

Agenda



600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, November 6, 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/82191096755?pwd=UmdxRk1aK2R1ZzV3bnFIUkJlUUtTdz09>

Passcode: 357584

Phone: 877 853 5257 (Toll Free)

9:30 am	1.	Call To Order, Introductions and Declaration Of A Quorum	Tom Kloster, Chair
9:45 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 and racial equity updates from Metro & Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• Jurisdictional Transfer public comment update (John Mermin)• UPWP administrative amendment for SW Corridor Transit project (John Mermin)• 2024-2027 STIP Letter to OTC update (Grace Cho)• Federal Review meeting scheduled in December (Chair Kloster)	Tom Kloster, Chair
10:10 am	3.	Public Communications On Agenda Items	
10:15 am	4.	* Consideration of TPAC Minutes, September 4, 2020 Consideration of TPAC Minutes, October 2, 2020 TPAC Minutes Review of October 7, 2020 workshop – no action needed	Tom Kloster, Chair
10:25 am	5.	* Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5144 Purpose: For the Purpose of Amending One Existing and Adding Two New Projects to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) Impacting Hillsboro, TriMet, and Washington County (NV21-04-NOV) <ul style="list-style-type: none">• <u>Recommendation to JPACT</u>	Ken Lobeck, Metro
10:40 am	6.	* 2024-27 Metropolitan Transportation Improvement Program (MTIP) Plan Purpose: Provide an overview of the proposed work plan for developing the 2024-2027 MTIP. <ul style="list-style-type: none">• <u>Information/Discussion</u>	Grace Cho, Metro
11:20 am	7.	* Proposed UPWP amendments for new planning projects from ODOT, TriMet and Metro Purpose: Discuss proposed bundle of amendments to the 2020-21 UPWP for <u>I-5 / I-205 tolling, Red line Transit-Oriented-Development, and TV Highway.</u> <ul style="list-style-type: none">• <u>Info/Discussion</u>	John Mermin, Metro Glen Bolen, ODOT Jeff Owen, TriMet Chris Ford, Metro
11:50 am	8.	Committee 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	9.	Adjourn	Tom Kloster, Chair

* Material will be emailed with meeting notice

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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2020-21 TPAC Work Program

As of 10/30/2020

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

<p>November 6, 2020 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (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) • UPWP administrative amendment for SW Corridor Transit project (John Mermin) • 2024-27 STIP letter to OTC update (Grace Cho) • Federal Review meeting scheduled in December (Chair Kloster) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 20-5144 <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2024-27 MTIP Plan <u>Informational</u> (Grace Cho; 40 min) • Proposed UPWP Amendments for new planning projects from ODOT, TriMet and Metro <u>Informational</u> (John Mermin & Chris Ford, Metro Glen Bolen, ODOT/Jeff Owen, TriMet 30 min) • Committee reports on Creating a Safe Space at TPAC <u>Info/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"> • Creating Safe Space at TPAC, (chat) (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) • 2024-27 STIP update (Grace Cho) <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 & Chris Ford, Metro/Glen Bolen, ODOT/Jeff Owen, TriMet 30 min) • 2020-21 TSMO Strategy Update Progress <u>Information/Discussion</u> (Caleb Winter, 40 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"> • Creating Safe Space at TPAC, (chat) (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) • Funding Obligation Targets – Briefing (Ted Leybold & Ken Lobeck; 25 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>Informational</u> (John Gardner, TriMet; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min) 	<p>February 5, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (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 Flexible Funds Allocation (RFFA) Process and Policy update - Briefing and Discussion (Dan Kaempff; 45 min) • Regional Mobility Policy Update <u>Information/Discussion</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) • Regional Congestion Pricing Study Update (Elizabeth Mros-O'Hara; 10 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 10/30/2020

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<p>March 5, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (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 Emergency Transportation Routes (ETR) Update: RETR Routes and Report <u>Recommendation to JPACT</u> (Kim Ellis, Metro/Laura Hanson, RDPO; 20 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) • Regional Congestion Pricing Study – Final Report (Elizabeth Mros-O’Hara; 20 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"> • Creating Safe Space at TPAC, (chat) (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"> • Creating Safe Space at TPAC, (chat) (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>June 4, 2021</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (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>Information/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)

2020-21 TPAC Work Program

As of 10/30/2020

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

<p><u>July 9, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (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"> • Creating Safe Space at TPAC, (chat) (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"> • Creating Safe Space at TPAC, (chat) (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"> • Creating Safe Space at TPAC, (chat) (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 <u>Discussion</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min)</i> • 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"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Update <u>Recommendation to JPACT</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min) 	<p><u>December 3, 2021</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2023 Regional Transportation Plan Update Scoping <u>Information/Discussion</u> (Kim Ellis, 30-45 min.) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)

2020-21 TPAC Work Program

As of 10/30/2020

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Parking Lot: Future Topics/Periodic Updates

- Corridor Planning Updates (1) TV Highway, (2) Rose Quarter, (3) Burnside Bridge
- Implement Local Climate Plans & Climate Smart Strategy Updates
- Enhanced Transit Update
- TPAC Democratic Rules Training (Kloster)
- Metro Legislative Updates (Randy Tucker)
- Update on SW Corridor and/or Division Transit
- Regional Congestion Pricing Study Update (Elizabeth Mros-O'Hara)
- Transportation for America Smart Cities Collaborative program update (Eric Hesse, Portland/ Katherine Kelly, Gresham/Eliot Rose, Metro)
- 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)

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 10/28/2020**

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

<p>June 16, 2021 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Best Practices and Data to Support Natural Resources Protection (Lake McTighe; 90 min) 	<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; 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.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: October 28, 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 late October 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 - October 2020
Within Resolution 20-5130

<p align="center">Proposed October 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: OC21-03-OCT Total Number of Projects: 5</p>					
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	SPLIT PROJECT: 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).
Project #2 Key 18441	70782	ODOT	OR217: 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.

<p>Project #4 Key 20411</p>	<p>70968</p>	<p>ODOT</p>	<p>I-5: I-205 Interchange - Willamette River I-5: I-205 Interchange - Boone (Willamette River) Bridge</p>	<p>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.</p>	<p>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.</p>
<p>Project #5 Key NEW - TBD</p>	<p>TBD</p>	<p>TriMet</p>	<p>Preventative Maintenance (2019 HIP Fund Exchange)</p>	<p>\$3,305,682 million of \$7,305,682 Metro 2019 HIP fund exchange with TriMet committed here supporting preventative maintenance needs (IGA# 936755)</p>	<p>ADD NEW PROJECT: The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange</p>

Amendment status:

- JPACT approval occurred on October 15 , 2020
- Council approval scheduled for October 29, 2020.

**MTIP ADMINISTRATIVE MODIFICATIONS
Submitted during early through mid-October, 2020**

- The October 2020 Administrative Modification to the 2021-24 MTIP was still under development as of 10/28/2020 and will be included in the December report.

Memo



Date: October 29, 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 10/22/20		
Number of fatalities*	Fatalities by mode	Fatalities 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 5 Motor Vehicle 1 Motorcycle	Clackamas: 2 Multnomah: 5 Washington: 2
March 2020: 8	2 Pedestrian 6 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	10 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: 12	5 Pedestrian 1 Bicycle 4 Motor Vehicle 2 Motorcycle	Clackamas: 3 Multnomah: 8 Washington: 1
October 2020: 15	3 Pedestrian 4 Motorcycle 8 Motor Vehicle	Clackamas: 1 Multnomah: 13 Washington: 1
Total: 95	22 Pedestrian 4 Bicycle 14 Motorcycle 55 Motor Vehicle	Clackamas: 26 Multnomah: 54 Washington: 15

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 10/22/2020

October 2020

Unknown, motorcycling, Multnomah County, 10/22/20
Devontay, age unknown, driving, Multnomah County, 10/22/20
Colins, 18, and Mauesby, 19, driving, Multnomah County, 10/18/20
Eric, 47, walking, Washington County, 10/12/20
Unknown, driving, Multnomah County, 10/10/20
Unknown (double), walking, Multnomah County, 10/10/20
Ryan, 37, driving, Multnomah County, 10/10/20
Brian, 24, motorcycling, Multnomah, 10/9/20
Timothy, 41, motorcycling, Multnomah County, 10/9/20
Alexander, 33, driving, Clackamas County, 10/8/20
Andrew, 26, motorcycling, Multnomah County, 10/4/20
Unknown (double), driving, Multnomah County, 10/1/20

September 2020

Nathaniel, motorcycling, Multnomah County, 9/28/20
Timothy, 52, walking, Multnomah County, 9/24/20
Unknown, driving, Washington County, 9/23/20
Damian, 45, driving, Multnomah County, 9/22/20
Robert, 59, walking, Clackamas County, 9/19/20
Dakota, 20, motorcycling, Clackamas County, 9/16/20
Christopher, 36, walking, Multnomah County, 9/11/20
~~Unknown~~Alberto, 35, walking, Multnomah County, 9/11/20
~~Unknown~~Nicholas, 16, driving, Clackamas County, 9/6/20
~~Unknown~~Jessica, 46, walking, Multnomah County, 9/4/20
Martin, 81, bicycling, Multnomah County, 9/3/20
~~Unknown~~Alijah, 25, 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 Rachele, killed in a motor vehicle crash, age 45, Clackamas County, 7/28/20
Aaron Russell, age 41, killed in a motor vehicle crash, Clackamas County, 7/5/20
Carlos, age 24, passenger, killed in a single motor vehicle crash, SW River Road, Washington County, 7/25/20; alcohol and speed appear to be contributing factors
Julie Elizabeth, age 45, killed in a motor vehicle crash, SE 122 Ave., Multnomah County, 7/23/20
Camille Mino 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~~ Audrey, 22, 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 (crash type mislabeled as MV in crash report)
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
[Mary Kathleen, 54, driving, Washington, 2/15/20](#)
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

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

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

Background

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

Metro was recently awarded a grant from the Federal Transit Administration to complete Phase II of the Southwest Corridor Equitable Development Strategy, with a focus on mitigating the effects of displacement on businesses and employees, while examining ways to increase workforce development that aligns with the transit project. See attached project narrative which describes (in tracked changes) the work to be completed this fiscal year with the FTA grant.

Next Steps

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

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

Southwest Corridor Transit Project

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

Description

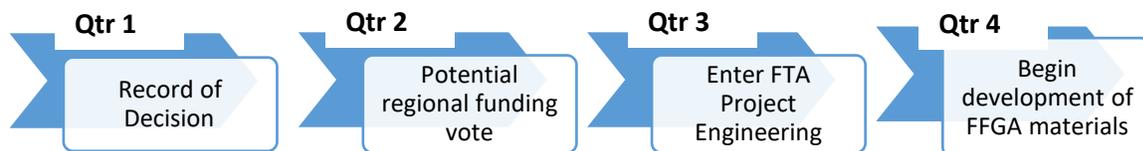
The Southwest Corridor Transit Project would extend the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to public roadway, sidewalk,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

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

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

In FY 2019-20, the project released its equitable development strategy and a conceptual design report and completed a Final Environmental Impact Statement. This is an ongoing program. In FY 2020-21 the project will work with the Federal Transit Administration to acquire a Record of Decision and apply for entry to Project Engineering. Additionally in FY 2020-21, work will begin on Phase II of the Equitable Development Strategy, with a focus on mitigating the effects of displacement on businesses and employees, while examining ways to increase workforce development that aligns with the transit project. This will include an initial Business and Workforce Inventory & Analysis done in concert with project partners at the City of Portland and the City of Tigard. In FY 2021-22, the project plans to submit a request for a Full Funding Grant Agreement (FFGA) and continue work on the Equitable Development Strategy, Phase II. Please contact staff for more detail.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 579,441 <u>629,441</u>
Materials & Services	\$ 321,500 <u>571,500</u>
Interfund Transfer	\$ 100,642

Resources:

Metro Direct Contribution	\$ 219,696
<u>Federal Grant</u>	<u>\$ 300,000</u>
Local Partner Support	\$ 781,887

FY 2020-21 Unified Planning Work Program

TOTAL \$ ~~1,001,583~~ 1,301,583

TOTAL \$ ~~1,001,583~~
1,301,583

October 20, 2020

Robert Van Brocklin, Chair
Oregon Transportation Commission
355 Capitol Street, NE
Salem, Oregon 97301

RE: 2024-2027 State Transportation Improvement Program (STIP)

Dear Chair Van Brocklin and members of the Oregon Transportation Commission:

The members of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) appreciate the opportunity to provide comment on the development of the 2024-2027 State Transportation Improvement Program (STIP) and the thorough approach the Oregon Transportation Commission (OTC) and the Oregon Department of Transportation (ODOT) have taken to the current STIP process. As the metropolitan planning organization (MPO) for the Portland region, Metro is tasked with cooperatively developing the federal transportation investments in our region with ODOT and our transit agencies. Given our role, we understand the challenging discussion the Commission faces to decide how best to invest limited dollars to achieve multiple goals; we also understand the impact that funding decisions have on the state's ability to meet performance metrics, achieve policy goals, and improve the lives of Oregonians. Within this first phase of developing the 2024-2027 STIP, the Commission will make several significant policy decisions which will set the course in how investments in the transportation system will get identified, prioritized, and selected. In making these decisions, we respectfully ask the Commission to consider the following comments.

Continue a transparent decision-making process for developing the 2024-2027 STIP by allowing time for adequate consideration of stakeholders' recommendations for this important decision.

The region wants to thank the Commission for beginning the development of the 2024-2027 STIP in a transparent way. Due to the process so far, the region is aware of the different policy goals and approaches which will guide the development of the 2024-2027 STIP. The Portland region welcomes the new outcomes-based performance evaluation that will allow a deeper understanding of the impacts of funding scenarios on achieving the Commission's policy goals. However, our understanding is that the results of this new performance evaluation will not be released and shared with different stakeholder groups until late October. JPACT and the Metro Council are concerned that our stakeholders will not have enough time to review the analysis results and provide comment prior to the scheduled Commission decision on the funding scenarios in early December. We ask the Commission to allow stakeholders the time to consider this analysis, organize comments, and develop recommendations to the OTC before making a decision on the final scenario. This may mean deferring the decision to the January 2021 OTC meeting.

Provide direction to the 2024-2027 STIP to allow ODOT to address the comprehensive needs of arterials in the Portland region.

JPACT and the Metro Council are fully aware that transportation resources are limited and scarce, especially during this time; however, the needs in the Portland region are great. A long-neglected area of need are the state-owned arterials. These facilities in the greater Portland area have significant deterioration and are the sites of the greatest number of crashes leading to fatalities and serious injuries. They also play a critical role in the state and region's transportation system, carrying upwards of 30,000 vehicles per day, serving as the routes for some of the state's busiest bus lines, and serving as the de facto main streets for many of the region's communities of color and ethnic small businesses. They are also in greatest need of multi-modal improvements that can achieve state climate targets.

These state-owned arterials in the Portland region require a large combination of fix-it, enhance highway, safety, and non-highway investments but the current STIP funding process creates barriers to adequately addressing these needs. To address these barriers, we ask the OTC to consider changes in the STIP process regarding project eligibility and prioritization criteria within its funding allocation programs and/or to create a dedicated and adequately resourced arterial funding program. Proposed changes to the existing funding allocation programs include:

- Greater emphasis on traffic volume and facility complexity in prioritizing fix-it funding distributions
- Increasing the proportion of revenue allocations to the Safety, Non-Highway, and Enhance programs (as an alternative to creating a dedicated arterial program)
- More flexibility in funding allocation program criteria to allow consolidating project priorities across programs
- Greater emphasis within ODOT regions on coordinating projects across ODOT funding programs and leveraging outside funding sources
- Greater emphasis on arterials in the prioritization criteria within ODOT funding programs, and in some cases, recognition of where funding would facilitate a mutually-beneficial jurisdictional transfer of ODOT facilities to interested local jurisdictions.

The metropolitan region has identified enormous need for these facilities to be improved. If we address these needs together, it is clear that doing so would have a significant impact on our ability to achieve shared regional and state policy goals, as identified in the Commission's Strategic Action Plan. To demonstrate our commitment, Metro has placed a funding measure on the ballot that, if approved, will bring billions of dollars of investment to these facilities and prime them for future federal funding opportunities that will bring new transportation dollars to the state. We have also initiated, in partnership with ODOT, the technical and policy work to facilitate jurisdictional transfer of ODOT facilities to local ownership, should the resources and necessary agency commitment to achieve these agreements follow. ODOT has acknowledge the immense need on these facilities, and investing in them is critical to meeting that state's racial equity, Vision Zero, and climate goals. This is the opportunity to update the STIP process to allow ODOT the funding and administrative flexibility necessary to address the needs on these state-owned arterials.

Continue to develop and invest in the highway system in the Portland Region in a manner that reflects community values and public input.

The shared values of the OTC and the region should be the framework which ODOT continues to develop and implement the existing project commitments identified by HB2017; the I-5 Rose Quarter, I-205, and Highway 217 projects. Since 2017, JPACT and the Metro Council have expressed to the OTC and the Oregon Legislature their ongoing support for these projects as part of a comprehensive strategy to address congestion in the Portland region, including a congestion pricing strategy. We request that ODOT continue to develop and fund these major travel corridors with project elements that achieve our shared goals of equity, safety, climate emissions reduction and congestion relief. Investment in ODOT's existing HB2017 commitments need to be done in tandem with investment in the state-owned arterials to ensure the transportation system not only serves the people who live and work in the region, but also supports the livelihood of all Oregonians who depend on an efficient, well managed, multimodal transportation system in the Portland metropolitan region to receive and get goods to market.

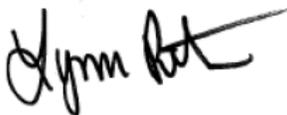
In closing, the Commission has a number of difficult choices to make to which will set the course of direction for the 2024-2027 STIP. To have a STIP prepared by 2023 that is a reflection of the Commission values, we urge the Commission to delay the decision on the 2024-2027 STIP until the January 2021 meeting to allow stakeholders the time to digest the evaluation results, coordinate with the Region 1 ACT and other stakeholder groups, and provide the Commission feedback that helps identify potential solutions to the challenging decisions the Commission faces. The intentional deliberation early in the STIP development process will bear outcomes that provide mutual benefits to the state and local communities.

On behalf of the Portland metropolitan region, JPACT and the Metro Council, we appreciate the opportunity to comment on the 2024-2027 STIP development. The region looks forward to working in partnership with the Commission to best address and advance our shared goals.

Sincerely,



Shirley Craddick, Councilor, Metro Council
Chair of the Joint Policy Advisory Committee on Transportation (JPACT)
On behalf JPACT



Lynn Peterson, President, Metro Council
On behalf of Metro Council

Cc: Kris Strickler



Meeting minutes

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

Date/time: Friday, September 4, 2020 | 9:30 a.m. to 11:30 a.m.

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

Members Attending

Ted Leybold, Vice Chair
Karen Buehrig
Chris Deffebach
Lynda David
Dayna Webb
Katherine Kelly
Don Odermott
Jeff Owen
Jon Makler
Karen Williams
Laurie Lebowsky
Lewis Lem
Tyler Bullen
Glenn Koehrsen
Jessica Stetson
Idris Ibrahim
Yousif Ibrahim

Affiliate

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

Alternates Attending

Allison Boyd
Mark Lear
Peter Hurley
Jaimie Huff
Glen Bolen

Affiliate

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

Members Excused

Jessica Berry
Eric Hesse
Donovan Smith
Gladys Alvarado
Taren Evans
Wilson Munoz
Rachael Tupica
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

Multnomah County
City of Portland
Community Representative
Community Representative
Community Representative
Community Representative
Federal Highway Administration
City of Vancouver, Washington
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Jean Senechal Biggs
Will Farley
Julia Hajduk
Erica Rooney
Mike Foley
Nick Fortey
Colin McConnaha
Michael Orman
Travis Brouwer
Talena Adams

Affiliate

City of Beaverton
City of Lake Oswego
City of Sherwood
City of Lake Oswego

Federal Highway Administration
Oregon Department of Environmental Quality
Oregon Department of Environmental Quality
Oregon Department of Transportation
Oregon Department of Transportation

Metro Staff Attending

Ken Lobeck, Funding Programs Lead	Dan Kaempff, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Kim Ellis, Principal Transportation Planner
John Mermin, Senior Transportation Planner	Ally Holmqvist, Senior Transportation Planner
Grace Cho, Senior Transportation Planner	Caleb Winter, Senior Transportation Planner
Matthew Hampton, Senior Transportation Planner	Bill Stein, Senior Researcher & Modeler
Summer Blackhorse, Program Assistant III	Marie Miller, TPAC Recorder

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

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

2. Comments From the Chair and Committee Members

- **Committee input form on Creating a Safe Space at TPAC** (Vice Chairman Leybold)
Vice Chair Leybold noted the chat area in Zoom where a link to adding input to “Creating a Safe Space at TPAC” had been placed. Members and guests were encouraged to use the link during the meeting for comments or input, which would be reviewed at the end of the meeting. The logistics in Zoom were briefly reviewed, including where participants and attendees are listed, features to raise hands, mute/unmute, and share screen.
- **COVID-19 and racial equity updates from Metro and Region** (Vice Chairman Leybold and all)
Vice Chair Leybold noted that Metro Regional Center will remain closed to the public through the end of this calendar year. Meetings scheduled will be done virtually. In efforts to address lower budget forecasts, Metro staff are taking a second round of furloughs through the rest of the calendar year. Response time from staff may be delayed with these furlough days in place.

Jeff Owen announced that the Steel Bridge work has been completed. A survey on reimagining public safety and security on transit is now open for public comment. The link for this is: trimet.org/publicsafety

Glen Bolen announced that the Interstate Bridge is having major service work done, starting Sept. 12 through Sept. 20. All northbound traffic will be impacted. It was advised to plan accordingly.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Vice Chair Leybold noted the monthly submitted MTIP formal amendment and administrative modification project lists through the August 2020 timeframe in the meeting packet, submitted by Ken Lobeck. For any questions on these projects contact Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) Information on the current the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year was presented by Lake McTighe. Preliminary data from this report often change once more is known about crashes. From the past report, three previous fatalities have changed to be listed as death from natural causes and suicide. As of August 23, three fatalities have been added to the total, bringing the total in the region to 66 this year. Total fatalities in the state at this time are 278. Ms. McTighe noted a planned regional public safety workshop in coming months.

Jeff Owen asked if the monthly fatal crash updates would be included in JPACT meeting packets as TPAC previous recommended. Ms. McTighe noted this is still being considered but the opportunity to discuss with staff has been limited so far. It should be addressed soon.

Glen Bolen noted several protective crossings added to sections of roads by the City of Portland. They have also lowered the speed limit from 35 to 30 in areas that will help with vehicle, pedestrian and bicyclist safety.

- **Jurisdictional Transfer upcoming public comment period** (John Mermin)
John Mermin noted the memo in the meeting packet regarding the release of the draft report and public comment period September 15 – October 22 and invite members to submit any further feedback on the report during this window. Engagement tools for sharing feedback with staff was included in the memo. In December 2020, staff will share with TPAC, JPACT and Metro Council what was heard through public comments, and a recommendation for future regional action from the consulting team. Metro staff will be requesting action on a Resolution to accept the final report for inclusion in 2023 RTP Technical Appendix.

Comments from the committee:

- Karen Buehrig asked what requires an official comment period for projects. Mr. Mermin said he would check with the communications engagement team on this, noting input on technical feedback with projects are often made, not necessarily policy required. Mr. Leybold added public comments are required for funding or policy proposals, but Metro studies can receive helpful input in technical terms from public comments.
- Chris Deffebach acknowledged the work by Mr. Mermin with Washington County on this project. Clarification was asked on the report adopted in the 2023 RTP Appendix for what reference or use. Mr. Mermin noted the report was to be housed in the appendix for reference location, not leading to policy changes in the RTP.
- Karen Williams announced that Oregon DEQ has just accepted the invitation to participate as an agency in the I-205 tolling project environmental process.

3. Public Communications on Agenda Items

Mr. Doug Allen, Director, Association of Oregon Rail and Transit Advocates (AORTA), asked consideration of TPAC and JPACT to read the letter AORTA provided to TriMet with their concerns about the Red Line project. The association feels the project fails to meet reasonable standards of equity and cost-effectiveness. Mr. Allen urged TPAC to think about how projects of this size and importance should address more forward-thinking, equitable and cost effectiveness with significant amounts of funding. Jeff Owen, TriMet representative on TPAC thanked Mr. Allen for his letter with good input and thoughts on these issues.

4. Consideration of TPAC Workshop Minutes from July 22, 2020 *Informational agenda item*

No action needed for approval. No corrections or additions to the workshop minutes noted.

Consideration of TPAC Minutes from August 7, 2020

MOTION: To approve the minutes from August 7, 2020 as presented.

Moved: Jeff Owen

Seconded: Glen Bolen

ACTION: Motion passed with two abstentions; Don Odermott and Karen Williams.

- ### 5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5127 (Ken Lobeck)
- Mr. Lobeck provided TPAC information on Formal Amendment 20-5127 which completes required final corrections to the 2018-21 Metropolitan Transportation Improvement Program (MTIP), amends complete technical corrections, and adds new projects as part of the transitional formal amendment to the 2021-24 MTIP.

A short summary of the 15 projects included in the September 2020 Formal Transition Amendment was described, and also included in the meeting packet. The fifteen projects in the September Formal Transition MTIP Amendment bundle represent part two of the two-part formal transition amendment.

Comments from the committee:

- Karen Buehrig asked for clarification between projects in the UPWP and MTIP. Regarding the Freight Planning Study it was thought planning was not included in the MTIP. Mr. Lobeck noted the multiple factors with UPWP planning projects when certain projects become stand-alone project primarily because they use consultants and require IGAs. Another example besides the Freight Study is the Corridor System Planning project. Mr. Leybold added that where money that can be spent on capital projects, if used for planning activity, needs to be included in the TIP. They track the allocation of funds through the TIP on these projects. It was agreed there are complexities in issues between UPWP and the TIP, but effort to continually improve.

MOTION: To provide JPACT an approval recommendation of Resolution 20-5127 consisting of fifteen projects in the September Formal Transition Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP in October with final approval to occur from USDOT.

Moved: Karen Buehrig

Seconded: Jessica Stetson

ACTION: Motion passed unanimously.

6. DEQ Efforts to Implement Governor Brown’s Climate Action Executive Order 20-04 (Colin McConnaha & Michael Orman, DEQ)

Mr. McConnaha and Mr. Orman provided information on the Governor’s Executive Order 20-04, directing state agencies to take actions to reduce greenhouse gas emissions and consider climate change in agency planning. The executive order established science-based greenhouse gas emissions reduction goals for Oregon of at least 45 percent below 1990 levels by 2035 and at least 80 percent below 1990 levels by 2050. The order contains several directives to the Environmental Quality Commission and the Department of Environmental Quality to take action consistent with existing legal authority to reduce emissions toward meeting the science-based goals. One of the specific directives is for the EQC and DEQ to “cap and reduce” greenhouse gas emissions from three sectors including large stationary sources, transportation fuels, and liquid and gaseous fuels, including natural gas.

A critical aspect of establishing programs to cap and reduce greenhouse gas emissions in Oregon is strong public engagement in the program development process, particularly by communities that may be most affected by such policies. Comments received after the submission of the preliminary report demonstrated a widespread understanding of the importance of engaging these communities. DEQ will ensure there are meaningful opportunities for public and stakeholder engagement and input throughout the new emissions cap and reduce program development process.

The executive order also directs DEQ to expand the existing Clean Fuels Program with the goal of reducing the average amount of greenhouse emissions per unit of fuel energy by 20 percent below 2015 levels by 2030, and 25 percent below 2015 levels by 2035. There is also a directive to four state agencies, including DEQ to implement the Statewide Transportation Strategy. DEQ recognizes the potential interplay between new emissions cap and reduce programs, the expansion of the clean fuels program, and the development of other state and local programs to reduce greenhouse gas emissions.

During technical workshops and Town Halls this fall, DEQ will explore and refine policy options with the public and stakeholders prior to the initiation of the agency’s formal rulemaking.

- Greenhouse Gas Emissions Reduction Goals, Sectoral Caps, Limits for particular Entities, and the Trajectory(ies) of Reductions
- Scope of Program Coverage, Greenhouse Gas Emissions Thresholds, and Regulated Entities
- Distribution of Compliance Instruments
- Cost Effectiveness and Cost Containment
- Options to Avoid, Minimize and/or Reduce Environmental, Public Health and Adverse Economic Effects on Particular Communities and Economic Interests

The work plan to expand the Oregon Clean Fuels Program was presented. The current CFP is designed to reduce the average carbon intensity of transportation fuels used in Oregon by at least 10% below 2015 levels by 2025.

The Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction (STS) is Oregon’s carbon reduction roadmap for transportation and includes strategies for substantially reducing GHG emissions. Six categories of strategies and 133 elements were identified in the STS. The categories included:

- Vehicle and Engine Technology Advancements
- Fuel Technology Advancements
- Systems and Operations Performance

- Transportation Options
- Efficient Land Use
- Pricing Funding and Markets

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

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

- Reduce Vehicle Miles Traveled Per Capita
- Support Use of Cleaner Vehicles and Fuels
- Consider GHG Emissions in Decision-Making

The actions chosen for this first STS Multi-Agency Implementation Work Plan will be leveraged with and complement the other individual agency work described above. Efforts will also needed by local jurisdictions, the private sector, and the public in order to see significant GHG emission reductions. Further information was provided from the Multi-Agency Implementation Work Plan on policy actions and program objectives. Website links were provided:

<http://www.oregon.gov/deq/ghgp/Pages/capandreduce.aspx>

<https://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx>

Comments from the committee:

- Glen Bolen asked what MHD stands for. This was answered by Karen Williams: Medium and Heavy Duty Diesel.
- Jeff Owen asked if the increase in freight emissions shown on slide 14 assumed current projector with fuel mix and vehicle sizes used in 2010. It was noted a more current 2018 ODOT report showed a growth in this projected trend. It was suggested information from these reports could be used with current freight planning studies for emission reductions. Tim Collins working on the Metro Regional Freight Study will be informed with these developments.
- Glen Bolen noted how complicated these issues were from the presentation. Regarding land use, displacement of marginalized populations in areas that caused travel changes, it was noted that at times we may become counter-productive with GHG reduction goals. It was important to understand how these issues worked together. It was added that in addition to what DEQ presented on Every Mile Counts efforts, DLCD, ODOT and other agencies are looking at new, existing, and long-term projected programs to implement positive reductions to emissions.

It was asked why the drop in projected emissions was so strong in 2030, but then escalated in 2050 in the presentation. Mr. Orman noted reductions were modeled on several factors, and assumptions change with new versions of data. Mr. McConnaha noted the projected emissions mentioned related to the electric vehicle sector accounting for the drop in 2030. As the initiatives with Climate Action Executive Order 20-04 continue to be developed and implemented more updates can be provided to the committee.

