it into Key 20411.
Project #4 Key 20411	70968	ODOT	I-5: I-205 Interchange - Willamette River I-5: I-205 Interchange - Boone (Willamette River) Bridge	Remove and replace asphalt surface to repair rutted pavement. Includes driving surface on bridges #17096, #17096, #09743B, #09743C, & #09743A Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety.	COMBINED PROJECT: The formal amendment combines the construction phase and funding of K21218 (\$3.2M) into K20411. The construction phase is further increased by an additional \$180K to fund a rail retrofit on bridges 09743B and 09743C for a net construction phase increase of \$3,380,000. Key 20411's name, description and mile points are updated to reflect the added scope from K21218 and the rail retrofit on the two bridges. Overall, although the amendment is primarily a combination action, there is a significant scope change present to require a full/formal amendment to the MTIP.
Project #5 Key NEW - TBD	TBD	TriMet	Preventative Maintenance (2019 HIP Fund Exchange)	\$3,305,682 million of \$7,305,682 Metro 2019 HIP fund exchange with TriMet committed here supporting preventative maintenance needs (IGA# 936755)	ADD NEW PROJECT: The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange

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

Project 1: Region Wide ITS Improvements and Upgrades	
Lead Agency:	ODOT
ODOT Key Number:	20474 MTIP ID Number: 71002
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations in Region 1 Source: Existing project. Funding: The awarded source of funding for the project is from ODOT and contains federal funds Project Type: Transportation System Management & Operations (TSMO)/Intelligent Transportation System project Location: Region 1 – region-wide Cross Street Limits: N/A Overall Mile Post Limits: N/A Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).. STIP Amendment Number: 18-21-3965 MTIP Amendment Number: OC21-13-OCT
What is changing?	<p>AMENDMENT ACTION: SPLIT PROJECT (Combine into Key 18841)</p> <p>The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. Combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures. The Preliminary Engineering (PE) phase remains here with the contraction phase combined into Key 18841.</p>
Additional Details:	<p>The combining effort will also result in adding an automated traffic recording station. OR217 is the only major highway in the ODOT Region 1 network that does not yet have this equipment installed to provide detailed traffic statistics, data needed for capacity calculations and pavement designs, as well as work zone restriction requirements. By delivering these improvements as part of the larger OR217 project, ODOT will realize cost savings over delivering these elements as a future stand-alone project. The remaining funds on K20474 will be used to complete design of high priority ITS improvements to be constructed in the next STIP cycle.</p>
Why a Formal amendment is required?	<p>The splitting and combining action results in the cancellation of the construction phase to Key 20474 leaving only the PE phase programmed. Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling the construction from a project requires a full/formal amendment.</p>

Total Programmed Amount:	The project decrease from \$1,746,000 to \$339,312 as a result of splitting the construction phase and moving it to Key 18841.
Added Notes:	

Project 2: OR217 Southbound: OR10 to OR99W	
Lead Agency:	ODOT
ODOT Key Number:	18841 MTIP ID Number: 70782
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210). Driving surface overlay, protective screening, and rail retrofit on Allen Blvd and Denny Rd structures (bridge #16134, #16143). Driving surface overlay, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure (bridge #09672). Widen the Hall Blvd (OR141) over OR217 overcrossing to allow for the addition of a sidewalk and bike lanes. Add bridge rail that meets the current standards to the Fanno Creek Bridge. Install signs and technology to capture traffic statistics and improve operations. (HB2017 \$44 million award)(Combines Keys 21179, 20473, and 20474 into Key 18841). Source: Existing project. Funding: The project contains multiple federal fund types including Highway Safety Improvement Program (HSIP), State Surface Transportation Block Grant (STBG), Repurposed Earmark funds, HB2017, State Bikeways funds, and local funds. Project Type: Capacity Enhancing capital improvement type project and includes ITS improvements Location: OR 217, or 210, and OR 141 Cross Street Limits: Multiple Overall Mile Post Limits: <ul style="list-style-type: none"> OR141: 2.60 to 2.84 OR210: 9.16 to 9.24 OR217: 1.77 to 6.32 Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 18-21-3965 MTIP Amendment Number: OC21-03-OCT
What is changing?	<p>AMENDMENT ACTION: COMBINED PROJECT</p> <p>As stated for Key 20474, combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures.</p>

	<p>The funds will also add an automated traffic recording station. OR217 is the only major highway in the ODOT Region 1 network that does not yet have this equipment installed to provide detailed traffic statistics, data needed for capacity calculations and pavement designs, as well as work zone restriction requirements. By delivering these improvements as part of the larger OR217 project, ODOT will realize cost savings over delivering these elements as a future stand-alone project. The remaining funds on K20474 will be used to complete design of high priority ITS improvements to be constructed in the next STIP cycle.</p> <p>The additional Bike/Ped Program funding will fully fund bike/pedestrian safety improvements along Hall Blvd. This critical system connectivity improvement will widen the Hall Blvd-OR217 overcrossing 19 feet to the north, allowing for added bike lanes in both directions and building sidewalk along the north side of Hall Blvd.</p> <p>The additional Bridge Program funding will address the increased unit prices of the planned rail retrofit work and the additional illumination replacement, signal replacements and associated temporary traffic control triggered by the bridge work.</p>
Additional Details:	See OTC Staff Report for additional details
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix,
Total Programmed Amount:	The total de-programming to Key 18841 increases by \$4,195,528 (3.1%) from \$134,420,840 to \$138,616,368.
Added Notes:	<p>OTC approval was required as part of this amendment. Included attachments with this project are as follows:</p> <ul style="list-style-type: none"> • Key 18841/20474 OTC Staff Letter • Project Location Maps

Project 3: I-5: Boone (Willamette River) Bridge	
Lead Agency:	ODOT
ODOT Key Number:	21218 MTIP ID Number: 71049
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: On I-5 at the Boone Bridge over the Willamette River, prepare shelf ready plans for future deck overlay, joint repairs and seismic retrofit place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface. • Source: Existing project • Funding: The project includes federal National Highway Performance Program funds. • Project Type: Bridge Operations and Maintenance • Location: On I-5 • Cross Street Limits: At the Boone Bridge over the Willamette River • Mile Post Limits: MP 283.0 to MP 283.22 • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3928 • MTIP Amendment Number: OC21-03-OCT

What is changing?	AMENDMENT ACTION: SPLIT PROJECT Key 21218 I-5: Boone (Willamette River) Bridge is at the southern project limits of K20411 I-5: I-205 Interchange - Willamette River. Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. The PE phase is left programmed in Key 21218.
Additional Details:	The construction phase and funding is shifted to Key 20411.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the split and combining effort results in a significant scope change which requires a formal/full amendment
Total Programmed Amount:	The total programmed amount decreases from \$3,450,000 to \$250,000.
Added Notes:	OTC approval was required. A copy of the OTC Staff Report is included as an attachment.

Project 4:	I-5: I-205 Interchange - Willamette River I-5: I-205 Interchange - Boone (Willamette River) Bridge		
Lead Agency:	ODOT		
ODOT Key Number:	20411	MTIP ID Number:	70968
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Remove and replace asphalt surface to repair rutted pavement, Includes driving surface on bridges #17995, #17996, #09743B, #09743C, & #09743A Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety. Source: Existing project Funding: The project includes federal National Highway Performance Program funds. Project Type: Operations and Maintenance (O&M) Resurfacing project Location: I-5 Cross Street At the Willamette River Bridge Overall Mile Post Limits: 283.0 to 288.53 Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 18-21-3928 MTIP Amendment Number: OC21-03-OCT 		
What is changing?	AMENDMENT ACTION: COMBINE PROJECT Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. Additionally, the scope from K21218 is being reduced from a deck overlay, joint repairs and seismic retrofit to just a deck overlay due to funding limitations. Seismic retrofit will be completed as a future project once a long term solution has been identified		

	to provide additional capacity over the Willamette River in this location. This constitutes a major scope change and triggers a full STIP amendment.
Additional Details:	Two of the bridges within the limits of K20411 (bridge IDs 09743B and 09743C) currently have a rail height of 32". The overlay would reduce the height to 31". For a low cost (\$180,000), the bridge rails on this high use interchange can be retrofitted to gain acceptable rail height and improve safety. Work can be completed while the ramp bridges are closed for other work on the ramps and bridges.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the combination effort has resulted in a significant scope change which requires a formal/full amendment
Total Programmed Amount:	The project increases by \$3,380,000 from \$9,986,250 to \$13,366,280.
Added Notes:	OTC approval was required. Attachments supporting this include: <ul style="list-style-type: none"> - OTC Staff Report - Project location maps

Project 5:	Preventative Maintenance (2019 HIP Fund Exchange) (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: \$3,305,682 million of \$7,305,682 Metro 2019 HIP fund exchange with TriMet committed here supporting preventative maintenance needs (IGA# 936755) Source: New project Funding: The project includes federal Surface Transportation Block Grant (STBG-U) allocated to Metro Project Type: Transit Location: N/A Cross Street Limits: N/A 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: OC21-03-OCT 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange. Federal FY 2019 Highway Infrastructure Program (HIP) funds were allocated to ODOT which Metro receives a portion. ODOT and Metro agreed on a fund swap to convert the HIP to STBG-U funds. Metro now is completing the fund exchange with TriMet. The fund exchange is \$7,305,682. \$3,305,682 is committed to support TriMet's Preventative Maintenance program needs. TriMet is providing the local match (10.27%) to the exchanged STBG-U funds.</p>		

	The remaining \$4 million has been committed to the MAX Red Line Extension project. Metro and TriMet maintain a formal IGA, #936755 documenting the fund exchange. Although converted to STBG-U federal funds, the funds have a shelf-life obligation deadline of September 2022.
Additional Details:	See attached IGA for additional details. The purpose of the Metro-TriMet fund exchange allows Metro to receive additional local funds which can be leveraged more efficiently towards MPO related activities (e.g. planning projects) than federal funds offer.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.
Total Programmed Amount:	The total programmed amount is \$3,684,032.
Added Notes:	A copy of the approved IG is included for reference.

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:

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

- Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
 - Safety
 - Asset Management - Pavement
 - Asset Management – Bridge
 - National Highway System Performance Targets
 - Freight Movement: On Interstate System
 - Congestion Mitigation Air Quality (CMAQ) impacts
 - Transit Asset Management impacts
 - RTP Priority Investment Areas support
 - Climate Change/Greenhouse Gas reduction impacts
 - Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the October 2020 Formal MTIP amendment (OC21-03-OCT) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	September 28 , 2020
• TPAC notification and approval recommendation.....	October 2, 2020
• JPACT approval and recommendation to Council.....	October 15, 2020
• Completion of public notification process.....	October 27, 2020
• Metro Council approval.....	October 29, 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.....	November 2, 2020
• Submission of the final amendment package to USDOT.....	November 3, 2020
• ODOT clarification and approval.....	Mid - November, 2020
• USDOT clarification and final amendment approval.....	Late November, 2020

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 20-5130 consisting of five projects in the October 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021 MTIP with final approval to occur from USDOT.

Attachments:

1. OTC Staff Report (for Keys 20474, 18841, 21218 & 20411)
2. Project Location Maps (for 18841/20474 and 20411/21218)
3. Copy of Metro-TriMet IGA #936755



DATE: July 1, 2020

TO: Kristopher W. Strickler
Director

Attachment 1: OTC Staff Report (for Keys
20474, 18841, 21218 & 20411)

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: **Consent** – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Oregon 217: Oregon 10 – Oregon 99 West* project.

Requested Action:

Approve amending the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Oregon 217: Oregon 10 – Oregon 99 West* project by \$4,195,528.

The additional funding comes from the following sources:

- The *Regionwide intelligent transportation systems improvements and upgrades* project (\$1,406,688)
- The pedestrian/bicycle program (\$1,168,019)
- The fix-it statewide bridge program (\$1,620,821)

STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
Oregon 217: Oregon 10 – Oregon 99 West	\$134,420,839.16	\$138,616,367.16
Regionwide intelligent transportation systems improvements and upgrades	\$1,746,000	\$339,312
Statewide Bicycle/Pedestrian (SWIP) Program Federal Fiscal Year 2019	\$1,286,309.70	\$118,290.70
Fix-It Statewide Bridge program savings	\$1,620,821	\$0
TOTAL	\$139,073,969.86	\$139,073,969.86

Project to increase funding

Oregon 217: Oregon 10 – Oregon 99 West (KN 18841)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2014	\$21,000,000.22	\$21,000,000.22
Right of Way	2020	\$3,000,000	\$3,000,000
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$109,620,838.94	\$113,816,366.94
Other	2019	\$800,000	\$800,000
TOTAL		\$134,420,839.16	\$138,616,367.16

Projects to decrease funding

Regionwide intelligent transportation systems improvements and upgrades (KN 20474)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2020	\$174,600	\$339,312
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$1,571,400	\$0
TOTAL		\$1,746,000	\$339,312

Statewide Bicycle/Pedestrian (SWIP) Program Federal Fiscal Year 2019 (KN 20385)			
PHASE	YEAR	COST	
		Current	Proposed
Construction	2020	\$1,286,309.70	\$118,290.70
TOTAL		\$1,286,309.70	\$118,290.70

Background:

The *Oregon 217* project adds auxiliary lanes on northbound Oregon 217 from Oregon 99 West to Greenburg Road and on southbound Oregon 217 from Oregon 10 to Oregon 99 West to improve operations and safety. In addition, the project is improving bicycle and pedestrian connectivity throughout the corridor by closing gaps in the network with added bike lanes on local streets and overcrossing and new sections of trail to provide better North/South connections. In cooperation with the City of Beaverton and Washington County, Oregon Department of Transportation (ODOT) is contributing project funds to already programmed local projects to pay for required off-system improvements to be delivered by project partners at a cost savings to both agencies.

The project also includes creating a southbound frontage road as recommended in the Corridor Bottleneck Operations Study (CBOS) report to improve operations and safety by eliminating merging and weaving in the very short distance between the Allen Boulevard and Denney Road interchanges.

The requested amendment to incorporate funds from the *Regionwide intelligent transportation systems improvements and upgrades* project will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures. The funds will also add an automated traffic recording station. Highway 217 is the only major highway in the ODOT Region 1 network that does not yet have this equipment installed to provide detailed traffic statistics, data needed for capacity calculations and pavement designs, as well as work zone restriction requirements. By delivering these improvements as part of the larger project ODOT will realize cost savings over delivering these elements as a future stand-alone project. The remaining *Regionwide intelligent transportation systems improvements and upgrades* project funds will be used to complete design of high priority intelligent transportation systems improvements to be constructed in the next STIP cycle.

The additional state-wide bicycle and pedestrian funding is being requested to add bicycle and pedestrian safety improvements along Hall Boulevard and will leverage an additional \$2,000,000 from our project partners Washington County (\$1,000,000) and the City of Beaverton (\$1,000,000). This critical system connectivity improvement will widen the Hall Boulevard over-crossing of Highway 217 19 feet to the north, allowing for added bike lanes in both directions and building sidewalk along the north side of Hall Boulevard.

Lastly, ODOT Bridge has asked Region 1 to incorporate bridge rail retrofit work at the Allen Boulevard and Denny Road interchanges, originally scoped for the 2018-2021 STIP, into the *Oregon 217* project. The additional Bridge program funding will address the increased unit prices of the planned rail retrofit work and the additional illumination replacement, signal replacements and associated temporary traffic control triggered by the added work.

Options:

With approval, this project will move forward with all of the described improvements.

Without approval, the above mentioned safety and multi-modal features will not be included in this project.

Attachments:

- Attachment 1 – Location and Vicinity Maps

Copies to:

Jerri Bohard	Travis Brouwer	Cooper Brown	Lindsay Baker
Jess McGraw	Tom Fuller	Mac Lynde	Jeff Flowers
Arlene Santana	Amanda Sandvig	Rian Windsheimer	Tova Peltz
Mandy Putney	Kelly Martin	Matt Freitag	Hideto Moriyasu
Kate Freitag	Talena Adams	Gabriela Garcia	Jessica Horning
Bert Hartman	Rachelle Nelson	Hope Derrickson	

COORDINATION SHEET

(If question does not apply to your item, please put N/A)

SUBJECT: Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Oregon 217: Oregon 10 – Oregon 99 West* project.

PRODUCT DRAFTER: Kelly Martin, Matt Freitag, Rian Windsheimer

PRESENTER(S) and TITLE(S): N/A

AGENDA PLACEMENT: N/A

TIME REQUESTED: N/A

RELATED RULES/STATUTES: N/A

AGENDA MATERIALS:

Below are suggested items to be included with agenda materials, if an item is not applicable put N/A.
(If you have documents not enclosed, add the name of document and when it will be ready.)

- Cover letter title: Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Oregon 217: Oregon 10 – Oregon 99 West* project.
- Attachment 1-title: 18841_Loc
- Attachment 2-title: 18841_Vic

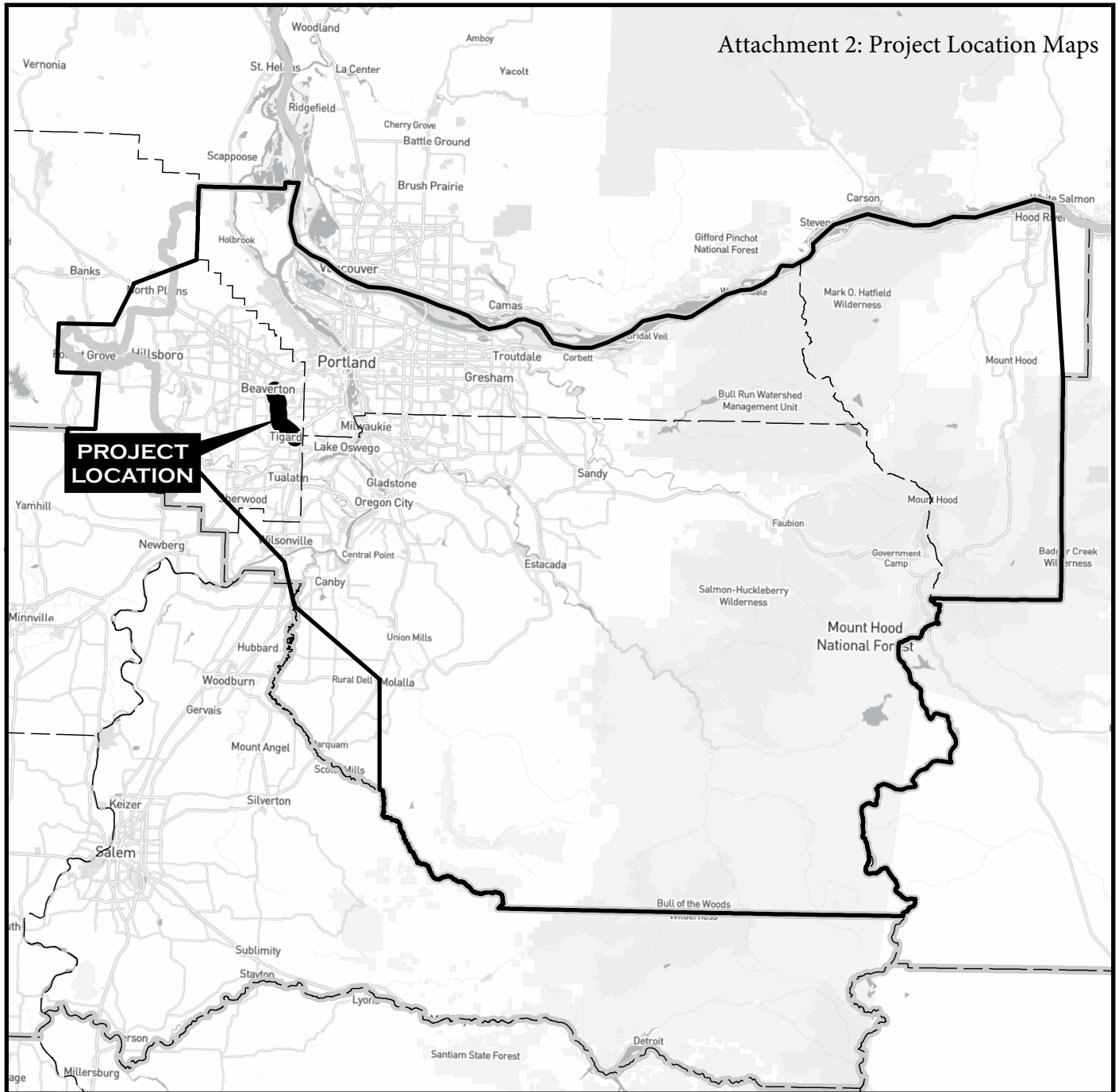
Required	Position	Name	Date
Always	Division/Deputy Administrator /Region Manager	Rian Windsheimer	6/24/20
When applicable:	Legal Counsel		
For all Highway Items	Active Transportation		

