Agenda

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

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, December 4, 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/86210948156?pwd=a2hHZE5sZGJ5K3ptUEUyUVYwL1h6dz09
Passcode: 424807
Phone: 888-475-4499 (Toll Free)

9:30 am	**1.**		**Call To Order, Introductions and Declaration Of A Quorum**	**Tom Kloster, Chair**
9:40 am	**2.**	*	**Comments From The Chair And Committee Members** • 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) • 2024-27 STIP update (Grace Cho) • Federal TMA Review meeting, Dec. 7 & 8 reminder (Chair Kloster) • Acknowledgement of outgoing TPAC community members, 4-year service (Chair Kloster)	**Tom Kloster, Chair**
9:55 am	**3.**		**Public Communications On Agenda Items**	
10:00 am	**4.**	*	**Consideration of TPAC Minutes, November 6, 2020**	**Tom Kloster, Chair**
10:05 am	**5.**	*	**Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5151** Purpose: For the Purpose of Amending Five Existing and Adding Six New Projects to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) Impacting Clackamas County, Metro, ODOT, SMART, and TriMet (DC21-05-DEC) • **Recommendation to JPACT**	**Ken Lobeck, Metro**
10:25 am	**6.**	*	**Regional Framework for Highway Jurisdictional Transfer– Resolution 20-5138** Purpose: Ask TPAC for recommendation to JPACT to accept the Regional Framework for Highway Jurisdictional final report. • **Recommendation to JPACT**	**John Mermin, Metro**
10:55 am	**7.**	*	**UPWP amendment bundle Resolution 20-5141** Purpose: Ask TPAC for recommendation to JPACT to approve UPWP amendments. • **Recommendation to JPACT**	**John Mermin, Metro** **Mike Mason, ODOT** **Jeff Owen, TriMet** **Chris Ford, Metro**
11:20 am	**8.**	*	**Reimagining Public Safety & Security on Transit** Purpose: Provide TPAC an overview of recommendations given to the TriMet Board of Directors on Reimaging Public Safety and Security on Transit. • Information/Discussion	**John Gardner, TriMet**
11:50 pm	**9.**		**Committee Comments on Creating a Safe Space at TPAC** Purpose: Committee input on further creating safe space at TPAC. • Information/Discussion	**Tom Kloster, Chair**
12:00 pm	**10.**		**Adjourn**	**Tom Kloster, Chair**

* Material will be emailed with meeting notice

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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

2020-21 TPAC Work Program

As of 11/20/2020

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

December 4, 2020 ***virtual meeting***	**January 8, 2021** ***virtual meeting***
Comments from the Chair: • 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) • Federal TMA Review meeting, Dec. 7 & 8 reminder • Acknowledgement of outgoing TPAC community members, 4-year service **Agenda Items:** • **MTIP Formal Amendment 20-****** Recommendation to JPACT (Lobeck, 20 min) • **Regional Framework for Highway Jurisdictional Transfer– Resolution 20-5138** Recommendation to JPACT (John Mermin, 30 min) • **UPWP amendment bundle Resolution 20-5141** Recommendation to JPACT (John Mermin & Chris Ford, Metro/Mike Mason, ODOT/Jeff Owen, TriMet; 25 min) • Reimagining Public Safety & Security on Transit Informational (John Gardner, TriMet; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC Info/Discussion (Chair Kloster; 10 min)	Comments from the Chair: • 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) • Reminder: Regional Congestion Pricing Study Workshop #3 January 12, 9-11:30 am • Reminder of Regional Emergency Transportation Routes (ETR) Update at 2/17 TPAC/MTAC workshop (Kim Ellis) **Agenda Items:** • **MTIP Formal Amendment 21-****** Recommendation to JPACT (Lobeck, 15 min) • Project Funding Obligation Targets Informational (Ted Leybold & Ken Lobeck; 30 min) • *Oregon City-West Linn Bike/Ped Crossing Update Information/Discussion (Sandra Hikari, ODOT & others, 40 min)* • *2020-21 TSMO Strategy Update Progress Information/Discussion (Caleb Winter, 40 min)* • Committee Wufoo reports on Creating a Safe Space at TPAC Information/Discussion (Chair Kloster; 10 min)
February 5, 2021 ***virtual meeting***	**March 5, 2021** ***virtual meeting***
Comments from the Chair: • 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) • Reminder: UPWP Annual Review 2/17 or 18 TBD **Agenda Items:** • **MTIP Formal Amendment 21-****** Recommendation to JPACT (Lobeck, 15 min) • ODOT & Transit Agencies funding allocation processes update Informational (Grace Cho; 20 min) • Regional Flexible Funds Allocation (RFFA) Strategic Direction process update - Briefing and Discussion (Dan Kaempff; 50 min) • Regional Mobility Policy Update Informational (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) • Regional Congestion Pricing Study Update (Elizabeth Mros-O'Hara; 10 min) • Committee reports, Creating Safe Space at TPAC Information/Discussion (Chair Kloster; 10 min)	Comments from the Chair: • 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) **Agenda Items:** • **MTIP Formal Amendment 21-****** Recommendation to JPACT (Lobeck, 15 min) • **Regional Emergency Transportation Routes (ETR) Update: RETR Routes & Report** Recommendation to JPACT (Kim Ellis, Metro/Laura Hanson, RDPO; 20 min.) • 2019 Regional Safety Targets Report and Safety Work Plan Information/Discussion (Lake McTighe; 30 min) • Review Draft 2021-22 UPWP Information/Discussion (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 Information/Discussion (Chair Kloster; 10 min)

2020-21 TPAC Work Program

As of 11/20/2020

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

April 2, 2021 ***virtual meeting***

Comments from the Chair:

- 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)

Agenda Items:

- **MTIP Formal Amendment 21-******
  Recommendation to JPACT (Lobeck, 15 min)
- **Recommendation to JPACT on 2021-22 UPWP**
  Recommendation to JPACT (Mermin, 30 min)
- 2025-27 RFFA Strategic Direction update
  Informational (Dan Kaempff, 45 min)
- Regional Freight Study Updates Informational
  (Tim Collins; 30 min.)
- Committee Wufoo reports on Creating a Safe Space at TPAC Information/Discussion (Chair Kloster; 10 min)

May 7, 2021 ***virtual meeting***

Comments from the Chair:

- 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)

Agenda Items:

- **MTIP Formal Amendment 21-******
  Recommendation to JPACT (Lobeck, 15 min)
- 2025-27 RFFA Strategic Direction draft review
  Informational (Dan Kaempff, 45 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC Information/Discussion (Chair Kloster; 10 min)

June 4, 2021 ***virtual meeting***

Comments from the Chair:

- 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)

Agenda Items:

- **MTIP Formal Amendment 21-******
  Recommendation to JPACT (Lobeck, 15 min)
- **2025-27 RFFA Strategic Direction**
  Recommendation to JPACT (Kaempff, 45 min)
- *Regional Mobility Policy Update*
  Information/Discussion (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC Information/Discussion (Chair Kloster; 10 min)

July 9, 2021 ***virtual meeting***

Comments from the Chair:

- 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)

Agenda Items:

- **MTIP Formal Amendment 21-******
  Recommendation to JPACT (Lobeck, 15 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC Information/Discussion (Chair Kloster; 10 min)

2020-21 TPAC Work Program

As of 11/20/2020

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

August 6, 2021 ***virtual meeting*** Comments from the Chair: • 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) **Agenda Items:** • **MTIP Formal Amendment 21-****** Recommendation to JPACT (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC Information/Discussion (Chair Kloster; 10 min)	**September 3, 2021** ***virtual meeting*** Comments from the Chair: • 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) **Agenda Items:** • **MTIP Formal Amendment 21-****** Recommendation to JPACT (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC Information/Discussion (Chair Kloster; 10 min)
October 1, 2021 ***virtual meeting*** Comments from the Chair: • 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) **Agenda Items:** • **MTIP Formal Amendment 21-****** Recommendation to JPACT (Lobeck, 15 min) • *Regional Mobility Policy Update Discussion (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min)* • Committee Wufoo reports on Creating a Safe Space at TPAC Information/Discussion (Chair Kloster; 10 min)	**November 5, 2021** ***virtual meeting*** Comments from the Chair: • 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) **Agenda Items:** • **MTIP Formal Amendment 21-****** Recommendation to JPACT (Lobeck, 15 min) • **Regional Mobility Policy Update** Recommendation to JPACT (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC Information/Discussion (Chair Kloster; 10 min)
December 3, 2021 ***virtual meeting*** Comments from the Chair: • 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) **Agenda Items:** • **MTIP Formal Amendment 21-****** Recommendation to JPACT (Lobeck, 15 min) • 2023 Regional Transportation Plan Update Scoping Information/Discussion (Kim Ellis, 30-45 min.) • Committee Wufoo reports on Creating a Safe Space at TPAC Information/Discussion (Chair Kloster; 10 min)	

2020-21 TPAC Work Program

As of 11/20/2020

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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
- 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
- RTO Updates (Dan Kaempff)
- Safe Routes to School Updates (Noel Mickelberry)
- 2021 PILOT Grants Update (Eliot Rose)
- Interstate Bridge Replacement Update

Agenda and schedule information E-mail: marie.miller@oregonmetro.gov
To check on closure or cancellations during inclement weather please call 503-797-1700.

2020-21 Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) workshop meetings Work Program
As of 11/19/2020

Dec. 16, 2020 – TPAC/MTAC Workshop – Virtual Mtg. Comments from the Chair Agenda Items • Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/ Susie Wright, Kittelson; 90 min)	**Feb. 17, 2021 – TPAC/MTAC Workshop – Virtual Mtg.** Comments from the Chair Agenda Items • Regional Emergency Transportation Routes (ETR) Update-Draft ETR Routes and Report (Kim Ellis, Metro/Laura Hanson, RDPO/Thuy Tu, TTU Consulting/ Allison Pyrch, Salus Resilience; 45 min) • MTIP/RTP agenda item (need more info from Grace/Kim/Ted on this; 40 min)
April 21, 2021 – TPAC/MTAC Workshop – Virtual Mtg. Comments from the Chair Agenda Items • Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/ Susie Wright, Kittelson; 90 min)	**June 16, 2021 – TPAC/MTAC Workshop – Virtual Mtg.** Comments from the Chair Agenda Items • Best Practices and Data to Support Natural Resources Protection (Lake McTighe; 90 min)
August 18, 2021 – TPAC/MTAC Workshop – Virtual Mtg. Comments from the Chair Agenda Items • Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/ Susie Wright, Kittelson; 90 min)	**October 20, 2021 – TPAC/MTAC Workshop – Virtual Mtg** Comments from the Chair Agenda Items • Regional Transportation Safety Workshop (Lake McTighe, 60-90 min) • Scoping Kick-off for 2023 Regional Transportation Plan Update (Kim Ellis, 30-40 min.)
December 15, 2021– TPAC/MTAC Workshop-Virtual Mtg Comments from the Chair Agenda Items	

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 e-mail marie.miller@oregonmetro.gov
In case of inclement weather, call 503-797-1700 by or after 6:30 a.m. for building closure announcements.

Memo

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

Date: November 24, 2020

To: TPAC and Interested Parties

From: Ken Lobeck, Funding Programs Lead, 503-797-1785

Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments

BACKGROUND:

The monthly submitted MTIP formal amendment and administrative modification project lists from late October through November 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.

FY 2021 Metro Obligation Targets Special Amendment:

This amendment to the 2021-24 MTIP consists of Metro funded projects (Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA)) that will obligate their phase of federal funds before the end of FY 2021, or need to be re-programmed to a later obligation year. The project lists identifies the projects that will or will not obligate their federal funds. The project list is divided into two obligation categories: New Funding and Older Funded Projects. "New Funding" represents the projects with CMAQ, STBG, and TA funds originally programmed in FY 2021 and subject to the obligation targets. The "Older Funded Projects" contain CMAQ, STP/STBG, or TAP/TA funds which were programmed originally before FY 2021, failed to obligate and have slipped into FY 2021. These projects have a federal fund shelf-life expiration date of the end of FY 2023. If the federal funds are not obligated by the end of FY 2023 (September 30, 2023), they lapse are lost. Reviews of all projects occurred during the last month and obligation or reprogramming decisions were based on inputs and evaluations by the project manager, ODOT Local Agency Liaisons (LAL), and Metro staff.

SUMMARY OF SUBMITTED FORMAL AMENDMENTS - November 2020
Within Resolution 20-5144

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	**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.

Amendment status:

- TPAC approval occurred on November 6, 2020
- JPACT approval occurred on November 19 , 2020
- Council approval is scheduled for December 3, 2020.

MTIP ADMINISTRATIVE MODIFICATIONS
Submitted from late October through the end of November, 2020

- October Admin Mod consisting of two projects
- FY 2021 Obligation Targets and Phase Reprogramming List

Proposed October FFY 2021 Administrative Modification Bundle #1 Modification Number: AB21-03-OCT1 Total Number of Projects: 2				
ODOT Key	**Lead Agency**	**Project Name**	**Description**	**Required Changes**
Project #1 Key **18026**	Sherwood	Cedar Creek/Tonquin Trail: OR99W - SW Pine St	Construct a multi-modal travel corridor within Sherwood between OR99W and SW Pine Street.	**PHASE FUND SWAP:** Unobligated ROW phase funding is being shifted to the Construction phase to support construction phase needs.
Project #2 Key **20329**	West Linn	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd.	**PHASE REPROGRAMMING:** The project schedule update requires added time to complete PS&E and the ROW phase. As a result, the Construction phase to be pushed put from FY 2021 to FY 2022.

Metro MPO FY 2021 Obligation Targets List

Project Key Number	Lead Agency	Project Name	Work Phase	Phase Initial STIP Year	Phase Current STIP Year	Will Obligate in 2021?	Phase Reprogram Year	Funding Responsibility	FP Federal Est Act Amount	FP State Est Act Amount	FP Local Est Act Amount	Assigned Local Agency Liaison	Reason for Reprogramming Action	Metro Concur
19357	Tualatin PRD	Beaverton Creek Trail: Westside Trail-SW Hocken Ave	CN	2021	2021	NO	2026	URBAN STP/STBG POR	3,103,903.37	-	355,255.63	Justin Bernt	The project is underfunded and requires a ROW phase to be added. Project Development in progress with PE possibly to start in FY 2022	Yes
20329	West Linn	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	UR	2021	**2021**	**Yes**	N/A	**CMAQ PMA**	**67,010.00**	-	7,669.59	Mahasti Hastings	Per Gabi in 10/2/2020 email, request is only to slip Cons with ODOT funds to FY 2022. UR and ROW remain in FY 2021 and are expected to obligate before the end of FY 2021. - KL	Yes
20808	Gresham	NE Cleveland Ave: SE Stark ST - NE Burnside	CN	2021	2022	No	2022	CMAQ PMA	2,313,095.83	-	264,744.17	Matthew Novak	Construction phase was reprogrammed in the MTIP into FY 2022 per amendment AB21-01-AUG1	Yes
			RW	2021	2021	YES	N/A	CMAQ PMA	376,568.99	-	43,100.01		ROW obligation was moved to FFY 2021, do to a lack of survey from the consultant current ROW obligation has been pushed out 2 months to early January 2021 with 22 files to be completed during the 2021 FFY	Yes
			~~RW~~	~~2021~~	~~2021~~	N/A	N/A	~~URBAN STP/STBG POR~~	-	-	-		No STBG is programmed for ROW. Remove from FY 2021 Ragets list	Yes
20812	Portland	Brentwood-Darlington bike/ped improvements	CN	2021	2021	No	2022	TAP POR	1,043,610.15	-	2,969,762.00	Daniel Ramirez Cornejo	Per PCR #1, October 2020, updated schedule pushes construction phase to 2022.	
			~~OT~~	~~2021~~	~~2021~~	~~N/A~~	~~N/A~~	~~TAP POR~~	-	-	-			
			UR	2021	**2021**	**Yes**	N/A	**TAP POR**	**44,865.00**	-	5,135.00		ROW and Utility Relocation are projected to obligate during January 2021	Yes
			RW	2021	**2021**	**Yes**	N/A	**TAP POR**	**153,025.00**	-	17,514.00		Per PCR #1, ROW phase estimated obligation date is January 2021.	
20813	Portland	NE Halsey Street bike/ped/transit improvements	CN	2021	2021	No	2022	TAP POR	250,597.94	-	28,682.06	Matthew Novak	ROW and UR remain in 2021 with an estimated obligation of summer 2021. Construciton puhed out to spring 2022 based o updated PCR. Metro signed 11-10-2020	Yes
			CN	2021	2021	No	2022	URBAN STP/STBG POR	1,071,762.04	-	122,667.96			
			CN	2021	2021	No	2022	URBAN STP/STBG POR	-	-	2,485,309.00			
20814	Portland	Jade and Montavilla multimodal improvements	CN	2021	2021	NO	2023	URBAN STP/STBG POR	1,768,475.11	-	202,409.89	Daniel Ramirez Cornejo	PCR #1 estimates construction phase obligation now during January 2023	
			OT/UR	2021	2021	Yes	N/A	URBAN STP/STBG POR	-	-	50,000.00		$50k of local funds programmed for UR phase in FY 2021 and soul dobligatewith ROW in January 2021	Yes
20834	TriMet	Regional High Capacity Transit Bond Payment (2021)	OT	2021	**2021**	**YES**	N/A	**CMAQ PMA**	**11,000,000.00**	-	1,258,999.00	Alsion Langton Ken Lobeck	Flex transfer around January 2021	Yes
			OT	2021	**2021**	**YES**	N/A	**URBAN STP/STBG POR**	**10,390,000.00**	-	1,189,181.00			
20842	TriMet	Bus & rail preventive maintenance (RFFA-2021)	OT	2021	**2021**	**YES**	N/A	**URBAN STP/STBG POR**	**2,506,749.00**	-	286,909.00	Alison Langton Ken Lobeck	Metro to re-confirm ith TriMet. However, unless government shutdown occurs, the project should complete flex transfer by January 2021	Yes
20877	Metro	Regional MPO planning (2021)	PL	2021	2021	**YES**	N/A	**URBAN STP/STBG POR**	**1,359,876.99**	-	155,644.01	Ken Lobeck	The STBG committed to the SFY 2022 UPWP MA list of projects will first need to be combined into Key 20597. Target obligation date will be NLT June 2021.	Yes

Project Key Number	Lead Agency	Project Name	Work Phase	Phase Initial STIP Year	Phase Current STIP Year	Will Obligate in 2021?	Phase Reprogram Year	Funding Responsibility	FP Federal Est Act Amount	FP State Est Act Amount	FP Local Est Act Amount	Assigned Local Agency Liaison	Reason for Reprogramming Action	Metro Concur
20880	Metro	Regional Travel Options Program (2021)	OT	2021	2021	**NO**	**2022**	URBAN STP/STBG POR	2,676,405.42	-	306,326.58	Dan Kaempff Ken Lobeck	RTO obligation for fY 2021. Flex Transfer during January 2021. Carry over FY 202 RTO obligation to occur as well see below project Key 20879.	Yes
20883	Metro	Transit Oriented Development Program - 2021	OT	2021	2021	Yes	N/A	LOCAL	-	-	3,393,696.00	Dan Kaempff Ken Lobeck	Local funds per annual fund exchange with TriMet	Yes
20886	Metro	Transportation system Mgmt & operations/ITS (2021)	OT	2021	2021	**NO**	**2022**	URBAN STP/STBG POR	1,801,827.75	-	206,227.25	Caleb Winter Ted Leybold Ken Lobeck	Metro needs to re-balance the TSMO funding balances between the old and new funds to determine where the new ATC projects will draw from. Reprogram to FY 2022 until certain which bucket to draw the funds from.	Yes
20889	Metro	Corridor and systems planning (2021)	PL	2021	2021	**NO**	**2022**	URBAN STP/STBG POR	571,070.43	-	65,361.57	Ted Leybold Ken Lobeck	It's too early in the SFY 2022 UPW development to confirm which corridor project the $571k will support. Therefore, reprogram to FY 2022 and advance later (April timeframe if funds are needed as part of the UPWP MA or for a stand alone UPWP project	Yes
21267	TriMet	TriMet Preventive Maintenance (TOD) 2021	OT	2021	2021	**YES**	N/A	**URBAN STP/STBG POR**	**3,393,696.00**	-	388,424.00	Alison Langton Ken Lobeck	Flex trans during January 2021 expected. However, a description correction may be needed first based on the FTA description finding.	Yes
21407	Portland	OR99W/SW Barbur Blvd area: Sidewalk Infill (Portland)	CN	2021	2021	**YES**	N/A	**URBAN STP/STBG POR**	**1,361,641.09**	-	155,845.91	Daniel Ramirez Cornejo	PBOT working on 60% design. CON expected to obligate in 2021 per PBOT. - DRC	Yes
21593	Portland	City of Portland Transportation Demand Management	OT	2021	2021	**NO**	**2022**	TAP POR	39,999.84	-	4,578.16	Kale Mattias Dan Kaempff Ken Lobeck	Not sure scope is ready. Push-out to FY 2022 as precautionary action. Advance in spring if ready.	Yes
			OT	2021	2021	**NO**	**2022**	URBAN STP/STBG POR	126,399.96	-	14,467.04			
22132	Portland	Cully/Columbia & Columbia/Alderwood Improvements	PE	2021	2021	**NO**	**2022**	URBAN STP/STBG POR	1,016,176.10	-	116,305.90	Daniel Ramirez Cornejo	Railroad issue on Cully in Key 18337 complicates planned merger of Key 22132. Please push out PE to 2022, as PBOT doesn't expect determination on combination of project with K18837 until January 2021 - DRC	Yes
22141	Milwaukie	Washington/Monroe: SE Oak St - SE Linwood Ave	PE	2021	2021	**NO**	**2022**	URBAN STP/STBG POR	712,387.11	-	81,535.89	Mahasti Hastings	RFFA kick-off meeting has not yet occurred. Understanding scope and federally funded portion needs to be resolved	Yes
22129		Clackamas County Regional Freight ITS - Phase 2B	PE	2022	2022			URBAN STP/STBG POR	200,000.09	-	22,890.91	Mahasti Hastings	Evaluating if Key 22129can be merged nto Key 18001. No decision to advance yet	
22130		Council Creek Trail: Douglas St - Hatfield Government Center	PL	2022	2022			URBAN STP/STBG POR	1,345,950.00	-	154,050.00	Justin Bernt	Proposed to be de-federalized. Amendment to occur once Metro local IGA is drafted (Spring 2021?)	

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											Obligation Target Goals	50%	$15,326,716	
		Total CMAQ Funded Projects Expected to Obligate by the End of FY 2021:				**3**	Projects	Total CMAQ:	**11,443,579**			60%	$18,392,059	
		Total STBG Funded projects Expected to Obligate by the End of FY 2021:				**5**	Projects	Total STBG	**19,011,963**			70%	$21,457,402	
		Total TA Funded Projects Expected to Obligate by the End of FY 2021:				**2**	Projects	Total TA:	**197,890.00**			**80%**	**$24,522,746**	
		Total Federal Funds Projected to Obligate by the end of FY 2021:				**10**	Projects	Total:	**30,653,432**			100%	$30,653,432	

Project Key Number	Lead Agency	Project Name	Work Phase	Phase Initial STIP Year	Phase Current STIP Year	Will Obligate in 2021?	Phase Reprogram Year	Funding Responsibility	FP Federal Est Act Amount	FP State Est Act Amount	FP Local Est Act Amount	Assigned Local Agency Liaison	Reason for Reprogramming Action	Metro Concur
OLDER PROJECTS shelf-life expiration requirement applies. Federal funds must be obligated by the end of FY 2022 (September 30, 2023) or they will expire and lapse.														
Older Phases														
17270	Port of Portland	40 Mile Loop: Blue Lake - Sundial & Harlow Rd	CN	2013	**2021**	YES	N/A	**URBAN STP/STBG POR**	**2,004,082.76**	-	229,376.24	Jonathan Horowitz	Per 11-19-2020 email from Jonathan, Construciton bid date is scueduled for 5/21/2020. Project is on schedule.	Yes
18001	Clackamas County	Clackamas County Regional Freight ITS	CN	2015	2021	NO	2023	URBAN STP/STBG POR	1,424,507.72	-	163,041.28	Mahasti Hastings	Clackamas attempting to combine with new RFFA Regional Freight Award	Yes
18026	Sherwood	Cedar Creek/Tonquin Trail: OR99W - SW Pine St (Sherwood)	CN	2015	**2021**	YES	N/A	**CMAQ PMA**	**3,418,526.36**	-	391,265.64	Justin Shoemakr Justin Bernt	ROW funding shifted to Construction phase in October Admin Mod for anticipated construction phase obligation in FY 2021	Yes
18311	Tigard	Durham Rd/Upper Boones Ferry Rd: OR99W - I-5	CN	2015	2021	YES	N/A	**URBAN STP/STBG POR**	**206,937.87**	-	23,684.97	Justin Bernt	The project will obligate construction in 2021, scheduled PS&E of 2/9/2021	Yes
18316	Portland	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	CN	2015	2021	NO	2022	URBAN STP/STBG POR	449,243.12	-	51,417.88	Daniel Ramirez Cornejo	Not certain Cons will obligated before the end of FY 2021. Push out to 2022 per 11/17-19 email update.	Yes
19357	Tualatin PRD	Beaverton Creek Trail: Westside Trail-SW Hocken Ave	PE	2016	2021	NO	2022	URBAN STP/STBG POR	589,308.95	-	67,449.05	Justin Bernt	Per recent meeting, project development continues but funding shortfalls exist and PE most likely won't obligate until FY 2022	Yes
18758	ODOT	OR8: SW Hocken Ave - SW Short St	CN	2017	2021	NO	2022	URBAN STP/STBG POR	1,974,954.61	-	226,042.39	Talena Adams	Per 11-13-2020 email from Talena confirming Cons won't obligate until FY 2022.	Yes
19280	Happy Valley	SE 129th Avenue - bike lane and sidewalk project	CN	2017	2021	YES	2021	**TAP POR**	**318,739.77**	-	36,481.19	Mahasti Hastings	There has been extensive ROW files on this project (60 ROW files). The ROW obligation for the project has been delayed which in return delays the CN phase. Obligation still planned for 2021	Yes
			CN	2017	2021	YES	2021	**URBAN STP/STBG POR**	**1,738,726.92**	-	199,005.08			
19299	Portland	Central City in Motion	RW	2017	~~2021~~ N/A	N/A	N/A	~~CMAQ PMA~~	-	-	-	Grace Cho	Project de-federalized. CMAQ fund now programmed for TriMet's Electric bus purchase in FY 2022	Yes
19327	Tigard	Fanno Crk Trail: Woodard Pk-Bonita Rd/85th Ave-Tualatin Br	CN	2017	2021	YES	N/A	**CMAQ PMA**	**2,999,999.62**	-	343,363.38	Justin Bernt	The project will oblgiate construction in 2021, PS&E in April, bid in June	Yes
21121	Beaverton	OR210: SW Scholls Ferry Rd - SW Hall Blvd ITS	PE	2017	2021	NO	2022	URBAN STP/STBG POR	134,595.00	-	15,405.00	Justin Bernt	Updated schedule delays PE obligation to FY 2022	Yes
19276	Clackamas County	Jennings Ave: OR99E to Oatfield Rd	RW	2018	2021	YES	2021	**URBAN STP/STBG POR**	**897,321.54**	-	102,702.46	Mahasti Hastings	per email update	Yes
19289	Metro	Trans System Mgmt & Operations Program (2018)	OT	2018	2021	YES	N/A	**URBAN STP/STBG POR**	**200,000.09**	-	22,890.91	Caleb Winter Ken Lobeck	$200k remains in this TSMO bucket. It will be applied to one of the new ATC projects (probable Clackamas County) assuming it I ready to obligate before the end of FY 2021.	Yes
19299	Portland	Central City in Motion	CN	2018	~~2021~~ N/A	N/A	N/A	CMAQ PMA	-	-	-	Grace Cho	De-federalized	Yes
21121	Beaverton	OR210: SW Scholls Ferry Rd - SW	PE	2021	2021	No	2022					Justin	Per Justin's 11-19-2020 update: Completion of ConOps will most likely result in PE obligating in FY 2022	Yes

Project Key Number	Lead Agency	Project Name	Work Phase	Phase Initial STIP Year	Phase Current STIP Year	Will Obligate in 2021?	Phase Reprogram Year	Funding Responsibility	FP Federal Est Act Amount	FP State Est Act Amount	FP Local Est Act Amount	Assigned Local Agency Liaison	Reason for Reprogramming Action	Metro Concur
21121	Beaverton	Hall Blvd ITS	CN	2018	2021	NO	2023	URBAN STP/STBG POR	304,939.00	-	34,902.00	Bernt	Updated schedule indicates PE shou;ld obligate in 2022.which will push out construction to FY 2023.	Yes
20884	Metro	Transportation system Mgmt & operations/ITS (2019)	OT	2019	2021	YES	N/A	**URBAN STP/STBG POR**	**535,103.00**	-	63,316.00	Caleb Winter Ken Lobeck	The project grouping bucket has approved funding for TSMO/ITS awarded projects. It is not clear if the commitments will support the new ATC projects and if they will be ready to obligate before the end of FY 2021. Reprogram to FY 2022 as a cautionary action and advance later when funds are split off to specific TSMO projects	Yes
20884	Metro	Transportation system Mgmt & operations/ITS (2019)	OT	2021	2022	NO	2022	URBAN STP/STBG POR	1,093,470.89		125,153.00	Caleb Winter Ken Lobeck	$535,103 of STBG will be pulled from this bucket to support Clackamas County's new ATC project ($820,103 total STBG award. Programming during the December 2020 Formal amendment). The remaining STBG in 20884 will be reprogrammed to FY 2022.	Yes
19358	Washington County	Basalt Creek Ext: Grahams Ferry Rd-Boones Ferry Rd	RW	2020	2021	NO	2024	URBAN STP/STBG POR	2,805,878.64	-	321,145.36	Justin Bernt	Update indicates ROW needs to be reprogrammed to FY 2024 with construciton to FY 2026. Funding issue present as well.	Yes
			CN	2021	2021	NO	2026	Local			28,173,000.00			
20329	West Linn	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	CN	2020	2021	NO	2022	CMAQ PMA	2,687,441.26	-	307,589.68	Talena Adams	Construction phase obligation year reprogrammed to FY 2022 per October Admin Mod	Yes
			CN	2020	2021	N/A	N/A	URBAN STP/STBG POR	-	-	-			
20813	Portland	NE Halsey Street bike/ped/transit improvements	RW	2020	2021	YES	N/A	**URBAN STP/STBG POR**	**147,319.61**	-	16,861.39	Matthew Novak	Per 11-10-2020 PCR, UR and ROW projected to obligate by late spring 2021. Do not push out. Only reprogram cons to FY 2022	Yes
			UR	2020	2021	YES	N/A	**URBAN STP/STBG POR**	**44,865.00**	-	5,135.00			
20814	Portland	Jade and Montavilla multimodal improvements	RW	2020	2021	YES	N/A	**TAP POR**	**193,074.73**	-	193,075.00	Daniel Ramirez Cornejo	Per PCR #1, October 2020, ROW/UR projected to obligate during January 2021.	Yes
20879	Metro	Regional Travel Options Program (2020)	OT	2020	2021	YES	N/A	**URBAN STP/STBG POR**	**2,598,450.69**	-	297,404.31	Dan Kaempff Ken Lobeck	Flex transfer projected to be during January 2021	Yes
20882	Metro	Transit Oriented Development Program - 2020	OT	2020	2021	YES	N/A	Local	-	-	3,286,135.00	Dan Kaempff Ken Lobeck	Should be included with Trams grant to approve STBG funds	Yes
20885	Metro	Transportation system Mgmt & operations/ITS (2020)	OT	2020	2021	NO	2022	URBAN STP/STBG POR	1,744,597.96	-	199,677.04	Caleb Winter Ken Lobeck	Contingency move to push out the TSMO bucket assuming the new TSMO awarded projects are not ready to be programmed as stand alone projects. If ready, split and advance as required.	Yes
20888	Metro	Corridor and systems planning (2020)	PL	2020	2021	NO	2022	URBAN STP/STBG POR	404,235.32	-	46,266.54	Ted Leybold Ken Lobeck	Reprogram to FY 2022 to allow time for SFY 22 UPWP to be developed and to determine what corridor planning projects will be approved.	Yes

Project Key Number	Lead Agency	Project Name	Work Phase	Phase Initial STIP Year	Phase Current STIP Year	Will Obligate in 2021?	Phase Reprogram Year	Funding Responsibility	FP Federal Est Act Amount	FP State Est Act Amount	FP Local Est Act Amount	Assigned Local Agency Liaison	Reason for Reprogramming Action	Metro Concur
20897	Metro	Regional freight studies	PL	2020	2021	YES	N/A	URBAN STP/STBG POR	200,000.00	-	22,890.89	Tim Collins Ted Leybold Ken Lobeck	Expected to obligate	Yes
16986	Gresham	NW Division Complete St - Phase 1: Wallula Ave-Birdsdale Ave	RW	2012	2022			CMAQ PMA	1,076,760.00	-	123,240.00		Remove this project from the older list. The funds were awarded as part of the 2022-24 RFFA cycle and represent new programming. They do not fall on the FY 23 shelf-life expiration list of older funds	Yes
19276	Clackamas County	Jennings Ave: OR99E to Oatfield Rd	CN	2018	2022	No	2023	URBAN STP/STBG POR	1,749,994.32	-	200,294.68		Now scheduled for a FY 2023 obligation date due to time to ocmplete ROW	Yes
16986	Gresham	NW Division Complete St - Phase 1: Wallula Ave-Birdsdale Ave	CN	2013	2024			CMAQ PMA	3,361,732.66	-	384,765.34		Remove this project from the older list. The funds were awarded as part of the 2022-24 RFFA cycle and represent new programming. They do not fall on the FY 23 shelf-life expiration list of older funds	Yes

End of Older Project List

OLDER PROJECTS OBLIGATION PROJECTTIONS						Possible Obligations	
Total Number of Projects that will not Obligate and are being Reprogrammed:		Projects					
Total CMAQ Funded Projects Expected to Obligate by the End of FY 2021:	2	Projects	Total CMAQ:	$	6,418,526	$ 9,105,967	70.5%
Total STBG Funded projects Expected to Obligate by the End of FY 2021:	12	Projects	Total STBG	$	8,707,402	$ 18,466,622	47.2%
Total TA Funded Projects Expected to Obligate by the End of FY 2021:	2	Projects	Total TA:	$	511,815	$ 511,815	100.0%
Total Federal Funds Projected to Obligate by the end of FY 2021:	16	Projects	Total:	$	15,637,743	$ 28,084,404	55.7%

Memo

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

Date: November 24, 2020

To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties

From: Lake McTighe, Regional Planner

Subject: Monthly fatal crash update

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

2020 Monthly fatal crash update – As of 11/22/20		
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: **9**	2 Pedestrian 1 Bicycle 5 Motor Vehicle 1 Motorcycle	Clackamas: 2 Multnomah: 5 Washington: 2
March 2020: **9**	2 Pedestrian 6 Motor Vehicle 1 Motorcycle	Clackamas: 3 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**	9 Motor Vehicle 1 Pedestrian 1 Bicycle	Clackamas: 3 Multnomah: 5 Washington: 3
July 2020: **13**	9 Motor Vehicle 2 Motorcycle 2 Pedestrian	Clackamas: 5 Multnomah: 6 Washington: 2
August 2020: **9**	3 Pedestrian 1 Bicycle 2 Motorcycle 3 Motor Vehicle	Clackamas: 4 Multnomah: 4 Washington: 1
September 2020: **14**	5 Pedestrian 1 Bicycle 6 Motor Vehicle 2 Motorcycle	Clackamas: 3 Multnomah: 10 Washington: 1
October 2020: **17**	4 Pedestrian 5 Motorcycle 8 Motor Vehicle	Clackamas: 2 Multnomah: 14 Washington: 1
November 2020: **8**	2 Pedestrian 1 Bicycle 5 Motor Vehicle	Clackamas: 3 Multnomah: 4 Washington: 1
Total: 108	26 Pedestrian 5 Bicycle 15 Motorcycle 62 Motor Vehicle	Clackamas: 32 Multnomah: 61 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 11/22/20

November 2020
Tetteh, 35, walking, Clackamas County, 11/19/20
Maxine, 94, driving, Clackamas County, 11/18/20
Antonio, 28, bicycling, Multnomah County, 11/12/20
Kevin, 28, driving, Washington County, 11/10/20
Jennifer, 46, driving, Multnomah County, 11/8/20
Randy, 66, walking, Multnomah County, 11/6/20
Armando, 27, driving, Multnomah County, 11/6/20
Mark, 53, driving, Clackamas County, 11/4/20

October 2020
Dakoda, 28, driving, Multnomah County, 10/31/20
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 (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
Heath, 49, driving, Multnomah County, 9/27/20
Timothy, 52, walking, Multnomah County, 9/24/20
~~Unknown~~Michael, 29, 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
Craig, 67, driving, Multnomah County, 9/5/20
~~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~~26/20
Zachary, 28, walking, Multnomah County, 8/~~28~~26/20
Unknown, driving, Multnomah County, 8/24/20
Theresa, 63, Clackamas County, 8/17/20
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
Shirley, 82, driving, Clackamas County, 8/1/20

July 2020
Sarah, age 1, killed while walking, Multnomah County, 7/30/20
Cynthia Rachelle, killed in a motor vehicle crash, age 45, Clackamas County, 7/28/20
Aaron Russell, age 41, killed in a motor vehicle crash, Clackamas County, 7/5/20
Carlos, age 24, passenger, killed in a single motor vehicle crash, SW River Road, Washington County, 7/25/20; alcohol and speed appear to be contributing factors
Julie Elizabeth, age 45, killed in a motor vehicle crash, SE 122 Ave., Multnomah County, 7/23/20
Camille Minoo and Udell, age 34 and 13, killed in a single motor vehicle crash, NE Lombard Street, Multnomah County, 7/18/20; speed appears to be a contributing factor
Daniel, age 34, killed while riding a motorcycle in a T-bone crash, Hwy 47 & Maple Street, Washington County, 7/12/20
Brian Michael, age 57, killed in a head-on motor vehicle crash, NE Glisan & 158th, Multnomah County, 7/11/20
Anthony, age 32, killed in a rollover motor vehicle crash, Hwy 224, Clackamas County, 7/10/20
Jack, age 2, killed in a hit and run in front of his home, Milwaukie, Clackamas County, 7/20/20; the police determined that speed was not a factor and that the driver may not have been aware of what happened
Saw Poe, age 36, killed in a single motor vehicle crash, SE Powell Blvd., Multnomah, 7/6/20
Robert W., age 40, killed in a T-bone motor vehicle crash, SE 362 Ave., Washington, 7/5/20; speed appears to be a factor

June 2020
Troy, age 37, killed while riding a bicycle, NE 16th and Multnomah, Multnomah County, 6/22/20
Logan, age 25, killed in a rollover motor vehicle crash, Washington County, 6/20/20
Josie, age 25, killed in a rollover motor vehicle crash, Long Road, Washington County, 6/19/20
Kelly Ann, age 59, killed in a head on crash, Clackamas County, 6/19/20
Frank, age 86, killed in a head-on motor vehicle crash, Sunset Hwy, Washington County, 6/11/20
~~Unknown~~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

Meeting minutes

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

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

Date/time: Friday, November 6, 2020 | 9:30 a.m. to 12:00 noon

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

Members Attending	**Affiliate**
Tom, Kloster, Chair	Metro
Karen Buehrig	Clackamas County
Chris Deffebach	Washington County
Lynda David	SW Washington Regional Transportation Council
Eric Hesse	City of Portland
Dayna Webb	City of Oregon City and Cities of Clackamas County
Katherine Kelly	City of Gresham and Cities of Multnomah County
Don Odermott	City of Hillsboro and Cities of Washington County
Jeff Owen	TriMet
Jon Makler	Oregon Department of Transportation
Karen Williams	Oregon Department of Environmental Quality
Laurie Lebowsky	Washington State Department of Transportation
Lewis Lem	Port of Portland
Tyler Bullen	Community Representative
Glenn Koehrsen	Community Representative
Jessica Stetson	Community Representative
Idris Ibrahim	Community Representative
Jennifer Campos	City of Vancouver, WA

Alternates Attending	**Affiliate**
Allison Boyd	Multnomah County
Jaimie Huff	City of Happy Valley and Cities of Clackamas County
Garet Prior	City of Tualatin and Cities of Washington County
Glen Bolen	Oregon Department of Transportation

Members Excused	**Affiliate**
Jessica Berry	Multnomah County
Donovan Smith	Community Representative
Gladys Alvarado	Community Representative
Taren Evans	Community Representative
Yousif Ibrahim	Community Representative
Wilson Munoz	Community Representative
Rachael Tupica	Federal Highway Administration
Rob Klug	Clark County
Shawn M. Donaghy	C-Tran System
Jeremy Borrego	Federal Transit Administration
Cullen Stephenson	Washington Department of Ecology

Guests Attending	Affiliate
Will Farley	City of Lake Oswego
Andrew Campbell	Multnomah County Health
Mike Mason	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	Grace Cho, Senior Transportation Planner
Ted Leybold, Resource Manager	Eliot Rose, Emerging Technology
Chris Ford, Principal Regional Planner	Chris Johnson, Research Manager
Matthew Hampton, Senior Transportation Planner	
Lakeeyscia Griffin, Associate Public Affairs	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, racial equity and other updates from Metro and Region** (Chairman Kloster and all) It was announced that Metro's transportation measure on the ballot this week did not pass. Information on the website of Metro's next steps moving forward can be read as plans are developed. Zoolights at the Oregon Zoo are planned for the upcoming holiday season in a COVID approved format. Metro is in the second major furlough period of the year, with several staff layoffs occurring. Ally Holmqvist is now working at WSP. The emerging technology program is being phased out, with Eliot Rose transferring to projects in the regional transportation planning unit.

     Jeff Owen noted the work currently being done with Reimagining Public Safety and Security on Transit that is scheduled for reporting at the January TPAC meeting. If it fits for schedules to be reported earlier than January this could be arranged. The website for more information is trimet.org/publicsafety.

     Don Odermott announced that the City of Hillsboro partnered with Intel for a safety transportation project, with Intel funding and Hillsboro building, that resulted in 22-23 Rapidly Flashing Beacons (RFBs) for pedestrian and cyclist safety on campus.

   - **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Mr. Lobeck noted in the meeting packet the monthly submitted MTIP formal amendment and administrative modification project lists through late October 2020 timeframe. For questions on the memo you are encouraged to contact Mr. Lobeck.

- **Fatal crashes update** (Lake McTighe) Ms. McTighe noted the memo in the packet with total fatal traffic crashes, with two more additional traffic deaths since the memo was posted. The updated total of 17 traffic deaths for a month (Oct. 2020) is the highest number in the past previous three years. The latest fatalities from the 3-counties was provided.

  Katherine Kelly noted these reports and discussions are helping us move toward solutions. Regarding implementation for lowering these numbers, work toward the next RTP update could be used. More focus on potential safety designs and policy factors can also be utilized. Continuing to present this information to JPACT is also encouraged. It was suggested that when looking at the policy framework in plans such as RTP and MTIP, we look at less corridor but more spot area in the region; more system-wide approach.

  Eric Hesse noted that lessons learned from this data could provide opportunities for creating subcommittees or ad hoc committees. The City of Portland Vision Zero team has offered to present at TPAC their experience with shared information and best practices between the agencies. More policy levers to push for traffic fatalities prevention was noted.

  Ms. McTighe thanked the committee for the input and ideas. Workshops with safety issues including this discussion are being planned. A data driven approach to mitigate crashes, preventive strategies, and specific planning and funding factors will be developed. The safety work plan will be shared with TPAC soon, and continue to further develop.

  Karen Williams asked how we might approach safety in our work places. The near misses or injury reports that were not resulting in fatalities, are these factored in with the data? Ms. McTighe noted the injuries are factored in with the data, usually available later. The near misses data is harder to acquire, but provides good information and understanding of risks in traffic patterns and planning.

- **Jurisdictional Transfer public comment update** (John Mermin) Mr. Mermin reported that the public comment period provided seven comment letters, 40 comments from the online survey and several updates with comments during county coordinating committee meetings. The full report on the Jurisdictional Transfer project will be presented at the Dec. 4 TPAC meeting.

- **UPWP administrative amendment for SW Corridor Transit project** (John Mermin) 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. The project narrative which describes (in tracked changes) the work to be completed this fiscal year with the FTA grant was included in the packet.

  Chris Deffebach asked for clarification why this planning study was included in the MTIP. Mr. Lobeck noted that it received Federal Funds which places it in the MTIP. Asked why this was separate from other amendments on the agenda, Mr. Mermin noted the funding change earlier established for projects created small changes for administrative amendments, but new projects or those with greater funding planned would need more formal amendments.

Karen Buehrig asked for confirmation of the total grant received for this project was $1.2 million for at least over a 3-year period. This was confirmed. It was suggested that future UPWP documents indicate the total project cost with past investments included for context, when reporting on multi-year projects.

- **2024-2027 STIP Letter to OTC update** (Grace Cho) Ms. Cho noted the letter to the Oregon Transportation Commission (OTC) that was included in the packet that developed from input with TPAC and JPACT members. Metro Councilor Craddick testified at the OTC meeting in October and will present more information the JPACT meeting in November.

- **Federal Review meeting scheduled in December** (Chair Kloster) It was announced that Metro and RTC SW will be holding Federal Certification Reviews with Federal Highway Administration and our state Department of Transportation partners the first full week of December. These two Metropolitan Planning Organizations will meet as such; Metro Dec. 7 & 8, RTC SW Dec. 9 & 10. TPAC members are invited to attend the online sessions with Metro with more information on this soon.

- Lewis Lem asked who the MPO staff persons were for Federal Highway Administration (FHWA) and ODOT for this review. Chairman Kloster noted that Rachael Tupica was our lead planner at FHWA, Erik Having was the Deputy Administrator in planning for ODOT, and Glen Bolen representing Region 1 at ODOT that would all be participating at the review.

  Mr. Lem announced the Port of Portland is in the process of updating their annual Port Transportation Improvement Plan (PTIP) and will have a website soon where this document will be found. While the document is not a federally required document, the Port Commission will make formal approval including a public period comment in advance of approval.

3. **Public Communications on Agenda Items** (none)

4. **Consideration of TPAC Minutes from September 4, 2020 (action required)**
   Consideration of TPAC Minutes from October 2, 2020 (action required)
   TPAC Minutes review of October 7, 2020 workshop (no action required)

   Jaimie Huff noted the correct spelling of her name on page 7 of the Oct. 2, 2020 minutes. It was noted to change "Jamie Stasny to Jaimie Huff" on page 4 of the Oct. 7, 2020 minutes. In addition, Ms. Huff acknowledged comments from Donovan Smith and added that consideration of Metro's model provided a broader scope area of transit with number of trips and locations where disproportionate number of people of color and disparities in populations are affected.

   MOTION: To approve minutes from September 4, 2020 and October 2, 2020 and October 7, 2020 workshop with edits included.
   Moved: Jeff Owen Seconded: Laurie Lebowsky
   ACTION: Motion passed unanimously.

5. **Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5144** (Ken Lobeck) Mr. Lobeck provided information on 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.

Project #1 Lead agency: Hillsboro
Project Name: 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.

Project #2 Lead agency: TriMet
Project Name: 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.

Project #3 Lead agency: Washington County
Project Name: 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 represent a cost increase above the 20% threshold requiring a formal amendment.

Mr. Lobeck reminded TPAC that 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. 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.

Comments from the committee:

- Don Odermott noted the Hillsboro grant was used in partnership with businesses for access into industrial lands, making ability to leverage funds for bike lanes and improved pedestrian infrastructure, and stretch dollars for economic development.
- Karen Buehrig asked for clarification on two different funding amounts listed in Attachment 1 of the resolution; a letter from Rian Windsheimer, Region 1 Manager to Kristopher W. Strickler, OTC Director. **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.

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**

Mr. Lobeck noted he would double check the amounts. Mr. Odermott added that the IOF (Immediate Opportunity Funds) grant was one piece of the funding package. Other funds were added beyond the required match of the grant to make this project improvement.

- Glenn Koehrsen noted the correct date of 2021 to be changed from 2020 on the ODOT and USDOT approval date shown in the presentation. Mr. Lobeck will correct that.
- Chris Deffebach acknowledged TriMet for taking a comprehensive look at the design of 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. It will be anticipated to learn more from TriMet on their work with this project. Jeff Owen agreed the committee will receive updates on the project.

MOTION: TPAC to provide an approval recommendation for the 3 projects to JPACT for Resolution 20-5144 under MTIP Amendment NV21-04-NOV
Moved: Jeff Owen Seconded: Chris Deffebach
ACTION: Motion passed unanimously.

6. **2024-2027 Metropolitan Transportation Improvement Program (MTIP) Plan** (Grace Cho)
Ms. Cho provided an overview of the 2024-2027 MTIP development work plan. 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 2024-2027 MTIP is an implementation instrument for the region's policy goals for the transportation system. 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.

   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.

   Comments from the committee:

- Garet Prior noted that work with affordable housing could be connected and intersected with transportation funding. More consideration of seeing these together was suggested. Regarding tolling and congestion pricing projects, seeing the planning and possible funding opportunities as more needs in communities develop was a consideration. Due to COVID, racial awareness and climate change issues being at the forefront of issues in 2020, taking an evaluation check with investments that not only look at current conditions but incorporating new projects as meaningfully needed in the future was noted.
- Karen Buehrig appreciated reading this item in the packet with TPAC role in the development. It was suggested that deeper evaluation in phase 1 to set policy direction be given full consideration given changes in the region. Ms. Buehrig noted that TPAC work program has a RFFA update scheduled in February 2021. With a timeline to complete defining and discussing preliminary funding allocations with RFFA in summer 2021, it was felt not enough time had been designed for this part of the program. Ms. Cho and Mr. Leybold noted that RFFA process and policy discussions will be coming to TPAC soon, and further workshops specifically on RFFA discussions could be planned. More clarity on how RFFA fits into MTIP was suggested.
- Chris Deffebach noted the time last cycle with phase 3 that was needed for technical input and discussion. Adjustments on the timeline could be perhaps be extended for this. There was discussion on Special Transportation Funds (STF) and STIF funds, and where partner fund requirements may have changed. Metro will work with agencies on this.
- Katherine Kelly noted that the memo might be broken out more clearly to show definitions/distinctions between TIP and RFFA. It was suggested to extend the RFFA timeline from July 2021 to perhaps January 2022. The 2018 RTP policy priorities mentioned in the memo are important and may be more emphasized as priorities when making funding decisions.
- Eric Hesse acknowledged the good start of the process and comments raised by the committee. It was agreed that ample time be given to discuss the funding allocations, and suggested detailed criteria be provided to match timelines that align with RTP priorities, STIP and MTIP requirements.
- Karen Buehrig commented on the materials that showed graphics for both the timeline and work plan which appeared to have different dates. Having similar dates in deadlines and work programs would be helpful. Asked if this material would be presented to JPACT, Ms. Cho reported it could if TPAC felt it was useful. Ms. Buehrig noted the timeline and work program for RFFA and the role of the MPO with this program would be useful. Mr. Hesse agreed that JPACT involvement was beneficial, especially in the process and policy direction with RFFA.

Chairman Kloster noted the many acronyms with the programs and discussions not always being inclusive with various audiences. The committee and public is always welcome to reach out to Metro staff including himself for further explanation and discussion on these programs. Ms. Cho appreciated the feedback from the committee on RFFA and placed in context of MTIP and STIP. The coordination with partners on these programs will continue to be developed, with additional feedback and input always welcome.

7. **Proposed UPWP amendments for new planning projects from ODOT, TriMet and Metro** (John Mermin, Glen Bolen, Mike Mason, Jeff Owen, Chris Ford)
Mr. Mermin began the presentation by providing an overview of what the Unified Planning Work Program (UPWP) does, and the reason for the proposed amendments with new planning projects from ODOT, TriMet and Metro.

Mike Mason provided information on 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.

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.

Comments from the committee:

- Eric Hesse appreciated the update on expected timelines with the projects. It was asked how implications from tolling might affect other parts of the transportation system in the region. Mr. Mason noted this was a key comment from others from the public comment period and agreed this would be studied and evaluated as the whole system knowing of relationships between I-5 and I-205.
- Karen Buehrig asked if the resources noted were a grant or Federal revenues. Mr. Mason noted the funds were federalized into the project. They are not grant funds, but allocations from the state. In answer to a question on specific funding over a period of time, Mr. Bolen directed the committee to the staff report that detailed obligations and additions since the start of the project.

Jeff Owen reported that 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. 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 guide way

service, new investments in the corridor present an opportunity to respond to present-day regional growth and development patterns.

Chris Ford presented information on the Tualatin Valley (TV) Highway transit and development project 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.

Comments from the committee:

- Don Odermott noted that on the census map shown, the large white areas contain populations of equity, and with work on the TSP update the areas are not communities' of non-DEI. With small populations over large areas, the percentages and identifications can sometimes be misleading.

Mr. Mermin noted that this bundle of projects for the UPWP amendment proposed would come to TPAC at the December meeting for action.

8. **Committee comments on creating a safe space at TPAC** (Chairman Kloster) (none)

9. **Adjourn**

There being no further business, meeting was adjourned by Chairman Kloster at 12:00 noon.
Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, November 6, 2020

Item	Document Type	Document Date	Document Description	Document No.
1	Agenda	11/06/2020	11/06/2020 TPAC Agenda	110620T-01
2	TPAC Work Program	10/30/2020	TPAC Work Program, as of 10/30/2020	110620T-02
3	TPAC/MTAC Workshop Work Programs	10/28/2020	TPAC/MTAC Workshop Work Program, as of 10/28/2020	110620T-03
4	Memo	10/28/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	110620T-04
5	Memo	10/29/2020	TO: TPAC and interested parties From: Lake McTighe, Regional Transportation Planner RE: Monthly fatal crash update	110620T-05
6	Memo	10/30/2020	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendment to the 2020-21 Unified Planning Work Program (UPWP)	110620T-06
7	Letter	10/20/2020	TO: Oregon Transportation Commission RE: 2024-2027 State Transportation Improvement Program (STIP)	110620T-07
8	Draft Minutes	09/24/2020	Draft TPAC minutes from 09/24/2020 meeting	110620T-08
9	Draft Minutes	10/02/2020	Draft TPAC minutes from 10/02/2020 meeting	110620T-09
10	Draft Minutes	10/07/2020	Draft TPAC minutes from 10/07 workshop meeting	110620T-10
11	Resolution 20-5144	11/06/2020	Resolution 20-5144 FFOR 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)	110620T-11
12	Exhibit A to Resolution 20-5144	11/06/2020	Exhibit A to Resolution 20-5144	110620T-12
13	Staff Report	10/22/2020	Staff Report to Resolution 20-5144 with attachments	110620T-13
14	Memo	10/30/2020	To: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2024-2027 MTIP – Work Plan	110620T-14

Item	Document Type	Document Date	Document Description	Document No.
15	Memo	10/30/2020	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Bundle of legislative amendments to the 2020-21 Unified Planning Work Program (UPWP)	110620T-15
16	Resolution 20-5141	11/06/2020	Resolution 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	110620T-16
17	Exhibit A to Resolution 20-5141	11/06/2020	Narratives to the UPWP projects in Resolution 20-5141	110620T-17
18	Staff Report	10/30/2020	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: IN CONSIDERATION OF RESOLUTION NO. 20-5141 FOR THE PURPOSE OFAMENDING THE FY 2020-21 UNIFIED PLANNING WORK PROGRAM (UPWP) TO INCLUDE THREE ADDITIONAL PLANNING PROJECTS FUNDED SINCE THE UPWP WAS ADOPTED	110620T-18
19	Presentation	11/06/2020	Oct. 2020 traffic deaths in Clackamas, Multnomah and Washington Counties	110620T-19
20	Presentation	11/06/2020	November 2020 Formal Amendment Summary Resolution 20-5144 Amendment # NV21-04-NOV	110620T-20
21	Presentation	11/06/2020	2024 – 2027 Metropolitan Transportation Improvement Program	110620T-21
22	Presentation	11/06/2020	2020-21 Unified Planning Work Program Amendments	110620T-22

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE FINDINGS IN THE REGIONAL FRAMEWORK FOR HIGHWAY JURISDICTIONAL TRANSFER STUDY	)))))	RESOLUTION NO. 20-5138 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, In greater Portland, ownership patterns of streets, roads, and highways reflect historical patterns; these patterns do not necessarily reflect current transportation, land use, and development needs; and

WHEREAS, many of these highway segments have significant needs and deficiencies, such as pedestrian and bicycle facility gaps, inadequate transit infrastructure, poor pavement conditions, or inadequate safety infrastructure, and many of these segments travel adjacent to areas with high concentrations of people of color, people with low incomes, or people who speak English as a second language.

WHEREAS, Metro's 2018 Regional Transportation Plan (RTP) identified a jurisdictional transfer assessment as a necessary step to help the region meet its equity, safety and multimodal goals; and

WHEREAS, The Regional Framework for Highway Jurisdictional Transfer Study identifies which state-owned routes in greater Portland could be evaluated and considered for a jurisdictional transfer based on regional priorities, and summarizes key opportunities and barriers to transfer the routes; and

WHEREAS, The study was developed with input from several regional committees and elected bodies, such as the Transportation Policy Advisory Committee (TPAC), the Metropolitan Transportation Advisory Committee (MTAC), the County Coordinating Committees, and direction from the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council; and

WHEREAS, The study serves as a tool for the state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer of roadway ownership;

WHEREAS, all of the corridors in the study are of importance, the study identifies 11 state-owned highway segments in greater Portland considered to be most promising for a jurisdictional transfer based on an assessment of technical, readiness, and equity considerations; now therefore,

BE IT RESOLVED:

1. That the Metro Council hereby accepts the findings in the Regional Framework for Highway Jurisdictional Transfer study to be included in the 2023 Regional Transportation Plan update as shown in Exhibit A.
2. That the Metro Council has received the public comments received in Exhibit B

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Regional Framework for Highway Jurisdictional Transfer Study

November 2020
Final

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Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age, or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

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

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

Project web site: https://www.oregonmetro.gov/tools-partners/guides-and-tools/jurisdictional-transfer-assessment

Acknowledgments

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Tom Kloster
John Mermin

Oregon Department of Transportation
Mandy Putney
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Table of contents

Table of contents

List of figures

List of tables

Attachments

List of Abbreviations and Acronyms

ADA	American with Disabilities Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HB	House Bill
HDM	Highway Design Manual
HWY	Highway
I-	Interstate
IGA	Intergovernmental agreement
JPACT	Joint Policy Advisory Committee on Transportation
MPAs	Metropolitan Planning Areas
NHS	National Highway System
OAR	Oregon Administrative Rule
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
ROW	Right of way
RTP	Regional Transportation Plan
Study	Regional Framework for Highway Jurisdictional Transfer Study
TSP	Transportation System Plan
TV	Tualatin Valley

The Regional Framework for Highway Jurisdictional Transfer Study identifies which state-owned routes in greater Portland could be evaluated and considered for a jurisdictional transfer based on regional priorities, and summarizes key opportunities and barriers to transfer the routes. For the purposes of this study, jurisdictional transfer (also referred to as interjurisdictional transfer) is the process of changing ownership of a highway right-of-way from the State to a local jurisdiction – a city or county.[1] The decision framework serves as a tool for the state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer of roadway ownership. The study was convened by Metro in collaboration with the Oregon Department of Transportation (ODOT).

Metro's 2018 Regional Transportation Plan (RTP) identified a jurisdictional transfer assessment as a necessary step to help the region meet its equity, safety and multimodal goals. In greater Portland, ownership patterns of streets, roads, and highways reflect historical patterns; these patterns do not necessarily reflect current transportation, land use, and development needs.

Several arterials in greater Portland were originally constructed to provide connections from farmland to the cities (referred to as "farm-to-market" roads). Over time, they grew to become highways. In 1956, the federal government began building the Interstate Highway System (known as the Dwight D. Eisenhower National System of Interstate and Defense Highways) and between 1960 and 1980, the highway system in the Portland area was built. It included limited access facilities such as Interstate 5 (I-5), I-205, and Highway 26, which provided more efficient long-distance travel options and replaced the function of the existing state system.

Since then, much of the land surrounding these highways has evolved to accommodate population growth, new development, and diversified land uses. As a result, many of the original roads now serve multiple travel needs, providing space for people walking and biking, taking transit, and making short- and medium-distance trips by motor vehicle. Roadway designs that catered to convenient auto access and were useful last century do not always work for our communities today. Managing these roads – ones that used to function as highways – to meet the needs of our communities, especially people of color, people with low-incomes, or limited-English speakers, has become increasingly complex due to historic lack of public and private investment in areas serving disadvantaged communities of color or communities with lower incomes.

While roadway functions have changed, for many, their roadway classification and physical design have not. Roadways that remain state highways retain the same classification identified in the 1999 Oregon Highway Plan (OHP), as amended. Transferring non-limited access state highways that function as urban arterials to local jurisdictions could provide the opportunity for them to be re-constructed and operated consistent with local design standards that may respond better to modern transportation uses and mobility options, desired land use and development patterns, and community needs.

The study provides a toolkit for state, regional, and local jurisdiction leaders to identify promising candidate roadways for transfer and to facilitate successful transfer of roadway ownership. It identified 11 state-owned highway segments in greater Portland that could be considered for a jurisdictional transfer and addressed some of the opportunities and barriers to transferring the routes. These 11 highway segments have significant needs and deficiencies, such as pedestrian and bicycle facility gaps, poor pavement conditions, or inadequate safety infrastructure. Many of these segments travel adjacent to areas with high concentrations of people of color, people with low incomes, or people who speak English as a second language. In general, these characteristics make them more promising candidates for jurisdictional transfer to local jurisdictions. In some cases, there is current interest from the local jurisdictions to pursue transfer in attempts to align existing and future land uses with community interest. As such, an investment in a jurisdictional transfer is not just a transportation investment, but also a community investment.

1. A jurisdictional transfer can also be the transfer of ownership from a local jurisdiction to ODOT.

In addition to briefings and workshops with members of Metro's Transportation Policy Alternatives Committee (TPAC) and Metro Council, project-focused committees were established to inform the study.

The Project Executive Team included representatives from Metro and ODOT and the Project Steering Committee included representatives from Metro, ODOT, TriMet, Washington County, Clackamas County, Multnomah County and the City of Portland.