7. 2024-2027 State Transportation Improvement Program (STIP) Update (Travis Brouwer, Glen Bolen, Talena Adams, ODOT) Travis Brouwer, Assistant Director for Revenue, Finance & Compliance, Talena Adams, Program and Funding Service Manager Region 1, and Glen Bolen, Interim Planning Manager Region 1 presented information on the 2024-2027 STIP.

The Oregon Transportation Commission is starting work to identify where to spend hundreds of millions of dollars to preserve and improve the state's transportation system. Every three years, the OTC puts together the Statewide Transportation Improvement Program (STIP) that lays out where we will invest federal and state money in the transportation system. The OTC and ODOT develop the STIP with a wide variety of participants, including cities, counties, many other partners and the public. This STIP looks all the way out to funding projects in 2024 through 2027.

There are three steps to developing the STIP.

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

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

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

Program funding allocations from past cycle of STIP and possible scenarios of allocations were shown. Included this year in the STIP is ODOT's Modern Transportation System: *Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.*

- **Preservation and Stewardship:** Preserve, maintain, and operate Oregon’s multimodal transportation system and achieve a cleaner environment.
- **Safety:** Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.
- **Accessibility, Mobility and Climate Change:** Provide greater transportation access and a broader range of mobility options for Oregonians and address climate change.
- **Congestion Relief:** Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.
- **Project Delivery:** Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.
- **Innovative Technologies:** Invest in and integrate technologies to improve transportation services.

At the OTC September meeting the different scenarios will be presented on STIP funding allocations. In October the Commission will weigh in on results from projected scenarios, and in December 2020 or January 2021 make a decision on program funding allocations.

Comments from the committee:

- Mark Lear acknowledged the good work on the presentation trying to track this information. Noted was having the revenue series together and ways of testing investments; a good model Metro, Portland and others could look at modeling. Noting the three goals in the strategic plan with barriers to equity, it was asked how TPAC could engage with this and see the scenarios before a final decision is made. Mr. Lear noted support for OMPOC recommending 100% allocation and why these models of expenditures were proposed. It was suggested more work be done on scenario focus with redundant urban arterials. Mr. Brouwer mentioned the risk mitigation with having to cut programs in the STIP, so that 8-10% reduction forecasts were included in the scenarios. More discussion on this issue as funding scenarios change.
- Chris Deffebach asked for more information on the public comment period with scenarios. Mr. Brouwer noted public comments are ongoing and encouraged for all to weigh in before the September OTC meeting. In October the commission will have a specific STIP agenda item with analysis of scenarios. The STIP public comment document will be updated ongoing. In addition an online open house is planned for further comments and review between October and December.

It was asked if official recommendation from TPAC and/or JPACT on ODOT/STIP priorities was being considered. Vice Chair Leybold noted feedback from the committee could warrant this with formal recommendation, if relative to the OTC timeframe, consensus from the MPO region and jurisdictional partners, and relative to ODOTs decision moving forward prior to December decision. Discussion on changing funding opportunities and scenarios would need to be factored in with the timeline.

- Peter Hurley noted the specific language in the Governors’ Executive Order what was allowed by law incorporating climate change actions. It was asked how ODOT planned to incorporate this action with development and evaluation toward the scenarios. Mr. Brouwer noted the climate change was added since the initial order but would quickly

be incorporated to inform scenario development and used in the evaluation tool with key factors.

- Karen Buehrig appreciated the presentation and opportunity to engage with ODOT on the upcoming STIP planning process. Regarding recommending a comment or input to JPACT, it was suggested TPAC address this issue prior to a JPACT meeting this fall. Vice Chair Leybold noted the schedule and staff checking to see how this developed with ODOT's plans and OTC schedules.
- Karen Williams requested that the scenarios contain clear descriptions about the environmental implications on air quality impacts with these programs.
- Peter Hurly added that populations where diesel and other pollutants are more heavily exposed in air toxins should be included in the scenario evaluations for both climate and health issues.
- Mark Lear mentioned that when asking for TPAC/JPACT input in the process, making sure good science and facts were considerations to the scenario evaluations going to the Commission. Vice Chair Leybold agreed that tradeoffs considered with funding and having the best available information toward beneficial investments was best designed.
- Jeff Owen noted the OTC meetings were now available to listen to via audio. It was suggested that if TPAC was interested in more discussion prior to the OTC Dec. meeting the TPAC & JPACT work program might be reviewed for this agenda item.
- Glen Bolen offered to have the presentation from ODOT given to the County Coordinating Committees, which can be arranged.

8. Committee Wufoo Comments on Creating a Safe Space at TPAC (Vice Chair Leybold)

Vice Chair Leybold read the comment received on "Creating a Safe Space at TPAC" during the meeting. *I feel like we don't get a ton of questions and comments from our TPAC community reps during meetings – What can jurisdictional or agency representatives do to make sure we are helping or providing the best type of space for the community reps to actively participate?*

Comments from the committee:

- Tyler Bullen, speaking as a community representative, noted the challenge of finding what questions are being asked from presentations or what is asked for feedback or input. Community members are challenged with jurisdictional/technical complexities and acronyms in materials presented, and there is often no main purpose or clear questions posed that are asked by participants. Having clear direction on what to consider would help.
- Lewis Lem suggested the agenda layout could be better designed to help describe the expectation of presentations. The outcome for discussion only, a decision or recommendation needed, or action item listed might be helpful.
- Jeff Owen agreed on the style of agenda, clarifying what is being asked from members at the meeting. Key questions or key input needed would be helpful, and simple language more easily understood on materials.

Several agencies and jurisdictions offered their time for individual or small group meetings with community members to answer questions and have clarification on topics being discussed at TPAC. These included ODOT, TriMet, Washington County, Clackamas County, and Washington State Department of Transportation.

9. Adjourn

There being no further business, meeting was adjourned by Vice Chairman Leybold at 11:52 am.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, September 4, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	09/04/2020	09/04/2020 TPAC Agenda	090420T-01
2	TPAC Work Program	08/28/2020	TPAC Work Program, as of 08/28/2020	090420T-02
3	TPAC/MTAC Workshop Work Programs	08/21/2020	TPAC/MTAC Workshop Work Program, as of 08/21/2020	090420T-03
4	Memo	08/26/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	090420T-04
5	Memo	08/28/2020	TO TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Regional Framework for Highway Jurisdictional Transfer – Comment Period	090420T-05
6	Draft Minutes	07/22/2020	Draft minutes from July 22, 2020 TPAC meeting	090420T-06
7	Draft Minutes	08/07/2020	Draft minutes from August 7, 2020 TPAC meeting	090420T-07
8	Resolution 20-5127	09/04/2020	Resolution 20-5127 FOR THE PURPOSE OF COMPLETING REQUIRED FINAL CORRECTIONS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) PLUS AMEND, COMPLETE TECHNICAL CORRECTIONS, AND ADD NEW PROJECTS AS PART OF THE TRANSITION FORMAL AMENDMENT TO THE 2021-24 MTIP (SP21-02-SEP)	090420T-08
9	Exhibit A to Resolution 20-5127	09/04/2020	Exhibit A to Resolution 20-5127	090420T-09
10	Staff Report	09/04/2020	Staff Report to Resolution 20-5127	090420T-10
11	Report	June 2020	Program Options to Cap and Reduce Greenhouse Gas Emissions Final Report Submitted to: The Office of Governor Kate Brown By: Oregon Department of Environmental Quality	090420T-11
12	Report	05/15/2020	State of Oregon Department of Environmental Quality Preliminary Work Plan to Expand the Oregon Clean Fuels Program	090420T-12

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
13	Handout	N/A	Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction Multi-Agency Implementation Work Plan June 2020 - June 2022	090420T-13
14	Fact Sheet	July 2020	OTC Begins a New STIP Cycle. Follow the Process and get Involved!	090420T-14
15	Memo	08/31/2020	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: Monthly fatal crash update	090420T-15
16	Presentation	09/04/2020	September 2020 Formal Transition Amendment Summary Resolution 20-5127	090420T-16
17	Presentation	09/04/2020	Designing a Greenhouse Gas Emissions Cap and Reduce Program	090420T-17
18	Presentation	09/04/2020	2024-2027 STIP Process Program and Funding Overview	090420T-18



Meeting minutes

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

Date/time: Friday, October 2, 2020 | 9:30 a.m. to 12:00 noon

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

Members Attending

Tom, Kloster, Chair
Karen Buehrig
Jessica Berry
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Katherine Kelly
Don Odermott
Jeff Owen
Jon Makler
Karen Williams
Laurie Lebowsky
Lewis Lem
Tyler Bullen
Glenn Koehrsen
Jessica Stetson
Gladys Alvarado

Affiliate

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

Alternates Attending

Jamie Stasny
Mark Lear
Jaimie Huff

Affiliate

Clackamas County
City of Portland
City of Happy Valley and Cities of Clackamas County

Members Excused

Donovan Smith
Idris Ibrahim
Taren Evans
Yousif Ibrahim
Wilson Munoz
Rachael Tupica
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

Community Representative
Community Representative
Community Representative
Community Representative
Community Representative
Federal Highway Administration
City of Vancouver, Washington
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Jean Senechal Biggs
Will Farley
Mike Foley
Nick Fortey
Laura Edmonds
Stephan Lewis
Andrew Mortensen
Jennifer Sellers
Sara Wright
Jennifer Dill
Jenny Liu
Mara Krinke

Affiliate

City of Beaverton
City of Lake Oswego

Federal Highway Administration
N. Clackamas County Chamber of Commerce

David Evans, Inc.
Oregon Department of Transportation

PSU/TREC
PSU
Parametrix

Metro Staff Attending

Ken Lobeck, Funding Programs Lead	Dan Kaempff, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Kim Ellis, Principal Transportation Planner
John Mermin, Senior Transportation Planner	Ally Holmqvist, Senior Transportation Planner
Grace Cho, Senior Transportation Planner	Jeff Frkonja, Research Manager
Ted Leybold, Resource Manager	Eliot Rose, Emerging Technology
Joe Broach, Research Associate	Tim Collins, Senior Transportation Planner
Summer Blackhorse, Program Assistant III	Marie Miller, TPAC Recorder

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

Chairman Kloster called the meeting to order at 9:30 a.m. A quorum of members and alternate members present was declared. Guests, public members and staff were noted as attending. Reminders where Zoom features were found online was reviewed.

2. Comments From the Chair and Committee Members

- **Committee input form on Creating a Safe Space at TPAC** (Chairman Kloster) The link to adding comments and input for creating a safe space at TPAC was noted in the chat area of the meeting, which members are welcome to use at any time during the meeting. Comments will be collected and shared at the end of each meeting.
- **COVID-19 and racial equity updates from Metro and Region** (Chairman Kloster and all) Metro is currently having staff furloughs and some staff layoffs in each department, in order to help the budget shortfall.

Jeff Owen noted the online survey for TriMet Reimaging Public Safety & Security is trimet.org/publicsafety/. John Gardner from TriMet will present this at the January TPAC meeting. Also noted was the Gresham Max Improvements Project webpage: <https://trimet.org/alerts/gresham/index.htm>

Jessica Berry announced Multnomah County was surveying types of services most needed in which to lessen impact with planned layoffs. No effect changes to TPAC with participation.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Mr. Lobeck referred to the memo in the packet of the monthly submitted MTIP formal amendment and administrative modification project lists through the September 2020 timeframe. For questions on the information you are encouraged to contact Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) Ms. McTighe referred to the memo in the packet that provides an update 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. Since the memo was written an additional 3 fatalities have occurred, making the total for the year 78 in the Metro region alone. This information was been presented to JPACT as well. The information brought good discussion and thoughts for policy decisions with the data.
- **Regional Mobility Policy Update** (Kim Ellis) Ms. Ellis referred to materials in the packet: the Regional Mobility Policy Update fact sheet, and the Oregon Highway Plan Mobility Policy White Paper from Oregon Department of Transportation. The project schedule is being refined with a brief overview presented to JPACT next. Input and feedback will be sought from both MTAC and TPAC at the joint workshop Oct. 21 with draft materials sent prior to all before the workshop. Further discussion will be held in December for the committees. For questions on any information the committee is encouraged to contact Ms. Ellis.
- **Jurisdictional Transfer update** (John Mermin) The committee was reminded that the public comment period on Jurisdictional Transfer closes Oct. 22. Mr. Mermin will provide a verbal report at the Nov. TPAC meeting, with action requested on the update in December.
- **Reminder for Oct. 7 TPAC workshop on Regional Congestion Pricing Study, 9-11:30 am** (Chairman Kloster) Chairman Kloster reminded the committee of the second workshop on Regional Congestion Pricing Study on Oct. 7. The committee is encouraged to attend.
- Jon Makler announced the retirement of Jerri Bohard, ODOT Policy, Data & Analysis Division Administrator. Her retirement is planned for early next year.

3. Public Communications on Agenda Items

Stephan Lewis, SW Steering Committee, addressed concerns with project #11 in the monthly submitted MTIP amendments under comments from the chair. The project name is listed as OR99W/Barbur Blvd Area: Sidewalk Infill Projects. The amendment adds phases; ROW and ur phases are added to the project at \$50k each. Funds drawn from construction. 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.

Mr. Lewis noted the funding coming off this project for the site locations was a concern given the steering committees' working with PBOT to move census tracking to census blocks data to identify higher equity scores. Mr. Leybold noted the project was a City of Portland project, RFFA funding before the SW Corridor project for formally approved. Since then the two locations in the project were changed due to shortage on budget, redevelopment funds available, scope refinement with design issue changes, and local funds available to complete the project as opposed to requirements from changes using Federal funds. The City of Portland

TPAC members agreed to this analysis. Mr. Lobeck noted the project was still being funded, but identified using different funding mechanisms.

4. **Consideration of TPAC Minutes from September 4, 2020** *Tabled until next meeting.*
5. **Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5130** (Ken Lobeck) Mr. Lobeck presented 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. In summary of the five projects:

Project 1: Region Wide ITS Improvements and Upgrades

AMENDMENT ACTION: SPLIT PROJECT (Combine into Key 18841)

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.

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.

Project 2: OR217 Southbound: OR10 to OR99W

AMENDMENT ACTION: COMBINED PROJECT

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.

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. 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. 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.

Project 3: I-5: Boone (Willamette River) Bridge

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.

Project 4: I-5: I-205 Interchange - Boone (Willamette River) Bridge

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.

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.

Project 5: Preventative Maintenance (2019 HIP Fund Exchange) (New Project)

AMENDMENT ACTION: ADD NEW PROJECT

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.

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.

Comments from the committee:

- Chris Deffebach added appreciation for the funding allocation to the 217 project. Having active transportation funding with these projects, including the Beaverton Bike/Ped improvements helps with safety concerns in this area.

MOTION: To approve recommendation for the 5 projects to JPACT for Resolution 20-5130 under MTIP Amendment OC21-03-OCT.

Moved: Chris Deffebach

Seconded: Don Odermott

ACTION: Motion passed unanimously.

6. Oregon Passenger Rail Program and Corridor Investment Plan (Jennifer Sellers, ODOT/Mara Krinke, Parametrix/Andrew Mortensen, David Evans, Inc.)

Ms. Sellers presented information from the Oregon Department of Transportation that completed its analysis for improved passenger rail service between Eugene-Springfield and Portland — a 125-mile segment. This segment is part of the federally designated Pacific Northwest Rail Corridor.

The results of the analysis are documented in a Draft Tier 1 Environmental Impact Statement (EIS) reviewed by the Federal Railroad Administration. Information in the DEIS includes the general rail alignment, communities where stations would be located, and service characteristics such as the number of daily trips, travel time objectives and recommended technologies. This environmental review helps ODOT and FRA make important decisions, including selecting the general rail alignment and communities where stations would be located.

We will also determine several service characteristics, such as the number of daily trips, travel time objectives and the technologies to be used — for example, whether the trains will be powered by electric or diesel-electric engines.

Funding for the Oregon Passenger Rail project comes from a combination of state and federal funds. ODOT received \$4.2 million in federal grants to continue planning efforts for improved passenger rail service between Eugene and Portland. ODOT is adding \$5.8 million to the project. The Oregon Passenger Rail EIS is required in order for Oregon to compete for future federal and state construction funding for the high-speed rail corridor between Eugene and Portland.

Ms. Sellers noted how COVID-19 has impacted rail passenger ridership and recovery efforts. Oregon investments to improve passenger rail include newer and additional trainsets, improvements to facility stations and upgraded schedules, and the Corridor Investment Plan.

Ms. Krinke explained that the purpose of the plan was to improve the frequency, convenience, speed, and reliability of passenger rail service. The need comes from increasing intercity and regional travel demands, limited rail system capacity, demands from anticipated population growth and safety needs.

Mr. Mortensen noted that the Service Development Plan:

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

Ms. Sellers concluded with the next steps in the project.

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

Comments from the committee:

- Chairman Kloster asked how the Governors' Directive on Climate Change was being addressed in the plan, and if the operational plan was addressed with equity there. The panelists confirmed the climate directive was part of the NEPA analysis, in how ridership was being

studied and analyzed, and in the service plan where multi-modal travel patterns, emission models and benefit cost analysis was included. Ms. Sellers added that in the next legislative session the service recovery plan will include equity elements.

- Jeff Owen asked for clarification on rail stations in the Portland area. There are two; Oregon City and Union Station. Regarding high rail speed, where are the main terminals for these in Oregon? It was noted the initial plan being in Portland, but plans with the study are still underway and not decided. Issues with feasibility, funding, equity and climate will be studied further before final decisions are made.
- Chris Deffebach asked what funding match is being sought, Union Pacific? Ms. Sellers noted Union Pacific is a partner in the project but has not yet added funds. The modeling efforts that would show benefit to both passenger and freight rail service may encourage further funding.
- Jamie Huff asked what the timeline was for the FEIS/SDP finalization. It was noted the project is currently in the evaluation process and should complete the record of decision in the next few months, estimated Feb/March 2021.

7. Metropolitan Planning Organization (MPO) 2024-2027 Statewide Transportation Improvement Program (STIP) comment letter Grace Cho/Ted Leybold, Metro)

Mr. Leybold provided an overview of the purpose of the comment letter to Oregon Transportation Commission. ODOT has started the process to review budget revenues for the 2024-27 STIP with evaluations of funding allocations across different programs. Following last TPAC meeting, interest from members in participating with MPO partners in the funding allocations, to then prioritize and select projects in the region resulted in further discussion.

Ms. Cho noted the materials in the packet. Regarding the timeline, the five messages in the draft comment letter will be presented to JPACT in mid-October. Additional information from OTC since they met on this issue have been added to the packet. Before the Commission meets in early December and early January 2021, opportunity to add comments on the 2024-27 STIP funding allocations will be available.

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:

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

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.

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

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.

Comments from the committee:

- Jeff Owen noted the funding splits between regions (page 77 of the packet). It was asked if a comparison between regions could show populations and/or road miles. It appears Region 1

and 2 are close to funding amounts, yet populations are notably different. It was suggested to insert measurement of people movement or average daily traffic in regions. Ms. Cho noted this refinement to the text of the draft comment letter is welcome.

- Eric Hesse noted the required Federal coordination between the State and regional planning. Concerning transportation funding investments, it was suggested to focus on the discreet ask of having the STIP better structured so that partners can be aligned for leveraging funding.
- Don Odermott noted being respectful of asking possible redirection of funds that are ODOT's source of funding. With outcomes yet unknown from the coming election, STIP allocations could change/highlight partnership direction, or accent desperate need if not successful. State arterials remain a high priority with safety as our common need to address.
- Karen Buehrig noted from the perspective of Clackamas County, they see themselves as a microcosm of the state of Oregon, with 1/3 of the County is urban land, so that rural areas are given importance as well. Regarding message 1, it was appreciated thanks be given to ODOT for the transparency of the work that has helped with the process over time. In message 2, it was suggested to show difference of scenarios concerning shared values in our region.

When looking at the funding categories, message 3 could bring in specifics at how going beyond limiting these funds to large projects that can be leveraged through partnerships. It was suggested to take out the word "urban" in message 4. Rather, the focus of STIP funds is important in all state arterials, noting that RFFA funds are not available outside the Metro region. With partnership acknowledgement to leverage funds, it was suggested the message not be for prioritizing projects.

- Chris Deffebach thanked the staff for the information. Message 1 noted the input from ACT and further outreach for comments. If something from Metro is specifically wanted, it would be good to know that. The additional reports on message 2 were appreciated. It may be more valuable to evaluate priorities around the state after scenarios are presented. The RTP values may be not as applicable from the entire state.

It was suggested that more technical input on message 4 could be provided. The Commissions' action plan should not be too intricately combined with the focus of the 2027 STIP. Again, urban arterials do not always apply to the whole state. It was suggested that not every region has the same resources, and that equity, partnerships and available funds to leverage can be viewed differently.

- Eric Hesse noted the timing of the election and possible different outcomes that could change proposed state funding. It was asked how this timeline for ARTS interacts with the STIP process. The ARTS application closes Dec. 11, 2020. Defining the urban vs rural arterials with design language could be helpful. Recognizing the 4 RTP values that have emerged as ODOT's priorities as well is important and appreciated.
- Jon Makler encouraged members to watch the Sept. OTC meeting that discussed this information. Referring to page 95 of the packet, the bar chart shows a choice of STIP scenarios with potential funding listed with project categories. The OTC has heard clearly from stakeholders how values are reflected in scenarios, but are still evaluating best investments between projects. It was suggested to evaluate how non-highway, enhancement and safety projects can best be allocated.

Ms. Cho appreciated the feedback provided from TPAC. This will be included in the presentation at JPACT in October, and with further discussion at the November TPAC meeting.

8. Active Transportation Return on Investment Study: Preliminary Findings (John Mermin, Metro/Jennifer Dill, PSU/TREC/Jenny Liu, PSU/Joe Broach, Metro)

Mr. Mermin started the presentation with an overview of the study. The Active Transportation Return on Investment (ATROI) study was recommended by 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.

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. PSU and Metro Research Center staff will continue analyzing projects and are scheduled to complete their work by January 2021. The committee is encouraged to contact the ATROI project team with questions on more details.

Comments from the committee:

- Lewis Lem noted the complexity of the projects. It was asked to clarify the purpose of the study regarding impacts from economic changes in particular corridors and taking certain variables out of the equation that show clear data. Ms. Lin noted the graphs in the presentation showing trend comparisons used to factor out overall larger economic factors, such as recession. The trend comparisons are limiting when studying the data as a whole region. Other statistical data is providing the full picture showing different corridors.

9. Committee Comments on Creating a Safe Space at TPAC (Chairman Kloster & all)

Chairman Kloster shared the comments received during the meeting:

- A few unexplained acronyms in our guest presentations – good to remind all presenters to minimize acronym use or provide glossary.
 - As options, these can be explained in the chat area during the meeting or asked of presenters to define what they mean.
- It would be appreciated for the chair not to dominate the discussion at the end of each presentation and give deference to committee questions.
 - Chairman Kloster acknowledged efforts to allow time for committee questions and comments with presenters following their presentations.

10. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 12:05 pm.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, October 2, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/02/2020	10/02/2020 TPAC Agenda	100220T-01
2	TPAC Work Program	09/25/2020	TPAC Work Program, as of 09/25/2020	100220T-02
3	TPAC/MTAC Workshop Work Programs	09/17/2020	TPAC/MTAC Workshop Work Program, as of 09/17/2020	100220T-03
4	Memo	09/24/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	100220T-04
5	Memo	09/24/2020	TO TPAC and interested parties From: Lake McTighe, Regional Transportation Planner RE: Monthly fatal crash update	100220T-05
6	Handout	August 2020	Regional mobility policy update	100220T-06
7	Handout	August 2020	KEY FINDINGS BRIEF: OREGON HIGHWAY PLAN MOBILITY POLICY WHITE PAPER	100220T-07
8	Resolution 20-5130	10/02/2020	Resolution 20-5130 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)	100220T-08
9	Exhibit A to Resolution 20-5130	10/02/2020	Exhibit A to Resolution 20-5130	100220T-09
10	Staff Report	09/24/2020	Staff Report to Resolution 20-5130 With attachments	100220T-10
11	Memo	09/24/2020	To: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2024-2027 STIP – Portland MPO Comments – Proposed Draft Comments and Input	100220T-11
12	Handout	N/A	2021 – 2024 STIP Funding Allocations	100220T-12
13	Letter	09/10/2020	TO: Oregon Transportation Commission From: Kristopher W. Strickler, Director RE: 2024-2027 Statewide Transportation Improvement Program and Funding	100220T-13
14	Presentation	Sept. 2020	2024-2027 STIP Process	100220T-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Memo	09/25/2020	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Active Transportation Return on Investment (ATROI) study – Preliminary Findings	100220T-15
16	Presentation	10/02/2020	October 2020 Formal Amendment Summary Resolution 20-5130	100220T-16
17	Presentation	10/02/2020	OREGON PASSENGER RAIL	100220T-17
18	Presentation	10/02/2020	Active Transportation Return on Investment Study Preliminary findings	100220T-18



Meeting minutes

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

Date/time: Wednesday, October 7, 2020 | 9:00 a.m. to 11:30 a.m.

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

Members Attending

Tom Kloster, Chair
Karen Buehrig
Lynda David
Eric Hesse
Dayna Webb
Don Odermott
Jeff Owen
Jon Makler
Lewis Lem
Glenn Koehrsen
Donovan Smith
Gladys Alvarado
Idris Ibrahim
Yousif Ibrahim

Affiliate

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

Alternates Attending

Jamie Stasny
Allison Boyd
Jaimie Huff
Garet Prior

Affiliate

Clackamas County
Multnomah County
City of Happy Valley and Cities of Clackamas County
City of Tualatin and Cities of Washington County

Members Excused

Jessica Berry
Chris Deffebach
Katherine Kelly
Karen Williams
Laurie Lebowsky
Tyler Bullen
Jessica Stetson
Taren Evans
Wilson Munoz
Rachael Tupica
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

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

Guests Attending

Jennifer Wieland
Will Farley
Tom Armstrong
Anna Dearman
Nick Fortey
Theresa Carr

Affiliate

Nelson/Nygaard
City of Lake Oswego
City of Portland

Federal Highway Administration
Nelson/Nygaard

Metro Staff Attending

Lake McTighe, Senior Transportation Planner	Kim Ellis, Principal Transportation Planner
John Mermin, Senior Transportation Planner	Tim Collins, Senior Transportation Planner
Ally Holmqvist, Senior Transportation Planner	Matthew Hampton, Senior Transportation Planner
Chris Johnson, Modeling Div. Manager	Elizabeth Mros-O'Hara, Investment Project Manager
Alex Orechak, Associate Transportation Planner	Margi Bradway, Dep. Director, Planning & Dev. Dept.
Ted Leybold, Resource & Dev. Manager	Peter Bosa, Research & Modeling Department
Caleb Winter, Senior Transportation Planner	Jodie Kotrlik, Research Program Coordinator
Summer Blackhorse, Program Assistant III	Marie Miller, TPAC Recorder

1. Introductions and Workshop Purpose

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

2. Metro Regional Congestion Pricing (Elizabeth Mros-O'Hara, Metro)

Ms. Mros-O'Hara provided an overview of the study and recent progress since the first workshop on the study. The purpose of the workshop was to review key findings from the first round of pricing scenarios modeling and to discuss what aspects the next round of modeling should explore in detail. The committee was reminded of the goal of the study: To understand how our region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting safety or equity.

The study is evaluating the efficacy and performance of different pricing concepts through testing a series of modeling scenarios, research, technical papers, and feedback from experts in the field. The study is evaluating congestion pricing as a tool to accomplish the four primary transportation regional priorities identified in the 2018 Regional Transportation Plan (RTP): addressing climate, managing congestion, getting to Vision Zero (safety), and reducing disparities (equity). This analysis will provide a foundational understanding of how congestion pricing tools could perform with our region's land use and transportation system. The intent is to inform policy makers and existing and future projects in our region.

The study is evaluating five different pricing concepts to understand how they would perform in our region with our land use and transportation system. Pricing concepts being assessed are:

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

To understand how these different concepts could perform, staff is developing modeling scenarios for each concept to run through the regional travel demand model.

3. Setting the Stage: Analytical Tools and Equity Measures (Peter Bosa & Alex Oreschak, Metro/Jennifer Wieland, Nelson\Nygaard)

Mr. Bosa presented information on Metro's Four-Step Regional Travel Forecasting Model that models trip generation, destination choice, mode choice and route choice. Other applications of pricing using the model were given as examples. It was noted there are limitations to the model: No current roadway pricing in region, Values of Time established less than 10 years ago, Static assignments in regional model, temporal granularity is limited to 1-hour increments and Model not sensitive to trips not taken as a result of a policy change. Other Metro tools that could be used in the study are the Multiple Criterion Evaluation (MCE) Toolkit and MOTO Vehicle Emission Simulator (MOVES).

Ms. Wieland began her presentation by reminding the committee on the core tenants of equitable pricing: The current transportation system is inequitable, both in how we pay and the outcomes people experience, and pricing outcomes must improve conditions rather than simply mitigate impacts. Baseline measures of analysis include regional affordability and displacement.

Building equity into the study was described with a full strategy plan, program design, developing a reinvestment plan, and expanding equity analysis. Several questions were posed to the committee on framing the equity analysis.

Comments from the committee:

- Don Odermott asked if the model have the ability to assess shifting of trip time of day as measures are tested to tamp down demand, for instance, on peak hour travel. Not uncommon that trip time shifts to back fill the freed up capacity. It's an element of latent demand.

Mr. Bosa noted the model currently employs a "peak-spreading" algorithm that moves auto trips to shoulder time periods as a response to high congestion. While this algorithm does a decent job of reducing the number of *super saturated* conditions on our regional networks, it is not reactive to pricing. Staff is currently working on a true time-of-day choice model, which will actually have travelers respond to both congestion and pricing. That is work is being done as part of the ODOT I-205 Tolling Study.

- Garet Prior noted that a possible recommendation in a Federal Environmental Study process include equity in terms of pricing exemptions as example of transportation options. Other documents that accompany this could reinforce equity focus and understanding. Mr. Prior noted concern on commuting patterns where past scoring evaluation was used for proximity to housing, but in places with regional job centers no housing is adjacent to quality wage jobs. Having the capability to use scores with this consideration addresses the limitations.

A question was asked if new projects will be modeled in the congestion pricing scenarios, in particular those not in the fiscally restrained RTP model. Mr. Bosa noted he knows of no plans to add projects that was is currently being modeled in the congestion pricing study. Ms. Wieland noted the team has discussed this and is focused on the assessment of the tools to

analyze congestion pricing first, which could be applied to investment and policy decisions later.