*****All materials must be approved by either a Division Administrator or Region Manager prior to submission to the OTC staff at OTCAdmin@odot.state.or.us or [ODOT Hwy OTC AgendaItems@odot.state.or.us](mailto:ODOT_Hwy_OTC_AgendaItems@odot.state.or.us) if a Highway related item.*****

STIP PROJECT VICINITY

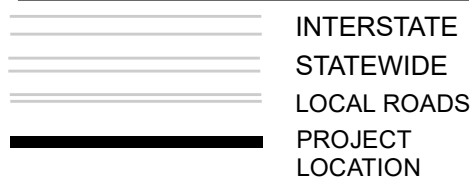
ODOT REGION 1

Attachment 2: Project Location Maps

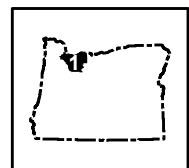
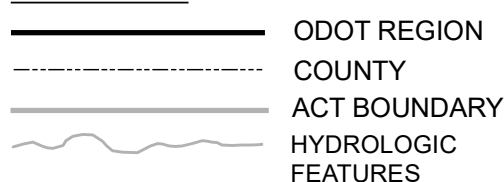


OR217: OR10 - OR99W
KEY NO. 18841

STATE HIGHWAY CLASSIFICATION



BOUNDARIES



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 (503) 986-3154 - GIS NO. 23-52

DATE: 8/13/2019

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STIP PROJECT LOCATION

ODOT REGION 1

Attachment 2: Project Location Maps



ACT: Region 1 ACT

COUNTY: Washington

CITY: Tigard/Beaverton

OR217: OR10 - OR99W
KEY NO. 18841

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



PRODUCED BY ODOT - GIS UNIT
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DATE: 8/13/2019

STIP PROJECT VICINITY

ODOT REGION 1

Attachment 2: Project Location Maps



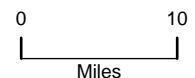
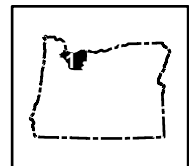
I-5: BOONE (WILLAMETTE RIVER) BRIDGE KEY NO. 21218

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



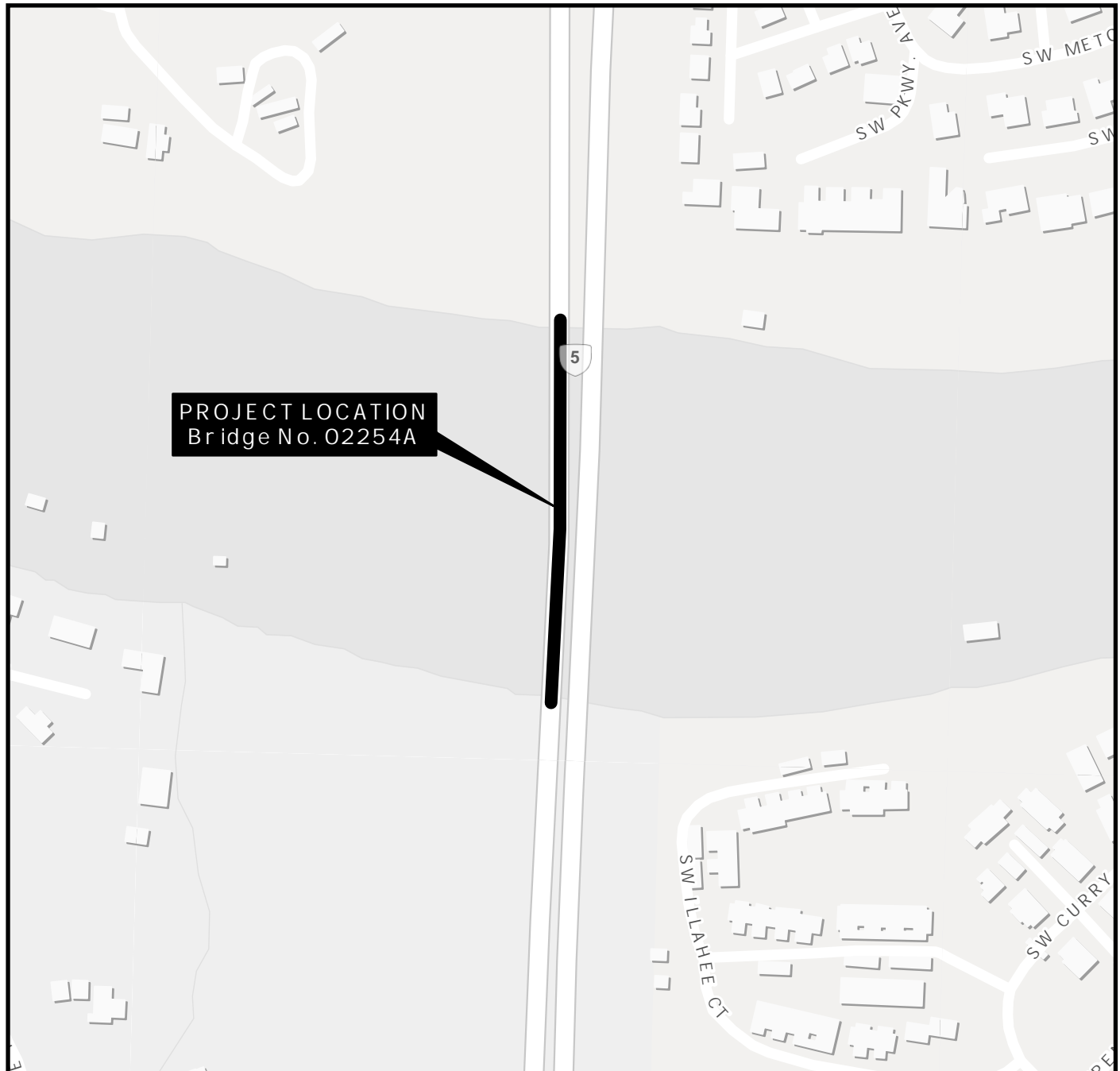
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GIS NO. 23-52

DATE: 9/15/2020

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STIP PROJECT LOCATION

ODOT REGION 1 Attachment 2: Project Location Maps



ACT: Region 1 ACT

COUNTY: Clackamas

CITY: Wilsonville

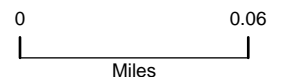
I-5: BOONE (WILLAMETTE RIVER) BRIDGE KEY NO. 21218

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



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DATE: 9/15/2020

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STIP PROJECT VICINITY

ODOT REGION 1

Attachment 2: Project Location Maps



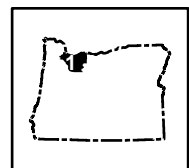
I-5: I-205 INTERCHANGE - WILLAMETTE RIVER KEY NO. 20411

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



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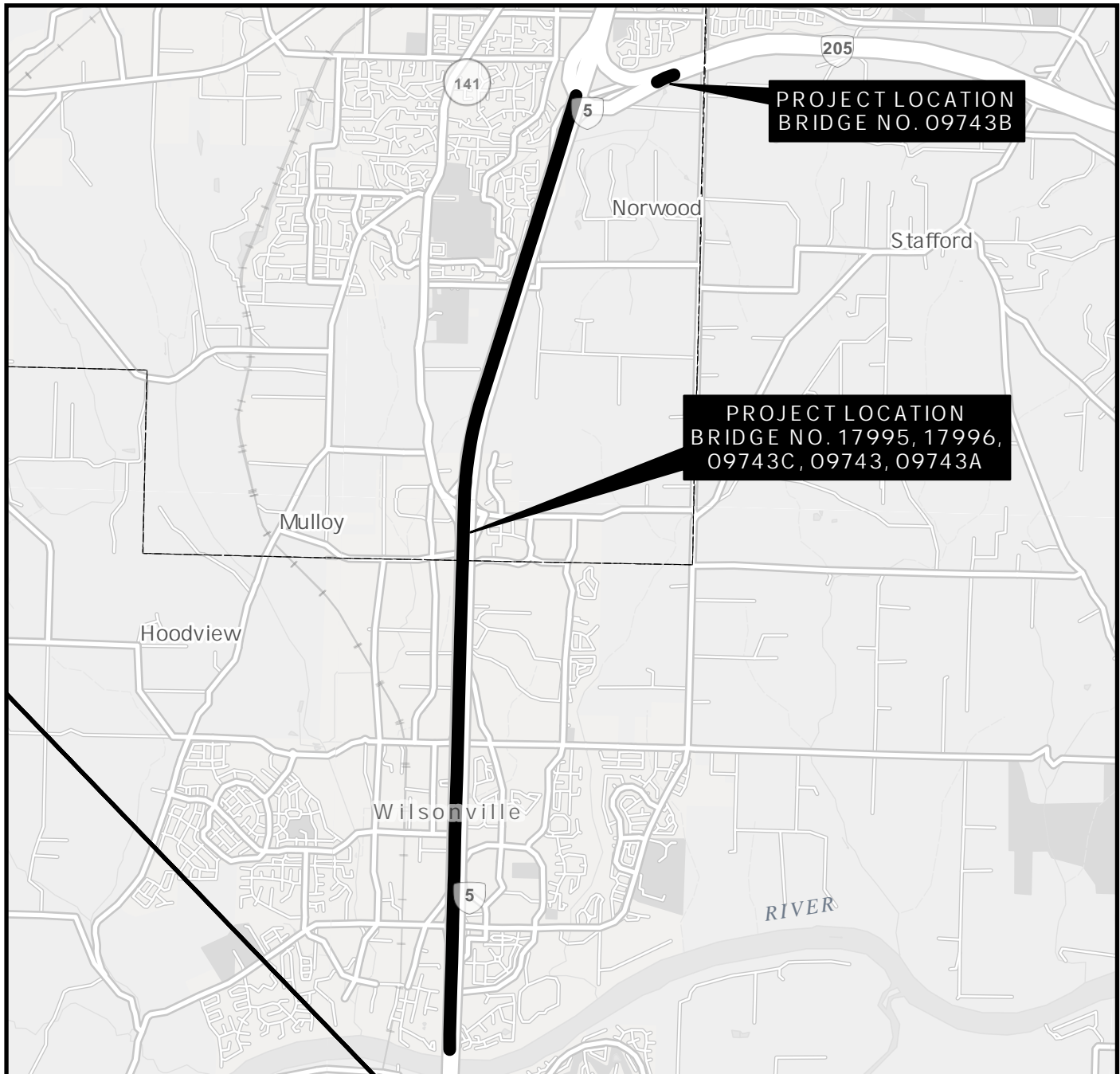
DATE: 9/15/2020

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STIP PROJECT LOCATION

ODOT REGION 1

Attachment 2: Project Location Maps



ACT: Region 1 ACT

COUNTY: Clackamas / Washington

CITY: Wilsonville / Tualatin

I-5: I-205 INTERCHANGE - WILLAMETTE RIVER KEY NO. 20411

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



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DATE: 9/15/2020

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**Metro**600 NE Grand Ave.
Portland, OR 97232-2736

Intergovernmental Agreement

Metro Contract No. 936755
TriMet Contract No.

Project: Metro and TriMet Bi-Directional Funding Agreement

This Intergovernmental Agreement (Agreement) is by and between Metro, a municipal corporation and political subdivision of the State of Oregon (Metro), and the Tri-County Metropolitan Transportation District of Oregon (TriMet).

Background

Metro is the federally mandated metropolitan planning organization (MPO) designated by the Governor to develop an overall transportation plan for the region. The Metropolitan Transportation Improvement Program (MTIP) documents how all federal transportation money is spent in the Portland metropolitan area. It also documents state- and locally-funded projects that may significantly affect the region's air quality. As the MPO for the Portland region, Metro is required to prepare the MTIP documenting funded projects scheduled for the next four years.

TriMet is a mass transportation district organized under ORS Chapter 267 that provides transportation services in Clackamas, Multnomah, and Washington Counties. TriMet is a municipal corporation of the State of Oregon and a public body.

Highway Infrastructure Program (HIP) funds are federal transportation funds. The HIP funds were apportioned to the states in March 2019. Oregon's total HIP funds apportionment is approximately \$34.7 million dollars. Out of this total, a portion of the HIP funds were allocated to the MPOs with a population of more than 200,000 people. Metro received a HIP fund award authority of \$7,305,682 million dollars. These HIP funds may be used only for the construction of highways, bridges, and tunnels. Planning is not an eligible activity. HIP funds must be obligated by September 30, 2022.

The Oregon Department of Transportation has several projects eligible for HIP funds and can be obligated in the timeframe required. ODOT agreed to exchange Metro's HIP fund award authority for Surface Transportation Block Grant (STBG) funds. ODOT will complete the exchange of HIP funds for STBG funds as an administrative matter and approval from the MPO is not needed. ODOT intends to apply the HIP funds to the Highway 217 project. STBG funds are one of two federal grant programs that fund the Regional Flexible Fund program. These funds may be used for a wide range of projects, including to preserve and improve conditions and performance on public roads, pedestrian and bicycle infrastructure, and transit capital projects

Upon review of projects eligible for STBG funds, TriMet's MAX Redline Extension and Reliability Improvement Project ("the MAX Red Line Project") and the Annual Preventive Maintenance Program ("the Maintenance Program") for the light rail system emerged as the best candidates for funding. The MAX Red Line Project has a mix of speed, reliability, and service extension components and the ability to further attract and leverage funds from the Federal Transit Administration's (FTA) Capital Improvement Grant (CIG) program. The Maintenance Program will conduct necessary rail maintenance to ensure the safe operation of the system and facilitate system expansion. Both the MAX Red Line Project and the Maintenance Program are appropriate for the use of \$7,305,682 in STBG funds because they are of regional scale and will be expended by the original HIP funding obligation deadline. Both are consistent with the long-range Statewide Transportation and Metropolitan Transportation Plans.

Metro has agreed to take all necessary and appropriate steps to apply the \$7,305,682 in STBG funds to the MAX Red Line Project and the Maintenance Program, including amending the 2018-2021 MTIP and State Transportation Improvement Program (STIP) to add the funds

The Portland metropolitan region has a list of implementation activities that require further transportation planning and project development. Application of federal funds to these projects may trigger additional planning or construction timing requirements that will impede progress on the projects. In exchange for Metro's programming and transfer of \$7,305,682 of the STBG funds to the MAX Red Line Project and the Maintenance Program, TriMet will transfer \$3,305,682 in unrestricted nonfederal funds to Metro. TriMet's transferred unrestricted funds may be used by Metro throughout the


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Metro Contract No. 936755
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region for regional transportation planning and project development activities. Metro will identify the type of activities for which it intends to use the funds in the amendments to the MTIP and the STIP.

Agreement

Pursuant to the above recitals, the authority granted in ORS Chapters 267 and 268 and the Metro Charter, and in recognition of the mutual interests of the parties and based upon the terms and conditions herein, the parties hereby mutually agree as follows:

1. TriMet Board Approval

No later than TriMet's March 2020 Board meeting, TriMet will seek Board approval of this Agreement and authorization of the transfer of the \$3,305,682 in unrestricted funds (referred to as Funds) to Metro. Upon authorization, TriMet will convey an initial Funds check for \$1,500,000 to Metro no later than 30 days after the TriMet Board has approved and authorized this Agreement and the transfer of the Funds. TriMet will convey a second Funds check for \$1,805,682 to Metro no later than 30 days after full reimbursement to TriMet in Fiscal Year 2021 for STBG eligible project expenses related to the Maintenance Program.

2. Transfer of STBG Funds to TriMet

Upon approval of the MTIP amendment related to the Maintenance Program, Metro and TriMet will work cooperatively to facilitate a flex transfer of \$3,305,682.00 in STBG funds from FHWA to FTA. After the flex transfer is complete, TriMet will seek a grant applying the FTA STBG funds to the Maintenance Program. TriMet will inform Metro immediately if the request for STBG funds to reimburse work for the Maintenance Program is not successful. In the event of a flex fund transfer or grant failure, the parties will work together to identify and implement another mechanism to facilitate the fund exchange and will amend this Agreement to reflect the mechanism. Metro will take all the necessary steps to facilitate the approval of the MTIP amendment related to the MAX Red Line Project and the Maintenance Program. As soon as practicable after such approval, and within TriMet's Fiscal Year 2021, Metro shall take all necessary and appropriate actions to facilitate the transfer of \$7,305,682 in STBG funds from Metro to TriMet.

3. Obligation and Transfer of Funds

In furtherance of Metro's and TriMet's goal of making TriMet's unrestricted funds available for regional transportation planning and project development activities, Pursuant to the TriMet Board's approval as described in paragraph 1, TriMet will convey two separate checks, for a total of \$3,305,682 in unrestricted funds ("the Unrestricted Funds").

TriMet will be responsible for any required matching funds on the MAX Red Line Project.

If Metro fails to successfully program the \$7,305,682 in STBG funds to TriMet during Fiscal Year 2021, TriMet and Metro will jointly determine the disposition of any remaining unobligated funds and seek to program alternative funds to address the shortfall to TriMet.

TriMet must address the checks to Metro and send the checks to the following location with a letter identifying Metro Account 414500 and Fund 141:

Metro
600 N.E. Grand Avenue
Portland, OR 97232-2736

The parties may agree to modify these deadlines.



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4. Metro Obligations

Metro will take all steps necessary and appropriate to support two separate MTIP amendments that reprograms \$7,305,682 in STBG funds to the MAX Red Line Project and the Maintenance Program as follows:

- MAX Red Line Project - \$4,000,000
- Maintenance Program - \$3,305,682

TriMet will inform Metro of any assistance needed to facilitate TriMet Board approval required by Section 1 of this Agreement. Metro will make a reasonable effort to assist TriMet based on TriMet's identified needs.

The anticipated schedule for the MTIP and STIP amendments is as follows:

- MAX Red Line Project - Spring 2020 with completion by late spring 2020 (with a 2021 key code)
- Maintenance Program – Spring 2020, after the execution of this Agreement (with a 2021 key code)

Metro will take all necessary and appropriate steps to facilitate the flex transfer of STBG funds to TriMet in order for TriMet to draw the funds in FY2021. In the event of a flex fund transfer or grant failure, the parties will work together to identify and implement another mechanism to facilitate the fund exchange and will amend this Agreement to reflect the mechanism.

5. TriMet Obligations

TriMet will take all steps necessary to secure TriMet Board authorization to approve this Agreement and the timely transfer of the \$3,305,682 Unrestricted Funds to Metro as described above. TriMet affirms that the action identified above is the only approval needed from TriMet's Board to implement this Agreement.

TriMet will support Metro and take necessary steps to facilitate the MTIP and STIP amendments.

TriMet will use \$4,000,000 for design of the Red Line Project and are programming funds to be spent in Fiscal Year 2021.

TriMet affirms in good faith that the Unrestricted Funds transferred to Metro may be used for regional transportation planning and project development activities, including without limitation studies and design work.

TriMet does not object to Metro's use of certain percentages of the Unrestricted Funds for Metro's administrative cost fee, set forth in section 6 below.

TriMet will notify Metro of excess funds per Section 7 of this Agreement.

6. Metro's Use of Exchanged TriMet Unrestricted Funds

Metro in its sole discretion will determine how to use the Unrestricted Funds transferred from TriMet to support regional transportation planning and project development activities throughout the region. These activities may include, but are not limited to an allocation for the planning, feasibility, and project development of projects for the 2020 Regional Investment Measure or the implementation of Chapter 8 of the 2018 Regional Transportation Plan (RTP). Consistent with these purposes, Metro may at any time identify authorized use of funds.