Inventory of non-interstate highways

The study team prepared an atlas including all state-owned highways within the Portland metropolitan area that are not freeways. The atlas identifies jurisdictional boundaries, national, state, regional and local roadway classifications or designations and other roadway characteristics or elements such as surrounding land use, average annual daily traffic volume, presence of sidewalks, bike lanes, and bridges, and environmental factors. The atlas provided an inventory to help identify which roadways were studied further to develop findings regarding the most promising candidates for jurisdictional transfer. The atlas is included as Attachment A.

Policy framework

The study team summarized the legal, regulatory, and policy framework for highway jurisdictional transfers in Oregon. The team also identified major constraints to the transfer process and provided best practices based on examples of completed roadway transfers in Oregon. The summary gives decision-makers the overarching policy framework, relevant case studies and best practices needed to identify, analyze and implement jurisdictional transfers in the region. (see Section 2 and Attachment B)

Corridor evaluations and findings

The study team evaluated 78 corridor segments within the Portland metropolitan area to determine the most promising corridor segments for transfer. For the purposes of this evaluation, a corridor segment is defined as a portion of an arterial highway within a single jurisdiction in the Portland Metropolitan Planning Area (MPA).[2,3] The evaluation methodology consists of two parallel processes, each consisting of one screening round and one evaluation round.

- Round 1: Preliminary screening of all ODOT-owned arterial highway corridor segments in the Portland MPA to screen out segments that are not viable candidates for jurisdictional transfer because of their intended vehicle and freight throughput function
- Round 2a: Technical evaluation of the remaining segments from Round 1 to select promising segments for potential transfer
- Round 2b: Readiness evaluation of the remaining segments from Round 1 to select promising segments for potential transfer

The results from Round 1, preliminary screening, equally informed subsequent evaluation rounds. After Round 1, the study team evaluated the remaining corridor segments to identify the most promising segments as candidates for jurisdictional transfer from two perspectives: technical (Round 2a) and readiness of the local jurisdictional to accept and manage an arterial (Round 2b). The technical evaluation examined segments using technical considerations related to the existing and future function of the roadway. Starting with a technical perspective allows considerations about the function of a roadway to inform conversations about jurisdictional transfer. The readiness evaluation examines the same universe of segments using readiness considerations related to local support and interest, including characteristics such as jurisdictional capacity, leadership interest, or experience with jurisdictional transfers.

Historically, identifying a single, comprehensive funding source for jurisdictional transfers in the region has been a challenge. Jurisdictions are typically only interested in transfers when accompanied by funding to improve the roadway, and it is difficult to provide a meaningful funding amount by piecing different funding

2. The MPA is a federally-mandated boundary designated by Metro and encompasses all cities in the metropolitan area.
3. Corridor segment definitions are for this evaluation only. Highway transfer recommendations may combine or split corridor segments based on what makes sense at the time of a transfer.

buckets together. The study team recognizes the need for a wholistic and comprehensive funding strategy to fully accomplish jurisdictional transfers. Refer to the Consultant Recommendation memorandum (November 2020) for a list of funding sources and a broader funding discussion.

The study team also conducted an equity consideration evaluation to identify highway corridors with higher-than-average levels of people of color, low-income households, people who are unemployed and people with limited English proficiency and/or disabilities. Those corridors with higher than regional averages of equity-focused populations were given additional consideration as most promising for jurisdictional transfer.

The team evaluated and compared results from Round 2a and Round 2b, informed by the equity considerations evaluation, to identify segments that appeared most promising for jurisdictional transfer discussion (see Sections 3 and 4 and Attachment C for evaluation criteria and scoring and Attachment D for the Equity Considerations).

While all of the corridors in this report are of importance, the team identified the 11 corridors with mile points (MP) listed below (as shown in Figure ES-1) for consideration for further jurisdictional transfer discussions. These corridors showed the strongest characteristics for potential jurisdictional transfer based on an assessment of technical, readiness and equity considerations. Many of these highway corridors are within areas that have higher than average concentrations of people of color and people who are low-income. In addition, many of these highway corridors demonstrated traffic safety needs. Of the factors used in the analysis, these factors were identified of critical concern in the 2018 RTP. Figure ES-2 illustrates the evaluation process.

1. Powell Boulevard (U.S. 26): MP 0.2 - 10.0
2. Barbur Boulevard (OR 99W): MP 1.2 - 7.6
3. SE/NE 82nd Avenue (OR 213): MP -0.1 - 7.2
4. Tualatin Valley Highway (OR 8): MP 2.9 - 5.9
5. Pacific Highway W (OR 99W): MP 7.6 -11.5
6. Tualatin Valley Highway (OR 8): MP 5.9 - 17.9
7. Pacific Highway W (OR 99W): MP 11.5 - 14.5
8. Farmington Road (OR 10): MP 5.9 - 7.3
9. SW Hall Boulevard (OR 141: MP 2.6 - 7.1 and MP 7.7 - 8.9
10. SE McLoughlin Boulevard (OR 99E): MP 5.7 - 6.7
11. Willamette Drive (OR 43): MP 8.0 - 11.5

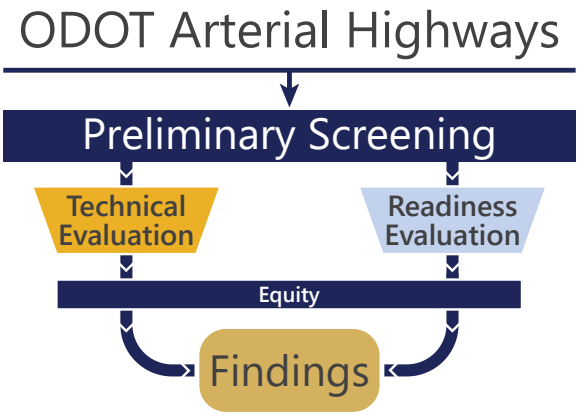


Figure ES-2: Screening, technical evaluation and readiness evaluation process

Needs and deficiencies

The study team prepared a high-level assessment of the needs and deficiencies based on today's conditions and sentiments of the 11 potential jurisdictional transfer candidates identified above to help inform future conversations about investment and/or jurisdictional transfer. The needs and deficiencies assessment is designed and organized primarily as a tool for cities and counties most likely to receive these facilities and secondarily for regional and state agencies. See Section 5 and Attachment E.

Cost estimating methodology

The study team developed a cost estimating methodology to provide partners with a consistent process for use in developing and understanding the costs associated with a highway jurisdictional transfer in greater Portland. The methodology is based on industry practices, asset management strategies, past jurisdictional transfers, and technical expertise in consultation with ODOT staff and technical experts. Roadways require maintenance, improvements, and oversight over the course of ownership. The methodology ensures partners have consistent, necessary tools to consider these variables as local jurisdictions, Metro and ODOT engage in conversations regarding highway jurisdictional transfer. See Section 6 and Attachment F.

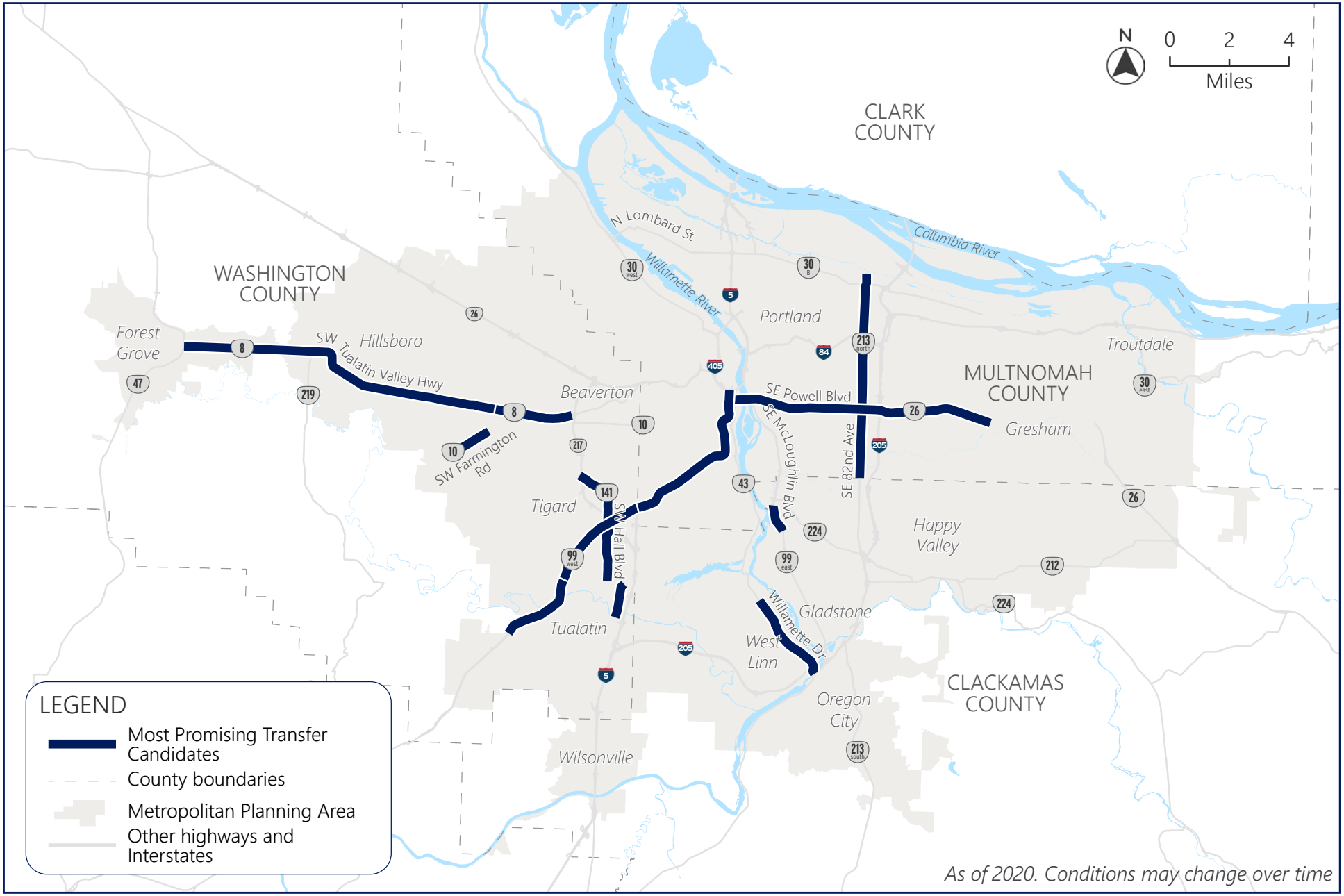


Figure ES-1: Corridors identified as promising candidates for jurisdictional transfer

1. Introduction

The Regional Framework for Highway Jurisdictional Transfer Study (study) identifies which state-owned routes in greater Portland could be evaluated and considered for a jurisdictional transfer based on regional priorities, and summarizes key opportunities and barriers to transfer the routes.

For the purposes of this study, jurisdictional transfer (also referred to as interjurisdictional transfer) is the process of changing ownership of a highway right of way from the State to a local jurisdiction – a city or county.[4] The decision framework will serve as a tool for state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer of roadway ownership. The study is convened by Metro in collaboration with the Oregon Department of Transportation (ODOT).

Metro's 2018 Regional Transportation Plan (RTP) identified a jurisdictional transfer assessment as a necessary step to help the region meet its equity, safety and multimodal goals. In greater Portland, ownership patterns of streets, roads and highways reflect historical patterns, but do not necessarily reflect current transportation, land use and development needs.

Several arterials in greater Portland were originally constructed to provide connections from farmland to the cities (referred to as "farm-to-market" roads). Over time, they grew to become highways. In 1956, the federal government began building the Interstate Highway System (known as the Dwight D. Eisenhower National System of Interstate and Defense Highways) and between 1960 and 1980 the highway system in the Portland area was built. It included limited access facilities such as Interstate (I-)5, I-205 and Highway 26, which provided more efficient long-distance travel options and replaced the function of the existing state system. Since then, much of the land surrounding these highways has evolved to accommodate population growth, new development, and diversified land uses. As a result, many of the original roads now serve multiple travel needs, providing space for people walking and biking, transit, and short- and medium-distance travel for vehicles. Roadway designs that catered to convenient auto access and were useful last century do not always work for our communities today. Managing these roads that used to function

4. A jurisdictional transfer can also be the transfer of ownership from a local jurisdiction to ODOT.

Introduction

as highways to meet the needs of our communities, especially people of color, people with low-incomes, or limited-English speakers has become increasingly complex due to historic lack of public and private investment in areas serving communities of color or communities with lower incomes.

While roadway functions have changed, for many, their roadway classification and physical design have not. Roadways that remain state highways retain the same classification identified in the 1999 Oregon Highway Plan (OHP), as amended. Transferring non-limited access state highways that function as urban arterials to local jurisdictions could provide the opportunity for them to be re-constructed and operated consistent with local design standards that may respond better to modern transportation uses and mobility options, desired land use and development patterns, and community needs. As such, an investment in a jurisdictional transfer is not just a transportation investment, but also a community investment.

In addition to briefings and workshops with members of Metro's Transportation Policy Alternatives Committee (TPAC) and Metro Council, project-focused committees were established to inform the study.

The Project Executive Team included representatives from Metro and ODOT and the Project Steering Committee included representatives from Metro, ODOT, TriMet, Washington County, Clackamas County, Multnomah County and the City of Portland.

This report includes the following sections and attachments:

1. Introduction
2. Policy framework – an overview of the legal, regulatory and policy framework for highway jurisdictional transfers in Oregon
3. Methodologies – summarizes the methodology used for three rounds of evaluation – Preliminary Screening (Round 1), Round 2a Technical, and Round 2b Readiness – and the equity considerations analysis
4. Findings – summarizes the findings from the 3 rounds of evaluation and equity considerations and provides a description of the potential jurisdictional transfer candidates
5. Needs and deficiencies – summarizes a high-level snapshot assessment of the needs and deficiencies of potential jurisdictional transfer candidates in the Greater Portland Area to help inform future conversations about investment and/or jurisdictional transfer
6. Cost estimating methodology – summarizes the considerations needed to develop costs to support a highway jurisdictional transfer. The baseline approach developed for this project provides information such as costs and necessary supporting information for decision-makers to engage in jurisdictional transfer negotiations
7. Conclusion – describes next steps in general and considerations at a state, regional, local level

Attachments

- **A.** Inventory of non-interstate highways
- **B.** Policy framework
- **C.** Methodologies and evaluation (round 1, 2a, 2b)
- **D.** Equity considerations memorandum
- **E.** Needs & deficiencies assessment
- **F.** Cost estimating methodology
- **G.** Reclassification memo

2. Policy framework

Understanding Oregon's legal, regulatory, and policy framework for highway jurisdictional transfers is critical to navigating a transfer process. The study identifies major constraints to the transfer process and provides best practices based on examples of completed roadway transfers in Oregon (see Attachment B: Policy framework).

To give decision-makers the tools they need to identify, analyze, and implement jurisdictional transfers in the region, the study focuses on providing policy framework background, relevant case studies, and best practices.

The study's policy framework describes the federal, state, regional, and local government policies and plans that affect roadway classifications. It also defines key legal considerations for a jurisdictional transfer and describes the legal process for a transfer.

2.1 Roadway classifications

Roadway classifications are categorizations given to roadways by the federal, state, regional, or local governments to help delineate differences in roadway purpose and design.[5] A single roadway may have multiple classifications

(e.g., federal, state, regional, and local) and multiple policy overlays (e.g., expressways, land use, statewide freight routes, scenic byways, lifeline routes, etc.).

These classifications are intended to define the purpose of a road and its function within the larger transportation network. Classifications are based on how many people use a road, how often they use it, why they use it, and their experience while using it. A roadway's design standards, planning, engineering, maintenance, and operations can all be influenced by its classification. In general, the classification designated by the owner of the roadway most significantly impacts roadway design. Roadway classifications are delineated in plans and policies. In some cases, classifications are based on a roadway's past

5. Policy Brief: Route Designations and Classifications. Oregon Department of Transportation. n.d.

Policy framework

use and the roadway no longer functions consistent with its classification given current needs of local jurisdictions or changes in land use. In these cases, a roadway classifications may need to be updated to better align its function and classification.

Federal: The Federal Highway Administration (FHWA) oversees the National Highway System designations and has established the following functional classifications for roadways:

Principal Arterial (all sub-categories are recognized in both urban and rural forms)

- Interstate
- Other Freeways & Expressways
- Other
- Minor Arterial
- Collector (all sub-categories are recognized in both urban and rural forms)
- Major
- Minor
- Local

The federal classification hierarchy identifies how roadways meet intended travel objectives. These objectives range from serving long-distance passenger and freight needs to neighborhood travel. The coordinated and systemic maintenance of an effective roadway functional classification system supports the strategic allocation of Federal Aid funds to the roadways with the greatest need and enables people and goods to move fluidly through the transportation system.

State: The 1999 OHP has three main elements: Vision, Policy, and System. The Policy Element contains goals, policies, and actions.

Goal 1 of the OHP is System Definition. This goal is "to maintain and improve the safe and efficient movement of people and goods and contribute to the health of Oregon's local, regional and statewide economies and livability of its communities." The System Definition policies define a

Tualatin Valley Hwy (OR 8)

roadway classification system for state highways to guide decisions. Policy 1A divides state highways into five roadway classification categories based on function:


SE 82nd Ave (OR 213)

- **Interstate Highways** provide connections to major cities, regions of the state, and other states. In urban areas, they provide connections for intraregional trips as a secondary function.
- **Statewide Highways** provide interurban and interregional mobility and provide connections to larger urban areas, ports, and major recreation areas. They also provide connections for intra- urban and intraregional trips.
- **Regional Highways** provide connections to regional centers, statewide or interstate highways, or economic and activity centers of regional significance.
- **District Highways** provide connections between small urbanized area, rural centers, and urban hubs. They serve local access and traffic.
- **Local Interest Roads** function as local streets or arterials and serve little or no purpose for through traffic mobility.[6]

Additionally, OHP Policy 2C (Interjurisdictional Transfers) requires the State of Oregon to consider, in cooperation with local jurisdictions, interjurisdictional transfers that:

- rationalize and simplify the management responsibilities along a roadway segment or corridor;
- reflect the appropriate functional classification of a roadway segment or corridor; and/or
- lead to increased efficiencies in the operation and maintenance of a roadway segment or corridor.[7]

Regional: Oregon Metro's 2018 Regional Transportation Plan (RTP) is the blueprint to guide investments for all forms of travel in the Metro area. The RTP prioritizes policies, planning, and projects identified and adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and approved by FHWA and Federal Transit Administration (FTA) as the region-wide transportation plan. It identifies the region's most urgent transportation needs and priorities for investments over the next 25 years.

Chapter 3 of the 2018 RTP establishes regional classifications for roadways within the Portland metropolitan area. These classifications categorize roads for each identified regional modal network (pedestrian, bicycle, transit, freight, and motor vehicles). Like federal and state classification systems, the RTP's classifications are hierarchical and provide a vision for the modal networks. Each classification describes the volume and type of trips most suited for the group of roadways. The RTP classifications, by modal network, include:

6. Oregon Highway Plan. Oregon Department of Transportation. 1999.
7. Ibid.

- **Pedestrian**: pedestrian parkway, regional pedestrian corridor, local pedestrian connectors
- **Bicycle**: bicycle parkway, regional bikeway, local bikeways
- **Transit**: existing light rail, commuter rail, enhanced transit corridor, street car, High Capacity Transit (HCT) in progress, future HCT, intercity high-speed rail, frequent bus, regional and local bus
- **Freight**: main roadway routes, regional intermodal connections, roadway connections
- **Motor Vehicle**: throughways, major arterial, minor arterial

Chapter 8 of the RTP establishes the Jurisdictional Transfer Assessment Program as part of the ongoing and future efforts to implement the RTP. Metro created this program as part of near-term planning efforts to apply the plan at the regional scale (section 8.2.3.4 of the RTP).

Local: At the local level, cities and counties use Transportation System Plans (TSPs) and local code to designate roadway classifications and their design standards. Pursuant to Oregon Administrative Rule (OAR) 660-012-0015, all TSPs require a road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections.

Roadway classifications in city and county TSPs are also required to be consistent with regional and state classifications.[8] Local classifications often use different systems and/or terminology but are fundamentally consistent in policy.

2.2 Legal considerations and legal process for transfer in Oregon

The jurisdictional transfer process includes completing and approving two documents that can address specific legal issues if they arise: the Jurisdictional Transfer Agreement and the intergovernmental agreement (IGA).

The jurisdictional transfer agreement should clearly spell out maintenance responsibilities to prevent confusion about which agency performs maintenance and to what standard. In particular, highways that have been constructed or improved using federal funds may still have federal requirements dictating maintenance levels for long periods of time, usually the useful life of the facility.

An IGA should clearly state the process and timing for transfer and identify the responsibilities of the

State and local jurisdiction to address three common legal issues:

- Tort liability
- Americans with Disabilities Act (ADA) claims
- Right-of-way designations

The IGA addresses tort claims by identifying who assumes liability (i.e., liability for a wrongful act, not including breach of contract or trust, that results in injury to another person's property or the like and for which the injured party is entitled to compensation). Because agencies have six months to respond to tort claims, the involved agencies would likely know of any outstanding claims related to the segment for jurisdictional transfer. The IGA should lay out a clear timeframe for transfer and identify agency roles to prevent liability issues.

8. OAR 660-012-0020.

SE McLoughlin Blvd (OR 99E)

Second, the IGA should clearly identify timing and agency responsibilities to ensure federal or state ADA claims relevant to the highway being transferred are appropriately addressed. Unlike tort claims, ADA claims require immediate response from the responsible agency.

Third, the IGA should clearly identify the precise right of way being transferred. The ownership of roadways is complex; in some instances, ODOT maintains the road from curb to curb, while the city owns and maintains the roadway from the curb to the right of way line. The IGA should ensure the ownership of the right of way, and where they right of way is located, is clear to prevent confusion on ownership and liability.

Lastly, the IGA often identifies a cost (typically for state of good repair and/or upgrades) and source of funding for the transfer that is mutually agreed to by all parties.

Best practice indicates that transferring ownership of a state highway requires years of intentional planning and collaboration among the involved parties. Once a roadway is selected, the formal process that legally transfers property from ODOT to a local jurisdiction (or vice versa) can begin. The legal mechanism for this transfer is a contract between the parties. This is referred to as the jurisdictional transfer process. The following three steps summarize the legal process:

Step 1: Jurisdictional Transfer Agreement – once an agreement has been approved, ODOT and the local agency signs the agreement to implement the transfer process.

Step 2: Jurisdictional Transfer Conveyance Documents – a transfer contract includes agreement on right of way acquisition and mapping, roles and responsibilities after the transfer, and recording the legal documents with the County.

Step 3: Changes to the OHP and RTP: A jurisdictional transfer involves a change to the highway system that is noted on the OHP highway map and the OHP list of state-owned highways. The OHP must be amended accordingly, which requires OTC approval.[9] The RTP must be amended if the jurisdictional transfer results in any changes to RTP functional classifications (on the motor vehicle, transit, bicycle, pedestrian, or freight system maps) or any changes to the RTP project list.

9. Transferring Roads: A Handbook For Making Jurisdictional Transfers. Oregon Department of Transportation. 2003

2.3 Jurisdictional transfer process and considerations

The study's examination of case studies of completed highway jurisdictional transfers yielded three primary themes:

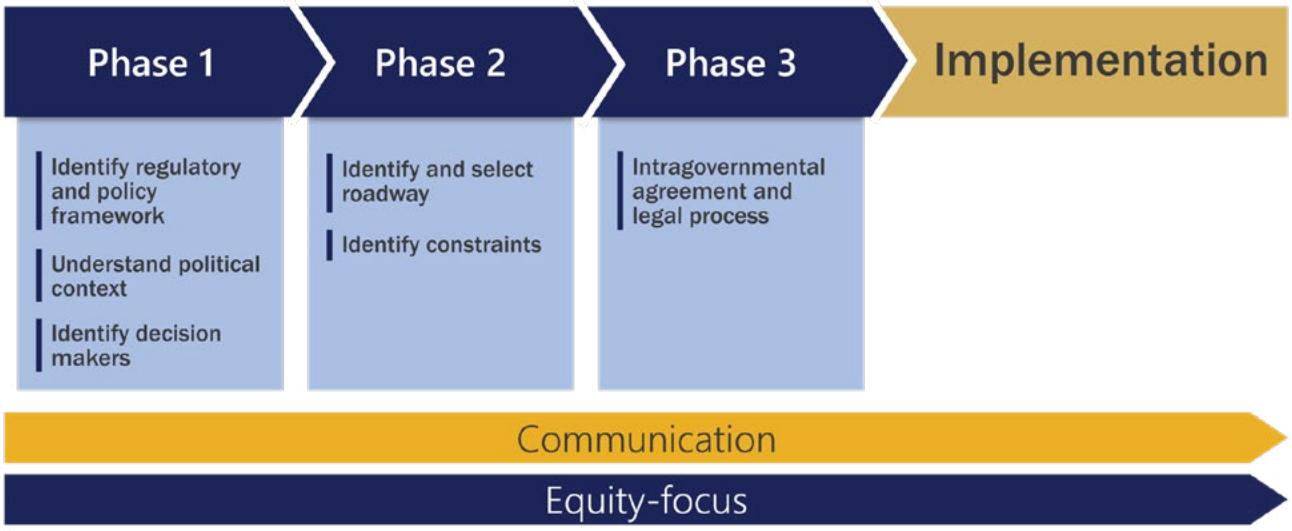
1. Incentive and mutual benefits: Jurisdictional transfer is initiated when the state and local jurisdiction have incentive to execute the transfer. Case studies indicate that local jurisdictions are motivated by the community's desire for an improved roadway and when a change in roadway function will prioritize non-automobile travel modes, to improve traffic safety or support desired land use outcomes. Transfer is easiest when funding is available (for example, through the State Legislature) to upgrade the road prior to transfer. Frequently, a transfer reduces maintenance costs and liability for the State, providing long-term financial incentive for the State to complete a transfer. Once incentives are established, the state and local jurisdiction are motivated to complete a transfer by the prospect of mutual benefits. Because the jurisdictional transfer process is grounded in negotiations, transparent and frequent communication ensures that both parties will receive some type of benefit – a financial benefit or outcome that supports the agency's mission.
2. Roadway maintenance and design standards: Jurisdictional transfers frequently occur to improve a roadway's maintenance or change its design standards. ODOT design standards are consistent with the Highway Design Manual, and many local jurisdictions use design standards with more flexibility for urban design. Design standards are influenced by a road's classification and may not be consistent with current or future uses of the roadway.
3. Consistency with current land use: While jurisdictional transfers often occur to update physical conditions of a roadway, they also occur when a roadway's function is not consistent with current and future land use. Transferring road ownership to a local jurisdiction can help support development or redevelopment by aligning transportation and adjacent land use. The transfer process itself can facilitate development when the negotiation process results in a design that supports adjacent land uses. Sandy Boulevard between Grand Avenue and 99th Avenue was transferred from ODOT to the City of Portland in 2003. Prior to the transfer, two segments of Sandy Boulevard operated differently from the remainder of the road, with greater mixing of modes as the roadway moved east. The transfer was intended to support redevelopment and growth within the Hollywood Town Center and Main Street improvements. Under City ownership, the Sandy Boulevard Resurfacing and Streetscape Project made multimodal improvements and changed the streetscape. In 2008, the City prepared a report that found the project to be widely successful. The transfer reduced ODOT's maintenance costs and regional through traffic is still served by I-84.

Best practices

Best practices for highway jurisdictional transfer should be followed throughout the entire transfer process – from selection to implementation.

Follow a process: The jurisdictional transfer process typically begins years prior to the formal legal process, starting with regional and statewide planning, and continuing through highway selection to implementation of the Transfer Agreement. From initiation to completion, jurisdictional transfers should follow a clear process to enable the State and local jurisdiction(s) to effectively address issues before they become sticking points that prevent or delay the transfer.

Figure 2-1. Jurisdictional transfer process



Importantly, a fair, equitable process helps jurisdictional transfers meet community goals. Throughout the process, the involved agencies should prioritize community needs and values. In the Portland region, 56% of state-owned arterial highways are located in Historically Marginalized Communities *(areas with higher than average number of people of color, English language learners, and/or lower-income people)*. It is imperative for the involved agencies to develop a process and identify equitable outcomes to ensure the results of jurisdictional transfer reduce barriers for people of color and marginalized communities and is consistent with Metro Council's Regional Equity Strategy, which is being carried out across Metro's planning department. Figure 2-1 provides an overview of the comprehensive jurisdictional transfer process.

Phase 1: The first phase is focused on preparing for the transfer. During this phase, the involved agencies should:

- **Identify a regulatory and policy framework** to allow the involved agency staff and stakeholders to understand the basis for jurisdictional transfer. The jurisdictional transfer process is rooted in state statute, but it includes intricacies at the federal, regional and local levels. A regulatory and policy framework helps navigate these complexities, such as, roadway ownership, classifications, relevant policies and legal requirements. It also helps involved staff and stakeholders to become familiar with relevant terminology and concepts. This step provides the same information to the involved agencies, ensuring they enter the transfer process with a shared understanding of the applicable regulations and policies.
- **Understand the political context** in the region and within and among the State and local jurisdiction(s) to help identify funding opportunities, develop a process for transfer and set expectations for the transfer process. Developing a knowledge of the political context, including agency and community priorities, helps determine if highway jurisdictional transfer is the right tool to accomplish the desired outcomes. Jurisdictional transfer can help achieve community goals and result in mutual benefits – but it is not always the most effective route to achieving desired outcomes for the roadway under consideration. Once a roadway is selected, taking inventory of each agency's priorities, elected officials' interests, and community goals will support a more successful process. Agency priorities will vary and are often influenced by elected officials. Understanding the overall political context will help set expectations for the formal transfer process, ensuring the process and desired outcomes are achievable. Agency priorities

will impact candidate roadways for transfer, available funding sources and levels, and the interests each agency brings to the negotiating table. All these elements should be documented and understood before entering Phase 2 and 3.

- **Identify decision makers early** for jurisdictional transfer to set expectations, help identify realistic outcomes and help navigate the process to achieve desired outcomes. The decision-makers include those who will agree to enter into negotiations, and those who will sign the transfer documents to formalize the transfer. Identifying the approvers early will ensure the process is on track to complete the jurisdictional transfer and avoid backpedaling down the road. It will also set outcomes that are expected to be approved.

Phase 2: Once the foundation for transfer has been established, the agencies are set to select a roadway and identify the constraints to transferring it from one agency to another. Identifying a roadway may hinge on available funding, but best practice indicates that roadways should be selected based on community needs and values. The 2018 RTP recommends the following steps to select roadways for transfer:

- identify state owned routes that the community and stakeholders would like to evaluate and consider for jurisdictional transfer;
- identify gaps and deficiencies on these roadways;
- prioritize the roadways; and
- address some of the barriers and opportunities to transfer the prioritized routes from state ownership to local ownership.

After the roadway has been selected, constraints should be identified. Major constraints, as illustrated in the case studies, can delay or limit the ability to achieve the preferred outcome, even if both parties agree a transfer is the best option. However, identifying and addressing constraints early and effectively helps shape expectations for the involved parties. It encourages compromise and creativity to develop a mutually beneficial agreement. Constraints differ on a case-by-case basis, but can generally be categorized into two categories: fiscal constraints and physical constraints. Refer to Attachment B: Policy Framework for additional information.

SW Barbur Blvd (OR 99W)

Phase 3: After the roadway is selected, the agencies can enter into the formal transfer process that implements an intergovernmental agreement. This phase is described above in the Legal Considerations and Legal Process for Transfer in Oregon section.

Communicate: Best practices for jurisdictional transfer include communications that result in shared desired outcomes. Best practices (shown in figure 2-2) include:

- Identify clear roles within ODOT and within the involved local jurisdiction(s), such as a jurisdictional transfer specialist, asset manager, agreements specialist, traffic engineer and financial and support services staff. This will allow staff to develop expertise in the process and foster relationships among the involved staff.
- Set expectations for clear, open, and frequent communication among each agency's departments and between agencies.
- Encourage compromise and creativity between the state and local agencies to lead to a fair and acceptable agreement. Communication is particularly critical during negotiation.
- Conduct early outreach with the affected communities.
- Commit the partnering agencies to do their due diligence to understand the community's needs. Early engagement will lead to a smoother process by preventing tension and backpedaling during negotiation and agreement.

Figure 2-2. Best practices for communication during a jurisdictional transfer process

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3. Methodologies

This section describes the methodology to evaluate and select the most promising arterial highways in greater Portland as potential candidates for highway jurisdictional transfer. This overall methodology describes the methods for three different evaluations: the technical evaluation, the readiness evaluation, and equity considerations. The technical evaluation examines segments using technical considerations related to the existing and future function of the roadway. Starting with a technical perspective allows considerations about the function of a roadway to inform conversations about jurisdictional transfer. The readiness evaluation examines the same universe of segments using readiness considerations related to current (2020) local support and interest, including characteristics such as jurisdictional capacity, leadership interest, or experience with jurisdictional transfers. The results of the technical evaluation are more static, and the results of the readiness evaluation are more fluid; the readiness evaluation may change over time as local support and political interest change.

The methodology consists of two parallel processes, each consisting of one screening round and one evaluation round, to determine the most promising corridor segments for transfer from ODOT to a local jurisdiction. For the purposes of this evaluation, a corridor segment is defined as a portion of an arterial highway within a single jurisdiction in the Portland Metropolitan Planning Area (MPA).[10,11]

Round 1: Preliminary screening of all ODOT-owned arterial highway corridor segments in the Portland MPA to screen out segments that are not viable candidates for jurisdictional transfer because of their intended vehicle and freight throughput function.

Round 2a: Technical evaluation of the remaining segments from Round 1 to select promising segments for potential transfer.

Round 2b: Readiness evaluation of the remaining segments from Round 1 to select promising segments for potential transfer.

10. The MPA is a federally-mandated boundary designated by Metro and encompasses all cities in the metropolitan area.

11. Corridor segment definitions are for this evaluation only. Highway transfer recommendations may combine or split corridor segments based on what makes sense at the time of a transfer.

Figure 3-1. Metro RTP four pillars

The results from Round 1, preliminary screening, equally informed subsequent evaluation rounds. After Round 1, the study team evaluated the remaining corridor segments to identify the most promising segments as candidates for jurisdictional transfer from two perspectives: technical (Round 2a) and readiness of the local jurisdictional to accept and manage an arterial (Round 2b). The readiness evaluation lagged the technical evaluation to allow roadway function to inform transfer discussions. The team completed Round 1 and Round 2a in fall 2019, and completed Round 2b in spring 2020. The team then evaluated and compared results from Round 2a and Round 2b to develop findings for consideration. These findings were informed by the project team's Equity Considerations analysis, which evaluated highway corridors for numbers of people of color, low-income households, people who are unemployed and people with limited English proficiency and/or disabilities.

The project team selected segments with the highest scores from each of the evaluations as recommendations for the most promising candidates for jurisdictional transfer (see Section 4 Findings). Refer to Attachment C for more detailed technical and readiness evaluation methodologies and Attachment D for a more detailed equity considerations analysis methodology. Figure 3-1 illustrates this process.

3.1 Round 1: preliminary screening

Round 1 had one yes/no question that identified significant barriers to jurisdictional transfer. The study team applied the question to each corridor segment. Corridor segments that did not "pass" Round 1 did not move to Round 2a or 2b. Corridor segments with a "no" answer to the screening question moved on the technical and readiness evaluation rounds. The Round 1 preliminary screening question, including rationale, is listed below.

Question: Does the segment have an Expressway (OHP) and/or Throughway (RTP) designation?

If the answer to this question was "no," the segment moved to Round 2 of the evaluation and selection process. Expressway and Throughway designations indicate that a roadway or corridor segment has statewide or regional significance and describes the function of the roadway. The results from this preliminary screening round equally informed subsequent evaluation rounds.

3.2 Round 2a: technical evaluation

Round 2a's purpose was to evaluate the remaining corridor segments with a consistent set of technical criteria that reflect regional values (i.e., consistent with the RTP and its four pillars). Using professional expertise, the team intentionally developed measures and corresponding questions to avoid complicated technical analysis, allowing any jurisdiction to evaluate its own roadways.

The following criteria were used for the technical evaluation:

- Local plans
- Access to business and housing
- Historically marginalized communities
- Crash frequency
- Density of conflict points
- Freight connection
- Pedestrian and bicycle system priority
- Transit priority
- Redundant route

After the study team evaluated the corridor segments, they used the results to select segments that appeared most promising for jurisdictional transfer from a technical perspective. The evaluation was based on the overall results, so that the segments receiving more "high" and "medium" ratings were selected.

3.3 Round 2b: readiness evaluation

Round 2b's purpose was to evaluate the remaining segments (after Round 1) with a consistent set of readiness criteria. This was the same group of segments evaluated in Round 2a. The project team evaluated the corridor segments for readiness using a mix of available data and interviews with a staff representative from the local jurisdiction where the highway segment is physically located.

Professional judgment was used in cases where an interview response was not available. The study's interview guide is found in Appendix B of Attachment C.

The readiness analysis represents a snapshot-in-time evaluation of each corridor segment. Changes in political leadership or investments in paving, safety enhancements, or other improvements will change the overall readiness score for a corridor. The following criteria were used for the readiness evaluation:

- Jurisdiction interest
- Segmentation
- Funding capacity
- Maintenance capacity
- Existing conditions and state of maintenance
- Bridges/structures
- Environmental
- Land use

SW Hall Blvd (OR 141)

The results of the evaluation were used to identify segments that appeared most promising for jurisdictional transfer from a readiness perspective. The evaluation was based on overall results, so that the segments receiving more "high" and "medium" ratings were selected as most promising.

3.4 Equity considerations

State highway designs of the past, coupled with limited design options available as these facilities grew from market road to highway, means that roadways do not always work for the multimodal needs of communities along the corridors. This is particularly the case for people of color, people with low incomes, or limited-English speakers due to the prevalence of these communities living near these corridors and typically being more transit-dependent.

Highway management is increasingly complex because of the competition for limited funds, resulting in less investment in these areas than would be expected for similar roadways owned by local jurisdictions. Understanding the demographics of these corridors is critical to ensure highway transfer decisions address the needs of people of color, people with low-incomes, or limited-English speaking communities. Current and historic decision-making has resulted in communities along these corridors experiencing disparate impacts relating to safety, access to transit and sidewalks, and noise.

The equity considerations analysis supplements and informs the corridor segment selection's technical and readiness evaluations for jurisdictional transfer (see Attachment D: Equity Considerations for Highway Jurisdictional Transfer). Understanding where equity-focused communities exist informs the identification of placemaking opportunities to help address the results of the

region's racist history of zoning.[12] Equity considerations also can help identify corridors that would benefit from funding to make them better for people walking, needing better access to transit, and biking.

The study team identified the census tracts adjacent to each of the State-owned nonarterial highways in the study to collect existing demographic data. For each census tract, the study team used the U.S. Census Bureau American Community Survey (ACS) FactFinder to collect the following 2017 demographic data (density and percent):

- people of color (residents)
- people of color (unemployment)
- low-income residents
- low-income unemployment
- limited English proficiency

The data for each highway corridor was compared to the regional[13] density average determined by Metro, defined as twice the average density for the given population, and to the regional percentage average (see Table 3-1). Figure 3-2 shows the MPA, Metro's equity focus areas, and the 17 highway segments.

Highways – or segments of highways – identified in the equity considerations analysis as having high ratios of people of color, low income, and unemployment compared to the Metro regional average added support to segments scoring high on technical and readiness evaluations for promising jurisdictional transfer corridors.

Table 3-1. Metro's regional averages for demographic data

Demographic Category	%	Density
People of color (residents)	28.6	1.11
People of color (unemployed)	4.6	0.03
Hispanic & Latino (unemployed)	4.9	0.02
Low-income (residents)	28.5	1.09
Low-income (unemployment)	13.0	0.04
Limited English proficiency	7.9	0.29

Notes:
Percentage is the number of people that fit the category per the total census tract population.
Density is defined as the number of people per acre.

12. "Historical Context of Racist Planning: A History of How Planning Segregated Portland" (2019) https://beta.portland.gov/sites/default/files/2019-12/portlandracistplanninghistoryreport.pdf

13. The region is defined as the Portland MPA.

Methodologies

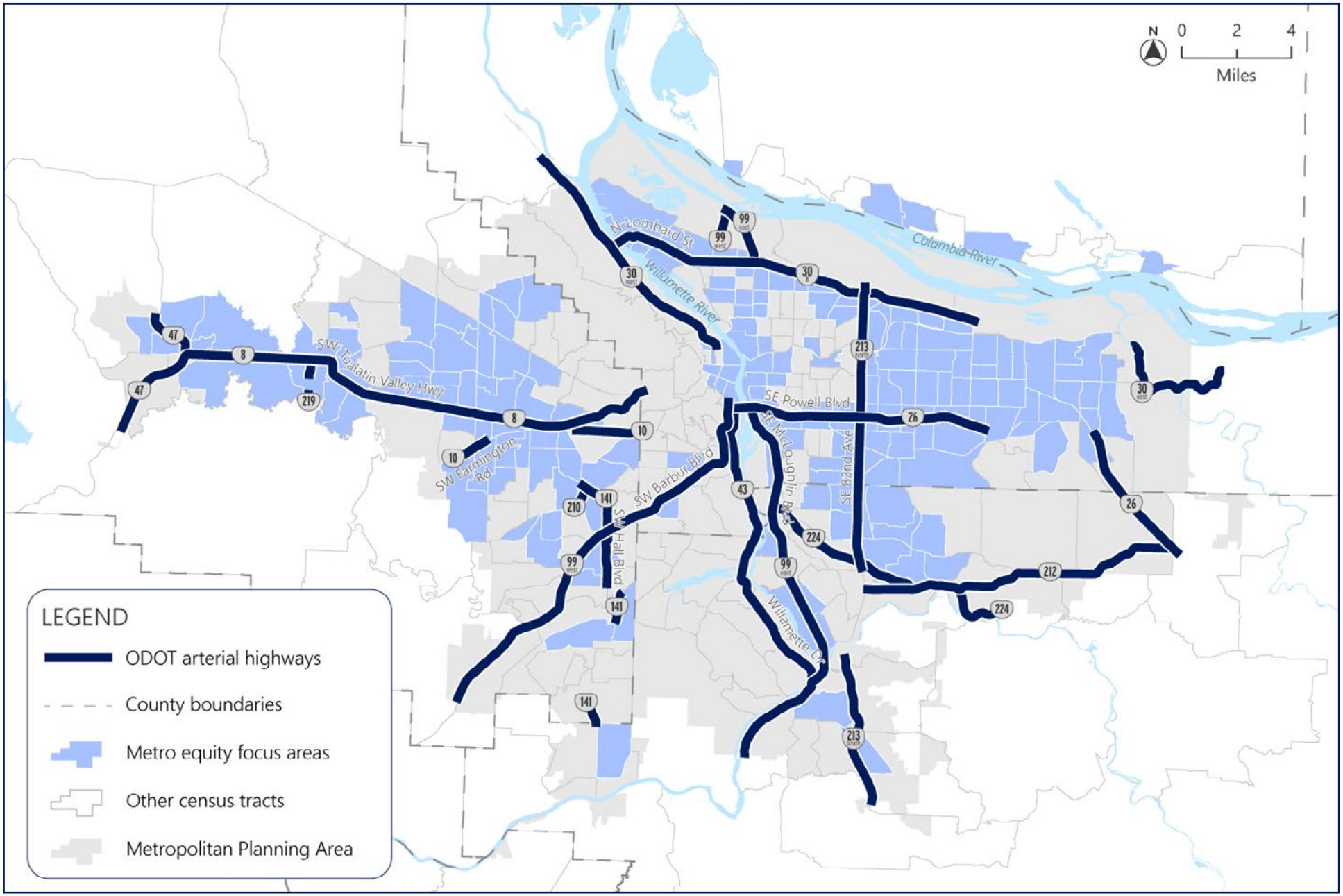


Figure 3-2: Metro's Equity Focus Areas with the 17 arterial highway segments

4. Findings

4.1 Most promising candidates for jurisdictional transfer

Considered together, the preliminary screening, technical and readiness evaluations, and the equity considerations analysis produced 11 state highway corridor segments that show the most promising characteristics for potential jurisdictional transfer. These segments are identified to help inform future conversations about investment and/or jurisdictional transfer. While all of the corridors in this report are of importance, the team identified these 11 corridors for consideration for further jurisdictional transfer discussions. These corridors showed the strongest characteristics for potential jurisdictional transfer based on an assessment of technical, readiness, and equity considerations.

Many of these highway corridors are in areas with high concentrations of people of color and people with low income compared to regional averages, and many of them have serious safety needs (refer to Section 5). In some cases, the local jurisdiction's interest in a transfer is low. However, considering the technical, readiness and equity evaluations, the findings suggest that despite a jurisdiction's low interest, those corridors may be the most promising for transfer when looking at transfers from a regional perspective. These corridors function more similar to a local roadway than a state highway. A transfer would give local jurisdictions more autonomy to make improvements. The corridors are listed below and shown in Figure 4-1.

1. Powell Boulevard (U.S. 26) (MP 0.2 – 10.0) – Powell Boulevard in the City of Portland scored high in the technical evaluation and the readiness evaluation. The portion of the corridor from I-205 to the Gresham city line has high ratio of people of color, with low incomes and unemployment compared to the regional average. The City of Portland's interest in jurisdictional transfer is medium.
2. Barbur Boulevard (OR 99W) (MP 1.2 – 7.6) – Barbur Boulevard in the City of Portland scored high in the technical evaluation and the readiness evaluation. The corridor scored low in the equity considerations evaluation. The City of Portland's interest in jurisdictional transfer is high.

Findings

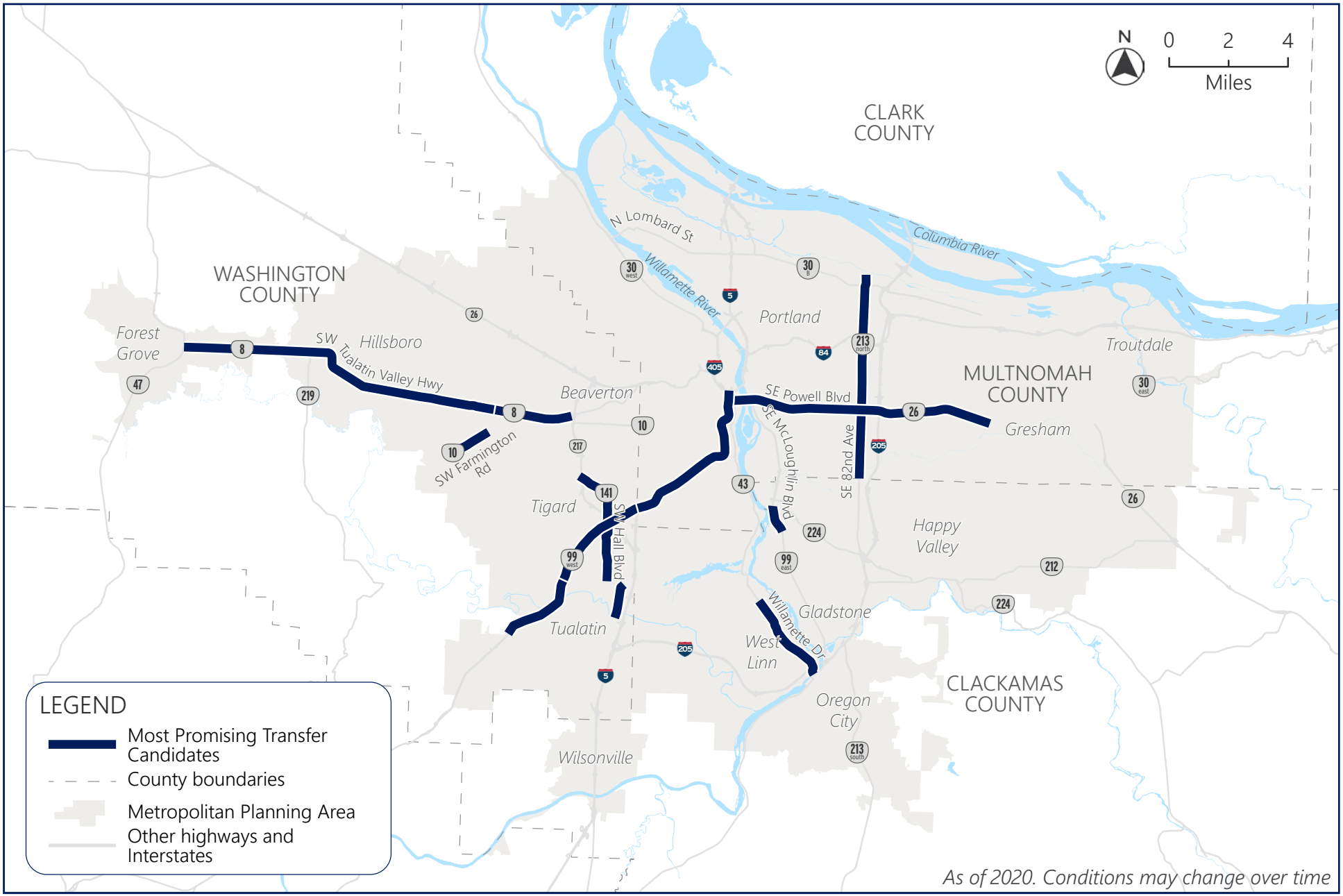


Figure 4-1: Corridors identified as promising candidates for jurisdictional transfer

3. SE/NE 82nd Avenue (OR 213) (MP -0.1-7.2) – 82nd Avenue in the City of Portland scored high in the technical evaluation and the readiness evaluation. The corridor has high ratio of people of color, with low incomes and unemployment compared to the regional average. The City of Portland's interest in jurisdictional transfer is high.
4. Tualatin Valley Highway (OR 8) (MP 2.9-5.9) – Tualatin Valley Highway, west of OR 217 in the City of Beaverton, scored high in the technical evaluation and the readiness evaluation. The corridor scored medium in the equity considerations evaluation. The City of Beaverton's interest in jurisdictional transfer is high.
5. Pacific Highway West (OR 99W) (MP 7.6-11.5) – Pacific Highway West in the City of Tigard scored high in the technical evaluation and the readiness evaluation. The corridor has high ratio of people of color, with low incomes and unemployment compared to the regional average. The City of Tigard's interest in jurisdictional transfer is low.
6. Tualatin Valley Highway (OR 8) (MP 5.9-17.9) – The majority of Tualatin Valley Highway in Washington County scored high in the technical evaluation (MP 14.3 – 14.9 scored medium) and all of highway corridor scored medium in the readiness evaluation. The corridor has high ratios of people of color, with low incomes and unemployment compared to the regional average. Washington County's interest in jurisdictional transfer for the whole corridor is high.
7. Pacific Highway W (OR 99W) (MP 11.5-14.5) – Pacific Highway West from MP 11.5 to 12.2 in Washington County scored high in the technical evaluation and MP 12.2 to 14.5 scored medium in the technical evaluation. MP 11.5-13.3 scored medium in the readiness evaluation and MP 13.3-14.5 scored high in the readiness evaluation. The corridor scored low in the equity considerations evaluation. Washington County's interest in jurisdictional transfer is low.
8. Farmington Road (OR 10) (MP 5.9-7.3) – Farmington Road in Washington County scored medium in the technical evaluation and high in the readiness evaluation. The corridor has high ratios of people of color, with low incomes and unemployment compared to the regional average. Washington County's interest in jurisdictional transfer is high.
9. SW Hall Boulevard (OR 141) (MP 2.6-7.1 and 7.7-8.9) – SW Hall Boulevard from MP 2.6 to 7.1 in Washington County scored high in the technical evaluation and MP 7.7 to 8.9 scored medium in the technical evaluation. MP 3.3-7.1 and 7.7-8.9 scored high in the readiness evaluation and MP 2.6-3.3 and 8.9 scored medium in the readiness evaluation. The segments of the corridor in Beaverton (MP 2.6-3.3) and Tigard (MP 4.1-7.1 and 7.7-7.8) have high ratios of people of color, with low incomes and limited English proficiency compared to the regional average. Washington County's interest in jurisdictional transfer is high.
10. SE McLoughlin Boulevard (OR 99E) (MP 5.7-6.7) – SE McLoughlin Boulevard in the City of Milwaukie scored high in the technical evaluation and the readiness evaluation. The corridor has high ratios of people with low incomes and unemployment compared to the regional average. The City of Milwaukie's interest in jurisdictional transfer is low.
11. Willamette Drive (OR 43) (MP 8.0-11.5) – Willamette Drive in the City of West Linn scored high in the technical evaluation and the readiness evaluation. The corridor scored low in the equity considerations evaluation. The City of West Linn's interest in jurisdictional transfer is high.

Findings

The sections below describe the results from each of the individual evaluations described in Section 3.

4.2 Round 1: preliminary screening results

Round 1's purpose was to perform a preliminary screening of all ODOT-owned arterial highway corridor segments in the Portland metro region to screen out those not viable for jurisdictional transfer because of their intended vehicle throughput function. A total of 78 highway segments in the region were considered during the preliminary screening round (see Section 3 for more on the methodologies for each round of evaluation). Of these highway segments, 48 were classified as either an OHP Expressway or as an RTP Throughway.

These 48 segments did not move on to the technical and readiness evaluations, are shown in Figure 4-2, and are listed in Table 4-1.

Table 4-1. Round 1: Segments designated as OHP Expressway or RTP Throughway

Segment ID	Mile Point begin	Mile Point end	Jurisdiction	Throughways	Expressways
OR 47 - TV Highway					
A7	17.9	19.4	Forest Grove	Yes	No
A8	19.4	23.2	Washington	Yes	No
U.S. 26 - Mount Hood Highway					
C2	14.2	15.6	Gresham	Yes	Yes
C3	15.6	16.8	Multnomah	Yes	Yes
C4	16.8	19.6	Clackamas	Yes	Yes
OR 30W - Lower Columbia River Highway					
F1	2.8	9.7	Portland	Yes	No
F2	9.7	13.3	Multnomah	Yes	No
OR 47 - Nehalem Highway					
H1	88.5	90.2	Washington	Yes	No
H2	90.2	90.6	Forest Grove	Yes	No
OR 99E - Pacific Highway East					
I1	-5.7	-5.9	Portland	Yes	No
I3	1.5	4.6	Portland	Yes	No
I4	4.6	5.7	Milwaukie	Yes	No
I9	12.4	14.2	Oregon City	Yes	No
I10	14.2	16.4	Clackamas	Yes	No
OR 99W - Pacific Highway West					
J7	14.5	16.7	Sherwood	Yes	No
J8	16.7	17.9	Washington	Yes	No
OR 212 - Clackamas-Boring Highway					
M1	1.9	8.6	Clackamas	Yes	No
M2	1.8	1.9	Happy Valley	Yes	No
M3	1.0	1.8	Clackamas	Yes	No

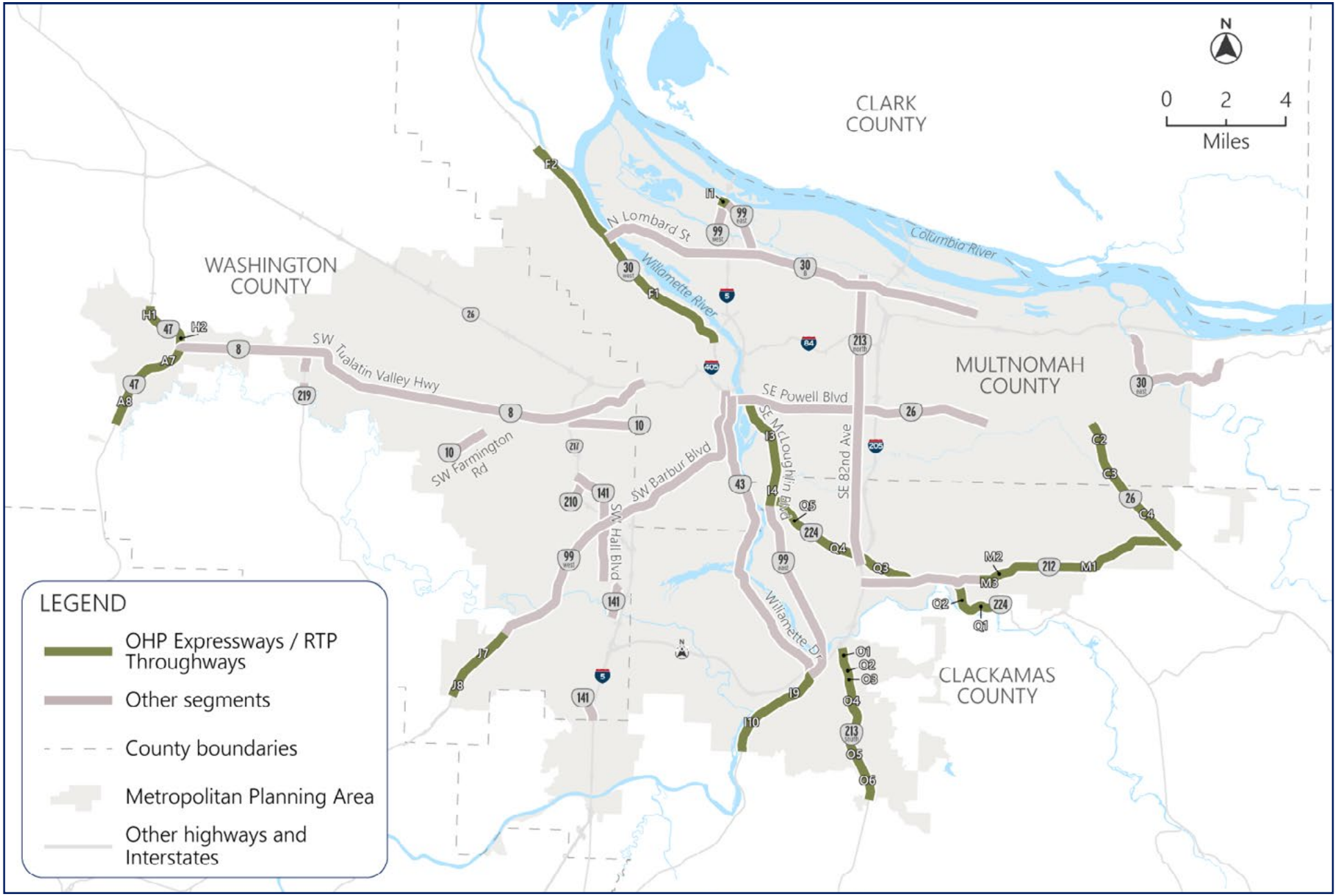


Figure 4-2. Round 1: preliminary screening results

Table 4-1. Round 1: Segments designated as OHP Expressway or RTP Throughway (cont.)

Segment ID	Mile Point begin	Mile Point end	Jurisdiction	Throughways	Expressways
OR 213S - Cascade Highway South					
O1	0.0	0.6	Oregon City	Yes	Yes
O2	0.6	1.1	Clackamas	Yes	Yes
O3	1.1	1.3	Oregon City	Yes	Yes
O4	1.3	2.6	Clackamas	Yes	Yes
O5	2.6	4.2	Oregon City	Yes	Yes
O6	4.2	6.5	Clackamas	Yes	No
OR 224 - Clackamas Highway/Sunrise Expressway					
Q1	9.4	10.5	Clackamas	Yes	No
Q2	8.2	9.5	Happy Valley	Yes	No
Q3	4.6	6.3	Clackamas	Yes	No
Q4	2.7	3.8	Clackamas	Yes	Yes
Q5	0.0	2.7	Milwaukie	Yes	Yes

Notes:
ODOT convention allows some Mile Points to be negative numbers.

4.3 Round 2a: technical evaluation results

Round 2a's purpose was to evaluate the 48 corridor segments that emerged from Round 1 with a consistent set of technical criteria that reflect regional values (i.e., consistent with the RTP pillars). The study team evaluated each of the 48 non-throughway and non-expressway corridor segments with the technical criteria, measures, and ratings/definitions described in Section 3.

The top-scoring segments are the most promising candidates for jurisdictional transfer from a technical perspective in that they function more like a local roadway than a state roadway. There were 25 segments that scored highest. These are shown in Figure 4-3 and listed in Table 4-2.

Table 4-2. Round 2a: Segments that scored high in the technical assessment

Segment ID	Mile Point begin	Mile Point end	Jurisdiction	Technically Promising for Transfer?
OR 8 - TV Highway				
A1	0.1	5.9	Beaverton	Yes - High
A2	5.9	7.8	Washington	Yes - High
A3	7.8	14.3	Hillsboro	Yes - High
A5	14.9	17.2	Cornelius	Yes - High
A6	17.2	17.9	Forest Grove	Yes - High
OR 10 - Beaverton-Hillsdale/Farmington Highway				
B1	2.6	3.4	Washington	Yes - High
U.S. 26 - Mount Hood Highway				
C1	0.2	10.0	Portland	Yes - High
OR 30B - Northeast Portland Highway				
D1	0	14.7	Portland	Yes - High

Table 4-2. Round 2a: Segments that scored high in the technical assessment (cont.)

Segment ID	Mile Point begin	Mile Point end	Jurisdiction	Technically Promising for Transfer?
OR 43 - Oswego Highway				
G1	0	3.6	Portland	Yes - High
G4	5.8	8.0	Lake Oswego	Yes - High
G5	8.0	11.5	West Linn	Yes - High
OR 99E - Pacific Highway East				
I5	5.7	6.7	Milwaukie	Yes - High
I6	6.7	10.4	Clackamas	Yes - High
I7	10.4	11.2	Gladstone	Yes - High
I8	11.2	12.4	Oregon City	Yes - High
OR 99W - Pacific Highway West				
J1	-6.0	-4.8	Portland	Yes - High
J2	1.2	7.6	Portland	Yes - High
J3	7.6	11.5	Tigard	Yes - High
J4	11.5	12.2	Washington	Yes - High
OR 141 - Beaverton-Tualatin Highway/SW Hall Blvd				
K1	2.6	3.3	Beaverton	Yes - High
K2	3.3	4.1	Washington	Yes - High
K3	4.1	7.1	Tigard	Yes - High
OR 210 - Scholls Highway/SW Scholls Ferry Rd				
L1	9.6	9.1	Beaverton	Yes - High
OR 213N - Cascade Highway North				
N1	-0.1	7.2	Portland	Yes - High
N2	7.2	10.4	Clackamas	Yes - High

Notes:
ODOT convention allows some Mile Points to be negative numbers.
All segments with a "Yes - High" are arterial highway segments that scored 17-26 points in the Round 2a technical evaluations. These segments are identified as the most promising candidates for jurisdictional transfer from a technical perspective. Segments that have a Medium scored 8-16 points and segments that have a Low scored 0-7 in the Round 2a technical evaluations.