- Lewis Lem asked how “people of color” was measured and identified for the study. Ms. Wieland noted the 2010 census was used with “none white” race identification as one source. A link to the RTP with the equity study was also shared for the committee:
<https://www.oregonmetro.gov/sites/default/files/2019/03/13/Transportation-Equity-Evaluation-Final-3.12.19.pdf>
- Donovan Smith noted the data already existing from other sources, access to equitable housing as an example. It was suggested to capture this data already provided that take into account income disparities, locations in the region, and provide preference policy with this information. Ms. Wieland agreed this information should be worked into the modeling tools, strategies and policies. It was noted that low income fares created a burden of their own for applications, processing and implementing. Ms. Smith suggested to look beyond the maps where homeless population are not counted, and plan strategies reaching further for solutions. Ms. Wieland noted the benefit of using not only all resources available but finding more current data for the congestion pricing analysis.
Shared by Mr. Smith regarding the preference policy in the discussion:
<https://www.portlandoregon.gov/phb/article/671059>
- Jamie Stasny noted the certain nuances with this discussion on equity have not been developed in the study yet. Regarding showing displacement, did Metro’s trip model consider where various travel trips are coming from? It would seem a penalty for those displaced needing to travel back to the urban core for jobs, possibly, and paying twice. Mr. Bosa noted the travel model provides information on where people come/go using household demographics with access or not to auto, transit and data on household ages. Where limitations with the data are shown is whom within the household is traveling, their income per person and for what purpose. It was noted better tools and specific study of these issues is needed.
- Lewis Lem noted this discussion seems to raise an interesting and perhaps difficult analytical question about potential disparate impacts in terms of destinations, in addition to the origin.
- Kim Ellis and Eric Hesse pointed to the gap analysis done for the RTP on this work that assessed equity disparities around access to jobs and access to community places.

Mr. Oreschak provided information on scenario approaches with geographic, by equity focus areas and area-wide. Round 1 scenarios were run for Vehicle Miles Traveled (VMT), Cordon, Area, Parking and Roadway. Core geographic maps were shown for regional, downtown Portland and select parking scenarios. The geographic finds showed:

- GIS/map-based
- Focus on travel times and out-of-pocket costs
- Cost is converted to time for mapping
- Great way to see benefits and impacts to geographic groups across the region

Key findings from geographic analysis shows:

- Helpful way to see
 - *where* the benefits of each pricing scenario are seen the most
 - unintended consequences of the scenarios
- May overlay with equity focus areas
- Caveat is that we did not map all scenarios, nor did we refine these preliminary results

Comments from the committee:

- Tom Armstrong asked, in the VMT2 scenario, are the negative impact areas just 30 seconds in additional travel? Is that a significant effect? Is it a noticeable effect? Ms. Carr noted the travel time and cost evaluated with the cost given as \$19.27/hr. The legend with the map shows different bands of time that varies from several minutes to less time, including seconds. It was suggested that a map showing only cost for this purpose of pricing would be helpful.
- Jamie Stasny asked if the project team is analyzing revenue generation. Ms. Mros-O'Hara noted this would be part of the feasibility study, how much it would be to implement, types of revenue levels and how the process for reinvesting would be implemented. Currently, relative costs are known but have yet to build to order of magnitude.
- Lewis Lem noted this is a potentially difficult area analytically, but the media discussions in the current COVID period have 'raised the bar' in the discussions of 'essential worker' and the increased use of 'big data' since previous RTP work. Perhaps this is something to consider in planning for future RTP work.

Several graphs were shown of change from baseline per the difference scenarios. These included mode shift, accessibility to transit, accessibility to auto, and delay by road classification. These were included in the meeting packet. Questions were encouraged for discussion.

Comments from the committee:

- Lewis Lem noted the overall methods presented made sense in terms of showing different potential impacts of different scenarios.
- Jon Makler asked is the per capita VMT still a relevant aggregate indicator. Mr. Bosa noted VMT per capita and VMT per employee were both measures that were used in the RTP. Ms. Ellis noted it might be helpful to see VMT impacts of the scenarios. Mr. Bosa noted all of the travel model outputs were produced as of part of the RTP and MTIP, available for this project.

The committee took a short break in the workshop.

4. Pricing Scenarios: Round 1 Results and Proposed Next Round (Alex Oreschak, Metro / Theresa Carr, Nelson\Nygaard)

Mr. Oreschak noted that Round 1 helped us understand the order-of-magnitude benefits and costs associated with different ends of a pricing spectrum. As expected, these modeling results raise more questions! Round 2 modeling refines the scenarios so we better understand what tools benefit the broadest spectrum of travelers.

Round 1 Results Summary and Round 2 Considerations - VMT

VMT1

- Did NOT move the needle. No change in VMT, mode split or reduction in delay
- No change in access to jobs by transit or auto

VMT2 Next Round Considerations

- Big impacts
- Largest reduction in VMT
- Largest shift in mode split for the region as a whole
- Travel time savings, esp. outer region

What happens with a price between the two?

- Total price to region's travelers highest for Round1

Round 1 Results Summary – Cordon and Area

Cordon1

- Effects are localized.
- Cost to the region as a whole is low. Only those entering the cordon pay.
- Increases delay (especially on throughways near downtown Portland).
- Jobs access via auto decreases; via transit slightly increases.
- Greatest mode shift in Portland alone (both work and non-work trips).

Area1

- Results very similar to Cordon1.
- Slight changes within downtown Portland from Cordon1.

Cordon and Area– Round 2 Considerations

Next Round Considerations

What happens if we expand or change the boundaries?

Round 1 Results Summary and Round 2 Considerations- Parking

Parking1

- Benefits/impacts are diluted when observed at a regional scale.
- 2040 FC locations with prices doubled.
- VMT increases (presumably as people drive farther to reach lower cost parking).
- No discernable change to accessibility.
- Strong mode shift, especially for work trips, both for Portland and the region as a whole, especially for a shift to transit.

Next Round Considerations

- Are there other locations that partners are interested in?
- Does testing a lower price make sense?

Round 1 Results Summary and Round 2 Roadway1 and Roadway 2

Roadway1

- Less VMT reduction and lower regional cost than VMT2
- Less effect on mode shift than other scenarios.
- Access to jobs increases slightly by auto, decreases slightly by transit.
- Substantially reduces delay on throughways; minimal increase to delay on arterials.
- Benefits not uniformly distributed across the region.

Roadway2

- Less VMT and person vehicle trips than Roadway1.
- Still no dramatic change in mode shift.
- Diversion onto arterials leads to less delay on throughways and increased delay on arterials.
- Reduced access to jobs via transit, impacting lower wage workers and people in equity focus areas more than the region as a whole.

Round 1 Results Summary and Round 2 Considerations– Roadway3

Roadway3

- Greater reduction in VMT and person vehicle trips than Roadway2.
- Still no dramatic change in mode shift.
- Greater diversion than Roadway2, leading to increased arterial delay and reduced access to jobs via transit.

Next Round Considerations

- Can we improve results by adjusting the price by time of day or congestion levels?
- Consider adding or removing roadways?

What Scenarios are we proposing to model in Round 2? VMT and Roadway

VMT

Toll applied to miles driven regardless of location

One run: • VMT3: Test a cost per mile between the rates of VMT1 and VMT2

Roadway

Toll applied to miles driven only on throughways

One run: • Roadway4: Optimize scenario by time of day / congestion levels

What scenarios are we proposing to model in Round 2? Parking

Parking prices increased in key locations region based on doubling the price assumptions in the 2018 RTP 2040 FC

Two runs:

- Parking2: lower rates than Parking1
- Parking3: Similar to Parking2 but adds new geographies – subset of Main Streets in Portland and input from Beaverton

What scenarios are we proposing to model in Round 2? Cordon/Area

Used for Cordon and Area Charging scenarios

- Downtown Portland
- West of Willamette
- Also portion of NW 23rd and Goose Hollow

Cordon and Area

- No additional Area scenario tests – can learn from cordon

One run:

- Cordon2: Expansion to cordon boundaries east of Willamette as requested by PBOT

Comments from the committee:

- Jon Makler asked about peak spreading versus the opposite (peak sharpening) as competing goals of mobility/pricing policy. As example, tolling would be peak sharpening. The maps

showing diversion were appreciated. Is diversion part of what is aimed for accomplishing with pricing? Mr. Bosa noted the peak spreading issue with moving travel time choices to less congested times. Tolls addressing exact road areas are part of policy proposals with Metro Council providing clear directive to include the RTP priorities. Ms. Ellis added the RTP Mobility Corridors could be sub-geographies that held define the peak sharpening areas. Mr. Hesse suggested Volume Difference Plots added to comparisons. It was noted that movements to travel access as part of the study for real impact was important.

- Karen Buehrig noted the comparison different alternatives with mode shift are important to reaching our goals. Regarding the congestion time on roadways, where are they? The study is on the right track. Regarding revenue generation, there are different implications to each scenario. Factors to consider are the costs to planning, infrastructure, design of funding amounts, who will be charged/where, and the reinvestments from revenue. It would be good to know the next steps with this process.
- Lewis Lem noted the challenges with the policy side of the issue. It was good to have the approach methods explained with results. Time will be needed to evaluate them. To consider are the impacts to the methods that are not only advised for impact, but relevant. It was noted that changes to speed with mobility will also impact the study. This is a combination of highly technical information as well as policy implications. The project team is commended for the work done on this project.

5. Schedule and Next Steps (Elizabeth Mros-O'Hara, Metro)

Ms. Mros-O'Hara noted that Metro and the consultant team will continue to analyze the preliminary scenarios' modeling outputs to understand their performance. Based on findings and feedback from TPAC and project partners, Metro staff will adjust the scenarios and model and test revised scenarios.

In addition, the RCPS staff will continue to reach out to equity groups for feedback on the equity portion of the analysis. These groups include the region's Committee on Racial Equity (CORE), the ODOT Equitable Mobility Advisory Committee (EMAC), and a subcommittee of the Portland Equitable Mobility Task Force and potentially others.

Staff will return to TPAC (possibly December) to share the outputs and findings from the adjusted scenario analyses and gather further input. The TPAC discussion will include an assessment of the performance of the different pricing concepts based on the modeled and any off-model analyses. In addition, any updates related to the tools, performance measures, and any possible modifications to the analysis approach will be discussed. After gathering input from TPAC, the findings will be refined. The findings will be summarized and shared with JPACT and Metro Council. In addition, an expert panel will be assembled to review the finding and provide feedback in early 2020.

The project team thanked the committee for their feedback and requested that any further questions be sent to Ms. Mros-O'Hara and members of the project team, which are welcomed.

6. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 11:22 am.

Respectfully submitted,
Marie Miller, TPAC Recorder

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

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/07/2020	10/07/2020 TPAC Workshop Agenda	100720T-01
2	Memo	10/07/2020	TO: TPAC and interested parties From: Elizabeth Mros-O'Hara, RCPS Project Manager RE: Regional Congestion Pricing Study – Workshop #2	100720T-02
3	Memo	07/22/2020	TO: TPAC and interested parties From: Elizabeth Mros-O'Hara, RCPS Project Manager RE: Regional Congestion Pricing Study – Workshop Summary	100720T-03
4	Handout	N/A	Metro Regional Congestion Pricing Study ROUND 1 OF MODELING RESULTS – 10/7/20 EARLY FINDINGS	100720T-04
5	Report	August 2020	METRO REGIONAL CONGESTION PRICING STUDY EXPLORING CONGESTION PRICING FOR THE REGION	100720T-05
6	Presentation	10/07/2020	Regional Congestion Pricing Study	100720T-06

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING ONE) RESOLUTION NO. 20-5144
EXISTING AND ADDING TWO NEW PROJECTS)
TO THE 2021-24 METROPOLITAN) Introduced by: Chief Operating Officer
TRANSPORTATION IMPROVEMENT) Andrew Scott in concurrence with
PROGRAM (MTIP) IMPACTING HILLSBORO,) Council President Lynn Peterson
TRIMET, AND WASHINGTON COUNTY (NV21-
04-NOV)

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 city of Hillsboro received an ODOT \$1 million dollar Immediate Opportunity Fund grant award and along with their match commitment of \$1 million of local funds will construct and extend NE Huffman St as a two through-lane arterial in the Hillsboro Technology Park from NE Starr Blvd to 30th Ave; and

WHEREAS, TriMet successfully competed for and was selected as one of nine award recipients to receive a Federal Transit Administration Section 5312 Safety Research & Demonstration Program \$825,506 federal grant allowing them to design a risk ranking evaluation tool for rail crossing safety improvements, including upgrading cameras to document risks and incidents at grade crossings on its MAX light rail system; and

WHEREAS, Washington County has agreed to take on lead agency responsibilities to complete the construction phase and committed additional local funds to resolve a construction phase funding shortfall for the city of Tigard's Durham Rd/Upper Boones Ferry Rd from OR99W to I-5 Transportation System Management and Operations/Intelligent Transportation System project to complete traffic signal upgrades and communication infrastructure improvements at identified intersections; 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 November 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 November 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 November 6, 2020; and

WHEREAS, JPACT approved Resolution 20-5144 consisting of the November 2020 Formal MTIP Amendment bundle on November 19, 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 December 3, 2020 to formally amend the 2021-24 MTIP to include the required changes or additions to the three identified projects as part of Resolution 20-5144.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed November 2020 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **NV21-04-NOV**
 Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 22314 MTIP ID TBD NEW PROJECT	Hillsboro	NE Huffman St Improvement Project (City of Hillsboro)	ADD NEW PROJECT: The formal amendment adds the smaller capacity enhancing project (1 though lane in each direction) from NE Starr Blvd west to 30th Ave plus 650 feet of intersection construction at 30th Ave. ODOT awarded the City of Hillsboro a \$1 million dollar state Immediate Opportunity Fund (IOF) award with the City providing \$1 million in matching funds. The funding is all being programmed for construction needs.	OTC approval was required for this project award and occurred during their October 2020 meeting. The capacity enhancing project is included the 2018 RTP modeled at full-build-out capacity (2 through lanes in each direction with a median lane)
Project #2 ODOT Key TBD MTIP ID TBD NEW PROJECT	TriMet	Risk Ranking & Data Validation for Grade Crossing	ADD NEW PROJECT: The formal amendment adds the new FTA section 5312 discretionary grant award to TriMet to the 2021-24 MTIP	The grant award is from the FTA Safety Research & Demonstration Program (SRDP) and Bus Operator Compartment (BCP) Program. TriMet's grant award is one of 10 projects nationwide funded under the Safety Research and Demonstration Program (SRDP) and Bus Operator Compartment Program (BOCP)
Project #3 ODOT Key 18311 MTIP ID 70647	Tigard Washington County	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	COST INCREASE: The formal amendment changes the lead agency from Tigard to be Washington County to deliver the construction phase. The total project cost increases from \$1,504,286 to \$1,865,015 (increase of \$360,729 = 23.9%) and represents a cost increase above the 20% threshold requiring a formal amendment	The cost increase results from revised project costs identified in the 60% design update. The project's original programming dates back to 2016. Revised costs have not occurred for inflation and other design requirements until now that the project reached the 60% design level. The project description is also being updated through this amendment.



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

Formal Amendment
ADD NEW PROJECT
 Add new IOF funding award

Lead Agency: Hillsboro		Project Type:	Highway		ODOT Key: 22314
Project Name: NE Huffman St Improvement Project (City of Hillsboro)	1	ODOT Type	Highway		MTIP ID: TBD
		Performance Meas:	Yes		Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	YES		Comp Date: 8/1/2022
		Conformity Exempt:	No		RTP ID: 18021
Short Description: Construct/extend new 2 through lane arterial on NE Huffman St from NE Starr Blvd west to NE 30th Ave and include 650' on 30th Ave intersection, shoulders, mountable curbs, and stormwater management		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:	1		OTC Approval: Yes
		STIP Amend #:	21-24-0081		MTIP Amnd #: NV21-04-NOV
Detailed Description: In the Hillsboro Technology Park on NE Huffman St from NE Starr Blvd west to NE 30th AV (2,600 lineal feet) and 650 feet on 30th Ave (intersection construction), construct/extend new 2 through lane arterial (12' lanes) and include shoulders (6' wide), mountable curbs, and stormwater management. (ODOT IOF Award, OTC approval - October 2020, RTP ID 18021, Bid Let date estimate: 7/4/2021)					
STIP Description: Improvements to NE Huffman St and NE 30th Ave in the Hillsboro Technology Park to improve transportation flow and business access. improvements include an extension of NE Huffman St and NE 30th Ave, mountable curbs, and stormwater management.					
Last Amendment of Modification: None - Initial programming in progress					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:				\$ -				Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
IOF	S600	2021					\$ 1,000,000	\$ 1,000,000
								\$ -
								\$ -
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ 1,000,000
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2021					\$ 1,000,000	\$ 1,000,000
								\$ -
							Local Total	\$ 1,000,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
Year Of Expenditure (YOE):								\$ 2,000,000

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Summary: New capacity enhancing project being added to the MTIP. Project is in the RTP and has completed required air conformity analysis. Full Huffman St build-out is 5 lanes (2 through lanes + median lane) per the 2018 RTP.

Amendment Summary:

The formal amendment adds the smaller capacity enhancing project (1 though lane in each direction) from NE Starr Blvd west to 30th Ave, plus 650 feet of intersection construction at 30th Ave. ODOT awarded the City of Hillsboro a \$1 million dollar state Immediate Opportunity Fund (IOF) award with the City providing \$1 million in matching funds. The funding is all being programmed for construction needs. The total of \$2 million dollars allows a though lane in each direction to be construction with shoulders, mountable curbs, and address stromwater management. The project is covered under Key 18021 in the RTP which reflects the full build-out at 2 through lanes in each direction with a median turn lane. Full build-out will occur later. OTC approval was required and occurred during their October 2020 meeting. MTIP and STIP programming is occurring now as the construction phase bid let date is planned for 7/4/2021.

- > Will Performance Measurements Apply: Yes - Pavement, &Safety

RTP References:

- > RTP ID: 18021 - Huffman St Extension, Phase 1
- > RTP Description: Construct five-lane road with bike/ped facilities.
- > Exemption Status: Project is not an exempt per 40 CFR 93.126, Table 2. The project is a capacity enhancing improvement. Required air conformity analysis has been completed.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10 Fiscal Stewardship
- > Goal Objective 10.1 Infrastructure Condition

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:

- > IOF = State Immediate Opportunity Fund program funds..
- > Local = General local funds provided by the lead agency as part of the required match.

Other

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



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

Formal Amendment
ADD NEW PROJECT
 Add new 5312 FTA grant award for

Lead Agency: TriMet		Project Type: Transit	ODOT Key: TBD
Project Name: Risk Ranking & Data Validation for Grade Crossing	2	ODOT Type: Transit	MTIP ID: TBD
		Performance Meas: No	Status: T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP Short Description: Design a risk ranking evaluation tool for rail crossing safety improvements, including upgrading cameras to document risks and incidents at grade crossings on its MAX light rail system.		Capacity Enhancing: No	Comp Date: 6/1/2022
		Conformity Exempt: Yes	RTP ID: 10927
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2021	Past Amend: 1
		Years Active: 1	OTC Approval: Yes
		STIP Amend #: TBD	MTIP Amnd #: NV21-04-NOV
		Detailed Description: FTA Section 5312 FY20 Safety, Research and Demonstration (SRD) and Bus Operator Compartment Redesign (BCP) Project Selection to develop a Risk Ranking Methodology and Evaluation Tool for grade crossing safety. Measure the relative risk associated with existing conditions at grade crossings, future considerations of incidents, and the potential efficacy of new safety treatments to support risk reduction. Validate the accuracy of the Risk Ranking methodology, by upgrading cameras along the rail alignment to allow real-time video analytics and documentation of situational and environmental changes associated with risks and incidents at grade crossings	
STIP Description: TBD			

Last Amendment of Modification: None. New. Initial programming in the MTIP is now occurring.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5312		2021					\$ 825,506	\$ 825,506
								\$ -
								\$ -
No fund code identified for 5312 programmatic code in the FTA website. Match requirement is 20%							Federal Totals:	\$ 825,506
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					\$ 206,377	\$ 206,377
Other	OVM	2021					\$ 43,623	\$ 43,623
								\$ -
Local other funds reflect overmatch commitment from TriMet							Local Total	\$ 250,000
Phase Totals Before Amend:			\$ -		\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -		\$ -	\$ -	\$ 1,075,506	\$ 1,075,506
							Year Of Expenditure (YOE):	\$ 1,075,506

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 FTA 5312 discretionary grant award to TriMet. Overall local fund contribution by TriMet is 23.2% and above the required 20% minimum match.

Amendment Summary:

- The formal amendment adds the new FTA section 5312 discretionary grant award to TriMet to the 2021-24 MTIP. Programming is occurring now o enable TriMet to move forward to FTA with their TrAMS grant application as soon as possible. The grant award is from the FTA Safety Research & Demonstration Program (SRD) and Bus Operator Compartment (BCP) Program
- > Will Performance Measurements Apply: Yes - Transit and possibly later under Safety

RTP References:

- > RTP ID: 10927 - Operating Capital: Information Technology Phase 1
- > RTP Description: Communication System
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Grants for training and research programs.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > 5312 = Federal FTA Section 5312 providing funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers. This specific 5312 funding pot is allocated through a competitive discretionary funding call.
- > TriMet GF = General local funds committed by TriMet to fulfill the required minimum match to the federal funds. For this project the 5312 minimum match requirement is 20%
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

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



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

Formal Amendment
COST INCREASE
 Address Other and Construction

Lead Agency: Tigard Washington County		Project Type:	TSMO		ODOT Key:	18311
Project Name: Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	3	ODOT Type	OPS-ITS		MTIP ID:	70647
		Performance Meas:	Yes		Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated) Short Description: Design upgrades to signal hardware and communication. Add adaptive signal timing and detection Traffic signal upgrades and communication infrastructure at the intersections along Durham Rd and Upper Boones Ferry Rd from OR99W to I-5 allowing integration into the regional traffic signal management system and providing signal timing changes to meet demand and provide traveler information.		Capacity Enhancing:	No		Comp Date:	12/1/2022
		Conformity Exempt:	Yes		RTP ID:	11104
		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:	2015		Past Amend:	11
		Years Active:	7		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: NV21-04-NOV	

Detailed Description: ~~Design upgrades to signal hardware and communication.~~ Add adaptive signal timing and detection In Tigard on Durham Rd and Upper Boones Ferry Rd between OR99W to I-5, complete traffic signal upgrades and communication infrastructure improvements at multiple intersections allowing these improvements will enable this section of road system to be integrated into the regional traffic signal management system, allowing signal timing changes to meet demand and provide traveler information and data to support regional transportation goals.

STIP Description: Traffic signal upgrades and communication infrastructure at the intersections along Durham Rd and Upper Boones Ferry Rd from OR99W to I-5. These improvements will enable this section of road system to be integrated into the regional traffic signal management system, allowing signal timing changes to meet demand and provide traveler information and data to support regional transportation goals.

Last Amendment of Modification: Administrative - MINOR COST INCREASE - May 2020 The Admin Mod increases the total PE obligation amount as a technical correction and adjusts the construction phase STP and overmatch ratio amounts.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (ITS)	Construction	Total
Federal Funds								
STP-U	M23E Z230	2016				\$ 429,643		
STP-U	M23E Z230	2015				\$ 429,643		\$ 429,643
Equity Bonus	LZ1E	2016		\$ 291,300				\$ 291,300
STP-U	Z230	2016		\$ 72,119				\$ 72,119
STP-U	Z230	2021					\$ 206,938	\$ 206,938
								\$ -
								\$ -
Other phase moved to correct obligation year of 2015							Federal Totals:	\$ 1,000,000
Federal Fund Obligations:				\$ 363,419		\$ 429,643		Federal Aid IDs
EA Number:				None		C2341702		C067(105)
Initial Obligation Date:				9/15/2016		9/9/2015		C067(110)
State Funds								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2016				\$ 49,175		
Local	Match	2015				\$ 49,175		\$ 49,175
Other	OVM	2015				\$ 31,183		\$ 31,183
Local	Match	2016		\$ 33,341				\$ 33,341
Local	Match	2016		\$ 8,254				\$ 8,254
Local	Match	2021					\$ 23,685	\$ 23,685
Other	OVM	2021					\$ 389,831	\$ -
Other	OVM	2021					\$ 719,377	\$ 719,377
								\$ -
							Local Total	\$ 865,015
Phase Totals Before Amend:			\$ -	\$ 405,014	\$ -	\$ 478,818	\$ 620,454	\$ 1,504,286
Phase Totals After Amend:			\$ -	\$ 405,014	\$ -	\$ 510,001	\$ 950,000	\$ 1,865,015
Year Of Expenditure (YOE):							\$	1,865,015

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.
- > Lead agency change with a cost increase to the construction phase. No scope change.

Amendment Summary:

The formal amendment changes the lead agency from Tigard to be Washington County to deliver the construction phase. The total project cost increases from \$1,504,286 to \$1,865,015 (increase of \$360,729 = 23.9%) and represents a cost increase above the 20% threshold requiring a formal amendment. The cost increase results from revised project costs identified in the 60% design update. The project's original programming dates back to 2016. Revised costs have not occurred for inflation and other design requirements until now that the project reached the 60% design level. The project description is also being updated through this amendment.

- > Will Performance Measurements Apply: Yes - ITS and possibly safety.
- > Are funding shelf-life obligation conditions applicable: Yes. The Construction phase STP funds must be obligated before the end of FY 2023 (September 30, 2023). If not obligated by the end of FY 2023, the STP funds will lapse and be rescinded from the project.

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for Transport subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 4 Reliability and Efficiency
- > Goal Description: Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

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

Other

- > On NHS: No for SW Durham Rd and Yes for Upper Boones Ferry Rd
- > Metro Model: Yes
- > Model category and type: Minor Arterial identified in the Motor Vehicle modeling network
- > TCM project: No
- > Located on the CMP: No

Memo



Date: October 22, 2020
 To: TPAC and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: November 2020 MTIP Formal Amendment & Resolution 20-5144 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING ONE EXISTING AND ADDING TWO NEW PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING HILLSBORO, TRIMET, AND WASHINGTON COUNTY (NV21-04-NOV)

BACKGROUND

What This Is:

The November 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5144 and being processed under MTIP Amendment NV21-04-NOV.

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 20-5144 consisting of three projects in the November 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Proposed November 2020 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: NV21-04-NOV					
Total Number of Projects: 3					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22314 NEW PROJECT	TBD	Hillsboro	NE Huffman St Improvement Project (City of Hillsboro)	Construct/extend new 2 through lane arterial on NE Huffman St from NE Starr Blvd west to NE 30th Ave and include 650' on 30th Ave intersection, shoulders, mountable curbs, and stormwater management	<u>ADD NEW PROJECT:</u> The formal amendment adds the smaller capacity enhancing project (1 though lane in each direction) from NE Starr Blvd west to 30th Ave plus 650 feet of intersection construction at 30th Ave. ODOT awarded the City of Hillsboro a \$1 million dollar state Immediate Opportunity Fund (IOF) award with the City providing \$1 million in matching funds. The funding is all being programmed for construction needs.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key TBD NEW PROJECT	TBD	TriMet	Risk Ranking & Data Validation for Grade Crossing	Design a risk ranking evaluation tool for rail crossing safety improvements, including upgrading cameras to document risks and incidents at grade crossings on its MAX light rail system.	ADD NEW PROJECT: The formal amendment adds the new FTA section 5312 discretionary grant award to TriMet to the 2021-24 MTIP.
Project #3 Key 18311	7067	Tigard Washington County	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	Design upgrades to signal hardware and communication. Add adaptive signal timing and detection. Traffic signal upgrades and communication infrastructure at the intersections along Durham Rd and Upper Boones Ferry Rd from OR99W to I-5 allowing integration into the regional traffic signal management system and providing signal timing changes to meet demand and provide traveler information.	COST INCREASE: The formal amendment changes the lead agency from Tigard to be Washington County to deliver the construction phase. The total project cost increases from \$1,504,286 to \$1,865,015 (increase of \$360,729 = 23.9%) and represent a cost increase above the 20% threshold requiring a formal amendment.

Note to TPAC Members:

As of the start of FY 2021 (October 1, 2020), Metro is now under annual Obligation Targets. The program applies to the three MPO Transportation Management Agencies (TMA) which includes Metro. The requirements only affects Metro federal formula funds including Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) funds. ODOT funded programs, Transit federal funds, and discretionary federal grant awards, are not subject to the Obligation Targets Program requirements. The Obligation Target requirements were to begin with the FY 2020 federal fiscal year. However, due to the Covid-19 situation, the requirements were suspended. FY 2020 was used as a training year to implement and assess several of the new requirements. With the beginning of FY 2021, spring training is over, and the real game now begins.

During TPAC’s January 2021 meeting, members will receive an updated summary briefing about the Obligation Targets program and impacts on MTIP and STIP programming, plus project delivery procedures. The TMAs have spent the last two years working with ODOT on the program requirements, potential rewards, penalties, and possible exceptions. Overall, the Obligation Targets program as developed is fair and still offers Metro flexibility in development of the RFFA Step 2 discretionary funding program. However, at the same time, the Obligation Target program will force project accountability and penalize federally funded projects that fail to complete their federal requirements, and not are delivered in an acceptable time frame.

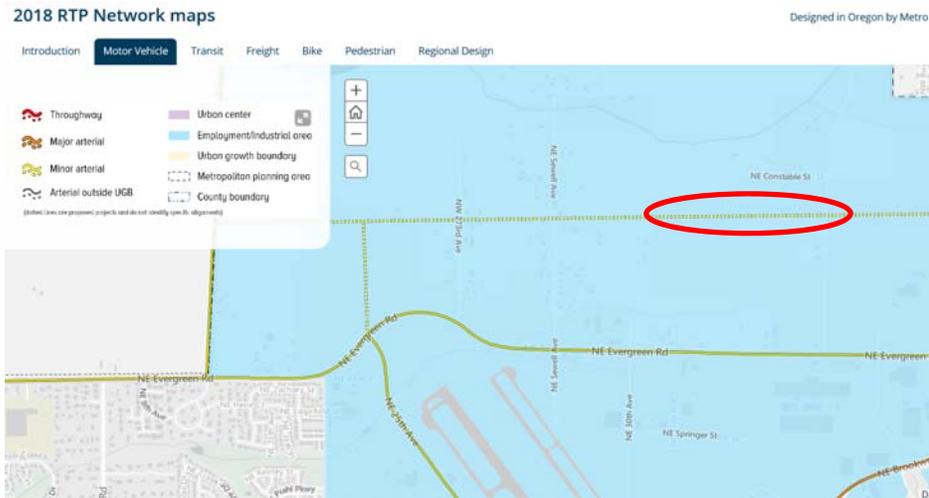
The overall goal of the program for the TMAs and ODOT is not punitive, but is to ensure appropriated and allocated federal formula funds to the TMAs are programmed, obligated, and expended in a timely fashion to help ensure ODOT is never penalized under the annual FHWA nationwide Redistribution program. The Redistribution program rescinds federal funds from states for failing to meet their state obligation targets and redistributes the funds to other states that met their annual targets.