Metro will retain any interest accrued on the Funds.

Metro shall affirm that TriMet funds were expended for authorized purposes.


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7. Excess Funds

With regard to the funding allocated within this agreement for the Red Line Project: If TriMet fails to start or complete the MAX Red Line Project, or completes the MAX Red Line Project without expending all the STBG funds received from Metro, any remaining STBG funds will be considered to be excess funds. TriMet and Metro will jointly determine the disposition of any unobligated funds and seek appropriate MTIP amendments to reprogram the funds. The reprogramming of excess funds may be done as an administrative MTIP amendment or may require JPACT and Metro Council approval of a formal amendment.

With regard to the funding allocated within this agreement to the Maintenance Program: If TriMet fails to start or complete the Maintenance Program, or completes the Maintenance Program without expending all the funds, Metro and TriMet will work together to recommend a process to be used for reallocating the excess funds to other regional projects. Based on the exchange of TriMet unrestricted funds for STBG funds, the expectation of the parties is to expend the excess funds on a TriMet project.

8. Separate Governments

The parties hereby agree and acknowledge that Metro and TriMet are separate and independent governmental bodies, and that the activities of one party, its officers, agents and employees do not constitute actions of the other party for any purpose whatsoever.

9. Mutual Indemnification

a) To the fullest extent provided by the Oregon Tort Claims Act and other applicable law, TriMet hereby agrees to indemnify and hold harmless Metro and its elected officials, officers, agents, and employees from and against any and all liability, damage, action, costs, loss, claims, and expenses (including attorney fees) arising out of the activities of TriMet in performance of this Agreement.

b) To the fullest extent provided by the Oregon Tort Claims Act and other applicable law, Metro hereby agrees to indemnify and hold harmless TriMet and its officers, agents, and employees from and against any and all liability, damage, action, costs, loss, claims, and expenses (including attorney fees) arising out of the activities of Metro in performance of this Agreement.

10. Termination for Cause

- a) Subject to the notice provisions set forth in Section 2 below, Metro may terminate this Agreement, in full or in part, at any time during the term of the Agreement if Metro reasonably determines that TriMet has failed to comply with any provision of this Agreement and is therefore in default.
- b) Before terminating this Agreement in accordance with Section 1 above, Metro will provide TriMet with written notice that describes the reason(s) that Metro has concluded that TriMet is in default and includes a description of the steps that TriMet must take to cure the default. From the date that such notice of default is received by TriMet, TriMet will have 30 days to cure the default. If the default is of such a nature that it cannot reasonably be cured within 30 days, TriMet will have such additional time as required to cure the default, as long as it is acting in a reasonable manner and in good faith to cure the default. In the event TriMet does not cure the default within the 30-day period, Metro may terminate all or any part of this Agreement, effective on any date that Metro chooses following the 30-day period. Metro will notify TriMet in writing of the effective date of the termination.



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- c) TriMet will be liable to Metro for all reasonable costs and damages incurred by Metro as a result of and in documentation of the default. Following such termination, should Metro later determine or a court find that TriMet was not in default or that the default was excusable (e.g. due to a labor strike, fire, flood, or other event that was not the fault of, or was beyond the control of, TriMet) this Agreement will be reinstated or the parties may agree to treat the termination as a joint termination for convenience.

11. Joint Termination for Convenience

Metro and TriMet may jointly terminate all or part of this Agreement based upon a determination that such action is in the public interest. Termination under this provision will be effective only upon the mutual, written termination agreement signed by both Metro and TriMet.

12. Venue and Jurisdiction

The site of this Agreement is Portland, Oregon, and any arbitration or litigation arising from it will be governed by the laws of the State of Oregon and subject to the jurisdiction of the Circuit Court for Multnomah County.

13. Non-Transferability

This Agreement is binding on each party, its successors, assigns, and legal representatives and may not, under any circumstances, be assigned or transferred by either party.

14. Contacts

The Manager of this Agreement for Metro will be (until such time as the Chief Operating Officer may name a replacement):

Elissa Gertler
Planning and Development Director
Metro
600 N.E. Grand Avenue
Portland, OR 97232-2736

With copy to:

Grace Cho
Senior Transportation Planner
Metro
600 N.E. Grand Avenue
Portland, OR 97232-2736
Grace.cho@oregonmetro.gov
503-797-1776

Any and all correspondence and reports must be addressed to the Manager.

**Metro**600 NE Grand Ave.
Portland, OR 97232-2736

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The Project Coordinator of this Agreement for TriMet is:

Jeff Owen
Strategic Planning Coordinator
TriMet Public Affairs
1800 S.W. 1st Avenue, Suite 300
Portland, OR 97201
Email: OwenJ@trimet.org
Phone: 503-962-5854

Any and all correspondence and payments must be addressed to the Project Coordinator.

15. Compliance with Laws

Metro and TriMet must comply with all applicable federal, state, and local laws, rules, and regulations, and must award all contracts in accordance with these laws, including without limitation the provision required in public contracts under the Oregon Public Contracting Code.

16. Counterparts

This Agreement may be executed in multiple counterparts and each counterpart shall be deemed to be an original. The counterparts together will constitute a single binding agreement. The Parties may exchange counterparts by signed Portable Document Format (PDF) files sent by email.

17. Entire Agreement

Notwithstanding and succeeding any prior agreements or practices, this Agreement constitutes the entire agreement between the parties and may be only expressly modified in writing signed by both parties.

IN WITNESS WHEREOF, the parties have executed this Agreement on the dates hereinafter indicated as follows.

Metro

DocuSigned by:

By: _____

Marissa Madrigal

60440B6B7AF9448...

Title: _____

COO

Date: _____

April 27, 2020

TriMet

By: _____

[Signature]

Title: _____

Ex. Dir. Public Affairs

Date: _____

4-21-2020

By: _____

*[Signature]*Title: Chief Financial Officer

Date: _____

3-16-2020



Date: Friday, September 24, 2020
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Senior Transportation Planner
Subject: 2024-2027 STIP – Portland MPO Comments – Proposed Draft Comments and Input

Purpose

Request input from TPAC on the key messages to include in a comment letter from the Portland metropolitan region on the 2024-2027 State Transportation Improvement Program (STIP) and the allocation of ODOT administered funding.

Questions for TPAC Input

- Do the proposed key messages reflect the regions adopted values for the transportation system? Are there recommended refinements to the messages? (Please focus on the statements in bold.)
- Are there additional messages TPAC members would like to see integrated into a comment letter to move forward to JPACT?
 - Specifically for TPAC jurisdictional/public sector representatives: Based on the experiences with the previous ODOT funding allocation cycles (2021-2024 STIP, 2018-2021 STIP, etc.) Are there process, procedures, policy considerations or administrative comments members would like to see integrated into a comment letter? (Please consider comments relevant at a regional scale and consistent with adopted regional policy.)
 - Specifically for TPAC community representatives: Are there additional messages to convey in the comment letter which reflects your community input? To help provide context and inform comments, attached are the funding levels for the different investment categories in the 2021-2024 STIP.

Background

At the September 2020 TPAC meeting, members received a presentation by ODOT staff on the development of the 2024-2027 STIP. The development of the 2024-2027 STIP is conducted in three main steps (as quoted from ODOT 2024-2027 STIP factsheet):

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

As presented by ODOT staff, the development of the 2024-2027 STIP is currently in step 1. As part of step 1, the Oregon Transportation Commission seeks input on allocation of forecasted revenues for federal fiscal years 2025-2027 across six funding categories, as listed. The estimated revenue total for the 2024-2027 is \$2.1 billion.

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

In particular, the Oregon Transportation Commission has interest in hearing feedback on the allocation of revenues between four funding categories: Enhance Highway, Fix-it, Safety, and Non-Highway.

Following the 2024-2027 STIP presentation, TPAC members opened a discussion about whether the Portland metropolitan region plans to submit a comment letter. Based on the discussion, TPAC members recommended to Metro staff to add the 2024-2027 STIP comment discussion as an agenda item at an upcoming meeting. This memorandum is a follow up to the TPAC recommendation.

2024-2027 STIP – Update on Funding Discussion

Since the September TPAC meeting, the Oregon Transportation Commission met on September 17th and outlined potential funding scenarios which looked at different funding levels across the investment categories (i.e. Fix-it, Safety, Non-Highway, etc.). These scenarios are being evaluated by ODOT staff to understand how well they will address ODOT key performance measures and the OTC's strategic action plans goals. Attached are the materials from the September Oregon Transportation Commission meeting for reference.

Proposed MPO Comments – Messages for the 2024-2027 STIP – Step 1 Development Process

To help facilitate the discussion of the content for the comment letter, Metro staff has developed a set of proposed key messages/themes to incorporate into a draft comment letter to take forward to JPACT. The following are the proposed key messages and a brief explanation of the message.

Message 1: Focus on a transparent 2024-2027 STIP process that engages across all stakeholders throughout the development.

The region wants to encourage the Commission to continue to carry out a transparent process throughout the development of the 2024-2027 STIP. While ODOT staff has already deployed numerous communications, surveys, and virtual workshops to inform and involve stakeholders in the 2024-2027 STIP development, the public involvement relies heavily on the area commissions on transportation (ACTs) and statewide modal committees to gather input. Recognizing the federal rules governing transportation planning require ODOT and the MPOs to identify investment priorities in the metropolitan areas under a continuous, cooperative, and comprehensive process (known as the "3C" process) the region requests additional proactive engagement with Metro, as the Portland region MPO, as well as with other stakeholder. This wider reaching engagement helps to ensure state consideration of investments in urban areas

in the 2024-2027 STIP gather a fuller picture of transportation needs, local concerns, and priorities, as identified in adopted regional plans.

Message 2: Focus the state's transportation investments to advance mutually shared goals by the Commission and the Portland metropolitan region. More specifically, state investments should focus on safety, equity, managing congestion, and reducing greenhouse gases.

The Commission has recently developed a strategic action plan, which is intended to better link the different goals of statewide transportation plans and the Commission's priorities with the investments identified in the 2024-2027 STIP. The region supports the strategic action plan focus on equity, modern transportation system, and sustainable and reliable funding.¹ The Portland region has adopted similar goals and values – safety, equity, climate, and managing traffic congestion – in the regional transportation plan (RTP) and is actively working to implement transportation projects which advance these values. The region wants to encourage working together and convey that the state should focus efforts to address those shared goals and values.

Message 3: The current funding structure of the STIP is not addressing significant transportation needs in the Portland metropolitan region.

Through the development of the Portland metropolitan regional transportation plan, the transportation blueprint identified a \$42 billion dollars of necessary maintenance and capital investments to address the existing and future needs of the transportation system across all modes. The large price tag of the RTP illustrates there remains significant need across all parts of the system.

The current funding structure of the State Transportation Improvement Program (STIP) limits the ability to address the array of transportation needs in the Portland metropolitan region. The existing funding categories the STIP (i.e. fix-it, enhance, non-highway, safety, etc.) and the funding allocations from each of these categories does not allow for the large multifaceted multimodal transportation investments needed on the region's roadways. Many of the Portland region's state-owned arterials as well as the three freeway bottleneck projects need coordinated investments from fix-it, enhance highway, safety, and non-highway in a way that meets the outcomes of safety, equity, managing congestion, and reducing greenhouse gases. With the current STIP structure, the incremental amount of funding provided through the funding categories is not enough to address significant transportation needs on these facilities in the metropolitan region. Mechanisms to allow for larger-scale and meaningful investments are necessary in the STIP to address the transportation needs of the system, especially in the Portland metropolitan region.

Message 4: To best meet the goals and objectives in the Commission's Strategic Action Plan, focus the investments in the 2024-2027 STIP towards the state's urban arterials.

Investing in the urban arterials provides the best opportunity to address shared goals. The urban arterials have significant transportation needs, whether that is deteriorating pavement or outdated signals, let alone these same arterials are the most unsafe and some of the busiest roadways in the region. The Commission should assess the barriers posed by the existing STIP funding allocation categories in order to make meaningful investment in the state-owned urban arterials instead of small incremental investments.

¹ Modern transportation system is defined as "build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive."

Message 5: Partnerships are necessary to achieve the Commission's goals. Provide direction to pursue partnerships and leverage ODOT administered funding to achieve shared goals between the state and the region.

To achieve the lofty goals set forth in the Commission's strategic action plan, partnerships will be a necessity as no one agency can accomplish the goals alone. The Portland region has a desire to partner with the state to achieve mutually shared goals. At this stage of the 2024-2027 STIP development, the Commission has significant discretion to take actions which best address shared goals and strategic outcomes. One action within the purview of the Commission is to provide direction to partner and leverage investments in the 2024-2027 STIP. This provides opportunities for the state and local partners to work together collectively, combine resources and see shared goals be achieved.

Feedback and Discussion

As outlined in the request, Metro seeks feedback from TPAC on these key messages. Based on the feedback provided, Metro is open to submitting two comment letters: 1) one which addresses key themes, policies, and/or values; and 2) a staff-to-staff comment letter to address procedural and administrative types of comments which are more specific to how ODOT Region 1 or other divisions/sections of ODOT operationalize the funding allocation direction from the Commission.

Next Steps

Based on the feedback provided at the October TPAC meeting, Metro staff will develop a comment letter incorporating the feedback from TPAC. The draft comment letter will be brought forward for discussion at the October JPACT meeting. Metro will seek to submit the comment letter to the Commission during the public open house meetings on the STIP scheduled for late autumn/early winter.

2021 – 2024 STIP Funding Allocations

All figures are three year totals for 2022-2024.

Fix-It	
Fix-It	658,241,539
Fix-It HB 2017	189,500,000
Fix-It Totals	847,741,539
Enhance	
Enhance HB 2017 Projects	662,750,000
State Highway Leverage	23,830,261
Enhance Totals	686,580,261
Safety	
All Roads Transportation Safety (ARTS) and Rail Crossing Safety	116,850,000
HB 2017 Safety	30,000,000
Safety Totals	146,850,000
Non-Highway	
Discretionary Non-Highway (\$51 Million)	
Active Transportation Leverage	21,000,000
Off-System Bike Ped	6,000,000
Safe Routes to School (SRTS) Education	3,000,000
Transportation Options	3,000,000
ADA Curb Ramps	18,000,000
Required Non-Highway	
Transit Elderly & Disabled	37,500,000
Mass Transit	6,000,000
Transportation Alternatives Program - Recreational Trails	4,086,568
Safe Routes to School (SRTS) Infrastructure	37,500,000
Bicycle/Pedestrian 1%	22,200,000
Non-Highway Totals	158,286,568
Local Programs	
Surface Transportation Black Grant (STBGP) Program to large Metropolitan Planning Organizations (MPOs) / Transportation Management Area (TMAs)	124,353,242
Transportation Alternatives Program (TAP) to large MPOs / TMAs	6,062,169
MPO Planning	13,122,882
Congestion Mitigation and Air Quality Improvement (CMAQ)	61,708,967
Local Bridge	80,694,822
STBGP Allocation to non-TMA Cities, Counties , MPOs	
Cities/Counties	76,103,260
Small MPOs	18,065,900
Immediate Opportunity Fund	10,500,000
Transportation and Growth Management (TGM)	15,000,000
Local Tech Assistance Program (LTAP)	1,170,177
Local Programs Totals	406,781,419
Other Functions	
Other Functions Totals	158,850,000
TOTALS	2,405,089,787
Funding Category Contingent on Receipt of Additional Federal Funds	
Strategic Investments	40,000,000
TOTALS	2,445,089,787

MOD EQUITY SPLITS	
Region 1	35.60%
Region 2	30.91%
Region 3	14.77%
Region 4	10.36%
Region 5	8.36%

REGION SPLITS	
Enhance	
Enhance Highway Program	23,830,261
Region 1	8,483,573
Region 2	7,365,934
Region 3	3,519,730
Region 4	2,468,815
Region 5	1,992,210
Safety	
HB 2017 Safety Leverage Funds	30,000,000
Region 1	10,680,000
Region 2	9,273,000
Region 3	4,431,000
Region 4	3,108,000
Region 5	2,508,000
Non-Highway	
Active Transportation Leverage	21,000,000
Region 1	7,476,000
Region 2	6,491,100
Region 3	3,101,700
Region 4	2,175,600
Region 5	1,755,600
Regional Allocations for Leverage Funds (ALL FUNDS)	
Region 1	26,639,573
Region 2	23,130,034
Region 3	11,052,430
Region 4	7,752,415
Region 5	6,255,810
TOTALS	74,830,261



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: September 10, 2020

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: *Agenda G – 2024-2027 Statewide Transportation Improvement Program and Funding*

Requested Action:

Receive a presentation on public input on allocation of funding in the 2024-2027 Statewide Transportation Improvement Program (STIP) and how scenarios will be developed and analyzed.

Background:

The Commission is in the process of allocating more than \$2 billion in funding in the 2024-2027 STIP.

In August 2020, the OTC discussed program investments and relative priorities among funding categories in the 2024-2027 STIP. The OTC directed staff to prioritize the preservation of the system and safety. Commissioners also expressed support for Enhance Highway and non-highway investments.

In September, ODOT will cover three topics related to STIP development.

Public Input

ODOT staff have been engaging with the public, stakeholders and advisory committees to gather input for the Commission's consideration on how to allocate funding in the 2024-2027 STIP. These activities include:

- Scheduling background presentations on the STIP for Area Commissions on Transportation and modal advisory committees that also include opportunities for members to provide comments.
- Holding a webinar for advisory committee members so they can better understand the STIP and how to engage.
- Gathering input from advisory committee members through a survey.
- Gathering written comments from advisory committees and stakeholders to present to the Commission.

- Gathering quantitative (but non-scientific) opinion data by way of a public survey on transportation spending priorities that garnered more than 800 responses.

The attached 2024-2027 STIP Public Input Summary provides comments and data from this outreach.

Investment Outcomes

Based on questions from the Commission at the August meeting, ODOT will provide information on how the agency measures outcomes of investments through the use of the agency's Key Performance Measures.

Initial Draft Scenarios

In August the Commission provided input on priority areas for investments in the STIP. Based on this input from the Commission and public comments, ODOT has developed a number of funding scenarios that lay out different ways to allocate funding among categories in the STIP. These scenarios will be analyzed to determine how they score against key criteria, including goals in the Strategic Action Plan.

ODOT will share the early draft scenarios and information on how the agency plans to evaluate them.

Attachments:

- Attachment 1 – *2024-2027 STIP Public Input Summary*

2024-2027 STIP Process

Karen Rowe, Delivery and Operations Division Administrator

Jerri Bohard, Policy, Data and Analysis Division Administrator

Jeff Flowers, Statewide Investments Management Section Manager

Travis Brouwer, Assistant Director for Revenue, Finance & Compliance

Amanda Pietz, Climate Office Director

September 2020

What we heard last month

OTC member investment priorities

Commissioners expressed . . .

- Universal support for Fix It as a top priority
- Strong support from many for Safety and Enhance Highway
- Support for non-highway investments





Outline for Today

- Public input overview
- Measuring investment results
- Preview of scenarios and analysis tool

A low-angle shot of a worker in an orange safety suit and hard hat standing on a blue aerial lift bucket. The worker is positioned on a steel bridge structure, possibly performing maintenance or construction. The background is a dense forest of evergreen trees. The entire image has a blue tint.