Findings

Transfer discussion are underway for the following segments:

Outer Powell (U.S. 26 from I-205 to SE 174th Ave). Safety improvement project is underway and will be completed in 2022. Once completed, ownership and operation will transfer to City of Portland per House Bill 2017.

82nd Avenue (213 N from NE Columbia Blvd to SE Clatsop St). Corridor planning completed in May 2019. Negotiations regarding transfer have been initiated.

SW Barbur Boulevard (99W from I-405 to SW 64th Ave). As part of the SW Corridor transit project, an intergovernmental agreement was signed that would facilitate the transfer of SW Barbur/OR 99W to the City of Portland.

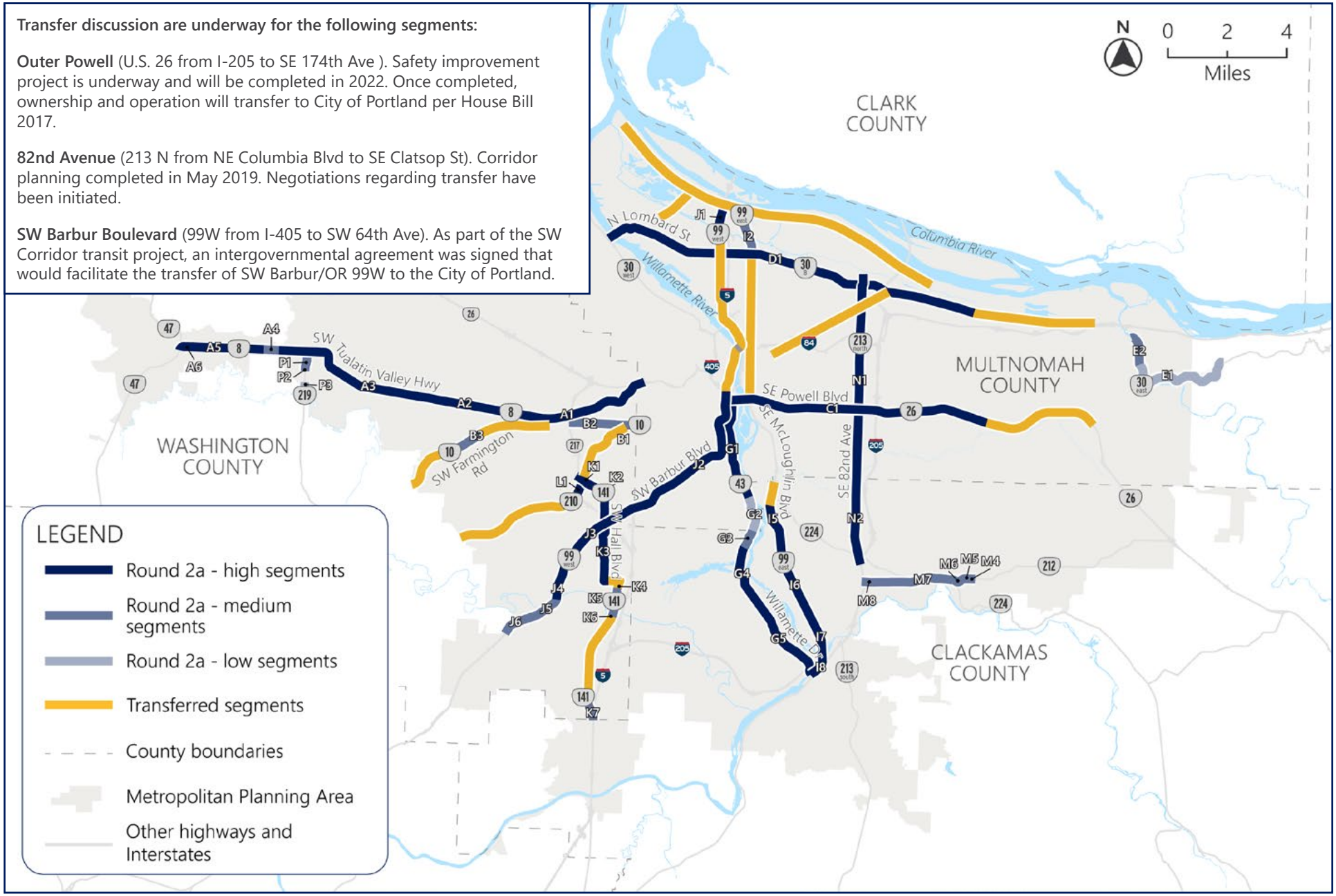


Figure 4-3. Round 2a: technical evaluation results

4.4 Round 2b: Readiness Evaluation Results

Round 2b's purpose was to evaluate the remaining corridor segments (those remaining after Round 2a with a consistent set of readiness criteria. This was the same group of segments evaluated in the Round 2a Technical Evaluation. The study team evaluated each of the 48 non-throughway and non-expressway corridor segments with the readiness criteria, measures, and ratings/definitions described in Section 3.

Readiness scores reflect a snapshot-in-time evaluation of each corridor. Changes in political leadership, new investments in corridor improvements, or other fungible factors will change a corridor segment's readiness score.

A total of 14 segments scored in the readiness evaluation's top third of points meaning that for these segments, local jurisdictions are more capable and willing to assume the responsibilities of the roadway, and the roadway itself is in adequate condition with minimal barriers to ownership from the perspective of the local jurisdiction. These 14 segments are shown in Figure 4-4 and listed in Table 4-3.

Table 4-3. Round 2b: Segments that scored high in the readiness assessment

Segment ID	Mile Point begin	Mile Point end	Jurisdiction	High rank for transfer readiness?
OR 8 - TV Highway				
A1	0.1	5.9	Beaverton	Yes - High
OR 10 - Beaverton-Hillsdale/Farmington Highway				
B3	5.9	7.4	Washington	Yes - High
U.S. 26 - Mount Hood Highway				
C1	0.2	10.0	Portland	Yes - High
OR 43 - Oswego Highway				
G5	8.0	11.5	West Linn	Yes - High
OR 99E - Pacific Highway East				
I5	5.7	6.7	Milwaukie	Yes - High
OR 99W - Pacific Highway West				
J2	1.2	7.6	Portland	Yes - High
J3	7.6	11.5	Tigard	Yes - High
J6	13.3	14.5	Washington	Yes - High
OR 141 - Beaverton-Tualatin Highway/SW Hall Blvd				
K2	3.3	4.1	Washington	Yes - High
K3	4.1	7.1	Tigard	Yes - High
K4	7.7	7.8	Tigard	Yes - High
K5	7.8	8.9	Durham	Yes - High
K7	12.5	13.1	Wilsonville	Yes - High
OR 213N - Cascade Highway North				
N1	-0.1	7.2	Portland	Yes - High

Notes:
ODOT convention allows some Mile Points to be negative numbers.
All segments with a "Yes - High" are arterial highway segments that scored 14-22 points in the Round 2a readiness evaluations. These segments are identified as the most promising candidates for jurisdictional transfer from a technical perspective. Segments that have a Medium scored 8-13 points and segments that have a Low scored 0-7 in the Round 2a technical evaluations.

Findings

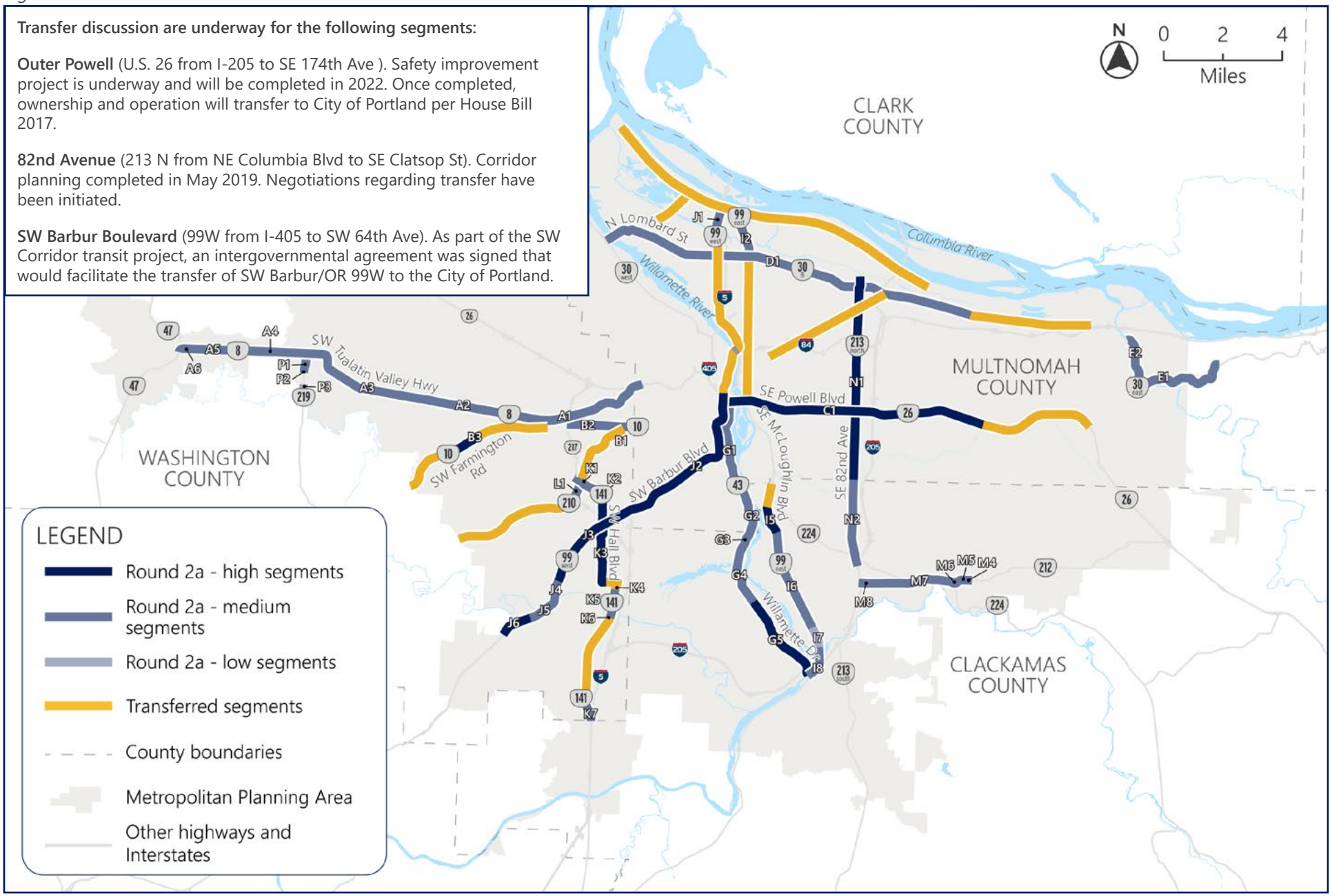
Figure 4-4. Round 2b: readiness evaluation results

Transfer discussion are underway for the following segments:

Outer Powell (U.S. 26 from I-205 to SE 174th Ave). Safety improvement project is underway and will be completed in 2022. Once completed, ownership and operation will transfer to City of Portland per House Bill 2017.

82nd Avenue (213 N from NE Columbia Blvd to SE Clatsop St). Corridor planning completed in May 2019. Negotiations regarding transfer have been initiated.

SW Barbur Boulevard (99W from I-405 to SW 64th Ave). As part of the SW Corridor transit project, an intergovernmental agreement was signed that would facilitate the transfer of SW Barbur/OR 99W to the City of Portland.



4.5 Equity considerations analysis

The purpose of the equity considerations analysis was to supplement and inform the segment selection technical and readiness evaluations for jurisdictional transfer. The goal is to reduce disparities and barriers faced by communities of color and other historically marginalized communities. Equity considerations can help identify corridors that would benefit from funding to make them better for walking, access to transit, and biking. **In some cases, a jurisdictional transfer and/or a change in roadway design would benefit the communities identified in this equity considerations analysis that live along these corridors.**

Highways – or segments of highways – and their locations identified in the equity analysis as having high ratios of people of color, low income, and unemployment compared to the Metro regional average are described below.

TV Highway (OR 8): TV Highway segments in Washington County, Hillsboro and Cornelius have high ratios of people of color, low income, and unemployment compared to the Metro regional average.

Beaverton-Hillsdale/Farmington Highway (OR 10): Beaverton-Hillsdale/Farmington Highway segments in Beaverton and west Washington County have high ratios of people of color, low income, and unemployment compared to the regional average.

Mount Hood Highway (U.S. 26): The Mount Hood Highway segment in Portland from I-205 to the Gresham city line has high ratios of people of color, low income, and unemployment compared to the regional average.

Northeast Portland Highway (U.S. 30B): The NE Portland Highway corridor has high ratios of people of color, low income, and unemployment compared to the regional average.

Nehalem Highway (OR 47): The Nehalem Highway segment that divides Forest Grove and Washington County has high ratios of people of color, low income, and unemployment compared to the regional average.

Pacific Highway East (OR 99E): Pacific Highway East's most northern segment in Portland has high ratios of people of color, low-income, and limited English proficiency compared to the regional average. OR 99E segments farther to the south in Milwaukie have high ratios of low income and unemployment. This southern area does not have a high percentage of people of color.

Pacific Highway West (OR 99W): The Pacific Highway West segment in Tigard has high ratios of people of color, low income, and unemployment compared to the regional average.

Beaverton-Tualatin Highway (OR 141): The Beaverton-Tualatin Highway segments in Beaverton and Tigard have high ratios of people of color, low income, and limited English proficiency compared to the regional average.

Scholls Highway (OR 210): Scholls Highway has high ratios of people of color, low income, and unemployment compared to the regional average.

Cascade Highway North (OR 213N): The Cascade Highway North segment from North Portland to Clackamas County has high ratios of people of color, low income, and unemployment compared to the regional average.

Hillsboro-Silverton Highway (OR 219): Hillsboro-Silverton Highway has high ratios of people of color, low income, and unemployment compared to the regional average.

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5. Needs and deficiencies

This section provides a high-level assessment of the needs and deficiencies of the most promising jurisdictional transfer candidates (identified in Section 4) in the Metro area to help inform future conversations about investment and/or jurisdictional transfer.

The assessment is designed and organized primarily as a tool for local jurisdictions and secondarily for regional and state agencies. The corridors featured in the assessment show the strongest characteristics for potential jurisdictional transfer based on an assessment of technical, readiness, and equity considerations (see Attachment E: Needs and Deficiencies Assessment). The assessment presents a corridor's characteristics as a snapshot in time.

For example, future investments in paving, safety enhancements or other improvements will change a corridor's needs and deficiencies assessment.

Many of these highway corridors travel through areas with high concentrations of people of color and people who are low-income compared to regional averages. In addition, many of these highway corridors demonstrate safety needs. Key characteristics of each promising segment are assembled in the assessment, including information on:

- Pedestrian network
- Bicycle network
- Transit routes
- Safety data
- Corridor data (pavement condition, freight route designation, bridge ratings, speed limit, lane number, and length)
- Roadway classification
- Demographics

In addition, the mapping provided in the assessment shows environmentally sensitive areas, Metro equity focus areas, regional land use, and the location for each corridor. A list of projects funded in an adopted capital improvement program and typical photos from the corridor round out the information in the assessment.

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6. Cost estimating methodology

The study team developed a cost estimating methodology to identify high-level planning costs associated with transferring ownership of a highway from one jurisdiction to another, typically ODOT to a city or county (see Attachment F: Cost Estimating Methodology).

The study team developed this cost estimating methodology to provide partners with a consistent process for use in developing and understanding the costs associated with a highway jurisdictional transfer in the Portland Metro area. The methodology is based on industry practices, asset management strategies, past jurisdictional transfers, and technical expertise in consultation with ODOT staff and technical experts. Roadways require maintenance, improvements, and oversight over the course of ownership. This methodology ensures partners have consistent, necessary tools to consider these variables as local jurisdictions, Metro, and ODOT engage in conversations regarding highway jurisdictional transfer.

This methodology is a toolkit for assessing deficiency on a roadway, assuming the roadways are improved to meeting existing traffic safety needs. The methodology includes approaches to estimating direct costs (e.g., upgrading roadway elements to address crashes) and indirect costs (e.g., ongoing maintenance of roadway elements).

The overall cost estimating methodology includes physical and programmatic cost considerations. Physical costs are immediate state of good repair upgrades, identified capital needs, or future maintenance projects that require construction work. Programmatic cost considerations are costs incurred as part of the ownership (i.e., soft costs) and management of a corridor over time. The following four categories address both physical costs and programmatic cost considerations to provide a full understanding of financial implications of jurisdictional transfer:

- State of good repair
- Regionally or locally identified capital needs
- Maintenance and operations
- Soft ownership costs

Cost estimating methodology

Figure 6-1. Seven steps to bring a corridor segment to a SOGR

6.1 State of good repair

A state of good repair (SOGR) approach applies a fair cost estimate to determine which roadway elements (e.g., pavement, signal systems, striping, signing, lighting, sidewalks, etc.) need to be upgraded so they do not impart unknown costs onto the receiving jurisdiction. At its core, a SOGR approach ensures that all corridor elements function as intended. Corridor elements are components of a roadway facility that serve an important functional need such as pavement, drainage system or signal systems.

Follow these seven steps in Figure 6-1 to bring a corridor segment to a SOGR.

6.2 Capital needs

In addition to state of good repair, it is important to account for capital needs identified in regional and local plans, programs, needs assessments or safety audits, per mutual discussion between ODOT and local jurisdictions. These identified, but unfunded, improvements require consideration as the agencies estimate and negotiate the costs associated with transfer. For example, in the 2018 RTP, local jurisdictions identified approximately $800 million in capital projects on ODOT highways in the region. Each local jurisdiction used an identified RTP "allocation" to prioritize a larger list of capital projects identified in the 2018 RTP. The following capital needs are common local priorities to consider when estimating the cost to transfer:

- Crossings and lighting near key community places (e.g., schools, libraries, community centers)
- Medians at high crash locations
- Enhanced transit stops or safety improvements around transit stops
- Missing connections or gaps in the bicycle and pedestrian networks
- Improvements identified for safe routes to school and the Safe Routes to School (SRTS) program
- Other modernization improvements

In addition to the list of common capital needs, ODOT and the local jurisdiction must consider the costs associated with Americans with Disabilities Act (ADA) compliance. ADA compliance can be assessed by reviewing ODOT ADA inventory data and conducting ADA compliance assessments.

6.3 Maintenance and operation costs

Long-term cost considerations include routine corridor inspections, basic maintenance of existing conditions, long-term improvement needs, staff training, and contingency costs associated with potential asset damage due to unforeseen events or conditions.

Maintenance and operation costs provide a forecast for future costs after a highway jurisdictional transfer is complete and should be considered during negotiations. Local jurisdictions may consider contracting maintenance and operation responsibilities to other agencies. Costs associated with these arrangements should be considered.

6.4 Ownership costs

Non-physical soft costs of owning a corridor segment also need to be considered in the financial implications of jurisdictional transfer. These costs are overarching indirect costs associated with the acquisition of any new roadway to effectively manage it consistent with the local jurisdiction's defined policies and goals. While these costs do not directly inflate the cost of transferring a highway from ODOT to a local jurisdiction, they need to be considered for the increase in staff time and skills required to own them.

Ownership costs are categorized by:

1. Increase in liability
2. Access management reviews
3. Programming and planning
4. Reporting obligations

Farmington Rd (OR 10)

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7. Conclusion

The Metro Highway Jurisdictional Transfer Framework study provides a toolkit for state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and to facilitate successful transfer of roadway ownership. It identified the top 11 state-owned highway segments in greater Portland that could be considered for a jurisdictional transfer and addressed some of the opportunities and barriers to transferring the routes (refer to Section 4.1). These 11 highway segments have significant needs and deficiencies, such as pedestrian and bicycle facility gaps, poor pavement, or lacking safety infrastructure. Many of these segments travel adjacent to areas with high concentrations of people of color, people with low-incomes, or people who speak English as a second language. In general, these characteristics make them more promising candidates for jurisdictional transfer to local jurisdictions. In some cases, there is current interest from the local jurisdictions to pursue transfer in attempts to align existing and future land uses with community interest. In some cases, the local jurisdiction's interest in a transfer is low. However, considering the technical, readiness and equity evaluations, the findings suggest that despite a jurisdiction's low interest, those corridors may be the most promising for transfer when looking at transfers from a regional perspective. These corridors function more similar to a local roadway than a state highway. A transfer would give local jurisdictions more autonomy to make improvements.

Historically, identifying a single, comprehensive funding source for jurisdictional transfers in the region has been a challenge. Jurisdictions are typically only interested in transfers when accompanied by funding to improve the roadway, and it is difficult to provide a meaningful funding amount by piecing different funding buckets together. The study team recognizes the need for a wholistic and comprehensive funding strategy to fully accomplish jurisdictional transfers. Refer to the Consultant Recommendation memorandum (November 2020) for a list of funding sources and a broader funding discussion.

Jurisdictional transfers are an important part of managing and adapting to changing travel and land use patterns within the region. They can be a "win-win" for the state, local governments and local communities. The overall objective of jurisdictional transfers is to ensure that Oregon roads are owned and operated at the right jurisdictional level (i.e., by the right agency). This will ensure that roadways align appropriately to provide the right level of service and better meet the needs of users in terms of maintenance, ride quality and traffic safety.

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METRO HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

Attachments A - G

November 2020

Metro Highway Jurisdictional Transfer Framework Attachments A-G

Table of Contents

ATTACHMENT A - Inventory of Non-Interstate Highways

Metro

Oregon Department of Transportation

HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

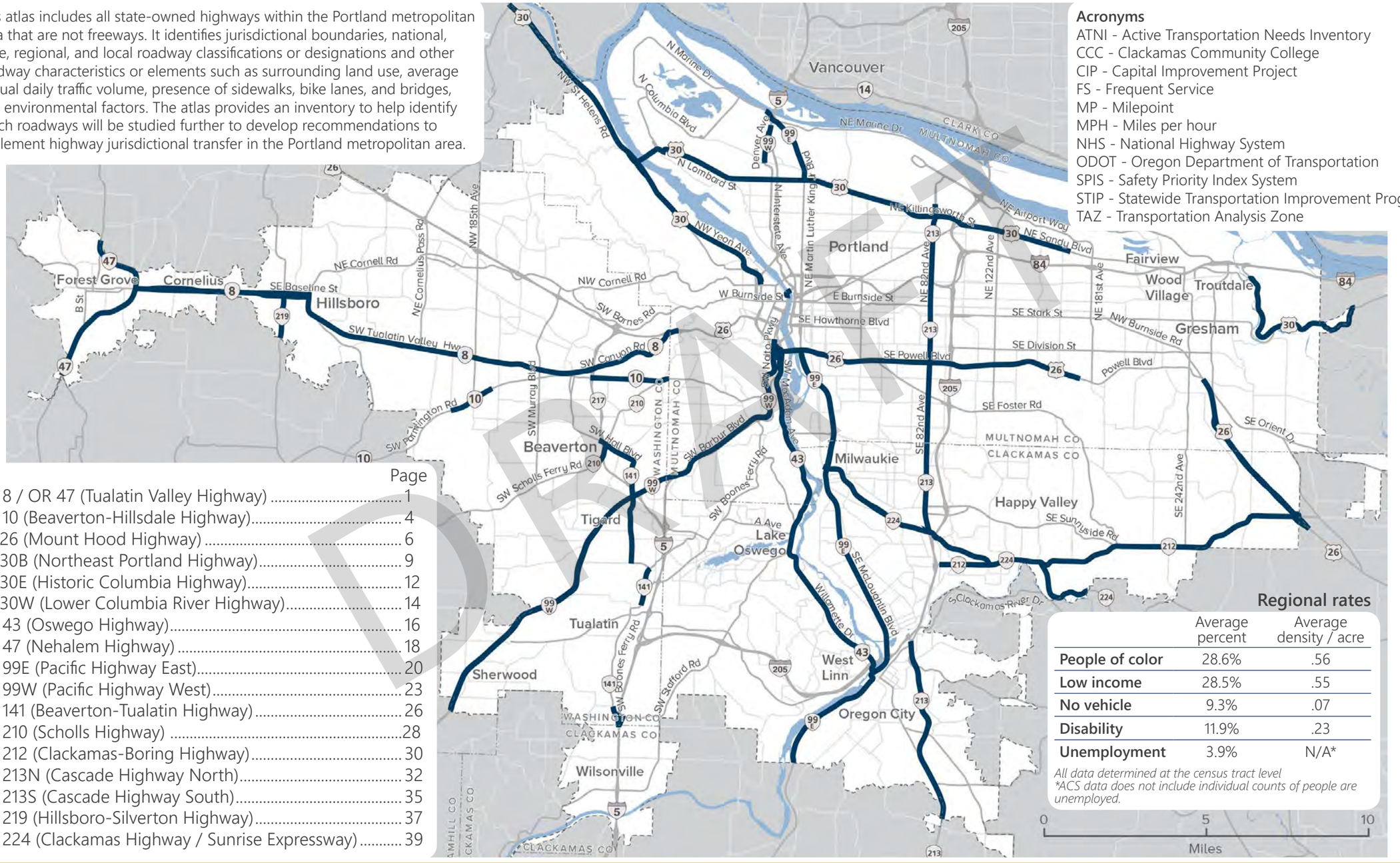
INVENTORY OF NON-INTERSTATE HIGHWAYS

FEBRUARY 2020

ATLAS INDEX

This atlas includes all state-owned highways within the Portland metropolitan area that are not freeways. It identifies jurisdictional boundaries, national, state, regional, and local roadway classifications or designations and other roadway characteristics or elements such as surrounding land use, average annual daily traffic volume, presence of sidewalks, bike lanes, and bridges, and environmental factors. The atlas provides an inventory to help identify which roadways will be studied further to develop recommendations to implement highway jurisdictional transfer in the Portland metropolitan area.

Acronyms
ATNI - Active Transportation Needs Inventory
CCC - Clackamas Community College
CIP - Capital Improvement Project
FS - Frequent Service
MP - Milepoint
MPH - Miles per hour
NHS - National Highway System
ODOT - Oregon Department of Transportation
SPIS - Safety Priority Index System
STIP - Statewide Transportation Improvement Program
TAZ - Transportation Analysis Zone



Regional rates

	Average percent	Average density / acre
People of color	28.6%	.56
Low income	28.5%	.55
No vehicle	9.3%	.07
Disability	11.9%	.23
Unemployment	3.9%	N/A*

All data determined at the census tract level
**ACS data does not include individual counts of people are unemployed.*

Attachment A

TUALATIN VALLEY HIGHWAY (OR 8 / OR 47) 1

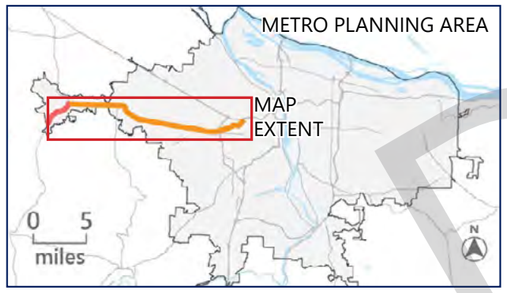
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: Statewide Highway, Regional Highway, District Highway Metro: Throughway, Major Arterial, 2040 Corridor Local: Arterial (Washington County, Multnomah County, Hillsboro, Forest Grove, Beaverton), Principal Arterial (Beaverton, Cornelius), Regional Trafficway (Portland)
Highway length	22.5miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 46, 47, 48, 57 (FS), 58, 61, 76 and 78
Freight routes	Elm St to OR 217 (Metro), Reduction Review Route
Crash history (2013-2018)	106 pedestrian-involved, 51 cyclist-involved, 4,186 vehicle
Number of lanes	4-6
Speed limit	30-45 mph
Population	69,302 people

2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.

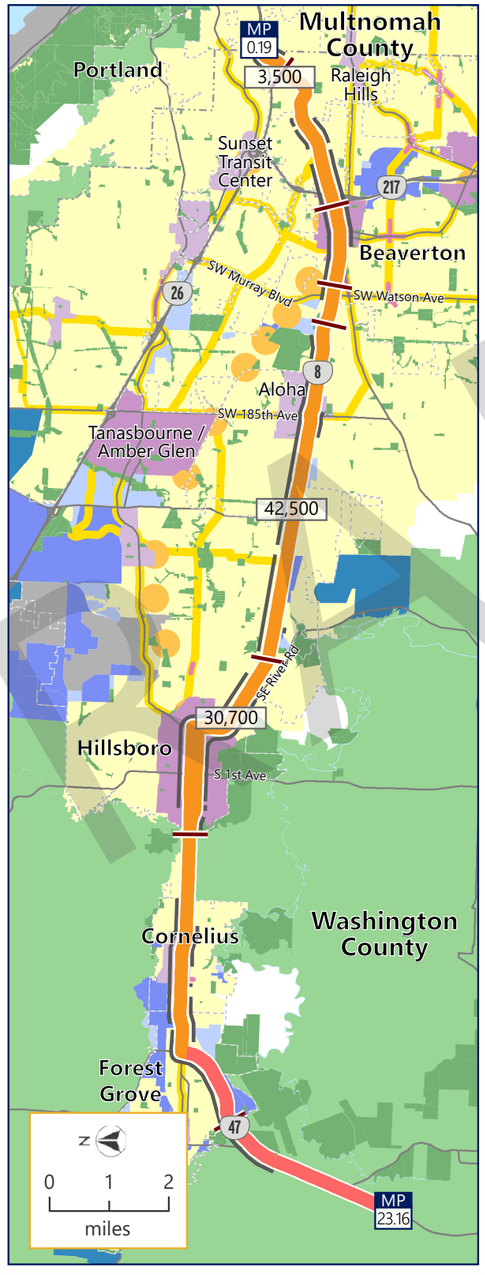
Employment	44,069 jobs

2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.

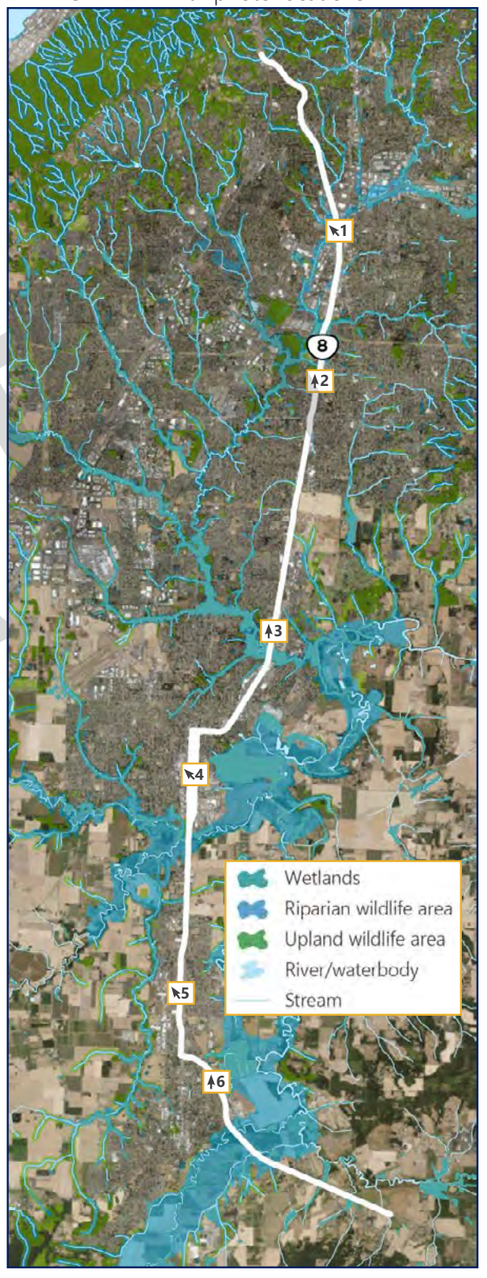


County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



PHOTOS

Source: Metro RLIS database and ODOT TransGIS.

TUALATIN VALLEY HIGHWAY (OR 8 / OR 47)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 510 ODOT SPIS sites	
Pavement condition	**Poor:**	**Good:**
	MP 0.23 - 2.9	MP 11.28 - 12.53
	MP 3.18 - 4.02	MP 15.22 - 15.36
	MP 4.02 - 5.6	MP 15.53 - 15.72
	MP 5.6 - 8.32	MP 15.9 - 17.46
	MP 8.32-11.28	MP 19.96 - 25.73
	Fair:	**Very Good:**
	MP 2.81 - 3.18	MP 12.41 - 13.5
	MP 14.28 - 17.88	MP 17.88 - 19.96
Bridges and bridge ratings (0-100)	MP 2.8: 0 MP 3.28: 80 MP 4.22: 81.6 MP 4.97: 85 MP 5.13: 85	MP 10.55: 85 MP 14.31: 62.3 MP 19.43: 72.1 MP 19.54: 63.3
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 15.7 miles • Sidewalk substandard: 12.2 miles • Sidewalk meets standard: 8 miles • Bicycle gaps: 7.3 miles • Bicycle substandard: 14.4 miles • Bicycle meets standard: 8.3 mile • Number of crossings: 48	
Transit frequency	TriMet Line 57: 86% on time	

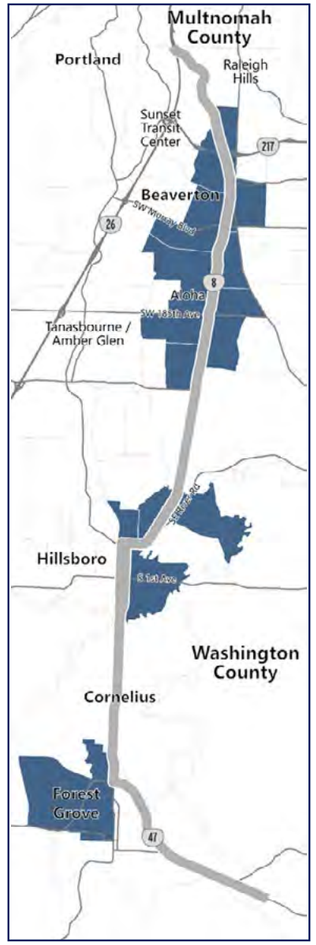
Corridor information table continues on next page.

PEOPLE OF COLOR

Above regional rates for people of color

At or below regional rates

LOW INCOME



Above regional rates for low income

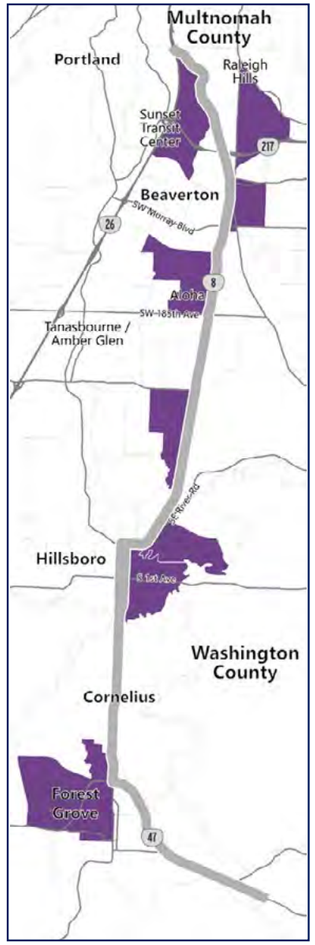
At or below regional rates

NO VEHICLE HOUSEHOLDS

Above regional rates for no vehicle households

At or below regional rates

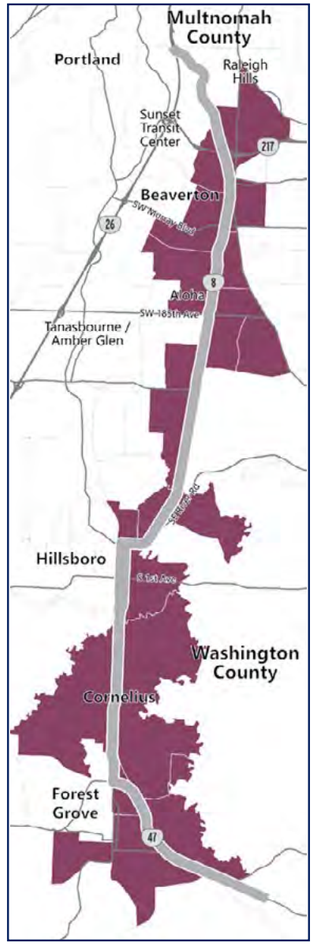
PEOPLE WITH DISABILITIES



Above regional rates for people with disabilities

At or below regional rates

UNEMPLOYMENT



Above regional rates for unemployment

At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as being above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is above the regional rate as determined by the U.S. Bureau of Labor Statistics. See Atlas Index for regional rates.

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

Attachment A

TUALATIN VALLEY HIGHWAY (OR 8 / OR 47) 3

CORRIDOR INFORMATION

Capital projects

ODOT STIP 2018-2021

- OR8 at River Rd & OR222 at Lake Rd (20451)
- Region 1 bike ped crossings (20479)
- OR211/OR224/OR26/OR8 curb ramps (21488)
- OR8 SW Adams Ave - SE 10th Ave and SE baseline St - SE Maple St (18004)
- OR8 SW Hocken Ave - SW Short St (18758)
- OR8 at OR219 and SE 44th - SE 45th Ave, Hillsboro (18791)
- OR8 SW 192nd Ave, Aloha - SW 160th Ave, Beaverton (18839)
- OR8 corridor safety & access to transit II (20328)

ODOT STIP 2021-2024

- Region 1 bike ped crossings (20479)
- OR8 SW Hocken Ave - SW Short St (18758)
- OR8 SW Watson Ave - SW 110th Ave, Beaverton (18794)
- OR8 corridor safety & access to transit II (20328)
- OR8 at River Rd (20451)
- OR8 at 174th Ave, Armco Ave, Main St and A&B Row (21608)
- Washington County safety, bike and pedestrian improvements (21615)
- OR8 SE Brookwood Ave - OR217 (21617)

City CIPs

- Beaverton - 209th Avenue (Alexander to Kinnaman)
- Beaverton - 192nd Avenue (FY 2020-22 Pedestrian Improvement)
- Beaverton - Century Boulevard/TV Highway Intersection
- Beaverton - Hocken Ave (RR - TV Hwy) Widening (3408)
- Beaverton - Canyon Rd (Hocken Ave-Short St) Improvements, MTIP (3519A)
- Forest Grove - TV Hwy & Quince (ST.012)
- Hillsboro - Cornelius Pass Road

BEAVERTON-HILLSDALE / FARMINGTON HIGHWAY (OR 10)

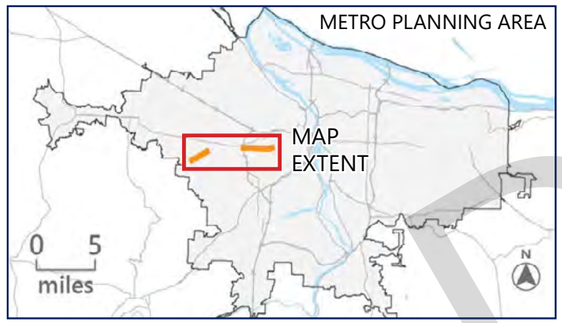
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: District Highway Metro: Major Arterial, 2040 Corridor Local: Arterial (Washington County, Beaverton)
Highway length	4.5 miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 52, 54 (FS), 55, 56 (FS), 61, 88 and 92
Freight routes	SW 198th Ave to SW Division St (Metro)
Crash history (2013-2018)	1 pedestrian-involved, 19 cyclist-involved, 998 vehicle
Number of lanes	2-4
Speed limit	30-40 mph
Population	36,379 people

2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.

Employment	19,882 jobs

2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.



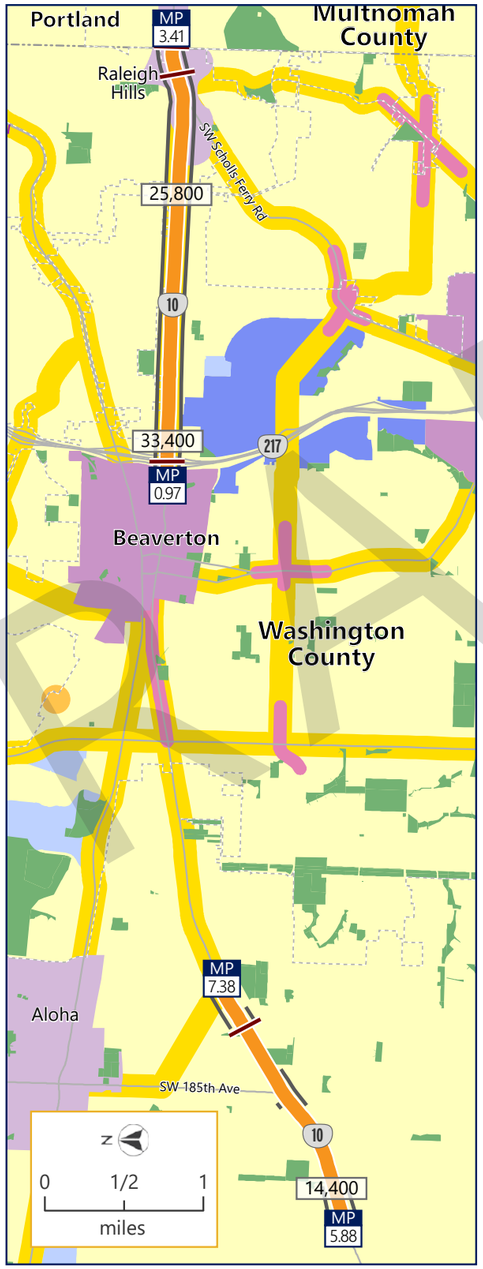
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini

Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

PHOTOS

BEAVERTON-HILLSDALE / FARMINGTON HIGHWAY (OR 10) 5

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 95 ODOT SPIS sites	
Pavement condition	**Poor:** MP 0.97 - 3.41 **Fair:** MP 5.88 - 7.38	**Very Good:** MP 1.42 - 6.73
Bridges and bridge rating (0-100)	MP 3.28: 85 MP 3.31: 85 MP 7.14: 97.1	
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 1.3 miles • Sidewalk substandard: 2.8 miles • Sidewalk meets standard: 1.6 miles • Bicycle gaps: 3.8 miles • Bicycle substandard: 0.7 miles • Bicycle meets standard: 0 miles • Number of crossings: 2	
Transit frequency	No current frequent service lines. Planned: TriMet Lines 52, 54, and 88	
Capital projects	**City CIPs** ▪ Beaverton - Rosa Road (FY 2018-2020 URMD Pedestrian Safety) ▪ Beaverton - 179th Avenue (FY 2018-2020 URMD Pedestrian Project) ▪ SW Portland - SW Capitol Highway - Huber to Kerr Parkway Complete Streets Project ▪ SW Portland - SW Capitol Highway: Multnomah to Texas	

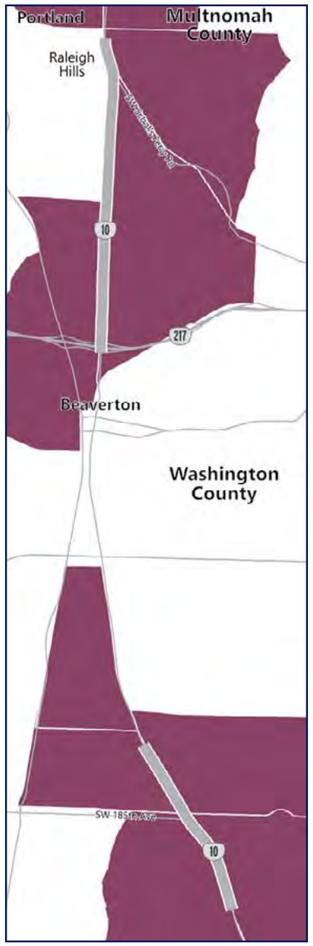
PEOPLE OF COLOR

LOW INCOME

NO VEHICLE HOUSEHOLDS

PEOPLE WITH DISABILITIES

UNEMPLOYMENT



Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N
0 ½ 1
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

MOUNT HOOD HIGHWAY (US 26)

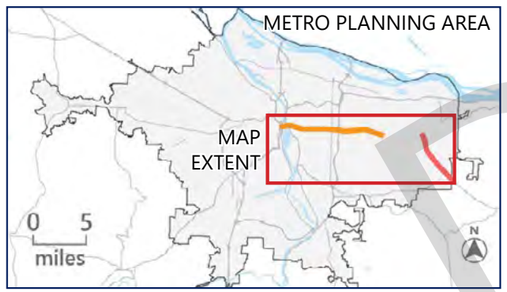
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: Statewide Highway, District Highway, Seismic Lifeline Route, Safety Corridor, Expressway Metro: Throughway, Major Arterial, 2040 Corridor Local: Interstate/Expressway (Multnomah County), Arterial (Multnomah County and Gresham), Principal Arterial (Clackamas County), Major City Traffic Street (Portland)
Highway length	21.4 miles
Bike network	Bike lanes; wide shoulders (partial)
Transit	TriMet routes 9 (FS), 19, 36, 66, 74 (FS) and 99
Freight routes	Entire corridor (Metro, ODOT), Reduction Review Route (ODOT)
Crash history (2013-2018)	69 pedestrian-involved, 42 cyclist-involved, 3,394 vehicle
Number of lanes	2-4
Speed limit	35-45 mph
Population	74,559 people

2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.

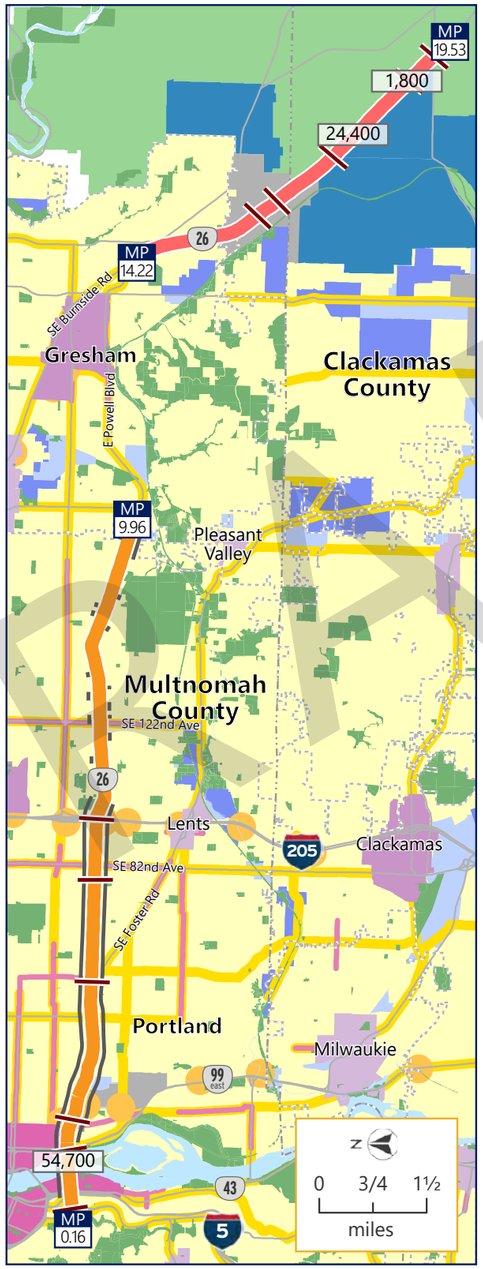
Employment	157,490 jobs

2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.

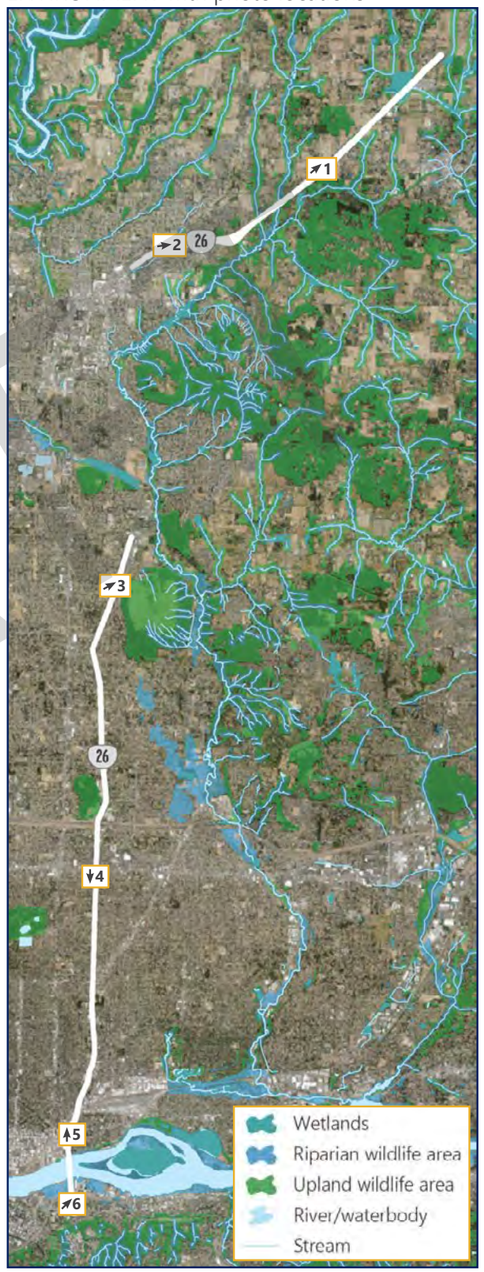


County boundary
City boundary
Arterials
Annual average daily traffic volumes
Sidewalks
Bridge
Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

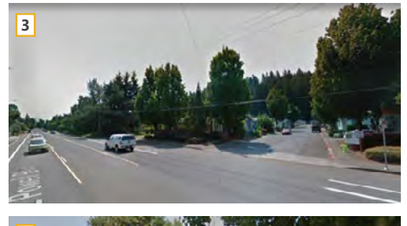
REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



PHOTOS



Source: Metro RLIS database and ODOT TransGIS.

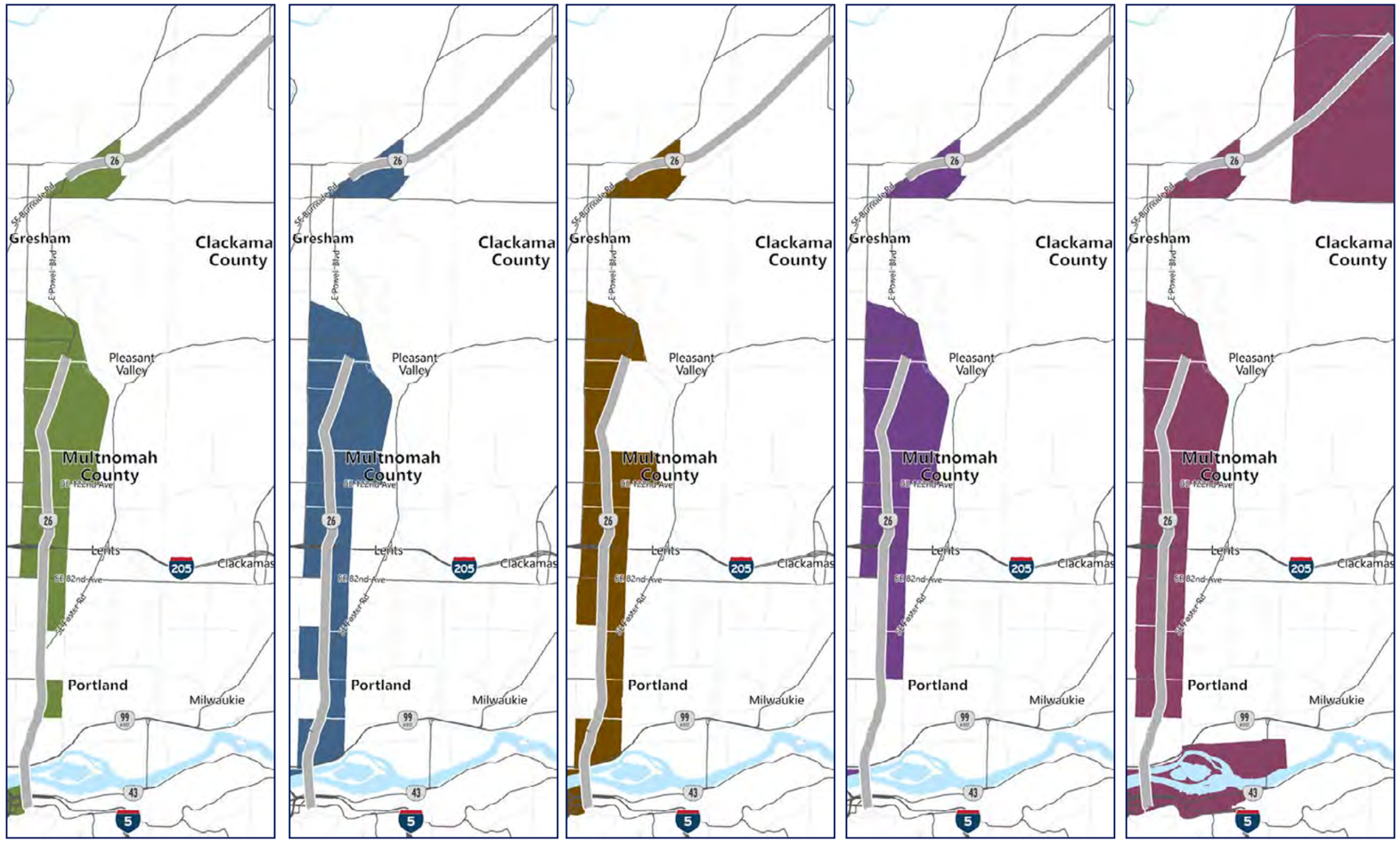
MOUNT HOOD HIGHWAY (US 26) 7

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 496 ODOT SPIS sites	
Pavement condition	**Poor:** MP -0.1 - 0.3 MP 0 - 0.76 MP 1.24 - 1.67 **Fair:** MP 1.24 - 1.67 MP 1.02 - 3.46	**Good:** MP 0 - 0.31 MP 0.3 - 1.02 MP 3.46 - 5.87 MP 5.97 - 9.96 MP 14.22 - 19.96
Bridges and bridge rating (0-100)	MP 0.1: 26.9 MP 0.13: 68.8 MP 0.99: 76.4 MP 1.01: 56.6	MP 16.19: 82.9 MP 16.53: 82.9 MP 19.05: 77.5
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 10.4 miles • Sidewalk substandard: 4.3 miles • Sidewalk meets standard: 6.4 miles • Bicycle gaps: 6.5 miles • Bicycle substandard: 10.6 miles • Bicycle meets standard: 0 miles • Number of crossings: 57	
Transit frequency	TriMet Line 9: 88% on time	

Corridor information table continues on next page.

PEOPLE OF COLOR | LOW INCOME | NO VEHICLE HOUSEHOLDS | PEOPLE WITH DISABILITIES | UNEMPLOYMENT



Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disabilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N

0 ¾ 1½
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

MOUNT HOOD HIGHWAY (US 26) 8

CORRIDOR INFORMATION

Capital projects

ODOT STIP 2018 – 2021

- US26: Ten Eyck Rd/Wolf Fr – Vista Loop, Sandy (18823)
- US26: Weber – E Cherryville (20210)
- US26 (Powel Blvd): SE 122nd Ave – SE 136th Ave (19690)
- US26 (Powell Blvd): SE 99th Ave – East City Limits (21178)
- US26/OR213 Curb Ramps (21255)
- US26: Little Humbug Creek Bridge (21224)
- US26: Meadow Lakes Dr – Combs Flat Rd, Prineville (20268)

ODOT STIP 2021 – 2024

- US26 (Powell Blvd): SE 99th Ave – East City Limits (21178)
- US26/OR213 Curb Ramps (21255)
- US26: SE 8th Ave – SE 87th Ave (21614)
- US26: Meadow Lakes Dr – Combs Flat Rd, Prineville (20268)

City CIPs

- Boring - SE 282nd Avenue: SE Orient Drive to County Line
- Gresham - SE 267th Avenue: City of Gresham Boundary to End of Road
- Gresham - SE Anderson State Road: SE 267th Avenue (S) to SE 267th Avenue (N)
- Gresham - Jenne Rd to 174th Ave Overlay: 190 ft. south of SE Naegeli Drive to SE Circle Avenue
- Gresham - Palmquist/Hwy 26 (527700)
- SE Portland - East Portland Active Transportation to Transit Project

Attachment A

NORTHEAST PORTLAND HIGHWAY (US 30B) 9

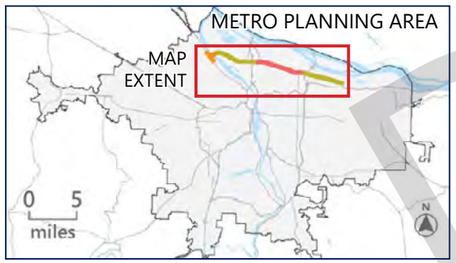
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial, Urban Minor Arterial (NHS) State: Statewide Highway, District Highway Metro: Throughway, Major Arterial, Minor Arterial, 2040 Corridor Local: Arterial (Gresham), District Collector Street (Portland), Major City Traffic Street (Portland), Regional Trafficway (Portland)
Highway length	16.3 miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 4 (FS), 16, 21, 72 (FS), 75 (FS)
Freight routes	NW St Helens Rd to N Ivanhoe St and NE MLK Jr Blvd to NE 165th Ave (Metro); NW St Helens Rd to I-5 (ODOT), Reduction Review Route (ODOT)
Crash history (2013-2018)	54 pedestrian-involved, 46 cyclist-involved, 2,185 vehicle
Number of lanes	2-6
Speed limit	25-40 mph
Population	51,295 people

2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.

Employment	31,380 jobs

2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.



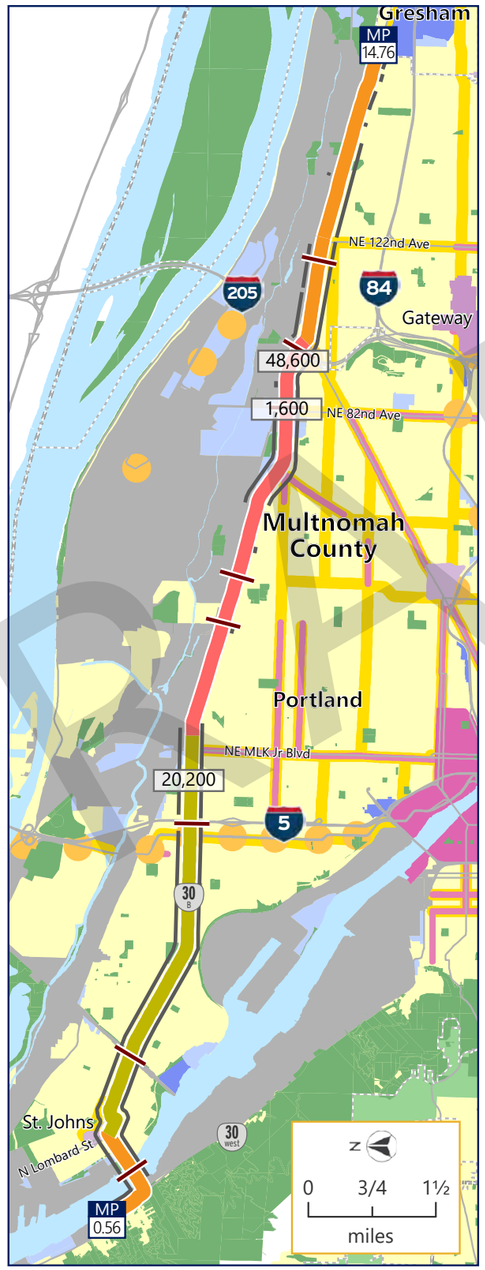
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated

Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

PHOTOS

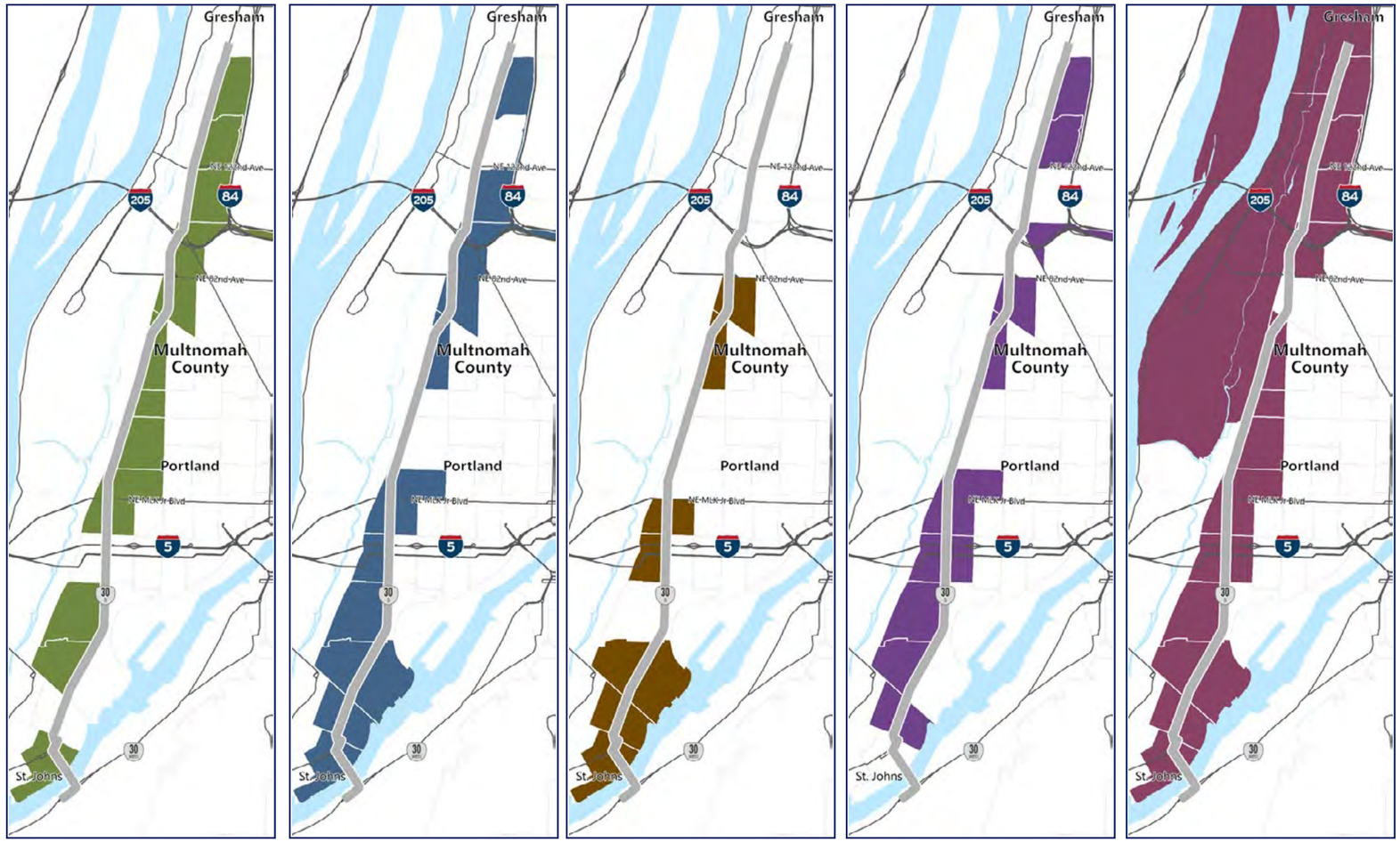
NORTHEAST PORTLAND HIGHWAY (US 30B)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 226 ODOT SPIS sites	
Pavement condition	**Poor:** MP 0 - 0.42 MP 0 - 0.57 MP 1.25 - 1.31 MP 1.31 - 1.73 MP 1.73 - 3.66 MP 3.66 - 5.38 MP 6.15 - 9.2 **Fair:** MP 11.25 - 12.43 MP 13.54 - 14.76	**Good:** MP 0.57 - 1.25 MP 5.38 - 6.15 MP 9.2 - 10.88 MP 10.88 - 11.25 **Very Good:** MP 12.43 - 13.54
Bridges and Bridge Rating (0-100)	MP 0.27: 57.5 MP 0.91: 65 MP 2.4: 48.4 MP 5.33: 71.2	MP 10.41: 80.9 MP 11.12: 87.8 MP 12.43: 78.5
Pedestrian and bicycle network completion	▪ Listed as a Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 5.5 miles • Sidewalk substandard: 3.3 miles • Sidewalk meets standard: 1.6 miles • Bicycle gaps: 7.4 miles • Bicycle substandard: 4.5 miles • Bicycle meets standard: 6.7 miles • Number of crossings: 9	
Transit frequency	TriMet Lines: ▪ 4: 89% on time ▪ 57: 86% on time ▪ 72: 87% on time	

Corridor information table continues on next page.