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

Project 1:	NE Huffman St Improvement Project (City of Hillsboro) (New Project)		
Lead Agency:	Hillsboro		
ODOT Key Number:	22314	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Construct/extend new 2 through lane arterial on NE Huffman St from NE Starr Blvd west to NE 30th Ave and include 650' on 30th Ave intersection, shoulders, mountable curbs, and stormwater management • Source: New project. • Funding: The awarded source of funding for the project is from ODOT's Immediate Opportunity Fund (IOF) program and local fund committed by the city of Hillsboro • Project Type: Highway – Capacity enhancing arterial extension • Location: In Hillsboro in the Hillsboro Technology Park on Huffman St • Cross Street Limits: At NE Starr Blvd. then west to 30th Ave including 650 feet of intersection construction at 30th Ave • Overall Mile Post Limits: N/A – not located on the State Highway System • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 21-24-0081 • MTIP Amendment Number: NV21-04-NOV • OTC approval required: Yes (Occurred October 2020) 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds the smaller capacity enhancing project (1 though lane in each direction) from NE Starr Blvd west to 30th Ave plus 650 feet of intersection construction at 30th Ave.</p> <p>ODOT awarded the City of Hillsboro a \$1 million dollar state Immediate Opportunity Fund (IOF) award with the City providing \$1 million in matching funds. The funding is all being programmed for construction needs. The total of \$2 million dollars allows a though lane in each direction to be constructed with shoulders, mountable curbs, and addresses stormwater management.</p> <p>The project is covered under Key 18021 in the RTP which reflects the full build-out at 2 through lanes in each direction with a median turn lane. As a capacity increasing project, air conformity analysis has been completed in the RTP. Full build out will occur later. OTC approval was required and occurred during their October 2020 meeting. MTIP and STIP programming</p>		

is occurring now as the construction phase bid let date is planned for 7/4/2021.

The NE Huffman St construction project will construct a new 2 through-lane arterial (1 lane in direction) with a final proposed build out at five lanes (2 through lanes in each direction with a median lane) The full-build-out at five lanes has completed required air conformity analysis and is modeled in the 2018 RTP Motor Vehicle network. The project is capacity enhancing and considered a regionally significant project.



Additional Details:

The purpose of ODOT's "Immediate Opportunity Fund" (IOF) is to support primary economic development in Oregon through the construction and improvement of streets and roads. The 1987 Oregon Legislature created state funding for immediate economic opportunities with certain motor vehicle gas-tax increases.

Access to this fund is discretionary and the fund may only be used when other sources of financial support are unavailable or insufficient. The IOF is not a replacement or substitute for other funding sources.

The IOF is designed to meet the following objectives:

- Provide needed street or road improvements to influence the location, relocation or retention of a firm in Oregon.
- Provide procedures and funds for the Oregon Transportation Commission (OTC) to respond quickly to economic development opportunities.
- Provide criteria and procedures for Business Oregon, other agencies, local governments and the private sector to work with the Oregon Department of Transportation (ODOT) in providing road improvements needed to ensure specific job development opportunities for Oregon or to revitalize business or industrial centers.

There are a total of four classifications of IOF eligible projects (A through D) The Hillsboro Huffman St awarded project is classified as a Type A IOF eligible project: This is defined as a business's decision to locate, relocate

	<p>or expand hinges on an immediate commitment of road construction resources to construct the road improvement project.</p> <p>The direct benefits in terms of “primary” jobs created or retained by the development through the construction of a road improvement have been demonstrated. The jobs created by the development must be “primary” jobs, such as manufacturing, production, warehousing, distribution, or others that create new wealth for the Oregon economy and support development of at least one of the state of Oregon’s strategic key industries, which have been identified by the Oregon Business Development Commission as being key to the state’s economic vitality, growth and diversification. Normally, retail and service jobs do not meet this definition.</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment to be completed.
Total Programmed Amount:	The project programming totals \$2 million dollars all in the construction phase.
Added Notes:	<ul style="list-style-type: none"> • MTIP and STIP programming are occurring now as the planned construction phase Bid Let date is scheduled for 7/4/2021. • OTC approval was required and occurred during their October 2020 meeting • The OTC staff memo along with project location maps is included as Attachment 1

Project 2: Risk Ranking & Data Validation for Grade Crossing (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: Design a risk ranking evaluation tool for rail crossing safety improvements, including upgrading cameras to document risks and incidents at grade crossings on its MAX light rail system. • Source: New project. • Funding: The project contains awarded federal FTA Section 5312 funding from the Safety Research and Demonstration Program plus required local match. <p>Project Type: Research/Operational Improvements</p> <ul style="list-style-type: none"> • Location: Regional MPO -To be applied across TriMet’s MAX rail system • Cross Street Limits: N/A • Overall Mile Post Limits: N/A • Current Status Code: T22 = Programming actions in progress or programmed in current MTIP • STIP Amendment Number: TBD • MTIP Amendment Number: NV21-04-NOV • OTC approval was not required for this amendment.

What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds the new Federal Transit Administration (FTA) Section 5312 discretionary grant award to TriMet to the 2021-24 MTIP. Programming is occurring now to enable TriMet to move forward to FTA with their TrAMS grant application as soon as possible.</p> <p>The grant award is from the FTA Safety Research & Demonstration Program (SRDP) and Bus Operator Compartment (BCP) Program. TriMet's grant award is one of 10 projects nationwide funded under the Safety Research and Demonstration Program (SRDP) and Bus Operator Compartment Program (BOCP). The funding allocation from these two sources totaled \$9.1 in competitive allocations.</p> <p>Risk Ranking & Data Validation for Grade Crossing Project: (Source: TriMet Grant Application)</p> <p>Since 1986, there have been 41 fatalities related to collisions between MAX trains and pedestrians (including suicides and trespassers), bicyclists or motor vehicles.</p> <p>An evaluation of TriMet Pedestrian Grade Crossing Safety conducted in May of 2019 found that TriMet is leading the industry in Rail Grade crossing safety practices, and that TriMet's rate of fatalities per Light Rail vehicle revenue mile was well below comparable industry averages between 2007 and 2015.</p> <p>TriMet strives for continuous improvement and increased safety. Through effective data collection, TriMet captures data from a variety of sources including reported and documented near misses through an accident/incident database, an additional incident management database, a request for safety analysis process for internal concerns and hazard, and a Service Improvement Process database for collecting information from customer facing inputs. All of these sources inform operator training and design of safety improvements. In addition, new sources of data input are on the horizon as technology evolves, data management practices change and customers find new ways to communicate.</p> <p>A more unified and modular approach is needed to ensure that all data is being correctly aggregated and weighted, investments in safety are being directed to the highest need locations, and the appropriate level of intervention and design is applied to achieve optimal safety outcomes for TriMet and the people who use the TriMet system. Currently, data is gathered episodically from the individual data sources at the time a new grade crossing safety project is commenced and decisions on site selection and design interventions, while made based on data, are still reliant on more qualitative measures and the process could be improved by providing additional tools for quantitative evaluation of grade crossings using a multi-factor analysis that includes measures from all available data sources.</p>
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TriMet will develop a Risk Ranking Methodology and Tool for grade crossing safety improvements. The tool will allow TriMet to effectively aggregate a broad range of data inputs, statistically analyze, evaluate risk at shared corridor grade crossings and prioritize and appropriately scale investments in safety upgrades based on quantitative multi-factor risk rankings. Following development, the efficacy and accuracy of the tool will be validated by conducting an inventory of TriMet grade crossings and current safety enhancements, and deployment of real-time Video Content Analytics on cameras at grade crossings. The demonstration of real-time video content analytics that provide situational awareness and documentation of changes in conditions that indicate relative risk increases at or near grade crossings is innovative as a practice on its own. The utility of the software is increased by using it to validate risk assessments that are used to determine project selection and investments in safety upgrades.

The tool will initially be used to evaluate TriMet's Blue Line grade crossings. Attention will be given to comparing the performance of grade crossings that benefited from safety upgrades as part of prior focused investment in Rail Pedestrian Safety Enhancements (RPSE) and crossings that may still need improvement.

The Risk Ranking Tool will be designed to achieve optimal interoperability with data inputs, understanding that data gathering tools and systems will evolve. This will provide transferability for use on additional TriMet alignments and at other transportation agencies. Demonstration and validation of the tool will allow FTA, through a cooperative agreement to advise TriMet on broader industry needs so they are considered during the design and validation process.

Additional Details:



The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards.

The goals of FTA's safety research are to:

- Improve public safety by reducing transit-related injuries, fatalities, safety events, and enhance system reliability by testing promising new technologies, designs and practices.

	<ul style="list-style-type: none"> Assess ways to promote better public transit safety cultures through the adoption of voluntary safety standards and best-practices. <p>The primary objectives of the SRD Program are to assist rail transit agencies to:</p> <ul style="list-style-type: none"> Explore advanced technologies, designs and/or practices to mitigate and prevent safety hazards on rail transit systems. Evaluate cost-effectiveness and practicability of potential solutions.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment to be completed.
Total Programmed Amount:	The total programming amount (5312 + local funds) is \$1,075,506
Added Notes:	A Funding award summary is included as Attachment 2 to the Staff Report

Project 3: Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	
Lead Agency:	Tigard Washington County
ODOT Key Number:	18311 MTIP ID Number: 70647
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Design upgrades to signal hardware and communication. Add adaptive signal timing and detection Traffic signal upgrades and communication infrastructure at the intersections along Durham Rd and Upper Boones Ferry Rd from OR99W to I-5 allowing integration into the regional traffic signal management system and providing signal timing changes to meet demand and provide traveler information. Source: Existing project Funding: The project includes Metro federal allocated Surface Transportation Program funds and local funds Project Type: TSMO/Operations Location: On SW Durham Rd and Upper Boones Ferry Rd in Tigard Cross Street Limits: OR99W to I-5 Mile Post Limits: N/A Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: TBD MTIP Amendment Number: NV21-04-NOV OTC approval required: No Red Flag Delivery Issues: Yes. See below narrative.
What is changing?	<p>AMENDMENT ACTION: COST INCREASE</p> <p>Key 18311 is a Transportation Management and Systems Operations improvement project funded with Metro allocated federal funds. The Lead agency through the Preliminary Engineering Phase has been the city of Tigard.</p>

	<p>The main scope of work will add adaptive signal timing and detection In Tigard on Durham Rd and Upper Boones Ferry Rd between OR99W to I-5, complete traffic signal upgrades and communication infrastructure improvements at multiple intersections.</p> <p>The amendment addresses a cost increase and change in lead agency delivery for the construction phase. The updated construction cost estimate reflects the inflation costs being significantly more than originally anticipated. The last Project Change Request (PCR) increased the project scope by adding a pedestrian signal which resulted in increased construction costs. The pedestrian signal has been verified by a traffic analysis. The “Other” phase needs to be increased to include a Benefit Report to document the adaptive system's effects on the corridor's traffic. Software will be purchased during the other phase. Additional costs being added to fully fund each phase of work.</p> <p>The project is considered an older project that has not progressed satisfactory through the federal transportation delivery process. The project has been delayed due to cost and design issues as noted above. The project was first programmed in 2015 in the 2015-18 MTIP with the Other phase obligating in 2015 and the PE phase obligating in 2016. As of five plus years later, the project is only now at the 60% design level and still has not completed the Preliminary Engineering (PE) phase. The project has slipped into its third MTIP without completing PE. The acceptable length of a PE phase to complete NEPA and final design is normally two years unless external environment obstacles emerge. The project has also required 11 prior amendments as well.</p> <p>As part of the amendment, Washington County has agreed to take over the delivery status as lead agency and provide the remaining local funding to address the Other phase and Construction phase funding shortfalls. Metro staff greatly appreciates Washington County’s support and their efforts working with ODOT to resolve the project funding shortfall and get the project back on an acceptable delivery schedule ensuring the construction phase federal funds do not lapse.</p> <p>Staff believes that through Washington County’s efforts and this 12th amendment, the required cost corrections to the Other and Construction phase will return the project to a construction phase obligation before the end of FY 2021 (September 30, 2021).</p>
<p>Additional Details:</p>	<p>Under the new statewide Obligation Targets program for MPO Transportation Management Agencies (TMA), older projects with federal funds programmed before 2020, and were slipped into FY 2020 but did not obligate their federal funds by the end of FY 2020, are identified to now have their remaining unobligated federal funds lapse if not obligated by the end of FY 2023 (as of September 30, 2023). The phase funding lapse condition applies to Key 18311, Durham Rd/Upper Boones Ferry Rd. OR99W - I-5 project. The Construction phase is programmed in 2021 and the construction phase is now expected to obligate before the end of FY</p>

	2021. If the funds do not obligate before the end of FY 2023, they will lapse and be returned to ODOT.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, for projects that cost \$1 million or above, a formal/full amendment is required when the cost increase is above 20%. For this project the cost increase equals 23.9%.
Total Programmed Amount:	The total programmed amount increases from \$1,504,286 to \$1,865,015 which represents a \$360,729 increase to the project and primarily to the construction phase.
Added Notes:	Project location maps included in Attachment 3 with an MTIP Amendments summary included as Attachment 4.

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.

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

- Passes 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.
 - 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..... | October 21, 2020 |
| ● TPAC notification and approval recommendation..... | November 6, 2020 |
| ● JPACT approval and recommendation to Council..... | November 19, 2020 |
| ● Completion of public notification process..... | November 19, 2020 |
| ● Metro Council approval..... | December 3, 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.....	December 8, 2020
• Submission of the final amendment package to USDOT.....	December 8, 2020
• ODOT clarification and approval.....	Mid - December, 2020
• USDOT clarification and final amendment approval.....	Early January, 2021

Added Note: Due to the holidays, final USDOT project approvals within the November 2020 Formal Amendment Bundle could be delayed until early to mid-January 2021. It is also possible final approvals could occur earlier in December if final reviews are completed in time for USDOT to approve the project(s) before holiday breaks occur.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
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 20-5144 consisting of three projects in the November 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Attachments:

1. OTC Staff Report Project Location Map for Key 22314
2. Attachment 2: FTA Safety Award Notification
3. Project Location Map for Key 18311
4. MTIP Amendment History Summary for Key 18311



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: September 30, 2020

TO: Kristopher W. Strickler
Director

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: **Agenda/Consent XX** - Request to approve \$1,000,000 of Type A Immediate Opportunity Funds (IOF) to the City of Hillsboro for the extension of Northeast Huffman Street and Northeast 30th Avenue in the Hillsboro Technology Park.

Requested Action:

Approve awarding \$1,000,000 of Type A [Immediate Opportunity Funds \(IOF\)](#) to the City of Hillsboro for the extension of Northeast Huffman Street and Northeast 30th Avenue, and adding the project to the 2021-2024 Statewide Transportation Improvement Program (STIP).

STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
Northeast Huffman Street Improvement Project (City of Hillsboro)	\$0	\$2,000,000
Type A Immediate Opportunity Funds (IOF) (KN 19992)	\$1,724,748	\$724,748
City of Hillsboro contribution	\$1,000,000	\$0
TOTAL	\$2,724,748	\$2,724,748

New project:

Northeast Huffman Street Improvement Project (City of Hillsboro) (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Construction	2021	\$0	\$2,000,000
TOTAL		\$0	\$2,000,000

Background:

The Hillsboro Technology Park includes over 800 acres of vacant land designated for industrial development and focused on firms in the targeted clusters of high technology, clean tech, and advanced manufacturing. Within the last two years, the City of Hillsboro has made significant investment in preparing this area for development. All but two properties fronting Northeast Starr Boulevard have been purchased by industrial users.

A traded sector high technology manufacturer has expressed significant interest in developing a research and development facility and a training facility on an industrial site in the Technology Park with construction beginning in late 2020 and fully operational by 2023. The manufacturer will create 100 new FTE positions at the project site within 5 years of completion of the project. The majority of positions will pay over the County average wage. The extension of Northeast Huffman Street and Northeast 30th Avenue will provide the transportation improvements needed to recruit the manufacturer. The transportation improvements will also attract other development opportunities at the Hillsboro Technology Park. The City has also seen interest from corporate headquarters entities as well as manufacturing, which could bring an additional 300-400 jobs to the Technology Park.

Proposed Project:

The extension of Northeast Huffman Street and Northeast 30th Avenue project in the Hillsboro Technology Park will provide a safe multi-modal connection for motor vehicles, bicycles, and pedestrians traveling along Northeast Huffman Street. The scope of work consists of 2,600 lineal feet of Northeast Huffman Street from its current westerly terminus at Northeast Starr Boulevard to the intersection (hammerhead) with Northeast 30th Avenue, approximately 650 lineal feet of 30th Avenue, and consists of improvements described below:

- Provide concrete pavement width for 34' roadway extending Northeast Huffman Street
- Bi-directional travel
- Develop storm water collection conveyance and management along Northeast Huffman Street and hammerhead portions of Northeast 30th Avenue
- 2- 12' travel lanes
- 2- 6' interim shoulders
- 2- interim 1' mountable curbs and associated storm water management

Benefits of the project would include:

- Positioning industrial sites closer toward development-ready status
- Providing a location to recruit key industry/traded sector businesses and/or provide expansion options in an effort to retain local traded sector businesses
- Providing transportation access to adjacent industrial sites
- Continuing to build a transportation network throughout the industrial area
- Offering an industrial site to a global semiconductor equipment manufacturer to expand and retain their presence in Hillsboro, and also create more jobs
- Providing further international exposure to Hillsboro, from visiting U.S. and overseas key industry business executives to this premiere facility

Immediate Opportunity Fund Program Type:

This project falls under the category of Type A: Benefits in terms of specific economic development projects that affirm job creation opportunities.

How the Project Meets Immediate Opportunity Fund Criteria:

The Immediate Opportunity Fund grant represents 12% of the estimated cost for the road improvements, site work, and necessary utilities. The remaining funds are provided by the Hillsboro Economic Development council, the agency that administers the North Hillsboro Industrial Renewal Area. The funds provided by the Immediate Opportunity Fund grant would include paying for grading, concrete paving, and concrete curbs/gutters. The road project will be advertised through the City of Hillsboro public bid process.

The proposed Northeast Huffman Street extension project is consistent with the Transportation System Plan adopted by the city of Hillsboro.

- This project is projected to create approximately 100 technical manufacturing, and management-level jobs with an average annual salary exceeding \$105,000.
- The road improvements will be in the public right-of-way and will be owned and maintained by the city of Hillsboro.
- The road improvements will serve general transportation needs and conform to access management policies.
- The road improvement project and the development meet all necessary land use and environmental requirements. Permits for the project and development are in the process of being obtained and there are no known issues that will prevent issuance of the permits.
- The project is consistent with the regional priorities for community and economic development developed by the relevant Regional Solutions Advisory Committee.

Options:

With approval, \$1,000,000 in IOF funds will be awarded to the City of Hillsboro for the extension of Northeast Huffman Street and Northeast 30th Avenue, which will improve transportation flow and business access.

Without approval, the traded sector high technology manufacturer may consider other competing locations.

Attachments:

- Attachment 1 – Location & Vicinity Map
- Attachment 2 – Business Oregon Recommendation to ODOT for IOF Award to the City of Hillsboro

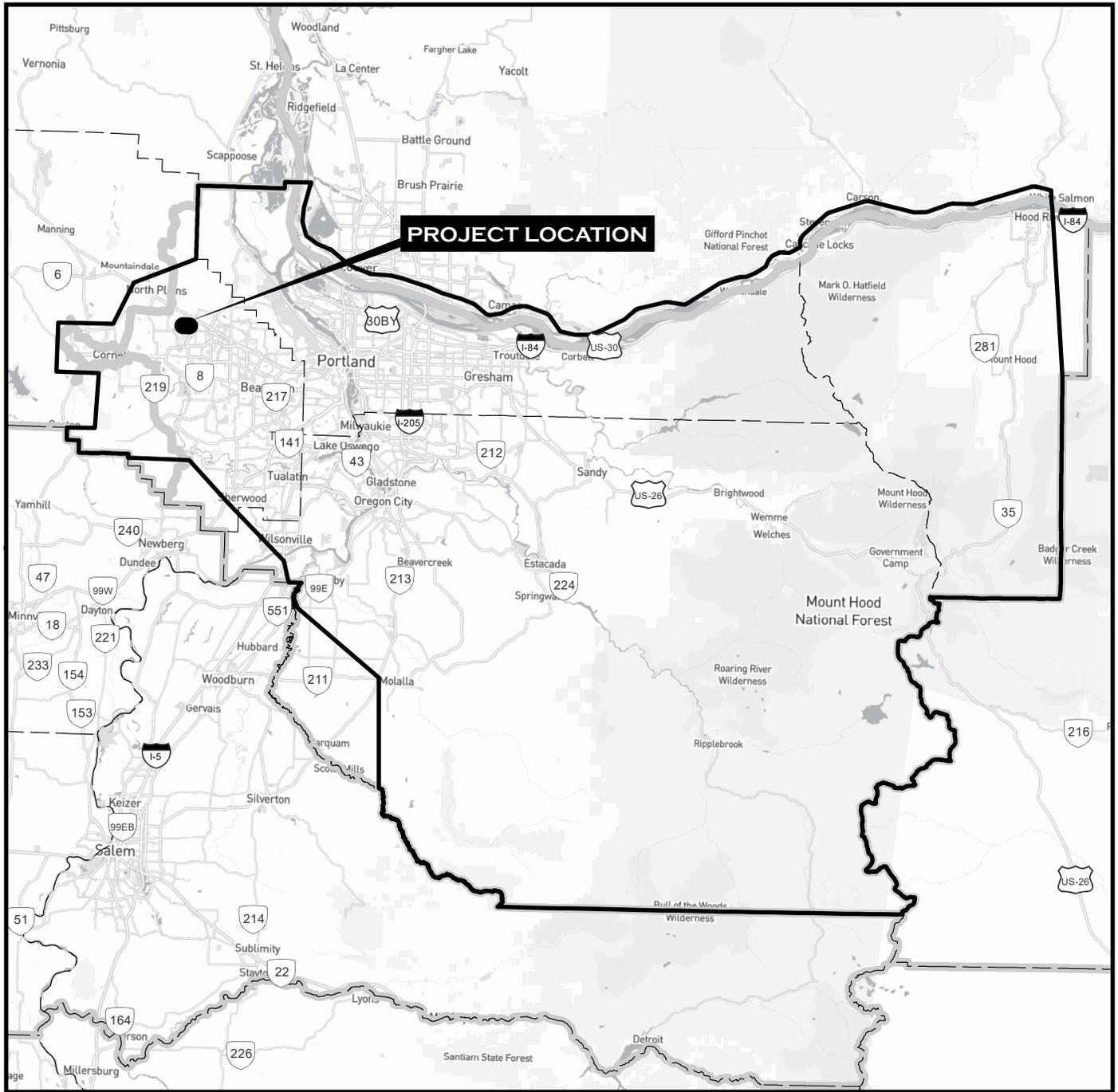
Copies to:

Jerri Bohard	Travis Brouwer	Cooper Brown	Lindsay Baker
Jess McGraw	Tom Fuller	Mac Lynde	Jeff Flowers
Arlene Santana	Amanda Sandvig	Alice Bibler	Rian Windsheimer
Tova Peltz	Jon Makler	Talena Adams	Gabriela Garcia
Vanessa Vissar	Cecelia Gilbert	Matt Freitag	Hope Derrickson

Always the following: “Jerri Bohard, Travis Brouwer, Copper Brown, Lindsay Baker and Jess McGraw” Other interested stakeholders: (Region Manager(s), Division Administrator(s), others, etc.)

PROJECT VICINITY

ODOT REGION 1



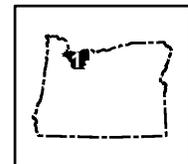
NE HUFFMAN ST IMPROVEMENT PROJECT (CITY OF HILLSBORO) KEY NO. TBD

STATE HIGHWAY CLASSIFICATION

-  INTERSTATE
-  STATEWIDE
-  LOCAL ROADS
-  PROJECT LOCATION

BOUNDARIES

-  ODOT REGION
-  COUNTY
-  ACT BOUNDARY
-  HYDROLOGIC FEATURES

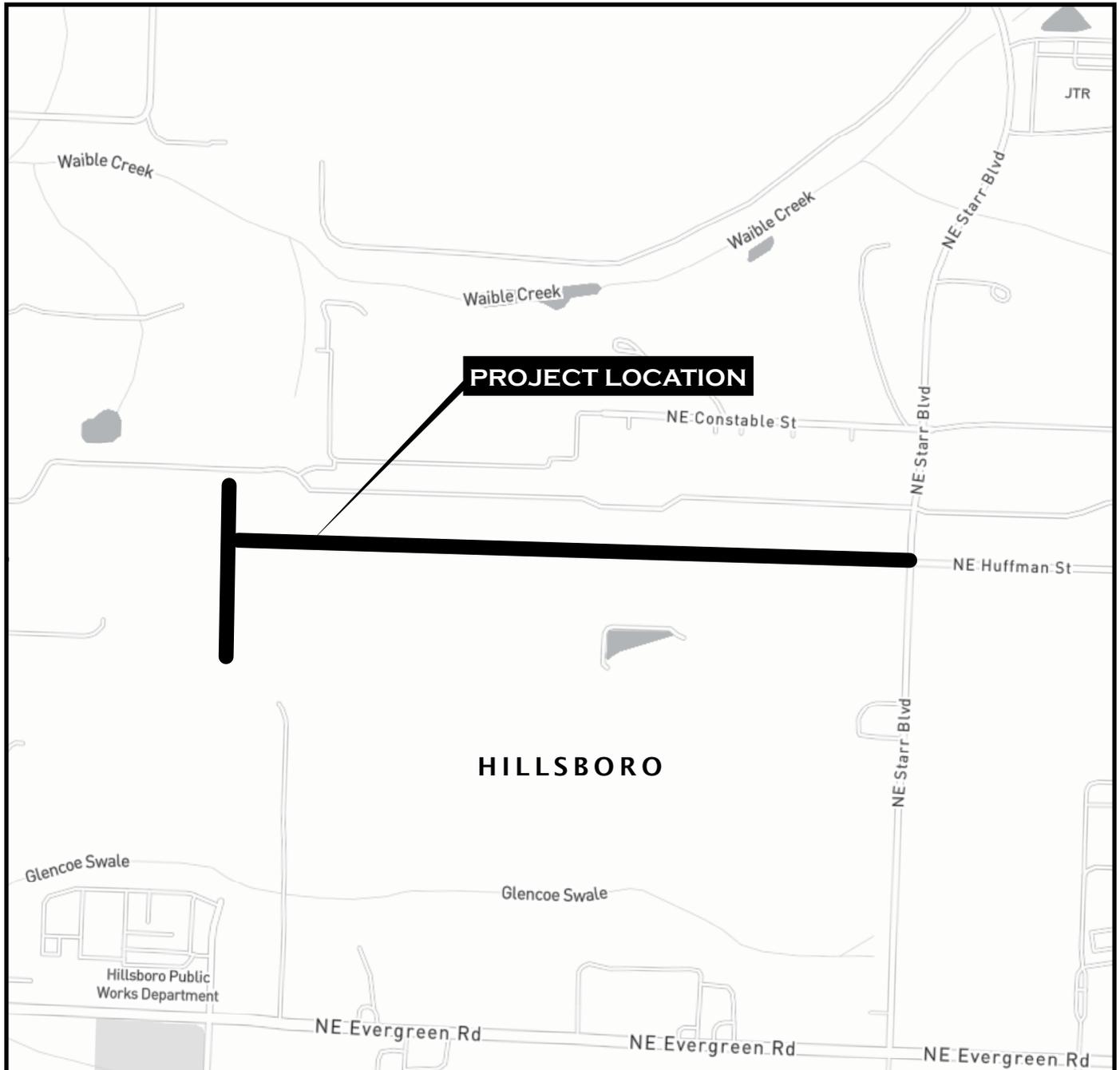


PRODUCED BY ODOT - GIS UNIT
ODOTMaps@odot.state.or.us
GIS NO. 23-52

DATE: 9/30/2020

PROJECT LOCATION

ODOT REGION 1



ACT: Region 1 ACT

COUNTY: Washington

CITY: Hillsboro

NE HUFFMAN ST IMPROVEMENT PROJECT (CITY OF HILLSBORO) KEY NO. TBD

STATE HIGHWAY CLASSIFICATION

- INTERSTATE
- STATEWIDE
- LOCAL ROADS
- PROJECT LOCATION

BOUNDARIES

- ODOT REGION
- COUNTY
- ACT BOUNDARY
- HYDROLOGIC FEATURES



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ODOTMaps@odot.state.or.us
GIS NO. 23-52

DATE: 9/30/2020

Attachment 2: SRD and BCP Funding Award Summary

An official website of the United States government [Here's how you know](#)

Find the Latest Information on the Coronavirus/COVID-19 at [ETA's Coronavirus landing page](#).