Public Input Overview

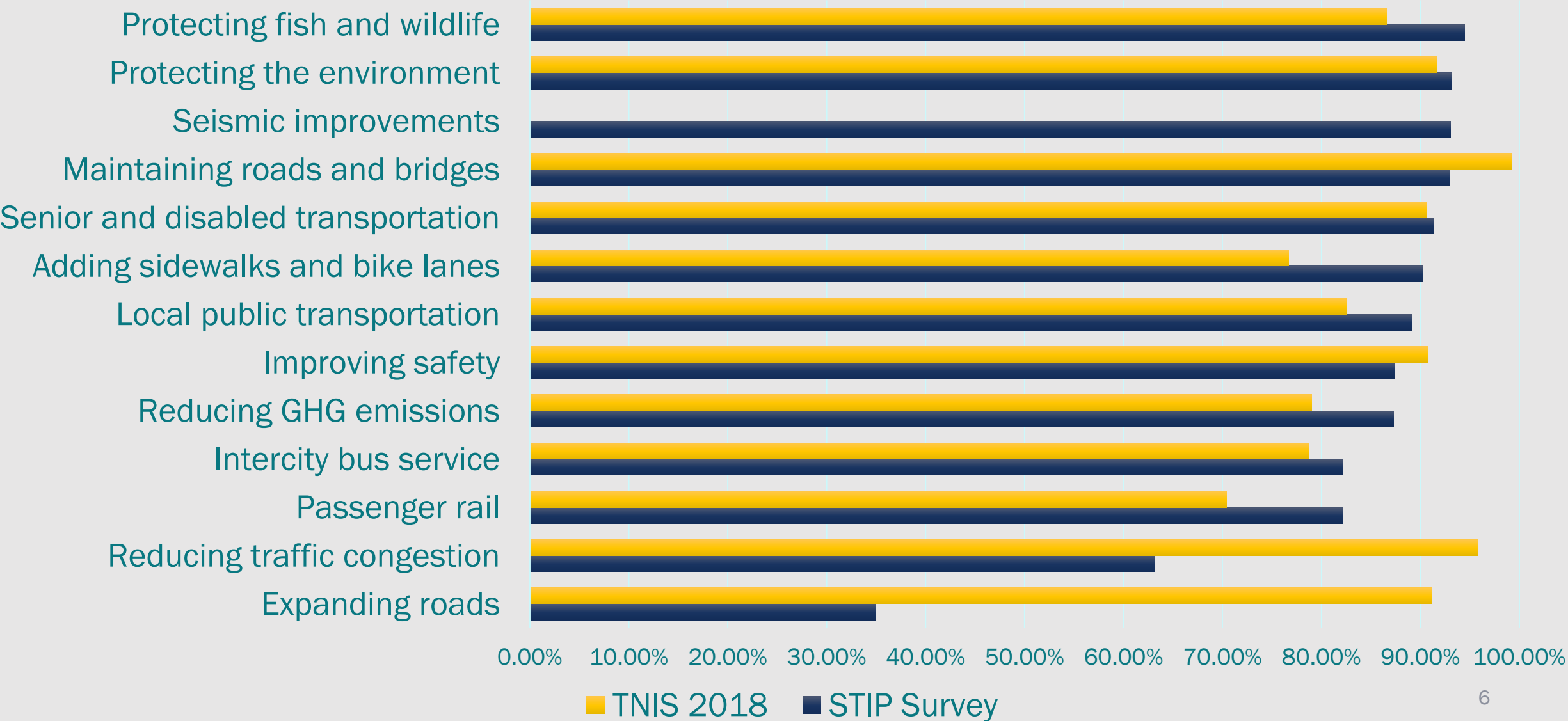


ODOT STIP Outreach & Engagement Activities

- Monthly e-mail updates on STIP development to stakeholder list & advisory committees
- Public survey on transportation spending priorities
- Presentations to Area Commissions on Transportation and modal advisory committees
- Webinar for advisory committees
- Survey for advisory committee members
- Written comments from advisory committees and stakeholders

Spending Priorities in the 2024-2027 STIP

Percent Saying the Area is Somewhat or Very Important



Input from Advisory Committees

- Gathered from responses to survey, committee meetings, and letters to OTC
- Key themes:
 - Strong support for safety and Fix-It investments
 - Support for Non-Highway investments to advance equity, address climate, and enhance accessibility and mobility for all
 - Support for Enhance Highway investments to reduce congestion and help economy
 - Desire for advisory committees and local officials to lend their expertise to project selection





Upcoming Public Input Opportunities

- Advisory committee discussions on funding scenarios
- Online open house for public comment on funding scenarios
- Encouraging stakeholders to weigh in through letters to the OTC

A worker in an orange safety suit and hard hat stands on a blue aerial lift bucket, working on a steel bridge structure. The background is a dense forest of evergreen trees. The scene is dimly lit, suggesting dusk or dawn.

Measuring Outcomes

Key Performance Measures Tied to STIP Investments



Safety

Fatalities

Serious Injuries

Rail/highway incidents



Mobility

Congested highways

Bike lanes and sidewalks

Transit rides



Preservation

Bridge condition

Pavement condition

Transit vehicle condition

Safety

KPM	STIP Investments (2018-2021)	Meeting Target?	1 Year Progress Comparison	5 Year Progress Comparison
Traffic fatalities	\$100m in the All Roads Transportation Safety Program		+15%	+11%
Serious injuries			+13%	+9%
Rail-highway grade crossing	\$7.1m in the rail-highway grade crossing program		0%	-4%

Mobility

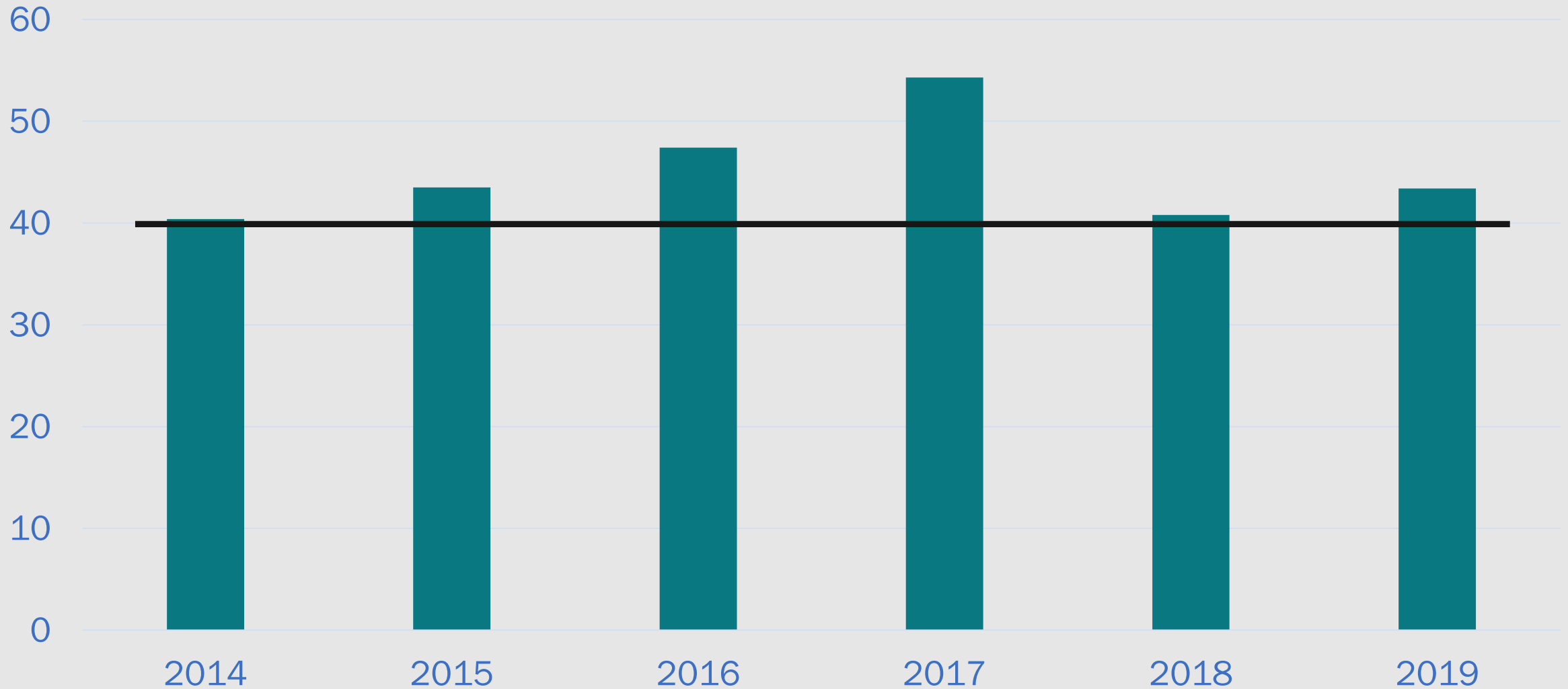
KPM	STIP Investments (2018-2021)	Meeting Target?	1 Year Progress Comparison	5 Year Progress Comparison
Congested highways	\$220m in the Highway Leverage, Freight program and HB 2017 dedicated projects		+4%	+5%
Transit rides	\$43.5m in the Elderly & Disabled and Mass Transit programs (also STIF & STF)		-1%	-4%
Bikes lanes and sidewalks	\$28m in the Active Transportation Discretionary & Leverage and Bike/Ped Programs		+13%	+13%

Preservation

KPM	STIP Investments (2018-2021)	Meeting Target?	1 Year Progress Comparison	5 Year Progress Comparison
Pavement condition	\$301m in the Preservation program		+2%	+2%
Bridge condition	\$433m in the Bridge program		0%	0%
Public transit vehicle condition	\$15m in dedicated funding for transit vehicles		+6%	-5%

Public Transit Vehicle Condition

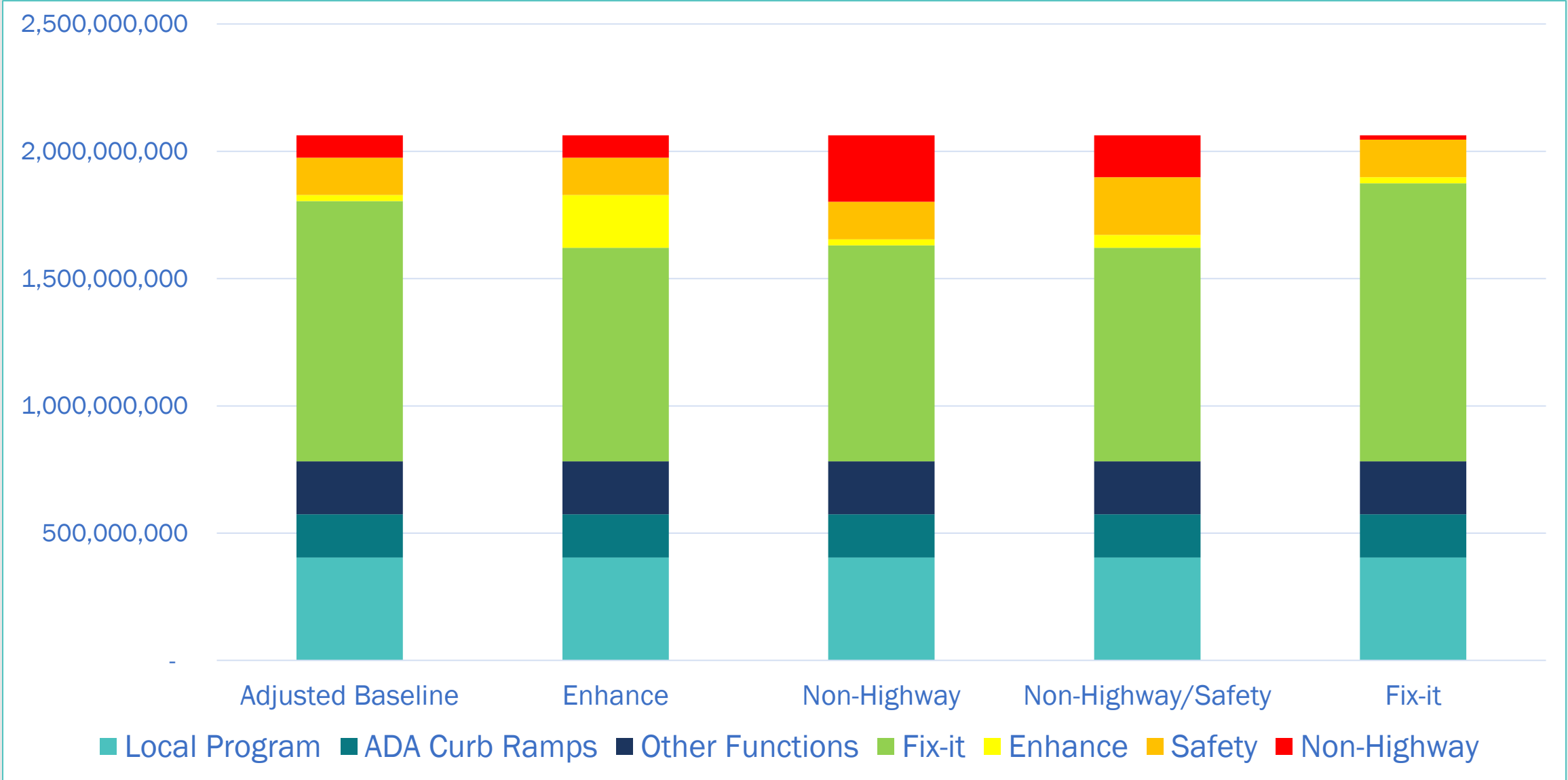
Percent of Vehicles Exceeding Useful Life (Lower is Better); Target 40%



A worker in an orange safety suit and hard hat stands on a blue aerial lift platform, working on a steel bridge structure. The background is a dense forest of evergreen trees. The image has a blue tint.

Scenarios & Analysis Tool

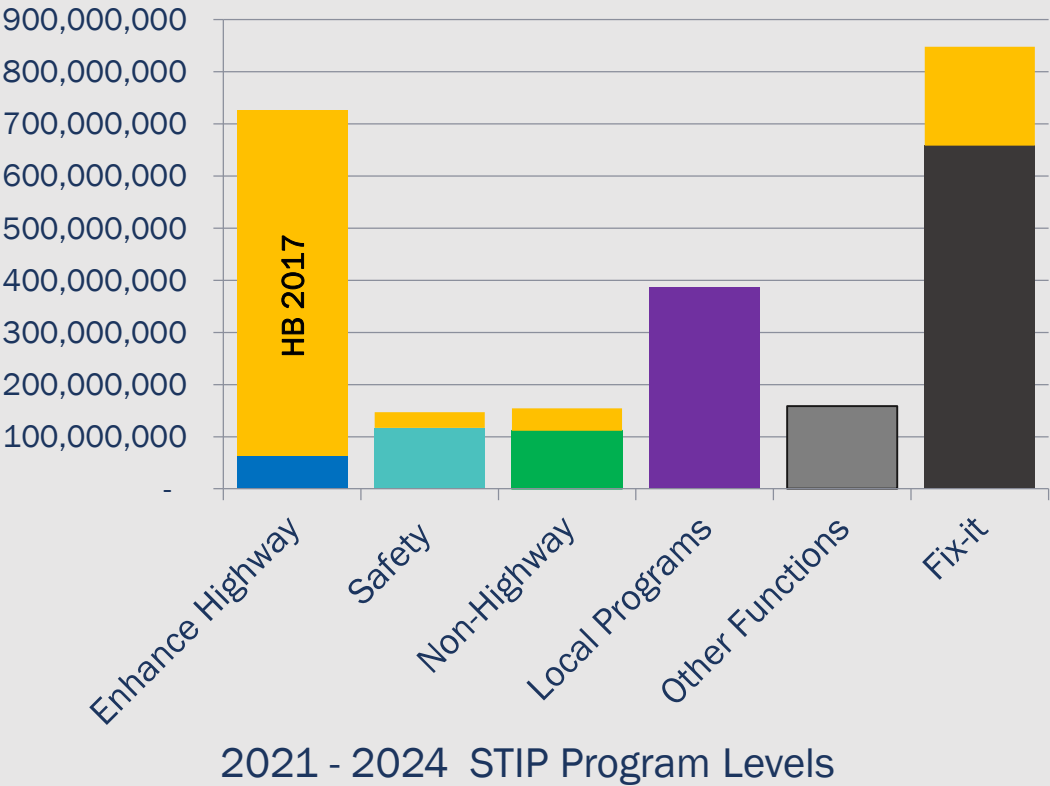
2024-2027 STIP Scenarios



Establish a Baseline

2024 – 2027 Program Funding Categories

Focus on Investments within OTC Authority & Discretion



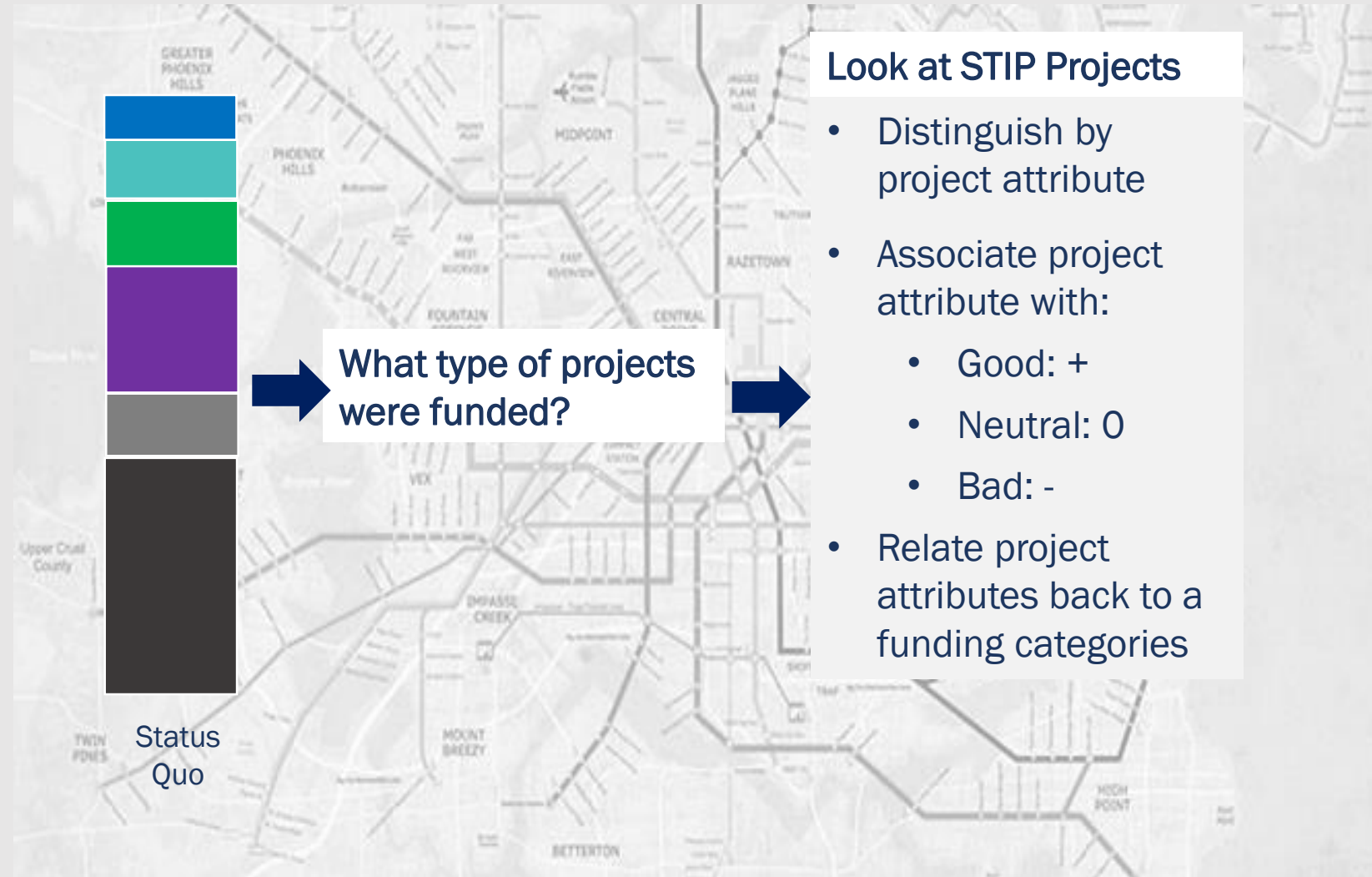
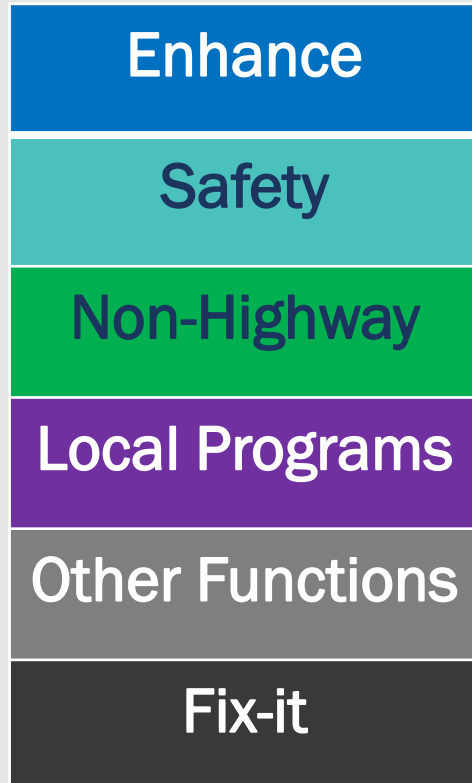
Report on Outcomes (Consumer Report)