PEOPLE OF COLOR | LOW INCOME | NO VEHICLE HOUSEHOLDS | PEOPLE WITH DISABILITIES | UNEMPLOYMENT



Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disabilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N

0 ¾ 1½
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

Attachment A

NORTHEAST PORTLAND HIGHWAY (US 30B) 11

CORRIDOR INFORMATION

Capital projects

ODOT STIP 2018 - 2021

- Portland Metropolitan: Bridge screening and rail retrofit (19918)
- I-405 Fremont bridge to US26 WB connection bridge, Portland (19533)
- US30BY (Lombard) N Fiske Ave - N Boston Ave (20413)
- US30BY (Lombard) at Fenwick (20415)
- US30 Troutdale (Sandy River) Bridge (20703)
- US30 at Bridge Ave ramps (20522)

ODOT STIP 2021 - 2024

- US30 Sandy River - OR35 (21613)
- US30 NW Saltzman Rd - NW Bridge Ave (20208)
- US30 at Bridge Ave ramps (20522)
- OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave (21616)
- US30 Bridge over private driveway, Portland (21704)
- US30 Bridal Veil Falls Bridge (21706)
- US30B St Johns (Willamette River) Bridge (21707)
- US30 Troutdale (Sandy River) Bridge (21710)
- US30 Watson Rd - NW Hoge Ave (21779)

City CIPs

- N Portland - N Denver: Lombard to Watts
- N Portland - St. Johns Truck Strategy - Phase II

HISTORIC COLUMBIA HIGHWAY (US 30E)

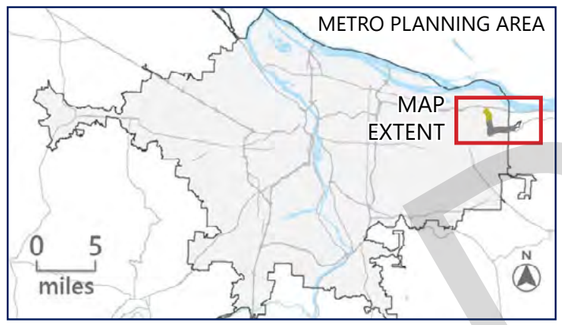
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Collector State: District Highway Metro: Minor Arterial, Arterial Outside of UGB Local: Arterial (Troutdale, Multnomah County), Collector (Troutdale, Multnomah County)
Highway length	4.2 miles
Bike network	None
Transit	None
Freight routes	None
Crash history (2013-2018)	0 pedestrian-involved, 1 cyclist-involved, 52 vehicle
Number of lanes	2
Speed limit	35 mph
Population	6,588 people

2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.

Employment	1,660 jobs

2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.



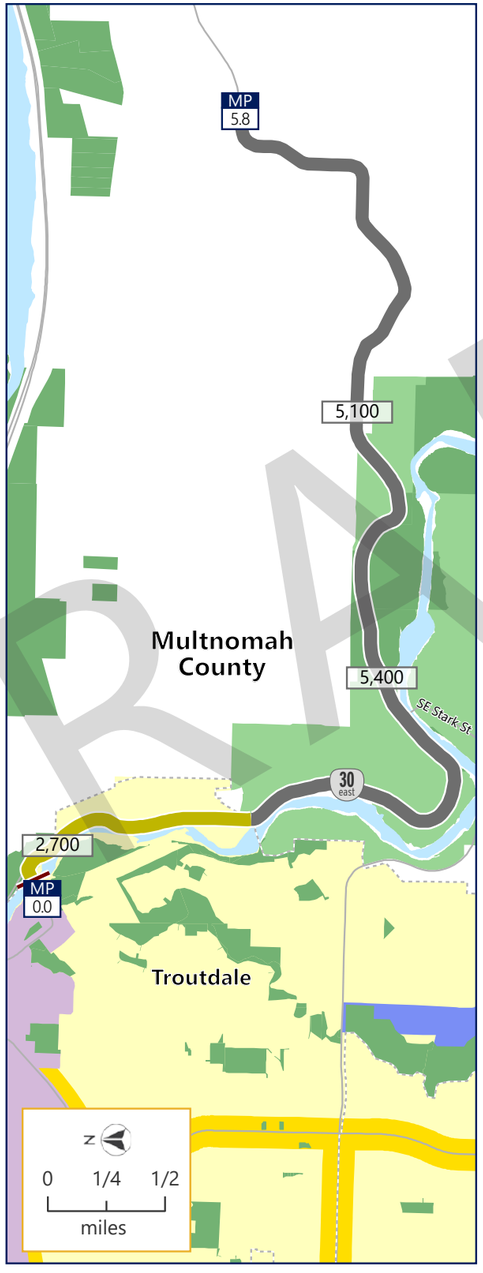
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated

Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

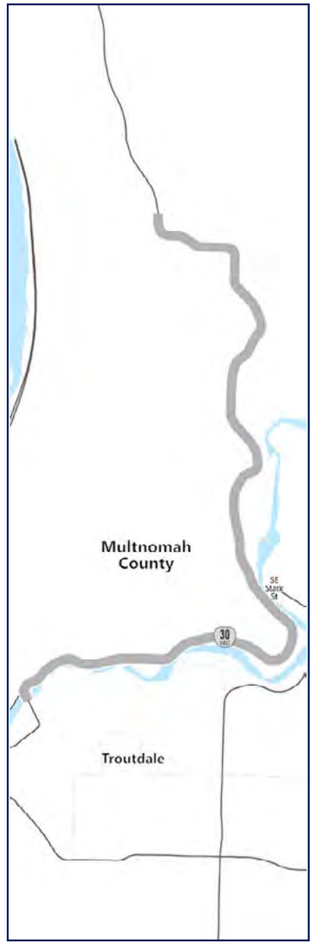
PHOTOS

HISTORIC COLUMBIA HIGHWAY (US 30E)

CORRIDOR INFORMATION

Crash data	9 ODOT SPIS sites	
Pavement condition	**Fair:** MP 0.07 - 3.95 MP 3.95 - 8.76	**Good:** MP 0 - 0.07
Bridges and bridge rating (0-100)	MP 0.03: 48	
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor for part of the corridor (>50%) ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 5.6 miles • Sidewalk substandard: 0 miles • Sidewalk meets standard: 0 miles • Bicycle gaps: 5.6 miles • Bicycle substandard: 2.3 miles • Bicycle meets standard: 0 miles • Number of crossings: 0	
Transit frequency	No existing frequent service lines.	
Capital projects	**ODOT STIP 2018 - 2021** ▪ US30 Kittridge - St. johns (20208) ▪ US30 Troutdale (Sandy River) Bridge (20703) **ODOT STIP 2021 - 2024** ▪ US30 Sandy River - OR35 (21613) ▪ US30 NW Saltzman Rd - NW Bridge Ave (20208) ▪ US30 Troutdale (Sandy River) Bridge (21710) ▪ US30 Watson Rd - NW Hoge Ave (21779) **City CIP** ▪ Portland - Sandy Blvd: 13th-47th, NE ▪ Troutdale - Stark Street Bridge ▪ Troutdale - SE Stark Street: SE 35th Street to Stark Street Bridge/E Historic Columbia River Highway	

PEOPLE OF COLOR



Above regional rates for People of Color

At or below regional rates

LOW INCOME

Above regional rates for Low Income

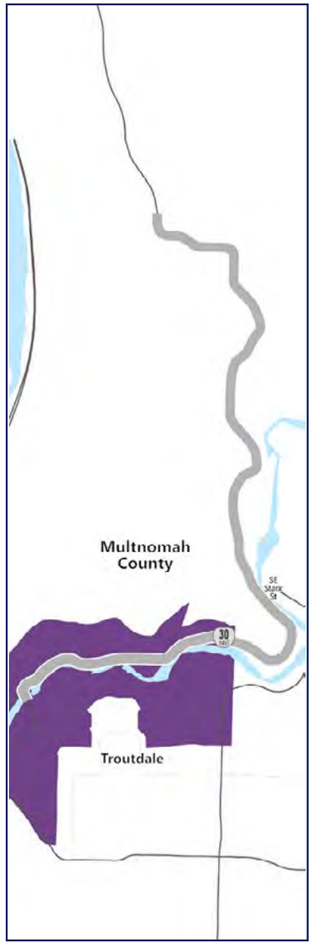
At or below regional rates

NO VEHICLE HOUSEHOLDS

Above regional rates for No Vehicle Households

At or below regional rates

PEOPLE WITH DISABILITIES



Above regional rates for People with Disabilities

At or below regional rates

UNEMPLOYMENT

Above regional rates for Unemployment

At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N

0 ¼ ½

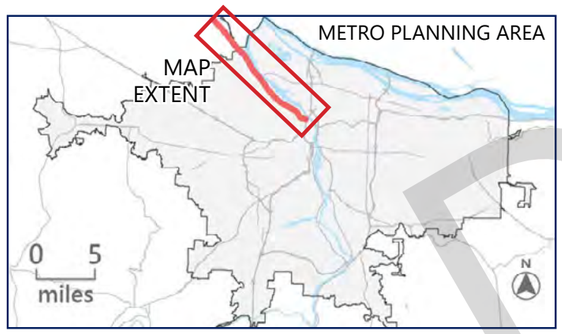
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

LOWER COLUMBIA RIVER HIGHWAY (US 30W)

CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: Statewide Highway, Seismic Lifeline Route Metro: Throughway Local: Arterial (Multnomah County), Interstate/ Expressway (Multnomah County), Major City Traffic Street/Regional Trafficway (Portland)
Highway length	11.9 miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 15 and 16
Freight routes	Entire corridor (Metro, ODOT), Reduction Review Route (ODOT)
Crash history (2013-2018)	5 pedestrian-involved, 8 cyclist-involved, 402 vehicle
Number of lanes	4-6
Speed limit	35-55 mph
Population	35,077 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	158,828 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated

Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

REGIONAL LAND USE AND TRANSPORTATION

ENVIRONMENT with photo locations

PHOTOS

Source: Metro RLIS database and ODOT TransGIS.

LOWER COLUMBIA RIVER HIGHWAY (US 30W)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor for part of the corridor (<50%) 35 ODOT SPIS sites	
Pavement condition	**Poor:** MP 4.52 - 6.5 **Good:** MP 0.87 - 1.45 MP 1.45 - 1.87 MP 1.96 - 4.13	**Very Good:** MP 6.5 - 9.65 MP 9.65 - 13.12 MP 13.12 - 17.9
Bridges and bridge rating (0-100)	MP 1.24: 95.4 MP 1.26: 92.4 MP 1.69: 77.4	MP 3.24: 87.9 MP 5.21: 70.8
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 6.2 miles • Sidewalk substandard: 6.1 miles • Sidewalk meets standard: 7.5 miles • Bicycle gaps: 3.5 miles • Bicycle substandard: 2.4 miles • Bicycle meets standard: 6.6 miles • Number of crossings: 14	
Transit frequency	No existing frequent service lines. Planned: TriMet Line 16	
Capital projects	**ODOT STIP 2018 - 2021** ▪ US30 Kittridge - St. johns (20208) **ODOT STIP 2021 - 2024** ▪ US30 Sandy River - OR35 (21613) ▪ Multnomah Falls Viaducts Repair Project (17479) ▪ US30 NW Saltzman Rd - NW Bridge Ave (20208) ▪ US30 Bridal Veil Falls Bridge (21706) ▪ US30 Watson Rd - NW Hoge Ave (21779) **City CIPs** ▪ NW Portland - NW Cornelius Pass Road: Highway 30 - Skyline Boulevard ▪ NW Portland - NW Cornelius Pass Road: Skyline Boulevard to County Line	

PEOPLE OF COLOR | LOW INCOME | NO VEHICLE HOUSEHOLDS | PEOPLE WITH DISABILITIES | UNEMPLOYMENT

Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

0 ½ 1
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

OSWEGO HIGHWAY (OR 43)

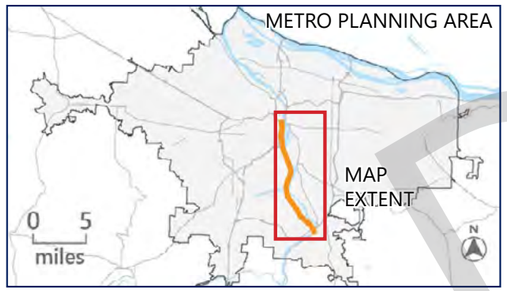
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial (NHS), Urban Minor Arterial State: Statewide Highway, District Highway, Seismic Lifeline Route Metro: Major Arterial, 2040 Corridor Local: Major City Traffic Street (Portland); Principal Arterial (Clackamas County), Major Arterial (Clackamas County, West Linn, Oregon City, Lake Oswego)
Highway length	14.9 miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 35, 36, 99
Freight routes	None
Crash history (2013-2018)	17 pedestrian-involved, 9 cyclist-involved, 1,000 vehicle
Number of lanes	2-5
Speed limit	25-45 mph
Population	60,086 people

2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.

Employment	158,151 jobs

2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.



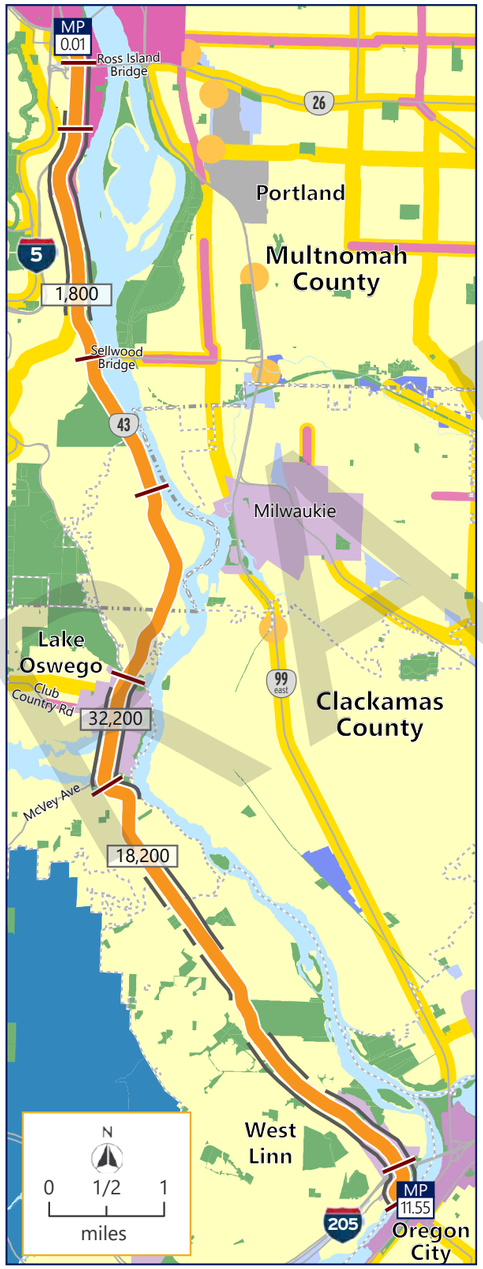
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini

Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

PHOTOS

OSWEGO HIGHWAY (OR 43)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor for part of the corridor (<50%) 42 ODOT SPIS sites	
Pavement condition	**Poor:** MP 0 - 0.76 MP 0 - 0.24 MP 0.24 - 0.64 MP 0.64 - 2.53 MP 7.6 - 11.29	**Fair:** MP 5.79 - 6.13 MP 6.13 - 7.6 MP 11.29 - 11.39 **Good:** MP 2.53 - 5.79 MP 11.39 - 11.55
Bridges and bridge rating (0-100)	MP 0.09: 58.2 MP 0.16: 89.6 MP 2.69: 84.5 MP 2.69: 81.7 MP 4: 73.7	MP 5.79: 0 MP 6.76: 56.4 MP 6.82: 80 MP 11.43: 45.2
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 7 miles • Sidewalk substandard: 5.9 miles • Sidewalk meets standard: 2.1 miles • Bicycle gaps: 6.9 miles • Bicycle substandard: 6.5 miles • Bicycle meets standard: 1.5 miles • Number of crossings: 19	
Transit frequency	No existing frequent service lines. Planned: TriMet Line 35	
Capital projects	**ODOT STIP 2018 - 2021** ▪ Portland Metropolitan: Bridge screening and rail retrofit (19918) ▪ OR43 Arbor Dr - hidden springs Rd (20329) **ODOT STIP 2021 - 2024** ▪ OR43 Arbor Dr - Hidden Springs (20329) **City CIPs** ▪ Portland - Dunthorpe Urban Pockets Active Transportation Projects	

PEOPLE OF COLOR

Above regional rates for People of Color

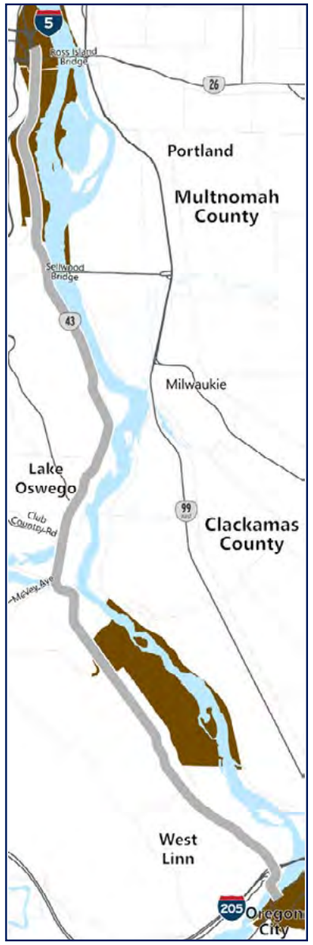
At or below regional rates

LOW INCOME

Above regional rates for Low Income

At or below regional rates

NO VEHICLE HOUSEHOLDS



Above regional rates for No Vehicle Households

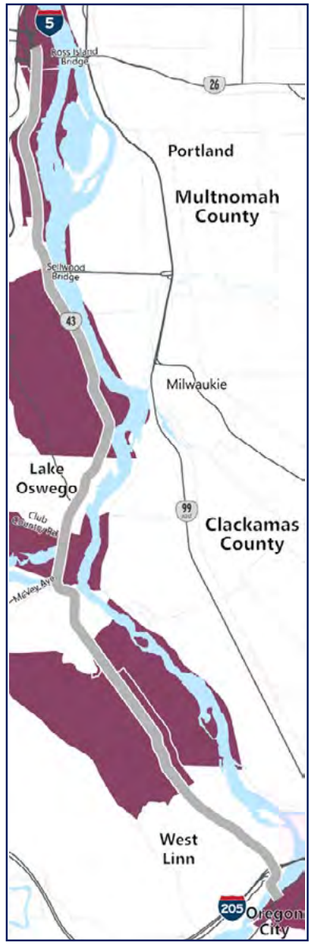
At or below regional rates

PEOPLE WITH DISABILITIES

Above regional rates for People with Disasbilities

At or below regional rates

UNEMPLOYMENT



Above regional rates for Unemployment

At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N

0 ½ 1

miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

NEHALEM HIGHWAY (OR 47)

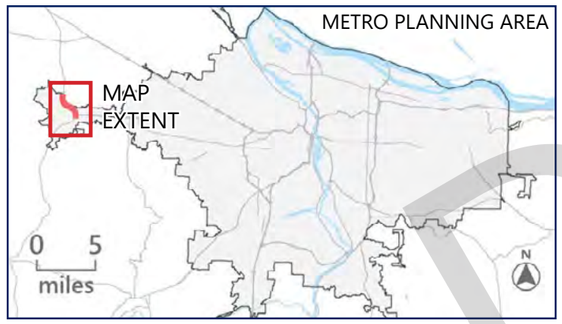
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: Statewide Highway, District Highway Metro: Throughway Local: Principal Arterial (Forest Grove, Washington County)
Highway length	2.2 miles
Bike network	Bike lanes
Transit	None
Freight routes	Entire corridor (Metro), Reduction Review Route (ODOT)
Crash history (2013-2018)	1 pedestrian-involved, 0 cyclist-involved, 106 vehicle
Number of lanes	2
Speed limit	25-50 mph
Population	11,951 people

2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.

Employment	5,570 jobs

2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.

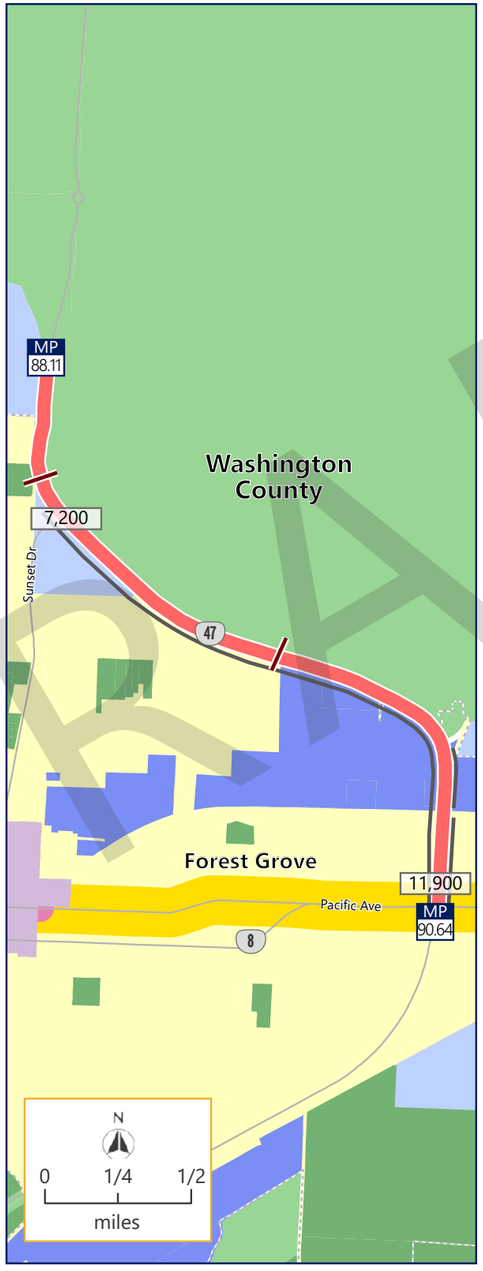


County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini

Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

PHOTOS

Source: Metro RLIS database and ODOT TransGIS.

NEHALEM HIGHWAY (OR 47)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 0 ODOT SPIS sites	
Pavement condition	**Poor:** MP 88.8 - 90.4 **Fair:** MP 90.4 - 90.64	**Very Good:** MP 87.85 - 88.8
Bridges	MP 88.51 - 90.1/100 MP 88.84 - 70/100 MP 89.69 - 99.6/100	
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 1.6 miles • Sidewalk substandard: 1 mile • Sidewalk meets standard: 0.7 miles • Bicycle gaps: 0 miles • Bicycle substandard: 6.5 miles • Bicycle meets standard: 0.3 miles • Number of crossings: 2	
Transit frequency	No existing or planned frequent service lines.	
Capital projects	**City CIP** ▪ Forest Grove - TV Hwy & Quince (ST.012)	

PEOPLE OF COLOR

Above regional rates for People of Color

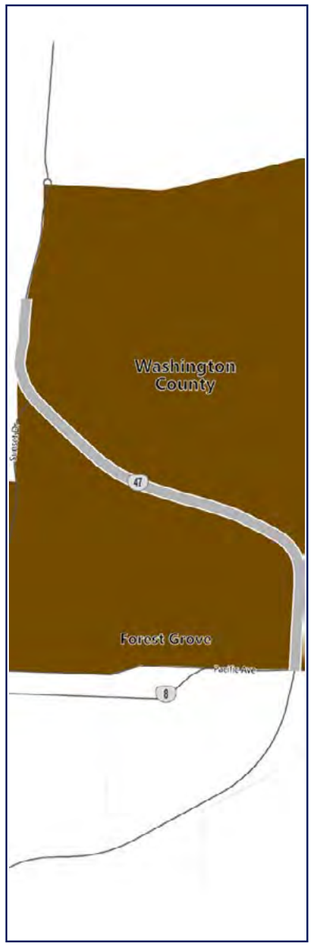
At or below regional rates

LOW INCOME

Above regional rates for Low Income

At or below regional rates

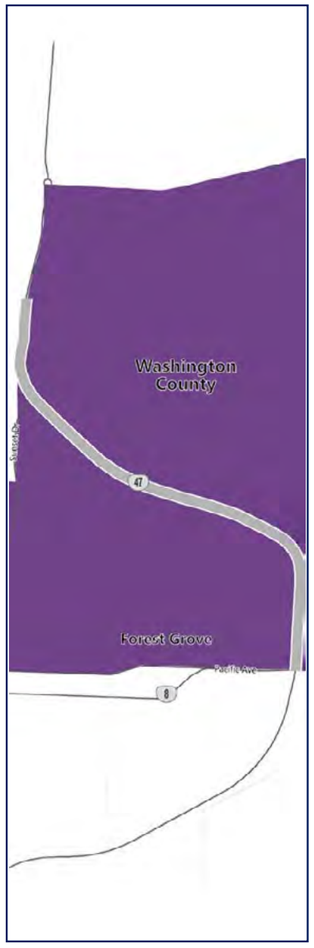
NO VEHICLE HOUSEHOLDS



Above regional rates for No Vehicle Households

At or below regional rates

PEOPLE WITH DISABILITIES



Above regional rates for People with Disabilities

At or below regional rates

UNEMPLOYMENT

Above regional rates for Unemployment

At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N

0 ¼ ½

miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

PACIFIC HIGHWAY EAST (OR 99E)

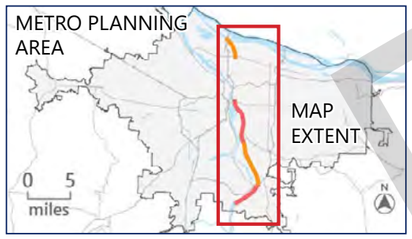
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial (NHS), Urban Minor Arterial State: Statewide Highway, Regional Highway, District Highway, Seismic Lifeline Route Metro: Throughway, Major Arterial, 2040 Corridor Local: Major City Traffic Street/Regional Trafficway (Portland), Principal Arterial (Clackamas County), District Hwy (Gladstone), Regional Route (Milwaukie), Arterial (Milwaukie, Multnomah County), Major Arterial (Clackamas County, Oregon City)
Highway length	26.7 miles
Bike network	Bike lanes; buffered bike lanes (partial)
Transit	TriMet routes 6 (FS), 11, 29, 30, 31, 32, 33 (FS), 34, 35, 79, 99, 154 and 291 Orange Night Bus
Freight routes	Entire corridor (Metro); SE Powell Blvd to OR 224 (ODOT), Reduction Review Route (ODOT)
Crash history (2013-2018)	61 pedestrian-involved, 39 cyclist-involved, 2,354 vehicle
Number of lanes	2-6
Speed limit	40-55 mph
Population	88,386 people

2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.

Employment 177,516 jobs

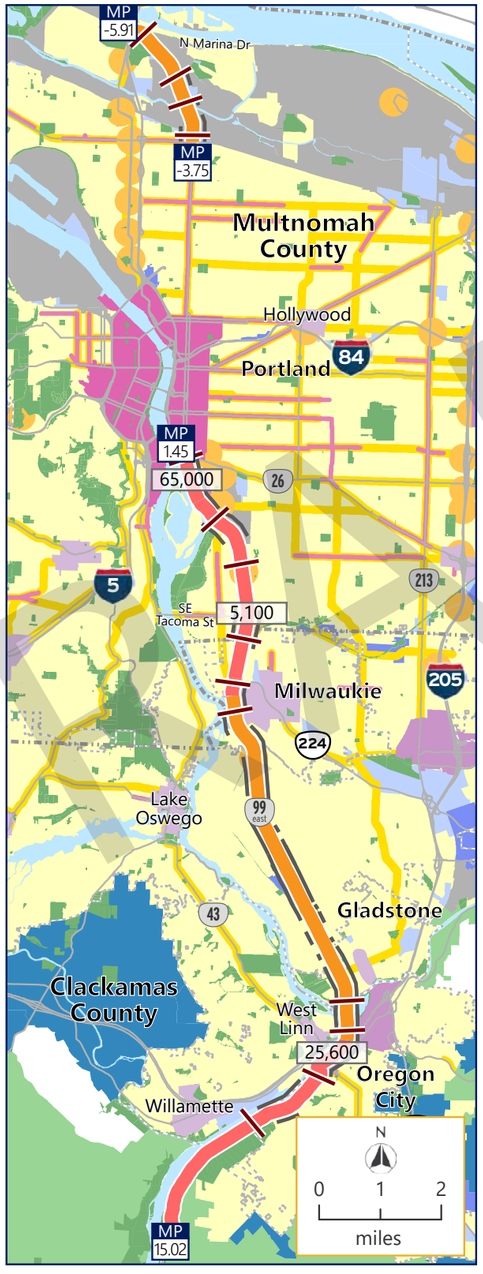
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.



County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

PHOTOS

PACIFIC HIGHWAY EAST (OR 99E)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 227 ODOT SPIS sites	
Pavement condition	Poor: MP -5.65 - -4.01 MP -4.01 - -3.75 **Fair:** MP -0.01 - 0.09 MP 0.11 - 0.5 MP 5.72 - 9.22 MP 11.73 - 13	**Good:** MP -6.09 - -5.65 MP 1.45 - 3.17 MP 5.46 - 5.72 MP 9.22 - 11.73 MP 13 - 15.01 MP 15.01 - 18.25 **Very Good:** MP 3.17 - 4.24
Bridges and bridge rating (0-100)	MP:5.95: 97.5 MP:5.75: 79.4 MP:4.86: 91.1 MP:4.46: 91.2 MP:4.41: 47.5 MP:3.86: 57.6 MP 3.51: 32.1 MP 4.43: 80.8	MP 4.5: 97.5 MP 5.97: 82.8 MP 11.2: 38.4 MP 11.38: 85.7 MP 12.22: 37.4 MP 12.29: 49.4 MP 13.86: 66
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 10.7 miles • Sidewalk substandard: 4.3 miles • Sidewalk meets standard: 8.5 miles • Bicycle gaps: 9.3 miles • Bicycle substandard: 11.1 miles • Bicycle meets standard: 5.6 miles • Number of crossings: 25	
Transit frequency	TriMet Line 33: 90% on time	

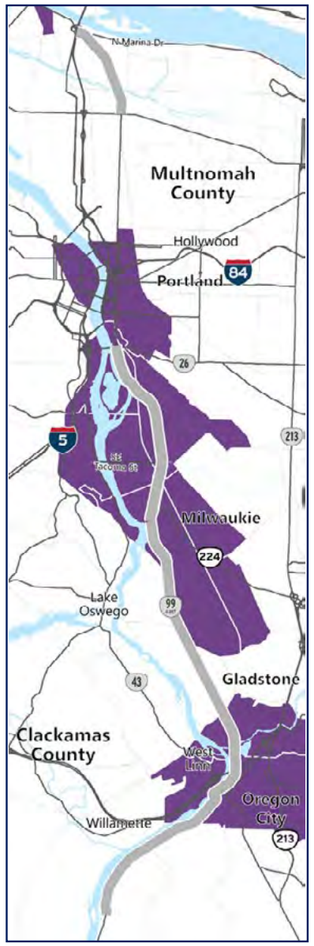
Corridor information table continues on next page.

PEOPLE OF COLOR

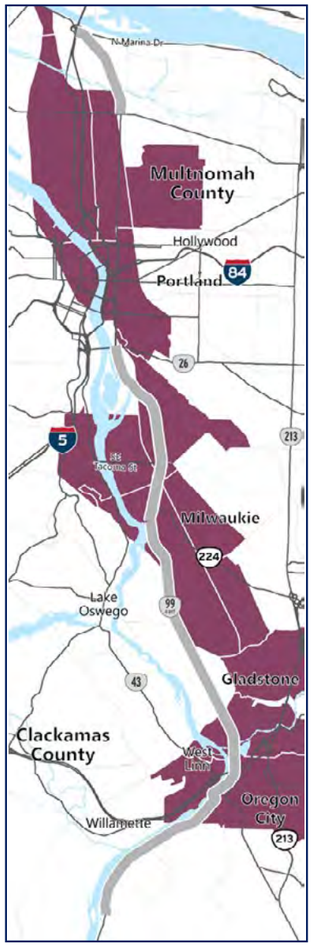
LOW INCOME

NO VEHICLE HOUSEHOLDS

PEOPLE WITH DISABILITIES



UNEMPLOYMENT



Above regional rates for People of Color

At or below regional rates

Above regional rates for Low Income

At or below regional rates

Above regional rates for No Vehicle Households

At or below regional rates

Above regional rates for People with Disasbilities

At or below regional rates

Above regional rates for Unemployment

At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N

0 1 2

miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

PACIFIC HIGHWAY EAST (OR 99E) 22

CORRIDOR INFORMATION

Capital projects

ODOT STIP 2018 – 2021

- OR99E Railroad tunnel illuminations and ITS (18759)
- East systemic signals and illumination (20339)
- Region 1 bike ped crossings (20479)
- NE Columbia blvd at MLK Jr. blvd (13502)
- OR99E over UPRR at Baldwin Street Bridge (20487)
- Area 4 and 5 signal improvements (20221)
- OR99 Urban upgrade in Cottage Grove (20242)
- OR99 @ Woodson in Cottage Grove (20408)

ODOT STIP 2021 – 2024

- East Systemic Signals and Illumination (20339)
- OR99E Clackamas River (Mcloughlin) Bridge (20472)
- Region 1 bike ped crossings (20479)
- OR99E over UPRR at Baldwin Street Bridge (20487)

City CIPs

- Gladstone - Jennings Ave - Sidewalk and Bike lanes
- Milwaukie - Main St Crossing Improvements
- Milwaukie - Hwy 224 & Hwy 99E Improvements

Attachment A

PACIFIC HIGHWAY WEST (OR 99W)

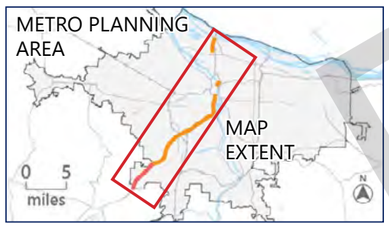
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial, Urban Minor Arterial (NHS) State: Statewide and District Highway, Seismic Lifeline Route Metro: Throughway, Major Arterial, 2040 Corridor Local: Major City Traffic Street (Portland), Regional Trafficway (Portland), Principal Arterial (Sherwood, Tigard, Washington County), Arterial (Washington County), Major Arterial (Tualatin)
Highway length	30.2 miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 1, 4 (FS), 8 (FS), 12 (FS), 38, 39, 43, 44, 45, 54 (FS), 55, 56 (FS), 64, 65, 77, 92, 93, 94, MAX Red Line, Blue Line, Yellow Line and Green Line
Freight routes	Entire corridor (Metro); SW 64th Ave to SW Sunset Blvd (ODOT), Reduction Review Route (ODOT)
Crash history (2013-2018)	52 pedestrian-involved, 49 cyclist-involved, 2,644 vehicle
Number of lanes	4-6
Speed limit	35-55 mph
Population	100,940 people

2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.

Employment	191,558 jobs

2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.

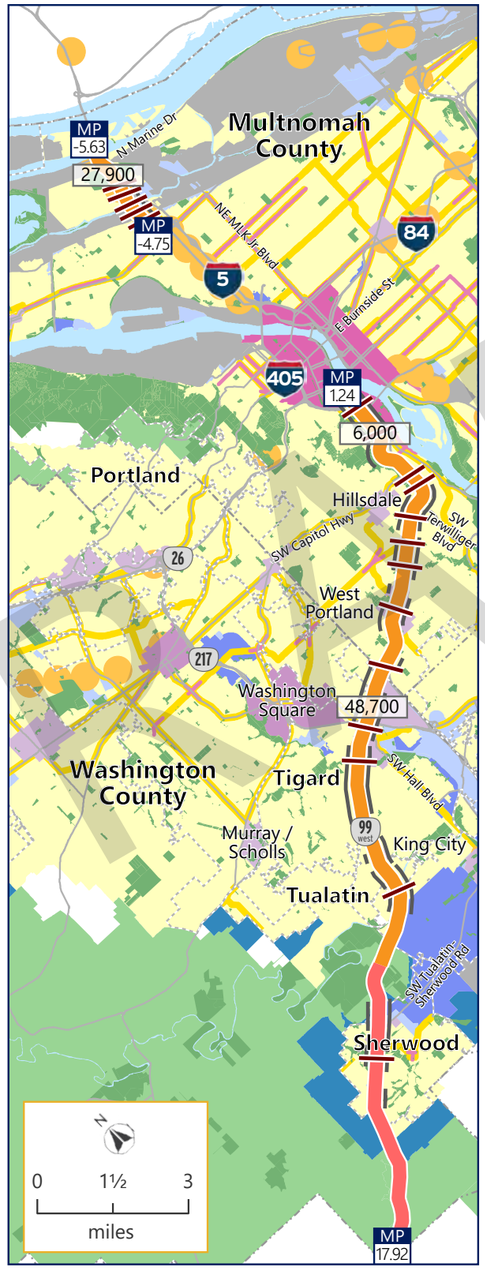


County boundary
City boundary
Arterials
Annual average daily traffic volumes
Sidewalks
Bridge
Milepost termini
Not designated

Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

PHOTOS

Source: Metro RLIS database and ODOT TransGIS.

PACIFIC HIGHWAY WEST (OR 99W)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 159 ODOT SPIS sites	
Pavement condition	**Poor:** MP 1.24 - 1.67 MP 1.67 - 2.33 MP 3.85 - 4.35 MP 7.42 - 8.67 MP 8.67 - 10.3 MP 10.3 - 12.1 **Fair:** MP 2.33 - 3.85 MP 4.35 - 7.42	**Good:** MP 12.1 - 14.67 MP 14.67 - 15.67 MP 16.67 - 19.44 **Very Good:** MP 15.67 - 16.67
Bridges and bridge rating (0-100)	MP -5.5: 72.3 MP -4.84: 47.1 MP -3.18: 51.4 MP -0.44: 96.1 MP 0.00: 0 MP 1.29: 52.8 MP 1.41: 53.6 MP 1.61: 91.5 MP 1.67: 60.1 MP 1.93: 49.4 MP 3.25: 74.7 MP 3.5: 42.1	MP 4.86: 62.3 MP 5.26: 76.4 MP 6.21: 76.7 MP 6.22: 52.6 MP 7.4: 61.8 MP 7.82: 88.1 MP 8.65: 56.6 MP 9.21: 46.6 MP 9.37: 58 MP 12.18: 60.4 MP 12.2: 60.2 MP 15.62: 74.6
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 12.9 miles • Sidewalk substandard: 5 miles • Sidewalk meets standard: 8 miles • Bicycle gaps: 5.2 miles • Bicycle substandard: 18.4 miles • Bicycle meets standard: 1 mile • Number of crossings: 70	
Transit frequency	TriMet lines: ▪ 12: 87% on time ▪ 54: 82% on time ▪ 56: 86% on time	

Corridor information table continues on next page.

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

PEOPLE OF COLOR

LOW INCOME

NO VEHICLE HOUSEHOLDS

PEOPLE WITH DISABILITIES

UNEMPLOYMENT

Above regional rates for People of Color

At or below regional rates

Above regional rates for Low Income

At or below regional rates

Above regional rates for No Vehicle Households

At or below regional rates

Above regional rates for People with Disasbilities

At or below regional rates

Above regional rates for Unemployment

At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

0 1½ 3
miles

Attachment A

PACIFIC HIGHWAY WEST (OR 99W) 25

CORRIDOR INFORMATION

Capital projects

ODOT STIP 2018 – 2021

- SW Barbur Blvd: SW Caruthers St – SW capitol Hwy (18316)
- OR99W SW lane St, Portland – SW Naeve St, Tigard (18838)
- OR99W SB Ramp to I-5 SB (Capital Highway Interchange) (20702)
- OR99W Tualatin River northbound bridge (20471)
- OR99W I-5 – McDonald St (20435)
- OR99W (Barbur Blvd) MP 8.01 to MP 11.50 (20436)
- OR99W Barbur Blvd. northbound connection bridge over I-5 (20465)
- OR99 Urban upgrade in Cottage Grove (20242)
- OR99 @ Woodson in Cottage Grove (20408)

ODOT SPIS 2021 – 2024

- SW Barbur Blvd: SW Caruthers St – SW capitol Hwy (18316)
- OR99W: OR217 – SW Sunset Blvd & US30B: Kerby – 162nd Ave (21616)
- OR99W I-5 – McDonald St (20435)
- OR99W (Barbur Blvd) MP 8.01 to MP 11.50 (20439)
- OR99W Tualatin River northbound bridge (20471)
- OR99W Rock Creek Bridge (21712)

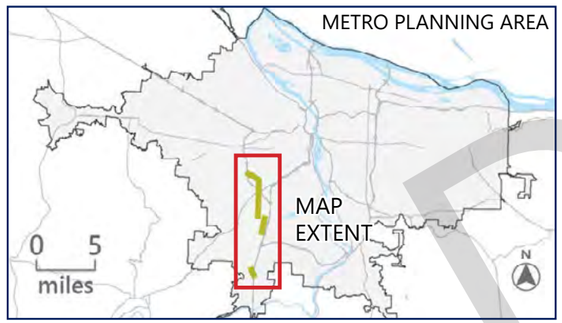
City CIPs

- Sherwood – Tualatin-Sherwood Road (Highway 99W Crossing)
- Sherwood – Elwert Road/Kruger Road Intersection

BEAVERTON-TUALATIN HIGHWAY/SW HALL BLVD (OR 141)

CORRIDOR INFORMATION

Roadway classification	Federal: Urban Minor Arterial State: District Highway Metro: Major Arterial, Minor Arterial, 2040 Corridor Local: Major Arterial (Tualatin, Wilsonville), Arterial (Tigard, Washington County, Beaverton)
Highway length	8.1 miles
Bike network	Bike lanes
Transit	TriMet routes 42, 43, 45, 56, 76, 78 and 96
Freight routes	SW Pacific Hwy to SW Hunziker Rd, SW Bridgeport Rd to SW Barngrover Way, and SW Day Rd to SW Argyle Ave (Metro)
Crash history (2013-2018)	13 pedestrian-involved, 17 cyclist-involved, 819 vehicle
Number of lanes	2-4
Speed limit	30-40 mph
Population	26,171 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	50,649 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



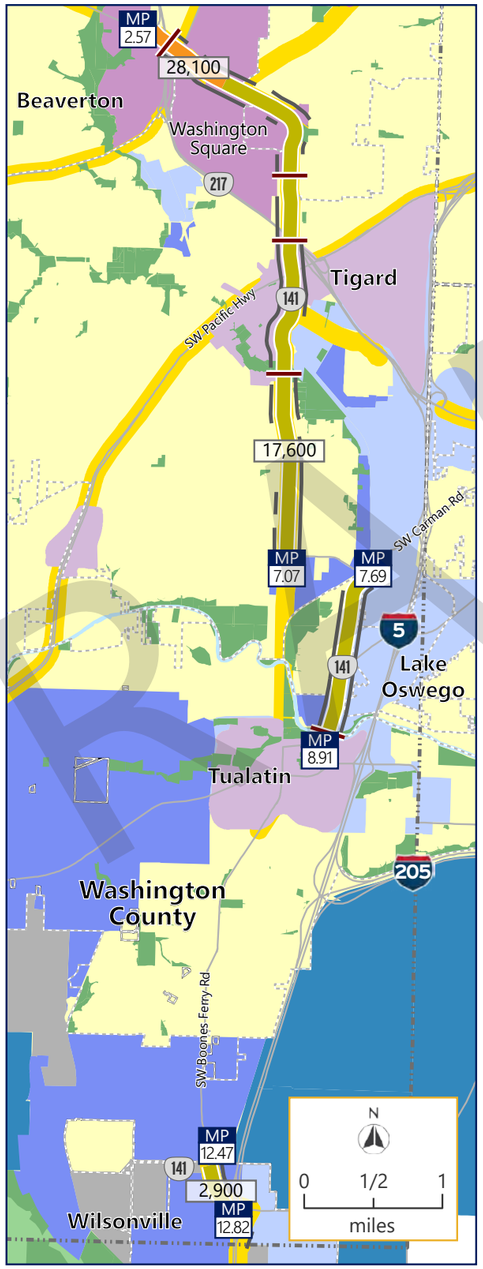
County boundary
City boundary
Arterials
Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated

Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center

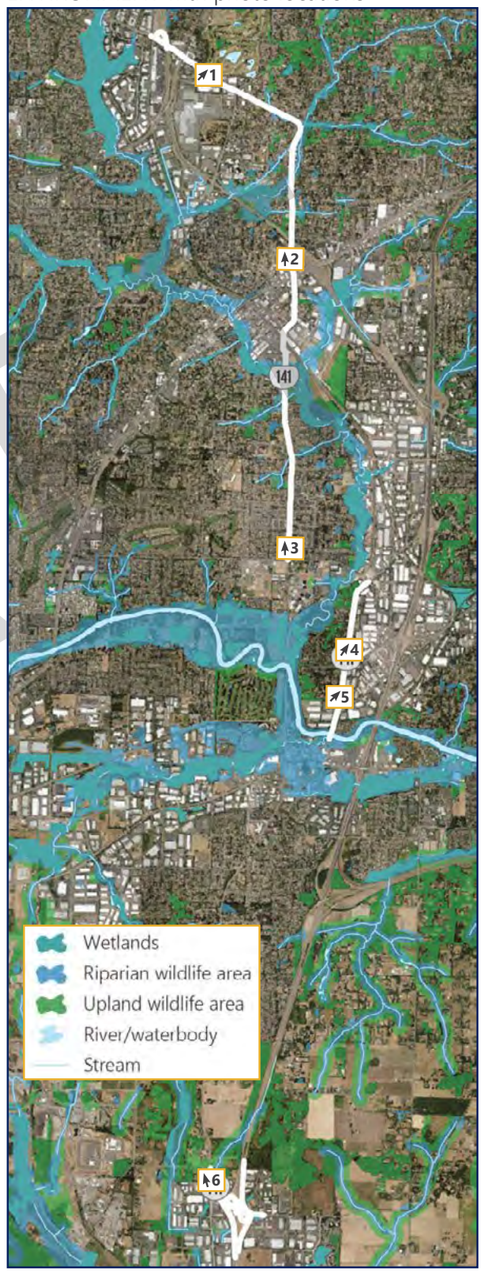
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



PHOTOS

BEAVERTON-TUALATIN HIGHWAY/SW HALL BLVD (OR 141)

CORRIDOR INFORMATION

Crash data	45 ODOT SPIS sites	
Pavement condition	**Poor:**	**Good:**
	MP 4.97 - 7.07	MP 7.69 - 8.91
	MP 3.31 - 4.97	**Very Good:**
	MP 2.57 - 3.31	MP 12.74 - 12.95
	Fair:	MP 12.96 - 13.24
	MP 12.47 - 12.74	
	MP 12.69 - 12.96	
Bridges and bridge rating (0-100)	MP 2.71: 58.1	MP 5.73: 83.6
	MP 4.24: 96.2	MP 8.88: 93.7
	MP 4.71: 93.5	MP 12.84: 85.9
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor. ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 2.5 miles • Sidewalk substandard: 4.1 miles • Sidewalk meets standard: 0 miles • Bicycle gaps: 1.8 miles • Bicycle substandard: 3.4 miles • Bicycle meets standard: 5.7 miles • Number of crossings: 22	
Transit frequency	No existing frequent service lines. Planned: TriMet Line 76	
Capital projects	**ODOT STIP 2018 – 2021** ▪ OR217 OR10 – OR99W (18841) ▪ OR210 SW Scholls Ferry Rd – SW Hall Blvd ITS (21121) **ODOT STIP 2021 – 2024** ▪ OR217 OR10 – OR99W (18841) ▪ OR210 SW Scholls Ferry Rd – SW Hall Blvd ITS (21121)	

PEOPLE OF COLOR

Above regional rates for People of Color

At or below regional rates

LOW INCOME

Above regional rates for Low Income

At or below regional rates

NO VEHICLE HOUSEHOLDS

Above regional rates for No Vehicle Households

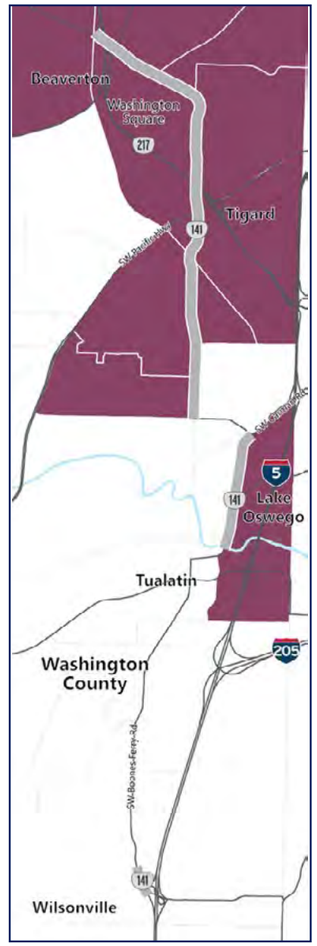
At or below regional rates

PEOPLE WITH DISABILITIES

Above regional rates for People with Disasbilities

At or below regional rates

UNEMPLOYMENT



Above regional rates for Unemployment

At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N

0 ½ 1

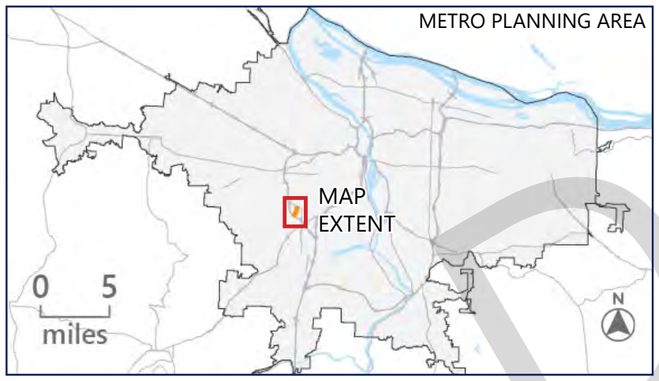
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

SCHOLLS HIGHWAY/SW SCHOLLS FERRY RD (OR 210)

CORRIDOR INFORMATION

Roadway classification	Federal: Urban Minor Arterial State: District Highway Metro: Major Arterial, 2040 Corridor Local: Arterial (Washington County, Beaverton)
Highway length	0.6 miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 45, 62 and 92
Freight routes	None
Crash history (2013-2018)	0 pedestrian-involved, 0 cyclist-involved, 48 vehicle
Number of lanes	4-5
Speed limit	35 mph
Population	154 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	9,289 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	

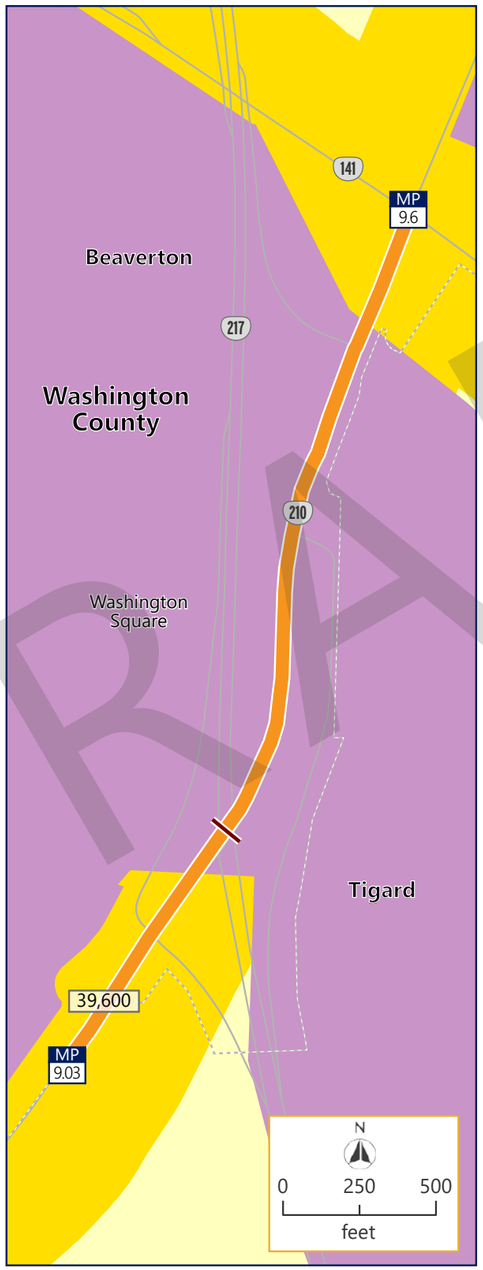


County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated

Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

PHOTOS

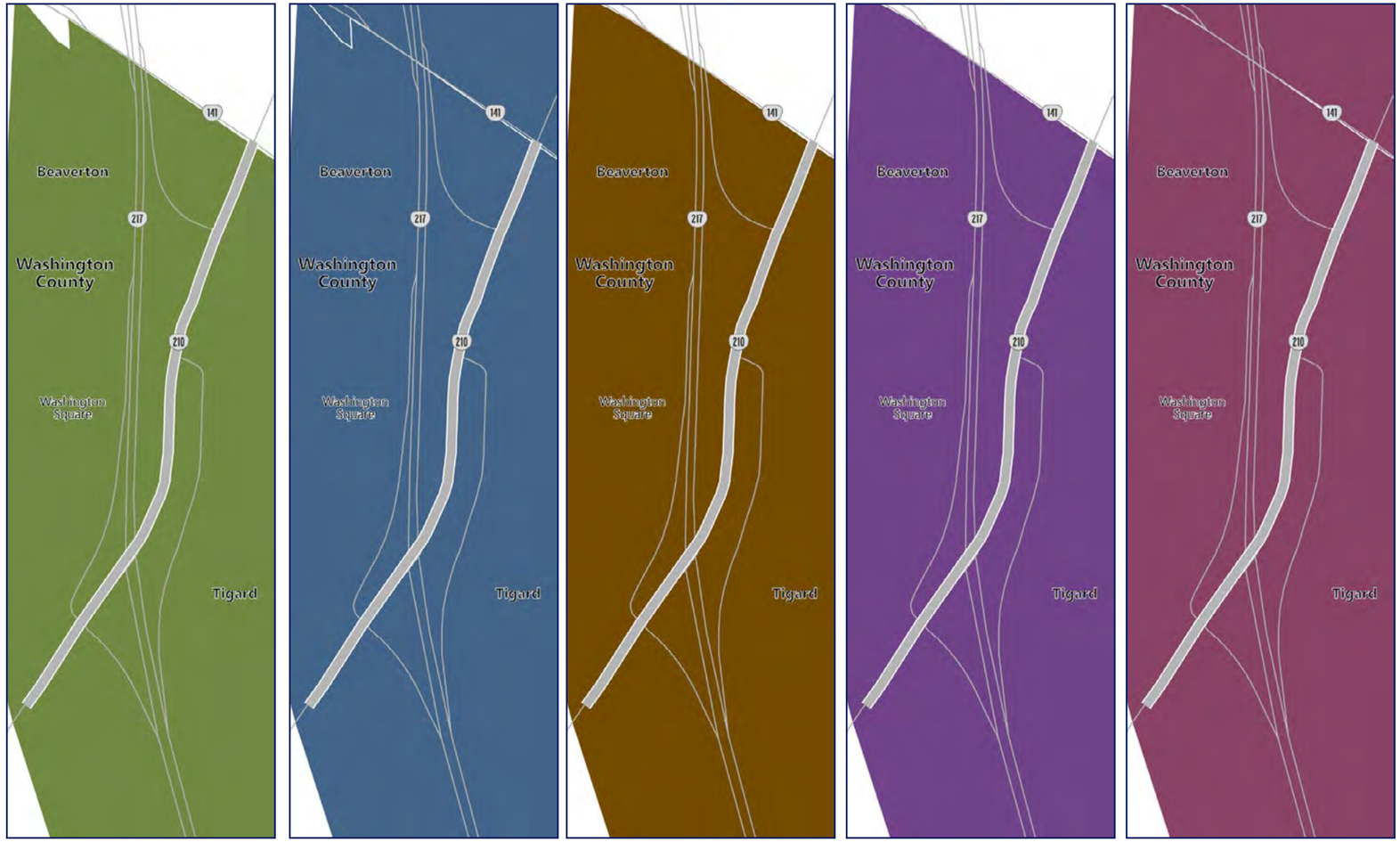
Source: Metro RLIS database and ODOT TransGIS.

SCHOLLS HIGHWAY/SW SCHOLLS FERRY RD (OR 210)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 23 ODOT SPIS sites	
Pavement condition	**Poor:** MP 9.13 - 9.6	**Very Good:** MP 9.03 - 9.13
Bridges and bridge rating (0-100)	MP 4.27: 80.4	
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 0.6 miles • Sidewalk substandard: 0.2 miles • Sidewalk meets standard:0.3 miles • Bicycle gaps: 0.4 miles • Bicycle substandard: 0.4 miles • Bicycle meets standard: 0.6 miles • Number of crossings: 5	
Transit frequency	No existing frequent service lines. Planned: TriMet Line 62	
Capital projects	**ODOT STIP 2018 – 2021** ▪ OR217 OR10 – OR99W (18841) ▪ OR210 SW Scholls Ferry Rd – SW Hall Blvd ITS (21121) **ODOT STIP 2021 – 2024** ▪ OR217 OR10 – OR99W (18841) ▪ OR210 SW Scholls Ferry Rd – SW Hall Blvd ITS (21121) **City CIPs** ▪ Beaverton – Hall Blvd (Ridgecrest Dr – Hwy 217) Overlay (3416) ▪ Tigard – Scholls Ferry and Scholls-Sherwood Roads Intersection	

PEOPLE OF COLOR | LOW INCOME | NO VEHICLE HOUSEHOLDS | PEOPLE WITH DISABILITIES | UNEMPLOYMENT



Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disabilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

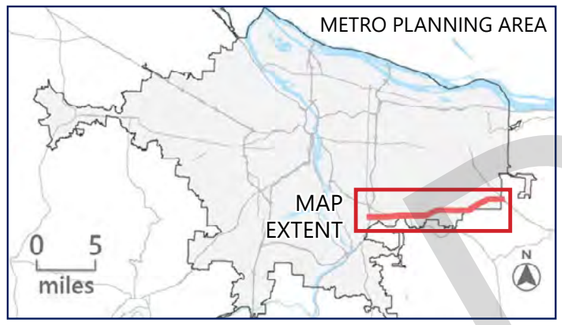
N
0 250 500
feet

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

CLACKAMAS-BORING HIGHWAY (OR 212)

CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: Statewide Highway, Seismic Lifeline Route Metro: Throughway, 2040 Corridor Local: Principal Arterial (Clackamas County), Major Arterial (Happy Valley)
Highway length	16.4 miles
Bike network	Bike lanes; wide shoulders (partial)
Transit	TriMet routes 29, 30, 31, 152 and 156
Freight routes	Entire corridor (Metro, ODOT), Reduction Review Route (ODOT)
Crash history (2013-2018)	21 pedestrian-involved, 18 cyclist-involved, 1,642 vehicle
Number of lanes	2-5
Speed limit	25-45 mph
Population	15,914 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	13,887 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	

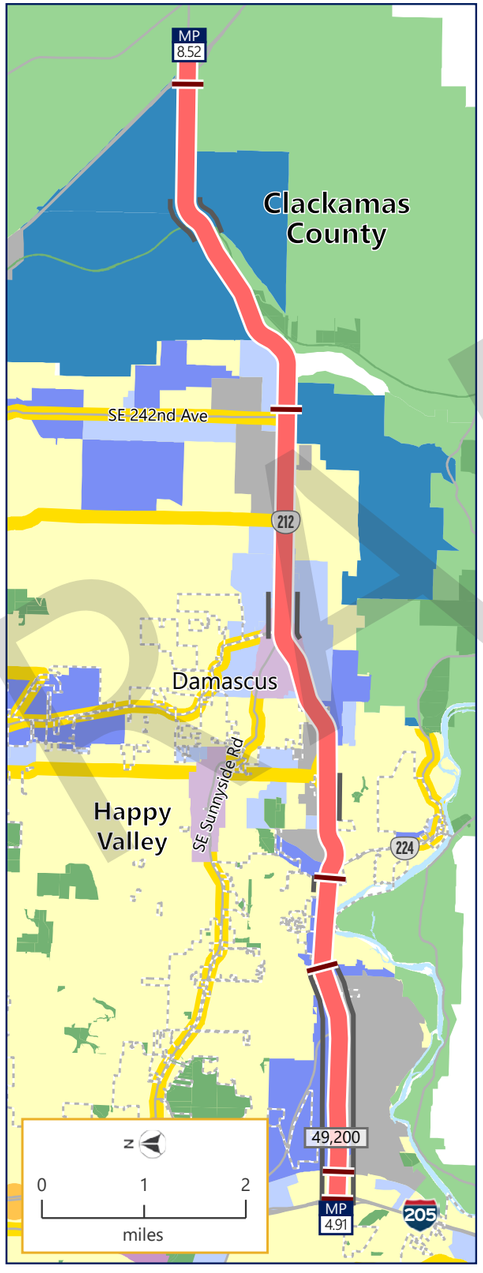


County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated

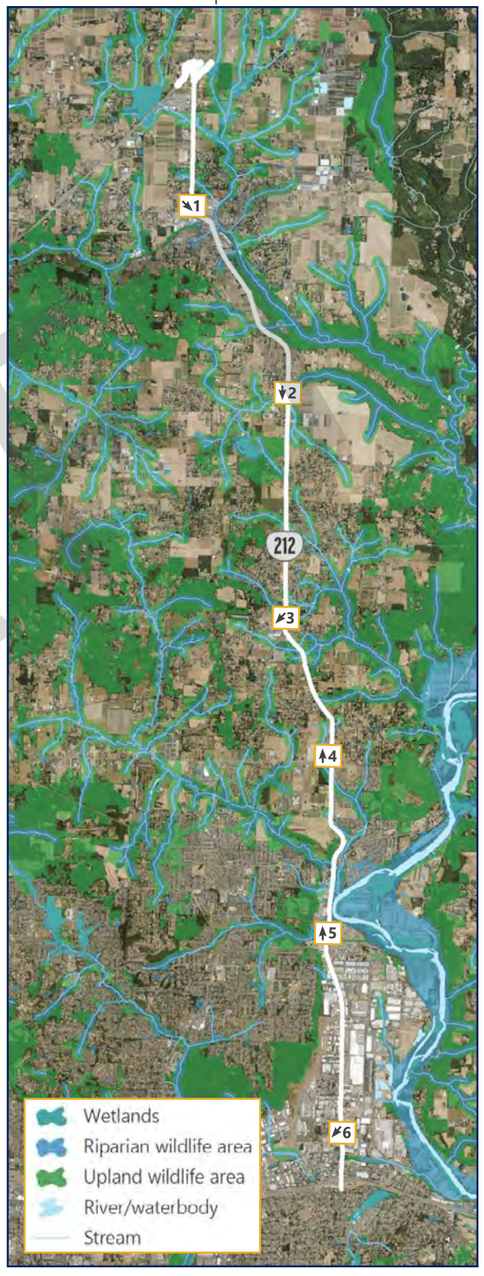
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



PHOTOS

Source: Metro RLIS database and ODOT TransGIS.