United States Department of Transportation

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Transit Automation Research

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- [Bus Operator Compartment Program](#)

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Office of Research, Demonstration and Innovation
Federal Transit Administration

Safety Research & Demonstration Program (SRD) and Bus Operator Compartment (BCP) Program Project Selections, FY2018-19

State	Project Sponsor	Project Description	Funding Amount	Project
IL	Chicago Transit Authority (CTA)	The Chicago Transit Authority (CTA) will receive funding for a pilot project to install new safety features for the electrified third rail at Oakton Skokie Station. The rail, which powers CTA subway cars, will be buffered and feature warning labels, improving safety for transit riders and rail maintenance crews.	\$1,183,091	Safety, R and Demons Program
LA	New Orleans Regional Transit Authority (NORTA)	The New Orleans Regional Transit Authority (NORTA) will receive funding to study the implementation of adding shields and barriers on its bus fleet to protect its bus operators. NORTA will work with its bus operators to secure feedback on the implementation of this project and install a prototype for field testing.	\$600,000	Bus Ope Compart Program
MD	Maryland Department of Transportation (MDOT)	The Maryland Department of Transportation (MDOT) will receive funding to expand its track warning and detection pilot program to five additional stations in the Baltimore Metro system. The technology will instantly alert train operators when someone is on the tracks.	\$675,000	Safety, R and Demons Program

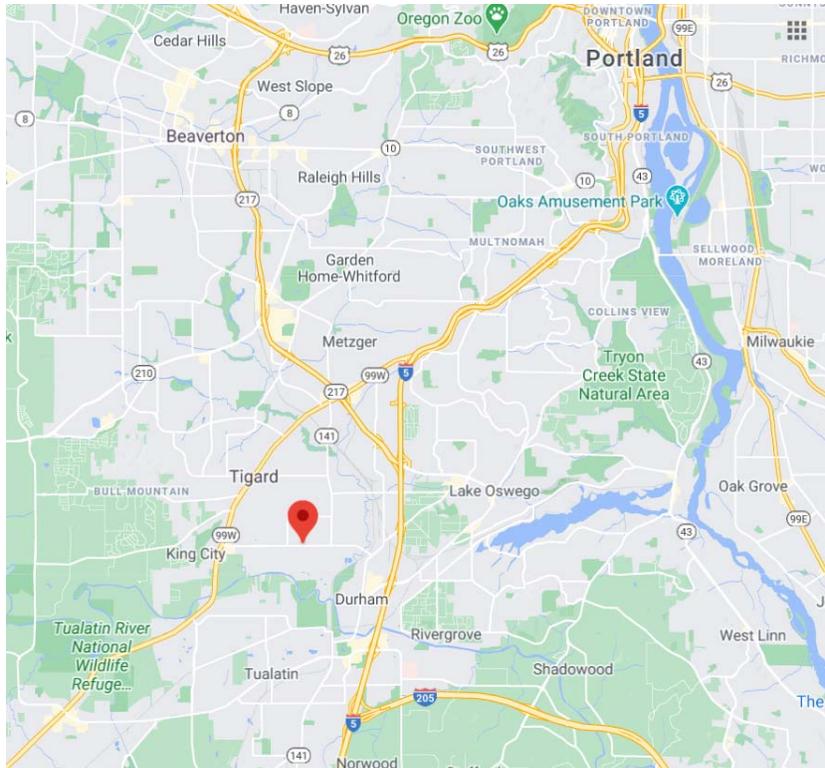
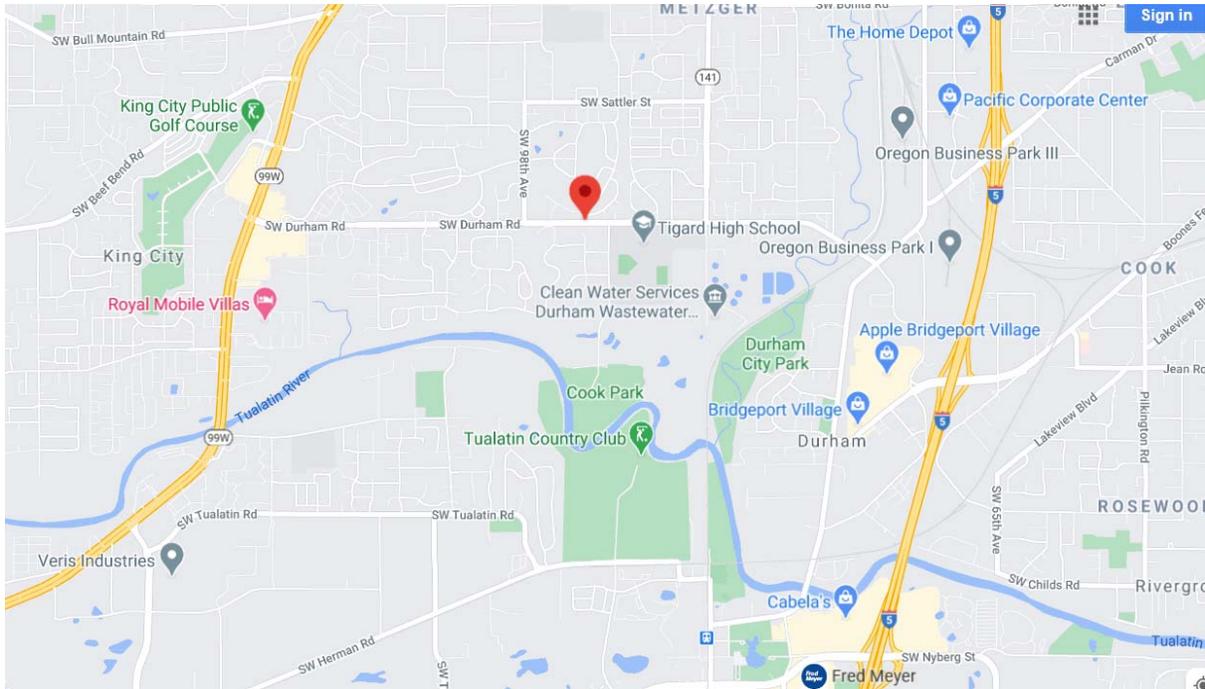
1200 New Jersey Avenue,
S.E.
Washington, DC 20590
United States

Phone: 202-366-4052
Business Hours:
8:30 a.m.-5 p.m. ET, M-F

State	Project Sponsor	Project Description	Funding Amount	Project Pri
MD	International Transportation Learning Center	The International Transportation Learning Center based in Silver Spring, Maryland, will receive funding to redesign a transit bus compartment to improve safety for drivers. By designing a barrier, the compartment will minimize operator assaults and maintain positive passenger interactions through mirrors and lighting.	\$1,000,000	Bus Operat Compartment Program
NJ	Rutgers, The State University Of New Jersey	Rutgers University in New Jersey will receive funding to research and analyze trespasser detection at New Jersey Transit highway rail crossings to reduce fatalities. New Artificial Intelligence (AI) technology will gather data and help transit agencies develop trespasser avoidance solutions.	\$357,072	Safety, Res and Demonstra Program
NY	Metropolitan Transportation Authority (MTA)	The Metropolitan Transportation Authority (MTA) in New York will receive funding to research state-of-the-art bio-mechanics modeling to help save lives with modern, energy-absorbing materials to reduce injuries and fatalities following collisions involving people and trains.	\$3,450,907	Safety, Res and Demonstra Program
NC	City of Charlotte	The City of Charlotte, (Charlotte Area Transit System) in North Carolina will receive funding to install signs and develop a safety public education campaign for the CityLYNX Gold streetcar line. The project will educate riders and residents about the importance of pedestrian safety along the route.	\$56,080	Safety, Res and Demonstra Program
OR	Tri-County Metropolitan Transportation District Of Oregon (Tri-Met)	Tri-Met in Portland Oregon, will receive funding to design a risk ranking evaluation tool for rail crossing safety improvements, including upgrading cameras to document risks and incidents at grade crossings on its MAX light rail system.	\$825,506	Safety, Res and Demonstra Program
PA	Southeastern Pennsylvania Transportation Authority (SEPTA)	The Southeastern Pennsylvania Transportation Authority (SEPTA) in Philadelphia, Pennsylvania will receive funding to install an automated employee protection system, allowing rail transit workers to enhance their safety while working on the tracks.	\$742,000	Safety, Res and Demonstra Program
UT	Utah Transit Authority (UTA)	The Utah Transit Authority (UTA) in Salt Lake City, Utah will receive funding to identify strategies to prevent and mitigate suicides along UTA's FrontRunner commuter rail system & TRAX light rail corridors.	\$224,000	Safety, Res and Demonstra Program



Key 18311
Durham Rd/Upper Boones Ferry Rd. OR99W - I-5
Project Location Map



Attachment 4: Key 18311 MTIP Amendment History

[home](#) | [admin](#) | [RTP](#) | [RFFA](#) | [MTIP](#) | [FUND](#) |

[details](#) | [costs](#) | [programming](#) | [map](#) | [amendments](#) | [obligations](#) | [earmarks](#) | [comments](#)

ODOT Key: 18311 | MTIP ID: 70647
 Durham Rd/Upper Boones Ferry Rd. OR99W - I-5 - Cycle 2021-26

[add a new amendment](#)

amendment	type (adm/res)	request date	agency	requested by	metro approval date	
624	Administrative	01/11/2013	Tigard	Transport	01/18/2013	delete
724	Administrative	12/06/2013	Washington County	Ted Leybold	01/30/2014	delete
787	Administrative	06/12/2014	Tigard	Michele Thom	06/20/2014	delete
855	Administrative	09/26/2014	Tigard		12/03/2014	delete
979	Administrative	07/21/2015	Tigard	Michele Thom	08/12/2015	delete
1085	Administrative	10/27/2015	Tigard	Vaughan Rademeyer	12/07/2015	delete
1188	Administrative	08/19/2016	ODOT	Vaughan Rademeyer	08/22/2016	delete
1768	Administrative	09/23/2019	Tigard	Gabriela Garcia	10/03/2019	delete
1831	Administrative	12/27/2019	Tigard	Ken Lobeck	12/27/2019	delete
1858	Administrative	03/06/2020	Tigard	Ken Lobeck	03/06/2020	delete
1879	Administrative	05/17/2020	Tigard	Ken Lobeck	05/17/2020	delete

Key 18311 MTIP Amendments History					
Num	System ID	Amendment Number	Type	Approval Date	Actions
1	624	AMND13-51A	Administrative	01/22/2013	Transfer \$600K in Regional STP funds from TSMO bucket (K18012) to create a new project (\$125K for PE in 2014 and \$475K for CN in 2015).
2	724	AMND14-33A	Administrative	12/10/2013	Cancel K18311 and transfer federal funds to K17461 (Sherwood, Tualatin and Tigard ATMS)
3	787	AMND14-91A	Administrative	06/12/2014	Reestablish the project by transferring \$1,114,454 from K17461 (\$1,000,000 fed). Change the project name
4	855	N15-25	Administrative	09/26/2014	Slip Preliminary Engineering (PE) phase to 2015.
5	979	STIPFP15-86A	Administrative	08/20/2015	Create an OTHER phase and slip Construction phase and PE to 2016.
6	1085	N16-6	Administrative	12/07/2015	Slip Construction phase to 2017
7	1188	STIPFP16-62A	Administrative	08/31/2016	Amend K18311 Durham Rd/Upper Boones Ferry Rd: OR99W - I-5 to increase PE to \$324,641 by moving \$123,641 from Construction and adding \$123,641 agency funds to keep Construction at the same funding level.
8	1768	AB19-20-SEP1	Administrative	09/23/2019	PHASE SLIP - September 2019 Admin Mod: Slip Construction phase and funding from 2019 to 2020. Construction phase slip due to ongoing assessment of ADA triggers and required ADA work not included in scope and funding plan. Total project cost remains unchanged at \$1,238,095. -
9	1831	AB20-05-DEC2	Administrative	12/27/2019	Slip Construction phase to 2021
10	1858	AB20-09-MAR1	Administrative	03/06/2020	COST INCREASE: \$185k shifted from Construction phase to Other phase to address funding shortfall. Local funds backfilled Construction phase.
11	1879	AB20-11-MAY1	Administrative	05/17/2020	MINOR COST INCREASE The Admin Mod increases the total PE obligation amount as a technical correction and adjusts the construction phase STP and overmatch ratio amounts.
12	TBD	NV21-04-NOV (Current Amendment)	Formal	Pending	Cost Increase: Change the lead agency from Tigard to be Washington County to deliver the construction phase. The total project cost increases from \$1,504,286 to \$1,865,015 (increase of \$360,729 = 23.9%)

Date: Friday, October 30, 2020
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Senior Transportation Planner
Subject: 2024-2027 MTIP – Work Plan

Purpose

Provide an overview of the 2024-2027 MTIP development work plan and gather TPAC's feedback.

Questions for TPAC Input

- Does the following work plan for the 2024-2027 MTIP clearly and adequately articulate the activities for development of the 2024-2027 MTIP?
- Are there additional or different approaches and activities for Metro to lead in developing the 2024-27 MTIP in cooperation with partners ODOT, TriMet and SMART?

Background

As part of Metro's responsibilities as the metropolitan planning organization (MPO) for the Portland region, the agency is responsible for the development and administration of the Metropolitan Transportation Improvement Program (MTIP). The MTIP is the four-year, near-term capital improvement plan-strategy for the metropolitan region.¹ Within the MTIP document are:

- lists of the transportation investment priorities for the upcoming federal fiscal years;
- descriptions of the prioritization processes to allocate available funds to transportation projects and programs, and compliance of those processes with regional guidance and federal laws;
- measurements of the performance of those investments and progress toward federal performance targets and regional goals;
- demonstration of compliance with federal TIP-related regulations; and
- monitoring measures and procedures for administering the MTIP.

The development of the MTIP is expected to be cooperatively developed by the MPO, state department of transportation, and transit agencies. Therefore, as part of the MTIP development process, key MTIP partners in the Portland region – ODOT (Region 1 and headquarters, as necessary), TriMet, SMART, and Metro – work closely together to demonstrate how the region is working together to achieve the common goal of implementing the Regional Transportation Plan (RTP) and complying with applicable federal regulations to remain eligible for funding.

MTIP Partners – the role of ODOT, SMART, and TriMet

By federal regulation, Metro, as the region's MPO, ODOT, SMART, and TriMet have allocation authority over federal transportation funding provided by either the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). The responsibility in receiving and/or having allocation authority over federal surface transportation funding results in each entity having a role in the development of the MTIP, as all federal transportation funding and investments in the regional transportation system (regardless of type of funds) must be incorporated in the MTIP. Metro, as the MPO is responsible for leading the coordination and cooperative development of the MTIP among the agencies to ensure federal programming requirements are being met and advancing adopted regional goals.

TPAC and the development of the 2024-2027 MTIP

¹ The MTIP does include some maintenance-related investments, such as federal transportation monies restricted for the use pavement maintenance activities on the interstate system and transit bus replacement.

TPAC, is designated to work with MPO staff at Metro to provide JPACT and the Metro Council with policy alternatives to carry out their role as the MPO board. While the MTIP is not a policy document, TPAC will be requested to provide a recommendation to JPACT and the Metro Council on adoption of the 2024-2027 MTIP document at the end of the MTIP development process in spring/summer of 2023. To prepare to make this recommendation, TPAC is requested to provide input as to whether the work plan for the development of the 2024-2027 MTIP will best coordinate funding allocation decisions to make progress toward regional policy objectives and desired transportation system performance outcomes and the ability to demonstrate compliance with federal programming regulations.

Guiding the development of the 2024-2027 MTIP

The 2024-2027 MTIP is an implementation instrument for the region's policy goals for the transportation system. As a mechanism to put into action the region's policy objectives, the following policy directives and regulations serve as the overarching policy direction and approach to guide the development of the 2024-2027 MTIP. These include:

- The policy directives from the 2018 Regional Transportation Plan (RTP), including the four policy priorities for near-term focus: safety, equity, addressing climate change, and managing congestion.
- The federal requirements as outlined in the Code of Federal Regulations outlining the content and process requirements for developing the MTIP and STIP. This includes:
 - addressing the corrective actions and recommendations put forward by federal partners in the 2021-2024 STIP approval letter and findings and the Metro MPO certification findings.
 - new requirements enacted through federal legislation or reauthorization of the surface transportation bill.
 - federal regulations applicable to all federal funding recipients, such as Civil Rights, Clean Air Act, and Environmental Justice.

While Metro will play a lead role in illustrating and demonstrating how the cooperative development by Metro, ODOT, SMART, and TriMet meet these directives in the development of the MTIP document, each partner will work to implement these policy directions to ensure the region remains eligible to receive and expend federal transportation dollars.

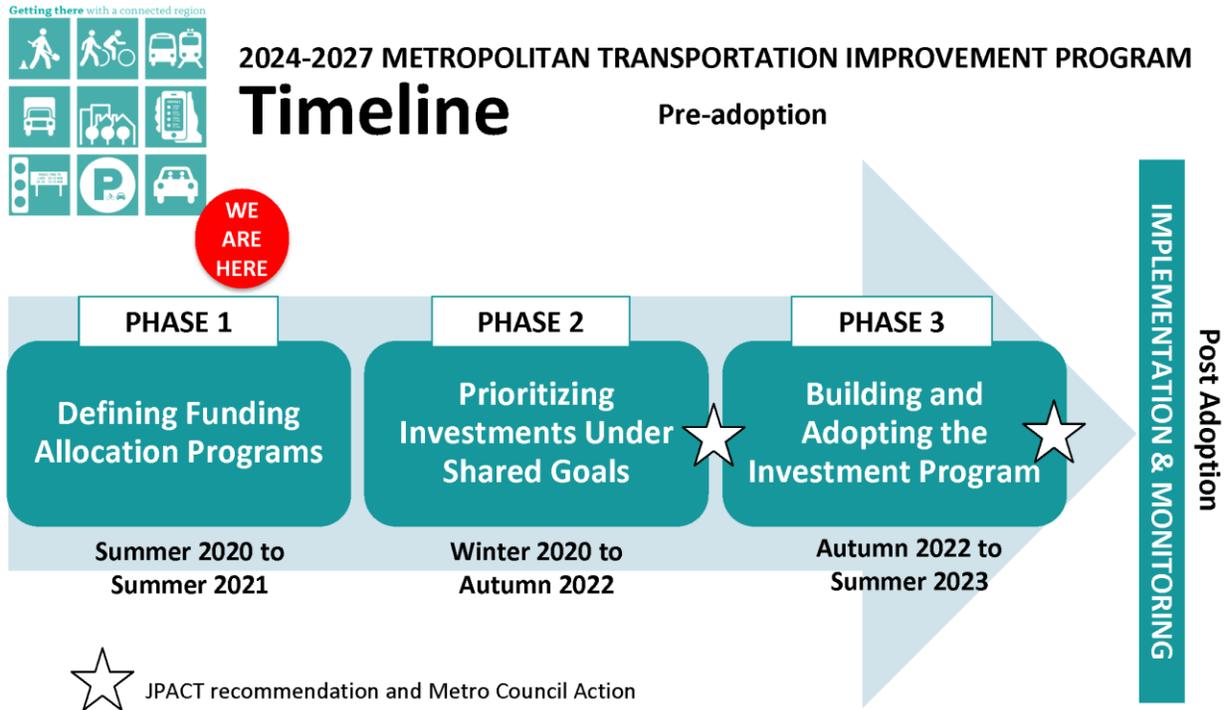
2024-2027 MTIP – Work Plan

The 2024-2027 MTIP will take approximately three years to develop, starting in summer/autumn 2020 and wrapping up in summer 2023 in order to submit the 2024-2027 MTIP to the Governor for inclusion in the 2024-2027 STIP and to federal partners (Federal Highway Administration – FHWA, Federal Transit Administration – FTA). The 2024-2027 MTIP can be divided into three thematic phases of work, which are:

- Financial forecasting and policy development for revenue allocations
- Allocating transportation revenues to individual projects and programs for fiscal years 2024-2027
- Compiling the final 2024-2027 MTIP document and conducting the necessary analysis and demonstrations to prepare for final submission.

There are a number of different activities to take place to facilitate the main purpose of each phase. For example, in the third phase: compiling the final 2024-2027 MTIP, the activities include the performance assessment of the investment strategy, demonstrating fiscal constraint, public involvement and formal consultation with tribal governments and resource agencies. Attached is a more detailed work plan for the 2024-2027 MTIP which illustrates the major activities to be undertaken within each phase of development. Also included is an “at-a-glance” view of the work plan outlining the phases of work, activities entailed, and expected deliverables.

Figure 1. Timeline for the 2024-2027 Metropolitan Transportation Improvement Program



Phase 2 includes multiple funding decisions (e.g. Regional Flexible Fund, Transit budget process, ARTS) with formal actions. Public input opportunities to be provided prior to funding decisions.

Recognizing the MTIP is the cooperatively developed and coordinated near-term investment decisions of four different transportation agencies, the work plan provides generalized timeframes for different activities. Each activity lead by one of the MTIP partners will have its own work plan and set of activities expected to be shared at the regional table and provide avenues for engagement and regional policy goal consideration.

Cooperatively developing the 2024-2027 MTIP and anticipated activities

In the role of leading the cooperative development of the 2024-2027 MTIP, Metro will work with MTIP partners ODOT, SMART, and TriMet to ensure their federal transportation funding allocation activities consider the needs and priorities of the metropolitan area and provide for meaningful engagement at the MPO table. Identifying needs and priorities begins with consideration of the policies and projects in the 2018 Regional Transportation plan, regional transportation system performance measurement, and findings from the 2021-2024 MTIP. At a minimum, regional engagement will include:

- Information sharing and briefings to TPAC and JPACT on different MTIP and STIP activities
- Communicating the region’s transportation needs, unique transportation conditions and travel demand patterns, and transportation investment priorities
- Data sharing to support monitoring the performance of the transportation system and demonstrate progress towards federal performance targets
- Data sharing for the purposes of ensuring the MTIP complies with federal regulations and corrective actions, particularly fiscal constraint

- Supporting agency public engagement activities and formal/informal consultation with resource agencies and tribal governments

Partner agency staff will lead presentation of the regional engagement activities for their funding allocation programs. Previous cooperative development completed as part of the 2021-2024 MTIP may serve as examples. These include:

- Regional acknowledgement of the financial forecast for the 2021-2024 MTIP
- TPAC and JPACT engagement in the ODOT Region 1 fix-it leverage funding allocation
- TriMet and SMART presenting on their annual budget process at TPAC and JPACT

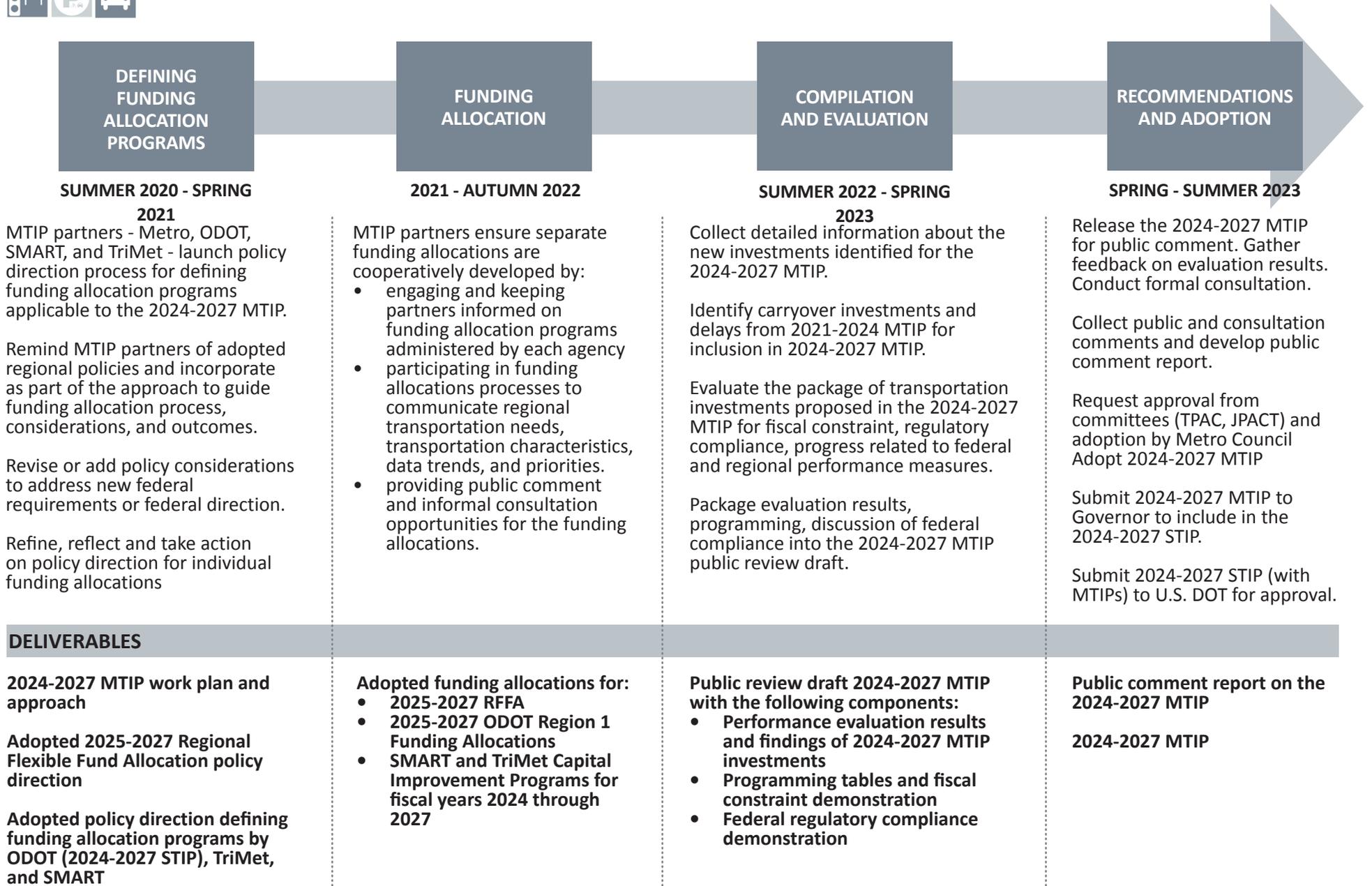
More detailed regional engagement activities will be defined as individual allocation programs are developed in preparation for phase II of the 2024-2027 MTIP development process.

Feedback and Next Steps

Metro staff seeks feedback from TPAC on the 2024-2027 MTIP work plan. With TPAC feedback, Metro will convene ODOT, TriMet and SMART staff to discuss coordination and cooperative development of the MTIP and to populate the TPAC work program with activities for calendar year 2021.



2024-2027 MTIP | Work Plan - Draft



INTRODUCTION

ALIGNING OUR TRANSPORTATION INVESTMENTS TO OUR VALUES

The Portland metropolitan region is known nationally for taking a forward-thinking, long-term collaborative approach to transportation planning and policy. The deliberate choices and plans made (or not made) decades ago has made our region one of the most livable in the country by guiding the investment of significant resources in the transportation system.

Over the last two decades, while region has set a wise course and experienced many successes, the ambitious plans are still not fully complete. There is still much to accomplish to see the desired outcomes and goals for the region's transportation system come to fruition. In addition, addressing on-going challenges like racial injustice, accessibility disparities experienced by the underserved, growing numbers of fatal and serious injury crashes, negative impacts of congestion, and climate change are eminent while travel needs continue to evolve.

The Metropolitan Transportation Improvement Program (MTIP) is one of the tools to guide the investments in the transportation system to make sure those investments move the region further towards the desired outcomes of our region's ambitious plans. The MTIP is a near-term capital investment strategy that encompasses the regionally significant multimodal transportation projects and programs. In its development over a three-year period, the MTIP becomes a process of aligning the metropolitan planning organization, the state department of transportation, and transit agencies transportation investments to advance the region's goals and outcomes for the transportation system.

The upcoming MTIP is focused on federal fiscal years 2024 through 2027. All partners will undergo a process for identifying and defining new investments for federal fiscal years 2025 through 2027. Whereas the investments previously identified for funding available in federal fiscal year 2024 will be reaffirmed and/or potentially updated due to changing project delivery, scoping, and/or funding circumstances.

SETTING THE COURSE: ADOPTED REGIONAL POLICY AND FEDERAL DIRECTIVES

2018 Regional Transportation Plan

On Dec. 6, 2018, the Metro Council unanimously adopted the 2018 Regional Transportation Plan (RTP) for the Portland metropolitan region. The RTP is a long-range blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. Developed over three years from June 2015 to Dec. 2018, Metro worked with local, regional and state partners and the public to update the region's shared vision and strategy for investing in the transportation system for the next 25 years. The plan identifies current and future transportation needs and challenges, key goals and outcomes for the transportation system as expressed by the region, and the policies and investments needed to meet the goals, address the challenges, and to make the transportation work for people living, working, or visiting the region.

Four key priorities emerged from the 2018 RTP development process and in adopting legislation, they were identified as the four areas of focus for new investments in the region’s transportation system. These four priority areas are: addressing safety, equity, and climate change and managing traffic congestion.



Transportation safety



Transportation equity



Climate change



Traffic congestion

The 2018 RTP continues to guide the near-term investments in the transportation system. The 2021-2024 MTIP policy reaffirmed partners would focus transportation investments in the transportation system that advance the four priority areas, which resulted in greater investment in safety projects, especially in communities of color, and multimodal projects. Metro’s transportation funding measure also used the 2018 RTP policies and four priority areas as a starting point to guide and navigate the proposed capital investments and programs to put forward to voters.

As the adopted regional policy for the transportation system through 2023, the 2018 RTP policies, investment strategy, and priorities will continue to guide and shape the development of the MTIP.

Federal Requirements

The MTIP exists because of federal statutes and one of the five key activities Metro is responsible for as the metropolitan planning organization (MPO) for the Portland region. As a result, the federal regulations (outlined in Title 23 Section 450.300 – 450.340) play a significant role in guiding the development and content of the MTIP. Aside from the regulations outlined in federal statutes, other federal regulations, executive orders, and federal directives also guide and shape the transportation investments identified in the MTIP. These regulations include, but not limited to: Civil Rights legislation, the Clean Air Act, and findings from conditional approval of the 2021-2024 STIP and the 2017 and 2021 MPO certification process of the Metro MPO by the Oregon division of the Federal Highway Administration (FHWA) and Federal Transit Administration Region 10.

BUILDING THE 2024-2027 MTIP – HOW WE GET THERE

Building on and creating dialogue to prioritize investments

The prioritization and selection of capital transportation investments as well as supportive programs for federal fiscal years 2025 through 2027 will be led by four different agencies – Metro, ODOT, SMART, and TriMet – over the course of 24 through 30 months. Each of these processes will be under different timelines, use different nomination, prioritization, and selection criteria, and ultimately be decided by

different decision-making bodies weighing the trade-offs. In addition, the year leading up to the adoption of the 2024-2027 MTIP (i.e. from July 2022 through July 2023), a compilation, analysis, and refinement process (for financial purposes) takes place to ensure the upcoming four-year near-term investment program reflects any necessary updates and/or changes to the funding decisions made for fiscal year 2024. (These decisions were made as part of the development of the 2021-2024 MTIP.)

Nonetheless, the alignment of investment towards regional goals necessitates a high degree of cooperative development and coordination. From July 2020 through July 2023, key partners involved with the development of the MTIP – Metro, ODOT, SMART, and TriMet – will work collaboratively to keep regional partners informed of these various prioritization and decision making processes for opportunities to provide input. Partners will also be informed of MTIP amendments which can ultimately impact the profile of investments outlined in 2024, as originally identified in the 2021-2024 MTIP.

The 2024-2027 MTIP will be completed in three major phases. From July 2020 to July 2023, the Metro Council and Joint Policy Advisory Committee on Transportation and staff will coordinate the cooperative development process between the MTIP partners and also engage local, regional and state partners and the public to align transportation investments to further advance progress towards our region's goals for the transportation system. Engagement and planning activities are to be proposed by each partner and provided below. The work plan is as follows.

Getting there



with a connected region

2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

Work Plan

July 2020 to July 2023

The 2024-2027 MTIP calls for Metro, ODOT, SMART, and TriMet to work cooperatively and collaboratively to align transportation investments to advance regional goals and the desired outcomes for the transportation system outlined in the 2018 RTP and to address necessary federal requirements.

PROJECT GOAL

Adoption of a near-term, four-year (fiscal years 2024-2027) transportation investment strategy that demonstrates the region's transportation investments makes progress towards the region's adopted goals for the system and meets federal and state requirements.

METRO ROLE Lead the coordination and cooperative development among MTIP partners in creating the 2024-2027 MTIP. As the lead coordinator, Metro will communicate and engage with local jurisdiction partners and the public to lead to the adoption of a 2024-2027 MTIP that meets federal requirements and advances regional goals.