Desired Outcome	Progress
➤ Congestion Relief	<div></div>
➤ Multi-Modal	<div></div>
➤ Equity	<div></div>
➤ Safety	<div></div>
➤ Climate Mitigation	<div></div>
➤ Climate Adaptation	<div></div>
➤ State of Good Repair	<div></div>

Relate to OTC Priorities / Goals

From Program Funding Categories to Projects / Investments

Mapping



Analyzing the Data

Crediting Project Attributes to Goal Areas

Bridge Replacement
(adding capacity)



Each project attribute is correlated to a positive or negative contribution to a goal area

Desired Outcome	Relationship
➤ Congestion Relief	+
➤ Multi-Modal	0
➤ Equity	0
➤ Safety	+
➤ Climate Mitigation	-
➤ Climate Adaptation	+
➤ State of Good Repair	0

Credit funding



Analyzing the Data






Determining Consumer Report Ratings

Project	Congestion	Multi-Modal	Equity	Safety	Mitigation	Adaptation	Good Repair
A	\$x			\$x		\$x	
B		\$x	\$x	\$x	\$x		\$x
C						\$x	\$x
D		\$x	\$x		\$x		
TOTAL	X%	X%	X%	X%	X%	X%	X%
Need	Y%	Y%	Y%	Y%	Y%	Y%	Y%

% of funding spent








% of total need

When the share spent matches the share of need, then consumer report will show full circle

Share Match Rate	
≥ 100	
75 - 99	
50 - 75	
25 - 50	
0 - 25	

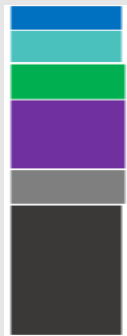
Reporting Results

Consumer Reports – BASELINE

Desired Outcome	Progress	Description
➤ Congestion Relief		Projects have been identified to support bottleneck relief in some areas but are underfunded and not comprehensive to the statewide mobility needs for people and goods.
➤ Multi-Modal		With todays funding levels it will take over 150 years to complete the biking and walking system, leaving people disconnected from critical destinations. Transit service is also spotty in many areas of the state and even the service levels of today will not keep pace with population growth in the next five years.
➤ Equity		In one way or another, all investments impact equity. Not all people have equitable ability to get where they need to go, either because they lack affordable or adequate transportation options or connections.
➤ Safety		Safety needs exceed available funding by nearly 4:1. Todays resources support systemic, low-cost safety countermeasures, leaving some of the more costly safety fixes differed to the future.
➤ Climate Mitigation		Greenhouse gas (GHG) emissions from transportation have been growing in recent years inconsistent with state goals.
➤ Climate Adaptation		Adaptation and preservation are closely linked. If roads are not maintained and preserved then there is a higher likelihood that they will fail in a major flood or other event. No dedicated funding is currently available to support the armoring of our roads, bridges, drainages, and other assets.
➤ State of Good Repair		Although the largest share of discretionary funding goes into fixing ODOTs systems, it is still inadequate to meet needs: roadways are getting repaved every 50 years and bridges replaced every 900 years, leading to a high risk of catastrophic road failures, intraversable roads and bridges and lengthy detours – all of which impact everyone’s ability to get where they need to go.

Reporting Results

Consumer Reports – Scenario 1 (*illustrative*)



Baseline































Scenario 1

Program	\$ Change
Enhance	\$0
Safety	\$0
Non-Highway	+\$30M
Local Programs	\$0
Other Functions	\$0
Fix-it	-\$30M

Desired Outcome	Progress	Description
➤ Congestion Relief		Funding remains stagnant and with inflation the buying ability diminishes, meaning fewer congestion relief projects are built – impacting freight and the economy.
➤ Multi-Modal		Timeline for system completion shortened by 30%, allowing more neighborhoods, jobs, downtowns, and other services to be connected by bike, walk, or transit.
➤ Equity		Improved equity with greater access to affordable modes of transportation. Increase transportation choices benefit all people.
➤ Safety		No change in safety from the baseline.
➤ Climate Mitigation		More investments in low- and no-emission modes leads to a reduction in GHG emissions long-term.
➤ Climate Adaptation		The lack of dedicated funding and reductions to preservation funds means that the system is more vulnerable to failure in the event of floods, sea level rise, and more.
➤ State of Good Repair		Over the next 20 years 50 more bridges are expected to move to structurally deficient, causing load ratings and significant detours for people and freight – likely having additional adverse GHG impacts. All roads not a priority route will be riddled with potholes and cause slowing due to poor pavement conditions.

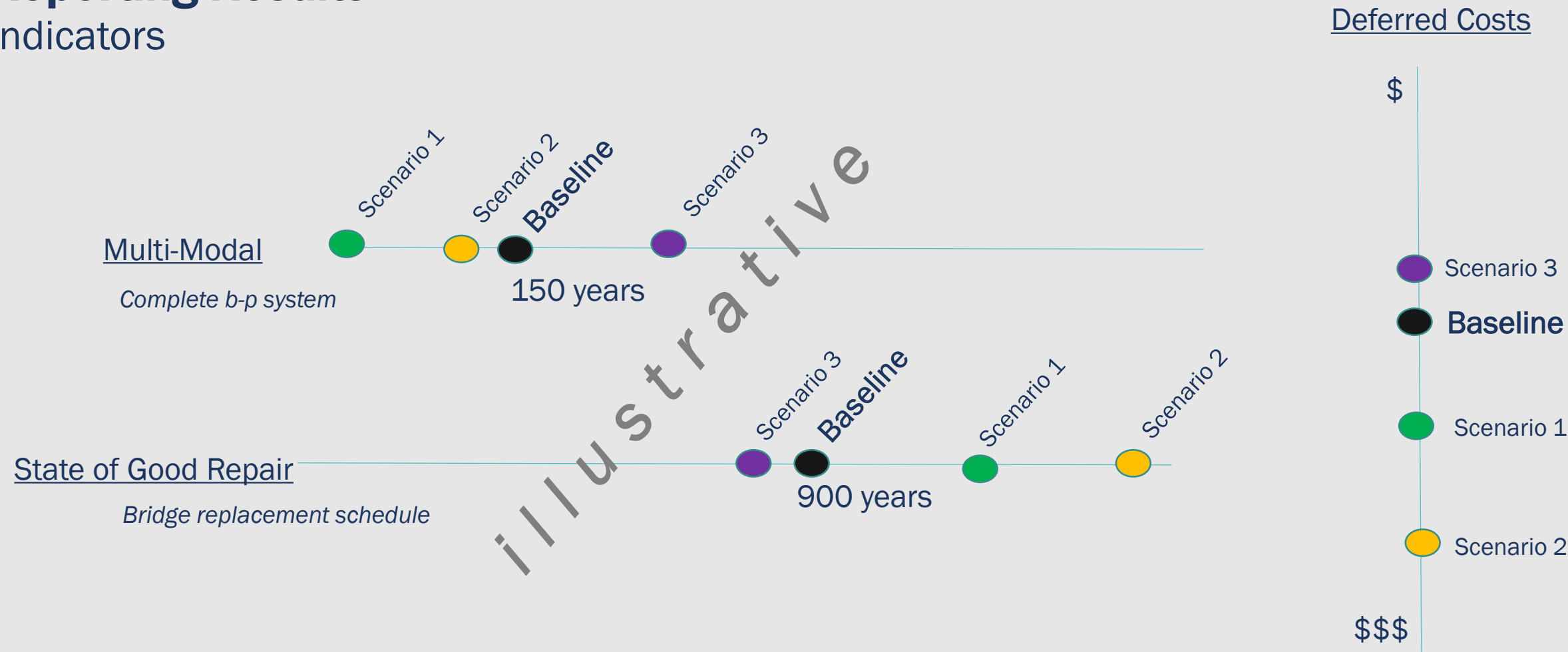
Reporting Results

Consumer Reports –Summary (*illustrative*)

Desired Outcome	Baseline	Scenario 1	Scenario 2	Scenario 3
➤ Congestion Relief				
➤ Multi-Modal				
➤ Equity				
➤ Safety				
➤ Climate Mitigation				
➤ Climate Adaptation				
➤ Preservation				

Reporting Results

Indicators





Next Steps

October

- Share scenarios and results of analysis
- OTC provide feedback on refining scenarios

December

- OTC select funding allocation option
- Direction to ODOT on how to use any additional federal funds

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 25, 2020
To: Transportation Policy Alternatives Committee
From: John Mermin, Senior Transportation Planner
Subject: Active Transportation Return on Investment (ATROI) study – Preliminary Findings

Purpose

The purpose of this memo is to share preliminary findings of Active Transportation Return on Investment (ATROI) study.

Background

The Active Transportation Return on Investment (ATROI) study was recommended by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in Spring 2018. The recommendation was made along with the approval of project development funding to help prepare a pipeline of active transportation projects and better position the region for future funding opportunities. The study provides the opportunity to advance implementation of active transportation projects in the region by assessing and communicating the benefits of active transportation projects. The study will be considered during future policy discussions for Regional Flexible Funding Allocations (RFFA).

Overview of the Study

The technical analysis has focused on two types of projects that have been constructed in the region since the late 1990s:

- Task 1. 2040 Catalyst projects that retrofit busy commercial streets with pedestrian friendly treatments aimed at catalyzing economic development within 2040 Centers, Main Streets or Station Communities. Portland State University (PSU) is conducting the analysis for Task 1.
- Task 2. Longer gap-filling projects that complete key routes within the regional bicycling network with the potential to increase bicycle mode share. Metro Research Center staff is conducting the technical analysis for Task 2.

In addition to the technical analysis, PSU is collecting qualitative information (Task 3) including stakeholder interviews, before/after photos, etc. to help tell the story of each project through brief case studies.

Next Steps

PSU and Metro Research center staff will share preliminary findings from their research at the October 2 TPAC meeting. The attached memo from PSU provides an overview of their approach and a brief update on progress. PSU and Metro Research Center staff will continue analyzing projects and are scheduled to complete their work by January 2021.

September 24, 2020

To: John Mermin, Metro

From: Jennifer Dill, Ph.D., TREC at Portland State University

Re: ATROI Study – Update

This memo provides an overview of our approach to Tasks 1 and 3 of the Active Transportation Return on Investment Study (ATROI) and a brief update on our progress. At the end is a list and short description of the projects in the study. The aim of Task 1 is to quantitatively analyze the economic impacts of the “catalyst projects” identified by Metro. Task 3 aims to complement the quantitative analysis of the catalyst projects (Task 1) and the longer gap-filling projects (Task 2, led by Metro), by collecting qualitative information to help tell the story of each project.

Task 1

Overview of approach

This approach is based on our experience with similar analyses nationally of bicycle and pedestrian improvement projects. The focus of the analysis is on business-related impacts, including employment, wages, and sales. For these impacts, we are using three different data sources, as well as three different analytical methods. One reason for doing so is that no single data source or method is perfect. By using all sources and methods, and knowing their limitations, we can better understand the likely impacts of the investments. The data sources are summarized in Table 1.

Table 1: Data Sources

Data Source	Issues
US Census Bureau, Longitudinal Employer-Household Dynamics (LEHD) employment data	Advantages: Freely available from the U.S. Census. Includes racial data. Disadvantages: Provided at the census-block level; may not provide sufficient accuracy to estimate the economic impacts of some street improvement corridors. Industry classification only includes employment at the two-digit NAICS code level, so irrelevant businesses (e.g. gas stations) may be included.
Quarterly Census of Employment and Wages (QCEW) employment and wages data (also known as ES-202 data) Establishment-level dataset from the required submission from establishments participating in the unemployment insurance program. Quarterly accounts of wages and employment from all employers covered by state unemployment insurance programs.	Advantages: Provides accurate economic indicator data at very fine geographic and industry-level detail Disadvantages: Some errors exist in the data, including when employment is reported for a headquarters location. Data quality has improved over time, though, particularly for this issue.
National Establishment Time Series (NETS) employment and sales data Private, proprietary source of employment data from Walls & Associates, based on DUNS Marketing Information file from Dun and Bradstreet, following over 60 million establishments since January 1990.	Advantages: Finest geographical scale of all data sources. NAICS codes at a fine scale. Disadvantages: Sales revenue is an estimated number

In addition, for catalyst projects with a significant amount of residential property nearby, we will undertake a hedonic pricing analysis using residential sales data. This type of analysis indicates whether property sales prices were potentially affected by the improvements.

There are three analytical approaches that use those data sources to evaluate the impacts on employment and sales—aggregated trend analysis, difference-in-difference (DID) and interrupted time series (ITS) analysis. Aggregated trend analysis and DID analysis both utilize control corridors to understand the impacts on the treatment corridor, while ITS is an econometric technique that analyzes multiple time points on the treatment corridor itself. In general, ITS analysis provides more robust results than the other two methods, since it does not rely on choosing or finding appropriate control corridors.

In reviewing the scope of each project, we identified two main limitations which affect several of the projects. The first is the lack of appropriate control corridors. This is due, in part, to the many investments being made throughout the region in bicycle and pedestrian infrastructure. Several possible control corridors with similar contexts and land uses either already had bicycle/pedestrian infrastructure when the catalyst project was built, or such infrastructure was added in a similar time frame. In other cases, there are not corridors that adequately satisfy the other criteria, particularly having similar commercial activity, being in geographic proximity, and being in a similar position in the road network. The second limitation to using these methods is that many of these projects are in areas that received other types of public investments that likely also have positive economic impacts. These include other transportation investments (e.g. a new MAX station or a Streetcar line) and a range of activities related to urban renewal. In a few cases the scale of the catalyst project is relatively small compared to the other public investments. Given these limitations, our approach includes the following:

- ITS analysis with jobs and sales data for all of the projects.
- DID and trend analysis using control corridors for a subset of projects.
- Trend analyses for all projects comparing project areas to the city, a subarea (e.g. city quadrant), and/or other centers/station areas.
- Hedonic pricing analysis for a subset of projects with significant nearby residential land use.
- Expanding project areas in some cases to assess the cumulative effects of the multiple, adjacent transportation improvements.

In addition, the 2008-09 recession will impact our analysis. Most of the projects were constructed within a few years (before and after) the recession, making teasing out the effects of the project from the larger economic trends a little challenging. This is where using multiple analytical approaches can be useful.

This month we completed the analysis of impacts on employment, wages, and sales using all three data sources. We are in the process of interpreting the results and conducting additional analysis to help explain the findings. Several of the projects are associated with positive effects on retail and/or food employment and/or wages.

Task 3 Approach

For Task 3, gathering qualitative information on each project from the following sources:

- Interviews with agency staff project managers
- Interviews with stakeholders, such as business owners and neighborhood organizations
- Surveys of users
- Newspapers, blogs, social media, and other media that reported on the projects
- Public records, e.g. public meetings

We are also collecting photos of the sites before and after construction. Our approach was adjusted due to the pandemic. The interviews of are being conducted virtually and the surveys will be electronic. We are also relying more on existing sources, as outreach to people and businesses, asking them to spend time answering questions, is challenging. For the longer gap-filling bikeway projects, the focus will be more on users of the bikeways and the surveys will be important sources. For all projects we are aiming for a diversity of users with respect to age, gender, race/ethnicity, and socioeconomic status.

To date, we have conducted about ten interviews, mainly with staff, with several more scheduled in September and October. We plan on developing and fielding the on-line survey in October.

Project List

The tables below list the projects included in all three tasks.

Table 2: Catalyst Projects (Tasks 1 and 3)

Lead Agency	Project Name	Description	Year
City of Beaverton	SW Rose Biggi (Beaverton): Hall to Crescent	This project extended Rose Biggi Ave 850 feet from SW Crescent Ave. to Hall Boulevard. The segment includes two motor vehicle travel lanes, parking lanes, sidewalks, landscaping and street trees, lighting, storm drainage, irrigation, and a new bridge over Beaverton Creek. Before the project, the street hit a dead-end; the project is a key north-south connection to the regional center, for motor vehicles, pedestrians, and bicycles. The project is also part of the city of Beaverton's larger efforts to improve the area around the Transit Center and Downtown through a range of transportation and land use projects.	2015
City of Cornelius	Cornelius: Baseline and North Adair St., Phase I and II	This project first updated North Adair street, and more recently Baseline Street through downtown Cornelius. The updates included street lighting, wider sidewalks, additional street parking, safer intersections, street trees, a new stormwater management system, and a reduction in visible power lines.	2016
City of Forest Grove	Forest Grove Town Ctr. Ped Improvements	This project involved pedestrian improvements along Pacific Ave. and 19th Ave. in the Forest Grove Town Center. Those two streets form a one-way couplet, with two travel lanes in each direction. A four-block area received a "full treatment" of decorative brick areas, street trees and tree wells with decorative grates, and decorative crosswalks. Several intersections were retrofitted with wheelchair ramps.	2010
City of Gresham	Hood Ave (Gresham): Division to Powell	This pedestrian improvement project is a half-mile in length and includes adding a sidewalk, planter strip with trees and streetlights, curb extensions, crosswalks, and improved ADA access. The north end of the project links to the Gresham Central MAX station. The project is in central Gresham.	2013

Lead Agency	Project Name	Description	Year
City of Milwaukie	McLoughlin Blvd: Harrison St - Kronberg Park	In 2005, as part of an update to the Transportation System Plan, the City of Milwaukie approved plans to improve pedestrian crossings, landscaping, and sidewalks along McLoughlin Blvd from Harrison Street and down about 0.4 miles. The improvements included the planting of about 92 trees, and several thousand shrubs and groundcovers. Pedestrian crosswalks at several intersections were painted with a brick-like pattern that has since severely faded.	2006
City of Milwaukie/TriMet	Milwaukie TC: LRT stop to Main St	The Town Center Improvements were done in conjunction with the Portland-Milwaukie Light Rail (PMLR) project and completed in 2015-2016. One of those improvements is the one-block Adams Street Connector, which used Metro regional flexible funds and links the MAX station with Main Street. There are several other pedestrian and bicycle improvements on adjacent blocks that were funded through the PMLR project.	2016
City of Oregon City	McLoughlin Blvd: Oregon City (Phase I)	Phase I was 0.9 miles in length from the Hwy. 43 bridge north to Dunes Drive and included sidewalk expansion, street trees, crosswalks, and public art. This stretch of McLoughlin runs in the downtown area of Oregon City (a regional center) along the Willamette River.	2010
City of Portland	Lovejoy Ramp Removal and Reconstruction Project	The original Lovejoy ramp built in 1927 was deconstructed by the City of Portland in 1999 to make room for additional development in the area. In 2002 the new shorter-approach ramp connecting Lovejoy St to Broadway bridge was opened. The reconstructed ramp includes pedestrian improvements beginning at 12th avenue up to Broadway Bridge. The 0.3-mile project significantly improved pedestrian connectivity and infrastructure.	2002
City of Portland	Division St: 6th – 39th	This project is 1.9 miles in length and included pedestrian improvements throughout the corridor, including curb extensions and ramps, marked crossings, pedestrian countdown timers, bioswales and other landscaping, improved bus stops, bicycle amenities (bike corrals), public art, and street lighting improvements.	2014
City of Portland	Burnside Improvements: NE 3rd Ave - NE 14th Ave	The project planned improvements on E Burnside from NE Couch Street to Sandy Blvd. The improvements included the addition of a bike lane, improved sidewalks and crossings, and landscaping. In addition, the street was converted to a one-way couplet.	2010