CLACKAMAS-BORING HIGHWAY (OR 212)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor for part of the corridor (<50%) 88 ODOT SPIS sites	
Pavement condition	**Poor:**	**Fair:**
	MP 5.18 - 6.56	MP 4.89 - 5.18
	MP 6.56 - 8.16	**Good:**
	MP 0.03 - 2.5	MP 8.15 - 8.22
	MP 2.5 - 4.62	MP 6.84 - 8.37
	MP 4.62 - 6.84	MP 8.37 - 8.87
	MP 8.37 - 8.53	MP 8.53 - 8.78
Bridges and bridge rating	MP 0.11: 96.2	MP 3.89: 70
	MP 0.33: 96	MP 4.44: 77.9
	MP 0.38: 84.1	MP 4.91: 60
	MP 2.64: 61.3	MP 8.47: 89.4
	MP 2.68: 100	
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 5.8 miles • Sidewalk substandard: 1.8 miles • Sidewalk meets standard: 4.8 miles • Bicycle gaps: 3.2 miles • Bicycle substandard: 2.7 miles • Bicycle meets standard: 3.3 miles • Number of crossings: 16	
Transit frequency	No existing frequent service lines. Planned: TriMet Line 31	
Capital projects	**ODOT STIP 2018 – 2021** ▪ OR212 UPRR – US26 (18772) ▪ Portland Metropolitan: Bridge screening and rail retrofit (19918) ▪ OR212/224 Arterial Management (21495) **ODOT STIP 2021 – 2024** ▪ OR212/224 Arterial Management (21495) **City CIP** ▪ Clackamas - Clackamas County Regional Freight ITS Project Phase 1 – Planning and Design and Phase 2 A/B- Construction	

PEOPLE OF COLOR

Above regional rates for People of Color

At or below regional rates

LOW INCOME

Above regional rates for Low Income

At or below regional rates

NO VEHICLE HOUSEHOLDS

Above regional rates for No Vehicle Households

At or below regional rates

PEOPLE WITH DISABILITIES

Above regional rates for People with Disabilities

At or below regional rates

UNEMPLOYMENT

Above regional rates for Unemployment

At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N

0 1 2

miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

CASCADE HIGHWAY NORTH (OR 213N)

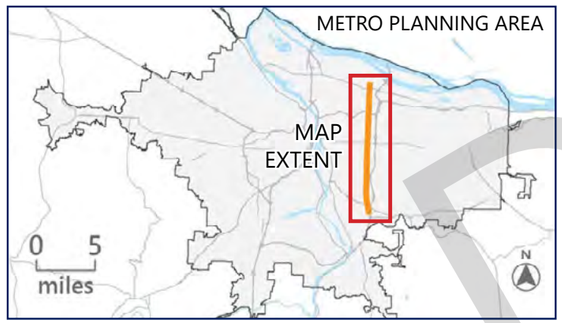
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: District Highway Metro: Major Arterial, 2040 Corridor Local: Principal Arterial (Clackamas County), Major City Traffic Street (Portland)
Highway length	12.9 miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 19, 29, 30, 31, 33, 71, 72 (FS), 79, 152, 272 and PDX Night Bus
Freight routes	NE Holman St to NE Weebster St and at I-205 and OR 224 interchange (Metro)
Crash history (2013-2018)	117 pedestrian-involved, 48 cyclist-involved, 3,270 vehicle
Number of lanes	4
Speed limit	35-50 mph
Population	39,455 people

2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.

Employment	35,331 jobs

2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.



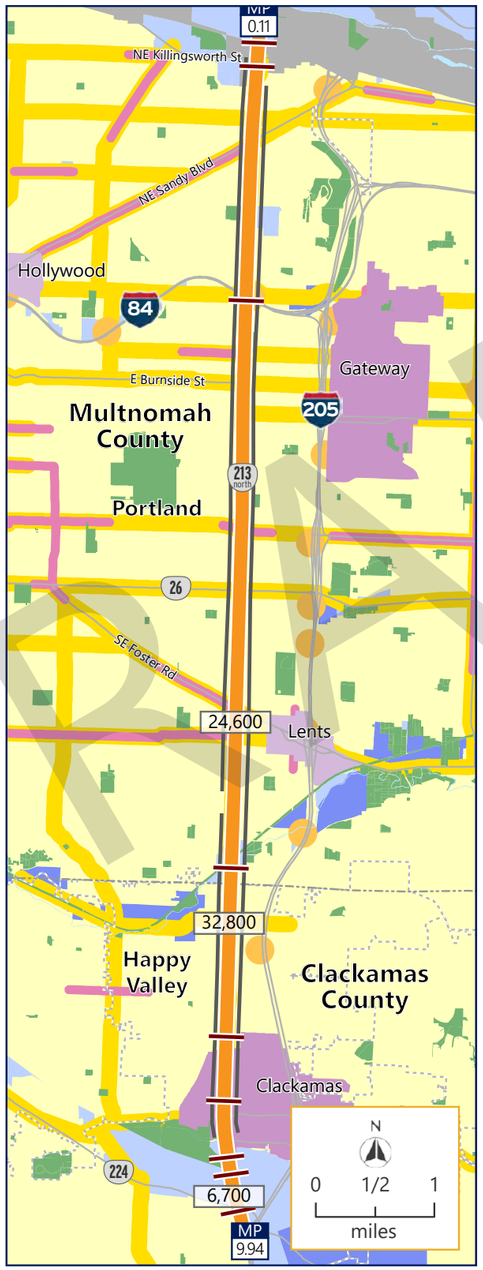
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini

Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center

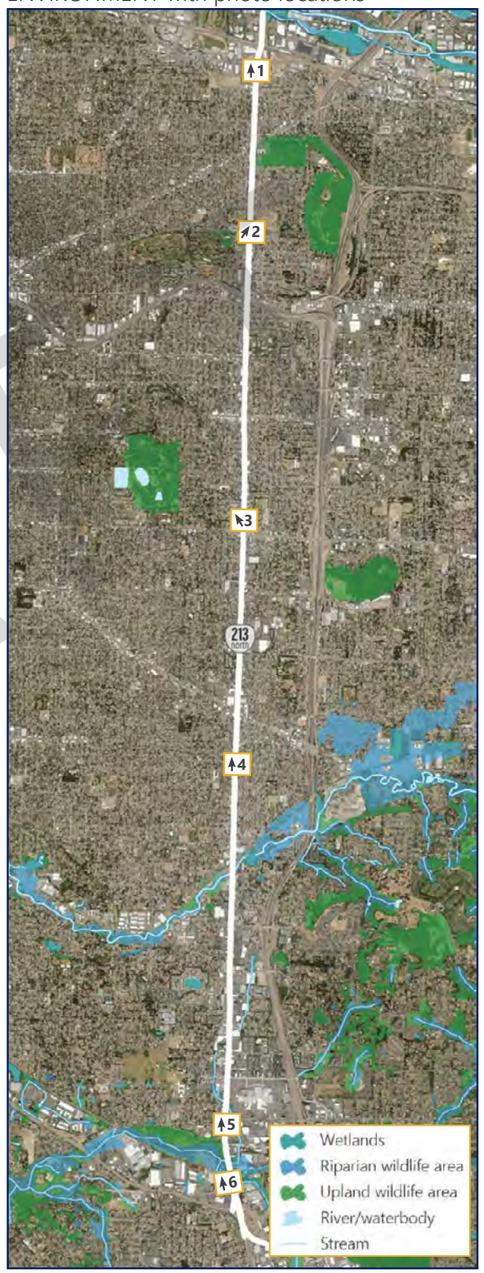
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



PHOTOS

CASCADE HIGHWAY NORTH (OR 213N)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 301 ODOT SPIS sites	
Pavement condition	**Very Poor:** MP 5.76 - 6.73 MP 4.24 - 5.76 **Poor:** MP 0.44 - 4.24 MP 0.44 - -0.14 MP 6.73 - 7.4	**Good:** MP 7.4 - 8.3 **Very Good:** MP 9.67 - 10.18 MP 8.3 - 9.76
Bridges and bridge rating (0-100)	MP 2.24: 91.8 MP 2.25: 82.4 MP 7.1: 81.6 MP 8.53: 82.2	MP 9.07: 82 MP 9.55: 70 MP 9.67: 61 MP 9.72: 73.6
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 2.1 miles • Sidewalk substandard: 3.4 miles • Sidewalk meets standard: 7.3 miles • Bicycle gaps: 8.5 miles • Bicycle substandard: 2.1 miles • Bicycle meets standard: 0.8 miles • Number of crossings: 55	
Transit frequency	TriMet Line 72: 87% on time	

Corridor information table continues on next page.

PEOPLE OF COLOR | LOW INCOME | NO VEHICLE HOUSEHOLDS | PEOPLE WITH DISABILITIES | UNEMPLOYMENT

Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N
0 ½ 1
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

CASCADE HIGHWAY NORTH (OR 213N) 34

CORRIDOR INFORMATION

Capital projects

ODOT STIP 2018 – 2021

- Region 1 bike ped crossings (20479)
- OR213 (82nd Ave) SE foster Rd – SE Thompson Rd (21177)
- Meyers Rd OR213 – high school Ave in Oregon City (21423)
- OR213 (82nd Ave) at Madison High School (20507)
- US26/OR213 curb ramps (21255)

ODOT STIP 2021 – 2024

- East Systemic Signals and Illumination (20339)
- Region 1 bike ped crossings (20479)
- OR213 (82nd Ave) SE foster Rd – SE Thompson Rd (21177)
- OR213 I-205 – OR211 (21638)
- US26/OR213 curb ramps (21255)
- OR213 at NE Glisan St & NE Davis St (21607)

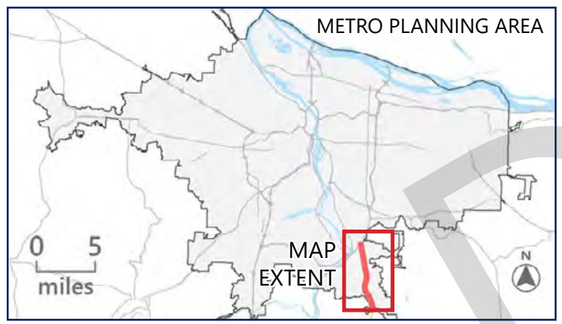
City CIPs

- Clackamas - Johnson Creek Crossing on Linwood Ave
- E Portland – 82nd Ave Safety Improvements, SE/NE

CASCADE HIGHWAY SOUTH (OR 213S)

CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: District Highway, Expressway Metro: Throughway Local: Principal Expressway (Clackamas County, Oregon City), Principal Arterial (Clackamas County), Major Arterial (Oregon City)
Highway length	5.8 miles
Bike network	Bike lanes; wide shoulders
Transit	Served by CCC Xpress shuttle
Freight routes	Entire corridor (Metro)
Crash history (2013-2018)	1 pedestrian-involved, 0 cyclist-involved, 186 vehicle
Number of lanes	2-5
Speed limit	45-55 mph
Population	10,707 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	7,874 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



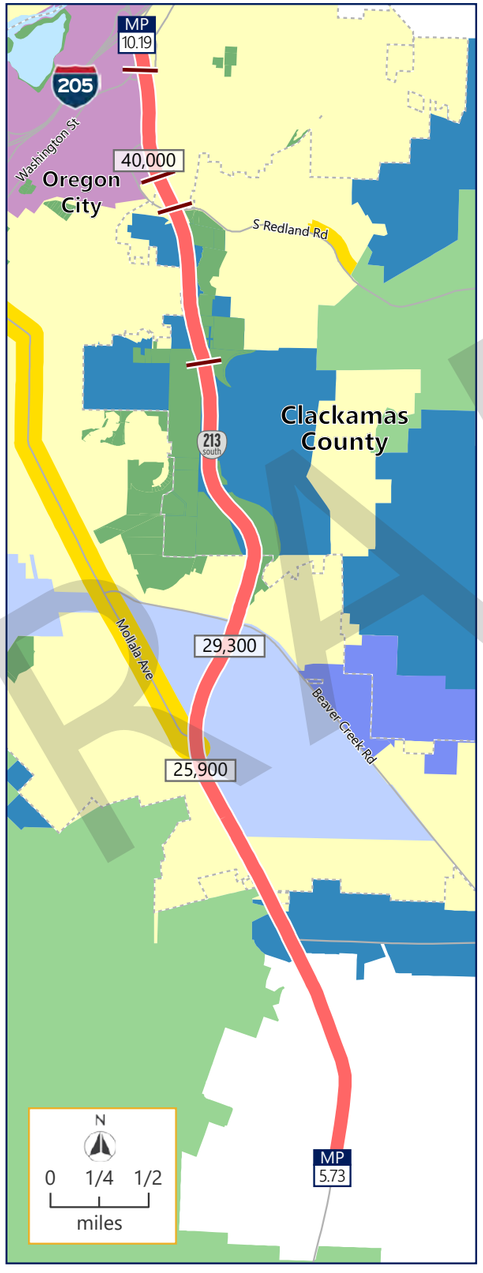
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated

Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center

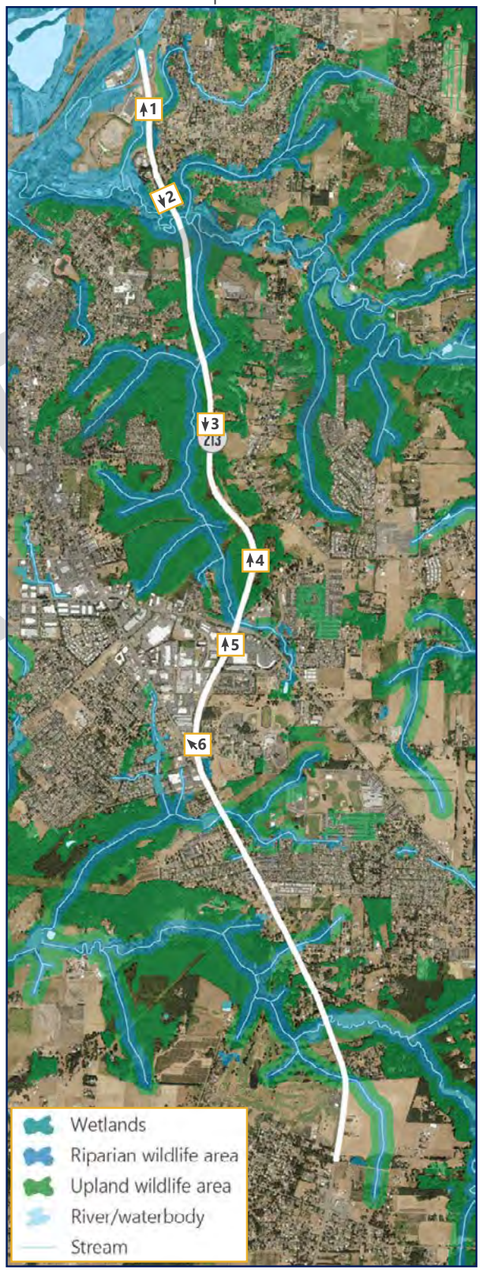
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



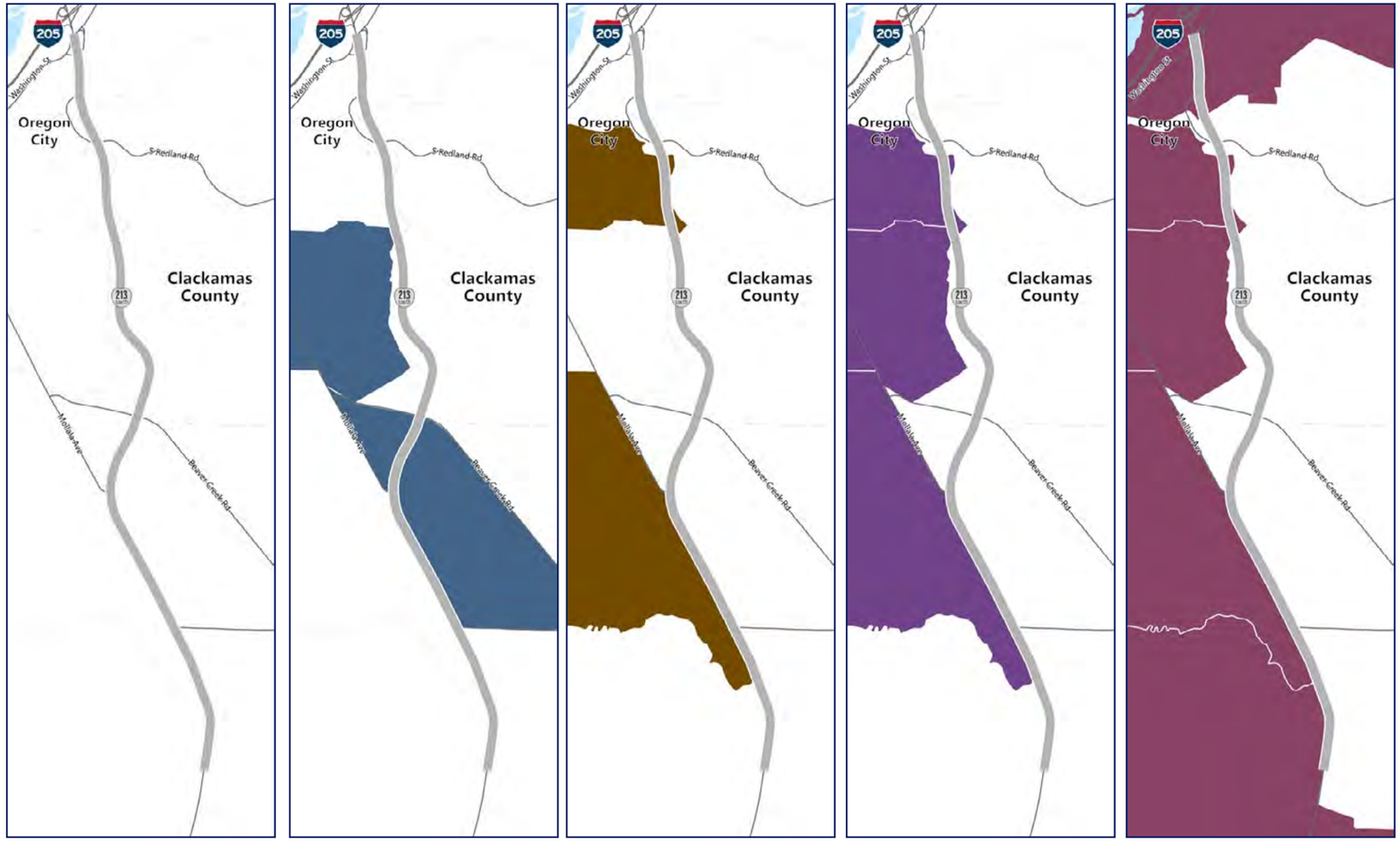
PHOTOS

CASCADE HIGHWAY SOUTH (OR 213S)

CORRIDOR INFORMATION

Crash data	58 ODOT SPIS sites	
Pavement condition	**Fair:** MP 3.69 - 4	**Good:** MP 0.33 - 4 MP 4 - 5.73
Bridges and bridge rating (0-100)	MP 0.85: 41.7 MP 1.57: 26 MP 4.77: 72.6	
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 10 miles • Sidewalk substandard: .8 miles • Sidewalk meets standard: 0 miles • Bicycle gaps: 3.2 miles • Bicycle substandard: 5.2 miles • Bicycle meets standard: 4.1 miles • Number of crossings: 8	
Transit frequency	No existing or planned frequent service lines.	
Capital projects	**ODOT STIP 2018 – 2021** ▪ East systemic signals and illumination (20339) ▪ Region 1 bike ped crossings (20479) ▪ Meyers Rd OR213 – high school Ave in Oregon City (21423) ▪ US26/OR213 curb ramps (21255) **ODOT STIP 2021 – 2024** ▪ Region 1 bike ped crossings (20479) ▪ US26/OR213 curb ramps (21255) ▪ OR213 at NE Glisan St & NE Davis St (21607)	

PEOPLE OF COLOR | LOW INCOME | NO VEHICLE HOUSEHOLDS | PEOPLE WITH DISABILITIES | UNEMPLOYMENT



Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

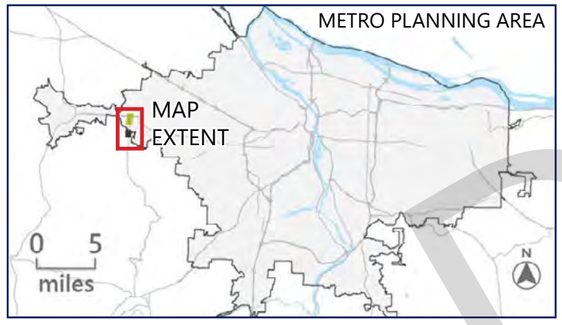
N
0 ¼ ½
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

HILLSBORO-SILVERTON HIGHWAY (OR 219)

CORRIDOR INFORMATION

Roadway classification	Federal: Urban Minor Arterial State: District Highway, Seismic Lifeline Route Metro: Minor Arterial, 2040 Corridor, Arterial Outside of UGB Local: Arterial (Washington County, Hillsboro)
Highway length	0.9 miles
Bike network	None
Transit	None
Freight routes	SW Wood St to SW Baseline St (Metro)
Crash history (2013-2018)	5 pedestrian-involved, 1 cyclist-involved, 132 vehicle
Number of lanes	2
Speed limit	25-40 mph
Population	20,368 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	12,212 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	

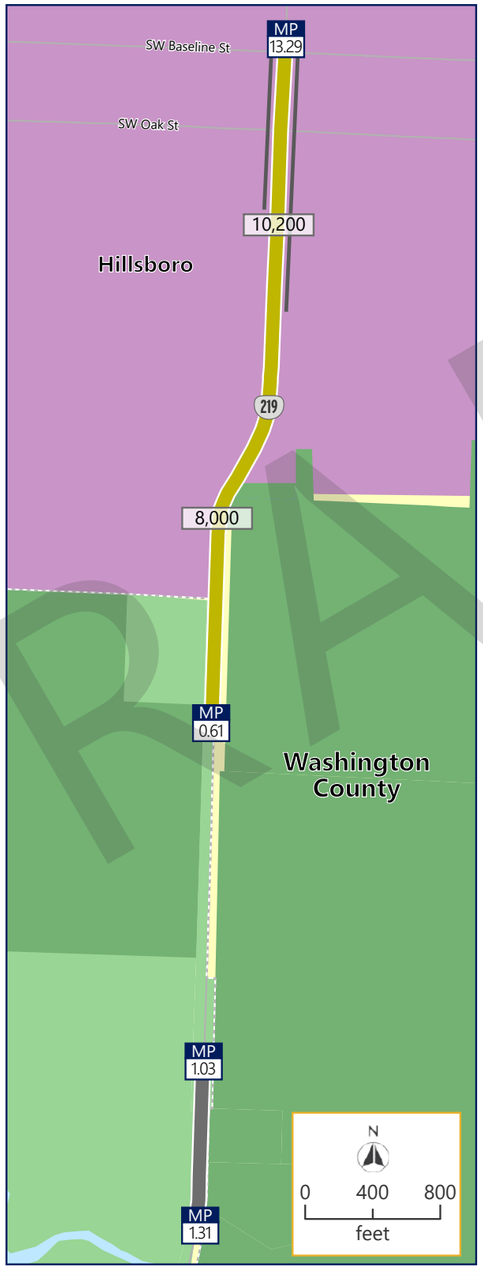


County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini

Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

PHOTOS

Source: Metro RLIS database and ODOT TransGIS.

HILLSBORO-SILVERTON HIGHWAY (OR 219)

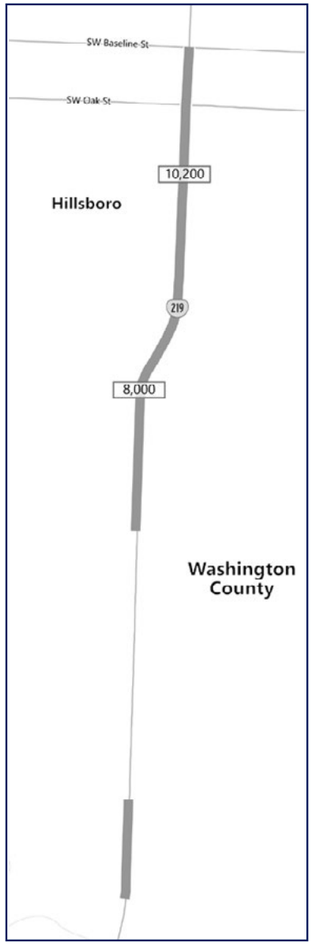
CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 0 ODOT SPIS sites
Pavement condition	Very Good: MP 0 - 0.37 MP 0.37 - 5.8
Bridges and bridge rating (0-100)	No biridges
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 0.4 miles • Sidewalk substandard: 0 miles • Sidewalk meets standard: 0.3 miles • Bicycle gaps: 0.5 miles • Bicycle substandard: 0 miles • Bicycle meets standard: 0.4 miles • Number of crossings: 2
Transit frequency	No existing or planned frequent service lines.
Capital projects	No capital projects are planned at this time.

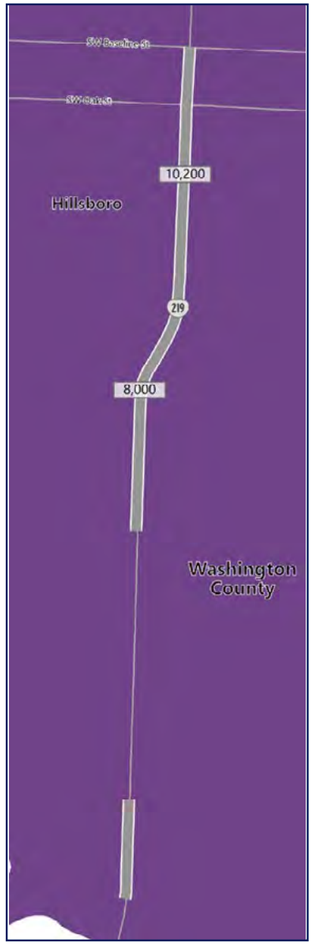
PEOPLE OF COLOR

LOW INCOME

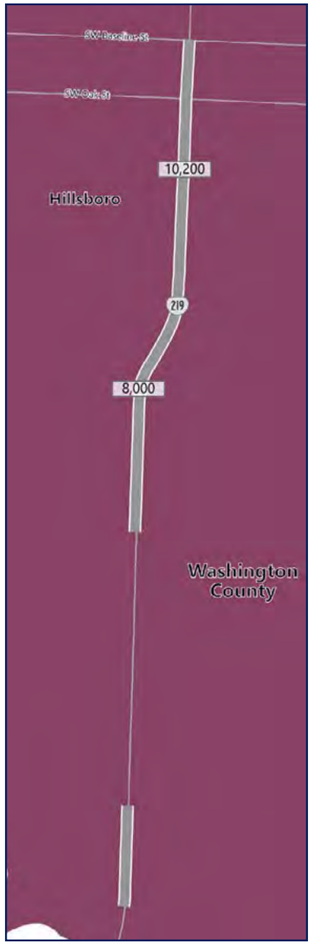
NO VEHICLE HOUSEHOLDS



PEOPLE WITH DISABILITIES



UNEMPLOYMENT



Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disabilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N
0 400 800
feet

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

CLACKAMAS HIGHWAY / SUNRISE EXPRESSWAY (OR 224)

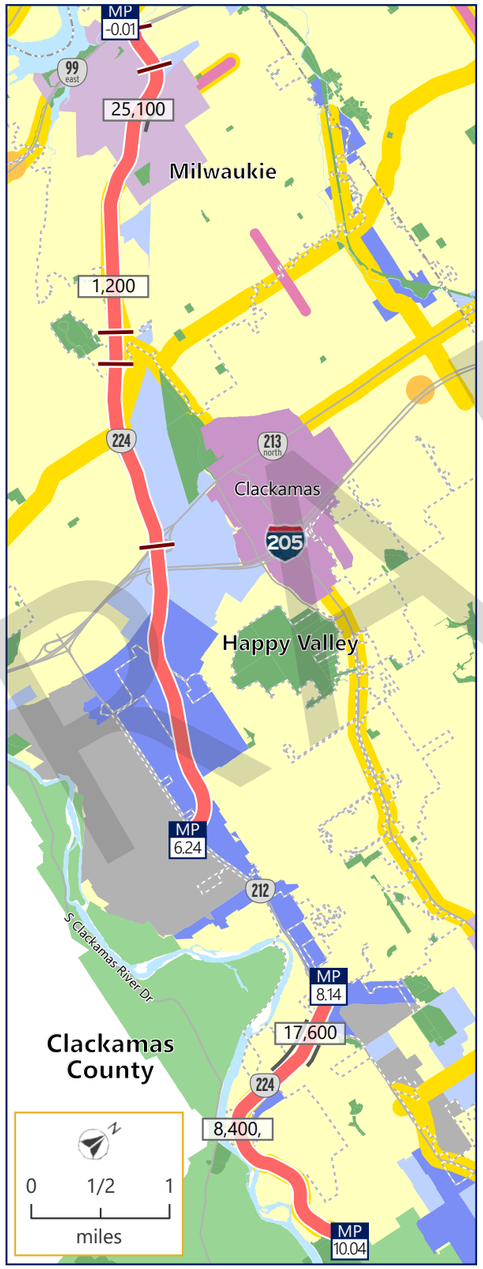
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Freeways and Expressways, Urban Minor Arterial State: Statewide Highway, District Highway, Expressway Metro: Throughway Local: Regional Route (Milwaukie), Principal Arterial (Clackamas County), New Principal Expressway (Clackamas County), Major Arterial (Happy Valley, Clackamas County)
Highway length	8.6 miles
Bike network	Bike lanes (partial)
Transit	TriMet Route 30
Freight routes	OR 212 to OR 99E (ODOT), Reduction Review Route (ODOT)
Crash history (2013-2018)	0 pedestrian-involved, 0 cyclist-involved, 163 vehicle
Number of lanes	2
Speed limit	35-55 mph
Population	29,708 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	39,437 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	

Note: Happy Valley's Transportation System Plan has not been updated to include roadway classification for OR 224 (milepost 8.14 to 10.04).

County boundary
City boundary
Arterials
Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

PHOTOS

Source: Metro RLIS database and ODOT TransGIS.

CLACKAMAS HIGHWAY / SUNRISE EXPRESSWAY (OR 224)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor for part of the corridor (<50%) 10 ODOT SPIS sites	
Pavement condition	Fair: MP -0.01 - 0.11 MP 0.09 - 20.09 MP 20.9 - 3.96 Good: MP 8.15 - 8.22 MP 8.16 - 8.8 MP 8.8 - 13.9	Very Good: MP 4.11 - 6.26
Bridges and bridge rating (0-100)	MP 0.38: 84.4 MP 2.64: 61.5	
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 7.6 miles • Sidewalk substandard: 0.1 miles • Sidewalk meets standard: 0 miles • Bicycle gaps: 5 miles • Bicycle substandard: 3.6 miles • Bicycle meets standard: 0 miles • Number of crossings: 12	
Transit frequency	No existing or planned frequent service lines.	

Corridor information table continues on next page.

PEOPLE OF COLOR

LOW INCOME

NO VEHICLE HOUSEHOLDS

PEOPLE WITH DISABILITIES

UNEMPLOYMENT

Above regional rates for People of Color

At or below regional rates

Above regional rates for Low Income

At or below regional rates

Above regional rates for No Vehicle Households

At or below regional rates

Above regional rates for People with Disasbilities

At or below regional rates

Above regional rates for Unemployment

At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

CLACKAMAS HIGHWAY/SUNRISE EXPRESSWAY (OR224) 41

CORRIDOR INFORMATION

Capital projects

ODOT STIP 2018 – 2021

- East systemic signals and illumination (20339)
- OR8 at River Rd & OR222 at Lake Rd (20451)
- OR212/OR224 Arterial management (21495)
- Portland Metropolitan Bridge Screening and rail retrofit (19918)

ODOT STIP 2021 – 2024

- East Systemic Signals and Illumination (20339)
- OR212/224 Arterial Management (21495)
- OR224 SE 17th Ave – OR213 (21598)
- OR224 at SE Monroe St (21606)
- OR224 SE 17th Ave – Rainbow Campground (21612)

City CIPs

- Milwaukie - Clackamas County Regional Freight ITS Project Phase 1 – Planning and Design and Phase 2 A/B- Construction
- Milwaukie - Hwy 224 & Hwy 99E Improvements

ATTACHMENT B - Policy Framework

Attachment B

REGIONAL FRAMEWORK FOR HIGHWAY JURISDICTIONAL TRANSFER

Policy Framework

Date: September 19, 2019

Subject: Policy Framework Memo

1. Introduction

1.1 Purpose of the Regional Framework for Highway Jurisdictional Transfer

The purpose of the Regional Framework for Highway Jurisdictional Transfer Study (Study) is to identify which state-owned routes in the Portland metropolitan region should be evaluated and considered for jurisdictional transfer, identify gaps and deficiencies on those routes, to regionally prioritize the routes, and address some of the barriers and opportunities to transfer the prioritized routes from state ownership to local ownership. Jurisdictional transfer (also referred to as interjurisdictional transfer) is the process of changing the ownership of a roadway. The decision framework will serve as a tool for state, region, and local jurisdiction leaders to identify good candidate roadways for transfer and facilitate successful transfer of roadway ownership. The Study is convened by Metro in collaboration with the Oregon Department of Transportation (ODOT).

ODOT owns and maintains some roadways in greater Portland that were originally constructed to provide connections from farmland to the city (referred to as "farm-to-market" roads) and grew to become highways. In 1956, the federal government began building the Interstate Highway System (known as the Dwight D. Eisenhower National System of Interstate and Defense Highways), and between 1960 and 1980, the highway system in Portland was built. It included limited access facilities such as Interstate (I-)5, I-205 and Highway (HWY) 26 which provided more efficient long-distance travel options and replaced the function of the existing state system. As a result, many of these roads now serve a different purpose, providing short-distance travel for vehicles, transit and people walking and biking. The roadways have not only diversified in terms of types of travel, but also in the types of travelers. Today, in the Portland region, a concentration of people of color, low-income or limited-English speakers live and travel along some of these arterials that used to function as highways, such as 82nd Avenue and Tualatin Valley (TV) Highway.

While their function has changed, for many, their roadway classification and their physical design has not; those that remain state highways retain the same classification identified in the 1999 Oregon Highway Plan, as amended (OHP). Transferring non-limited access state highways that function as urban arterials to local jurisdictions would allow them to be operated and maintained consistent with local design standards that may respond better to modern transportation uses and mobility options, land use and development patterns. For this reason, local jurisdictions experience an opportunity cost of the status quo, given underperforming economic development that is often correlated with the condition of these roads.

1.2 Purpose of the Memorandum

This memorandum summarizes the legal, regulatory and policy framework for highway jurisdictional transfers in Oregon. The memorandum also identifies major constraints to the transfer process and provides best practices based on examples of completed roadway transfers in Oregon.

In this memorandum, highway jurisdictional transfer refers to the process of transferring ownership of a highway right of way from ODOT to a local jurisdiction – a City or County. A jurisdictional transfer can also be the transfer of ownership from a local jurisdiction to ODOT.

This memorandum is organized to give decision-makers the overarching policy framework, relevant case studies and best practices needed to identify, analyze and implement jurisdictional transfers in the region:

Section 1: Introduction
Section 2: Policy Framework
Section 3: Case Studies
Section 4: Best Practices

2. Policy Framework

2.1 Relevant Policies and Roadway Classifications

Roadway classifications are categorizations given to a roadway by the federal, state, regional or local government to help delineate differences in roadway purpose and design.[1] A single roadway may have multiple classifications (e.g., federal, state, regional and local) and multiple policy overlays (e.g., expressways, land use, statewide freight routes, scenic byways, lifeline routes, etc.). Roadway classifications define the purpose of a road and its function within the larger transportation network. Classifications are based on how many people use a road, how often they use it, why they use it, and their experience while using it. A roadway's design standards, planning, engineering, maintenance and operations are all influenced by its classification. In general, the classification designated by the owner of the roadway most significantly impacts roadway design. Roadway classifications are delineated in plans and policies. The following sections describe relevant federal, state, regional and local policies, including roadway classifications.

2.1.1 Federal

As part of the National Highway System Designation Act of 1995, Congress adopted highway routes in the National Highway System (NHS). The Federal Highway Administration (FHWA) oversees the NHS and has established the following functional classifications:

- Principal Arterial (all sub-categories are recognized in both urban and rural forms)
  - Interstate
  - Other Freeways & Expressways
  - Other
- Minor Arterial
- Collector (all sub-categories are recognized in both urban and rural forms)
  - Major
  - Minor

[1] Policy Brief: Route Designations and Classifications. Oregon Department of Transportation. n.d.

- Local

The federal classification hierarchy identifies how roadways meet intended travel objectives. These objectives range from serving long-distance passenger and freight needs to neighborhood travel. The coordinated and systemic maintenance of an effective roadway functional classification system supports the strategic allocation of Federal Aid funds to the roadways with the greatest need and enables people and goods to move fluidly through the transportation system.

Functional classification has come to assume additional significance beyond identifying the role of roadways in moving vehicles through a network of highways. Functional classification directly impacts roadway design, funding opportunities, the evaluation of system performance and investment decisions. Expectations about roadway design, access control, operations, capacity and a roadway's relationship to existing land use and future development and redevelopment is associated with functional classification. Federal legislation continues to use functional classification to determine funding eligibility under the Federal-Aid program. Transportation agencies describe roadway system performance, benchmarks and targets by functional classification. As agencies continue to move towards a more performance-based management approach, functional classification is an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility and safety.[2]

The following federal functional classifications exist on roadways in the Portland metropolitan area:

- **Urban Interstates** are designed and constructed for vehicular mobility and long-distance travel. Roadways in this category are officially designated by the U.S. Secretary of Transportation and all routes that comprise the National System of Interstate and Defense highways belong to this classification.
- **Urban Other Principal Arterials** serve major centers of metropolitan areas and provide a high degree of mobility. They directly serve adjacent land uses.
- **Urban Minor Arterials** serve relatively smaller geographic areas and provide connectivity to the higher Arterial system. They serve trips of moderate length to augment the higher Arterial system and provide intra-community continuity.
- **Urban Collectors** serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network.
- **Urban Local Roads** are not intended for use in long distance travel, except at the beginning or end of trips. They are designed to discourage through traffic. Local Roads are classified by default; once all Arterial and Collectors are identified, all remaining roadways are classified as Local Roads.

While functional classifications of some roadways can and do change over time, the vast majority of roadways maintain their federally designated classifications. Because of this, the FHWA advises States to focus their efforts on identifying roadways where the functionality has changed. A functional change can occur to the roadway itself, such as an extension or widening, or to surrounding land, such as new development or residential growth.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment and reducing delays in project delivery. The Fixing America's

[2] Highway Functional Classification Concepts, Criteria and Procedures. U.S. Department of Transportation, Federal Highway Administration. 2013 ed.

Surface Transportation Act (FAST Act) builds on the changes made by MAP-21 by improving mobility on America's highways, creating jobs and supporting economic growth, and accelerating project delivery and promoting innovation. The FAST Act provides long-term funding for surface transportation infrastructure planning and investment.[3]

The FAST Act directed FHWA to establish a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of the U.S. freight transportation system. The NHFN includes four subsystems of roadways:

- **Primary Highway Freight System (PHFS)** is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. In Oregon, I-5 and I-84 are part of the PHFS.
- **Other Interstate portions not on the PHFS** consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities.
- **Critical Rural Freight Corridors (CRFCs)** are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs)** are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

States and in certain cases, Metropolitan Planning Organizations (MPOs), are responsible for designating public roads for the CRFCs and CUFCs in accordance with section 1116 of the FAST Act.[4]

The U.S. Department of Transportation also designates NHS freight connectors. These are the public roads that connect major intermodal terminals to the highway network. Several criteria are considered when designating an NHS connector including the level of activity of an intermodal terminal and its importance to a state's economy. In the greater Portland area, NHS freight connectors link to intermodal facilities such as the Portland International Airport, Portland Union Station, Portland Greyhound Bus Terminal, Port of Portland, Albina Yards, Brooklyn Yard, NW Industrial Area, and Swan Island Ship Repair Yard.[5]

When a roadway transfer occurs and results in a change in state classification, federal classifications remain, unless the agencies follow the federal process for classification change. Additional research may be required on a case-by-case basis to understand if and how federal designations affect potential transfers.[6]

2.1.2 State of Oregon

The 1999 Oregon Highway Plan (OHP) applies general directives to the state highway system. The plan emphasizes:

- efficient management of the system to increase safety, preserve the system and extend its capacity;
- increased partnerships, particularly with regional and local governments;

[3] Fixing America's Surface Transportation Act of "FAST Act": A Summary of Highway Provisions. Federal Highway Administration. 2016.
[4] National Highway Freight Network. Freight Management and Operations. Federal Highway Administration. 2018.
[5] Intermodal Connectors, Oregon. Federal Highway Administration. 2018.
[6] Highway Functional Classification Concepts, Criteria and Procedures. Federal Highway Administration. 2013.

- links between land use and transportation;
- access management;
- links with other transportation modes and travel demand management; and
- environmental and scenic resources.

The OHP has three main elements: the Vision, the Policy Element, and the System Element. The Policy Element contains goals, policies and actions.

Goal 1 of the OHP is System Definition. This goal is to maintain and improve the safe and efficient movement of people and goods and contribute to the health of Oregon's local, regional and statewide economies and livability of its communities. The System Definition policies define a classification system for state highways to guide management and investment decisions. Policy 1A divides state highways into five categories based on function:

- Interstate
- Statewide
- Regional
- District
- Local

Four special-purpose classifications supplement this foundational hierarchy: land use, statewide freight routes, scenic byways and lifeline routes. They address the special expectations and demands placed on portions of the highway system by land use, the movement of trucks, the Scenic Byway designation and significance as a lifeline or emergency response route. Information contained in these special designations is used to guide management, needs analysis and investment decisions on the highway system.

The following four classifications exist within the Portland metropolitan area:

- **Interstate Highways** provide connections to major cities, regions of the state, and other states. In urban areas, they provide connections for intraregional trips as a secondary function.
- **Statewide Highways** provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports and major recreation areas. They also provide connections for intra-urban and intra-regional trips.
- **Regional Highways** provide connections to regional centers, statewide or interstate highways or economic and activity centers of regional significance.
- **District Highways** provide connections between small urbanized area, rural centers and urban hubs. They serve local access and traffic.[7]

The 2015, 2018, and 2019 Oregon Legislative Sessions included bills that focused on jurisdictional transfer. While the Oregon Legislature did not pass the following bills, they provide insight on the intentions of the Legislature moving forward.

2015

- Senate Bill (SB) 117 would have created a 12-member Task Force on Jurisdictional Transfers to evaluate and recommend potential transfer of state highways to cities or counties or transfer of county roads or city streets to the state highway program.
- SB 326 would have modified the state modernization program to make projects that facilitated jurisdiction transfers eligible for funding.
- House Bill (HB) 3302 would have allocated about $27 million per year for 10 years to fund jurisdiction transfer projects.

2018

- HB 4060 modified and added laws related to transportation, including transferring jurisdiction of specified highways.

2019

- HB 2846 would have required regions to conduct jurisdictional transfer evaluation and present a report on the evaluations to the Joint Committee on Transportation.

[7] Oregon Highway Plan. Oregon Department of Transportation. 1999. Pg. 37.

Expressways are a subset of the Statewide, Regional and District Highways classifications. They are complete routes or segments of existing limited-access two-lane, multi-lane, and planned multi-lane highways that provide for safe and efficient high-speed and high-volume traffic movements. Their primary function is to provide interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide long-distance and intra-urban travel in metropolitan areas.

System Management, Goal 2 of the OHP, encourages coordination between the State, local jurisdictions and federal agencies to create an increasingly seamless transportation system with respect to the development, operation, and maintenance of the highway and road system that:

- safeguards the state highway system by maintaining functionality and integrity;
- ensures that local mobility and accessibility needs are met; and
- enhances system efficiency and safety.

Additionally, Policy 2C (Interjurisdictional Transfers) requires the State of Oregon to consider, in cooperation with local jurisdictions, interjurisdictional transfers that:

- rationalize and simplify the management responsibilities along a roadway segment or corridor;
- reflect the appropriate functional classification of a roadway segment or corridor; and/or
- lead to increased efficiencies in the operation and maintenance of a roadway segment or corridor.[8]

The State classification system recognizes that some roads, which are currently state highways, often function as local roads. Policy 2C of the OHP states that ODOT will develop a process to identify roads that may be transferred to local jurisdictions in accordance with Policy 2C.

Goal 4 of the OHP, Travel Alternatives, addresses travel modes such as walking, biking, and transit, and transportation demand management strategies that support reductions in single-occupancy vehicle demand on the highway system. ODOT's Highway Design Manual (HDM) provides technical guidance and standards to guide the design of walking, biking, and transit facilities on ODOT owned and managed facilities. In addition, the HDM provides information regarding design exceptions that some jurisdictions pursue to include desired facility designs on ODOT highways in urban areas. A city may pursue a jurisdictional transfer of a state highway to support implementation of pedestrian or bicycle facility designs that would not otherwise be feasible via the HDM.

ODOT's Blueprint for Urban Design provides direction on designing ODOT facilities in various urban and suburban state highway contexts in Oregon. It seeks to align planning and design work for urban transportation projects by developing comprehensive design targets to address the unique needs of urban environments. The effort considers all modes of transportation including motor vehicle, freight, public transit, pedestrian, bicycle and rail.

2.1.3 Regional

Oregon Metro's 2018 Regional Transportation Plan (RTP) is the blueprint to guide investments for all forms of travel in greater Portland. The RTP prioritizes policies, planning and projects identified and adopted by the Joint Policy Advisory Committee on Transportation (JPACT), and approved by FHWA and Federal Transit Administration (FTA) as the region-wide transportation plan. It identifies the region's most urgent transportation needs and priorities for investments over the next 25 years. In 2018, JPACT and Metro Council identified four priority areas: traffic safety, equity, congestion relief and reducing

[8] Oregon Highway Plan. Oregon Department of Transportation. 1999.

impacts to Climate Change. During the development of the RTP 2018, stakeholders and jurisdictions called for a jurisdictional transfer study. As planning for jurisdictional transfers moves forward, the 2018 RTP lays the foundation for successful implementation.

Chapter 3 of the 2018 RTP establishes regional classifications for roadways within the Portland metropolitan area. These classifications categorize roads for each identified regional modal network (pedestrian, bicycle, transit, freight and motor vehicles). Like federal and state classification systems, the RTP's classifications are hierarchical and provide a vision for the modal networks. Each classification describes the volume and type of trips most suited for the group of roadways. The RTP classifications, by modal network, include:

- **Pedestrian**: pedestrian parkway, regional pedestrian corridor, local pedestrian connectors
- **Bicycle**: bicycle parkway, regional bikeway, local bikeways
- **Transit**: existing light rail, commuter rail, enhanced transit corridor, street car, High Capacity Transit (HCT) in progress, future HCT, intercity high-speed rail, frequent bus, regional and local bus
- **Freight**: main roadway routes, regional intermodal connections, roadway connections
- **Motor Vehicle**: throughways, major arterial, minor arterial

Chapter 8 of the RTP establishes the Jurisdictional Transfer Assessment Program as part of the ongoing and future efforts to implement the RTP. Metro created this program as part of near-term planning efforts to apply the plan at the regional scale (section 8.2.3.4 of the RTP).

Chapter 6 identifies ten near-term capital program investment priorities to address greater Portland's most pressing transportation challenges. Of these priorities, Metro Council identified four to act as the pillars of the RTP. These four priorities provide critical guidance and direction for the Study. They will be integrated at each step of the jurisdictional transfer process, from identifying candidates to implementing a transfer. The priorities are:

- Equity – reduce disparities and barriers faced by communities of color and other historically marginalized communities
- Safety – reduce fatal and severe injury crashes, particularly focusing on the High Crash Corridor network
- Climate change – expand transit and active transportation networks, and leverage emerging technology to meet Climate Smart Strategy goals
- Congestion relief – manage congestion and travel demand through low-cost, high value solutions.

2.1.4 Local

At the local level, cities and counties use Transportation System Plans (TSPs) and local code to designate roadway classifications and their design standards. Pursuant to Oregon Administrative Rule (OAR) 660-012-0015, all TSPs require a road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Roadway classifications in city and county TSPs are also required to be consistent with regional and state classifications.[9] Local classifications often use different systems and/or terminology but are fundamentally consistent in policy.

[9] OAR 660-012-0020.

2.2 Legal Considerations

The jurisdictional transfer process includes completing and approving two documents that can address specific legal issues if they arise: the Jurisdictional Transfer Agreement and the intergovernmental agreement.

The **jurisdictional transfer agreement** should clearly spell out maintenance responsibilities to prevent confusion about which agency performs maintenance and to what standard. In particular, highways that have been constructed or improved using federal funds may still have federal requirements dictating maintenance levels for long periods of time, usually the useful life of the facility. If the highway is not property maintained, FHWA will hold ODOT responsible for rectifying the situation, regardless of whether the state or a local government has jurisdiction over the roadway. From the local government perspective, local governments are often taking on a large financial liability, especially as it relates to potential future tort claims, so it is important for the local jurisdictions to have clarity on whether they have autonomy in determining the level of maintenance needed and other engineering improvements. Therefore, it is in the best interest of all parties to clearly define maintenance responsibilities for roadways that used federal funds.[10]

The **intergovernmental agreement (IGA)** should clearly state the process and timing for transfer and identify the responsibilities of the State and local jurisdiction to address three common legal issues:

- Tort liability;
- Americans with Disabilities Act (ADA) claims; and
- Right-of-way designations.

The IGA addresses tort claims by identifying who assumes liability (i.e., liability for a wrongful act, not including breach of contract or trust, that results in injury to another person's property or the like and for which the injured party is entitled to compensation). Because agencies have six months to respond to tort claims, the involved agencies would likely know of any outstanding claims related to the segment for jurisdictional transfer. The IGA should lay out a clear timeframe for transfer and identify agency roles to prevent liability issues.

Second, the IGA should clearly identify timing and agency responsibilities to ensure federal or state ADA claims relevant to the highway being transferred are appropriately addressed. Unlike tort claims, ADA claims require immediate response from the responsible agency.

Third, the IGA should clearly identify the precise right of way being transferred. The ownership of roadways is complex; in some instances, ODOT maintains the road from curb to curb, while the city owns and maintains the roadway from the curb to the right of way line. The IGA should ensure the ownership of the right of way, and where they right of way is located, is clear to prevent confusion on ownership and liability.

Lastly, the IGA often identifies a cost and source of funding for the transfer that is mutually agreed to by all parties.

2.3 The Legal Process for Transfer in Oregon

Best practice indicates that transferring ownership of a state highway requires years of intentional planning and collaboration among the involved parties. Once a roadway is selected, the formal process that legally transfers property from ODOT to a local jurisdiction can begin. The legal mechanism for this

[10] Transferring Roads: A Handbook For Making Jurisdictional Transfers. Oregon Department of Transportation. 2003.

transfer is a contract between the parties. This is referred to as the jurisdictional transfer process. The following three steps summarize the legal process. There is a more comprehensive overview of the legal process in ODOT's Transferring Roads Handbook (2003).[11]

2.3.1 Step 1: Jurisdictional Transfer Agreement

If the jurisdictional transfer involves one or more local governments, ODOT and the partnering local government(s) begin preliminary negotiations regarding the highway segments to be transferred and/or retained. Based on these negotiations, the appropriate ODOT Region and local agency work together to prepare a draft agreement, along with a preliminary map of the highway segments involved. The agreement describes the necessary terms and conditions, including State and local jurisdiction obligations and general provisions. After the Jurisdictional Transfer Agreement has been approved, ODOT and the local agency sign the agreement to implement the transfer process.

2.3.2 Step 2: Jurisdictional Transfer Conveyance Documents

Negotiating a contract for jurisdictional transfer takes into account several things.

First, the parties must agree to the asset being transferred. The ODOT Right of Way Section, Acquisition Unit, prepares right of way documents, based on the terms of the agreement, and attaches the final exhibit map that clearly defines highway segments to be retained and/or transferred. The local government's Right of Way section will review and coordinate with ODOT's Right of Way section. When right-of-way is not clear or needs specificity, clauses relating to on-going maintenance of assets that are related or connected to the roadway, such as utilities and lighting, may be included in the contract.

The document will clarify roles and responsibilities after the transfer, especially as it relates to ongoing liability and indemnification. Once the agreement is in place and the terms and conditions have been mutually agreed upon by all parties, the formal resolutions and transfer documents finalizing the process are prepared for signature.

Once signed, the document transferring the right of way, with a reversionary clause, is recorded with the county, with the exhibit map attached. These two documents are a Resolution Eliminating a Section of Highway from the State Highway System and Minor Amendment to the Oregon Highway Plan, and a recorded Jurisdictional Transfer Document. The Resolution is the Oregon Transportation Commission's (OTC) formal decision documenting the transfer and amendment to the OHP. The Jurisdictional Transfer Document is a formal legal document finalizing the transfer. This step can also include agreements related to roles and responsibilities for future operations and maintenance of the roadway, liability, claims, and right of way.

2.3.3 Step 3: Changes to the Oregon Highway Plan

The 1999 OHP is the highway element of the state transportation system plan required by the Transportation Equity Act for the 21st Century and the state Transportation Planning Rule. It is a statement of state policy developed and adopted by the OTC and has legal status. A jurisdictional transfer involves a change to the highway system that is noted on the OHP highway map and the OHP list of state-owned highways. The OHP must be amended accordingly, which requires OTC approval.[12]

[11] Transferring Roads: A Handbook For Making Jurisdictional Transfers. Oregon Department of Transportation. 2003.
[12] Ibid.

2.3.4 Changes to the Regional Transportation Plan

The Regional Transportation Plan must be amended if the jurisdictional transfer results in any changes to RTP functional classifications (on the motor vehicle, transit, bicycle, pedestrian or freight system maps) or any changes to the RTP project list.

2.3.5 Relevent Oregon Statutory Authority

Jurisdictional transfers are based on language in state statute and require OTC approval to complete the transfer. Oregon Revised Statute (ORS) gives OTC the authority to "select, establish, adopt, lay out, locate, alter, relocate, change and realign primary and secondary state highways."[13] Oregon statute (ORS 366.290) also allows ODOT to add or remove roads from the state highway system and its considerations are listed below.

> (*1) In the selection of highways or roads to be included in the state highway system the department shall give consideration to and shall select such county roads or public roads as will contribute to and best promote the completion of an adequate system of state highways. Thereafter the construction, improvement, maintenance and repair of such roads shall be under the jurisdiction of the department.*
>
> *(2) In the selection of highways or roads to be included in the state highway system the department shall give consideration to and shall select such county roads or public roads as will contribute to and best promote the completion of an adequate system of state highways.*
>
> *(3) (a) With the written agreement of the county in which a particular highway or part thereof is located, the department may, when in its opinion the interests of highway users will be best served, eliminate from the state highway system any road, highway, road segment or highway segment. The road, highway or segment becomes a county road or highway, and the construction, repair, maintenance or improvement, and jurisdiction over the road or highway will be exclusively under the county in which the road or highway is located.*[14]

Oregon statutes related to jurisdictional transfers include the following:

- ORS 366.340 establishes the highway purposes that ODOT may have for acquiring real property.
- Pursuant to ORS 366.395, the state may relinquish title to any of its property not needed for highway purposes to any other governmental body or political subdivision within the State of Oregon, subject to such restrictions, if any, imposed by deed or other legal instrument or otherwise imposed by the state.
- Pursuant to ORS 373.010, when the route of a state highway passes through a city, the state may locate, relocate, reroute, abandon, alter, or change such routing when in its opinion the interests of the motoring public will be better served.
- Pursuant to ORS 373.020, jurisdiction of streets taken over by the Department of Transportation extends from curb to curb or over the portion of the right of way utilized by the department for highway purposes.

[13] ORS 366.215, Creation of state highways.
[14] ORS 366.290, Adding to or removing roads from state highway system.

3. Case Studies

Since 1993, ODOT has transferred 12 facilities in Region 1 to local jurisdictions. Mandated by Keep Oregon Moving (House Bill 2017), ODOT is currently studying the cost to upgrade and transfer Inner Powell to the City of Portland, and is upgrading Outer Powell to transfer to the City of Portland. ODOT and the City of Portland are also discussing transfer of 82nd Avenue and 99W (Barbur Boulevard). Each jurisdictional transfer is a unique negotiation between ODOT and the receiving jurisdiction. Transfer conditions and agreements are influenced by community input, the local government funding capacity, the state of repair of the roadway and the roadway's relationship to the larger transportation network.[15]

Additional jurisdictional transfers between ODOT and a local jurisdiction authorized by Keep Oregon Moving include:

- Pacific Highway West (Highway 91) from Beltline Highway to Washington Street, and Walnut Street to Interstate 5 from ODOT to the City of Eugene*
- Springfield Highway (Highway 228) from ODOT to the City of Springfield
- The section of Territorial Highway (Highway 200) that is located within Lane County from ODOT to the County*
- Springfield-Creswell Highway (Highway 222) from Jasper-Lowell Road to Emerald Parkway from ODOT to Lane County*
- Delta Highway from Interstate 105 to Randy Pape Beltline from Lane County to ODOT
- Cornelius Pass Road from Highway 30 to Highway 26 from Multnomah and Washington County to ODOT

**ODOT will retain jurisdiction of identified bridges*

3.1 Case Studies: Themes

Case studies of completed highway jurisdictional transfers illustrate a range of conditions and outcomes from past projects, providing useful information for future planning and pursuits. Three themes emerge from the review of several case studies:

Theme 1: Incentive and mutual benefits
Theme 2: Roadway maintenance and design standards
Theme 3: Consistency with current land use

The following sections describe the themes and present case studies that support each theme.

3.1.1 Theme 1: Incentives and Mutual Benefit

Jurisdictional transfers are initiated when the State and local jurisdiction have incentive to execute the transfer. Case studies indicate that local jurisdictions are motivated by the community's desire for an improved roadway and when a change in roadway function will prioritize non-automobile travel modes, to improve traffic safety or support desired land use outcomes. Transfer is easiest when funding is available (for example, through the State Legislature) to upgrade the road prior to transfer. Frequently, transfers reduce maintenance costs and liability for the State, providing long-term financial incentive for the State to complete a transfer.

Once incentives are established, the State and local jurisdiction are motivated to complete a transfer by the prospect of mutual benefits. Because the jurisdictional transfer process is grounded in negotiations, transparent and frequent communication ensures that both parties will receive some type of benefit – a financial benefit or outcome that supports the agency's mission.

Table 1 presents examples where financial incentives and the prospect of mutual benefits motivated the State and local jurisdictions to complete highway jurisdictional transfers.

[15] 82nd Avenue of Roses Implementation Plan: Jurisdictional Transfer Explanation and Case Studies. CH2M. 2016.