PROJECT OBJECTIVES

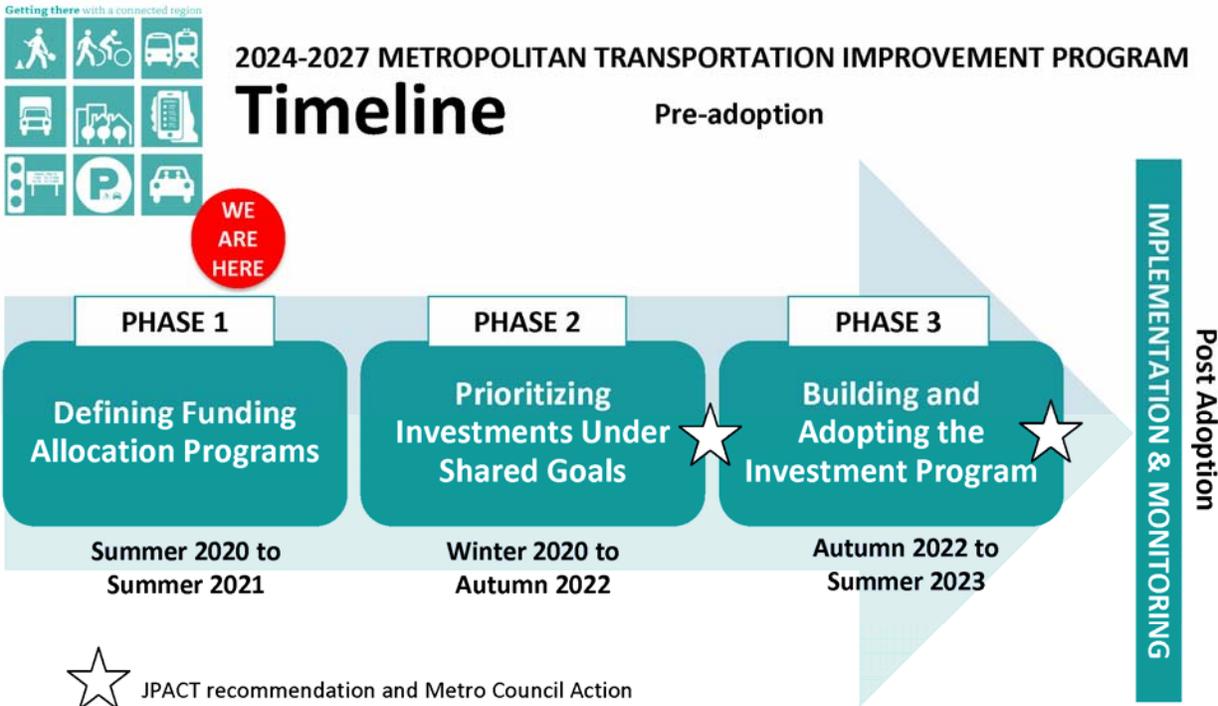
- Provide JPACT and the Metro Council with a sound basis for adopting the 2024-2027 MTIP.
- Demonstrate to the Metro Council and JPACT the creation of the 2024-2027 underwent a high degree of cooperative development and coordination by:
 - Illustrating upfront and continually updating the funding forecast;
 - Illustrating how regional policies and priorities are addressed with the investments and/or were considered in the prioritization of candidate investments;
 - Highlight for the public, partners, and decision-makers the different funding prioritization processes being undertaken, the milestones/decision points, and the opportunities and/or ways to engage in the discussions;
 - Providing further clarity around the funding allocation and prioritization processes;
- Demonstrate consistency with and progress toward implementation of the 2018 Regional Transportation Plan

- Comply with state and federal requirements and position the region to be more competitive in discretionary state and federal transportation funding programs.
- Adopt the 2024-2027 MTIP and submit to the Governor and federal partners prior to the start of federal fiscal year 2024 to allow for federal approvals and make eligible the expenditures outlined in the 2024-2027 MTIP.

TIMELINE AND DECISION MILESTONES

The 2024-2027 MTIP will be completed in three phases. From autumn 2020 to summer 2018, the Metro Council and staff will coordinate local, regional and state partners to develop the next near-term investment strategy. As part of the process, MTIP partners – Metro, ODOT, SMART, and TriMet – in phase 1 will cooperatively develop and define the financial assumptions, revenue trends, and other factors to determine the financial forecast fiscal years 2024 through 2027. This phase will also include other stage setting activities such as the assignment of revenues to different funding allocation programs and agreement on key policy factors for emphasis within each funding allocation program. Phase 2 consists of the funding allocation processes undertaken by each MTIP partner. In some cases, partners may have multiple funding allocation processes depending on the different funding categories defined in phase 1. Finally, phase 3 consists of the final compilation, assessment, and adoption of the investment package.

Figure 1. Timeline for the 2024-2027 Metropolitan Transportation Improvement Program



Phase 2 includes multiple funding decisions (e.g. Regional Flexible Fund, Transit budget process, ARTS) with formal actions. Public input opportunities to be provided prior to funding decisions.

As required by federal regulations, the development of the 2024-2027 MTIP will be guided by existing federal and state laws as well as regional policy framework consisting of, but not limited to the 2018 RTP, the Oregon Transportation Plan, Oregon Executive Order 20-04, the Regional Framework Plan (including policies guiding implementation of the 2014 Climate Smart Strategy) and transit agency master planning, capital improvement planning, and service planning efforts.

Key decisions will be made throughout the development of the 2024-2027 MTIP that will lead to the final adoption of the 2024-2027 MTIP by the Metro Council. In phases 1 and 2, the decisions are made by different decision-making bodies including: the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council (Metro); Oregon Transportation Commission (ODOT); TriMet Board of Directors (TriMet); and the City of Wilsonville City Council (SMART). The outcomes of the policy and funding decisions made by these decision-making bodies will collectively come together to form the 2024-2027 MTIP in phase 3. At each of the key decision points, the decision-making bodies will gather and integrate public input into the various funding allocation decisions while also balancing other agency-specific priorities, federal funding restrictions, and regional policy considerations to build a safe, healthy, reliable, and equitable transportation system that serves the region’s residents, workers, and visitors.

PROJECT MILESTONES

★	Winter 2020- Spring 2021	Financial forecast and distribution of revenues to different funding allocation programs are finalized.
	February 2017	Funding allocation processes begin
★	Summer-Fall 2022	Funding decisions are finalized for fiscal years 2024-2027. Funding decisions (and subsequent project and programming detail) submitted to Metro for inclusion in the 2024-2027 MTIP.
	Spring 2023	Public review draft of the 2024-2027 MTIP available for public comment. Includes performance assessment of four-year investment package and demonstration of federal regulation compliance.
★	Summer 2023	Metro Council considers adoption of the 2024-2027 MTIP for submission to the Governor, inclusion in the 2024-2027 STIP and federal review

WORK PROGRAM ELEMENTS

The development of the 2024-2027 MTIP will be accomplished through the following activities:

Regional agreement on revenue assumptions, financial forecast, and distribute revenues to the different funding allocation programs. The four key partners to develop the MTIP collectively and cooperatively come to agreement on the revenue forecast for fiscal years 2024 through 2027 as a starting point to guide the development of the near-term investment strategy. At the partner level, the

financial forecast as well as individual agency policy direction will inform the distribution of revenues to funding allocation programs.

Regional agreement on policies and requirements to guide the funding allocations and MTIP development. The four key partners to develop the MTIP collectively and cooperatively come to agreement on implementation principles, consistent with regional, state, and federal policies to guide the funding allocation processes. Key areas of emphasis for investments get defined and/or clarified. Individual agency policy direction will also guide allocation of transportation funds, balanced with the MTIP implementation principles and areas of emphasis.

Conduct funding allocations. With the regional agreements established, the individual MTIP partners will undertake the allocation processes to award funding to transportation projects and programs. For some agencies, a single allocation process will award all available funding, whereas for other agencies, multiple funding allocation processes specific to different categories, such as active transportation or safety, will take place. Some funding allocations will be competitive allocations soliciting project and/or program nominations from local partners, whereas other funding allocations will be internal processes driven by asset management data systems, geographic distribution considerations, and the ability to coordinate with other funding allocation categories. Examples of internal funding allocation processes are pavement preservation, transit bus replacements, and transit preventive maintenance. To help inform and guide funding allocation discussions, an overview of key regional trends, existing system performance, current challenges, regulatory context, and transportation gaps and deficiencies will be provided throughout the process. Providing this information is a part of the regional congestion management process.

Compile the draft near-term investment strategy. Upon finalizing the award of funding from the different allocation processes, ODOT, SMART, and TriMet will provide Metro a collection of data to compile the draft near-term investment strategy. The data collection process is primarily an exchange of information between Metro and the other MTIP partners, but local jurisdictions delivering transportation projects in fiscal years 2024-2027 may be requested to provide further information. Additionally, Metro will work with local jurisdictions to identify locally funded regionally significant investments slated for fiscal years 2024 through 2027 to include in the investment strategy.

Evaluate the performance of the investment strategy. With a compiled draft of the near-term investment strategy, the next task is to understand how the funding decisions from the separate allocation processes perform collectively towards agreed upon goals and objectives. Using regional performance metrics established from and/or for the RTP and federal performance targets, the investment strategy will be evaluated to further understand how the near-term, four-year package of transportation investments makes progress towards adopted regional goals and federal performance targets. Based on the results of the evaluation, discussion and possible recommendations may emerge of what areas to emphasize transportation investments in the following near-term investment cycle (2027-2030).

Demonstrate compliance with necessary federal and state regulations. Concurrently with the investment strategy performance evaluation, MTIP partners will compile and develop the documentation of how the development, process, and outcomes of the investments identified in the

2024-2027 MTIP meet federal and state regulations. Partners will document and/or undertake supplemental analysis to show how regional policies were considered as part of the funding allocation discussions, how investments meet overarching federal and state requirements including Civil Rights (i.e. Title VI, ADA, Executive Order 12898, etc) and environmental policies (i.e. Clean Air Act, Climate Smart, Executive Order 20-04). Additionally, MTIP partners will document how federal requirements (i.e. fiscal constraint, congestion management process, etc.) pertaining to the development of the MTIP were satisfied in the cooperative development process.

Engage stakeholders and formally consult with resource agencies and tribal governments. Throughout the development of the 2024-2027 MTIP, continue to engage stakeholders and solicit feedback on the policies and factors guiding the funding allocation processes. The regional committees, namely TPAC and JPACT, will be used as the primary forum for engaging local jurisdiction partners. Each of the funding allocation processes led by MTIP partners will also conduct public involvement activities throughout the deliberation of selecting transportation projects and programs to receive funding. As part of the public involvement, MTIP partners will confer with resource agencies and tribal governments as proactive informal consultations. Upon the development of the public review draft of the 2024-2027 MTIP, Metro will hold a formal 30-day public comment period with the draft investment strategy, performance evaluation results, and demonstration of compliance with federal regulations. During the public comment period, Metro will organize and lead the formal consultation process with resource agencies and tribal governments. Feedback throughout the development from stakeholders and through consultations will be integrated into the 2024-2027 MTIP. Formal responses will be drafted for the public comments received during the 2024-2027 MTIP and from the formal resource agency and tribal governments consultation.

Finalize the 2024-2027 MTIP. As part of finalizing the 2024-2027 MTIP to carry forward to regional decision-makers for approval and adoption, Metro will edit the public review draft of the 2024-2027 MTIP to incorporate feedback received during public comment. Metro will also work with ODOT, SMART, and TriMet to reconcile and finalize the detailed programming of each transportation investment identified in the 2024-2027 MTIP for the purposes of synching the schedule of expenditure details in the MTIP and the STIP.

Regional approval, adoption, and submission to federal partners. Once the 2024-2027 MTIP is finalized, Metro staff will seek recommendations and approval from TPAC and JPACT. Any feedback provided by TPAC and JPACT to emerge from the advisory committees during the approval and adoption process stage will either be integrated into the MTIP (if possible), addressed as part of an amendment to the MTIP following adoption, or placed forward as a staff recommendation for the development of the next MTIP cycle (2027-2030). With recommendation from JPACT, the Metro Council will be asked to adopt the 2024-2027 MTIP. Upon adoption, Metro will submit the 2024-2027 MTIP to the Governor for inclusion in the 2024-2027 STIP. Once included, the 2024-2027 STIP will be submitted to the Federal Highway Administration and Federal Transit Administration for approval.

Implementing the 2024-2027 MTIP. Upon federal approval of the 2024-2027 MTIP, Metro will put forward a transition amendment which captures the amendments that continued to take place to the

2021-2024 MTIP while waiting for approval. The anticipated transition amendment will occur around October 2023.

Summaries of the overall work plan for the 2024-2027 MTIP, by major work activity or by phase are provided for reference in the work plan appendix.

POLICY PRIORITIES

As part of the recommendations adopted with the 2021-2024 MTIP, continued emphasis on the four policy priorities from the adopted 2018 RTP remains a focus for near-term investments. Therefore, the work plan has been organized to address the regional challenges that come with these policy priorities:



Transportation safety



Transportation equity



Climate change



Traffic congestion

The policy priorities define the primary focus of capital transportation investments for the 2024-2027 MTIP, particularly for new investments planned for fiscal years 2025-2027. They reflect a combination of recommendations identified in adopted regional policies, including, but not limited to the 2018 RTP, federal performance targets¹, and the 2014 Climate Smart Strategy. The MTIP also includes federal and state funded maintenance and preservation investments of the existing transportation system.

Adequate maintenance and preservation of the existing transportation system serves as an overarching policy priority for the region.

COOPERATIVELY DEVELOPING THE 2024-2027 MTIP

In the role of leading the cooperative development of the 2024-2027 MTIP, Metro will work with MTIP partners ODOT, SMART, and TriMet to ensure their federal transportation funding allocation activities consider the needs and priorities of the metropolitan area and provide for meaningful engagement at the MPO table. Identifying needs and priorities begins with consideration of the policies and projects in the 2018 Regional Transportation plan, regional transportation system performance measurement, and findings from the 2021-2024 MTIP. At a minimum, regional engagement will include:

- Information sharing and briefings to TPAC and JPACT on different MTIP and STIP activities

¹ MAP-21, the Moving Ahead for Progress in the 21st Century Act, creates a streamlined and performance-based transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

- Communicating the region’s transportation needs, unique transportation conditions and travel demand patterns, and transportation investment priorities
- Data sharing to support monitoring the performance of the transportation system and demonstrate progress towards federal performance targets
- Data sharing for the purposes of ensuring the MTIP complies with federal regulations and corrective actions, particularly fiscal constraint
- Supporting agency public engagement activities and formal/informal consultation with resource agencies and tribal governments

Partner agency staff will lead presentation of the regional engagement activities for their funding allocation programs. Previous cooperative development completed as part of the 2021-2024 MTIP may serve as examples. These include:

- Regional acknowledgement of the financial forecast for the 2021-2024 MTIP
- TPAC and JPACT engagement in the ODOT Region 1 fix-it leverage funding allocation
- TriMet and SMART presenting on their annual budget process at TPAC and JPACT

More detailed regional engagement activities will be defined as individual allocation programs are developed in preparation for phase II of the 2024-2027 MTIP development process.

PUBLIC AND STAKEHOLDER ENGAGEMENT + CONSULTATION

Activities to develop the 2024-2027 MTIP have been organized to support engagement with the funding allocation discussions and processes. This is to ensure people who use and interact with the region’s transportation system have the opportunity to weigh in on the role that investment can and should play in building a safe, reliable, healthy, and affordable transportation system with travel options.² While the transportation funding allocation decisions will be made by different entities and decision-making bodies (see Decision-Making and Advisory Structure section), the development of the 2024-2027 MTIP will look to highlight the different opportunities for public and stakeholder engagement and solicit feedback on the final compiled package of transportation investments to be made in the region in fiscal years 2024-2027. The different funding allocation processes and opportunities to engage include, but are not limited to:

- ODOT Administered Funding Allocations
 - o Fix-It (i.e. Bridge, Pavement Preservation, Interstate Maintenance, Culvert, etc.)
 - o All Roads Transportation Safety
 - o Fix-It Leverage (i.e. highway enhance, safety, active transportation) (if applicable for 24-27)
- Metro Regional Flexible Funds Allocations
- SMART Annual Budget Process and Capital Improvement Program

² 2018 RTP vision for the transportation system.

- TriMet Annual Budget Process and Capital Improvement Program

Metro will work with partners ODOT, SMART, and TriMet to develop a schedule to highlight the timing of key milestones for the different funding allocation processes. In addition, Metro will work with partners to determine opportunities to facilitate discussions at the regional committees on feedback being sought throughout these different funding allocation opportunities. Formal comments from the region may result from these facilitated discussions.

After the funding allocation decisions are completed and finalized, Metro will provide comment opportunities for the compiled package of transportation investments slated for fiscal years 2024 through 2027. In preparation of the comment opportunity, Metro will also conduct a performance assessment of the package of investments and developing findings, which the region will solicit feedback. The feedback on the overall package of investments and the performance assessment will inform recommendations to shape the next near-term, four-year investment strategy.

DECISION-MAKING AND ADVISORY STRUCTURE

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council serve as the final decision-making bodies for the 2024-2027 MTIP. The Transportation Policy Alternatives Committee (TPAC) will make a recommendation to JPACT and the Metro Council on the adoption of the 2024-2027 MTIP. For the individual funding allocations administered by Metro, ODOT, SMART, and TriMet, different decision-making bodies will determine the funding allocations to transportation projects and programs for fiscal years 2024-2027.³ The following section outlines the decision-making and key advisory bodies for the different funding allocations which takes place throughout phase 2 in the development of the 2024-2027 MTIP. (In alphabetical order by agency.)

Funding Allocation Process	Decision Making Entity	Key Advisory Entity
Metro Regional Flexible Fund Allocation	Joint Policy Advisory Committee on Transportation (JPACT) & the Metro Council	Transportation Policy Alternatives Committee (TPAC)
ODOT Administered Funding	Oregon Transportation Commission	Region 1 Area Commission on Transportation (R1ACT) ⁽¹⁾
SMART Annual Budget Process and Capital Improvement Program	Wilsonville City Council	Budget advisory committee ⁽¹⁾

³ For Metro and ODOT, funding allocations to transportation projects and programs will be for fiscal years 2025-2027 as the allocation of funding for fiscal year 2024 was completed with the development of the 2021-2024 MTIP. The transit agencies annually update their agency budget and capital improvement program and therefore adjustments to the transit agency funding allocations for fiscal year 2024 may occur.

TriMet Annual Budget Process and Capital Improvement Program	Board of Directors	Budget advisory committee, transit equity advisory committee (TEAC) ⁽¹⁾
TriMet Special Transportation Fund Allocation	Board of Directors	Special transportation fund allocation committee

(1) The recommendations of these entities are in addition to the coordination of these funding allocation decisions by the decision-making entity with the MPO for consideration of regional planning goals and consistency with MTIP process requirements for any federal funds or funding of regionally significant projects.

COORDINATION WITH RELEVANT METRO AND PARTNER PROJECTS AND PROGRAMS

Activities that support project and program planning and implementation will be conducted by Metro and partners concurrent with the update process. Some of these activities will provide input for updating the funding allocation discussions in phase 1 and phase 2 of the 2024-2027 MTIP development. The key MTIP partners are currently working on a 2024-2027 MTIP project agreement, which outlines coordination and cooperative development expectations, roles, and responsibilities among partners. In addition, over the course of the 3-year development timeline, Metro staff will seek opportunities to coordinate and collaborate with these other programmatic efforts and initiatives at Metro and at other organizations and public agencies.

Relevant Metro projects and programs

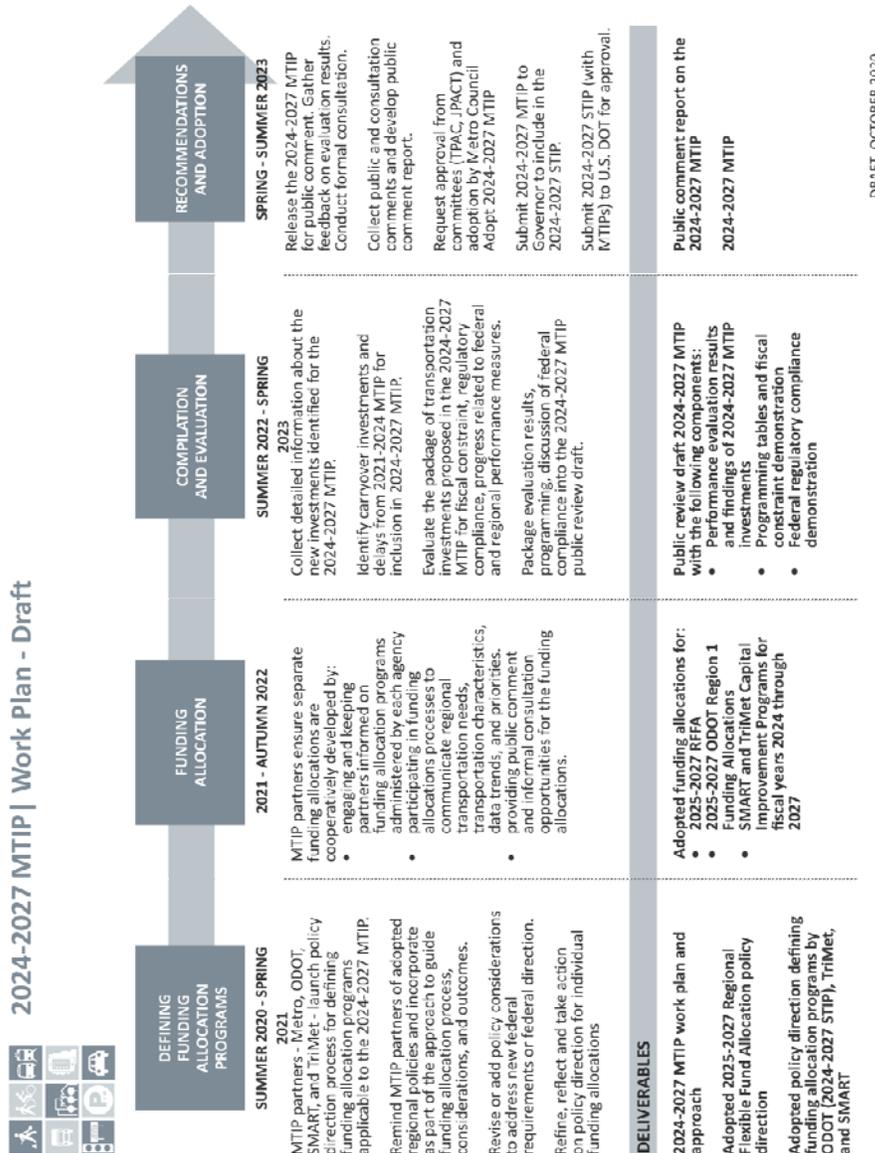
- 2023 Regional Transportation Plan Update
- 2018 Regional Transportation Plan Implementation
- Regional Mobility Policy Update
- Jurisdictional Transfer Framework
- Regional Congestion Pricing Study
- Strategic Plan to Advance Racial Equity, Diversity, and Inclusion
 - a. Planning and Development Department Strategy for Achieving Racial Equity
- Get Moving 2020⁴ (regional transportation funding measure)
- Metro Economic Value Atlas

Relevant partner projects and programs

- City and county transportation system plan updates, corridor plans, area plans and studies
- TriMet’s Service Enhancement Plans
- Coordinated Transportation Plan for Seniors and People with Disabilities
- South Metro Area Regional Transit (SMART) Master Plan

⁴ If passed by voters

- Updates to the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP), the Oregon Transportation Commission’s Strategic Action Plan, and planning activities identified in the Unified Planning Work Program
- Governor Brown’s Executive Order 20-04: Directing State Agencies to Take Action to Reduce and Regulate Greenhouse Gas Emissions
- Federal performance measures target setting update for 2022 and beyond (ODOT, TriMet and SMART)



Getting there



with a connected region

2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM Work Plan Appendix

From Summer 2020 to Fall 2023, the Metro Council will work with local, regional and state partners to developed the Metropolitan Transportation Improvement Program (MTIP) for fiscal years 2024 through 2027. Guided by regional policies as well as federal and state regulations, the 2024-2027 MTIP reflects the near-term investment strategy for the Portland metropolitan region. This appendix provides background information on the 2024-2027 MTIP development and more information about key planning and engagement activities, decision milestones and anticipated deliverables for each phase of the update. A summary of Federal and State planning requirements to be addressed through the process is also provided for reference.

What is the Metropolitan Transportation Improvement Program?

ADOPTION DRAFT
2021-2024 Metropolitan
Transportation
Improvement Program
June 2020
oregonmetro.gov

The Metropolitan Transportation Improvement Program (MTIP) is a federally required document that demonstrates how planned transportation projects advance the Portland metropolitan region’s shared goals and comply with federal regulations – such as fiscal constraint, air quality impacts, and public involvement. The MTIP also outlines the implementation schedule of federally funded

transportation projects in the region for a four years cycle and helps to manage the project delivery of transportation projects.

The MTIP exists as a financial planning and project delivery tool for the metropolitan region. As a tool, the MTIP assists in ensuring the region does not overspend and tracks the delivery of transportation projects. As a document, the MTIP shows how the investments into the transportation system make progress towards the goals for the system.

As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating the development of the MTIP on a regular basis. For each development cycle, the MTIP is expected to respond to adopted regional policy direction which reflects the changing transportation needs of the region and any new federal policy direction or regulations.

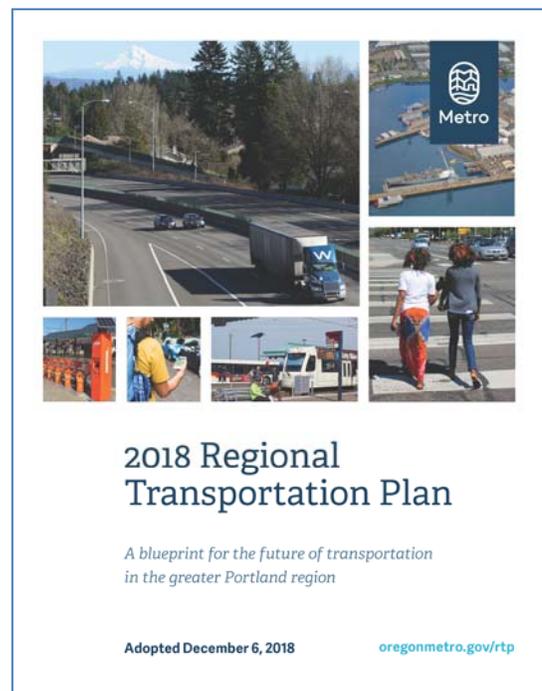
Wait, already, again. Another MTIP?

Federal regulations require a new MTIP gets developed at a minimum once every four years. In Oregon, the Oregon Department of Transportation (ODOT) and the metropolitan transportation planning organizations (MPOs) agree to update the MTIP and State Transportation Improvement Program (STIP) every three years. The first year of the new MTIP overlaps with the final year of the previous MTIP to ensure there is always an effective MTIP in place so transportation projects and programs can continue to move forward. Therefore, with the development of each new MTIP cycle, the focus is typically on the transportation investments planned for the future three-years. For example, in the 2024-2027 MTIP, the focus of the investment discussion is primarily on federal fiscal years 2025 through 2027. Nonetheless, the nature of refining projected revenues, project delivery, and implementation schedules anticipated for federal fiscal year 2024 can have impacts on the investment priority discussions for fiscal year 2025 through 2027.

The process of estimating revenues for four to seven years from today, discussing what transportation priorities to focus on in the near-term from the long-range transportation blue print, and gathering input and feedback from the public and vested stakeholders, can take upwards of three years to finalize. Therefore, usually with the completion and adoption of a new MTIP, the beginning of the following MTIP takes place.

The relationship between the MTIP and the Regional Transportation Plan (RTP)

The Regional Transportation Plan is a long-range blueprint for the region's transportation system. The plan sets out a vision that in the 21st century, the Portland metropolitan region has a continuously improving economy and shared quality of life with the foundation of a safe, reliable, healthy and affordable transportation system. It also builds on the tradition of multimodal investment and creative thinking to create partnerships that develop innovative and equitable solutions to the challenges we currently face now and in the future. The plan is built on understanding the current and future transportation needs, investments needed to meet those needs and what funds the region expects to have available to over the next 25 years to make those investments a reality. In summary, the RTP identifies more than \$42 billion of investments in the region's transportation system over the next 25 years to serve a future population of over 2 million people. Nearly \$27 billion of the total \$42 billion is for maintenance, preservation, and operations of the transportation system. The remaining \$15 billion is for capital projects that optimize and expand the region's highway and transit systems, improve access to freight destinations, complete gaps in biking and walking connections and regional trails that provide important access to transit, downtowns, schools, services and other community destinations.



The RTP serves as the overarching vision, goal, and policy guiding document for the MTIP. In addition, it also serves as an initial screening that transportation investments prioritized for the MTIP are indeed identified in the long-range transportation investment strategy and blueprint. By federal regulation, the MTIP is intended to serve as the implementation vehicle of the RTP. This is to ensure that federal dollars invested into the regional transportation system are being expended according to agreed upon, adopted, and federally approved plans for the transportation system.

How will the MTIP get developed?

The MTIP will be developed in three phases, beginning in Summer 2020 and concluding in the Summer 2023. During the development, Metro will work with local, regional and state partners, community leaders and others to identify the new transportation investments slated for fiscal years 2025-2027. Metro will work closely with MTIP partners – ODOT, SMART, and TriMet – on revising the transportation investments for fiscal year 2024 as well as coordinate on other MTIP development items, such as addressing the performance evaluation, reporting on federal performance target progress with investments, and disposition of public comments.

A more detailed description of the key planning and engagement activities, decision milestones and anticipated deliverables for each phase of the update follows.

PHASE 1 | FINANCIAL FORECAST AND POLICY DIRECTION FOR ALLOCATING REVENUES | July 2020 to July 2021

What is the revenue outlook for fiscal years 2024/2025 through 2027? Where and one what should the region prioritize revenues for 2025-2027 to meet the goals, vision, and implementation strategy set forth in the regional transportation plan?

Desired outcome: By Summer 2021, have an agreed upon revenue estimate and partners each define the programs to allocate funding to projects that best implement transportation planning goals.

The first phase of the process will involve two major activities: 1) developing the financial forecast for federal fiscal years 2024 through 2027; and 2) setting the direction to allocate revenues to meet regional goals. For the financial forecast, each individual MTIP partner agency – Metro, ODOT, SMART, and TriMet – will determine their revenue estimates, but for purposes of the MTIP, the region will come to agreement on the forecast and acknowledge the starting point.⁵

To define the allocation programs, each MTIP partner agency will set direction for the distribution of forecasted revenues, but each partner agency is also asked to account for how regional goals and

⁵ Throughout the development of the 2024-2027 MTIP, the financial forecast will continue to get refined by MTIP partners and these refinements will get submitted to Metro to reflect in the final 2024-2027 MTIP.

objectives will also be addressed in their allocation process(es). Metro as the lead in coordinating the cooperative development of the MTIP, will establish a set of recommended focus areas consistent with the regional policies set in the RTP as well as any further recommendations from federal findings, adopting legislation from the 2021-2024 MTIP, and any new federal regulations to get implemented. Partners will be expected to speak to how the regional recommendations have been factored into the funding allocation process. In addition, each partner agency is expected to engage local, regional, state and community partners throughout their investment prioritization processes.

The purpose of this early financial forecasting and policy setting work is to build an understanding of what decision-makers, partners, and the public feel are important elements from the adopted regional plan to prioritize and implement through investment in the near term. During this phase, background work will be done to remind the region of the agreed upon and adoption regional policy priorities as well as address any new federal requirements or actions federal partners have conditioned as part of the development to the 2024-2027 MTIP.⁶ This background work will be coordinated with the update of the 2023 RTP and other regional and/or state efforts investing into the region’s transportation system.