Lead Agency	Project Name	Description	Year
City of Portland	Foster/Woodstock (Lents Town Center): 87th to 101st	The project includes striped bike lanes and pedestrian improvements (improved sidewalks, landscaping). On SE Foster Rd. the number of motor vehicle travel lanes was reduced from two in each direction to one in each direction, with a center turn lane. The project spans about 0.8 miles on each parallel street (SE Foster Rd and SE Woodstock Blvd). The project falls within the Lents Town Center Urban Renewal Area (URA).	2013
City of Portland	St John's Town Center	This project is part of the larger plan focused on improving pedestrian crossing safety in the St. Johns town center and pedestrian district. It included curb extensions with striped crosswalks at several locations.	2012
City of Tigard	Tigard Main Street Green Street Phase I: Rail Corridor to 99W	This project implemented pedestrian improvements on over 0.3 miles of the southern half of Main Street in the Tigard town center, from Pacific Highway/99W to the railroad crossing. The transportation elements included new sidewalks, safer pedestrian crossings, street trees and landscaping, public art, benches, energy-efficient LED streetlights, stormwater treatment planters, and a turn around for motorists at the south end of Main Street. This was part of Phase I of an effort to completely redesign and improve all of Main Street in downtown Tigard.	/2014

Table 3: Longer Gap-filling Projects (Tasks 2 and 3)

Lead Agency	Project Name	Description	Year
City of Gresham Parks and Rec	Gresham-Fairview Trail: Burnside to Springwater	The 5.7+ mile trail runs through the City of Portland to the City of Gresham, and connects to the Springwater Trail. The paved trail offers the opportunity for multi-use passage for recreation, employment, and school. Starting at Halsey Street and ending at the Springwater corridor, Metro funded the addition of the section connecting E Burnside Ave to the Springwater Trail.	2011
City of Hillsboro	Rock Creek Path (Hillsboro): Orchard Park to Wilkins	The Rock Creek Trail is Hillsboro's primary regional multi-use trail corridor. It is currently 2.5 miles long and follows along the Rock Creek Greenway from Rock Creek Blvd north of Hwy 26 south to NW Wilkins Street. And about ¼ mile of the trail is on an on-street connection that links residential neighborhoods. All paths are paved with many benches throughout the park along the path.	2013
City of Milwaukie	17th Ave Multi-use Trail: SE Ochoco - SE McLoughlin	The multi-use regional trail is on the west side of SE 17th Avenue within the existing right-of-way between McLoughlin Blvd and SE Ochoco Street. The project connected two significant regional multi-use trails: the Trolley Trail to the south and the Springwater Corridor to the north.	2017

Lead Agency	Project Name	Description	Year
City of Portland	50s bikeway: Thompson to Woodstock	The 50s Bikeway is a 4.3-mile bikeway project that includes eight arterial crossing improvements to increase safety. It is a north-south safety corridor along 52nd Avenue that connects eight eastside neighborhoods from Rose City Park to Woodstock.	2014
City of Portland	20s bikeway: Lombard to Springwater trail	This 9.1-mile route connects the city from NE Lombard to the Springwater Corridor. This project improved 17 pedestrian crossings located along the busier arterial streets.	2017
City of Portland	Cully Blvd cycle track: Prescott to Killingsworth	Cully Boulevard has a cycle track that runs from NE Prescott to NE Killingsworth. The project included 6-foot sidewalks, 4-foot plating strips, and 7.5-foot cycle tracks.	2011
City of Tualatin	Tualatin River Greenway trail	This trail is a 4.6-mile long accessible multi-use pedestrian and bike path. Funded through Connect Oregon, the trail stretches from Tigard to Durham and Tualatin.	2016
North Clackamas Parks and Recreation District	Trolley Trail	The Trolley Trail runs through Milwaukie, Oak Grove, Jennings Lodge, and Gladstone. The 6-mile trail allows for multi-use activities with areas of both paved and gravel trail. It runs along the old Portland Traction Company streetcar line, connecting neighborhoods across several cities.	2013
Portland Parks and Recreation	Eastbank Esplanade & Steel Bridge	The Esplanade stretches 1.5 miles along Portland's East Side waterfront, from SE Caruthers St by the Tilikum Crossing, up to the N Steel Bridge with a connection across the river to Tom McCall Waterfront Park. This project provided riverbank restoration, and acts as an active transportation byway with several areas for sightseeing.	2001
THPRD	Westside Trail: Rock Creek Trail to Bronson Creek trail Schuepback Park to Burntwood Dr LRT to Schuepback Park	Westside Trail is a regional trail on Portland's west side, which was initially called the Beaverton Powerline Trail. The trail runs along Washington County's electrical power utility corridors.	2013, 2014, 2019

Materials following this page were distributed at the meeting.

Agenda Item 5:

October 2020 Formal Amendment Summary

Resolution 20-5130

Amendment # OC21-03-OCT

Applies to the new 2021-24 MTIP

Agenda Support Materials:

- Draft Resolution 20-5130
- Exhibit A to Resolution 20-5130 (amendment tables)
- Staff Report

October 2, 2020

Ken Lobeck

Metro Funding Programs Lead

October 2020 Formal MTIP Amendment

Overview

- Summary overview of the October Formal MTIP Amendment amendment contents: 5 projects
- Open to questions or project discussions
- Staff motion: Request approval recommendation to JPACT for Resolution 20-5130

October 2020 Formal MTIP Amendment

2021-24 MTIP is now approved



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

July 23, 2020

Governor Kate Brown
160 State Capitol
900 Court Street
Salem, OR 97301-4047

Dear Governor Brown,

Enclosed is the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) and the metropolitan planning organization self-certification for the Portland metropolitan region. These documents summarize scheduled federal transportation spending in the region and demonstrate compliance with federal regulations associated with the spending.

Metro and the Joint Policy Advisory Committee on Transportation (JPACT) have worked cooperatively with the Oregon Department of Transportation, the transit service providers TriMet and South Metro Area Rapid Transit (SMART), local transportation agencies, and the public in developing a transportation program that addresses the transportation needs of the region.

With your approval, the spending programmed in the 2021-2024 MTIP will be incorporated into the Statewide Transportation Improvement Program.

Thank you for your consideration in approving this MTIP. We look forward to working with you in the future to further address the region's transportation needs and priorities.

Sincerely,

A handwritten signature in dark ink, appearing to read "Marissa Madrigal".

Marissa Madrigal
Metro Chief Operating Officer

Approved by:

A handwritten signature in dark ink, appearing to read "Kate Brown".

Kate Brown, Governor
State of Oregon

Date: August 13, 2020

October 2020 Formal Amendment Contents

Combine Key 20474 into Key 18841

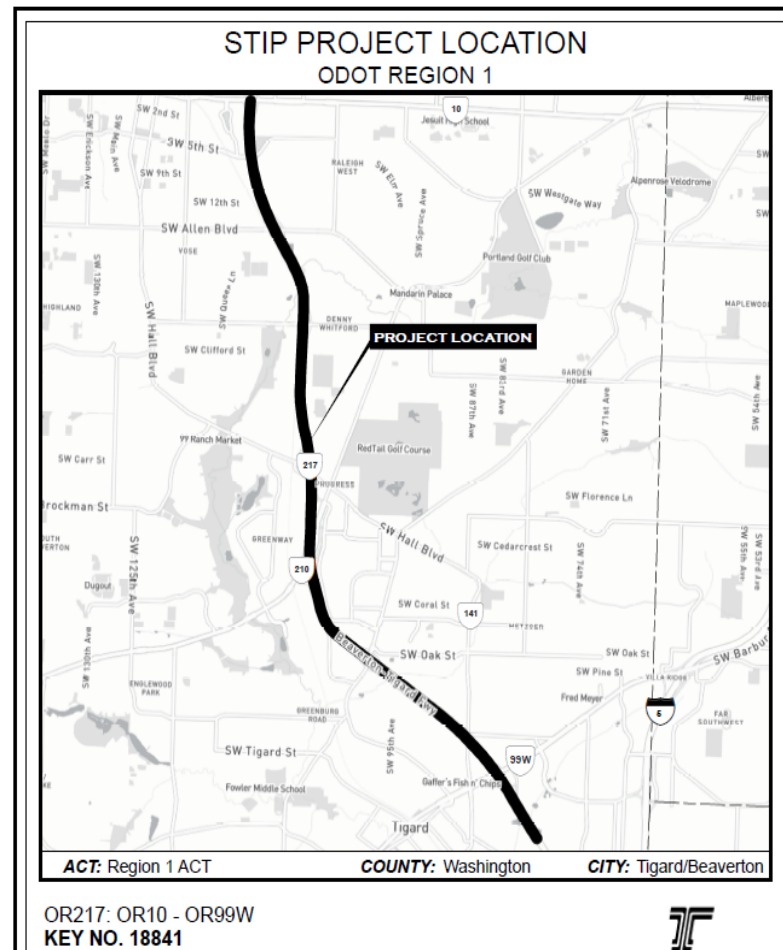
#	Key	Lead Agency	Project Name	Change Reason	Note
1	20474	ODOT	Region wide ITS Improvements and Upgrades	Split project	Shift construction phase to Key 18841
2	18841	ODOT	OR217: OR10 to OR99W	Combine Project	Combine construction phase into the OR 217

The formal amendment:

- Combines the construction phase and funding from the Region wide ITS Improvements and Upgrades project in Key 20474 to increase delivery efficiencies.
- Key 18841 increases by \$4,195,528 as a result to \$138,616,368 which equals a 3.1% cost increase to the project.
- The project descriptions have been updated as well to incorporate the ATMS/ITS scope elements.

October 2020 Formal Amendment Contents

Combine Key 20474 into Key 18841



October 2020 Formal Amendment Contents

Combine Key 21218 into Key 20411

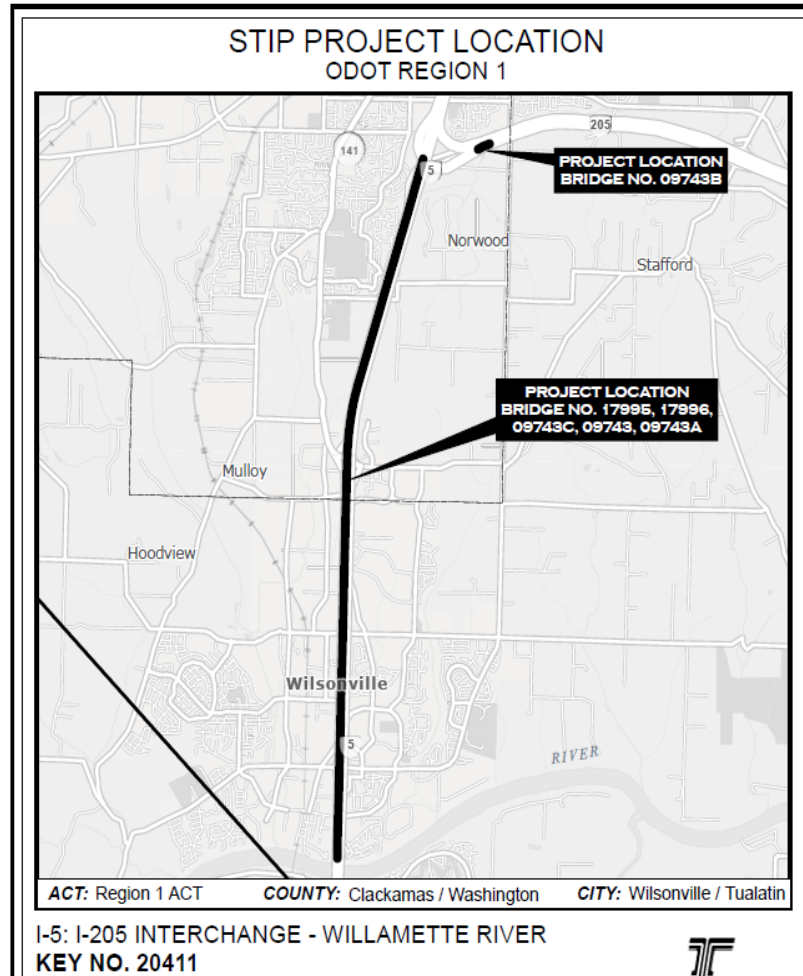
#	Key	Lead Agency	Project Name	Change Reason	Note
3	21218	ODOT	I-5: Boone (Willamette River) Bridge	Split project	Shift construction phase to Key 18841
4	20411	ODOT	I-5: I-205 Interchange - Willamette River I-5: I-205 Interchange - Boone (Willamette River) Bridge	Combine Project	Combine construction phase of 21218 into the OR 217

The formal amendment:

- Combines the construction phase and funding of K21218 and increases it by \$180K to fund a rail retrofit on bridges 09743B and 09743C for a net construction phase increase of \$3,380,000.
- Key 20411's name, description and mile points are updated to reflect the added scope from K21218 and the rail retrofit on the two bridges.

October 2020 Formal Amendment Contents

Combine Key 21218 into Key 20411



October 2020 Formal Amendment Contents

New TriMet Preventative Maintenance Project

#	Key	Lead Agency	Project Name	Change Reason	Note
5	New	TriMet	Preventative Maintenance (2019 HIP Fund Exchange)	Add New Project	Part of the FY 2019 HIP Metro-TriMet Fund Exchange

The formal amendment:

- The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange.
- Federal FY 2019 Highway Infrastructure Program (HIP) funds were allocated to ODOT which Metro receives a portion.
- ODOT and Metro agreed on a fund swap to convert the HIP to STBG-U funds. Metro now is completing the fund exchange with TriMet.
- The fund exchange is \$7,305,682. \$3,305,682 is committed to support TriMet's Preventative Maintenance program needs.

MPO CFR Compliance Requirements

MTIP 8 Review Factors

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

October 2020 Formal Amendment

Public Notification Period

30 Day Public Notification/Opportunity to Comment period is
September 28, 2020 to October 27, 2020

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

AMENDMENTS

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

To comment, contact Summer Blackhorse at summer.blackhorse@oregonmetro.gov.

FFY 2020 formal amendments

 [October 2020 formal MTIP amendment, Resolution 20-5130](#)

Comment by Oct. 27, 2020.

171.75 KB Adobe Acrobat PDF | Published Sep 25, 2020

October 2020 Formal Amendment

Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	September 28, 2020
TPAC Notification and Approval Recommendation	October 2, 2020
JPACT Approval and Recommendation to Council	October 15, 2020
30 Day Public Notification Period Ends	October 27, 2020
Metro Council Approval of Resolutions 20-5127	October 29, 2020
Amendment Bundle Submission to ODOT	November 3, 2020
ODOT & USDOT Final Approvals	Late November 2020

October 2020 Formal Amendment

Approval Recommendation & Questions

TPAC Approval Recommendation:

- Provide an approval recommendation for the 5 projects to JPACT for Resolution 20-5130 under MTIP Amendment OC21-03-OCT
- Correct typos, etc. in support materials:
 - Strike “Southbound” from Key 18841 project name
- Questions, Comments, and/or Project Discussions as Needed?



OREGON PASSENGER RAIL

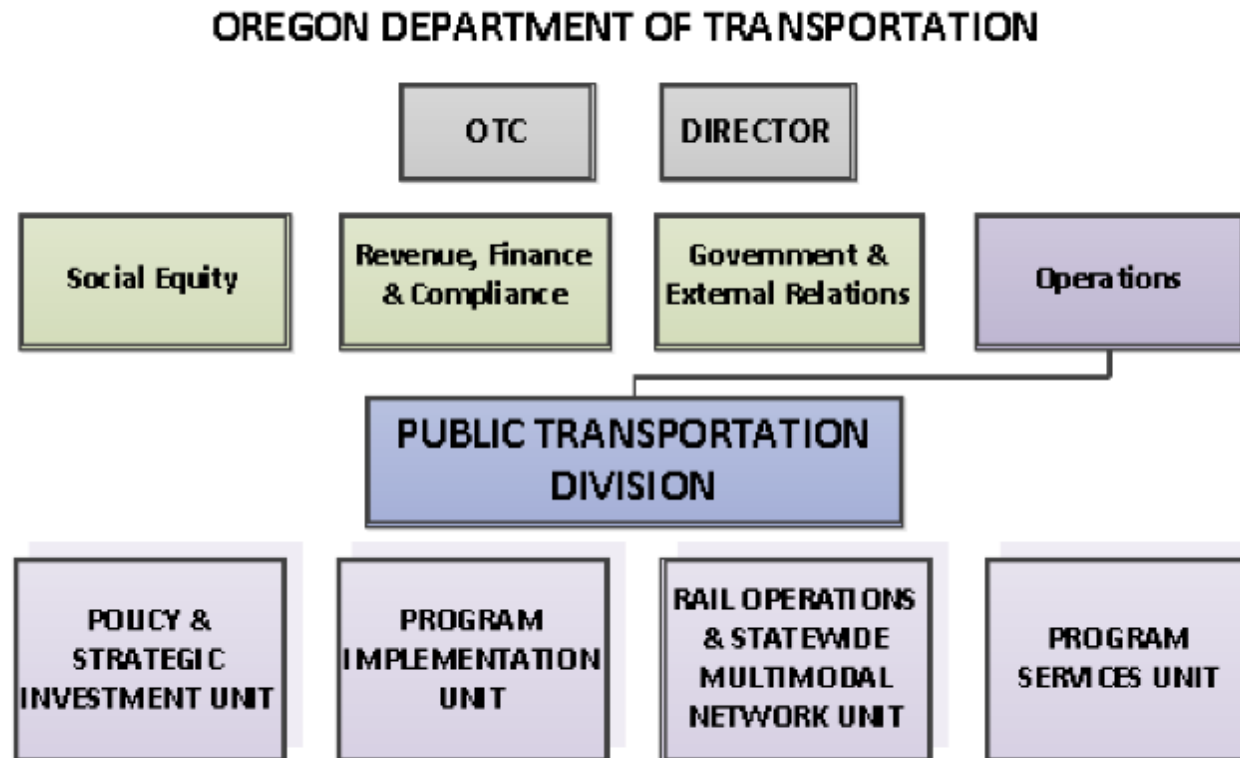
Presentation to Metro's Transportation Policy Alternatives Committee (TPAC)