Table 1. Case studies - incentive and mutual benefit

Roadway	Transfer to	Transfer from	Year	Reason for transfer	Outcome
Martin Luther King, Jr. Boulevard from Lombard Street to SE Division Street	City of Portland	ODOT Region 1	2002	The roadway served local commercial districts and residential neighborhoods. The community wanted to transform the highway into a boulevard-style roadway that was not consistent with ODOT Highway Design Manual standards. ODOT wanted to transfer the liability and associated maintenance costs to another jurisdiction.	The Portland Bureau of Transportation (PBOT) took full jurisdiction and maintenance of the highway. PBOT added on-street parking, pedestrian islands, crosswalks, and curb-side street trees. As part of the agreement, ODOT turned over easements and lease rights on the East Bank Property and Holman Building. ODOT also rebuilt the viaduct.
Scholls Ferry Road (milepost 0.0 – 5.5)	Washington County	ODOT Region 1	2003	The road served mainly local functions and served as a major county arterial. It needed major improvements to address congestion issues that were not ODOT funding priorities.	The County and ODOT agreed that if the state provided 50 percent funding, the county would take over jurisdiction. County design standards were used to reduce costs, although the cities were able to incorporate some of their unique standards.

3.1.2 Theme 2: Roadway maintenance and design standards

Jurisdictional transfers frequently occur to improve a roadway's maintenance or change its design standards. ODOT design standards are consistent with the Highway Design Manual, and many local jurisdictions use design standards with more flexibility for urban design. Design standards are dictated by a road's classification and may not be consistent with current or future uses of the roadway.

Classifications also can relate to the level of funding a roadway receives from the State; often in the context of limited funding, ODOT invests in maintenance of Interstates or Statewide Highways first.

Table 2 presents examples where jurisdictional transfers were motivated by a need to improve roadway maintenance and change design standards.

Table 2. Case studies - roadway maintenance and design standards

Roadway	Transfer to	Transfer from	Year	Reason for transfer	Outcome
Lafayette Avenue	City of McMinnville	ODOT Region 2	2003	The roadway was a two-lane arterial with no sidewalks and drainage. Pavement conditions varied from fair to poor. The City tried to improve the road through the STIP process. Under ODOT's ownership, the desired project could not be designed to state standards because of the narrow right of way. The project was ineligible for federal funding because it did not follow federal design guidelines.	The City agreed to put general fund money towards the project in addition to bond and systems development charge money to transfer the road. Without having to adhere to ODOT design standards, the City implemented the desired project.
Oregon 47	City of Forest Grove and Washington County	ODOT Region 1	2003	The local community wanted the road brought up to urban design standards and was willing to fund part of the project with property taxes.	ODOT constructed a new state highway bypass, designed to ODOT standards. Part of OR 47 was transferred to the County and part to the City of Forest Grove; Washington County completed the design work and acquired the right of way.
Martin Luther King, Jr. Boulevard Viaduct	City of Portland	ODOT Region 1	2003	A design for upgrading the 1936 viaduct was not compatible with PBOT and community vision for the Central Eastside, specifically around accommodation for pedestrians and bicyclists.	The Design Review Advisory Committee selected a design that did not meet ODOT or FHWA standards, prompting the negotiation for jurisdictional transfer. ODOT agreed to build the selected design if ownership was transferred. The City acquired maintenance and operations in 2011.

3.1.3 Theme 3: Consistency with current and future land use

While jurisdictional transfers often occur to update physical conditions of a roadway, they also occur when a roadway's function is not consistent with current and future land use. Transferring road ownership to a local jurisdiction can help support development or redevelopment by aligning transportation and adjacent land use. The transfer process itself can facilitate development when the negotiation process results in a design that supports adjacent land uses. Negotiation also leads to

creativity and compromise, resulting in an outcome for the roadway that may have otherwise been undiscovered.

Table 3 presents examples where jurisdictional transfer helped align roadway functions with current and future land use.

Table 3. Case studies - consistency with land use

Roadway	Transfer to	Transfer from	Year	Description	Outcome
Sandy Boulevard from Grand Avenue to 99th Avenue	City of Portland	ODOT Region 1	2003	Two segments of Sandy Blvd operated differently from the remainder of the road, with greater mixing of modes as the roadway moved east. The transfer was intended to support redevelopment and growth within the Hollywood Town Center and Main Street improvements.	Under City ownership, the Sandy Boulevard Resurfacing and Streetscape Project made multimodal improvements and changed the streetscape. In 2008, the City prepared a report that found the project to be widely successful. The transfer reduced ODOT's maintenance costs, regional through traffic is served by I-84.
Siskiyou Boulevard	City of Ashland	ODOT Region 3	2003	Located between the library and Southern Oregon University, the state highway functioned as a downtown city street. There was heavy pedestrian and bicycle traffic and safety concerns. The City requested a widening project, but there was disagreement on design issues.	ODOT made the modernization project in the STIP contingent upon the City building the project and taking over jurisdiction along a segment of the boulevard. The biggest issue in the transfer was establishing valuation for maintenance and finding adequate funding.
Interstate Avenue	City of Portland	ODOT Region 1	1993	The City wanted to transfer the road to help construct the new light rail transit line. The Light Rail could not be constructed under ODOT's jurisdiction.	Interstate Avenue was transferred to the City without the exchange of funds. The light rail line was constructed after transfer.

3.2 Major Constraints

Major constraints, as illustrated in the case studies, can delay or limit the ability to achieve the preferred outcome, even if both parties agree a transfer is the best option. However, identifying and addressing constraints early and effectively helps shape expectations for the involved parties. It encourages compromise and creativity to develop a mutually beneficial agreement. Constraints differ on a case-by-

case basis, but can generally be categorized into two categories: fiscal constraints and physical constraints.

3.2.1 Fiscal Constraints

The case studies indicate funding is a major constraint to transferring highway jurisdiction. Transfers hinge on the capacity of the local jurisdiction to incur the costs of roadway maintenance and sometimes the costs to upgrade the facility and/or take on future liabilities. The State and most local jurisdictions in Oregon do not have a dedicated funding source for transfers and, as the case studies illustrate, use a range of creative funding mechanisms, such as bonds.

The state gas tax is the primary source of transportation funding for state and local governments. Oregon's State Highway Fund collects resources from three main sources: taxes on motor fuels, taxes on heavy trucks and driver and vehicle fees. Under the Oregon Constitution, these fees and taxes must be spent on roads, including bikeways and walkways within the highway right of way. State funds can be used for both construction projects and maintenance and operation of state roads. The OTC allocates "fix it" funding for the operation and maintenance of the entire state-owned highway system, including roadways and bridges. Funding is limited.

OTC and ODOT have prioritized maintenance of the Interstate Highway system, which is very expensive.[16] Allocating funds to facilitate and process a highway transfer of an arterial street is challenging. Before the formal process begins, funding availability will likely influence the selection of highways for jurisdictional transfer.

Similarly, local government's ability to raise funds or receive federal or state gas tax funds is not keeping up with the rate of decline of the local roadway system, inflation and the cost of construction. Many local jurisdictions cannot afford to maintain their current transportation assets, in addition to their other aging assets such as utilities and water systems. Often, local governments cannot afford to finance the transfer of the roadway.

3.2.2 Physical Constraints

As part of the process, both parties work towards an agreement on the roadway design and the standards that apply to that design standards, and consider the physical elements of the roadway. In some cases, the parties agree to improvements before the transfer, and other cases, the focus of the negotiations is focused on post-transfer.

If the highway is on the NHS system, whether it is under state or local jurisdiction, the federally-approved design standards apply (in Oregon, ODOT design standards must be used). When the roadway is not on the NHS system, the design standards are determined by the owning agency. To achieve the desired vision, the Transfer Agreement should have clear provisions for the timing and circumstances for turning over the jurisdiction of the roadway.

The transfer process and desired outcomes can be constrained by the physical conditions and elements of the roadway. The following list should be considered when setting expectations for transfer and producing achievable goals.

- **Local zoning and local access**. The local government often oversees the local zoning along the corridor, owns the local streets, and in some cases, issues local building permits to businesses

[16] More information about ODOT's paving projects can be found here: https://www.oregon.gov/ODOT/Pages/ConstructionMap.aspx

and residences along the street. The transfer should take into local comprehensive plans, local zoning, local corridor plans and existing land uses.

- **Outdoor advertising.** The state is required by state law to maintain control of outdoor advertising signs visible to state highways if the section of highway is on the NHS or was part of the Federal aid primary system in existence on June 1, 1991. If the section of highway was not a Federal-aid primary system highway on June 1, 1991, then responsibility for outdoor signage is transferred to the local jurisdiction.
- **Rail crossings.** The jurisdiction whose roadway crosses a rail line is responsible for the crossing markings and the pavement up to the rail line. The owner of the intersecting roadway is responsible for adhering to all the rail stipulations assigned to the former road authority.
- **Highway condition and maintenance.** Parties must mutually agree to the condition of the asset and its state of repair. This includes pavement, bridges, and other features as well as maintenance responsibilities. Highways that have been constructed or improved using federal funds may still have federal requirements or conditions that require maintenance to a standard and for a particular period of time, usually the useful life of the facility. Therefore, any transfer agreement should clearly spell out existing maintenance conditions and on-going maintenance responsibilities.
- **Route designations and signs.** When a highway route number moves from one state-owned road to another, the contract should include a clause regarding ODOT's removal of the signs and replacement by the local jurisdiction.
- **Traffic signals and illumination**. ODOT and the partnering agency may need to renegotiate any existing intergovernmental agreements regarding power, operations and maintenance of signals and illumination. The agreement should define who has power, maintenance and signal timing responsibilities, who has cost responsibility, and how and when any changes take place.

4. Best Practices

The following section presents best practices for highway jurisdictional transfer. These best practices should be followed throughout the entire transfer process –from selection to implementation.

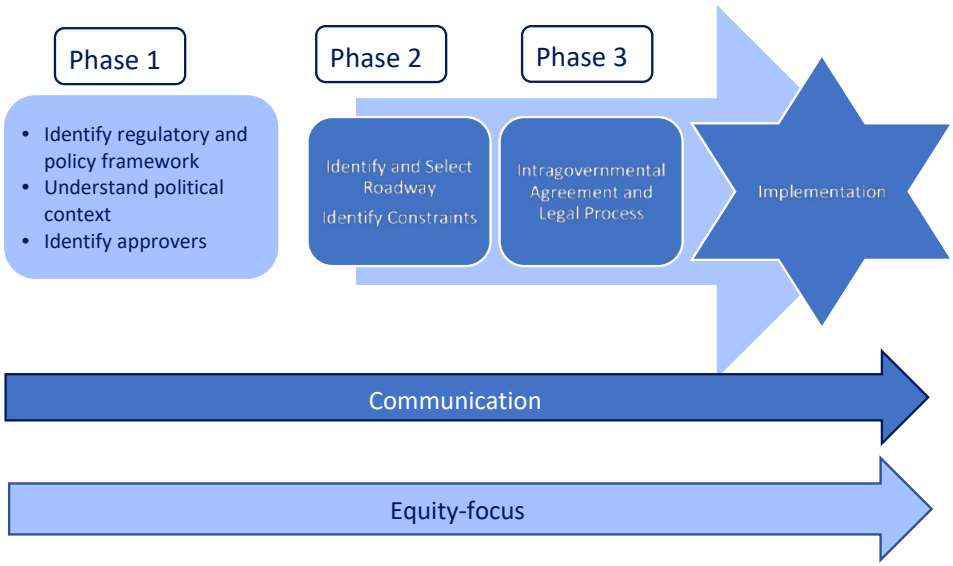
4.1 Follow a Process

The jurisdictional transfer process typically begins years prior to the formal legal process, starting with regional and statewide planning, and continuing through highway selection to implementation of the Transfer Agreement. From initiation to completion, jurisdictional transfers should follow a clear process to enable the State and local jurisdiction(s) to effectively address issues before they become sticking points that prevent or delay the transfer.

Importantly, a fair, equitable process helps jurisdictional transfers meet community goals. Throughout the process, the involved agencies should prioritize community needs and values. In the Portland region, 56% of state-owned arterial highways are located in Historically Marginalized Communities (*areas with higher than average number of people of color, English language learners, and/or lower-income people).* It is imperative for the involved agencies to develop a process and identify equitable outcomes to ensure the results of jurisdictional transfer reduce barriers for people of color and marginalized communities and is consistent with Metro Council's Regional Equity Strategy, which is being carried out across Metro's planning department.

Figure 1 provides an overview of the comprehensive jurisdictional transfer process.

Figure 1. Jurisdictional Transfer Process



4.1.1 Phase 1: Preparing for the transfer

The first phase is preparing for the transfer. During this phase, the involved agencies should:

- identify a regulatory and policy framework;
- understand the political context; and
- identify approvers early.

Identifying a regulatory and policy framework allows the involved agency staff and stakeholders to understand the basis for jurisdictional transfer. The jurisdictional transfer process is rooted in state statute, but it includes intricacies at the federal, regional and local levels. A regulatory and policy framework helps navigate these complexities, such as, roadway ownership, classifications, relevant policies and legal requirements. It also helps involved staff and stakeholders to become familiar with relevant terminology and concepts. This step provides the same information to the involved agencies, ensuring they enter the transfer process with a shared understanding of the applicable regulations and policies.

Understanding the political context in the region and within and among the State and local jurisdiction(s) will help identify funding opportunities, develop a process for transfer and set expectations for the transfer process. Developing a knowledge of the political context, including agency and community priorities, helps determine if highway jurisdictional transfer is the right tool to accomplish the desired outcomes. Jurisdictional transfer can help achieve community goals and result in mutual benefits – but it is not always the most effective route to achieving desired outcomes for the roadway under consideration.

Once a roadway is selected, taking inventory of each agency's priorities, elected officials' interests, and community goals will support a more successful process. Agency priorities will vary and are often influenced by elected officials. Understanding the overall political context will help set expectations for the formal transfer process, ensuring the process and desired outcomes are achievable. Agency

priorities will impact candidate roadways for transfer, available funding sources and levels, and the interests each agency brings to the negotiating table. All these elements should be documented and understood before entering Phase 2 and 3.

Last, identifying the final decision-makers for jurisdictional transfer sets expectation, helps identify realistic outcomes and helps navigate the process to achieve desired outcomes. The decision-makers include those who will agree to enter into negotiations, and those who will sign the transfer documents to formalize the transfer. Section 2.2 describes the necessary steps and documentation. Identifying the approvers early will ensure the process is on track to complete the jurisdictional transfer and avoid backpedaling down the road. It will also set outcomes that are expected to be approved.

4.1.2 Phase 2: Identify and select roadway and identify constraints

Once the foundation for transfer has been established, the agencies are set to identify and select a roadway and identify the constraints to transferring it from one agency to another. Identifying a roadway may hinge on available funding, but best practice indicates that roadways should be selected based on community needs and values. The 2018 RTP recommends the following steps to select roadways for transfer:

- identify state owned routes that the community and stakeholders would like to evaluate and consider for jurisdictional transfer;
- identify gaps and deficiencies on these roadways,
- tier the roadways; and
- address some of the barriers and opportunities to transfer the prioritized routes from state ownership to local ownership.

After the roadway has been selected, constraints should be identified, including both fiscal and physical. Section 3.2 describes common constraints.

4.1.3 Phase 3: Establish intragovernmental agreement and follow the legal process

After the roadway is selected, the agencies can enter into the formal process which implements an intergovernmental agreement. Phase 3 is explained in Section 2 of this memorandum.

4.2 Communicate

Communication is central to carry out a jurisdictional transfer process that results in shared desired outcomes. Best practices include:

- Identify clear roles within ODOT and within the involved local jurisdiction(s), such as a jurisdictional transfer specialist, asset manager, agreements specialist, traffic engineer and financial and support services staff. This will allow staff to develop expertise in the process and foster relationships among the involved staff.
- Set expectations for clear, open and frequent communication among each agency's departments and between agencies.
  - Compromise and creativity between the State and local agencies leads to a fair and acceptable agreement. Communication is particularly pertinent during negotiation.
- Conduct early outreach with the impacted communities.
  - The partnering agencies should do their due diligence to understand the community's needs. Early engagement will lead to a smoother process by preventing tension and backpedaling during negotiation and agreement.

5. Next Steps

As part of this Study, the Study team is developing a Jurisdictional Transfer Atlas to inventory state-owned highways that might be candidates for jurisdictional transfer. Using the Atlas and OHP roadway classification definitions as references, the Study team will prepare recommendations to the OTC to consider potential updates to OHP roadway classifications based on changes in how the roadway now functions. The team will also develop a toolkit that will include methodologies for how to select individual corridor segments for further study and how to estimate costs for jurisdictional transfer. The toolkit will establish a regional approach for how to assess needs and deficiencies for facilities under consideration for transfer and prepare assessments for each corridor segment. The team will rank corridor segments and address the capacity and readiness of a local agency to receive a facility ODOT for those corridors that are most ready. The team will then prepare a final report that describes points of regional consensus as well as the priorities held by individual partners.

Appendix A. List of Acronyms

ADA	American with Disabilities Act
CRFCs	Critical Rural Freight Corridors
CUFCs	Critical Urban Freight Corridors
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HB	House Bill
HCT	High Capacity Transit
HDM	Highway Design Manual
HWY	Highway
I-	Interstate
IGA	Intergovernmental agreement
JPACT	Joint Policy Advisory Committee on Transportation
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPOs	Metropolitan Planning Organizations
NHFN	National Highway Freight Network
NHS	National Highway System
OAR	Oregon Administrative Rule
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
ORS	Oregon Revised Statute
PBOT	Portland Bureau of Transportation
PHFS	Primary Highway Freight System
ROW	Right of way
RTP	Regional Transportation Plan
SB	Senate Bill
Study	Regional Framework for Highway Jurisdictional Transfer Study
TSP	Transportation System Plan
TV	Tualatin Valley

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ATTACHMENT C - Corridor Segment Selection Methodology and Evaluation Results

Attachment C

METRO HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

Corridor Segment Selection Methodology and Evaluation Results

Date: June 2020

1 Introduction

1.1 Purpose of the Regional Framework for Highway Jurisdictional Transfer

The purpose of the regional framework for highway jurisdictional transfer study (study) is to identify which state-owned routes in greater Portland should be evaluated and considered for a jurisdictional transfer, sort them based on regional priorities, and address some of the opportunities and barriers to transfer the routes. For the purposes of this study, jurisdictional transfer (also referred to as interjurisdictional transfer) is the process of changing ownership of a highway right of way from the State to a local jurisdiction – a city or county. The decision framework will serve as a tool for state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer of roadway ownership. The study is convened by Metro in collaboration with the Oregon Department of Transportation (ODOT).

Metro's 2018 Regional Transportation Plan (RTP) identified a jurisdictional transfer assessment as a necessary step to help the region meet its equity, safety and multimodal goals. In greater Portland, ownership patterns of streets, roads and highways reflect historical patterns, but do not necessarily reflect current transportation, land use and development needs.

Several arterials in greater Portland were originally constructed to provide connections from farmland to the city (referred to as "farm-to-market" roads). Over time, they grew to become highways. In 1956, the federal government began building the Interstate Highway System (known as the Dwight D. Eisenhower National System of Interstate and Defense Highways) and between 1960 and 1980 the highway system in the Portland area was built. It included limited access facilities such as Interstate (I-)5, I-205 and Highway 26, which provided more efficient long-distance travel options and replaced the function of the existing state system. Since then, much of the land surrounding these highways has evolved to accommodate population growth, new development and diversified land use. As a result, many of the original roads now serve multiple travel needs, providing space for people walking and biking, transit and short-distance travel for vehicles. Roadway designs that were useful last century do not always work for our communities today. Managing these roads that used to function as highways to meet the needs of our communities, especially people of color, people with low-incomes, or limited-English speakers has become increasingly complex due to historic lack of investment in areas serving communities of color or communities with lower incomes.

While their function has changed, for many, their roadway classification and physical design has not; those that remain state highways retain the same classification identified in the 1999 Oregon Highway Plan (OHP), as amended. Transferring non-limited access state highways that function as urban arterials

to local jurisdictions could provide the opportunity for them to be re-constructed and operated consistent with local design standards that may respond better to modern transportation uses and mobility options, land use and development patterns, and community needs.

1.2 Purpose of the Memorandum

First, this memorandum describes the methodology to evaluate and select the most promising arterial highways in greater Portland as potential candidates for highway jurisdictional transfer. This overall methodology describes the methods for two different evaluations: the technical evaluation and the readiness evaluation. The technical evaluation examines segments using technical considerations related to the existing and future function of the roadway. Starting with a technical perspective allows considerations about the function of a roadway to inform conversations about jurisdictional transfer. The readiness evaluation examines the same universe of segments using readiness considerations related to local support and interest, including characteristics such as jurisdictional capacity, leadership interest, or experience with jurisdictional transfers.

Second, this memorandum describes the results of both the technical evaluation and the readiness evaluation.

Third, this memorandum discusses next steps.

2 Corridor Segment Selection Methodology

The corridor segment selection methodology is framed and informed by the four pillars of Metro's 2018 RTP. The RTP identifies ten near-term capital program investment priorities to address greater Portland's most pressing transportation challenges; of these priorities, Metro identified four to act as the RTP pillars. The four pillars, listed below, reflect regional values and provide a basis for the methodology.

- Climate change – expand transit and active transportation networks, and leverage emerging technology to meet Climate Smart Strategy goals
- Equity – reduce disparities and barriers faced by communities of color and other historically marginalized communities
- Safety – reduce fatal and severe injury crashes, particularly focusing on the High Crash Corridor network
- Congestion relief – manage congestion and travel demand through low-cost, high value solutions

The methodology consists of two parallel processes, each consisting of one screening round and one evaluation round, to determine the most promising corridor segments for transfer from ODOT to a local jurisdiction. For the purposes of this evaluation, a corridor segment is defined as a portion of an arterial highway within a single jurisdiction in the Portland Metropolitan Planning Area (MPA).[1, 2]

- Round 1: Preliminary screening of all ODOT-owned arterial highway corridor segments in the Portland MPA to screen out segments that are not viable candidates for jurisdictional transfer because of their intended vehicle throughput function

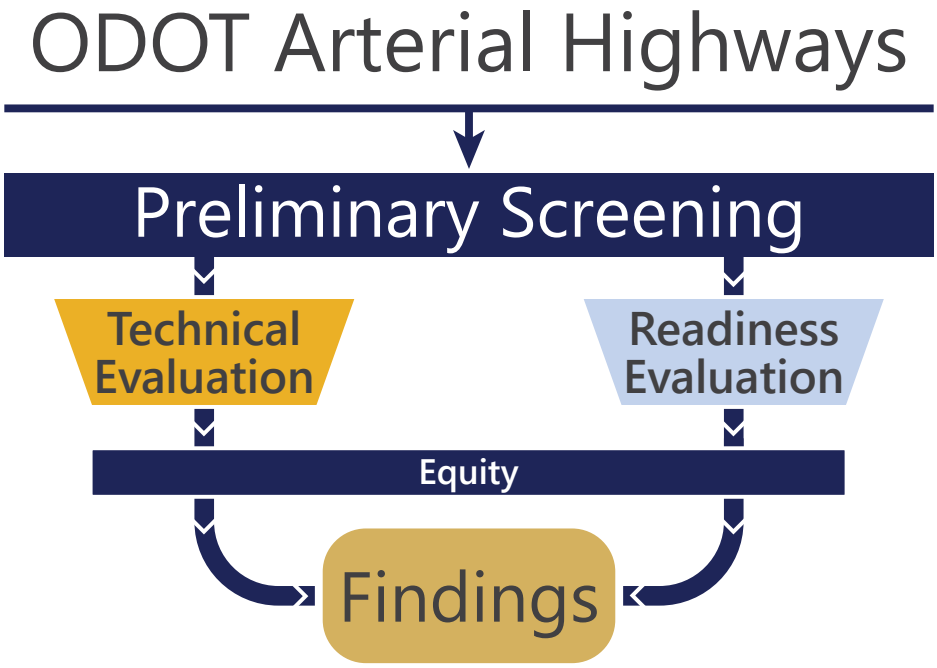
[1] The MPA is a federally-mandated boundary designated by Metro and encompasses all cities in the metropolitan area.

[2] Corridor segment definitions are for this evaluation only. Highway transfer recommendations may combine or split corridor segments based on what makes sense at the time of a transfer.

- Round 2a: Technical evaluation of the remaining segments from Round 1 to select promising segments for potential transfer
- Round 2b: Readiness evaluation of the remaining segments from Round 1 to select promising segments for potential transfer

The results from Round 1, preliminary screening, equally informed subsequent evaluation rounds. After Round 1, the study team evaluated the remaining corridor segments to identify the most promising segments as candidates for jurisdictional transfer from two perspectives: technical (Round 2a) and readiness of the local jurisdictional to accept an arterial (Round 2b). The readiness evaluation lagged the technical evaluation to allow roadway function to inform transfer discussions. The team completed Round 1 and Round 2a in fall 2019, and completed Round 2b in spring 2020. The team will next evaluate and compare results from Round 2a and Round 2b to develop recommendations for consideration. These recommendations will be developed in summer 2020. Figure 1 illustrates this process.

Figure 1: Technical Evaluation and Readiness Evaluation Process



2.1 Round 1: Preliminary Screening Methods

The purpose of Round 1 was to perform a preliminary screening of all ODOT-owned arterial highway corridor segments in the Portland MPA to screen out segments that are not viable for jurisdictional transfer because of their intended vehicle throughput function.

Round 1 had one yes/no question that identified significant barriers to jurisdictional transfer. The study team applied the question to each corridor segment. Corridor segments that did not "pass" Round 1 did not move to Round 2a or 2b. Corridor segments with a "no" answer to the screening question moved on to Round 2a and 2b. The study team documented the results of the Round 1 evaluation in a matrix. The Round 1 screening question, including rationale, is listed below.

Question 1: Does the segment have an Expressway (OHP) and/or Throughway (RTP) designation?

- If no, the segment moved to Round 2 of the evaluation and selection process.

Expressway and Throughway designations indicate that a roadway or corridor segment has statewide or regional significance and describes the function of the roadway.

Expressways, as designated by the OHP, are excluded as candidates for transfer because they have statewide significance as their primary purpose is to provide travel between cities and connections to ports and major recreation areas. They also serve long distance, intra-urban travel within metropolitan areas. Expressways are meant to provide safe travel for high speed and high-volume traffic with minimal interruption. Clackamas Highway/Sunrise Expressway (OR 224) is an example of an expressway.

Throughways, as designated by the RTP, are excluded as candidates for transfer because they have statewide and regional significance and serve as mobility routes with little or no property access and as connections between major destinations across the region and state. They generally span several jurisdictions and link greater Portland with neighboring cities, other parts of the state, other states and Canada. They also connect major activity centers within the region, including the Central City, regional centers, industrial areas and intermodal facilities. Lower Columbia River Highway (US 30W) is an example of a throughway.

2.2 Round 2a: Technical Evaluation and Selection Methods

The purpose of Round 2a was to evaluate the remaining corridor segments with a consistent set of technical criteria that reflect regional values (i.e., consistent with the RTP and its four pillars).

The study team evaluated and selected corridor segments using the matrix shown in Table 1. The matrix includes four categories: criteria, measure, rating/definition, and RTP pillar. The RTP pillar columns indicate which of the four RTP pillars each criterion addresses. The team measured the corridor segment's performance for each criterion by answering the measure questions according to the rating/definition provided in the matrix. Using professional expertise, the team intentionally developed measures and corresponding questions to avoid complicated technical analysis, allowing any jurisdiction to evaluate its own roadways.

Each measure was rated as high, medium, or low. A "high" rating means that the evaluated segment is more promising for jurisdictional transfer; a "medium" rating is somewhat promising for jurisdictional transfer; and a "low" rating is less promising for jurisdictional transfer under the technical evaluation criterion. The rating/definition is color coded so that high = dark blue, medium = blue, and low = light blue. The results allow the study team and partners to visually identify patterns and outliers. It is important to note that the criteria are listed in *no particular order* and are *not weighted*, providing a more flexible process and accounting for differences among local jurisdiction context and preferences.

After the study team evaluated the corridor segments, they used the results to select segments that appeared most promising for jurisdictional transfer, from a technical perspective. The evaluation was based on the overall results, so that the segments receiving more "high" and "medium" ratings were selected. The study team presented the selected corridor segments at Workshop #2 on December 18, 2019 to receive feedback from partners. Technical evaluation and selection results are included in Section 3.1 of this memorandum.

Table 1. Round 2a Technical Evaluation Methods Matrix

Criteria	Measure	Rating/Definition	RTP Pillar			
			Climate Change/ 2040 Growth Concept	Equity	Safety	Congestion Relief
Local plans	Does the segment have a plan or vision?	**High**: Yes **Low**: No	✓			
Access to business and housing	Is the segment located within a 2040 designated Central City, Regional Center, Town Center, Station Community or Main Street?	**High**: Yes, one or more **Low**: No	✓	✓		
Historically marginalized communities[1]	Is the segment located within a historically marginalized community (communities that exceed the regional rate for low income, people of color, or limited English proficiency)?	**High**: Yes, 50% or more of the segment **Medium**: Yes, less than 50% of the segment **Low**: No		✓		
Crash frequency	Is the segment identified on Metro's High Injury Corridors and Intersections in Greater Portland map and what is the density of Safety Priority Index System (SPIS) sites per mile?	**High**: The segment is identified on High Injury Corridors/ Intersection Map OR has 20 or more SPIS sites per mile **Medium**: The segment is not identified on High Injury Corridors/ Intersection Map and has 10 – 19 SPIS sites per mile **Low**: The segment is not identified on High Injury Corridors/ Intersection Map and has fewer than 10 SPIS sites per mile			✓	

Criteria	Measure	Rating/Definition	RTP Pillar			
			Climate Change/ 2040 Growth Concept	Equity	Safety	Congestion Relief
Density of conflict points	What is the segment's driveway density per mile?	**High**: 25 or more per mile **Medium**: 10 to 24 per mile **Low**: Less than 10 per mile			✓	✓
Freight connection[2]	Is the segment not listed as a designated National Highway System (NHS) freight connector or RTP freight route?	**High**: Yes **Low**: No				✓
Pedestrian system priority	Is the segment part of the regional pedestrian network?	**High**: Yes, 50% or more of the segment is classified as pedestrian parkway or regional pedestrian corridor **Medium**: Yes, less than 50% of the segment is classified as pedestrian parkway or regional pedestrian corridor **Low**: No	✓	✓	✓	✓
	Does the segment intersect with one or more regional pedestrian district(s)?	**High**: Yes **Low**: No	✓	✓	✓	✓
Bicycle system priority	Is the segment part of the regional bicycle network?	**High**: Yes, 50% or more of the segment is classified as bicycle parkways or regional bikeways **Medium**: Yes, less than 50% of the segment is classified as bicycle parkways or regional bikeways **Low**: No	✓	✓	✓	✓

Criteria	Measure	Rating/Definition	RTP Pillar			
			Climate Change/ 2040 Growth Concept	Equity	Safety	Congestion Relief
	Does the segment intersect with one or more regional bicycle district(s)?	**High**: Yes **Low**: No	✓	✓	✓	✓
Transit Priority	Is there existing frequent[3] transit service or major transit investments planned along the segment?	**High**: Yes, one or more existing frequent service lines or major transit investments planned **Medium**: No, one or more standard or peak-hour service lines **Low**: No transit lines	✓	✓	✓	✓
	If yes, do the transit stops exist within ¼ mile of a Central City, Regional Center, Town Center, Station Community or Main Street?	**High**: Yes, multiple stops that serve different lines or at least one stop that serves multiple lines **Medium**: Yes, one or more stops that serve one line **Low**: No	✓	✓	✓	✓
Redundant route	Is the segment redundant to an RTP Throughway?	**High**: Yes **Low**: No				✓

Notes:
[1] Community engagement would be necessary to validate that any proposed roadway improvements are consistent with the community's vision and needs.
[2] Note that some segments may be designated Oregon Revised Statute (ORS) 366.215 routes. These routes must permanently retain existing vertical and horizontal clearance dimensions ("hole in the air") to accommodate oversize freight vehicles, unless ODOT grants an exception.
[3] TriMet defines frequent service as transit that runs every 15 minutes or better most of the day, every day.

2.3 Round 2b: Readiness Evaluation and Selection Methods

The purpose of Round 2b was to evaluate the remaining segments (after Round 1) with a consistent set of readiness criteria. This was the same group of segments evaluated in Round 2a. The project team evaluated the corridor segments using the matrix shown in Table 2. Measures with an asterisk in Table 2 were evaluated where possible via an interview with a staff representative from the local jurisdiction

where the highway segment is physically located. Professional judgment was used in cases where an interview response was not available. The interview guide is included as Appendix B.

The matrix includes three categories: criteria, measure, and rating/definition. The team measured the corridor segment's performance for each criterion by answering the measure questions according to the rating/definition provided in the matrix. Using professional expertise, the team intentionally developed measures and corresponding questions to avoid complicated analysis, allowing any jurisdiction to evaluate its own roadways. Each readiness measure is rated as high, medium, or low. A "high" rating means that the evaluated segment is more promising for jurisdictional transfer; a "medium" rating is promising for jurisdictional transfer; and a "low" rating is less promising for jurisdictional transfer. The rating/definition is color coded so that high = dark blue, medium = blue, and low = light blue. The results allowed the study team and partners to visually identify patterns and outliers. It is important to note that the criteria are listed in *no particular order* and are *not weighted*, providing a more flexible process and accounting for differences among local jurisdiction context and preferences.

After the study team evaluated the corridor segments, they used the results to select segments that appeared most promising for jurisdictional transfer, from a readiness perspective. The evaluation was based on overall results, so that the segments receiving more "high" and "medium" ratings were selected. Readiness evaluation and selection results are included in Section 3.2 of this memorandum.

Table 2. Round 2b Readiness Evaluation Methods Matrix

Criteria	Measure[1]	Rating/Definition
Jurisdiction Interest	Is there known local support for a jurisdictional transfer (political interest, risk tolerance, etc.)? *	**High:** Lots of support **Medium:** Some support **Low:** Opposition to transfer
Segmentation	Does the segmentation make sense?*	**High:** Yes **Medium:** Somewhat **Low:** No
Funding capacity	What dollar amount (in 2018-2021 or 2021-2024 STIP, MTIP or local CIP) of capital investment is committed to the segment that could be used as leverage for jurisdictional transfer? [2]	**High**: More than $10M/mile funding **Medium**: Funding greater than $0/mile but less than $10M/mile **Low**: $0/mile funding
	How familiar is the jurisdiction with delivery of a larger-scale project?*	**High:** Very familiar **Medium:** Some experience/familiarity **Low:** Not familiar/no experience
Maintenance capacity	Are there currently or could there be resources, staff capacity or agreements to maintain the segment?*	**High:** Yes **Medium:** Maybe **Low:** No

Criteria	Measure[1]	Rating/Definition
Existing conditions and state of maintenance	What is the current condition of the existing roadway assets?*	**High:** Very good to good **Medium:** Fair **Low:** Poor to very poor
	What is the pavement condition of the segment?	**High:** Very good to good **Medium:** Fair **Low:** Poor to very poor
	How many lane miles of pavement are there in the segment? [2]	**High:** Up to 15 lane miles **Medium:** 15-30 lane miles **Low:** Over 30 lane miles
Bridges/structures	Do bridges or structures exist on the segment? [2]	**High:** Less than four **Medium:** four to eight **Low:** More than 8
Environmental	Does the segment pass through an environmentally sensitive areas (defined as wetlands, riparian or upland habitats, such that any ground disturbance would trigger a need for environmental permits?	**High:** Less than 25% (linear feet of segment) **Medium:** 25% to 75% (linear feet of segment) **Low:** More than 75% (linear feet of segment)
Land use	Are there active land use change discussions in the area (e.g., plan, development code, pedestrian-friendly design, etc.)?*	**High:** Yes **Low:** No

Notes:
[1]Measures with an asterisk (*) were evaluated where possible via an interview with a staff representative from the local jurisdiction where the highway segment is located. Professional judgment was used in cases where interview responses were not available.
[2]The high, medium and low splits for the funding measure, lane miles and bridges were all defined by the natural break in the data.

2.4 Segment Selection Recommendation Methods

After the project team completes the evaluations described in Sections 2.1, 2.2, and 2.3, the team will compare the results of the technical evaluation (Round 2a) and the readiness evaluation (Round 2b). This comparison will be informed by the project team's Equity Considerations analysis, which evaluated highway corridors for levels of people of color, low-income households, people who are unemployed and people with limited English proficiency and/or disabilities. The project team will select a minimum of the six segments with the highest scores from each of the evaluations (for a minimum total of 12 segments) as recommendations for the most promising candidates for jurisdictional transfer. The team will also consider other segments for reasons such as roadway designation continuity, equity, relatively higher scores in each evaluation, etc. for a full recommendation.

3 Evaluation and Results

3.1 Round 1: Evaluation and Results

As described in Section 2.1, the purpose of Round 1 was to perform a preliminary screening of all ODOT-owned arterial highway corridor segments in the Portland MPA to screen out segments not viable for jurisdictional transfer because of their intended vehicle throughput function.

Table 3 lists each of the 77 highway segments and identifies if the segment is classified as either an OHP Expressway or as an RTP Throughway. Thirty segments are classified as RTP Throughways, OHP Expressways, or both. These segments are shaded in gray and did not move on to the Round 2a or 2b evaluation. Figure 2 also shows these segments.

Table 3. Round 1: Preliminary Screening Results: RTP Throughways and OHP Expressways on ODOT Arterial Highways in the Portland MPA

Segment ID[1]	Mile Point begin[2]	Mile Point end[2]	Jurisdiction	Throughway	Expressway
OR 8 - TV Highway					
A1	0.1	5.9	Beaverton	No	No
A2	5.9	7.8	Washington	No	No
A3	7.8	14.3	Hillsboro	No	No
A4	14.3	14.9	Washington	No	No
A5	14.9	17.2	Cornelius	No	No
A6	17.2	17.9	Forest Grove	No	No
OR 47 - TV Highway					
A7	17.9	19.4	Forest Grove	**Yes**	No
A8	19.4	23.2	Washington	**Yes**	No
OR 10 - Beaverton-Hillsdale/Farmington Highway					
B1	2.6	3.4	Washington	No	No
B2	1.0	2.6	Beaverton	No	No
B3	5.9	7.4	Washington	No	No
U.S.26 - Mount Hood Highway					
C1	0.2	10.0	Portland	No	No
C2	14.2	15.6	Gresham	**Yes**	**Yes**
C3	15.6	16.8	Multnomah	**Yes**	**Yes**
C4	16.8	19.6	Clackamas	**Yes**	**Yes**
OR 30B - Northeast Portland Highway					
D1	0	14.7	Portland	No	No
OR 30E - Historic Columbia Highway					
E1	1.2	5.8	Multnomah	No	No
E2	0	1.2	Troutdale	No	No
OR 30W - Lower Columbia River Highway					
F1	2.8	9.7	Portland	**Yes**	No

Segment ID[1]	Mile Point begin[2]	Mile Point end[2]	Jurisdiction	Throughway	Expressway
F2	9.7	13.3	Multnomah	**Yes**	No
OR 43 - Oswego Highway					
G1	0	3.6	Portland	No	No
G2	3.6	5.1	Multnomah	No	No
G3	5.1	5.8	Clackamas	No	No
G4	5.8	8.0	Lake Oswego	No	No
G5	8.0	11.5	West Linn	No	No
G6	11.5	11.6	Oregon City	No	No
OR 47 - Nehalem Highway					
H1	88.5	90.2	Washington	**Yes**	No
H2	90.2	90.6	Forest Grove	**Yes**	No
OR 99E - Pacific Highway East					
I1	-5.7	-5.9	Portland	**Yes**	No
I2	-5.9	-3.8	Portland	No	No
I3	1.5	4.6	Portland	**Yes**	No
I4	4.6	5.7	Milwaukie	**Yes**	No
I5	5.7	6.7	Milwaukie	No	No
I6	6.7	10.4	Clackamas	No	No
I7	10.4	11.2	Gladstone	No	No
I8	11.2	12.4	Oregon City	No	No
I9	12.4	14.2	Oregon City	**Yes**	No
I10	14.2	16.4	Clackamas	**Yes**	No
OR 99W - Pacific Highway West					
J1	-6.0	-4.8	Portland	No	No
J2	1.2	7.6	Portland	No	No
J3	7.6	11.5	Tigard	No	No
J4	11.5	12.2	Washington	No	No
J5	12.2	13.3	Tualatin	No	No
J6	13.3	14.5	Washington	No	No
J7	14.5	16.7	Sherwood	**Yes**	No
J8	16.7	17.9	Washington	**Yes**	No
OR 141 - Beaverton-Tualatin Highway/SW Hall Blvd					
K1	2.6	3.3	Beaverton	No	No
K2	3.3	4.1	Washington	No	No
K3	4.1	7.1	Tigard	No	No
K4	7.7	7.8	Tigard	No	No
K5	7.8	8.9	Durham	No	No
K6	8.9	8.9	Tualatin	No	No

Segment ID[1]	Mile Point begin[2]	Mile Point end[2]	Jurisdiction	Throughway	Expressway
K7	12.5	13.1	Wilsonville	No	No
OR 210 - Scholls Highway/SW Scholls Ferry Rd					
L1	9.6	9.1	Beaverton	No	No
OR 212 - Clackamas-Boring Highway					
M1	1.9	8.6	Clackamas	**Yes**	No
M2	1.8	1.9	Happy Valley	**Yes**	No
M3	1.0	1.8	Clackamas	**Yes**	No
M4	0.6	1.0	Clackamas	No	No
M5	0.5	0.6	Happy Valley	No	No
M6	0.0	0.5	Clackamas	No	No
M7	5.5	0.0	Happy Valley	No	No
M8	4.9	5.5	Clackamas	No	No
OR 213N - Cascade Highway North					
N1	-0.1	7.2	Portland	No	No
N2	7.2	10.4	Clackamas	No	No
OR 213S - Cascade Highway South					
O1	0.0	0.6	Oregon City	**Yes**	**Yes**
O2	0.6	1.1	Clackamas	**Yes**	**Yes**
O3	1.1	1.3	Oregon City	**Yes**	**Yes**
O4	1.3	2.6	Clackamas	**Yes**	**Yes**
O5	2.6	4.2	Oregon City	**Yes**	**Yes**
O6	4.2	6.5	Clackamas	**Yes**	No
OR 219 - Hillsboro-Silverton Highway					
P1	0.0	0.6	Hillsboro	No	No
P2	0.6	1.39	Washington	No	No
OR 224 - Clackamas Highway/Sunrise Expressway					
Q1	9.4	10.5	Clackamas	**Yes**	No
Q2	8.2	9.5	Happy Valley	**Yes**	No
Q3	4.6	6.3	Clackamas	**Yes**	No
Q4	2.7	3.8	Clackamas	**Yes**	**Yes**
Q5	0.0	2.7	Milwaukie	**Yes**	**Yes**

Notes:

[1]Rows that are highlighted in gray and have a **Yes** are arterial highway segments that are OHP Expressways and/or RTP Throughways. These segments not viable for jurisdictional transfer because of their intended vehicle throughput function and will not advance to the Round 2a or 2b evaluations.

[2] ODOT convention allows some Mile Points to be negative numbers.

Attachment C

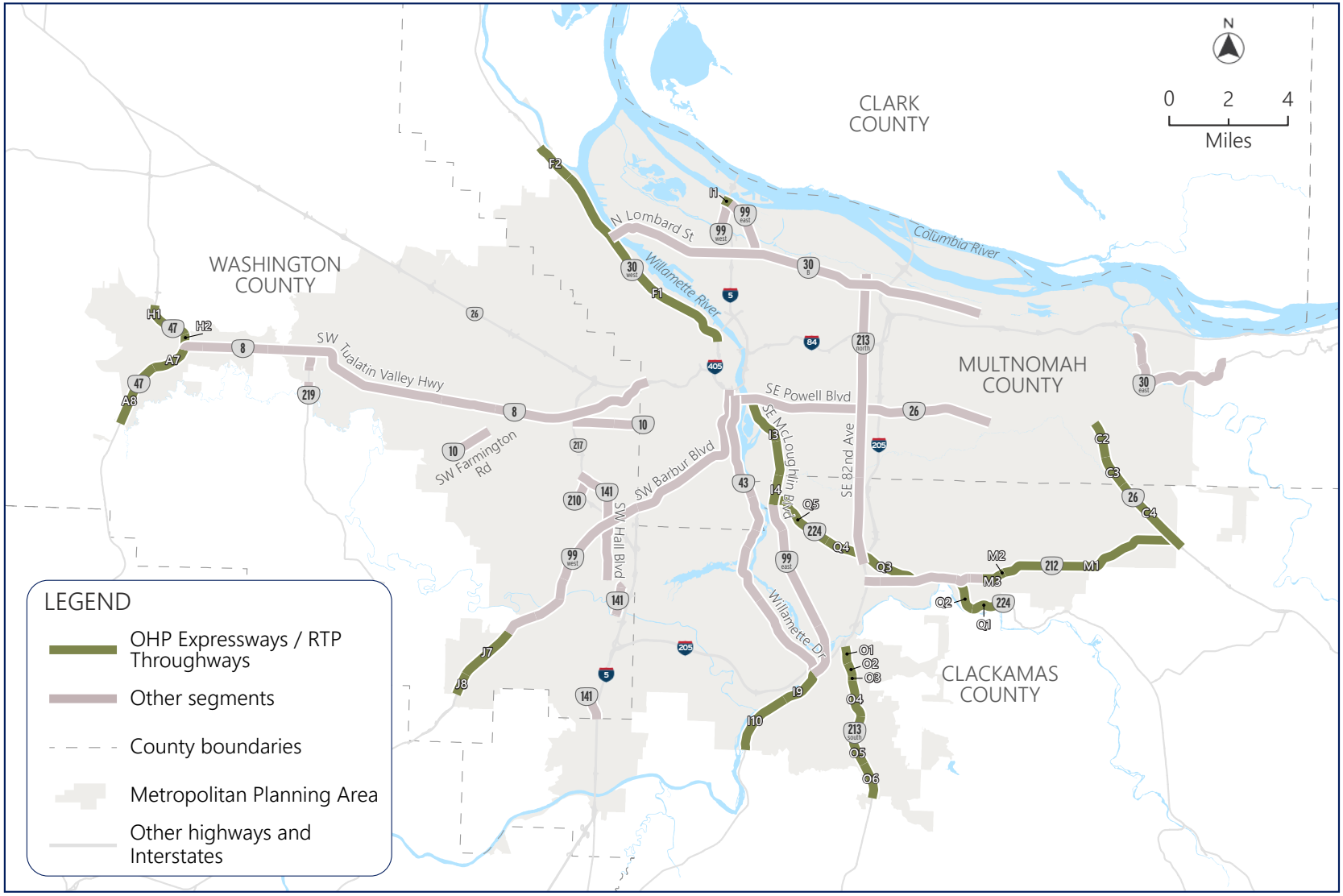


Figure 2. Designated OHP Expressways and/or RTP Throughways on arterial highways in the Portland Metropolitan Planning Area

3.2 Round 2a: Technical Evaluation and Results

As described in Section 2.2, the purpose of Round 2a was to evaluate the remaining corridor segments with a consistent set of technical criteria that reflect regional values (i.e., consistent with the RTP pillars). The study team evaluated each of the 48 non-throughway and non-expressway corridor segments with the criteria, measures, and ratings/definitions found in Table 1. The study team weighted the "high" scoring criteria with 2 points, the "medium" scoring criteria with 1 point, and the "low" scoring criteria with zero points. The study team aggregated the total scores for each of the segments. The highest scoring segments had 26 points. The team divided the range of scores into thirds. The segments scoring in the top third (17-26 points) are the most promising candidates for jurisdictional transfer from a technical perspective in that they function more like a local roadway than a state roadway.

Of the 47 evaluated segments, the study team identified 25 segments that scored 17-26 points and are the most promising candidates for jurisdictional transfer from a technical perspective. These segments are listed and highlighted in gray in Table 4 and shown in dark blue on Figure 3. Table 4 and Figure 3 also identify which segments scored 8-16 points (medium blue) and which segments scored 0-7 points (light blue). A complete table of analysis is shown in Appendix C.

Table 4. Round 2a: Technical Evaluation Results

Segment ID	Mile Point begin[1]	Mile Point end[1]	Jurisdiction	Technically Promising for Transfer? [2]
OR 8 - TV Highway				
A1	0.1	5.9	Beaverton	**Yes - High**
A2	5.9	7.8	Washington	**Yes - High**
A3	7.8	14.3	Hillsboro	**Yes - High**
A4	14.3	14.9	Washington	Medium
A5	14.9	17.2	Cornelius	**Yes - High**
A6	17.2	17.9	Forest Grove	**Yes - High**
OR 10 - Beaverton-Hillsdale/Farmington Highway				
B1	2.6	3.4	Washington	**Yes - High**
B2	1.0	2.6	Beaverton	Medium
B3	5.9	7.4	Washington	Medium
U.S.26 - Mount Hood Highway				
C1	0.2	10.0	Portland	**Yes - High**
OR 30B - Northeast Portland Highway				
D1	0	14.7	Portland	**Yes - High**
OR 30E - Historic Columbia Highway				
E1	1.2	5.8	Multnomah	Low
E2	0	1.2	Troutdale	Medium

Segment ID	Mile Point begin[1]	Mile Point end[1]	Jurisdiction	Technically Promising for Transfer? [2]
OR 43 - Oswego Highway				
G1	0	3.6	Portland	**Yes - High**
G2	3.6	5.1	Multnomah	Low
G3	5.1	5.8	Clackamas	Medium
G4	5.8	8.0	Lake Oswego	**Yes - High**
G5	8.0	11.5	West Linn	**Yes - High**
G6	11.5	11.6	Oregon City	Medium
OR 99E - Pacific Highway East				
I2	-5.9	-3.8	Portland	Medium
I5	5.7	6.7	Milwaukie	**Yes - High**
I6	6.7	10.4	Clackamas	**Yes - High**
I7	10.4	11.2	Gladstone	**Yes - High**
I8	11.2	12.4	Oregon City	**Yes - High**
OR 99W - Pacific Highway West				
J1	-6.0	-4.8	Portland	**Yes - High**
J2	1.2	7.6	Portland	**Yes - High**
J3	7.6	11.5	Tigard	**Yes - High**
J4	11.5	12.2	Washington	**Yes - High**
J5	12.2	13.3	Tualatin	Medium
J6	13.3	14.5	Washington	Medium
OR 141 - Beaverton-Tualatin Highway/SW Hall Blvd				
K1	2.6	3.3	Beaverton	**Yes - High**
K2	3.3	4.1	Washington	**Yes - High**
K3	4.1	7.1	Tigard	**Yes - High**
K4	7.7	7.8	Tigard	Medium
K5	7.8	8.9	Durham	Medium
K6	8.9	8.9	Tualatin	Medium
K7	12.5	13.1	Wilsonville	Medium
OR 210 - Scholls Highway/SW Scholls Ferry Rd				
L1	9.6	9.1	Beaverton	**Yes - High**
OR 212 - Clackamas-Boring Highway				
M4	0.6	1.0	Clackamas	Medium
M5	0.5	0.6	Happy Valley	Medium
M6	0.0	0.5	Clackamas	Medium
M7	5.5	0.0	Happy Valley	Medium
M8	4.9	5.5	Clackamas	Medium

Segment ID	Mile Point begin[1]	Mile Point end[1]	Jurisdiction	Technically Promising for Transfer? [2]
OR 213N - Cascade Highway North				
N1	-0.1	7.2	Portland	**Yes - High**
N2	7.2	10.4	Clackamas	**Yes - High**
OR 219 - Hillsboro-Silverton Highway				
P1	0.0	0.6	Hillsboro	Medium
P2	0.6	1.39	Washington	Medium

Notes:

[1] ODOT convention allows some Mile Points to be negative numbers.

[2]Rows that are highlighted in gray and have a **Yes - High** are arterial highway segments that scored 17-26 points in the Round 2a technical evaluations. These segments are identified as the most promising candidates for jurisdictional transfer from a technical perspective. Segments that have a Medium scored 8-16 points and segments that have a Low scored 0-7 in the Round 2a technical evaluations.

3.3 Round 2b: Readiness Evaluation and Results

As described in Section 2.3, the purpose of Round 2b was to evaluate the remaining corridor segments (those remaining after Round 1) with a consistent set of readiness criteria. This is the same group of segments evaluated in the Round 2a Technical Evaluation. The study team evaluated each of the 48 non-throughway and non-expressway corridor segments with the criteria, measures, and ratings/definitions found in Table 2.

The study team weighted the "high" scoring criteria with 2 points, the "medium" scoring criteria with 1 point, and the "low" scoring criteria with zero points. The study team then aggregated the total scores for each of the segments. The team divided the range of scores into thirds. The segments scoring in the top third are the most promising candidates for jurisdictional transfer from a readiness perspective. That means local jurisdictions are more capable and willing to assume the responsibilities of the roadway, and the roadway itself is in adequate condition with minimal barriers to ownership from the perspective of the local jurisdiction.

Of the 47 evaluated segments, the study team identified 14 segments that scored in the top third of points (14-22) and are the most promising candidates for jurisdictional transfer from a readiness perspective. These segments are listed and highlighted in gray in Table 5 and shown in dark blue on Figure 4. Table 5 and Figure 4 also identify which segments scored in the middle third with 8-13 points (medium blue) and which segments scored in the lowest third with 0-7 points (light blue). A complete table of analysis is shown in Appendix D.

Table 5. Round 2b: Readiness Evaluation Results

Segment ID	Mile Point begin[1]	Mile Point end[1]	Jurisdiction	High Rank for Transfer Readiness? [2]
OR 8 - TV Highway				
A1	0.1	5.9	Beaverton	**Yes - High**
A2	5.9	7.8	Washington	Medium
A3	7.8	14.3	Hillsboro	Medium
A4	14.3	14.9	Washington	Medium

Segment ID	Mile Point begin[1]	Mile Point end[1]	Jurisdiction	High Rank for Transfer Readiness? [2]
A5	14.9	17.2	Cornelius	Medium
A6	17.2	17.9	Forest Grove	Medium
OR 10 - Beaverton-Hillsdale/Farmington Highway				
B1	2.6	3.4	Washington	Medium
B2	1.0	2.6	Beaverton	Medium
B3	5.9	7.4	Washington	**Yes - High**
U.S.26 - Mount Hood Highway				
C1	0.2	10.0	Portland	**Yes - High**
OR 30B - Northeast Portland Highway				
D1	0	14.7	Portland	Medium
OR 30E - Historic Columbia Highway				
E1	1.2	5.8	Multnomah	Medium
E2	0	1.2	Troutdale	Medium
OR 43 - Oswego Highway				
G1	0	3.6	Portland	Medium
G2	3.6	5.1	Multnomah	Medium
G3	5.1	5.8	Clackamas	Medium
G4	5.8	8.0	Lake Oswego	Medium
G5	8.0	11.5	West Linn	**Yes - High**
G6	11.5	11.6	Oregon City	Medium
OR 99E - Pacific Highway East				
I2	-5.9	-3.8	Portland	Medium
I5	5.7	6.7	Milwaukie	**Yes - High**
I6	6.7	10.4	Clackamas	Medium
I7	10.4	11.2	Gladstone	Low
I8	11.2	12.4	Oregon City	Medium
OR 99W - Pacific Highway West				
J1	-6.0	-4.8	Portland	Medium
J2	1.2	7.6	Portland	**Yes - High**
J3	7.6	11.5	Tigard	**Yes - High**
J4	11.5	12.2	Washington	Medium
J5	12.2	13.3	Tualatin	Medium
J6	13.3	14.5	Washington	**Yes - High**
OR 141 - Beaverton-Tualatin Highway/SW Hall Blvd				
K1	2.6	3.3	Beaverton	Medium
K2	3.3	4.1	Washington	**Yes - High**
K3	4.1	7.1	Tigard	**Yes - High**
K4	7.7	7.8	Tigard	**Yes - High**

Segment ID	Mile Point begin[1]	Mile Point end[1]	Jurisdiction	High Rank for Transfer Readiness? [2]
K5	7.8	8.9	Durham	**Yes - High**
K6	8.9	8.9	Tualatin	Medium
K7	12.5	13.1	Wilsonville	**Yes - High**
OR 210 - Scholls Highway/SW Scholls Ferry Rd				
L1	9.6	9.1	Beaverton	Medium
OR 212 - Clackamas-Boring Highway				
M4	0.6	1.0	Clackamas	Medium
M5	0.5	0.6	Happy Valley	Medium
M6	0.0	0.5	Clackamas	Medium
M7	5.5	0.0	Happy Valley	Medium
M8	4.9	5.5	Clackamas	Medium
OR 213N - Cascade Highway North				
N1	-0.1	7.2	Portland	**Yes - High**
N2	7.2	10.4	Clackamas	Medium
OR 219 - Hillsboro-Silverton Highway				
P1	0.0	0.6	Hillsboro	Medium
P2	0.6	1.39	Washington	Medium

Notes:

[1] ODOT convention allows some Mile Points to be negative numbers.

[2]Rows that are highlighted in gray and have a Yes - High are arterial highway segments that scored 14-22 points in the Round 2b readiness evaluations. These segments are identified as the most promising candidates for jurisdictional transfer from a readiness perspective. Segments that have a Medium scored 8-13 points and segments that have a Low scored 0-7 in the Round 2b readiness evaluations.

4 Next Steps

The study team completed Round 1 and Round 2a in fall 2019. Project partners reviewed the results of the evaluation and selection process at Workshop #2 on December 18, 2019. The study team completed Round 2b – readiness evaluation – in May 2020. The readiness evaluation lagged the technical evaluation to allow roadway function to inform transfer discussions. The next step for the study is to evaluate and compare results from Round 2a and Round 2b to develop recommendations for consideration. This evaluation will be informed by the Equity Considerations analysis completed in April 2020. For the equity analysis, the project team examined corridor segments for levels of people of color, low-income households, the unemployed and people with limited English proficiency and/or disabilities. An equity lens provides further information for jurisdictional transfer recommendations. The comparison and recommendation step will take place during spring/summer 2020.

The study will conclude with a final report and recommendation for regional next steps regarding highway jurisdictional transfer. The study is intended to help the jurisdictional transfer process be more streamlined and transparent. Upon completion, Metro will share the study outcomes with regional partners.

Transfer discussion are underway for the following segments:

Outer Powell (U.S. 26 from I-205 to SE 174th Ave). Safety improvement project is underway and will be completed in 2022. Once completed, ownership and operation will transfer to City of Portland per House Bill 2017.

82nd Avenue (213 N from NE Columbia Blvd to SE Clatsop St). Corridor planning completed in May 2019. Negotiations regarding transfer have been initiated.

SW Barbur Boulevard (99W from I-405 to SW 64th Ave). As part of the SW Corridor transit project, an intergovernmental agreement was signed that would facilitate the transfer of SW Barbur/OR 99W to the City of Portland.

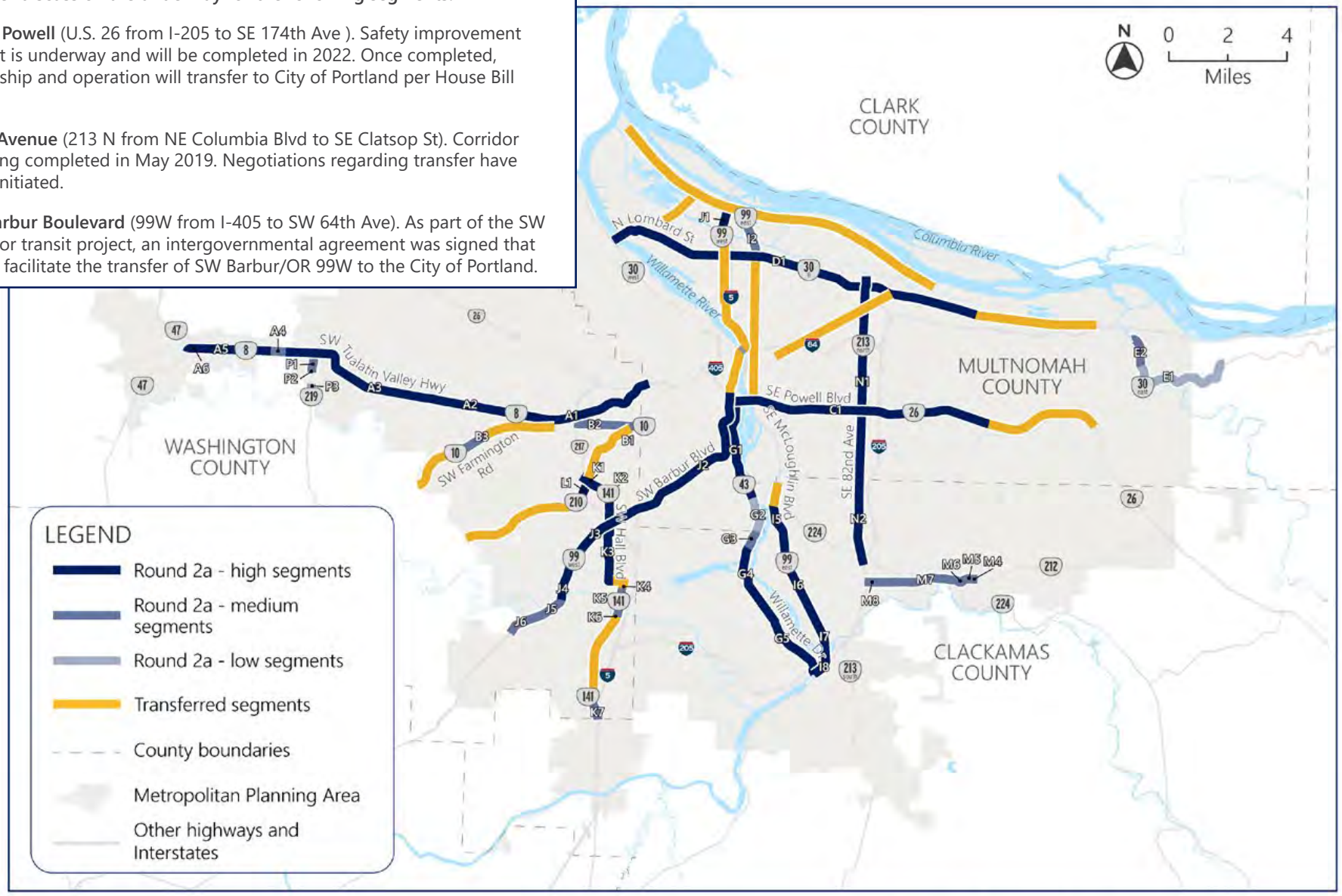


Figure 3. Round 2a Technical Evaluation: segments in the Portland Metropolitan Planning Area

Attachment C

Transfer discussion are underway for the following segments:

Outer Powell (U.S. 26 from I-205 to SE 174th Ave). Safety improvement project is underway and will be completed in 2022. Once completed, ownership and operation will transfer to City of Portland per House Bill 2017.