Phase 1 Key Activities	
Planning	<p>Identify revenues, assumptions, and set up a methodology to develop the financial forecast for fiscal years 2024 through 2027</p> <ul style="list-style-type: none"> • MTIP partners come to share agreement on the revenue assumptions and methodology
	<p>Establish desired outcomes of the 2024-2027 MTIP process</p> <ul style="list-style-type: none"> • MTIP partners come to shared agreement to make progress on the desired outcomes
	<p>Develop work plan and share with regional partners and the public</p>
	<p>Develop data, tool and methods to document key trends and support the evaluation of investment priorities</p>
Partnerships & Engagement	<p>Engage MTIP partners – Metro, ODOT, SMART, and TriMet – to establish coordination and cooperative development procedures and expectations (<i>Summer-End 2020</i>)</p>
	<p>Engage regional advisory committees, partners, and the public on the 2024-2027 MTIP work plan and roles in the process. Hold a technical workshop to refine the methodology for evaluating investments. (<i>Late 2020-Early 2021</i>)</p>

⁶ Examples of where conditioned actions may emerge from include the federal approval letter from the 2021-2024 MTIP and STIP, Metro’s federal certification review (scheduled for late 2020) and federal certification review for other agencies. Federal legislation, guidance, or directives may emerge throughout the three-year development of the 2024-2027 MTIP and as accordingly, the development activities will look to address these new directives.

Phase 1 Key Activities	
Milestone	JPACT and Metro Council acknowledge work plan (<i>Late 2020-Early 2021</i>) JPACT and Metro Council acknowledge financial forecast (<i>Early 2021</i>)
Deliverables	<ul style="list-style-type: none"> • Work plan • Financial forecast (Spring 2021?)

**PHASE 2 | ALLOCATING FUNDING TO TRANSPORTATION PROJECTS AND PROGRAMS |
Summer 2021-Summer 2022**

Desired outcome: By Summer 2022, MTIP partners have completed the necessary funding allocation processes and have identified and/or refined transportation investments for federal fiscal years 2024 through 2027.

The second phase of the process will focus on the allocation of funding to transportation projects and programs. This work makes up the bulk of the 2024-2027 MTIP development. The allocation of funding to transportation projects and programs will look to balance agency specific priorities, federal restrictions and/or directives, and adopted regional policies when considering what projects and programs to fund. Additionally, engagement with the public, advisory committees, and other stakeholders will take place to gather input and feedback on the prioritization of transportation investments.

Phases 2 Key Activities	
Planning	Funding allocation process to select transportation projects and programs
	<ul style="list-style-type: none"> • ODOT administered funding allocations for fiscal years 2025-2027 <ul style="list-style-type: none"> ○ Examples include Fix-It (e.g. Bridge, Pavement, Culvert), Safety (e.g. ARTS, safety leverage), Non-Highway (e.g. active transportation leverage), Enhance⁷ • 2025-2027 regional flexible fund allocation (RFFA) • TriMet annual budget and capital improvement program (FY 24, 25, 26, 27) • SMART annual budget and capital improvement program (FY 24, 25, 26, 27)
	Engage partners and the public on the funding allocation processes and gather input.

⁷ ODOT administered funding allocations categories still being discussed and determined

Phases 2 Key Activities	
Partnerships & Engagement	<i>(2021-Summer-Fall 2022 for ODOT and Metro processes; Spring 2021, 2022, 2023, 2024 for transit)</i>
	Informally consult with resource agencies and tribal governments on the various funding allocation processes. <i>(Throughout 2021 and 2022)</i>
Milestone	Finalized award of funding to transportation projects and programs for fiscal years 2025-2027 (Metro and ODOT) and 2024-2027 (Transit Agencies)
Deliverables	<ul style="list-style-type: none"> • 2025-2027 RFFA awards and supplemental documents (e.g. public comment report, Program definition report, etc.) • ODOT Region 1 funding allocation recommendations for the Oregon Transportation Commission and supplemental documents • Finalized transit agency budget and programming of projects (annual)

PHASE 3 | BRINGING THE 2024-2027 MTIP TOGETHER | Summer 2022 to Summer 2023

Desired outcome: By Summer 2023, MPAC, JPACT and the Metro Council adopt the 2024-2027 MTIP that has demonstrated progress towards the region's long-range goals for the transportation system and compliance with applicable federal and state regulations.

The third phase of the process focuses on collecting the funding allocation award information as well as the refinements to the investments slated for fiscal year 2024 to compile the 2024-2027 MTIP. Once the draft near-term investment strategy is compiled, Metro staff will complete a performance evaluation of the investment package and also collect information from partners to illustrate the investment package and its three-year process of development is in compliance with applicable federal and state regulations. Following the compilation, the 2024-2027 MTIP will undergo a public review and consultation process to gather input on the investment performance and demonstration of compliance. Lastly, the 2024-2027 MTIP will undergo the adoption process, seeking recommendations and approvals by regional technical and policy advisory committees, prior to being forward for adoption.

Compilation of Investments

Performance Evaluation of Investment Package Updating the investment strategy evaluation framework will include working with partners to refine the methods and update baseline conditions for the purposes of comparison. The performance evaluation will help to further inform how the region is making progress towards the regional transportation plan's goals and federal performance targets within expected resources. The performance evaluation will be used for two purposes: (1) to identify where the region is meeting its transportation goals or falling short, and (2) to identify and solicit feedback on what to focus on to address areas where the near-term investment strategy is falling short.

Update and Finalize the Financial Plan To help refine the investment strategy for fiscal year 2024, close coordination efforts between Metro and ODOT will be undertaken. This effort includes reviewing the project delivery status of projects slated for investment in the 2021-2024 MTIP to determine whether projects need to be rescheduled to a future fiscal year within the new 2024-27 MTIP. Additionally, Metro and ODOT will look at the original anticipated funding capacity, the updated funding capacity, obligations, and other information based on project delivery status and schedules to determine fiscal constraint for 2024. A review and analysis of the financial plan for fiscal years 2025-2027 will also be assessed, based on revenue estimates, annual authorizations, and proposed project delivery schedules. Financial constraint will be demonstrated by year and by fund type, in a summary format. The programming tables will provide further details of the expenditure schedule of transportation investments.

Demonstrating Compliance with Applicable Regulations In tandem with the performance evaluation, MTIP partners – ODOT, SMART, and TriMet – will be asked to provide a written discussion and supplemental documentation to demonstrate the cooperative development of the 2024-2027 MTIP. (Metro will also provide a written discussion demonstrating compliance with federal requirements and

also provide any necessary formal determinations and findings.) Included as part of the written discussion are short summaries illustrating how federal requirements pertaining to the development of the MTIP are met or complied with federal rules. Additional information, such as system monitoring data, will also be requested of partners to help demonstrate the progress of the 2024-2027 MTIP investment package towards federal performance targets. Metro will serve as the lead author and look to weave the discussion pieces together into a public review draft of the 2024-2027 MTIP.

Public Review Draft

Dissemination of results and findings Upon the completion of a public review draft, Metro staff will make it available as part of a public comment period. During the public comment period, Metro will share the results of the performance evaluation results and draft findings at advisory committees and also develop an online public comment survey communicating the results and requesting feedback. Formal consultations with resource agencies and tribal governments will also take place during the public comment period. Metro will take the feedback and review the information with MTIP partners to determine refinements, finalize the findings, and identify any recommendations for the next MTIP cycle (2027-2030).

Phases 3 Key Activities	
Planning	<p>Compilation of the 2024-2027 MTIP investments</p> <ul style="list-style-type: none"> • Conduct data exchange between Metro and ODOT; Metro collects data from SMART and TriMet; to develop the investment package for fiscal years 2024-through 2027 <ul style="list-style-type: none"> ▪ Create a data exchange packet with schedules to support partners ▪ Come to agreement on key lockdown dates for programming data adjustments ▪ Export and import programming data for new investments (FFYs 25-27) ▪ Adjust, update, and migrate existing programming data for FFY24 and carryovers ▪ QA/QC the exchanged data • MTIP partners project other project related data and details such as expenditure schedules, revenue sources for funding projects, geospatial data, and travel demand modeling details <p>Conduct performance evaluation of 2024-2027 MTIP investment package</p> <ul style="list-style-type: none"> • Conduct any necessary pre-evaluation preparation of evaluation tools • Refine and finalize any performance measure methodology updates

Phases 3 Key Activities

- Re-establish any baselines for points of comparison (if necessary)
- Update any underlying datasets necessary for the performance measures to prep for the evaluation
- Update documentation outlining system evaluation framework, data and methods
- Collect any monitoring data related to federal performance measures to help provide context for qualitative assessment of investment program
- Conduct analysis of package of performance investments

Demonstrate federal and applicable state requirements are met through narrative and documentation

- Work with MTIP partners to collect discussions of how investment allocation processes and outcomes address federal requirements
 - Illustrate how regional goals were considered as part of the identification and selection of transportation investments for FFYs 25-27
 - Address how federal transportation requirements are being met or used to inform the outcomes of the transportation investments, including the congestion management process, federal performance targets, and fiscal constraint.
 - Address how overarching requirements, such as Civil Rights (i.e. Title VI, Title II – ADA), Clean Air Act, and Environmental Justice
 - Address how applicable state requirements are being met, such as Executive Order 20-04 and the Portland region Climate Smart Strategy

Update financial plan and refine programming of investment expenditure by fiscal year

- Work with MTIP partners to finalize the programming and allow for fiscal constraint demonstration
- MTIP partners conduct a QA/QC process for programming
- Demonstrate financial constraint by illustrating investments do not exceed available revenues
 - By fund type, fiscal year, and agency
 - Illustrate fiscal constraint by agency, and roll up summaries

Develop the public review draft of the 2024-2027 MTIP

Phases 3 Key Activities	
	<ul style="list-style-type: none"> ▪ Collect from partners the narratives and documentation of how federal requirements are being met <ul style="list-style-type: none"> ○ Package into a uniform and consistent discussion, illustrating a 3-year cooperative development narrative ▪ Include administrative procedures for implementation of the 2024-2027 MTIP ▪ Document the public involvement process <ul style="list-style-type: none"> ○ Acknowledging the public comment process will be based on the public review draft and finalized with the final version for adoption ▪ Develop summary stats on the 2024-2027 MTIP ▪ Develop executive summary
Partnerships & Engagement	Conduct formal consultation with resource agencies and tribal governments <i>(Spring 2023)</i>
	Hold a formal public comment period for the public review draft of the 2024-2027 MTIP <i>(Spring 2023)</i>
	Engage work groups and regional technical advisory committees to develop findings on the results of the performance evaluation of the 2024-2027 MTIP <i>(Sept. – Dec. 2016)</i>
	Engage Council and regional policy advisory committees on results and findings of performance evaluation of the investment package <i>(Spring 2023)</i>
Milestone	Metro Council, on recommendation by JPACT, adopt the 2024-2027 MTIP and appendices <i>(Summer 2023)</i>
Deliverables	<ul style="list-style-type: none"> • 2024-2027 MTIP public review draft • Public comment report • Finalized 2024-2027 MTIP <ul style="list-style-type: none"> ○ Including appendices • Executive summary

What federal requirements must be addressed?

Updates to the MTIP are governed by a number of federal requirements that must be met in order for the plan to be approved by the U.S. Department of Transportation and for federal transportation dollars to continue flowing to the region.

Financial constraint

Funding from existing and/or reasonable expected revenue sources must be secured to be included in the MTIP. A revenue forecast is made at the beginning of the process to help frame the MTIP development and affirmed or updated at adoption and upon amendment. Project costs are estimated prior to inclusion of a project in the MTIP and must be found to be within forecasted available revenues.

Public participation and Consultation

A process for meeting federal rules regarding public review and comment opportunities and regarding federal agency and tribal consultation must be adopted and followed during the development of the MTIP.

Civil rights

The program of projects in the TIP must provide opportunities for public involvement for communities of color, people living with disabilities, households on lower incomes, and people with limited English proficiency. The projects must not have disproportionate impacts on these same communities without strong and documented justification for meeting other planning goals.

Performance management and target setting

Metro must use monitoring data and performance towards MAP-21 targets to inform decision-making on transportation investments. The region is expected to qualitatively report on how the totality of the four-year investment package will make further progress towards regional performance targets centered on seven national goals for transportation investments.

Congestion management process

Metro must undertake efforts to identify the location, extent and severity of congestion in the region for the purpose of identifying alternative ways to use existing and future transportation facilities efficiently and effectively and informing the planning and TIP processes.

Other requirements

- Adequate maintenance and preservation of the existing federally supported transportation system
- Consideration of federal planning factors
- Environmental mitigation opportunities should be considered and the schedule and budget impacts of projects proceeding through any needed federal environmental permitting process should be accounted for in project programming.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

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

Background

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year. New projects or changes (greater than \$500,000) to existing project budgets for the existing fiscal year require legislative amendments to be adopted by JPACT and Metro Council.

See attached set of legislative amendments that Metro, ODOT and TriMet staff will be presenting at the November 6 TPAC meeting.

Next Steps

TPAC will discuss these amendments at its November 6 meeting and will be asked to make a recommendation to JPACT at its December 4 meeting. JPACT and Metro Council will be asked to take action at their December 17th meetings.

Please contact John Mermin, john.mermin@oregonmetro.gov if you have any questions about this bundle of amendments.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: November 5, 2020
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: Bundle of legislative amendments to the 2020-21 Unified Planning Work Program (UPWP)

Background

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year. New projects or changes (greater than \$500,000) to existing project budgets for the existing fiscal year require legislative amendments to be adopted by JPACT and Metro Council.

See attached set of legislative amendments from Metro, ODOT and TriMet staff.

Next Steps

TPAC will discuss these amendments at its November 6 meeting and will be asked to make a recommendation to JPACT at its December 4 meeting. JPACT and Metro Council will be asked to take action by consent at their December 17th meetings.

Please contact John Mermin, john.mermin@oregonmetro.gov if you have any questions about this bundle of amendments.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY)	RESOLUTION NO. 20-5141
2020-21 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO INCLUDE THREE)	Introduced by Chief Operating Officer
ADDITIONAL PLANNING PROJECTS FUNDED)	Marissa Madrigal in concurrence with
SINCE THE UPWP WAS ADOPTED)	Council President Lynn Peterson

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

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

WHEREAS, ODOT Urban Mobility Office has initiated a planning effort to analyze two potential locations for tolling, I-5 and I-205; and

WHEREAS, the Oregon Transportation Commission (OTC) has allocated an additional \$12.5 million since the 2020-21 UPWP was adopted in Spring 2020 for continuing I-5 and I-205 planning and implementation activities this fiscal year; and

WHEREAS, TriMet has received a \$700,000 grant from the Federal Transit Administration (FTA) to complete planning for transit oriented development along the proposed 7.8-mile, 10-station west extension of the existing MAX Red Line light rail project and the east portion of the same Red Line corridor and anticipates initiating the project and spending \$328,820 in FY 2020-21; and

WHEREAS, Metro has been awarded an \$850,000 HOPE grant from the FTA for planning work for Tualatin-Valley Highway and anticipates initiating the project and spending \$100,000 in FY 2020-21; and

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

BE IT RESOLVED that the Metro Council hereby amends the FY 2020-21 UPWP to add funding for the ODOT – I-5 and I-205 Metropolitan Value Pricing project, the Red line Transit Oriented Development planning project, and the Tualatin-Valley Highway Transit and Development project as shown in the attached Exhibits A,B,C.

ADOPTED by the Metro Council this 17th day of December, 2020.

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

Staff Contact: [Lucinda Broussard, Lucinda.BROUSSARD@odot.state.or.us](mailto:Lucinda.BROUSSARD@odot.state.or.us) ~~Mandy Putney,~~
~~Mandy.Putney@odot.stat.or.us~~

Description

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

During the period of July 2019 to June 2020 the work was focused on coordination with the FHWA and other partners, [environmental planning, public engagement](#), work planning for back office system and [roadside technology systems](#), and coordination with the planned bridge reconstruction, seismic improvements, and widening on I-205. [The phase commencing in the fall of 2020 will advance two tolling locations – one each on I-5 and I-205 – for further refined analysis and review under federal environmental and tolling requirements.](#) The planning/environmental analysis phase is expected to continue into 2023.

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 0	Federal grant	\$ <u>6,354,600</u> <u>18,027,064</u>

FY 2020-21 Unified Planning Work Program

Materials & Services	\$ 7,000,000 <u>19,547,890</u>	Local Match	\$ 645,400 <u>1,520,826</u>
TOTAL \$ Total Amount		TOTAL \$ 7,000,000 <u>19,547,890</u>	

TriMet Red Line MAX Extension TOD & Station Area Planning

Staff Contact: Bob Hastings, hastingb@trimet.org or Jeff Owen, owenj@trimet.org

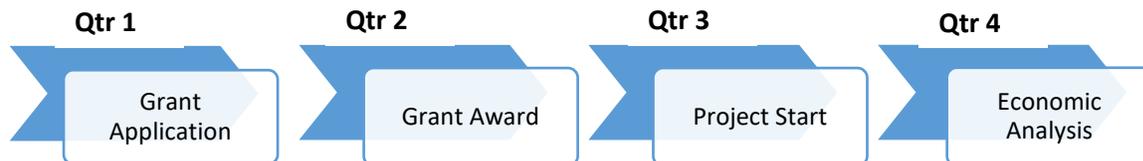
Description

Through the award of a Federal Transit Administration (FTA) grant, this project will seek to activate under-developed station areas along the west extension of the MAX Red Line and the east portion of the Red Line corridor where increased reliability of MAX service resulting from the proposed Small Starts capital investments provides additional incentive for private and public investments. While the entire extended Red Line corridor includes the alignment between Portland International Airport and the Fair Complex/Hillsboro Airport Transit Center, TriMet is choosing to focus these project activities on two specific segments of the corridor.

The project area is defined as all areas within ¼ of a mile of the MAX alignment east of NE 47th Avenue in Multnomah County and west of SW Murray and east of NE 28th Avenue in Washington County. Focus areas will also be established at the following stations: Parkrose / Sumner Transit Center; Gateway / NE 99th Transit Center; NE 82nd; NE 60th; Millikan Way; Beaverton Creek; Elmonica/SW 170th; Willow Creek/ SW 185th Transit Center; Fair Complex/ Hillsboro Airport. Station areas within the project area that are not focus areas will be included in broader economic and market analysis. Stabilization and economic opportunity development strategies will also be applied to these station areas.

Key Project Deliverables / Milestones

After project initiation in Q2/Q3 and during the remainder of FY 2020-21, this project plans to complete an economic analysis at focus station areas across the east and west corridor segments; a business stabilization and development taskforce; and begin a resident stabilization and housing growth taskforce. The project will then carry into the following fiscal year.



FY 2020-21 Cost and Funding Sources

Requirements:

Personal Services \$ 30,000
 Materials & Services \$ 298,820

TOTAL \$ **328,820**

Resources:

Federal grant \$ 219,213
 Local Match \$ 109,607

TOTAL \$ **328,820**

Tualatin Valley Highway Transit and Development Project

Staff Contact: [Chris Ford, chris.ford@oregonmetro.gov](mailto:chris.ford@oregonmetro.gov)

Description

The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to prioritize transportation projects, building on recent work undertaken by Washington County.

This is a new program commencing in the second half of fiscal year 2020-21. The project's first major task is to establish a steering committee that includes elected officials and community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area. This group is responsible for developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project. The committee's work is informed by input gathered through public engagement efforts that include targeted outreach to communities of concern.

The EDS identifies actions for minimizing and mitigating displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. This effort includes identification of existing conditions, businesses owned by marginalized community members and opportunities for workforce development. The EDS strategy may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory issues to be addressed particularly around land use and development, additional public investments, community-led development initiatives, and leadership training and education for residents.

For the transit LPA, the project will advance conceptual designs enough to apply for entry to federal project development, undertake a travel time and reliability analysis, and evaluate the feasibility of using articulated electric buses.

This project supports the 2018 RTP policy guidance on equity, safety, climate and congestion. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project. Contact Metro staff for to learn more details.

FY 2020-21 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 50,000
Materials & Services \$ 50,000
Interfund Transfer \$ 11,445

TOTAL \$ **111,445**

Resources:

FTA / FHWA / ODOT \$ 100,000
Metro Required Match \$ 11,445

TOTAL \$ **111,445**

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 20-5141 FOR THE PURPOSE OF AMENDING THE FY 2020-21 UNIFIED PLANNING WORK PROGRAM (UPWP) TO INCLUDE THREE ADDITIONAL PLANNING PROJECTS FUNDED SINCE THE UPWP WAS ADOPTED

Date: October 30, 2020
Department: Planning
Meeting Date: December 17, 2020

Prepared by: John Mermin, john.mermin@oregonmetro.gov, Glen Bolen glen.a.bolen@odot.state.or.us, Jeff Owen, OwenJ@TriMet.org, Chris Ford chris.ford@oregonmetro.gov

ISSUE STATEMENT

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

ACTION REQUESTED

Approval of the requested amendment to the 2020-2021 UPWP.

IDENTIFIED POLICY OUTCOMES

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

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the ODOT Urban Mobility Office are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 20-5141 and amend the FY 2010-21 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

None

Legal Antecedents

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

Anticipated Effects

Approval will result in funds added to the existing ODOT – Metropolitan Value Pricing project budget, which will allow ODOT to continue planning work on I-205 Tolling between now and June 30, 2021.

BACKGROUND

ODOT - I-5 / I-205 Metropolitan Value Pricing project

The adopted 2020-21 UPWP includes a work item for ODOT to complete a Metropolitan Value Pricing study for I-5 and I-205. This project will advance the results of a feasibility analysis completed in December 2018. The Value Pricing Feasibility Analysis was conducted using state funding from House Bill 2017; no federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Oregon Transportation Commission has made multiple obligations since project outset, now totaling \$19.5 million. Most recently, In September 2020, the Oregon Transportation Commission allocated an additional \$4.4 million to continue planning for I-5 and implementation activities for I-205. This funding furthers the work of environmental planning and public engagement under the National Environmental Policy Act for tolling of the I-205 corridor and pre-NEPA planning for tolling of the I-5 corridor, traffic and revenue tolling studies, and planning for the tolling's back office and roadside technology systems.

During the period of July 2019 to September 2020 the work was focused on coordination with the FHWA and other partners, environmental planning, public engagement, work planning for back office and roadside technology systems, and coordination with the planned bridge reconstruction, seismic improvements, and widening on I-205.

The project began with a \$3 Million financial obligation in the 2019-20 UPWP. The final project budget is expected to be from \$35 to \$50 million. In August 2019, the Oregon Transportation Commission allocated, and JPACT approved \$2.1 million using redistribution funds for the purpose of continued planning in preparation for the National Environmental Policy Act (NEPA) process. Some specific efforts included analysis of traffic, diversion and community benefits and impacts, concept refinement and stakeholder engagement. In April \$10 million was obligated to continue the NEPA preliminary work for I-5 and the NEPA process for I-205, and the procurement of a General Tolling Consultant bringing the project total to \$15.1 million

The current phase is advancing two tolling locations – one each on I-5 and I-205 – for further refined analysis and review under federal environmental and tolling requirements and brings the total project budget to \$19.5 million.

The planning/environmental analysis phase is expected to continue into 2023.

The Oregon Transportation Commission is the tolling authority for Oregon. The project is led by ODOT, which has developed a decision and advisory structure to engage regional partners for technical input as well as an advisory committee to assist in developing an equity framework and equitable process.

Regional partners include local, county, and regional agencies, as well as transit service providers, including TriMet, Smart, and others. Additionally, ODOT is coordinating with Metro and the City of Portland on concurrent efforts related to congestion pricing. This project is consistent with the 2018 RTP Transportation System Management and Operations Policies. Specifically, TSMO Policy 1: Expand use of pricing strategies to manage travel demand on the transportation system.

TriMet - Red Line Transit Oriented Development planning project

In June 2020 TriMet was awarded a \$700,000 grant from the Federal Transit Administration (FTA) to complete planning for transit oriented development along the proposed 7.8-mile, 10-station west extension of the existing MAX Red Line light rail project and the east portion of the same Red Line corridor.

The MAX Red Line Extension and Reliability Improvements Project successfully entered FTA Project Development as a Small Starts project in July 2019. An Application for a rating within the 5309 Small Starts Capital Investment Grant Program was submitted to FTA on August 23, 2019. This project includes capital improvements that will increase the reliability of the entire MAX light rail system and allow the MAX Red Line to service 10 additional stations west of Beaverton Transit Center (TC).

Project elements include the 7.8 mile extension of Red Line service to the west; track, switch and signalization work at the Fair Complex / Hillsboro Airport station; track work and the construction of a new light rail platform to convert a single-track section to double-track at Gateway Transit Center; track work to convert a single-track section to double-track at the Portland International Airport station; and the purchase of six new light rail vehicles to enable the operation of the extension. This project will double the frequency of light rail service in a rapidly-growing part of the Portland metropolitan region.

This project will seek to activate under-developed station areas along the west extension of the MAX Red Line and the east portion of the Red Line corridor where increased reliability of MAX service resulting from the proposed Small Starts capital investments provides additional incentive for private and public investments. The MAX Red Line corridor forms the backbone of the regional light rail network. While this corridor represents an early investment in fixed guideway service, new investments in the corridor present an opportunity to respond to present-day regional growth and development patterns. The activation of these station areas is in response to changing growth patterns that extend the concentration of development activity away from the central city core, to middle-ring areas between five and fifteen miles from the Portland City Center. Engagement in focused TOD planning work is timely and allows new, state-of-the-practice approaches to station area and comprehensive planning to be applied to middle-ring stations.

While the entire extended Red Line corridor includes the alignment between Portland International Airport and the Fair Complex/Hillsboro Airport Transit Center, TriMet is choosing to focus these project activities on two specific segments of the corridor. The project area is defined as all areas within $\frac{3}{4}$ of a mile of the MAX alignment east of NE 47th Avenue in Multnomah County and west of SW Murray and east of NE 28th Avenue in Washington County. Focus areas will also be established at the following stations: Parkrose / Sumner Transit Center; Gateway / NE 99th Transit Center; NE 82nd; NE 60th; Millikan Way; Beaverton Creek; Elmonica/SW 170th; Willow Creek/ SW 185th Transit Center; Fair Complex/ Hillsboro Airport. Station areas within the project area that are not focus areas will be included in broader economic and market analysis. Stabilization and economic opportunity development strategies will also be applied to these station areas.

The section of the corridor between Hollywood Transit Center and the Beaverton Central station has already established or transitioned to active development patterns and does not require the level of planning attention needed in the segments in the middle-ring areas where the market has not yet responded to investments in fixed guideway infrastructure.

The planning work undertaken as part of this project establishes a model for future TOD planning and implementation in middle-ring geographies. The approach and project activities proposed are intended to influence near term and long term economic, housing, public space and infrastructure planning, zoning and development activities in the project area to achieve the following results:

- Increased density of housing, businesses and services at middle-ring MAX Red Line Station Areas to leverage capital investments in increased reliability and grow transit ridership;
- Stabilization and access to business growth opportunities for current area businesses and new and emerging businesses;
- Stabilization and access to housing opportunity for current area residents and new residents;
- Ensure an appropriate mix of uses tailored to the unique needs of middle-ring station areas is achieved;
- Integration of multi-modal and transit efficient services into uses around station areas (ie, e-scooters, TNCs, delivery lockers);
- Improvement of bicycle and pedestrian facilities and better integration with existing high-quality multi-use path facilities to increase overall access to station areas; and
- Increased public and private development activity in the project area that concentrates growth near the most active and frequent alignment of MAX light rail in the region.

To achieve these outcomes, TriMet will engage with the broad community of businesses and residents in the project area, to create strategies for stabilization and increased economic opportunity, and will coordinate planning activities with multiple jurisdictional partners. Local and regional development professionals in both the private and public /

human services sector will also be engaged to understand the market and barriers to achieving transit supportive densities. Project deliverables will establish concrete strategies for Red Line station areas, and will also inform TriMet's Transit Oriented Development Guidelines, real estate acquisition and transfer activities, and development of public-private partnerships.

Metro - Tualatin-Valley Highway Transit and Development project

The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to prioritize transportation projects, building on recent work undertaken by Washington County.

This is a new program commencing in the second half of fiscal year 2020-21. The project's first major task is to establish a steering committee that includes elected officials and community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area. This group is responsible for developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project. The committee's work is informed by input gathered through public engagement efforts that include targeted outreach to communities of concern.

The EDS identifies actions for minimizing and mitigating displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. This effort includes identification of existing conditions, businesses owned by marginalized community members and opportunities for workforce development. The EDS strategy may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory issues to be addressed particularly around land use and development, additional public investments, community-led development initiatives, and leadership training and education for residents.

For the transit LPA, the project will advance conceptual designs enough to apply for entry to federal project development, undertake a travel time and reliability analysis, and evaluate the feasibility of using articulated electric buses.

This project supports the 2018 RTP policy guidance on equity, safety, climate and congestion. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project. Contact Metro staff for to learn more details.

human services sector will also be engaged to understand the market and barriers to achieving transit supportive densities. Project deliverables will establish concrete strategies for Red Line station areas, and will also inform TriMet's Transit Oriented Development Guidelines, real estate acquisition and transfer activities, and development of public-private partnerships.

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The EDS identifies actions for minimizing and mitigating displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. This effort includes identification of existing conditions, businesses owned by marginalized community members and opportunities for workforce development. The EDS strategy may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory issues to be addressed particularly around land use and development, additional public investments, community-led development initiatives, and leadership training and education for residents.

For the transit LPA, the project will advance conceptual designs enough to apply for entry to federal project development, undertake a travel time and reliability analysis, and evaluate the feasibility of using articulated electric buses.

This project supports the 2018 RTP policy guidance on equity, safety, climate and congestion. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project. Contact Metro staff for to learn more details.

Materials following this page were distributed at the meeting.