October 2, 2020

OVERVIEW

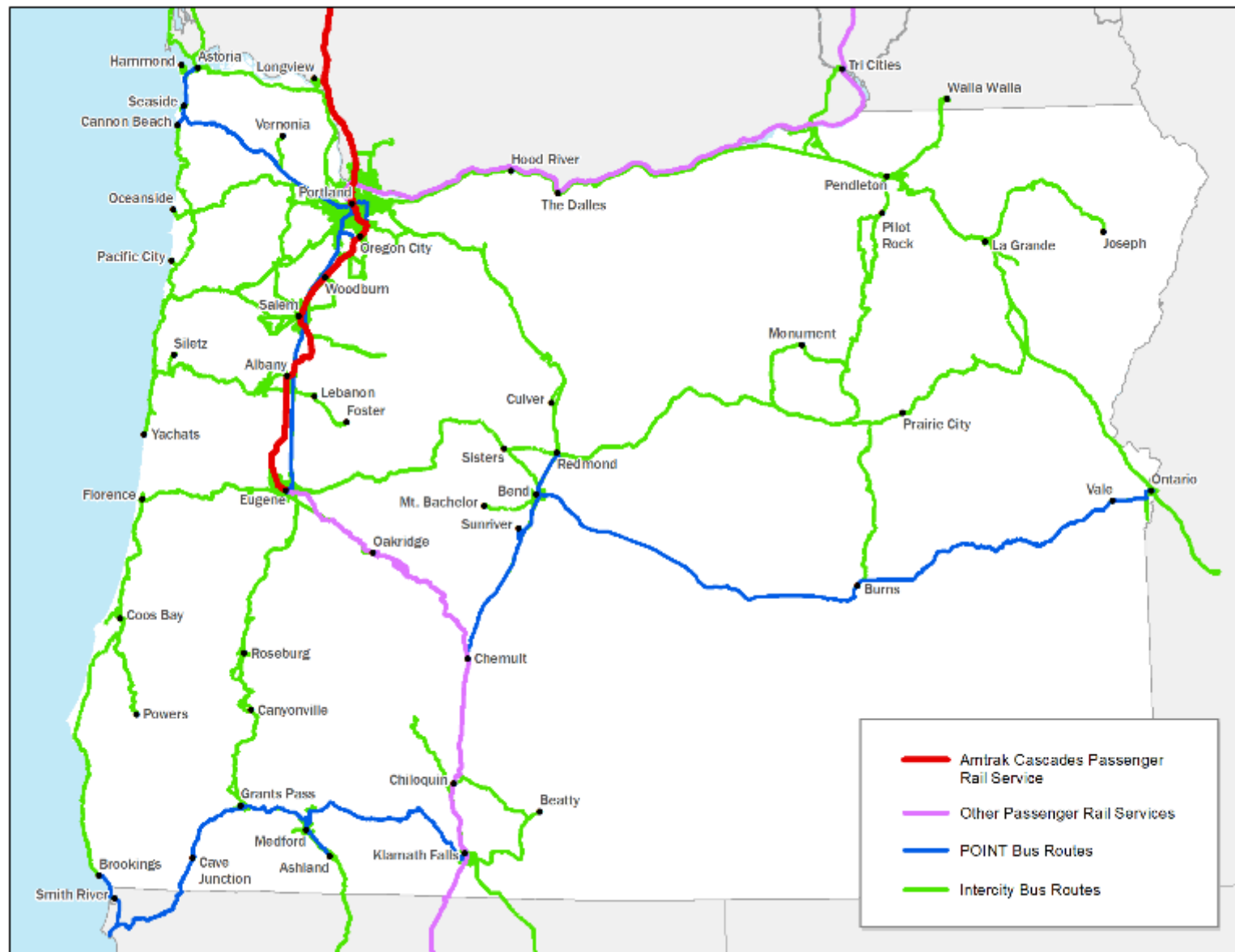
- ODOT Public Transportation Division
- Amtrak Cascades Service
- Oregon Passenger Rail Corridor Investment Project
 - Final Environmental Impact Statement
 - Service Development Plan

Public Transportation Division



June 2020

Statewide Transit Network



Pacific Northwest Passenger Rail Corridor



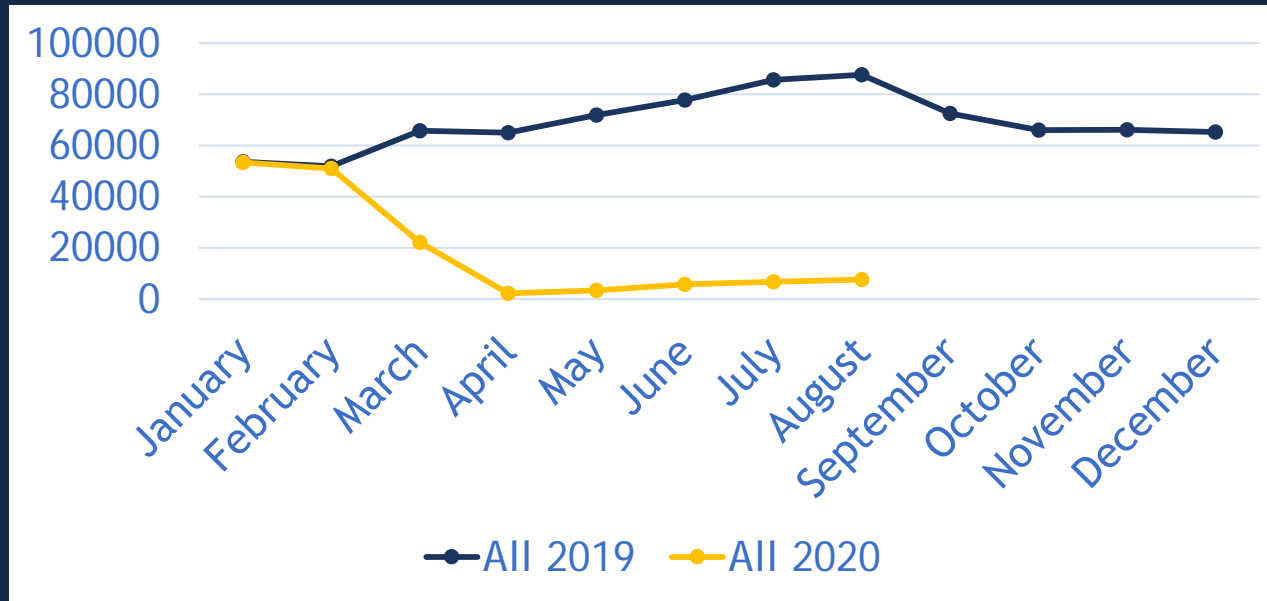
Passenger Rail ~ COVID Response and Impacts

- Reduced service
- Physical distancing
- Enhanced cleaning
- CARES Act emergency funding relief



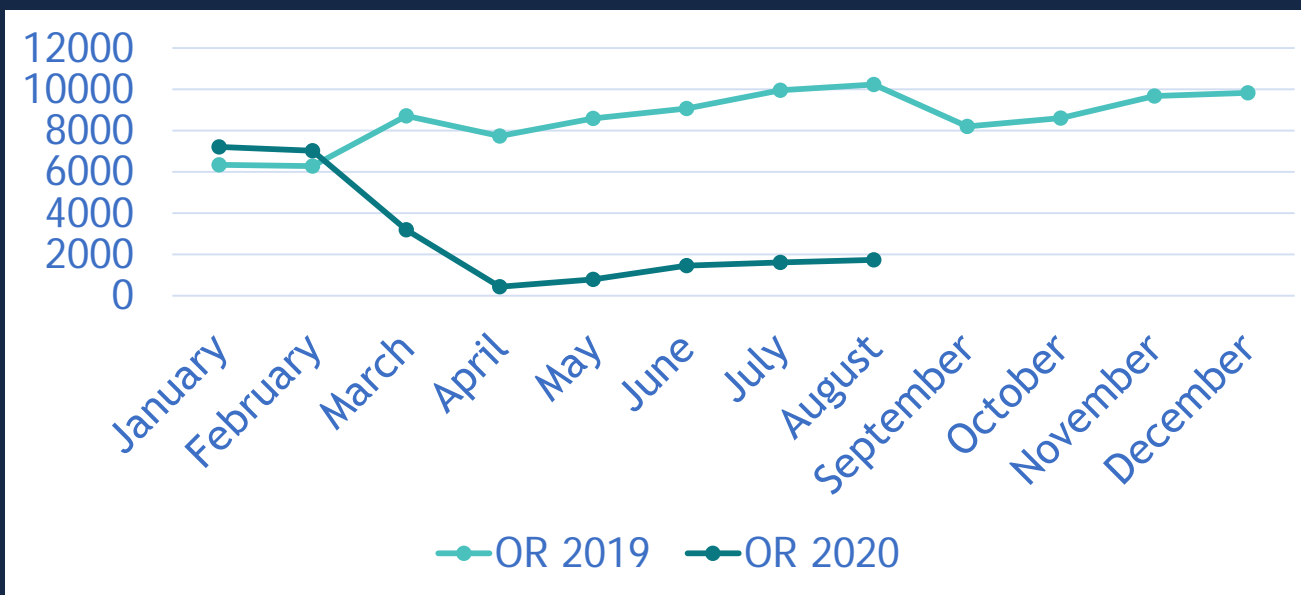
Passenger Rail ~ Corridor Ridership (2019 vs. 2020)

Down 72.7%



Passenger Rail ~ Oregon Ridership (2019 vs. 2020)

Down 65%



Passenger Rail ~ COVID Service Recovery

- Demand for service
- US-Canadian border re-opening
- Confidence in travel & public transportation
- Funding uncertainty



Oregon Investments to Improve Passenger Rail



Trainsets



**Facilities and
Schedule**



**Corridor
Investment Plan**

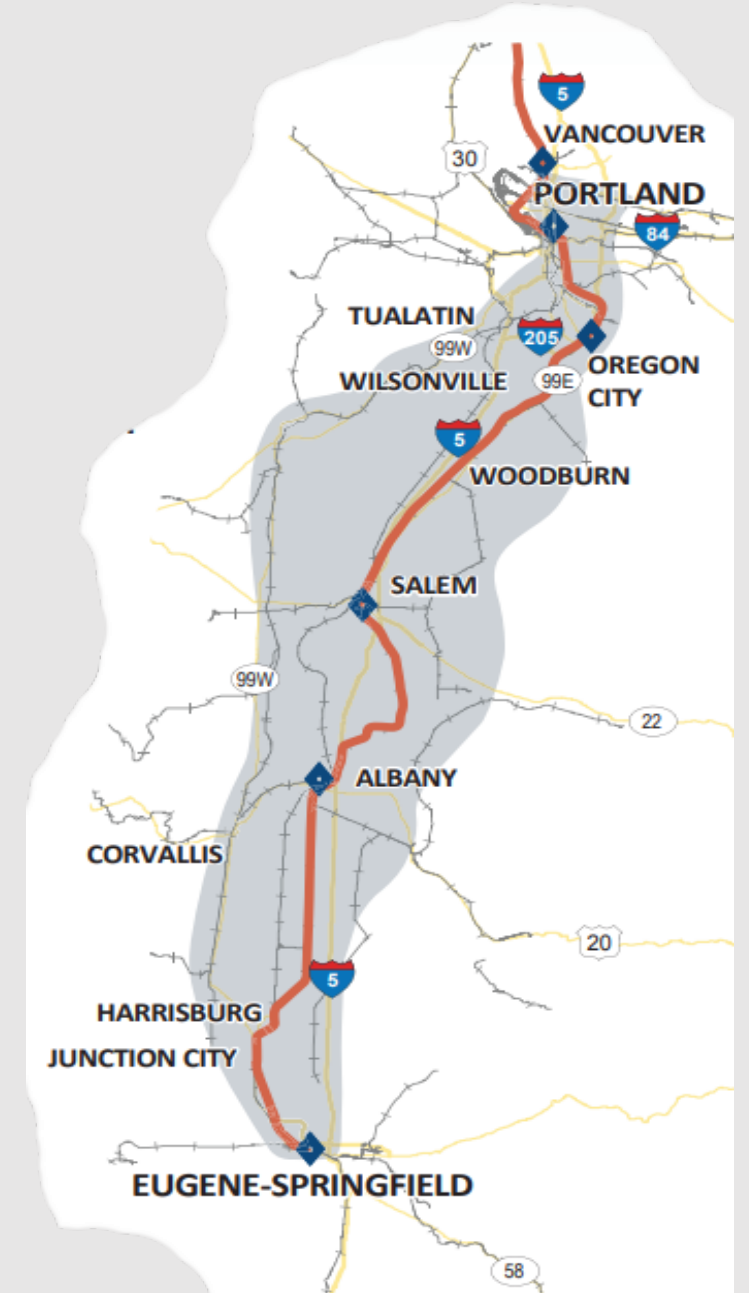
Oregon Passenger Rail: Corridor Investment Project

- Environmental Impact Statement
 - Rail alignment
 - Service improvements
 - Station locations
- Service Development Plan
 - Phases improvements
 - Estimates costs and benefits
 - Positions ODOT for federal funding



OPR Project Overview

- Part of the Pacific Northwest Rail Corridor.
- Improving service between Eugene-Springfield and Portland-Vancouver.
- Gain approval for a preferred alternative.
- Pursue funding opportunities.



Project Purpose & Need



Purpose

...to improve the frequency, convenience, speed, and reliability of passenger rail service.



Need

Increasing intercity and regional travel demands, limited rail system capacity, demands from anticipated population growth and safety needs.



Public and Stakeholder Engagement:

Coordination

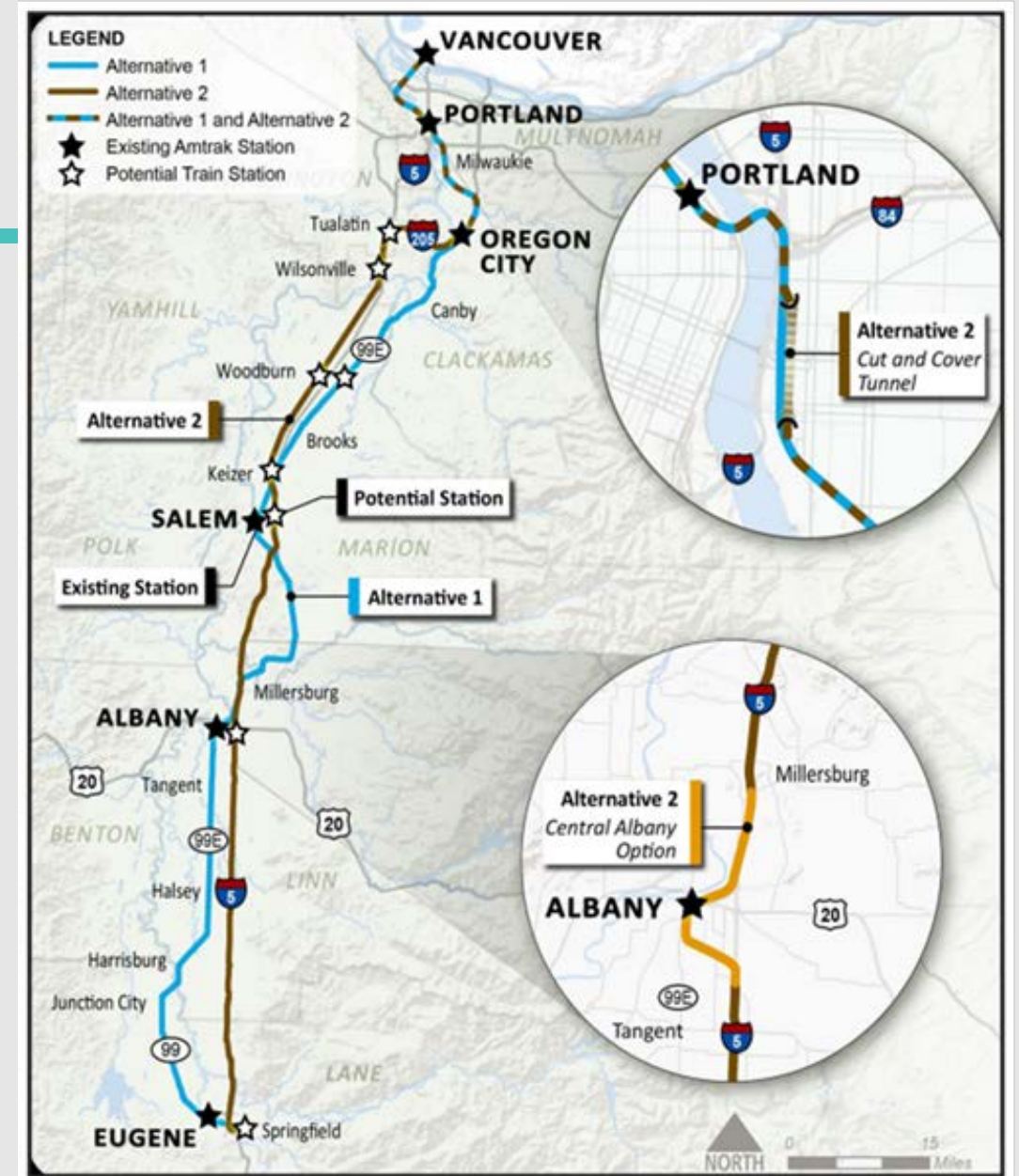
- Leadership Council
- Community and jurisdictional groups
- Agency coordination
- Railroad coordination
- Tribal outreach

Outreach Strategies

- Open houses / online meetings
- Community events
- Informational videos
- Website / social media
- News media
- Fact sheets / newsletters
- Surveys

EIS Evaluation

- **Alternative 1** follows existing Amtrak Cascades rail route with improvements.
- **Alternative 2** has a new route between Springfield and Oregon City and along I-205.
- **No Build Alternative** follows Amtrak route with no changes.



Preferred Alternative: Improve Existing Alignment

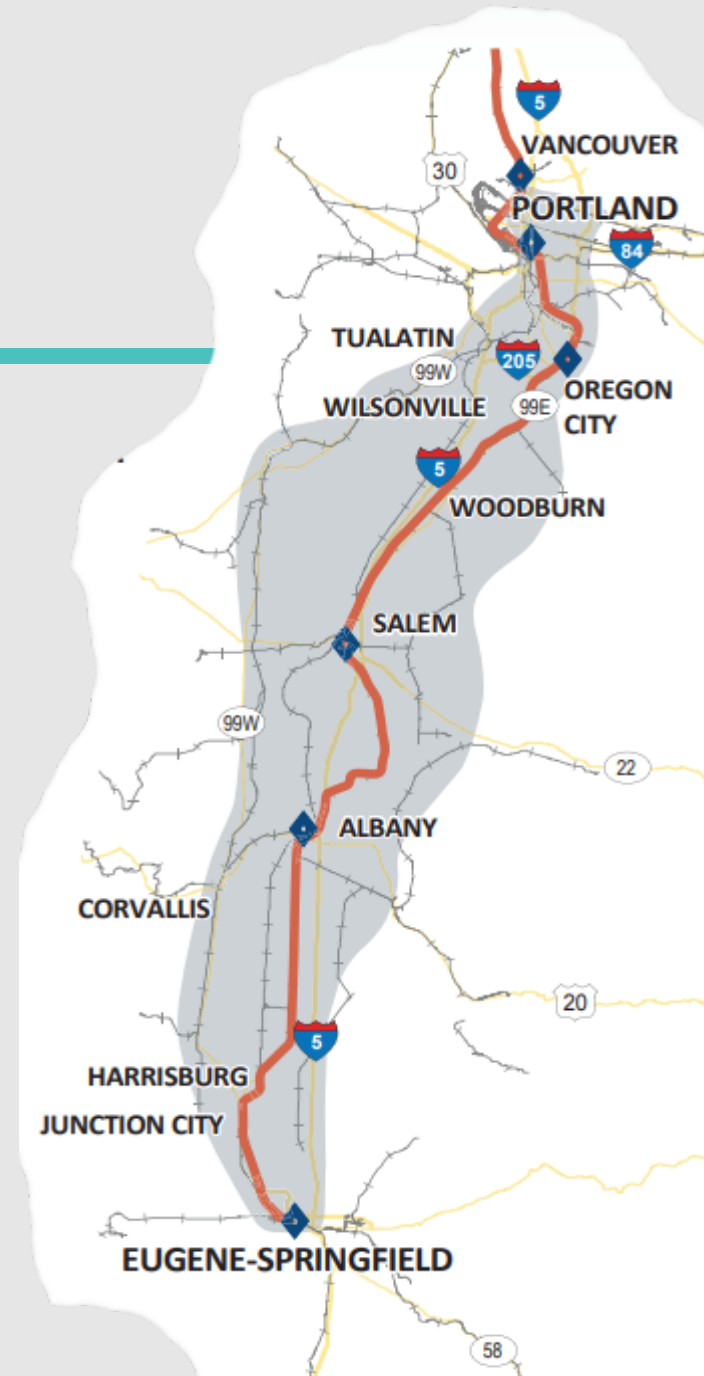
Based on comparison of alternatives, FRA and ODOT **recommend Alternative 1** based on the following features:

- Improved ridership
- Rail service to central cities
- Reduced environmental impacts
- Ability to phase implementation
- Lower capital costs

	Alternative 1	Alternative 2
Trip Time: Eugene to/from Portland	2 hours, 20 minutes	2 hours, 2 minutes
Accommodate Higher Speeds in the future	Maintains current max: 79 mph	Max speeds of 120 mph on portions
Capital Costs through 2035	\$870 million - \$1.025 billion	\$3.62 - \$4.44 billion
Ridership (2035)	739,000	723,000
Maximizes Benefits and Reduces Negative Impacts	Higher frequency and ridership; improves service to central cities	Higher frequency and ridership; but service focused outside central cities
Supports Land Preservation, Minimizes Negative Impacts	Lower footprint and construction impacts than Alternative 2	New alignment, thus higher right-of-way and environmental impacts than Alternative 1