82nd Avenue (213 N from NE Columbia Blvd to SE Clatsop St). Corridor planning completed in May 2019. Negotiations regarding transfer have been initiated.

SW Barbur Boulevard (99W from I-405 to SW 64th Ave). As part of the SW Corridor transit project, an intergovernmental agreement was signed that would facilitate the transfer of SW Barbur/OR 99W to the City of Portland.

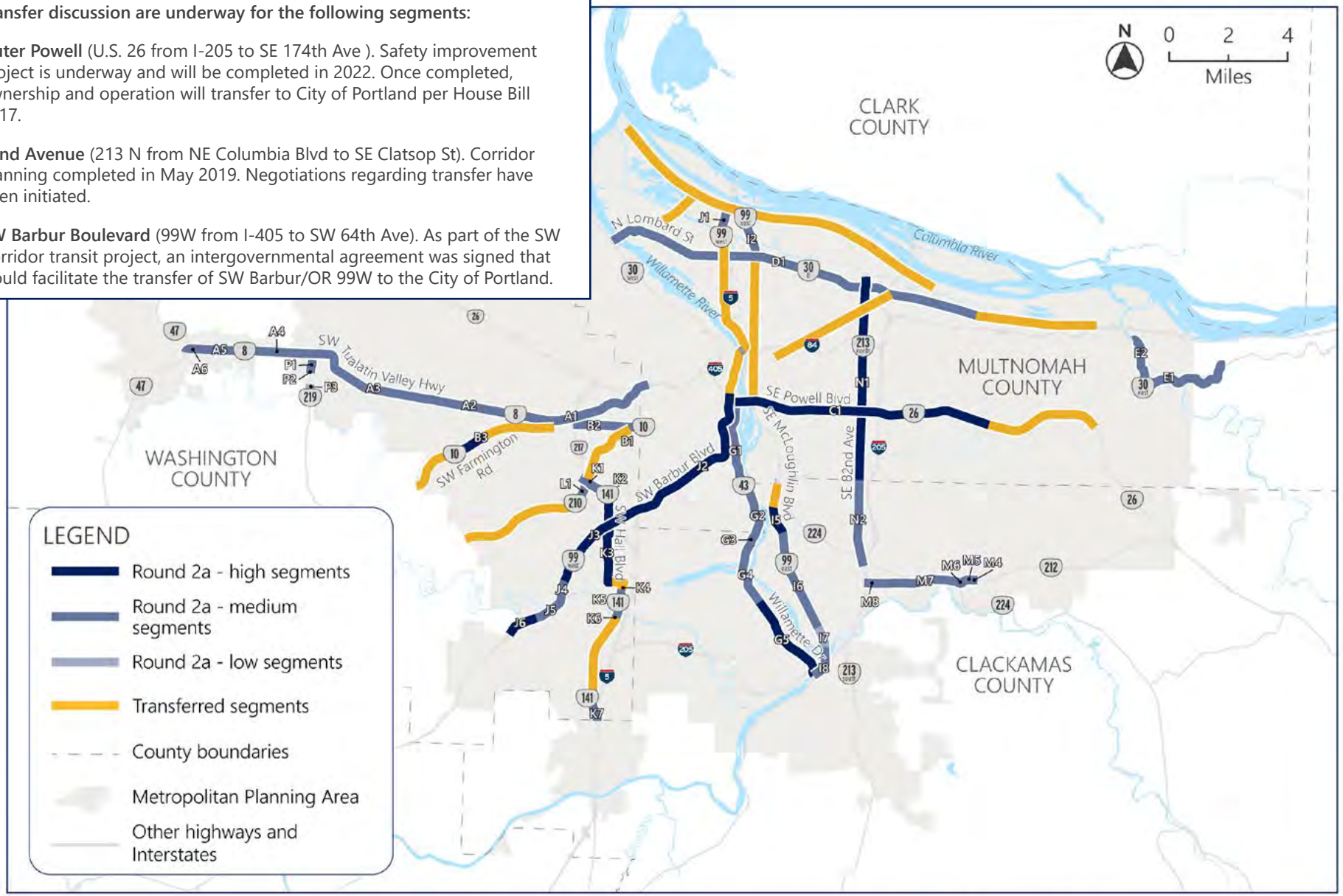


Figure 4. Round 2b Readiness Evaluation: segments in the Portland Metropolitan Planning Area

Appendix A. List of Acronyms

CIP	Capital Improvement Program
MP	Mile Point
MPA	Metropolitan Planning Area
MTIP	Metropolitan Transportation Improvement Program
NHS	National Highway System
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
OTC	Oregon Transportation Commission
POC	People of Color
RTP	Regional Transportation Plan
SPIS	Safety Priority Index System
STIP	Statewide Transportation Improvement Program

Appendix B. Interview Guide

JURISDICTIONAL INTERVIEWS

During February and March 2020, JLA and WSP conducted 15 phone interviews with representatives from local counties and cities to understand the readiness level of the local jurisdiction to receive an arterial highway, as part of the overall jurisdictional transfer study and corridor segment selection recommendation. Below are the most common themes heard during the interviews:

Low or medium interest in segment transfer

- Cost to improve and maintain the segments is too high.
- Unclear on the benefit of transfer to jurisdictions with ODOT's new guidance "Blueprint for Urban Design" which is focused on flexible street design in urban areas.
- Low staff capacity for managing large projects or taking over increased maintenance (particularly related to bridges, signals, and paving).
- Bridge transfer was of particular concern (cost and staff experience).
- The segments serve a regional role, not a local one.
- Concern over multiple jurisdictions managing the same roadway.

"Nervous about taking an asset that we can't maintain."

"Even if it was brought up to an urban standard, it would require a hard look to transfer due to the funding gap. We don't have resources to take on additional mileage. We don't have equipment, human power, or funds."

High interest in segment transfer

- Larger cities where the segment runs through their downtown core were most interested.
- Larger cities where the segment doesn't currently meet their safety standards, particularly for alternative modes.
- Where there are currently negotiations or agreements with ODOT in place to transfer the segment.

"From a non-ODOT perspective the jurisdictional transfer was driven because we couldn't operate the facility the way we wanted, but now we might be able to use the new "Blueprint for Urban Design."

Attachment C

Interview Questions

Criteria	Interview Questions
Jurisdictional Interest	• Do you know if there is high, medium, or low local support for a jurisdictional transfer (political interest, risk tolerance, etc.) of this segment? • If low or medium, why? What barriers are there to a "yes" or high rating?
Segmentation	• Do the segments in your jurisdiction make sense? • For which segment are you interested in a transfer? • Do you think your jurisdiction would be interested in a larger/smaller segment transfer than what is proposed?
Funding Capacity	• How familiar is the jurisdiction/staff with delivery of a large project?
Maintenance Capacity	• Are there currently resources, staff capacity, or agreements to maintain the segment?
Existing Conditions	• What is the current condition of the roadway?
State of Maintenance	• On average, what is the pavement condition of the segment? • Are there currently plans for future maintenance on the segment?
Land Use	• Is your jurisdiction having land use change discussions (e.g., plan, development code, pedestrian-friendly design, etc.)? o What are those plans? o Have the plans been formalized or are they still in development?

Jurisdictions Interviewed

County
Clackamas
Multnomah
Washington
City
Beaverton
Cornelius
Forest Grove
Happy Valley
Hillsboro
Lake Oswego
Milwaukie
Oregon City
Portland
Tigard
Troutdale
Tualatin
West Linn
Wilsonville

Attachment C

Appendix C. Round 2a: Technical Evaluation

Appendix C. Round 2a. Technical Evaluation

		OR 8						OR 10			OR 26	OR 30B	OR 30E		OR 43					
High + Medium	**Segment ID:**	A1: Beaverton	A2: Washington County	A3: Hillsboro	A4: Washington County	A5: Cornelius	A6: Forest Grove	B1: Washington County	B2: Beaverton	B3: Washington County	C1: Portland	D1: Portland	E1: Multnomah County	E2: Troutdale	G1: Portland	G2: Multnomah County	G3: Clackamas County	G4: Lake Oswego	G5: West Linn	G6: Oregon City
	Milepost:	0.05 - 5.85	5.85 - 7.79	7.79 - 14.32	14.32 - 14.87	14.87 - 17.22	17.22 - 17.88	2.57 - 3.41	0.97 - 2.57	5.88 - 7.38	0.21 - 9.96	0 - 14.73	1.15 - 5.80	0 - 1.15	0 - 3.64	3.64 - 5.1	5.1 - 5.81	5.81 - 8.04	8.04 - 11.45	11.45 - 11.55
Criteria	**Measure**																			
Local plans	Does the segment have a plan or vision?	High	High	High	High	High	High	Low	High	High	High	High	Low	High	High	Low	Low	High	High	Low
Access to business and housing	Is the segment located within a 2040 designated Central City, Regional Center, Town Center, Station Community or Main Street?	High	High	High	Low	High	Low	High	Low	Low	High	High	Low	High	High	Low	High	High	High	High
Historically marginalized communities	Is the segment located within a historically marginalized community (communities that exceed the regional rate for low income, people of color, or limited English proficiency)?	High	High	High	High	High	High	High	High	High	High	High	Low	Low	Med	Low	Low	Low	Low	Low
Crash frequency density	Is the segment identified on Metro's High Injury Corridors and Intersections in Greater Portland map and what is the density of Safety Priority Index System (SPIS) sites per mile?	High	High	High	Low	High	High	High	High	High	High	High	Low	Low	High	Low	Low	Low	Low	Low
Density of conflict points	What is the segment's driveway density per mile?	High	High	High	Med	High	High	High	High	High	High	High	High	High	Med	Med	Med	Med	High	Med
Freight connection	Is the segment not listed as a designated National Highway System (NHS) freight connector or RTP freight route?	High	High	High	High	High	High	High	High	High	High	Low	Low	Low	High	Low	Low	High	High	High
Pedestrian system priority	Is the segment part of the regional pedestrian network?	High	High	High	High	High	High	High	High	High	High	High	Low	High	High	High	High	High	High	High
	Does the segment intersect with one or more regional pedestrian district(s)?	High	High	High	Low	High	Low	High	Low	Low	High	High	Low	Low	High	Low	High	High	High	High
Bicycle system priority	Is the segment part of the regional bicycle network?	High	High	High	High	High	High	High	High	High	High	High	Med	High	Med	High	High	High	High	High
	Does the segment intersect with one or more regional bicycle district(s)?	High	High	High	Low	High	Low	High	Low	Low	High	High	Low	High	High	Low	High	High	High	High
Transit priority	Is there existing frequent transit service or major transit investments planned along the segment?	High	High	High	High	High	High	High	High	Low	High	High	Low	Low	High	Med	Med	Med	Med	Low
	If yes, do the transit stops exist within ¼ mile of a Central City, Regional Center, or Town Center?	High	High	High	Med	High	Med	High	Low	Low	High	High	Low	Low	High	Low	High	High	High	High
Redundant route	Is the segment redundant to an RTP Throughway?	High	High	High	High	High	High	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
	High score 2-point:	26	26	26	14	26	18	22	16	14	24	22	2	12	18	4	12	16	18	14
	Med score 1-point:	0	0	0	2	0	1	0	0	0	0	0	1	0	3	2	2	2	1	1
	High + Med Score	**26**	**26**	**26**	16	26	19	22	16	14	24	22	3	12	21	6	14	18	19	15

Appendix C. Round 2a. Technical Evaluation

High + Medium			OR 99E					OR 99W						OR 141						
		Segment ID:	I2: Portland	I5: Milwaukie	I6: Clackamas County	I7: Gladstone	I8: Oregon City	J1: Portland	J2: Portland	J3: Tigard	J4: Washington County	J5: Tualatin	J6: Washington County	K1: Beaverton	K2: Washington County	K3: Tigard	K4: Tigard	K5: Durham	K6: Tualatin	K7: Wilsonville
		Milepost:	5.71 - -3.75	5.73 - 6.68	6.68 - 10.43	10.43 - 11.2	11.2 - 12.4	-5.98 - -4.75	1.24 - 7.61	7.61 - 11.49	11.49 - 12.2	12.2 - 13.32	13.32 - 14.53	2.57 - 3.32	3.32 - 4.08	4.08 - 7.07	7.69 - 7.82	7.82 - 8.88	8.88 - 8.91	12.47 - 13.14
Criteria	**Measure**																			
Local plans	Does the segment have a plan or vision?		High	High	High	High	High	High	High	Low	High	High	High	Low	Low	High	Low	Low	Low	Low
Access to business and housing	Is the segment located within a 2040 designated Central City, Regional Center, Town Center, Station Community or Main Street?		Low	High	Low	High	High	Low	High	High	High	Low	Low	High	High	High	Low	Low	High	Low
Historically marginalized communities	Is the segment located within a historically marginalized community (communities that exceed the regional rate for low income, people of color, or limited English proficiency)?		Med	High	High	High	Low	Med	Med	High	Low	Low	Low	High	High	High	High	High	High	Med
Crash frequency density	Is the segment identified on Metro's High Injury Corridors and Intersections in Greater Portland map and what is the density of Safety Priority Index System (SPIS) sites per mile?		Low	High	High	High	High	Low	High	High	High	High	High	Med	Low	Low	Low	Low	Low	Low
Density of conflict points	What is the segment's driveway density per mile?		Med	Med	High	High	Med	Low	High	High	Med	Med	Low	Med	High	High	Med	High	Low	Low
Freight connection	Is the segment not listed as a designated National Highway System (NHS) freight connector or RTP freight route?		High	High	High	High	High	High	High	High	High	High	High	Low	Low	Low	Low	High	High	High
Pedestrian system priority	Is the segment part of the regional pedestrian network?		High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	Med
	Does the segment intersect with one or more regional pedestrian district(s)?		Low	High	High	High	High	High	High	High	High	Low	Low	High	High	High	Low	Low	Low	Low
Bicycle system priority	Is the segment part of the regional bicycle network?		High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	Med
	Does the segment intersect with one or more regional bicycle district(s)?		Low	High	High	High	High	High	High	High	High	Low	Low	High	High	High	Low	Low	Low	Low
Transit priority	Is there existing frequent transit service or major transit investments planned along the segment?		High	High	High	High	High	High	High	High	Med	Med	Med	Med	Med	High	Low	Low	Low	Med
	If yes, do the transit stops exist within ¼ mile of a Central City, Regional Center, or Town Center?		Low	High	Low	High	High	Low	High	High	High	Low	High	High	High	High	Low	Low	Low	Low
Redundant route	Is the segment redundant to an RTP Throughway?		Low	Low	Low	Low	Low	High	High	Low	Low	Low	Low	High	High	High	High	High	High	High
		High score 2-point:	10	22	20	24	20	16	24	22	18	10	12	16	18	22	8	12	12	4
		Med score 1-point:	2	1	0	0	1	1	1	0	2	2	1	3	1	0	1	0	0	4
		High + Med Score	12	23	20	24	21	17	25	22	20	12	13	19	19	22	9	12	12	8

Attachment C

Appendix C. Round 2a. Technical Evaluation

		OR 210	OR 212					OR 213N		OR 219		
High + Medium	**Segment ID:**	L1: Beaverton	M4: Clackamas	M5: Happy Valley	M6: Clackamas	M7: Happy Valley	M8: Clackamas	N1: Portland	N2: Clackamas County	P1: Hillsboro	P2: Washington County	P3: Washington County
	Milepost:	9.07 - 9.6	0.61 - 1.03	0.52-0.61	0 - 0.52	5.45 - 8.19	4.94 - 5.45	-0.14 - 7.24	7.24 - 10.39	0.0 - 0.62	0.62 - 0.75	1.16 - 1.31
Criteria	**Measure**											
Local plans	Does the segment have a plan or vision?	Low	High	Low	High	Low	High	High	High	Low	Low	Low
Access to business and housing	Is the segment located within a 2040 designated Central City, Regional Center, Town Center, Station Community or Main Street?	High	Low	Low	Low	Low	Low	Low	High	High	High	Low
Historically marginalized communities	Is the segment located within a historically marginalized community (communities that exceed the regional rate for low income, people of color, or limited English proficiency)?	High	Low	Low	Low	High	Low	High	High	High	High	High
Crash frequency density	Is the segment identified on Metro's High Injury Corridors and Intersections in Greater Portland map and what is the density of Safety Priority Index System (SPIS) sites per mile?	High	High	High	High	High	High	High	High	Low	Low	Low
Density of conflict points	What is the segment's driveway density per mile?	Med	Med	Med	Med	Med	Med	High	High	High	Low	High
Freight connection	Is the segment not listed as a designated National Highway System (NHS) freight connector or RTP freight route?	High	High	High	High	High	High	High	High	High	Low	Low
Pedestrian system priority	Is the segment part of the regional pedestrian network?	High	High	High	High	High	High	High	High	High	High	High
	Does the segment intersect with one or more regional pedestrian district(s)?	High	Low	Low	Low	Low	Low	High	High	High	Low	Low
Bicycle system priority	Is the segment part of the regional bicycle network?	High	High	High	High	High	High	Med	High	High	Low	Low
	Does the segment intersect with one or more regional bicycle district(s)?	High	Low	Low	Low	Low	Low	High	High	High	High	Low
Transit priority	Is there existing frequent transit service or major transit investments planned along the segment?	Med	High	High	High	High	High	High	High	Low	Low	Low
	If yes, do the transit stops exist within ¼ mile of a Central City, Regional Center, or Town Center?	High	Low	Low	Low	Low	Low	Low	High	Low	Low	Low
Redundant route	Is the segment redundant to an RTP Throughway?	Low	Low	Low	Low	Low	Low	High	High	Low	Low	Low
	High score 2-point:	18	12	10	12	12	12	20	26	16	8	6
	Med score 1-point:	2	1	1	1	1	1	1	0	0	0	0
	High + Med Score	20	13	11	13	13	13	21	26	16	8	6

Appendix D. Round 2b: Readiness Evaluation

Attachment C

is Evaluation

	OR 8						OR 10		
Segment ID:	A1: Beaverton	A2: Washington County	A3: Hillsboro	A4: Washington County	A5: Cornelius	A6: Forest Grove	B1: Washington County	B2: Beaverton	B3: Washington County
Milepost:	0.05 - 5.85	5.85 - 7.79	7.79 - 14.32	14.32 - 14.87	14.87 - 17.22	17.22 - 17.88	2.57 - 3.41	0.97 - 2.57	5.88 - 7.38
otential interest for a nal transfer (political isk tolerance, etc.)? *	High	Med	Low	Med	Low	Low	Low	Low	High
segmentation make sense? *	Med	Low	Med	Low	Low	Low	Low	Low	Med
el (based on total dollar f committed funds in 2018-021-2024 STIP, MTIP or local pital investment is along the that could be used as for jurisdictional transfer?	Med	Low	Med	Low	Low	Med	Low	Low	Low
liar is the jurisdiction with f a larger-scale project? *	High	High	High	High	Med	Med	High	High	High
currently or could there be , staff capacity or nts to maintain the segment?	Med	Med	Low	Med	Med	Low	High	Med	High
he current condition of the oadway assets? *	Med	Low	Low	Low	High	Low	Low	Low	Low
he pavement condition of ent?	Low	Low	Low	Med	Med	Med	Low	Low	Med
y lane miles of pavement are he segment?	Med	High	Med	High	High	High	High	High	High
s or structures exist on the	Med	High	High	High	High	High	High	High	High
segment pass through an ientally sensitive areas s wetlands, riparian or bitats, such that any ground ce would trigger a need for ental permits?	High	High	High	High	High	High	High	High	High
active land use change s in the area (e.g., plan, ent code, pedestrian-esign, etc.)? *	High	Med	Med	High	Med	Med	Med	Med	High
High score 2-point:	8	8	6	10	8	6	10	8	14
Med score 1-point:	6	3	4	3	4	4	1	2	2
High + Med Score	14	11	10	13	12	10	11	10	16

e evaluated where possible via an interview with a representative from the local jurisdiction where the highway segment is located. Professional judgment was used in cases

Appendix D. Round 2b. Readiness Evaluation

		US 26	US 30B	US 30E		OR 43					
High + Med	**Segment ID:**	C1: Portland	D1: Portland	E1: Multnomah County	E2: Troutdale	G1: Portland	G2: Multnomah County	G3: Clackamas County	G4: Lake Oswego	G5: West Linn	G6: Oregon City
	Milepost:	0.21 - 9.96	0 - 14.73	1.15 - 5.80	0 - 1.15	0 - 3.64	3.64 - 5.1	5.1 - 5.81	5.81 - 8.04	8.04 - 11.45	11.45 - 11.55
Criteria	**Measure**										
Jurisdiction Interest	Is there potential interest for a jurisdictional transfer (political interest, risk tolerance, etc.)? *	Med	Low	Low	Low	Low	Low	Low	Med	High	Low
	Does the segmentation make sense? *	High	High	High	Low	High	High	Low	High	High	Low
Funding capacity	What level (based on total dollar amount of committed funds in 2018-2021 or 2021-2024 STIP, MTIP or local CIP) of capital investment is along the segment that could be used as leverage for jurisdictional transfer?	High	Med	Med	High	Low	Low	Low	Low	Med	Low
	How familiar is the jurisdiction with delivery of a larger-scale project? *	High	High	High	Low	High	High	High	Med	High	High
Maintenance capacity	Are there currently or could there be resources, staff capacity or agreements to maintain the segment? *	Med	Med	Med	Low	Med	Med	Low	Low	High	Med
Existing conditions and state of maintenance	What is the current condition of the existing roadway assets? *	Med	Low	Low	Med	Low	Low	Low	Low	Low	Med
	What is the pavement condition of the segment?	High	Low	Med	Med	Med	High	High	Med	Low	High
	How many lane miles of pavement are there in the segment?	Low	Low	High	High	High	High	High	High	High	HIgh
Bridges/structures	Do bridges or structures exist on the segment?	Low	Low	High	High	High	High	High	High	High	High
Environmental	Does the segment pass through an environmentally sensitive areas (defined as wetlands, riparian or upland habitats, such that any ground disturbance would trigger a need for environmental permits?	High	High	High	Low	Med	High	High	High	High	Med
Land use	Are there active land use change discussions in the area (e.g., plan, development code, pedestrian-friendly design, etc.)? *	High	High	Low	Low	High	Low	Low	Med	High	High
	High score 2-point:	12	8	10	6	10	12	10	8	16	10
	Med score 1-point:	3	2	3	2	3	1	0	4	1	3
	High + Med Score	15	10	13	8	13	13	10	12	17	13

* Measures with an asterisk were evaluated where possible via an interview with a representative from the local jurisdiction where the highway segment is located.

Attachment C

Appendix D. Round 2b. Readiness Evaluation

		OR 99E					OR 99W					
High + Med	**Segment ID:**	I2: Portland	I5: Milwaukie	I6: Clackamas County	I7: Gladstone	I8: Oregon City	J1: Portland	J2: Portland	J3: Tigard	J4: Washington County	J5: Tualatin	J6: Washington County
	Milepost:	-5.71 - -3.75	5.73 - 6.68	6.68 - 10.43	10.43 - 11.2	11.2 - 12.4	-5.98 - -4.75	1.24 - 7.61	7.61 - 11.49	11.49 - 12.2	12.2 - 13.32	13.32 - 14.53
Criteria	**Measure**											
Jurisdiction Interest	Is there potential interest for a jurisdictional transfer (political interest, risk tolerance, etc.)? *	Low	Low	Low	Low	Low	Low	High	Low	Low	Low	Low
	Does the segmentation make sense? *	Med	High	Med	Low	Med	Med	High	High	Low	Low	Low
Funding capacity	What level (based on total dollar amount of committed funds in 2018-2021 or 2021-2024 STIP, MTIP or local CIP) of capital investment is along the segment that could be used as leverage for jurisdictional transfer?	Med	Low	Low	Low	Low	Low	Med	Med	Med	Low	Med
	How familiar is the jurisdiction with delivery of a larger-scale project? *	High	High	High	Low	High	High	High	High	High	High	High
Maintenance capacity	Are there currently or could there be resources, staff capacity or agreements to maintain the segment? *	Med	Low	Low	Low	Med	Med	Med	Med	High	Low	High
Existing conditions and state of maintenance	What is the current condition of the existing roadway assets? *	Low	Low	Low	Low	Med	Low	Low	Low	Low	Low	Low
	What is the pavement condition of the segment?	Low	High	Med	High	Med	High	Med	Low	Low	High	High
	How many lane miles of pavement are there in the segment?	High	High	Med	High	High	High	Med	High	High	High	High
Bridges/structures	Do bridges or structures exist on the segment?	High	High	High	Med	High	Med	Low	High	High	High	High
Environmental	Does the segment pass through an environmentally sensitive areas (defined as wetlands, riparian or upland habitats, such that any ground disturbance would trigger a need for environmental permits?	High	High	High	Low	Med	Med	High	High	High	High	High
Land use	Are there active land use change discussions in the area (e.g., plan, development code, pedestrian-friendly design, etc.)? *	High	High	High	High	High	High	High	High	Med	Med	Med
	High score 2-point:	10	14	8	6	8	8	10	12	10	10	12
	Med score 1-point:	3	0	3	1	5	4	4	2	2	1	2
	High + Med Score	13	14	11	7	13	12	14	14	12	11	14

* Measures with an asterisk were evaluated where possible via an interview with a representative from the local jurisdiction where the highway segment is located.

Appendix D. Round 2b. Readiness Evaluation

		OR 141							OR 210
High + Med	**Segment ID:**	K1: Beaverton	K2: Washington County	K3: Tigard	K4: Tigard	K5: Durham (Washington County)	K6: Tualatin	K7: Wilsonville	L1: Beaverton
	Milepost:	2.57 - 3.32	3.32 - 4.08	4.08 - 7.07	7.69 - 7.82	7.82 - 8.88	8.88 - 8.91	12.47 - 13.14	9.07 - 9.6
Criteria	**Measure**								
Jurisdiction Interest	Is there potential interest for a jurisdictional transfer (political interest, risk tolerance, etc.)? *	Low	Med	High	High	Low	Low	Med	Low
	Does the segmentation make sense? *	Low	High	High	Med	High	High	Med	Low
Funding capacity	What level (based on total dollar amount of committed funds in 2018-2021 or 2021-2024 STIP, MTIP or local CIP) of capital investment is along the segment that could be used as leverage for jurisdictional transfer?	Low	Low	Low	Low	Low	Low	Low	Low
	How familiar is the jurisdiction with delivery of a larger-scale project? *	High	High	High	High	High	Med	High	High
Maintenance capacity	Are there currently or could there be resources, staff capacity or agreements to maintain the segment? *	Med	High	High	High	High	Low	High	Med
Existing conditions and state of maintenance	What is the current condition of the existing roadway assets? *	Med	Med	Med	Med	Med	Med	Low	Low
	What is the pavement condition of the segment?	Low	Low	Low	High	High	High	Med	Low
	How many lane miles of pavement are there in the segment?	High	High	High	High	High	High	High	High
Bridges/structures	Do bridges or structures exist on the segment?	High	High	High	High	High	High	High	High
Environmental	Does the segment pass through an environmentally sensitive areas (defined as wetlands, riparian or upland habitats, such that any ground disturbance would trigger a need for environmental permits?	High	Med	High	High	High	Low	High	High
Land use	Are there active land use change discussions in the area (e.g., plan, development code, pedestrian-friendly design, etc.)? *	Med	Med	High	High	Low	Low	High	Med
	High score 2-point:	8	10	16	16	14	8	12	8
	Med score 1-point:	3	4	1	2	1	2	3	2
	High + Med Score	11	14	17	18	15	10	15	10

* Measures with an asterisk were evaluated where possible via an interview with a representative from the local jurisdiction where the highway segment is located.

Attachment C

Appendix D. Round 2b. Readiness Evaluation

		OR 212					OR 213N		OR 219	
High + Med	**Segment ID:**	M4: Clackamas	M5: Happy Valley	M6: Clackamas	M7: Happy Valley	M8: Clackamas	N1: Portland	N2: Clackamas County	P1: Hillsboro	P2: Washington County
	Milepost:	0.61 - 1.03	0.52-0.61	0 - 0.52	5.45 - 8.19	4.94 - 5.45	-0.14 - 7.24	7.24 - 10.39	0.0 - 0.62	0.62 - 1.39
Criteria	**Measure**									
Jurisdiction Interest	Is there potential interest for a jurisdictional transfer (political interest, risk tolerance, etc.)? *	**Low**	**Low**	**Low**	**Low**	**Low**	**High**	**Low**	**Low**	**Low**
	Does the segmentation make sense? *	**Low**	**Low**	**Low**	**Low**	**Low**	**High**	**Med**	**Med**	**Low**
Funding capacity	What level (based on total dollar amount of committed funds in 2018-2021 or 2021-2024 STIP, MTIP or local CIP) of capital investment is along the segment that could be used as leverage for jurisdictional transfer?	**Low**	**Low**	**Low**	**Low**	**Low**	**Med**	**Med**	**Low**	**Low**
	How familiar is the jurisdiction with delivery of a larger-scale project? *	**High**	**Low**	**High**	**Low**	**High**	**High**	**High**	**High**	**High**
Maintenance capacity	Are there currently or could there be resources, staff capacity or agreements to maintain the segment? *	**Low**	**Low**	**Low**	**Low**	**Low**	**Med**	**Low**	**Low**	**High**
Existing conditions and state of maintenance	What is the current condition of the existing roadway assets? *	**Low**	**Low**	**Low**	**Med**	**Med**	**Low**	**Low**	**Low**	**Low**
	What is the pavement condition of the segment?	**Low**	**Low**	**Low**	**Low**	**Low**	**Low**	**High**	**High**	**High**
	How many lane miles of pavement are there in the segment?	**High**	**High**	**High**	**High**	**High**	**Med**	**High**	**High**	**High**
Bridges/structures	Do bridges or structures exist on the segment?	**High**	**High**	**High**	**High**	**High**	**Med**	**Med**	**High**	**High**
Environmental	Does the segment pass through an environmentally sensitive areas (defined as wetlands, riparian or upland habitats, such that any ground disturbance would trigger a need for environmental permits?	**High**	**High**	**High**	**High**	**High**	**High**	**High**	**High**	**Low**
Land use	Are there active land use change discussions in the area (e.g., plan, development code, pedestrian-friendly design, etc.)? *	**High**	**High**	**High**	**High**	**High**	**High**	**High**	**Med**	**Low**
	High score 2-point:	10	8	10	8	10	10	10	10	10
	Med score 1-point:	0	0	0	1	1	4	3	2	0
	High + Med Score	**10**	**8**	**10**	**9**	**11**	**14**	**13**	**12**	**10**

* Measures with an asterisk were evaluated where possible via an interview with a representative from the local jurisdiction where the highway segment is located.

ATTACHMENT D - Equity Considerations

Attachment D

METRO HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

Equity considerations for highway jurisdictional transfer

April 2020

1 Purpose of the Study and Memorandum

The purpose of the regional framework for highway jurisdictional transfer study (study) is to identify state-owned routes in greater Portland that may be best suited for jurisdictional transfer from a technical or jurisdictional readiness standpoint to inform future conversations about potential jurisdictional transfer. For the purposes of this study, jurisdictional transfer (also referred to as interjurisdictional transfer) is the process of changing ownership of a highway right of way from the State to a local jurisdiction – a city or county. The study will serve as a decision framework for state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer of roadway ownership. The study is convened by Metro in collaboration with the Oregon Department of Transportation (ODOT).

Metro's 2018 Regional Transportation Plan (RTP) identified a jurisdictional transfer assessment as a necessary step to help the region meet its equity, safety and multimodal goals. In greater Portland, ownership patterns of streets, roads and highways reflect historical patterns, but do not necessarily reflect current transportation, land use and development needs.

Our country and region has a history of racism in its transportation and land use planning. The combination of siting decisions of the Interstate Highway system along with zoning and red-lining resulted in negative effects for people of color and the underserved communities in the region. The development of the Interstate system, by providing efficient long-distance travel options, replaced the function of original farm-to-market roads that had been developed into the state highway system. Many of these original roads now have multimodal demands, with people using them to walk, bike, use transit or drive short distances. The state highway designs of the past, coupled with limited design options available as these facilities grew from market road to highway, means that they do not always work for the multimodal needs of communities along the corridors, including for people of color, people with low incomes, or limited-English speakers. Highway management is increasingly complex due to competition for limited funds, resulting in underinvestment in these areas. Understanding the demographics of these corridors is critical to ensure highway transfer decisions address the needs of people of color, people with low-incomes, or limited-English speaking communities. Current decision-making has resulted in communities along these corridors experiencing disparate impacts relating to safety, access and noise.

This Equity Considerations Memorandum supplements and should inform the Corridor Segment Selection technical and readiness evaluations for jurisdictional transfer. The technical evaluation examines segments using technical considerations related to the existing and future function of the roadway. The readiness evaluation examines segments using readiness considerations related to local support and interest.

The equity considerations can inform efforts to reduce disparities and barriers faced by communities of color and other historically marginalized communities. They can inform identification of placemaking opportunities to help address the results of the region's racist history of zoning.[1] Equity considerations can help identify corridors that would benefit from funding to make them better for walking, access to transit, and biking.

This memorandum is organized as follows:

1. Purpose of the Study and Memorandum
2. Demographic Data Collection Methodology
3. Existing Demographics
4. Future Population Trends
5. Conclusion

2 Demographic Data Collection Methodology

The study team identified the census tracts adjacent to each of the following 17 State-owned non-arterial highways within which to collect existing demographic data.

1. *OR 8 (Tualatin Valley Highway)*
2. *OR 10 (Beaverton-Hillsdale Highway)*
3. *US 26 (Mount Hood Highway)*
4. *US 30B (Northeast Portland Highway)*
5. *US 30E (Historic Columbia Highway)*
6. *US 30W (Lower Columbia River Highway)*
7. *OR 43 (Oswego Highway)*
8. *OR 47 (Nehalem Highway)*
9. *OR 99E (Pacific Highway East)*
10. *OR 99W (Pacific Highway West)*
11. *OR 141 (Beaverton-Tualatin Highway)*
12. *OR 210 (Scholls Highway)*
13. *OR 212 (Clackamas-Boring Highway)*
14. *OR 213N (Cascade Highway North)*
15. *OR 213S (Cascade Highway South)*
16. *OR 219 (Hillsboro-Silverton Highway)*
17. *OR 224 (Clackamas / Sunrise Highway)*

The study team divided each of the 17 highways into segments for analysis purposes. For the purposes of this study, a corridor segment is defined as a portion of an arterial highway within a single jurisdiction in the Portland Metropolitan Planning Area (MPA).[2,3] For each census tract, the study team used the U.S. Census Bureau American Community Survey (ACS) FactFinder to collect the following 2017 demographic data (density and percent):

- people of color (residents)
- people of color (unemployment)
- low-income residents
- low-income unemployment
- limited English proficiency

[1] "Historical Context of Racist Planning: A History of How Planning Segregated Portland" (2019) https://beta.portland.gov/sites/default/files/2019-12/portlandracistplanninghistoryreport.pdf

[2] The MPA is a federally-mandated boundary designated by Metro and encompasses all cities in the metropolitan area.

[3] Corridor segment definitions are for this evaluation only. Highway transfer recommendations may combine or split corridor segments based on what makes sense at the time of a transfer.

The study team imported census tract datasets into ArcGIS and pulled the data into tabular format. The study team then compared this data to the regional[4] density average determined by Metro, defined as twice the average density for the given population, and to the regional percentage average. Table 1 lists the regional average percent and density values for each demographic. Figure 1 shows the MPA, Metro's equity focus areas, and the 17 highway segments.

Table 1. Metro's regional averages for demographic data

Demographic Category	%[1]	Density[2]
People of color (residents)	28.6	1.11
People of color (unemployed)	4.6	0.03
Hispanic & Latino (unemployed)	4.9	0.02
Low-income (residents)	28.5	1.09
Low-income (unemployment)	13.0	0.04
Limited English proficiency	7.9	0.29

Notes:

[1] Percentage is the number of people that fit the category per the total census tract population.

[2] Density is defined as the number of people per acre.

The study team used Google Earth to manually count the number of gathering places and religious institutions along each segment. For the purposes of this study, public gathering spaces are defined as public libraries, schools and parks and religious institutions are defined as churches, mosques and seminaries.

3 Existing Demographics

The existing demographics for each of the census tracts adjacent to the 17 ODOT-owned non-arterial highway segments are listed in Tables 2 through 18. Results that fall above the Metro regional averages identified in Table 1 are highlighted in gray for each highway. Each table also includes a page reference to the Metro Highway Jurisdictional Transfer Framework Atlas. The Atlas includes graphics that visually depict the demographics listed in the tables.

Highways – or segments of highways – identified in the equity analysis as having high ratios of people of color, low income and unemployment compared to the Metro regional average are described below.

TV Highway (OR 8): TV Highway segments in Washington County, Hillsboro and Cornelius have high ratios of people of color, low income and unemployment compared to the Metro regional average.

Beaverton-Hillsdale/Farmington Highway (OR 10): Beaverton-Hillsdale/Farmington Highway segments in Beaverton and west Washington County have high ratios of people of color, low income and unemployment compared to the regional average.

[4] The region is defined as the Portland MPA.

Mount Hood Highway (US 26): The Mount Hood Highway segment in Portland from I-205 to the Gresham city line has high ratios of people of color, low income and unemployment compared to the regional average.

NE Portland Highway (US 30B): The NE Portland Highway corridor has high ratios of people of color, low income and unemployment compared to the regional average.

Nehalem Highway (OR 47): The Nehalem Highway segment that divides Forest Grove and Washington County has high ratios of people of color, low income and unemployment compared to the regional average.

Pacific Highway East (OR 99E): Pacific Highway East's most northern segment in Portland has high ratios of people of color, low-income and limited English proficiency, compared to the regional average. OR 99E segments farther to the south in Milwaukie have high ratios of low income and unemployment. This southern area does not have a high percentage of people of color.

Pacific Highway West (OR 99W): The Pacific Highway West segment in Tigard has high ratios of people of color, low income and unemployment compared to the regional average.

Beaverton-Tualatin Highway (OR 141): The Beaverton-Tualatin Highway segments in Beaverton and Tigard have high ratios of people of color, low income and limited English proficiency compared to the regional average.

Scholls Highway (OR 210): Scholls Highway has high ratios of people of color, low income and unemployment compared to the regional average.

Cascade Highway North (OR 213N): The Cascade Highway North segment from North Portland to Clackamas County has high ratios of people of color, low income and unemployment compared to the regional average.

Hillsboro-Silverton Highway (OR 219): Hillsboro-Silverton Highway has high ratios of people of color, low income and unemployment compared to the regional average.

Table 2. OR 8, Tualatin Valley Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
A1. Beaverton (Mile Points 0.05 - 5.85)													
313	40	3.2	8	0.1	2	0.0	51	4.1	12	0.1	18	1.4	
314.02	42	1.3	2	0.0	9	0.0	49	1.5	26	0.1	21	0.6	
316.13	42	3.5	11	0.1	7	0.0	40	2.5	39	0.2	9	0.6	
312	40	5.4	2	0.0	10	0.2	55	7.3	41	0.2	16	2.0	
303	15	0.8	0	0.0	10	0.0	20	1.1	6	0.0	3	0.2	
301.01	22	1.3	0	0.0	0	0.0	16	0.9	31	0.1	2	0.1	
302	23	1.3	14	0.1	0	0.0	21	1.2	26	0.0	3	0.1	
69	15	0.4	0	0.0	0	0.0	9	0.2	0	0.0	1	0.0	
Total													10
A2. Washington County (Mile Points 5.85 - 7.79)													
316.06	47	5.3	4	0.1	5	0.2	47	5.3	14	0.1	10	1.0	
317.05	46	5.8	3	0.1	3	0.1	42	5.2	0	0.0	17	2.0	
317.06	57	8.3	11	0.3	7	0.2	43	6.2	34	0.4	24	3.1	
317.03	39	3.3	8	0.1	4	0.0	39	3.3	32	0.2	14	1.1	
Total													2
A3. Hillsboro (Mile Points 7.75 - 14.32)													
316.15	47	4.7	7	0.1	7	0.1	36	3.5	36	0.2	13	1.2	
324.1	58	6.2	5	0.1	0	0.0	38	4.1	0	0.0	23	2.2	
325.02	38	1.4	0	0.0	0	0.0	19	0.7	18	0.0	12	0.4	
325.01	53	6.7	11	0.0	10	0.1	59	1.4	12	0.0	18	0.5	
324.09	76	14.6	11	0.2	7	0.4	68	13.1	18	0.5	36	5.9	
324.06	30	2.7	2	0.0	5	0.0	20	1.8	17	0.1	8	0.7	

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
325.03	39	1.6	0	0.0	8	0.0	30	1.2	22	0.0	10	0.4	
323	42	0.2	9	0.0	5	0.0	25	0.1	19	0.0	13	0.1	
Total													16
A4-A5. Washington County & Cornelius (Mile Points 14.32-17.22)													
332	46	1.4	8	0.0	4	0.0	56	1.6	0	0.0	14	0.4	
329.02	60	1.2	2	0.0	8	0.1	42	0.9	36	0.0	22	0.4	
329.01	46	1	8	0.0	12	0.1	32	0.7	12	0.0	17	0.4	
Total													4
A6-A7. Forest Grove (Mile Points 17.22 - 19.38)													
331.02	46	0.9	15	0.1	11	0.1	41	0.7	45	0.0	14	0.2	
331.01	23	0.4	22	0.0	10	0.0	44	0.8	14	0.0	4	0.1	
Total													1
A8. Washington (Mile Points 19.38 - 23.16)													
336	8	0	16	0.0	0	0.0	30	0	54	0.0	1	0.0	
330	23	0	9	0.0	5	0.0	20	0	7	0.0	8	0.0	
Total													1

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 2 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 3. OR 10, Beaverton Hillsdale / Farmington Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
B1. Washington County (Mile Points 2.57 - 3.41)													
68.01	16	1.1	14	0.1	11	0.0	19	1.3	21	0.1	3	0.2	
67.01	19	1.3	5	0.0	0	0.0	19	1.3	42	0.0	2	0.1	
304.02	22	1.5	7	0.1	0	0.0	27	1.8	30	0.1	8	0.6	
303	15	0.8	0	0.0	10	0.0	20	1.1	6	0.0	3	0.2	
Total													0
B2. Beaverton (Mile Points 0.97 - 2.57)													
304.01	26	1.2	12	0.0	4	0.0	27	1.3	7	0.0	5	0.2	
313	40	3.2	8	0.1	2	0.0	51	4.1	12	0.1	18	1.4	
Total													3
B3. Washington County (Mile Points 5.88 - 7.38)													
318.05	33	3.0	5	0.1	16	0.1	16	1.5	43	0.1	9	0.8	
317.05	46	5.8	3	0.1	3	0.1	42	5.2	0	0.0	17	2.0	
317.04	28	3.5	5	0.1	4	0.1	21	2.6	57	0.2	4	0.5	
318.04	35	1.0	11	0.0	0	0.1	25	0.7	67	0.0	15	0.4	
Total													4

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 5 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 4. OR 26, Mount Hood Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
C1. Portland (Mile Points 0.21 - 9.96)													
57	31	3.2	12	0.2	18	0.1	28	2.9	34	0.3	11	1.1	
83.01	55	5.9	12	0.4	0	0.0	62	6.6	45	0.3	35	3.5	
83.02	54	4.5	12	0.2	0	0.0	51	4.1	24	0.2	26	2.0	
84	39	5.4	5	0.1	9	0.1	54	7.4	20	0.2	29	3.6	
90	48	7.6	8	0.3	6	0.1	53	8.3	23	0.4	21	3.0	
91.02	38	1.9	9	0.1	6	0.0	46	2.4	22	0.1	18	0.8	
98.03	47	4.6	5	0.1	5	0.1	49	4.7	21	0.2	18	1.6	
91.01	47	7.2	16	0.6	4	0.0	47	7.1	38	0.7	25	3.6	
98.04	43	4.7	6	0.1	12	0.1	42	4.6	27	0.2	19	2.0	
7.01	12	3.9	13	0.3	13	0.1	28	3.9	35	0.3	9	1.1	
7.02	31	4.6	8	0.2	0	0.0	37	5.5	10	0.1	9	1.2	
8.01	22	2.7	8	0.1	9	0.1	31	3.8	12	0.1	4	0.5	
8.02	17	2.5	0	0.0	0	0.0	34	4.9	28	0.3	5	0.6	
9.02	30	5.8	12	0.3	7	0.1	50	9.2	29	0.6	8	1.3	
10	24	2.3	4	0.0	6	0.0	36	3.5	19	0.2	5	0.5	
11.01	20	1.1	18	0.1	26	0.0	57	3.1	40	0.3	2	0.1	
59	23	2.2	8	0.1	12	0.1	23	1.7	29	0.2	3	0.3	
1	12	0.5	11	0.0	1	0.0	14	0.6	33	0.0	0	0.0	
9.01	22	3.4	10	0.2	0	0.0	21	3.3	48	0.4	4	0.7	
Total													15
C2-C3. Gresham & Multnomah (Mile Points 14.22 – 16.77)													
104.08	36	3.2	22	0.1	7	0.1	48	4.1	20	0.1	11	0.8	
104.09	21	1.2	6	0.0	0	0.0	15	0.8	28	0.0	5	0.2	
Total													0

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
C4. Clackamas (Mile Points 16.77 - 19.63)													
233	12	0.1	12	0.0	0	0.0	18	0.1	11	0.0	2	0.0	
234.01	19	0.1	0	0.0	2	0.0	24	0.1	0	0.0	9	0.0	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 7 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 5. US 30B, Northeast Portland Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
D1. Portland (Mile Points 0-14.73)													
36.01	34	4.1	12	0.3	0	0.0	30	3.6	42	0.3	2	0.2	
36.02	32	4.1	14	0.3	20	0.1	14	1.6	28	0.2	1	0.1	
36.03	33	2.3	8	0.1	0	36.03	22	1.5	0	0.0	5	0.3	
37.01	44	5.3	10	0.2	7	0.1	36	4.1	33	0.3	9	1.1	
38.01	27	2.7	5	0.1	19	0.0	33	3.4	0	0.0	3	0.3	
39.01	40	5.1	8	0.1	0	0.0	37	4.7	27	0.2	9	1.0	
39.02	18	2.2	7	0.1	0	0.0	18	2.2	22	0.0	2	0.2	
40.01	51	9.4	22	0.8	14	0.3	60	10.9	29	0.7	18	3.1	
40.02	24	2.0	8	0.1	0	0.1	37	2.1	11	0.1	1	0.1	
41.02	27	2.6	0	0.1	6	0.0	32	3.1	7	0.1	8	0.7	
42	30	2.0	12	0.1	0	0.0	32	2.2	20	0.1	4	0.3	

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
95.02	48	4.5	7	0.2	0	0.0	26	2.4	21	0.1	14	1.3	
74	58	6.5	21	0.3	17	0.2	60	6.7	27	0.3	14	1.4	
79	43	3.9	12	0.2	2	0.0	36	3.2	9	0.1	14	1.1	
95.01	50	5.2	6	0.1	10	0.0	36	3.7	20	0.1	12	1.2	
78	36	2.9	8	0.1	0	0.0	41	3.2	40	0.2	11	0.8	
102	39	0.2	13	0.0	11	0.0	37	0.2	21	0.0	12	0.1	
38.02	26	3.3	0	0.2	4	0.0	26	3.3	55	0.4	4	0.5	
43	13	0.0	0	0.0	0	0.0	16	0.0	13	0.0	0	0.0	
76	54	4.6	4	0.0	4	0.1	44	3.7	16	0.1	27	2.2	
77	53	4.7	1	0.0	11	0.1	41	3.6	0	0.0	26	2.1	
73	47	0.1	11	0.0	0	0.0	63	0.1	31	0.0	11	0.0	
Total													21

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 10 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 6. US 30E, Historic Columbia Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color		% Hispanic & Latino		%	Density	%	Density	%	Density	
E1-E2. Multnomah & Troutdale (Mile Points 0-5.8)													
105	18	0.0	16	0.0	29	0.0	19	0.0	20	0.0	2	0.0	
103.05	11	0.6	9	0.0	0	0.0	24	1.3	48	0.1	1	0.1	
Total													1

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 13 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 7. US 30W, Lower Columbia River Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
F1. Portland (Mile Points 2.76 - 9.65)													
50	19	3.1	13	0.3	0	0.0	18	2.9	27	0.2	2	0.3	
43	13	0.0	0	0.0	0	0.0	16	0.0	13	0.0	0	0.0	
45	17	1.0	0	0.0	0	0.0	21	1.2	0	0.0	2	0.1	
Total													7
F2. Multnomah (Mile Points 9.65 - 13.26)													
71	7	0.0	0	0.0	0	0.0	18	0.0	24	0.0	1	0.0	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.

[4] Refer to page 15 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 8. OR 43, Oswego Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
G1-G2. Portland & Multnomah (Mile Points 0 – 5.1)													
63	22	0.5	10	0.0	15	0.0	15	1.0	54	0.1	3	0.1	
59	23	2.2	8	0.1	12	0.1	23	2.2	29	0.2	3	0.3	
57	31	3.2	12	0.2	18	0.1	28	2.9	34	0.3	11	1.1	
Total													7
G3-G4. Clackamas & Lake Oswego (Mile Points 5.1 - 8.04)													
205.04	13	0.5	0	0.0	0	0.0	8	0.3	18	0.0	1	0.0	
205.03	8	0.3	0	0.0	24	0.0	10	0.4	0	0.0	2	0.1	
205.05	14	0.4	0	0.0	12	0.0	14	0.4	100	0.0	1	0.0	
201	13	0.4	0	0.0	0	0.0	17	0.6	0	0.0	3	0.1	
202	8	0.3	2	0.0	0	0.0	14	0.5	0	0.0	1	0.0	
Total													2
G5. West Linn (Mile Points 8.04 – 11.45)													
224	11	0.6	4	0.0	0	0.0	22	1	0	0	1	0.0	
Total													7
G6. Oregon City (Mile Points 11.46 - 11.55)													
206	20	1.0	0	0.0	0	0.0	17	0.9	0	0.0	6	0.3	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 17 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 9. OR 47, Nehalem Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
H1-H2. Washington County & Forest Grove (Mile Points 88.53 - 90.64)													
333.01	25	2.3	15	0.1	3	0.0	33	2.9	23	0.1	6	0.5	
333.02	13	0.0	9	0.0	15	0.0	8	0.4	54	0.0	2	0.0	
331.02	46	0.9	15	0.1	11	0.1	41	0.7	45	0.0	14	0.2	
332	46	1.4	8	0.0	4	0.0	56	1.6	0	0.0	14	0.4	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 19 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 10. OR 99E, Pacific Highway East: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
I1-I2. Portland (Mile Points -5.92 - -3.75)													
37.01	44	5.3	0	0.2	0	0.1	36	4.1	33	0.3	9	1.1	
36.01	34	4.1	0	0.3	0	0.0	30	3.6	42	0.3	2	0.2	
72.02	54	0.2	0	0.0	0	0.0	30	0.1	6	0.0	8	0.0	
Total													1
I3. Portland (Mile Points 1.45 - 4.58)													
1	12	0.5	11	0.0	1	0.0	14	0.6	33	0.0	0	0.0	
2	20	2.2	12	0.1	5	0.0	29	3.1	37	0.2	5	0.5	
3.02	12	1.1	0	0.0	8	0.0	9	0.8	13	0.0	1	0.1	

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
10	24	2.3	4	0.0	6	0.0	36	3.5	19	0.2	5	0.5	
11.01	20	1.1	0	0.1	0	0.0	57	3.1	0	0.3	2	0.1	
Total													0
I4-I5. Milwaukie (Mile Points 4.58 – 6.68)													
208	19	0.8	16	0.1	18	0.1	28	1.1	37	0.1	4	0.2	
Total													4
I6. Clackamas (Mile Points 6.68 - 10.43)													
218.02	22	2.1	13	0.1	0	0.0	41	3.9	29	0.1	7	0.6	
212	20	1.3	0	0.0	6	0.0	34	2.2	0	0.0	4	0.2	
214	18	1.1	18	0.1	22	0.1	23	1.4	19	0.1	2	0.1	
213	9	0.5	0	0.0	0	0.0	17	1.0	72	0.0	3	0.1	
Total													3
I7. Gladstone (Mile Points 10.43 - 11.2)													
217	20	1.1	8	0.0	6	0.0	39	2.2	20	0.0	7	0.4	
219	20	1.9	13	0.1	0	0.0	35	3.1	19	0.0	4	0.4	
223.01	7	0.1	0	0.0	0	0.0	21	0.2	0	0.0	3	0.0	
Total													0
I8-I9. Oregon City (Mile Points 11.2 - 14.23)													
225	16	0.9	7	0.0	0	0.0	32	1.8	11	0.0	3	0.2	
224	11	0.6	4	0.0	0	0.0	22	1.1	0	0.0	1	0.0	
226.02	10	0.2	17	0.0	0	0.0	7	0.1	0	0.0	0	0.0	
Total													2

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 21 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 11. OR 99W, Pacific Highway West: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
J1. Portland (Mile Points -5.98 - -4.75)													
38.01	27	2.7	5	0.1	19	0.0	33	3.4	0	0.0	3	0.3	
72.02	54	0.2	0	0.0	0	0.0	30	0.1	6	0.0	8	0.0	
Total													0
J2. Portland (Mile Points 1.24 - 7.61)													
66.02	11	1.0	0	0.0	0	0.0	29	2.6	20	0.2	3	0.2	
64.03	30	2.5	0	0.0	0	0.0	30	2.5	0	0.0	8	0.6	
60.01	15	0.5	0	0.0	0	0.0	16	0.5	0	0.0	1	0.0	
60.02	15	1.0	17	0.1	20	0.0	13	0.9	13	0.0	1	0.1	
65.02	17	1.6	24	0.2	0	0.0	25	2.4	37	0.2	2	0.2	
65.01	11	0.7	0	0.0	0	0.0	12	0.8	27	0.0	1	0.1	
64.03	30	2.5	5	0.0	0	0.0	33	2.8	7	0.0	8	0.6	
64.04	18	0.9	9	0.1	0	0.0	18	0.9	29	0.1	3	0.2	
57	31	3.2	12	0.2	18	0.1	28	2.9	34	0.3	11	1.1	
59	23	2.2	8	0.1	12	0.1	23	2.2	29	0.0	3	0.3	
Total													16
J3. Tigard (Mile Points 7.61-11.49)													
309	35	2.1	7	0.1	6	0.0	36	2.2	23	0.2	17	0.9	
308.01	31	2.3	22	0.1	8	0.1	34	2.5	78	0.1	8	0.6	
319.1	32	2.8	1	0.0	0	0.0	13	1.2	21	0.0	8	0.7	
306	16	1.2	0	0.0	0	0.0	18	1.3	12	0.0	1	0.1	
307	21	0.3	19	0.0	14	0.0	49	0.7	11	0.0	4	0.1	
319.12	19	1.2	0	0.0	0	0.0	19	1.2	4	0.0	7	0.5	
319.04	14	0.9	0	0.0	16	0.0	21	1.4	17	0.0	2	0.1	
319.07	15	0.8	10	0.0	0	0.0	27	1.4	4	0.0	2	0.1	
319.08	32	0.9	5	0.0	0	0.0	11	1.4	0	0.0	6	0.2	

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
308.03	25	2.4	8	0.1	0	0.0	32	3.0	40	0.2	4	0.3	
308.05	14	0.9	9	0.0	0	0.0	16	1.0	0	0.0	1	0.1	
Total													6
J4-J5. Washington County & Tualatin (Mile Points 11.48 - 13.32)													
320.01	16	0.4	2	0.0	0	0.0	27	0.7	11	0.0	4	0.1	
Total													0
J6-J9. Washington County & Sherwood (Mile Points 13.32 – 17.9)													
321.03	15	0.4	2	0.0	0	0.0	13	0.3	10	0.0	4	0.1	
322	12	0.0	3	0.0	0	0.0	10	0.0	0	0.0	3	0.0	
Total													3

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 24 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 12. OR 141, Beaverton-Tualatin Highway / SW Hall Blvd: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
K1-K2. Beaverton & Washington County (Mile Points 2.57-4.08)													
305.01	24	1.3	9	0.0	0	0.0	34	1.8	29	0.1	6	0.3	
305.02	16	1.3	7	0.1	13	0.0	20	1.7	0	0.0	3	0.2	
310.05	47	4.6	8	0.1	17	0.2	50	4.8	20	0.1	20	1.8	
310.06	32	3.0	15	0.3	19	0.2	30	2.8	37	0.2	9	0.8	
Total													0

Attachment D

Equity considerations
for highway jurisdictional transfer

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
K3. Tigard (Mile Points 4.08 -7.07)													
308.01	31	2.3	22	0.1	8	0.1	34	2.5	78	0.0	8	0.6	
308.03	25	2.4	8	0.1	0	0.0	32	3.0	40	0.2	4	0.3	
308.05	14	0.9	9	0.1	0	0.0	16	1.0	0	0.0	1	0.1	
308.06	24	1.2	0	0.0	0	0.0	24	1.1	0	0.0	6	0.3	
309	35	2.1	7	0.1	6	0.0	36	2.2	23	0.2	17	0.9	
306	16	1.1	0	0.0	0	0.0	18	1.3	12	0.0	1	0.1	
307	21	0.3	19	0.0	14	0.0	49	0.7	11	0.0	4	0.1	
Total													0
K4-K5. Tigard & Durham (Mile Points 7.69 - 8.88)													
320.05	50	2.9	6	0.0	3	0.0	51	2.9	10	0.1	13	0.7	
320.01	16	0.4	2	0.0	0	0.0	27	0.7	11	0.0	4	0.1	
Total													2
K6-K7. Tualatin & Wilsonville (Mile Points 12.47 - 13.14)													
244	25	1.3	5	0.0	8	0.0	29	1.5	15	0.1	3	0.1	
321.1	26	0.4	0	0.0	0	0.0	16	0.1	15	0.0	2	0.0	
227.07	25	0.3	0	0.0	0	0.0	18	0.2	49	0.0	4	0.0	
Total													1

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 27 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 13. OR 210, Scholls Highway/SW Scholls Ferry Rd: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
L1. Beaverton (Mile Points 2.57 – 3.32)													
309	35	2.1	7	0.1	6	0.0	36	2.2	23	0.2	17	0.9	
305.01	24	1.3	9	0.0	0	0.0	34	1.8	29	0.1	6	0.3	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 29 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 14. OR 212, Clackamas-Boring Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
M1. Clackamas (Mile Points 1.87 - 8.59)													
233	12	0.1	12	0.0	0	0.0	18	0.1	11	0.0	2	0.0	
232.01	11	0.1	9	0.0	0	0.0	17	0.1	0	0.0	2	0.0	
234.01	19	0.1	0	0.0	2	0.0	24	0.1	0	0.0	9	0.0	
Total													4
M2-M7. Happy Valley & Clackamas (Mile Points 0.52 – 1.87)													
232.02	15	0.2	19	0.0	33	0.0	17	0.2	35	0.0	4	0.1	
Total													1
M7-M8. Happy Valley & Clackamas (Mile Points 0.04 – 5.45)													
221.03	24	1.8	4	0.0	0	0.0	13	1.0	14	0.0	9	0.6	
221.08	31	0.5	15	0.0	0	0.0	53	0.9	58	0.1	13	0.2	

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
221.05	31	1.7	5	0.0	0	0.0	22	1.2	8	0.0	8	0.4	
221.01	17	1.5	9	0.1	20	0.1	25	2.2	47	0.1	4	0.3	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 31 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 15. OR 213N, Cascade Highway North: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
N1. Portland (Mile Points -0.14 - 7.24)													
16.02	39	4.5	16	0.3	0	0.0	53	6.0	30	0.3	18	1.9	
76	54	4.6	4	0.0	4	0.1	44	3.7	16	0.1	27	2.2	
77	53	4.7	1	0.0	11	0.1	41	3.6	0	0.0	26	2.1	
86	40	5.0	1	0.0	10	0.1	48	6.0	23	0.3	15	1.8	
89.02	35	1.8	0	0.0	3	0.0	37	2.0	0	0.0	10	0.5	
29.03	41	3.3	9	0.1	1	0.0	32	2.5	50	0.2	13	1.0	
5.02	35	4.9	3	0.1	3	0.1	39	5.5	17	0.1	14	1.9	
6.01	39	4.0	1	0.0	1	0.0	47	4.9	11	0.1	16	1.6	
6.02	50	7.5	7	0.2	0	0.0	50	7.3	23	0.2	18	2.5	
222.01	46	5.0	3	0.0	8	0.2	39	4.0	15	0.1	17	1.8	
73	47	0.1	11	0.0	0	0.0	63	0.1	31	0.0	11	0.0	
29.01	19	2.2	12	0.1	0	0.0	16	1.9	19	0.1	9	1.0	

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
29.02	20	1.8	15	0.1	21	0.1	25	2.2	30	0.1	6	0.5	
17.01	27	3.8	0	0.0	0	0.0	23	3.1	14	0.1	2	0.2	
17.02	42	4.9	21	0.6	6	0.1	39	4.8	0	0.5	14	1.6	
16.01	21	1.7	8	0.0	29	0.1	23	1.7	24	0.1	6	0.5	
7.01	28	3.9	13	0.3	13	0.1	28	3.9	35	0.3	9	1.1	
7.02	31	4.6	8	0.2	0	0.0	37	5.5	10	0.1	9	1.2	
83.01	55	5.9	12	0.4	0	0.0	62	6.6	45	0.3	35	3.5	
Total													18
N2. Clackamas (Mile Points 7.24 - 10.39)													
216.01	22	2.3	11	0.1	19	0.2	22	2.3	23	0.2	7	0.7	
216.02	26	2.1	8	0.0	18	0.1	26	2.1	46	0.2	8	0.6	
221.07	29	1.1	0	0.0	12	0.1	36	1.4	11	0.0	6	0.2	
215	14	0.4	0	0.0	0	0.0	22	0.7	79	0.0	1	0.0	
221.01	17	1.5	9	0.1	0	0.1	25	2.2	47	0.1	4	0.3	
221.08	31	0.5	15	0.0	0	0.0	53	0.9	58	0.1	13	0.2	
Total													3

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 33 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 16. OR 213S, Cascade Highway South: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
O1. Oregon City (Mile Points 0 – 0.63)													
223.01	7	0.1	0	0.0	0	0.0	21	0.2	0	0.0	3	0.0	
Total													0
O2-O3. Clackamas & Oregon City (Mile Points 0.63 – 1.25)													
224	11	0.6	4	0.0	0	0.0	22	1.1	0	0.0	1	0.0	
Total													1
O4. Clackamas (Mile Points 1.13 – 1.25)													
225	16	0.9	7	0.0	0	0.0	32	1.8	11	0.0	3	0.2	
Total													0
O5. Oregon City (Mile Points 2.63 - 4.18)													
226.03	14	0.63	0	0.0	0	0.0	31	1.4	0	0.0	3	0.1	
223.02	9	0.1	11	0.0	0	0.0	25	0.3	17	0.0	2	0.0	
226.05	13	0.6	5	0.0	11	0.0	18	0.9	33	0.1	2	0.1	
Total													4
O6. Clackamas (Mile Points 4.18 - 6.49)													
230.02	14	0.0	0	0.0	0	0.0	19	0.1	69	0.0	2	0.0	
230.01	11	0.1	0	0.0	0	0.0	15	0.1	57	0.0	3	0.0	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 36 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 17. OR 219, Hillsboro-Silverton Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
P1-P3. Hillsboro & Washington County (Mile Points 0 – 1.31)													
325.01	53	1.5	11	0.0	10	0.1	59	1.4	12	0.0	18	0.5	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 38 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 18. OR 224, Clackamas Highway / Sunrise Expressway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
Q1-Q2. Clackamas & Happy Valley (Mile Points 8.16 – 10.49)													
232.02	15	0.2	19	0.0	33	0.0	17	0.2	35	0.0	4	0.1	
Total													1
Q3. Clackamas (Mile Points 4.56 – 6.25)													
221.07	29	1.1	0	0.0	12	0.1	36	1.4	11	0.0	6	0.2	
215	14	0.4	0	0.0	0	0.0	22	0.7	79	0.0	1	0.0	
221.05	31	1.7	5	0.0	0	0.0	22	1.2	8	0.0	8	0.4	
221.08	31	0.5	15	0.0	0	0.0	53	0.9	58	0.1	13	0.2	
Total													0
Q4. Clackamas (Mile Points 2.71 – 3.82)													
221.01	17	1.5	9	0.1	20	0.1	25	2.2	47	0.1	4	0.3	
Total													5

Attachment D

Equity considerations
for highway jurisdictional transfer

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
Q5. Milwaukie (Mile Points -0.01 – 2.71)													
208	19	0.8	16	0.1	18	0.1	28	1.1	37	0.1	4	0.2	
Total													2

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 40 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

4 Future Population Trends

The Portland Metro region must address planning and transportation inequities now as an acknowledgement of historic patterns and to shape an equitable future. Regional population forecasts reflect expectations of significant growth in populations of color over the next several decades. Metro estimates that the Portland Metro region's overall population will grow by 1 million to 3.5 million people during the next 40 years, according to Metro Research Center's 2060 Population Forecast, which is based on the Portland-Vancouver-Hillsboro Metropolitan Statistical Area. The number of people of color is expected to increase by 125 percent to 1.5 million by 2060.