Oct. 2020 traffic deaths in Clackamas, Multnomah and Washington Counties*

Christopher, 27, walking, Multnomah County, 10/30/20

Jonathan, 36, motorcycling, Clackamas County, 10/26/20

Unknown, motorcycling, Multnomah County, 10/22/20

Devontay, age unknown, driving, Multnomah County, 10/22/20

Colins, 18, and Mauesby, 19, driving, Multnomah County, 10/18/20

Eric, 47, walking, Washington County, 10/12/20

Unknown, driving, Multnomah County, 10/10/20

~~Unknown~~ Green and Chavez (two fatalities), walking, Multnomah County, 10/10/20

Ryan, 37, driving, Multnomah County, 10/10/20

Brian, 24, motorcycling, Multnomah County, 10/9/20

Timothy, 41, motorcycling, Multnomah County, 10/9/20

Alexander, 33, driving, Clackamas County, 10/8/20

Andrew, 26, motorcycling, Multnomah County, 10/4/20

Unknown (two fatalities), driving, Multnomah County, 10/1/20



*ODOT preliminary fatal crash report, as of 11/03/20





Metro

Agenda Item 5:

November 2020 Formal Amendment Summary

Resolution 20-5144

Amendment # NV21-04-NOV

Applies to the new 2021-24 MTIP

Agenda Support Materials:

- Draft Resolution 20-5144
- Exhibit A to Resolution 20-5144 (amendment tables)
- Staff Report

November 6, 2020

Ken Lobeck

Metro Funding Programs Lead

November 2020 Formal MTIP Amendment

Overview

- Provide quick update on new Obligation Targets program development
- Summary overview of the November Formal MTIP Amendment amendment contents: 3 projects
- Open to questions or project discussions
- Staff motion: Request approval recommendation to JPACT for Resolution 20-5144

November 2020 Formal MTIP Amendment

Obligation Targets Program

- Under development among the three MPO Transportation Management Agencies for 2 years
- Metro is now accountable to identify annual CMAQ, STBG, and TA federal fund obligation goals
- Development of the FY 2021 obligation targets underway
- Master Agreement among participants almost completed
- January 2021 TPAC meeting: Provide overview of the program requirements

November 2020 Formal Amendment Contents

Key 22314 – NE Huffman St Construction

#	Key	Lead Agency	Project Name	Change Reason	Note
1	22314	Hillsboro	NE Huffman St Improvement Project (City of Hillsboro)	Add new project	From NE Starr Blvd to NE 30 th Ave

The formal amendment:

- Adds the new project to the 2021-24 MTIP and STIP.
- The project was awarded an ODOT Immediate Opportunity Fund (IOF) \$1 million grant
- The project is located in the Hillsboro Technology Park
- The project will extend/construct a new 2 lane (1 through lane in each direction) from NE Starr Blvd west to NE 30th Ave plus 650 linear feet on 30th Ave

November 2020 Formal Amendment Contents

Add New TriMet FTA Section 5312 Project

#	Key	Lead Agency	Project Name	Change Reason	Note
2	TBD	TriMet	Risk Ranking & Data Validation for Grade Crossing	Add new project	Federal FTA Section 5312 grant award

The formal amendment:

- Adds the new project to the 2021-24 MTIP and STIP.
- The project will design a risk ranking evaluation tool for rail crossing safety improvements, including upgrading cameras to document risks and incidents at grade crossings on its MAX light rail system.
- The grant award is from the FTA Safety Research & Demonstration Program (SRDP) and Bus Operator Compartment (BCP) Program.
- The project is not considered an UPWP project.

November 2020 Formal Amendment Contents

Key 18311 – Durham Rd/Upper Boones Ferry Rd

#	Key	Lead Agency	Project Name	Change Reason	Note
3	18311	Tigard Washington County	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	Cost Increase	TSMO/ITS project

The formal amendment:

- Changes the Lead agency in the MTIP and STIP to be Washington County
- The total project cost increases from \$1,504,286 to \$1,865,015 (= 23.9%)
- The main scope of work will add adaptive signal timing and detection in Tigard on Durham Rd and Upper Boones Ferry Rd between OR99W to I-5, complete traffic signal upgrades and communication infrastructure improvements at multiple intersections.
- The cost increase results from updated costs for required scope elements and inflation impacting the project.

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

November 2020 Formal Amendment

Public Notification Period

30 Day Public Notification/Opportunity to Comment period is
October 21, 2020 to November 19, 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

 [November 2020 formal MTIP amendment, Resolution 20-5144](#)

Comment by Nov. 19, 2020.

221.82 KB Adobe Acrobat PDF | Published Oct 21, 2020

November 2020 Formal Amendment

Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	October 21, 2020
TPAC Notification and Approval Recommendation	November 6, 2020
JPACT Approval and Recommendation to Council	November 19, 2020
30 Day Public Notification Period Ends	November 19, 2020
Metro Council Approval of Resolutions 20-5144	December 3, 2020
Amendment Bundle Submission to ODOT	December 8, 2020
ODOT & USDOT Final Approvals	Early January 2020

November 2020 Formal Amendment

Approval Recommendation & Questions

TPAC Approval Recommendation:

- Provide an approval recommendation for the 3 projects to JPACT for Resolution 20-5144 under MTIP Amendment NV21-04-NOV
- Correct typos, etc. in support materials as needed
- Questions, Comments, and/or Project Discussions as Needed?



Metro

November 6, 2020

2024 – 2027 Metropolitan Transportation Improvement Program

What is the Metropolitan Transportation Improvement Program (MTIP)?

MTIP = Metropolitan Transportation Improvement Program

- Regionally significant projects & programs
- Align investments to regional goals
- Administrative procedures
 - Implementation monitoring



What does the MTIP do and entail?

- Keeps the region eligible for receiving and expending federal surface transportation dollars
- Mechanism to carry out U.S. DOT direction on federal transportation funding
 - Encourages cooperative process, support of planning objectives, fiscal accountability
 - Identifies lead agency for allocation of federal revenues: State DOT, MPO, Transit Agencies
 - Identifies lead agency for development of MTIP (MPOs)
 - Identifies required procedures and approvals

Who is involved?

MTIP partners
are:



Metro



ODOT

- Region 1
- Headquarters



SMART



TriMet

TPAC's role in the 2024-2027 MTIP



- Provide input and feedback throughout 2024-2027 MTIP development (Phases I, II, and III; now – spring 2022)
- Recommend approval of Metro RFFA (Phase II)
- Recommend the 2024-2027 MTIP to JPACT for approval and adoption (Phase III; late spring/early summer 2023)
- BONUS! Amendments (post adoption; autumn 2023)

2024-2027 MTIP Development Process

Three phases of work:

- Policy direction to define funding allocation programs and distribution of forecasted revenue to those programs
- Funding program allocation processes
- Evaluation and documentation of compliance, programming



2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Timeline

Pre-adoption

**WE
ARE
HERE**

PHASE 1

**Defining Funding
Allocation Programs**

**Summer 2020 to
Summer 2021**

PHASE 2

**Prioritizing
Investments Under
Shared Goals**

**Winter 2020 to
Autumn 2022**

PHASE 3

**Building and
Adopting the
Investment Program**

**Autumn 2022 to
Summer 2023**

IMPLEMENTATION & MONITORING

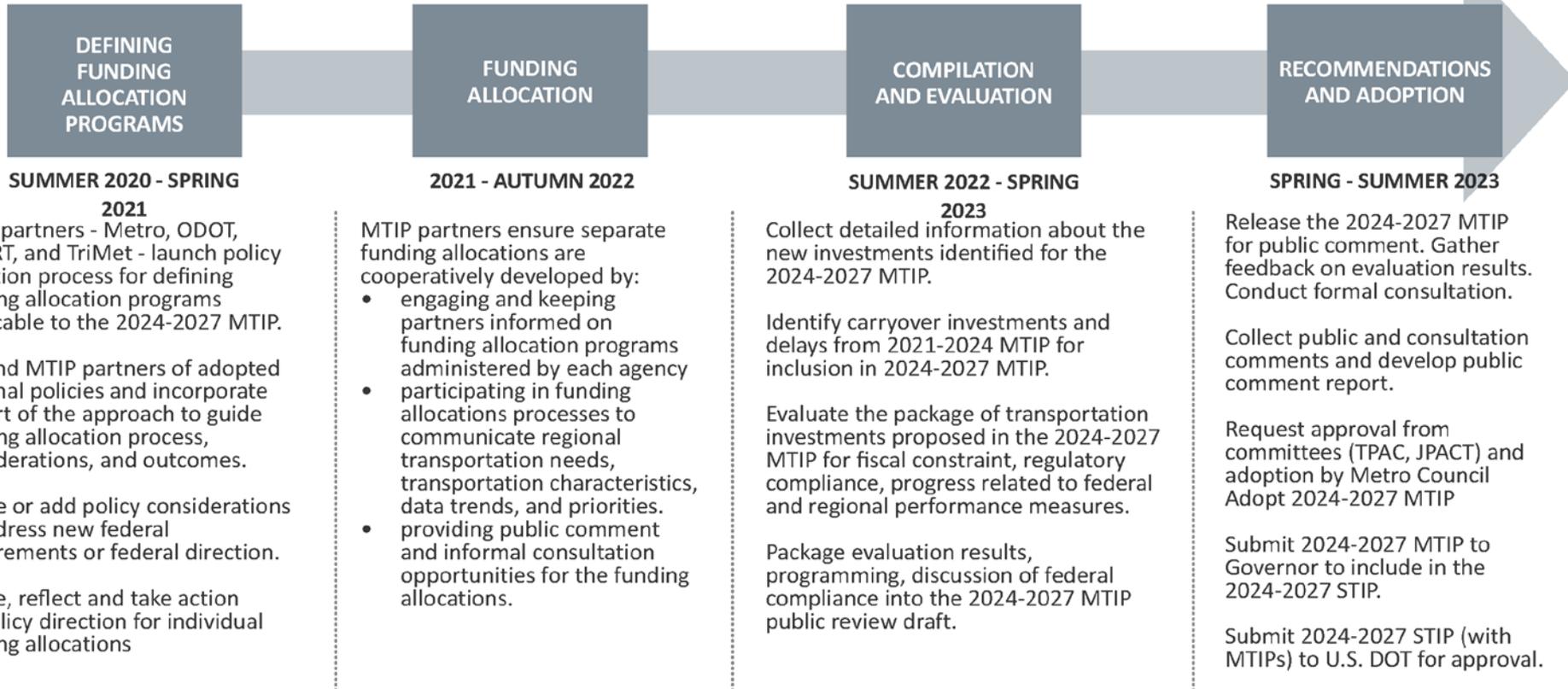
Post Adoption



JPACT recommendation and Metro Council Action

Phase 2 includes multiple funding decisions (e.g. Regional Flexible Fund, Transit budget process, ARTS) with formal actions. Public input opportunities to be provided prior to funding decisions.

2024-2027 MTIP | Work Plan - Draft



DEFINING FUNDING ALLOCATION PROGRAMS

SUMMER 2020 - SPRING 2021

MTIP partners - Metro, ODOT, SMART, and TriMet - launch policy direction process for defining funding allocation programs applicable to the 2024-2027 MTIP.

Remind MTIP partners of adopted regional policies and incorporate as part of the approach to guide funding allocation process, considerations, and outcomes.

Revise or add policy considerations to address new federal requirements or federal direction.

Refine, reflect and take action on policy direction for individual funding allocations

FUNDING ALLOCATION

2021 - AUTUMN 2022

MTIP partners ensure separate funding allocations are cooperatively developed by:

- engaging and keeping partners informed on funding allocation programs administered by each agency
- participating in funding allocations processes to communicate regional transportation needs, transportation characteristics, data trends, and priorities.
- providing public comment and informal consultation opportunities for the funding allocations.

COMPILATION AND EVALUATION

SUMMER 2022 - SPRING 2023

Collect detailed information about the new investments identified for the 2024-2027 MTIP.

Identify carryover investments and delays from 2021-2024 MTIP for inclusion in 2024-2027 MTIP.

Evaluate the package of transportation investments proposed in the 2024-2027 MTIP for fiscal constraint, regulatory compliance, progress related to federal and regional performance measures.

Package evaluation results, programming, discussion of federal compliance into the 2024-2027 MTIP public review draft.

RECOMMENDATIONS AND ADOPTION

SPRING - SUMMER 2023

Release the 2024-2027 MTIP for public comment. Gather feedback on evaluation results. Conduct formal consultation.

Collect public and consultation comments and develop public comment report.

Request approval from committees (TPAC, JPACT) and adoption by Metro Council Adopt 2024-2027 MTIP

Submit 2024-2027 MTIP to Governor to include in the 2024-2027 STIP.

Submit 2024-2027 STIP (with MTIPs) to U.S. DOT for approval.

DELIVERABLES

2024-2027 MTIP work plan and approach

Adopted 2025-2027 Regional Flexible Fund Allocation policy direction

Adopted policy direction defining funding allocation programs by ODOT (2024-2027 STIP), TriMet, and SMART

Adopted funding allocations for:

- 2025-2027 RFFA
- 2025-2027 ODOT Region 1 Funding Allocations
- SMART and TriMet Capital Improvement Programs for fiscal years 2024 through 2027

Public review draft 2024-2027 MTIP with the following components:

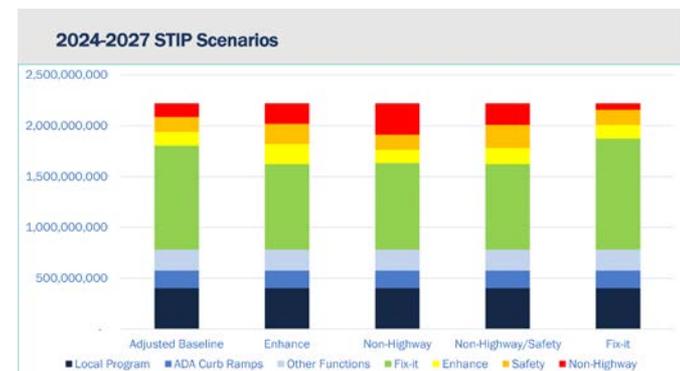
- Performance evaluation results and findings of 2024-2027 MTIP investments
- Programming tables and fiscal constraint demonstration
- Federal regulatory compliance demonstration

Public comment report on the 2024-2027 MTIP

2024-2027 MTIP

2024-2027 MTIP – Phase I Policy direction and revenues allocated to funding programs

- Portland region revenue forecast
 - Cooperative developed
- Define allocation programs
 - E.g. RFFA step 1 & 2 (Metro), Safety, Enhance, Fix-it (ODOT)
- Define policy direction to distribute revenue to funding programs
- Outline process, criteria, and next steps for allocation



2024-2027 MTIP – Phase II – Funding allocation process

- Regional flexible fund (Metro)
- Statewide and Region 1 allocations – enhance, safety - ARTS, fix-it, SRTS, etc. (ODOT)
- Annual budget process and capital improvement plan (SMART and TriMet)
- Special transportation fund (TriMet)



2024-2027 MTIP – Phase III – Bring it all together now

- MTIP evaluation
 - Regional goals, federal performance targets
- Documentation of federal compliance
 - MTIP regulations: fiscal constraint, RTP consistency, congestion management process, Civil Rights
- Public review draft and public comment
- Finalize programming
- Adoption process

Bonus! 2021-2024/2024-2027 MTIP – Phase IV – Amendments to programming

Concurrent to 2024-2027 MTIP development

- 2021-2024 MTIP amendments

Post adoption of the 2024-2027 MTIP

- 2024-2027 MTIP amendments
- Begin development of 2027-2030 MTIP



TPAC Input and Feedback

- Is there a general understanding of activities related to the development of the 2024-2027 MTIP in the work plan?
- Are there additional or different approaches and activities for Metro to lead in developing the 2024-27 MTIP in cooperation with partners ODOT, TriMet and SMART?

oregonmetro.gov





Metro

2020-21 Unified Planning Work Program Amendments

TPAC, November 6, 2020

John Mermin, Metro

Glen Bolen, ODOT

Jeff Owen, TriMet

Chris Ford, Metro

What is the UPWP

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

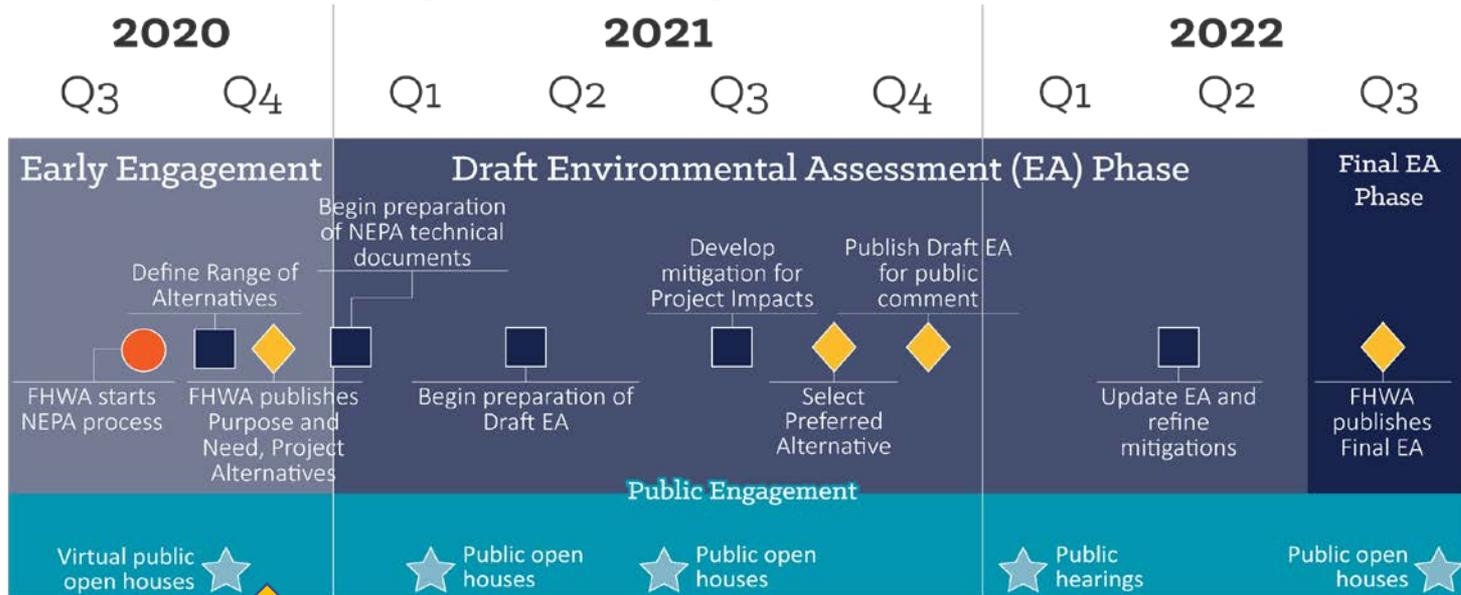
What the UPWP isn't

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

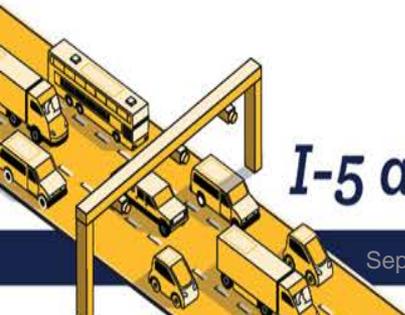
Next Steps

- November 19 JPACT - Comments from Chair
- December 4 TPAC Action
- December 17 JPACT Action
- December 17 Metro Council Action

I-205 Toll Project: Project Milestones



We are here



I-5 and I-205 Toll Projects

Project Purpose

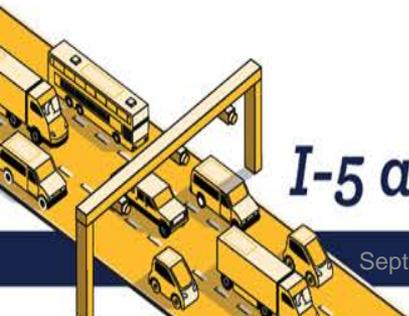
- Manage congestion on I-205 between Stafford Road and OR 213
- Raise revenue to fund congestion relief projects



I-5 and I-205 Tolling Projects

Next Steps with I-205

September - October	Review and analyze comments
November	Draft summary report on comments received
November - December	Consider potential changes to: <ul style="list-style-type: none">• Purpose and Need, Goals and Objectives• Recommended alternatives for NEPA analysis
December-January	Publish report with recommendations
2021	Preparation of I-205 NEPA documents



I-5 and I-205 Toll Projects

I-5 Toll Project: Planning and Environmental Linkages

Define questions to be answered during Planning and Environmental Linkages

- North and south toll endpoints
- Alternatives for environmental review

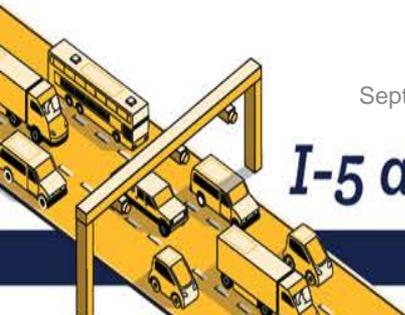
Public and stakeholder engagement

- Starting late 2020/early 2021
- Equity and Mobility Advisory Committee
- Focused outreach to underserved and underrepresented communities



September 22, 2020 | 8

I-5 and I-205 Toll Projects



Red Line Transit Oriented Development (TOD) Planning

- This grant project seeks to activate under-developed station areas along the MAX Red Line alignment



More at:
<https://trimet.org/tod/>

Red Line Transit Oriented Development (TOD) Planning

- East of NE 47th Ave in Multnomah Co:
 - Parkrose / Sumner Transit Center
 - Gateway / NE 99th Transit Center
 - NE 82nd
 - NE 60th

Red Line Transit Oriented Development (TOD) Planning

- West of SW Murray in Washington Co:
 - Millikan Way
 - Beaverton Creek
 - Elmonica / SW 170th
 - Willow Creek / SW 185th Transit Center
 - Fair Complex / Hillsboro Airport

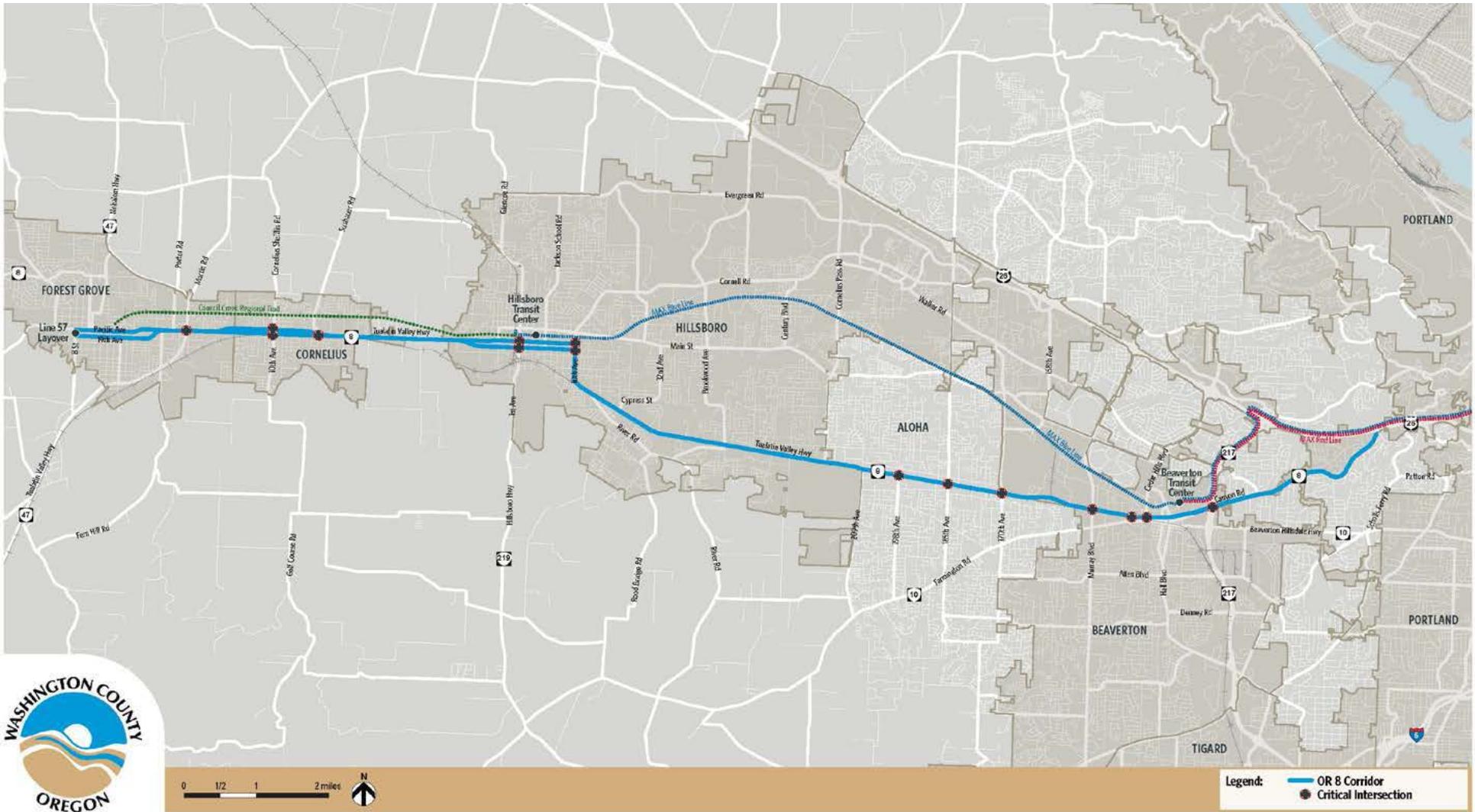
Red Line Transit Oriented Development (TOD) Planning

- The section of the corridor between Hollywood Transit Center and the Beaverton Central station has already established or transitioned to active development patterns, and does not require this level of planning attention needed.
- Focused TOD planning work is timely and allows new, state-of-the-practice approaches to station area and comprehensive planning to be applied to these stations.



Metro

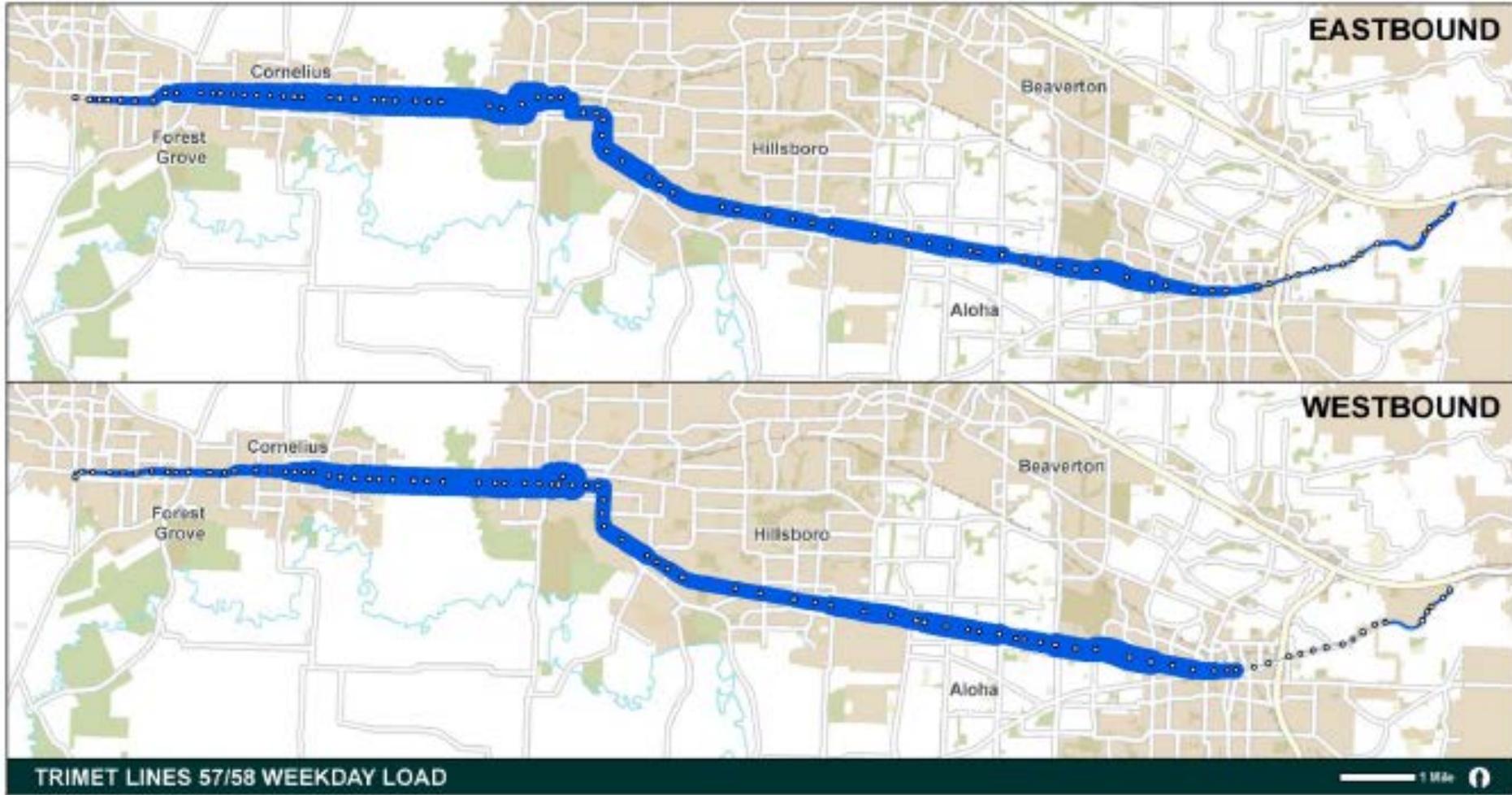
Tualatin Valley Highway Transit and Development Project



Legend: — OR 8 Corridor ● Critical Intersection

TriMet Line 57

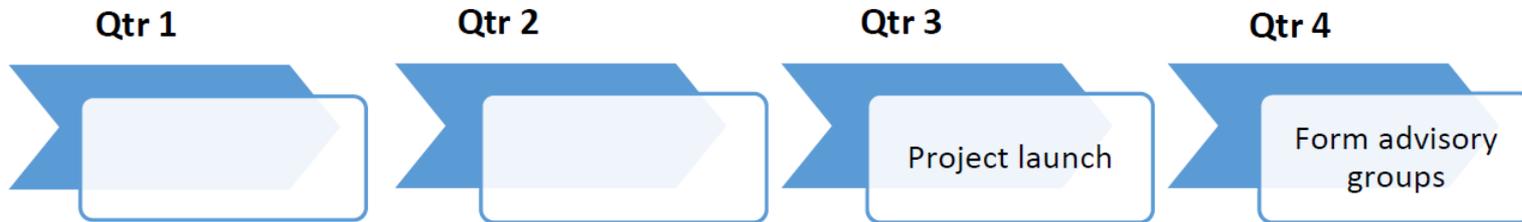
Figure 8. TriMet Line 57 and 58 Average Weekday Passenger Load (Spring 2019)



HOPE Grant

1. convene project steering committee that includes elected officials and community representation
2. coordinate and facilitate engagement with focus on historically disadvantaged communities
3. develop an equitable development strategy to minimize and mitigate displacement pressures
4. conduct a travel time and reliability analysis to inform transit project design
5. develop a conceptual design and cost estimate for a Locally Preferred Alternative for a transit project
6. feasibility of using articulated electric buses

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

<u>Personnel Services</u>	\$ 50,000
<u>Materials & Services</u>	\$ 50,000
<u>Interfund Transfer</u>	\$ 11,445

TOTAL \$ 111,445

Resources:

<u>FTA / FHWA / ODOT</u>	\$ 100,000
<u>Metro Required Match</u>	\$ 11,445

TOTAL \$ 111,445

Questions?