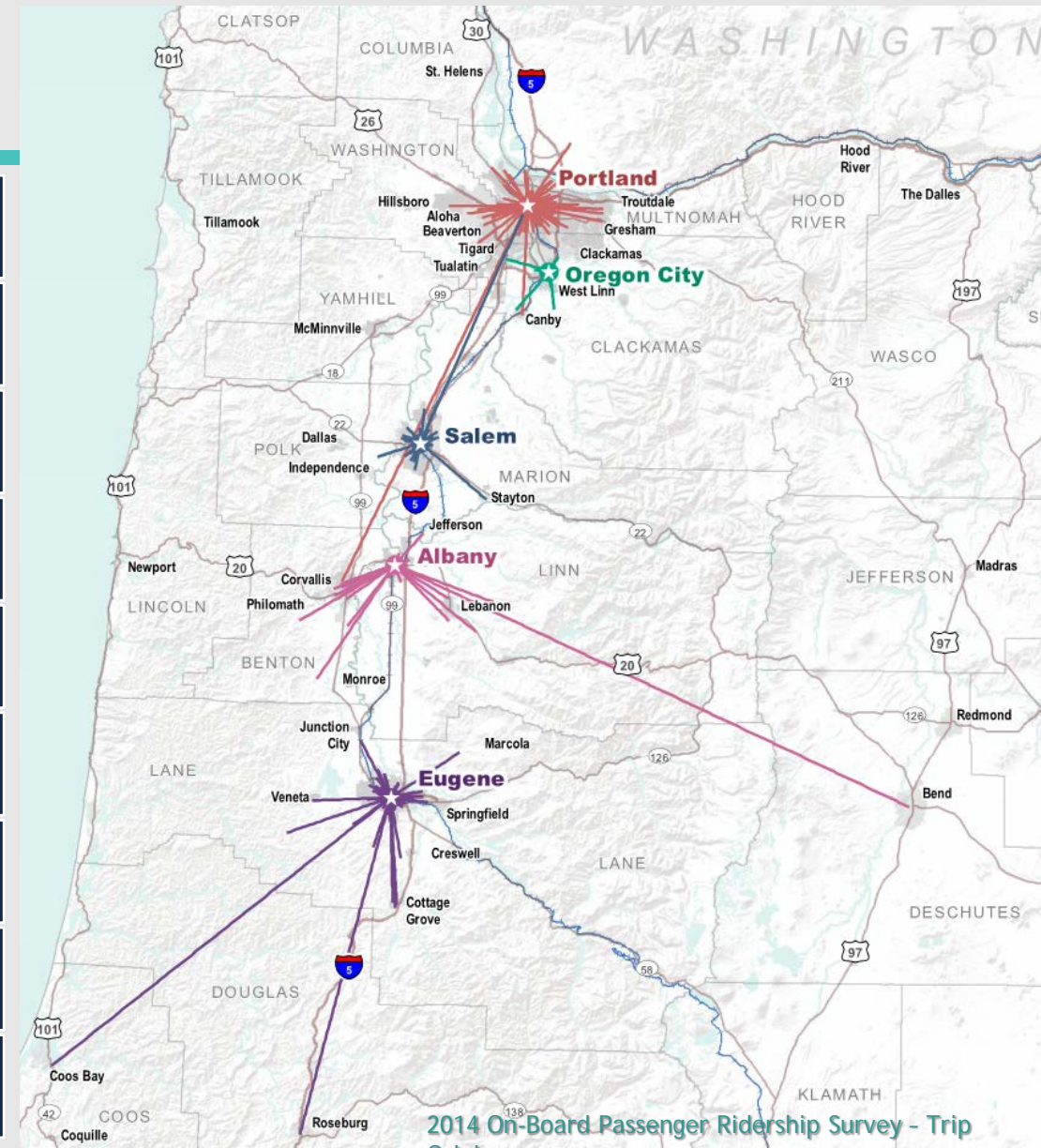
Service Development Plan

- Includes operating, capital, and business plans.
- Demonstrates operational and financial feasibility.
- Establishes the value and merit of the service.



We
are
here

Benefit Cost Assessment



Next Steps

1. Finalize FEIS and Service Development Plan
2. FRA Record of Decision
3. Model and prioritize projects with UP
4. Pursue combination of federal and state funding



Ultra-High-Speed Ground Transportation Study

- Studying high-speed connections between Portland, Seattle, and Vancouver BC
- Speeds exceeding 200 mph
- Travel times may be one hour between each city
- Advisory group provided input into the study





Thank You and Questions
Jennifer.sellers@odot.state.or.us

Active Transportation Return on Investment Study Preliminary findings

TPAC October 2, 2020

Background

- ATROI Study recommended by JPACT in Spring 2018
- Approved along with project development funding to help prepare a pipeline of active transportation projects and better position the region for future funding opportunities
- Provides opportunity to advance implementation of active transportation projects in the region by assessing and communicating the benefits of active transportation projects.
- Influence future policy discussions for RFFA and RTP update

Project Scope

- Technical analysis
 - Focused on two types of projects that have been constructed in the region since the late 1990s:
 1. 2040 Catalyst projects that retrofit busy commercial streets with pedestrian friendly treatments aimed at catalyzing economic development within 2040 Centers, Main Streets or Station Communities
 2. Longer gap-filling projects that complete key routes within the regional bicycling network with the potential to increase the bicycle mode share.
 - PSU analyzing the 2040 Catalyst projects.
 - Metro Research analyzing the longer gap-filling projects.

Project Scope cont'd

- Qualitative Analysis
 - PSU collecting qualitative information for 2-page case studies to help tell the story of each project through stakeholder interviews, before/after photos, etc.



Update: Active Transportation Return on Investment study

Tasks 1 and 3

TREC at Portland State University

Professors Jennifer Dill & Jenny Liu



Tasks 1 and 3 Overview

Task 1: Quantitatively analyze the economic impacts of the Catalyst Projects

- Using employment, wages, and sales as economic indicators
- Focusing first on businesses most closely linked to pedestrian and bicycle traffic: retail and food (dining)
- Using three data sources and three methods of analysis (based on experience in recent national study)
- For some projects, home sales data

Task 3: Collect qualitative information to help tell the story of each project (Catalyst Projects from Task 1 and Longer Gap-filling Projects from Task 2)

- Interviews with key stakeholders
- Archival information (media, project documents, social media, etc.)
- Photos (pre- and post- improvement)
- Effort being led by Prof. Marisa Zapata

Catalyst Projects

Primarily pedestrian (some bike) enhancements in town and regional centers

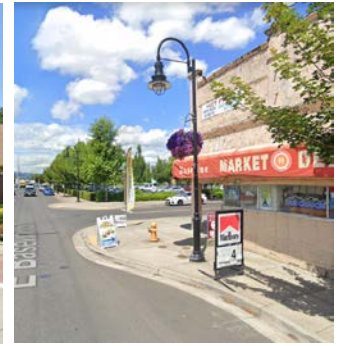
- Full list of 12 projects provided in materials for this meeting



SE Division, Portland



Main St., Tigard



Baseline, Cornelius

Gap-filling Projects

Primarily multiuse trails and bikeways

- Full list of projects provided in materials for this meeting



Trolley Trail, North
Clackamas



20s Bikeway, Portland



Rock Creek Trail,
Hillsboro

Tasks 1 and 3 Status

Task 1:

- Initial analysis of business impacts completed; in process of interpreting and identifying further analysis to be completed
 - Trend Analysis (using comparator areas)
 - Difference-in-difference (DID) model (using control)
 - Interrupted Time Series (ITS)
- Analysis of home sales impacts on selected projects to be completed

Task 3:

- Delayed due to COVID, but interviews are underway (conducted virtually)

Data Source

US Census Bureau, Longitudinal Employer-Household Dynamics (LEHD) employment data

Available in most locations from 2002 to 2017.

Quarterly Census of Employment and Wages (QCEW) employment and wages data (also known as ES-202 data)

Establishment-level dataset from employers covered by state unemployment insurance programs. Available from 2003 to 2018.

National Establishment Time Series (NETS) employment sales data

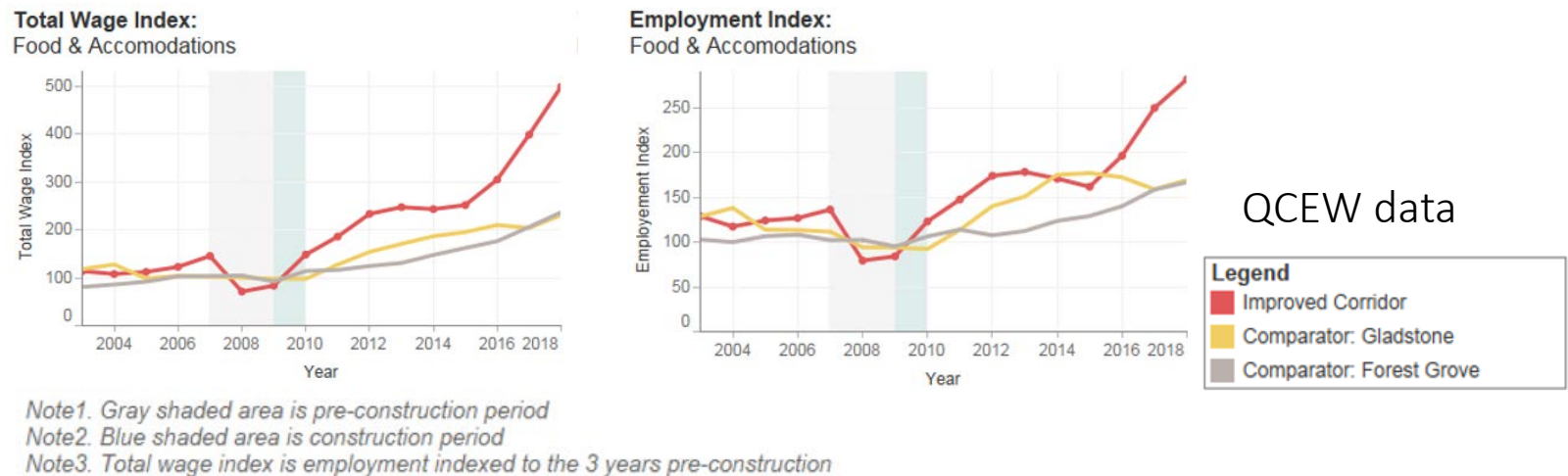
Private, proprietary source of employment data from Walls & Associates, based on DUNS Marketing Information file from Dun and Bradstreet, January 1990 to 2017.

Property sales data

Public property tax rolls that include property sales maintained by each county.

Example findings: Forest Grove

Positive impacts on food employment and wages using trend and ITS analysis (2 data sources)



Positive impacts on retail employment and wages using ITS analysis (2 data sources)

Example findings: SE Division

Positive impacts on food employment and wages using trend and ITS analysis using QCEW data

Employment Index:
Food & Accommodations



Note1. Gray shaded area is pre-construction period

Note2. Blue shaded area is construction period

Note3. Total wage index is employment indexed to the 3 years pre-construction

No clear impacts on retail employment and wages using trend and ITS analysis using QCEW data

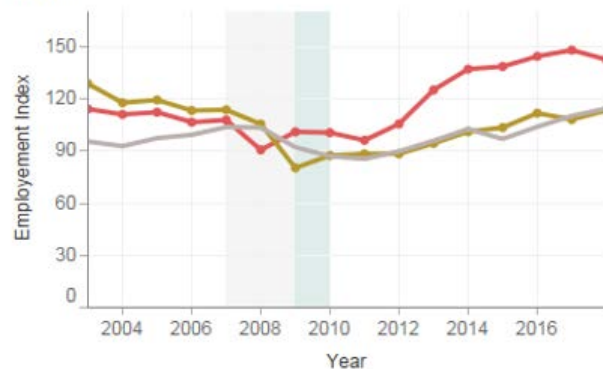
Employment Index:
Retail



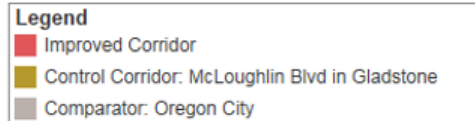
Example findings: McLoughlin Blvd, Oregon City

Positive impacts (mostly) on retail
employment and wages using trend, DID
& ITS analysis using QCEW & LEHD data

Employment Index:
Retail



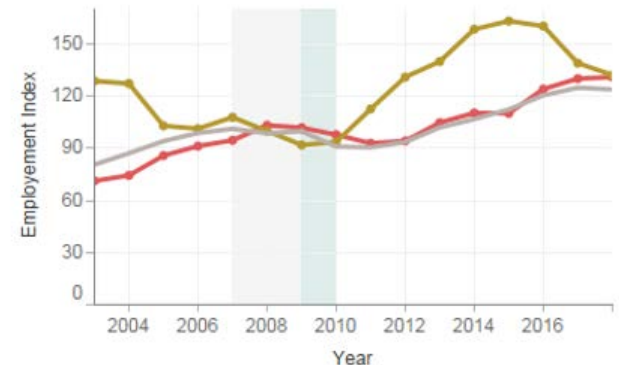
QCEW data



Note1. Gray shaded area is pre-construction period
Note2. Blue shaded area is construction period
Note3. Total wage index is employment indexed

No clear impacts on food
employment using trend and ITS
analysis using QCEW & LEHD data.
Mixed findings on wages.

Employment Index:
Food & Accommodations





Metro

Active Travel Return on Investment (Task 2)

Capturing benefits to bicycle users

Joe Broach | Metro | Modeling & Forecasting
October 2, 2020



Benefits of active travel projects

Placemaking:
benefits to project
area

Connectivity:
benefits to facility
users



Photo: Eastbank Esplanade Trail (Portland, OR)

Example: Eastbank Esplanade

Thousands of bicycle trips use a facility like the Esplanade every day

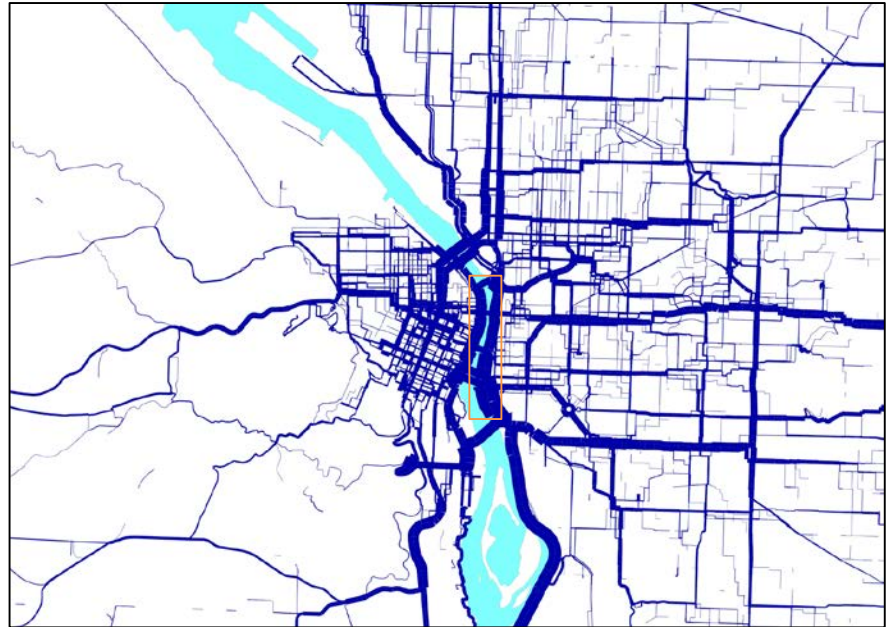


Image: Metro Regional Travel Model Bicycle Volumes

Network effects amplify value

Hundreds of routes around the region depend on the Esplanade to connect from A to B

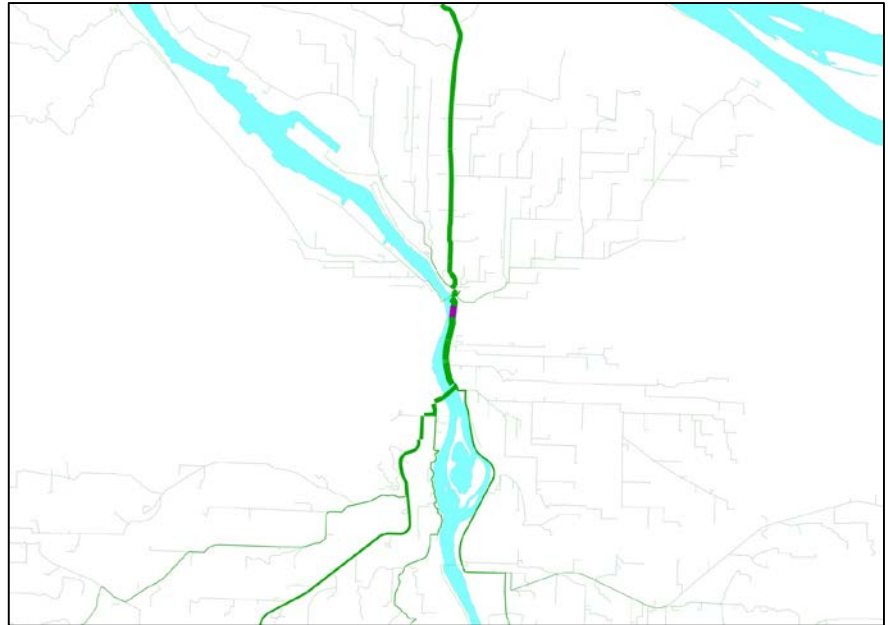


Image: Metro Regional Travel Model Least Cost Routes Passing Through Southbound Eastbank Esplanade

Capturing new and existing user benefits

1. Compare scenarios with and without 8-10 gap-filling projects at 3 points in time
2. Monetize benefits of better routes
3. Monetize health benefits of increased bicycling

Image: Metro Regional Travel Model Bicycle Volumes

Calculating investment return

Compare travel and health benefits with construction and maintenance costs over time

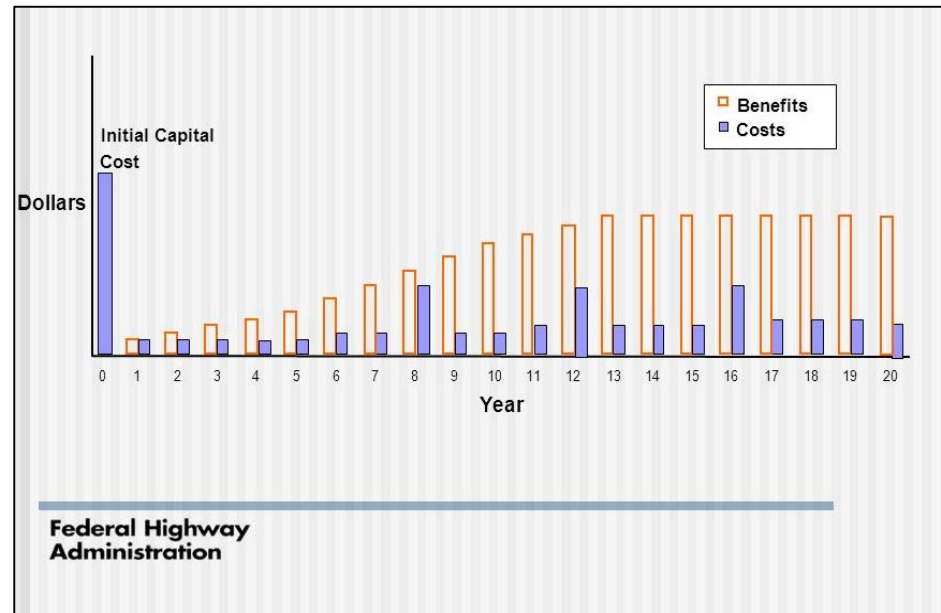


Image: Illustration of Project Costs and Benefits Over Time

Key challenges

- Metro model does not capture recreation
- Health benefits from external tool
- Avoid double counting travel + health benefits



Photo: Eastbank Esplanade Trail (Portland, OR)

Recap

- Why This?
 - Purpose of the project is to be better informed about the benefits of active transportation projects
- Why Now?
 - Provide background research to inform policy discussions for upcoming RFFA and RTP update cycles

Questions?

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Joe Broach, Joe.Broach@oregonmetro.gov