The Hispanic/Latino/a/x population is expected to continue to be the largest non-white group in the region, more than doubling in size to 910,000 by 2060 as migration and birth rates rise steadily. The Asian population is anticipated to double to 390,000 people, the second-largest ethnic minority in the area. The Black population is expected to increase about 50 percent to 120,000 by 2060. The white population, currently the largest population group in the area, is anticipated to grow about 9 percent to 2 million from 2020 to 2060.

5 Conclusion

The Equity Considerations Evaluation provides data to further inform the recommendations for jurisdictional transfer. Decision-makers and staff can use this analysis to help inform future decisions to positively impact people of color, low-income households, the unemployed and people with limited English proficiency and/or disabilities.

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ATTACHMENT E - Needs and Deficiencies Assessment

Attachment E

Metro Highway Jurisdictional Transfer Framework

Needs and Deficiencies Assessment for Potential Jurisdictional Transfer Candidates in the Portland Metro Area

July 2020

Attachment E

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Attachment E

Introduction

The purpose of the regional framework for highway jurisdictional transfer study is to identify which state-owned routes in greater Portland should be evaluated and considered for a jurisdictional transfer, sort them based on regional priorities, and address some of the opportunities and barriers to transferring the routes.

This report provides a high level snapshot assessment of the needs and deficiencies of potential jurisdictional transfer candidates in the Greater Portland Area to help inform future conversations about investment and/or jurisdictional transfer. It is designed and organized primarily as a tool for local jurisdictions, and secondarily for regional and state agencies. The corridors featured in this report showed the strongest characteristics for potential jurisdictional transfer based on an assessment of technical, readiness, and equity considerations (see Metro Highway Jurisdictional Transfer Framework and Equity Considerations memos on the project website - https://www.oregonmetro.gov/tools-partners/guides-and-tools/jurisdictional-transfer-assessment - for additional information on the assessment). Many of these highway corridors are located in areas with high concentrations of people of color and people who are low-income compared to regional averages. In addition, many of these highway corridors demonstrate safety needs.

CONTENTS

Attachment E

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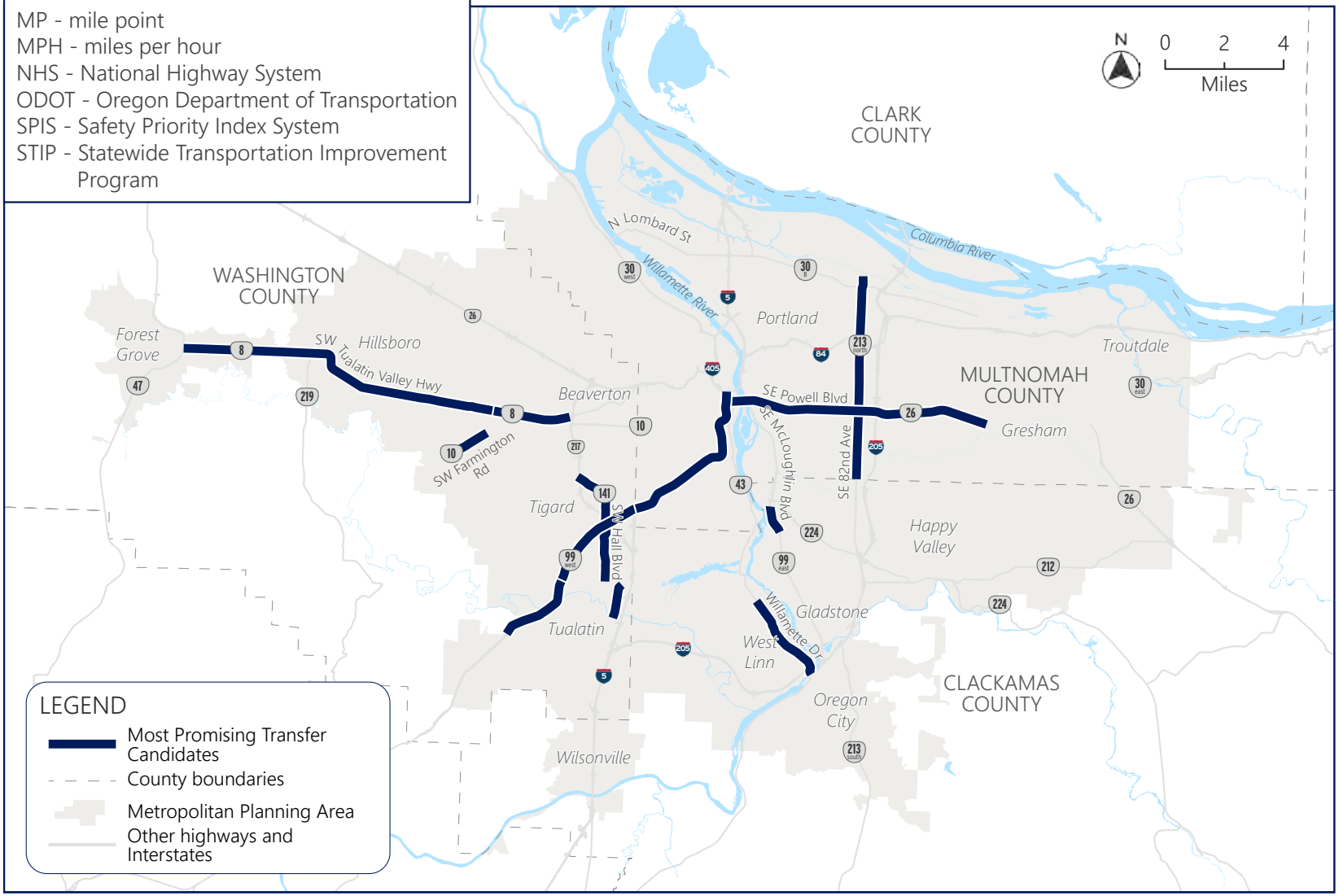
List of acronyms

MP - mile point
MPH - miles per hour
NHS - National Highway System
ODOT - Oregon Department of Transportation
SPIS - Safety Priority Index System
STIP - Statewide Transportation Improvement Program



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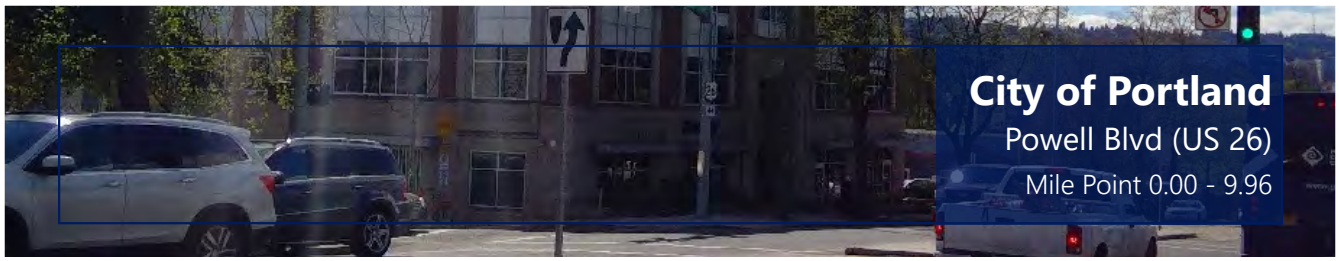


City of Portland
Powell Blvd (US 26)
Mile Point 0.00 - 9.96

Corridor summary

The section of US 26 (Powell Boulevard) in this assessment is in Portland (a previously transferred section of US 26/Powell Boulevard is in Gresham). The westernmost portion of Powell Boulevard is in Portland's central city. West of Interstate 205 (I-205), land uses adjacent to Powell Boulevard are primarily commercial surrounded by residential. That section of the corridor lacks bike facilities. East of I-205, adjacent land uses are a mix of commercial and residential. This eastern section is undergoing major reconstruction to add sidewalks, continuous bike lanes, lighting and safer crossings. When this $120 million-plus project is completed, that section of Powell Boulevard will be transferred to the City of Portland.

Powell Boulevard has a high crash rate with driveways and cross streets that create conflict points. TriMet bus line #9 provides frequent transit service, and runs along Powell Boulevard between the Willamette River and downtown Gresham. Six other TriMet lines provide standard service along this transit-dependent corridor that is home to some of the City's busiest bus routes. The area has high rates of people of color, people who are unemployed, people with low incomes and people who speak with limited English proficiency compared to the regional averages. In addition to the funded project to the east of I-205, the western section of the corridor has several planned and funded improvement projects.

Multimodal network

Pedestrian network

Listed as Metro Pedestrian Parkway

Sidewalk gaps (miles)	5.4
Substandard sidewalk (miles)	2.7
Sidewalk meets standard (miles)	5.7
Crossings	55

Bicycle network

Listed as Metro Bicycle Parkway and Regional Bikeway

Bike facility gaps (miles)	6.8
Substandard bike facility (miles)	4.5
Bike facility meets standard (miles)	0.9

TriMet routes

Route	Frequency	Ridership (weekly)
9	Frequent	49,810
17	Standard	38,110
19	Standard	31,890
66	Standard	2,550
70	Standard	20,340
74	Standard	3,890
291	Standard	120

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	436 total

Corridor data

Length	11.9	
Speed limit	35 - 40 mph	
Number of lanes	4 - 6	
Major intersections*	17	
Pavement condition	Fair: MP 1.02 – 3.46	Good: MP 0.21 – 1.02 MP 3.46 – 9.96
Freight routes	Reduction review route (ORS 366.215)	
Bridges (MP): bridge rating (0-100)	MP 0.1: 26.9 MP 0.13: 68.8	MP 0.99: 76.4 MP 1.01: 56.6

Current roadway classification

Federal	Urban Other Principal Arterial (NHS)
State**	District Highway
Metro	Major Arterial
Local	Arterial Major City Traffic Street

Demographics

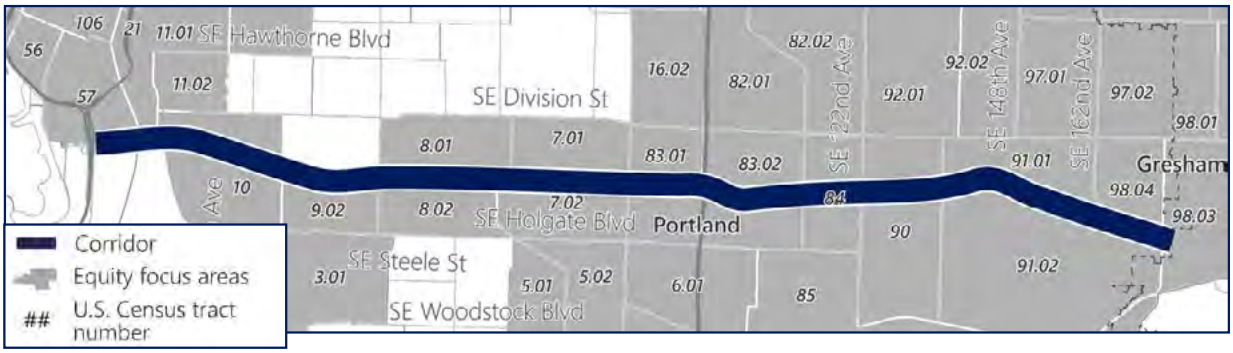
Population	70,191
Employment	159,025

** Major intersection defined as two arterial roadways intersecting*
*** Current roadway function is consistent with the OHP definition, therefore Metro does not recommend an OHP reclassification.*

City of Portland (US 26)

Environmental

Metro equity focus areas*



Regional land use and transportation

Corridor
County boundary
City boundary
Arterials
TriMet MAX line
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody
Not designated

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

City of Portland (US 26)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
US26: SE 8th Ave – SE 87th Ave (21614)	$103,897	MP 1.14 - 5.35
US26/OR213 Curb Ramps (21255)	$1,605,000	MP 5.24
(STIP 18-21) US26 (Powell Blvd): SE 122nd Ave – SE 136th Ave (19690)	$20,343,363	MP 7.21 – 7.9
(STIP 21-24) US26 (Powell Blvd): SE 99th Ave – East City Limits (21178)	$105,000,000	MP 6.03 - 9.96

Segment Photos

SE Powell Blvd and SE Milwaukie Ave


SE Powell Blvd and SE 28th Ave


SE Powell Blvd and SE 28th Ave


SE Powell Blvd and SE 69th Ave

Attachment E

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Attachment E

City of Portland
Barbur Blvd (OR 99W)
Mile Point 1.24 - 7.61

Corridor summary

OR 99W in the Metro region stretches from Portland through Tigard, King City, unincorporated Washington County and Tualatin to Sherwood. The OR 99W (Barbur Boulevard) corridor in the assessment travels through Portland's central city. The corridor extends south through residential neighborhoods to a town center in the southern area of the corridor. SW Corridor Light Rail Project planning and design work is underway in this area. The light rail project stands to significantly change the highway corridor with transit-oriented development, improved sidewalks and bike facilities and other improvements. The City of Portland and ODOT have agreed to transfer this section of Barbur Boulevard following completion of the light-rail line. The corridor has a high crash frequency and density of conflict points. Frequent and standard transit lines serve Barbur Boulevard and the corridor is part of the regional pedestrian and bicycle network. Pavement condition ranges from poor to fair. This area has some sections with a high percentage of people of color and people with low-incomes compared to regional averages. A growing and vibrant Muslim community is developing near the West Portland Town Center. This section has some environmental challenges with slopes and poorly draining soils that require extra stormwater treatment efforts. The corridor has a moderate level of planned and funded improvement projects in addition to projects associated with the SW Corridor Light Rail Project.

Multimodal network

Pedestrian network

Listed as Metro Pedestrian Parkway

Sidewalk gaps (miles)	4.0
Substandard sidewalk (miles)	2.6
Sidewalk meets standard (miles)	2.0
Crossings	30

Bicycle network

Listed as Metro Bicycle Parkway

Bike facility gaps (miles)	2.0
Substandard bike facility (miles)	4.7
Bike facility meets standard (miles)	1.2

TriMet routes

Route	Frequency	Ridership (weekly)
1	Standard	2,150
12	Frequent	48,890
38	Standard	2,250
39	Standard	1,000
45	Standard	5,900
54	Frequent	14,010
55	Standard	300
56	Frequent	11,010
64	Standard	2,200
65	Standard	650
92	Standard	1,650
94	Standard	11,700

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	22 total

Corridor data

Length	6.4 miles	
Speed limit	30 - 45 mph	
Number of lanes	4 - 6	
Major intersections*	6	
Pavement condition	Poor: MP 3.86 – 4.35 MP 7.42 – 7.61	Fair: MP 1.24 – 7.42
Freight routes	None	
Bridges (MP): bridge rating (0-100)	MP 1.14: 53.6 MP 1.93: 49.4 MP 1.98: 76.4	MP 3.25: 74.7 MP 3.5: 42.1 MP 4.86: 62.3

Current roadway classification

Federal	Urban Other Principal Arterial, Urban Minor Arterial (NHS)
State	Statewide, District Highway
Recommended future state classification**	District (MP 7.4 - 7.61)
Metro	Major Arterial
Local	Major City Traffic Street

Demographics

Population	47,369
Employment	153,209

** Major intersection defined as two arterial roadways intersecting*
*** Based on comparison of current roadway function to OHP definitions, Metro recommends changing the OHP roadway classification.*

City of Portland (OR 99W)

Environmental

Metro equity focus areas*

Regional land use and transportation

Corridor
County boundary
City boundary
Arterials
TriMet MAX line
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody
Not designated

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

Attachment E

City of Portland (OR 99W)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 21-24) SW Barbur Blvd: SW Caruthers St – SW capitol Hwy (18316)	$590,661	MP 1.97 - 6.6

Segment Photos

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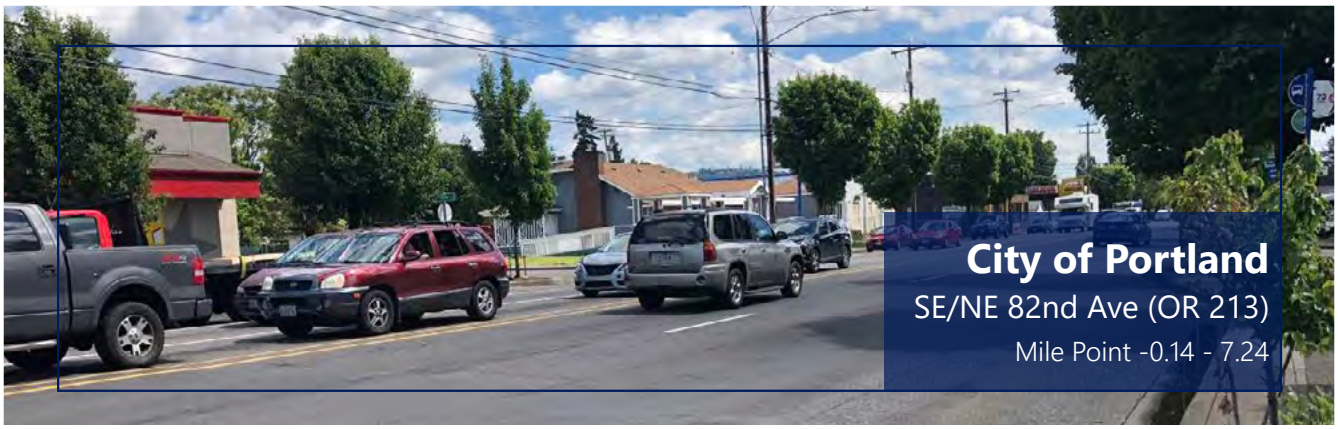
Attachment E



City of Portland

SE/NE 82nd Ave (OR 213)

Mile Point -0.14 - 7.24

Corridor summary

OR 213 runs from Portland through unincorporated Clackamas County and Gladstone to Oregon City in the Metro area. The OR 213 (SE/NE 82nd Avenue) corridor in this assessment is in Portland, and ODOT and the City of Portland are currently pursuing jurisdictional transfer, pending voter approval of funds. This section of 82nd Avenue travels through commercial and some industrial areas, and has a high frequency of crashes and conflict points. There are virtually no bicycle facilities on 82nd Avenue, and about 80% of the corridor has sidewalks. The City of Portland adopted the 82nd Avenue Plan in fall 2019 calling for wider sidewalks, bike facilities and other safety and signal improvements. Pavement condition along the corridor is poor or very poor. TriMet's busiest bus line (#72 Killingsworth/ 82nd Ave) serves 82nd Avenue with frequent service; there are a couple of other bus lines with standard frequency service. The area has a high rate of people of color, and people with low incomes and limited English proficiency compared to regional averages. 82nd Avenue passes through an environmentally sensitive area at Johnson Creek near the southern end of the segment. The corridor has a moderate level of planned and funded improvement projects.

Multimodal network

Pedestrian network

Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	1.4
Substandard sidewalk (miles)	2.2
Sidewalk meets standard (miles)	6.0
Crossings	43

Bicycle network

Not listed on the Metro Bicycle Network	
Bike facility gaps (miles)	7.5
Substandard bike facility (miles)	0.3
Bike facility meets standard (miles)	0.1

TriMet routes

Route	Frequency	Ridership (weekly)
71	Standard	21,070
72	Frequent	84,480
272	Standard	140

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	309 total

Corridor data

Length	9.1 miles	
Speed limit	35 - 45 mph	
Number of lanes	4	
Major intersections*	16	
Pavement condition	Very Poor: MP 4.24 – 6.73	Poor: MP -0.14 – 4.24 MP 6.73 – 7.24
Freight routes	None	
Bridges (MP): bridge rating (0-100)	MP 2.24: 91.8 MP 2.25: 82.4	MP 7.1: 81.6

Current roadway classification

Federal	Urban Other Principal Arterial (NHS)
State**	District Highway
Metro	Major Arterial
Local	Major City Traffic Street

Demographics

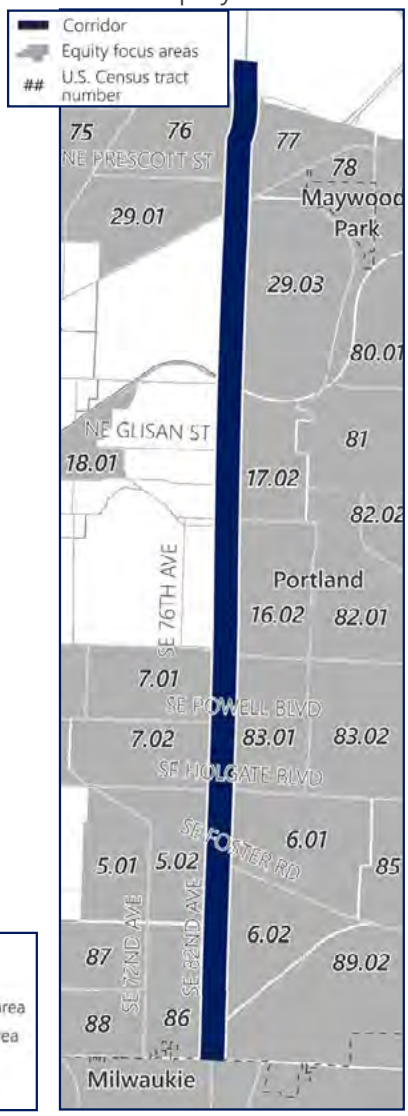
Population	31,637
Employment	15,990

** Major intersection defined as two arterial roadways intersecting*
*** Current roadway function is consistent with the OHP definition, therefore Metro does not recommend an OHP reclassification.*

City of Portland (OR 213)

Environmental

Metro equity focus areas*



Regional land use and transportation

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

Attachment E

City of Portland (OR 213)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 18-21) OR213 (82nd Ave) at Madison High School (20507)	$1,120,500	MP 1.64 - 1.65
(STIP 21-24) US26/OR213 Curb Ramps (21255)	$1,605,500	MP 5.24
(STIP 21-24) OR213 at NE Glisan St & NE Davis St (21607)	$4,836,940	MP 2.75 & 2.87

Segment Photos

Attachment E

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Attachment E

City of Beaverton

Tualatin Valley Hwy (OR 8)

Mile Point 0.05 - 5.85

Corridor summary

OR 8 is in Washington County and travels through Beaverton, Hillsboro, Cornelius and Forest Grove. The section of OR 8 in this assessment is within Beaverton. West of OR 217 in Beaverton, OR 8 is known as Tualatin Valley (TV) Highway; to the east it's known as SW Canyon Road. The City of Beaverton has expressed interest in jurisdictional transfer discussions for the downtown Beaverton section in particular. This section has a mix of regional center, employment and neighborhood land uses. The SW Canyon Road stretch of OR 8 is a mix of commercial uses near OR 217 and then transitions to a residential corridor as it moves east to the Camelot Court area. The OR 8 corridor has safety challenges and is a high crash rate facility with multiple driveways creating turning conflicts. Transit frequency is high to the west of OR 217, with bus #57 one of TriMet's busier routes. East of OR 217, the only bus route is #58 with non-frequent service. Pavement condition is rated poor to fair. The TV Highway portion of the corridor has a high percentage of people of color, people with low incomes, and unemployment rates compared to the Metro averages. This corridor has a few planned and funded improvement projects.

Multimodal network

Pedestrian network

Listed as Metro Pedestrian Parkway

Sidewalk gaps (miles)	3.8
Substandard sidewalk (miles)	3.8
Sidewalk meets standard (miles)	2.2
Crossings	24

Bicycle network

Listed as Metro Bicycle Parkway and Regional Bikeway

Bike facility gaps (miles)	3
Substandard bike facility (miles)	3.2
Bike facility meets standard (miles)	1.4

TriMet routes

Route	Frequency	Ridership (weekly)
57	Frequent	45,430
58	Standard	5,550

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	138 total

Corridor data

Length	5.8 miles	
Speed limit	35 - 45 mph	
Number of lanes	4	
Major intersections*	8	
Pavement condition	Poor: MP 0.22 – 2.9 MP 3.18 – 5.85	Fair: MP 0.05 – 0.22 MP 2.9 – 3.18
Freight routes	Reduction review route - Beaverton City Limits to OR 217 (ORS 366.215)	
Bridges (MP): bridge rating (0-100)	MP 3.28: 76.8 MP 4.22: 82.2	MP 4.97: 41 MP 5.13: 85

Current roadway classification

Federal	Urban Other Principal Arterial (NHS)
State	Statewide Highway, District Highway
Recommended future state classification**	District Highway (MP 2.8 - 5.85)
Metro	Major Arterial
Local	Principal Arterial Arterial

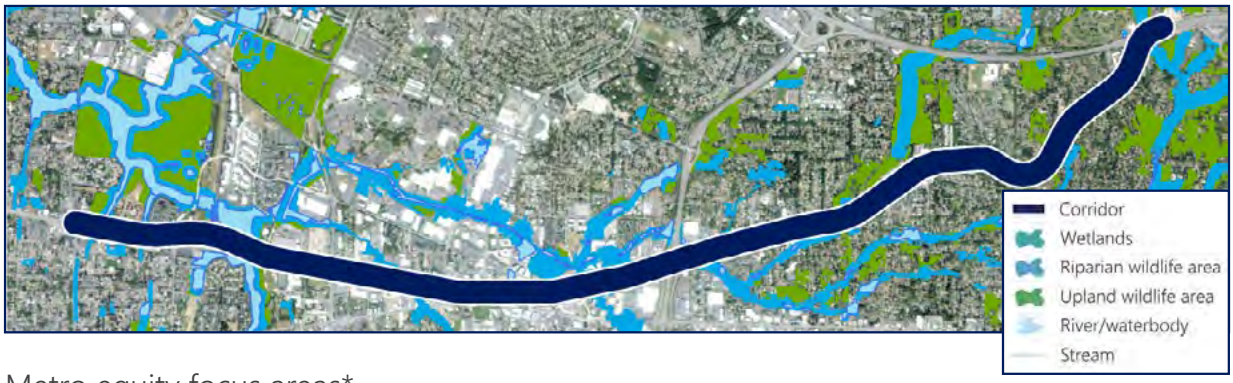
Demographics

Population	25,888
Employment	23,699

** Major intersection defined as two arterial roadways intersecting*
*** Based on comparison of current roadway function to OHP definitions, Metro recommends changing the OHP roadway classification.*

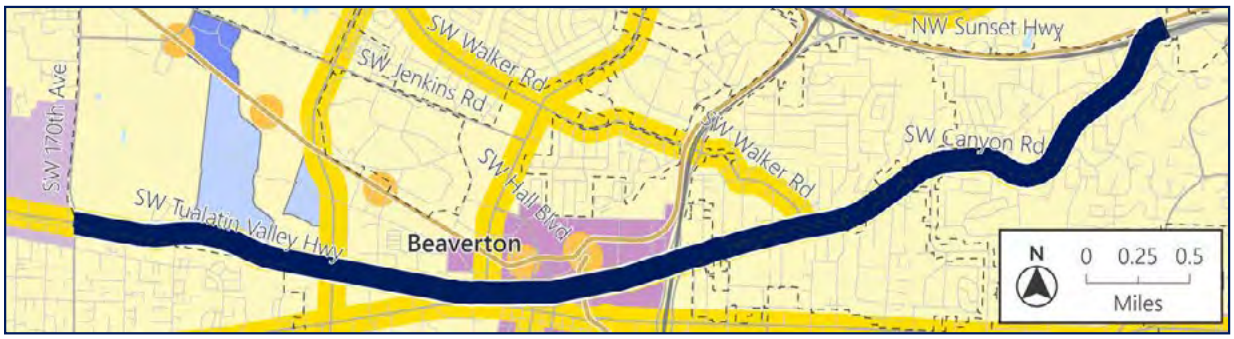
City of Beaverton (OR 8)

Environmental



Metro equity focus areas*

Regional land use and transportation



Corridor
County boundary
City boundary
Arterials
TriMet MAX line
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody
Not designated

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

Attachment E

City of Beaverton (OR 8)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 21-24) OR8 SW Hocken Ave – SW Short St (18758)	$964,000	MP 3.22 – 4.07
(STIP 21-24) OR8 SW Watson Ave – SW 110th Ave, Beaverton (18794)	$3,029,907	MP 2.75 – 3.6
(STIP 18-21) OR 8 Canyon Rd Streetscape & Safety Project (19275)	$3,939,597	MP 3.18 – 4.0

Segment Photos

SW Canyon Rd and SW 110th Ave

SW Canyon Rd and OR 217 NB

Tualatin Valley Hwy and Murray Blvd

Tualatin Valley Hwy west of OR 217

Attachment E

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Attachment E

City of Tigard

Pacific Hwy W (OR 99W)

Mile Point 7.61 - 11.48

Corridor summary

OR 99W in the Metro region stretches from Portland through Tigard, King City, unincorporated Washington County and Tualatin to Sherwood. The OR 99W section in this assessment is within the city of Tigard, where the highway travels through town center and neighborhood land uses. The corridor features a high crash frequency rate and number of conflict points. OR 99W is part of the regional pedestrian and bicycle network; however, there are few multimodal facilities in much of the corridor. About half of OR 99W has substandard or no sidewalks while most of the corridor has substandard bike facilities. Along this section, there is frequent transit service. The pavement condition is poor. This area has sections with a high percentage of people of color and people with low-incomes compared to the regional averages. OR 99W within Tigard has a moderate level of funded improvement projects in development. ODOT with partners, Washington County, Tigard, King City, Tualatin, and Sherwood recently concluded the Highway 99W Corridor Study that called for the need of a comprehensive plan for the OR 99W corridor.

Multimodal network

Pedestrian network

Listed as Metro Pedestrian Parkway

Sidewalk gaps (miles)	1.4
Substandard sidewalk (miles)	1.4
Sidewalk meets standard (miles)	2.3
Crossings	25

Bicycle network

Listed as Metro Bicycle Parkway

Bike facility gaps (miles)	0.8
Substandard bike facility (miles)	3.0
Bike facility meets standard (miles)	0.8

TriMet routes

Route	Frequency	Ridership (weekly)
12	Frequent	48,890
64	Standard	2,200
93	Standard	4,620
94	Standard	11,700

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	61 total

Corridor data

Length	3.9 miles
Speed limit	30 - 45 mph
Number of lanes	4
Major intersections*	9
Pavement condition	Poor: MP 7.61 – 11.49
Freight routes	Designated OHP freight route, reduction review route (ORS 366.215)
Bridges (MP): bridge rating (0-100)	MP 8.65: 56.6

Current roadway classification

Federal	Urban Other Principal Arterial
State	Statewide Highway
Recommended future state classification**	District Highway
Metro	Major Arterial
Local	Arterial Principal Arterial

Demographics

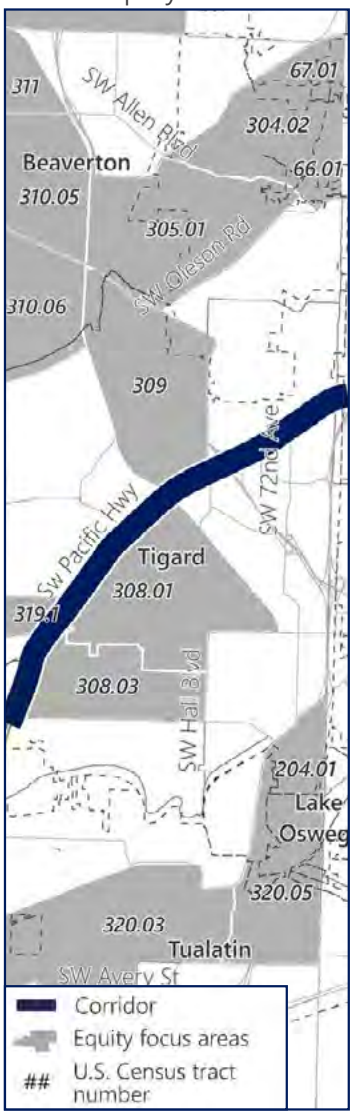
Population	23,903
Employment	18,813

** Major intersection defined as two arterial roadways intersecting*
*** Based on comparison of current roadway function to OHP definitions, Metro recommends changing the OHP roadway classification.*

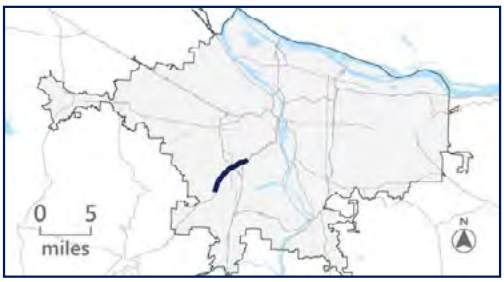
City of Tigard (OR 99W)

Environmental

Metro equity focus areas*



Regional land use and transportation



Corridor
County boundary
City boundary
Arterials
TriMet MAX line
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody
Not designated

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

Attachment E

City of Tigard (OR 99W)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 18-21) OR99W at Durham Rd (20436)	$968,750	MP 11.45 - 11.47
(STIP 18-21) OR99W Barbur Blvd. Northbound Connection Bridge Over I-5 (20465)	$1,669,975	MP 7.79 - 7.84

Segment Photos

Attachment E

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Attachment E

Corridor summary

OR 8 (TV Highway) to the west of Beaverton travels through the cities of Hillsboro, Cornelius, Forest Grove, and unincorporated Washington County. Land use is mixed, with neighborhood, town center, regional center, employment and industrial designations along the corridor. The highway has a high crash frequency rate, multiple driveways and conflicts along the section, and poor pavement condition for a large part of the eastern section of the corridor (pavement in other sections ranges from fair to very good). Frequent transit service (route #57) runs along TV Highway from 10th Avenue in Hillsboro to B Street in Forest Grove. Sections of TV Highway with standard transit service include Hillsboro between Century and 10th Avenue (route #47) and a small section of TV Highway between 5th and 2nd Avenue in Hillsboro. The area includes a high percentage of people of color, people with low incomes and people with limited English proficiency compared to the Metro averages. The corridor has several planned and funded improvement projects. Forest Grove and Beaverton are currently working with ODOT on safety and multi-modal improvement planning.

Multimodal network

Pedestrian network

Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	7.4
Substandard sidewalk (miles)	6.1
Sidewalk meets standard (miles)	5
Crossings	46

Bicycle network

Listed as Metro Bicycle Parkway and Regional Bikeway	
Bike facility gaps (miles)	2.7
Substandard bike facility (miles)	7.4
Bike facility meets standard (miles)	5.5

TriMet routes

Route	Frequency	Ridership (weekly)
47	Standard	5,350
48	Standard	10,640
57	Frequent	45,430

** Major intersection defined as two arterial roadways intersecting*
*** Based on comparison of current roadway function to OHP definitions, Metro recommends changing the OHP roadway classification.*

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	348 total

Corridor data

Length	12 miles	
Speed limit	30 - 50 mph	
Number of lanes	4	
Major intersections*	16	
Pavement condition	Poor: MP 5.85 - 11.28 Good: MP 11.28 – 12.41	Fair: MP 14.28 – 17.88 Very Good: MP 12.41 – 14.28
Freight routes	Reduction review route (ORS 366.215)	
Bridges (MP): bridge rating (0-100)	MP 10.55: 83 MP 14.31: 62.3	

Current roadway classification

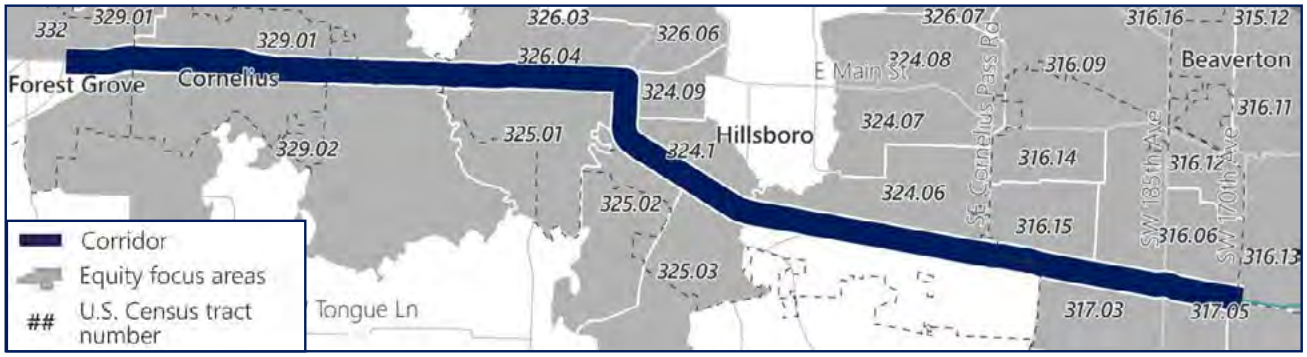
Federal	Urban Other Principal Arterial (NHS)
State	Statewide Highway, District Highway, STA from 10th Ave to 20th Ave
Recommended future state classification**	District Highway
Metro	Major Arterial
Local	Arterial Principal Arterial

Demographics

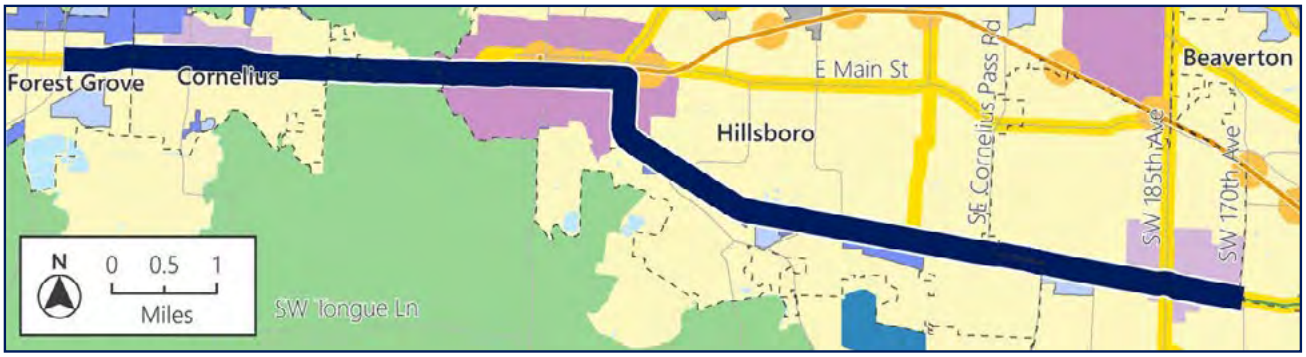
Population	71,491
Employment	28,793

Environmental

Metro equity focus areas*



Regional land use and transportation



Corridor
County boundary
City boundary
Arterials
TriMet MAX line
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody
Not designated

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

Attachment E

Washington County (OR 8)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 18-21) OR8 at OR219 and SE 44th – SE 45th Ave, Hillsboro (18791)	$500,000	MP 10.12 & 13.21
(STIP 18-21) OR8 SW Adams Ave – SE 10th Ave and SE Baseline St – SE Maple St (18004)	$557,227	MP 12.5 - 13.3
(STIP 18-21) OR8 Corridor Safety & Access to Transit (18839)	$1,844,000	MP 1.14 - 7.8
(STIP 21-24) OR8 at River Rd (20451)	$2,649,465	MP 11.7 - 11.75
(STIP 21-24) OR8 at 174th Ave, Armco Ave, Main St and A&B Row (21608)	$2,750,000	MP 13.91 - 13.93
Hillsboro/Washington County – Century Boulevard/TV Highway Intersection (County MSTIP)	$3,000,000	MP 9.08
(STIP 18-21) OR8 Corridor Safety & Access to Transit (18839)	$3,742,902	MP 3.2 - 10.8
(STIP 21-24) OR8 at 174th Ave, Armco Ave, Main St and A&B Row (21608)	$5,189,285	MP 6.07

Segment Photos


Tualatin Valley Hwy and Cypress St


Pacific Hwy W near 331st Ave


SE Baseline St and SE 7th St


Tualatin Valley Hwy and Cornelius Pass Rd

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Attachment E

Corridor summary

OR 10 extends from Portland to Beaverton to unincorporated Washington County. The section of OR 10 (Farmington Road) in this assessment is a 1.5-mile stretch in Washington County. Most of Farmington Road has already been transferred from ODOT to Washington County. If this segment is transferred, the entire roadway would be an arterial owned and managed by the County. Land use along this section of Farmington Road is primarily residential with a couple of pockets of commercial enterprises at SW Kinnaman Road at the easternmost end and SW 185th Avenue to the west. There are safety concerns – crashes are frequent and there are many driveways and other conflict points along the corridor. Only about 25 percent of the corridor has standard sidewalks. There are two non-frequent bus routes on this corridor. The areas along the full corridor has higher rates of people of color and people with low income than Metro region averages. The pavement condition is fair with inconsistent facilities for people biking.

Multimodal network

Pedestrian network

Listed as a Metro Pedestrian Parkway and Regional Pedestrian Corridor

Sidewalk gaps (miles)	1.2
Substandard sidewalk (miles)	0.5
Sidewalk meets standard (miles)	0.4
Crossings	2

Bicycle network

Listed as Metro Bicycle Parkway

Bike facility gaps (miles)	1.4
Substandard bike facility (miles)	0.3
Bike facility meets standard (miles)	0.1

TriMet routes

Route	Frequency	Ridership (weekly)
52	Standard	25,550
88	Standard	8,950

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	34 total

Corridor data

Length	1.5 miles
Speed limit	30 - 35 mph
Number of lanes	2
Major intersections*	2
Pavement condition	Fair: MP 5.88 – 7.38
Freight routes	None
Bridges (MP): bridge rating (0-100)	MP 7.14: 98.5

Current roadway classification

Federal	Urban Other Principal Arterial (NHS)
State**	District Highway
Metro	Major Arterial
Local	Arterial

Demographics

Population	17,646
Employment	1,374

** Major intersection defined as two arterial roadways intersecting*
*** Current roadway function is consistent with the OHP definition, therefore Metro does not recommend an OHP reclassification.*

Environmental

Metro equity focus areas*

Regional land use and transportation

Corridor
County boundary
City boundary
Arterials
TriMet MAX line
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody
Not designated

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

Attachment E

Washington County (OR 10)

Upcoming Projects

Funded in adopted capital improvement program
No projects along segment.

Segment Photos


Farmington Rd and 204th St


Farmington Rd and Murray Blvd


Farmington Rd and Murray Blvd


Farmington Rd and Murray Blvd

Attachment E

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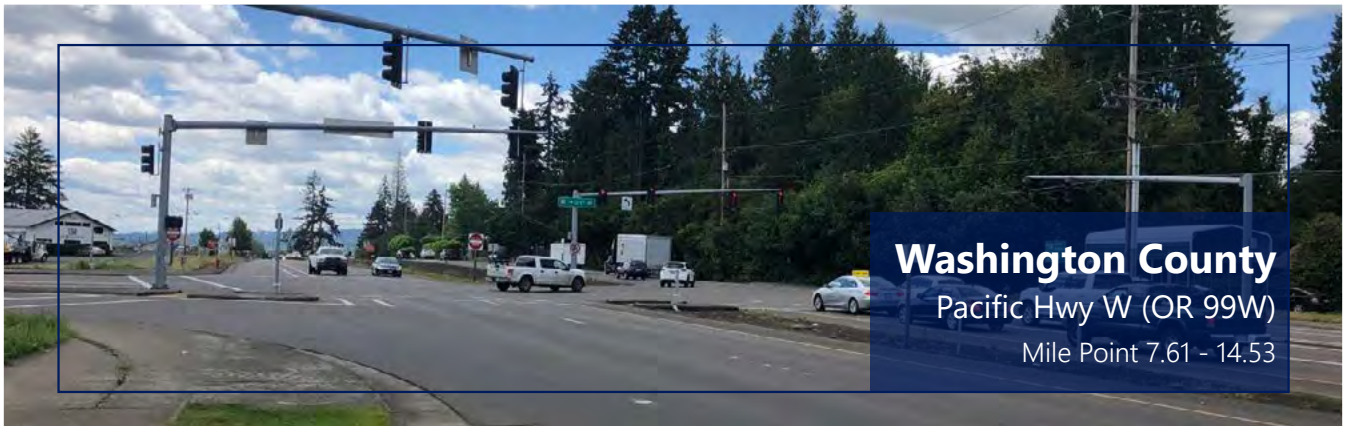
Attachment E



Corridor summary

OR 99W in the Metro region extends from Portland through Tigard, King City, unincorporated Washington County and Tualatin to Sherwood. It is the gateway to the Metro area for those traveling north from Yamhill County or the coast. The section of OR 99W in this assessment is within Tigard, Tualatin and Washington County. The commercial character of OR 99W changes from numerous driveways in Tigard to more controlled access in Sherwood. There is a high frequency of crashes on this corridor. Pavement condition is very good in the Tualatin section of this corridor. Bus transit service (routes #93 and #94) is standard. This area has a low percentage of historically marginalized people compared to the regional average. OR 99W in this section passes by the Tualatin River National Wildlife Refuge. The corridor has a moderate level of planned and funded improvement projects.

Multimodal network

Pedestrian network

Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	2.3
Substandard sidewalk (miles)	0.4
Sidewalk meets standard (miles)	0.4
Crossings	10

Bicycle network

Listed as Metro Bicycle Parkway	
Bike facility gaps (miles)	0
Substandard bike facility (miles)	2.9
Bike facility meets standard (miles)	0.1

TriMet routes

Route	Frequency	Ridership (weekly)
93	Standard	4,620
94	Standard	11,700

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	38 total

Corridor data

Length	3 miles	
Speed limit	45 - 55 mph	
Number of lanes	2	
Major intersections*	2	
Pavement condition	Poor: MP 11.49 – 12.1 Very Good: MP 12.1 – 14.53	Good: MP 12.1 – 14.53
Freight routes	Designated OHP freight route, reduction review route (ORS 366.215)	
Bridges (MP): bridge rating (0-100)	MP 12.18: 60.4 MP 12.2: 60.2	MP 15.62: 74.6

Current roadway classification

Federal	Urban Other Principal Arterial
State	Statewide Highway
Recommended future state classification**	District Highway
Metro	Major Arterial
Local	Arterial Principal Arterial Major Arterial

Demographics

Population	14,193
Employment	5,490

** Major intersection defined as two arterial roadways intersecting*
*** Based on comparison of current roadway function to OHP definitions, Metro recommends changing the OHP roadway classification.*

Environmental

Metro equity focus areas*

Regional land use and transportation

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

Corridor
County boundary
City boundary
Arterials
TriMet MAX line
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody
Not designated

Attachment E

Washington County (OR 99W)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 21-24) OR99W Rock Creek Bridge (21712)	$763,184	MP 13.82 - 13.84
(STIP 21-24) OR99W Tualatin River Northbound Bridge (20471)	$2,302,900	MP 12.14 - 12.23

Segment Photos

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Attachment E

Washington County

SW Hall Blvd / Upper Boones Ferry Rd (OR 141)

Mile Point 2.57 - 8.91

Corridor summary

OR 141 extends from Beaverton through unincorporated Washington County, Tigard, Durham, and Tualatin to Wilsonville. The segment of OR 141 (SW Hall Boulevard/ Upper Boones Ferry Road) in this assessment is in Beaverton, Washington County, Tigard, Durham and Tualatin. Hall Boulevard and Upper Boones Ferry Road's historic function, providing north/south through travel has largely been replaced by OR 217 and Interstate 5. Adjacent land uses are regional center, town center, employment, industrial and neighborhood designations. Crash frequency is low, though there is a high number of driveways and cross streets creating conflict points. Bus transit service ranges from frequent in Tigard to standard elsewhere along the corridor. OR 141 in Beaverton, unincorporated Washington County and parts of Tigard have high rates of people of color, people with low-incomes and people with limited English proficiency compared to regional averages. The pavement condition ranges from poor to good. OR 141 crosses an environmentally sensitive area at the Tualatin River at the south end of this corridor in Tualatin. The corridor has a low level of planned and funded improvement projects.

Multimodal network

Pedestrian network

Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	2.2
Substandard sidewalk (miles)	3.9
Sidewalk meets standard (miles)	1.9
Crossings	20

Bicycle network

Listed as Metro Bicycle Parkway	
Bike facility gaps (miles)	1.7
Substandard bike facility (miles)	2.8
Bike facility meets standard (miles)	5.2

TriMet routes

Route	Frequency	Ridership (weekly)
43	Standard	1,600
76	Frequent	15,100
78	Standard	13,980
96	Standard	6,500

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	45 total

Corridor data

Length	5.9 miles	
Speed limit	30 - 40 mph	
Number of lanes	2 - 4	
Major intersections*	10	
Pavement condition	Poor: MP 2.57 – 7.07	Good: MP 7.69 – 8.88
Freight routes	None	
Bridges (MP): bridge rating (0-100)	MP 2.71: 58.1 MP 4.24: 96.2 MP 4.71: 93.5	MP 5.73: 83.6 MP 8.88: 93.7

Current roadway classification

Federal	Urban Minor Arterial
State**	District Highway, STA from SW Hemlock St to SW Scholls Ferry Rd
Metro	Major Arterial, Minor Arterial
Local	Arterial Major Arterial

Demographics

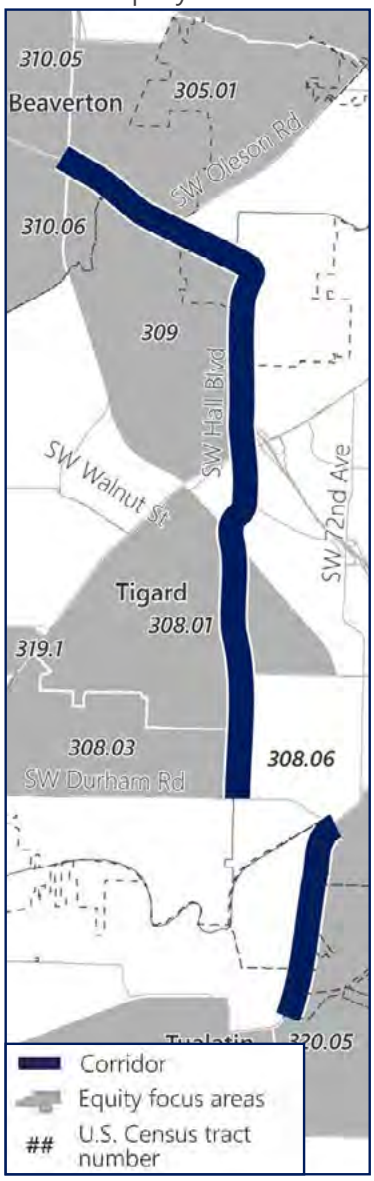
Population	28,413
Employment	49,189

** Major intersection defined as two arterial roadways intersecting*
*** Current roadway function is consistent with the OHP definition, therefore Metro does not recommend an OHP reclassification.*

Washington County (OR 141)

Environmental

Metro equity focus areas*



Regional land use and transportation

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

Corridor
County boundary
City boundary
Arterials
TriMet MAX line
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody
Not designated

Attachment E

Washington County (OR 141)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 21-24) OR210 SW Scholls Ferry Rd – SW Hall Blvd ITS (21121)	$835,841	MP 2.57 - 2.84

Segment Photos


SW Hall Blvd and Afton Ln


SW Hall Blvd and Afton Ln

SW Hall Blvd and Scholls Ferry Rd


SW Hall Blvd and Scholls Ferry Rd

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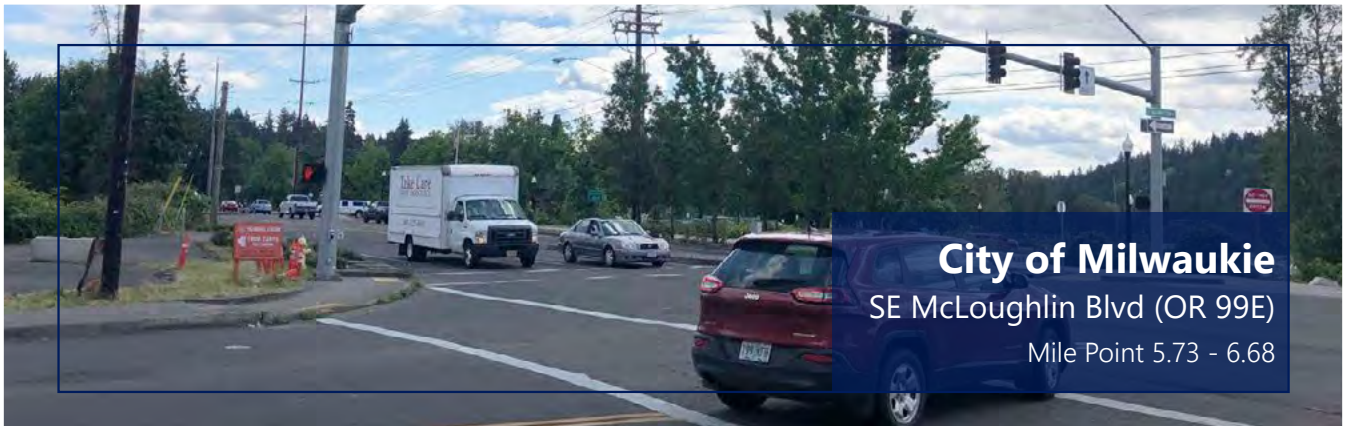
Attachment E



City of Milwaukie

SE McLoughlin Blvd (OR 99E)

Mile Point 5.73 - 6.68

Corridor summary

OR 99E extends from Portland through Milwaukie and Gladstone to Oregon City in the Metro area. The section of 99E in this assessment is within Milwaukie and is known as McLoughlin Boulevard. McLoughlin Boulevard travels through a mix of commercial and neighborhood land uses. This corridor has a high crash rate with a moderate number of conflict points. TriMet bus line #33 provides frequent service on McLoughlin Boulevard from Portland to Oregon City. Three other bus lines provide standard service on some sections of McLoughlin Boulevard. The adjacent area has a higher rate of people of color who are unemployed and people with low incomes or unemployed persons compared to the Metro averages. This corridor travels over Kellogg Creek, which is connected to a dam that the City would like to remove. The corridor has a low level of planned and funded improvement projects, though a recent project improved pavement condition to fair.

Multimodal network

Pedestrian network

Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	0.4
Substandard sidewalk (miles)	0.5
Sidewalk meets standard (miles)	0.3
Crossings	5

Bicycle network

Listed as Metro Bicycle Parkway and Regional Bikeway	
Bike facility gaps (miles)	0.4
Substandard bike facility (miles)	0
Bike facility meets standard (miles)	0.8

TriMet routes

Route	Frequency	Ridership (weekly)
29	Standard	800
33	Frequent	31,060
34	Standard	2,800
99	Standard	4,000

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	10 total

Corridor data

Length	0.9 miles
Speed limit	30 - 40 mph
Number of lanes	4
Major intersections*	3
Pavement condition	Fair: MP 5.73 – 6.68
Freight routes	Reduction review route (ORS 366.215)
Bridges (MP): bridge rating (0-100)	MP 5.97: 82.1

Current roadway classification

Federal	Urban Other Principal Arterial (NHS)
State**	District Highway
Metro	Major Arterial
Local	Arterial Principal Arterial Major Arterial Regional Route

Demographics

Population	10,908
Employment	5,730

** Major intersection defined as two arterial roadways intersecting*
*** Current roadway function is consistent with the OHP definition, therefore Metro does not recommend an OHP reclassification.*

City of Milwaukie (OR 99E)

Environmental

Metro equity focus areas*

Regional land use and transportation

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

Corridor
County boundary
City boundary
Arterials
TriMet MAX line
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody
Not designated

Attachment E

City of Milwaukie (OR 99E)

Upcoming Projects

Funded in adopted capital improvement program
No projects along segment.

Segment Photos

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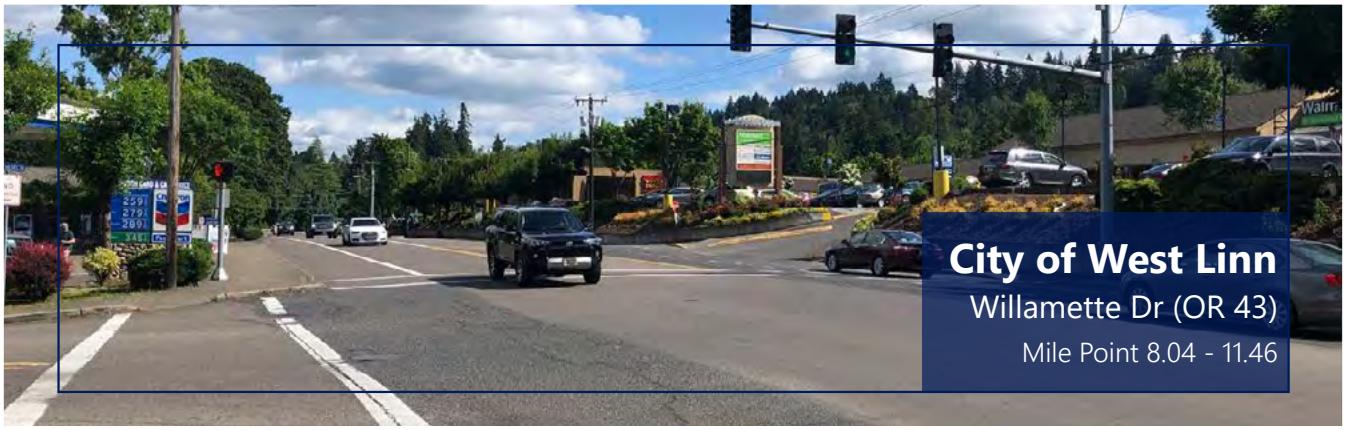
Attachment E



City of West Linn

Willamette Dr (OR 43)

Mile Point 8.04 - 11.46

Corridor summary

OR 43 in the Metro region extends from Portland through unincorporated Multnomah County and Lake Oswego to West Linn. The section of OR 43 (Willamette Drive) in this assessment is within West Linn. The City has expressed interest in jurisdictional transfer if key safety and maintenance improvement projects are completed in the future. A $6 million project is funded and in the design phase to add a cycle track and sidewalk along Willamette Drive from Arbor Drive to Hidden Springs Road. Residences dominate land use along Willamette Drive in West Linn with commercial enterprises at the southern end at the Willamette River. West Linn is looking at making land use changes to increase development density near the Arch Bridge over the Willamette River and at the Interstate 205/ OR 43 interchange. Pavement condition ranges from poor to good. Bus transit service is standard. This section of Willamette Drive has a low rate of historically marginalized communities compared to the Metro regional average. The highway passes through environmentally sensitive areas.

Multimodal network

Pedestrian network	
Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	2
Substandard sidewalk (miles)	2.3
Sidewalk meets standard (miles)	1.1
Crossings	10
Bicycle network	
Listed as Metro Bicycle Parkway	
Bike facility gaps (miles)	0.2
Substandard bike facility (miles)	3
Bike facility meets standard (miles)	0.9

TriMet routes

Route	Frequency	Ridership (weekly)
35	Standard	21,110

Safety

Listed as a Metro High Crash Corridor?	No
Number of ODOT SPIS sites	14 total

Corridor data

Length	4.4 miles	
Speed limit	25 - 35 mph	
Number of lanes	2 - 4	
Major intersections*	8	
Pavement condition	Poor: MP 8.04 – 11.29 Good: MP 11.4 – 11.45	Fair: MP 11.29 – 11.4
Freight routes	None	
Bridges (MP): bridge rating (0-100)	MP 11.43: 45.2	

Current roadway classification

Federal	Urban Other Principal Arterial (NHS), Urban Minor Arterial
State	Statewide Highway
Recommended future state classification**	District Highway
Metro	Major Arterial
Local	Principal Arterial Major Arterial

Demographics

Population	14,035
Employment	3,357

** Major intersection defined as two arterial roadways intersecting*
*** Based on comparison of current roadway function to OHP definitions, Metro recommends changing the OHP roadway classification.*

City of West Linn (OR 43)

Environmental

Metro equity focus areas*

Regional land use and transportation

Corridor
County boundary
City boundary
Arterials
TriMet MAX line
2040 corridor
Central city
Regional center
Town center

Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody
Not designated

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

Attachment E

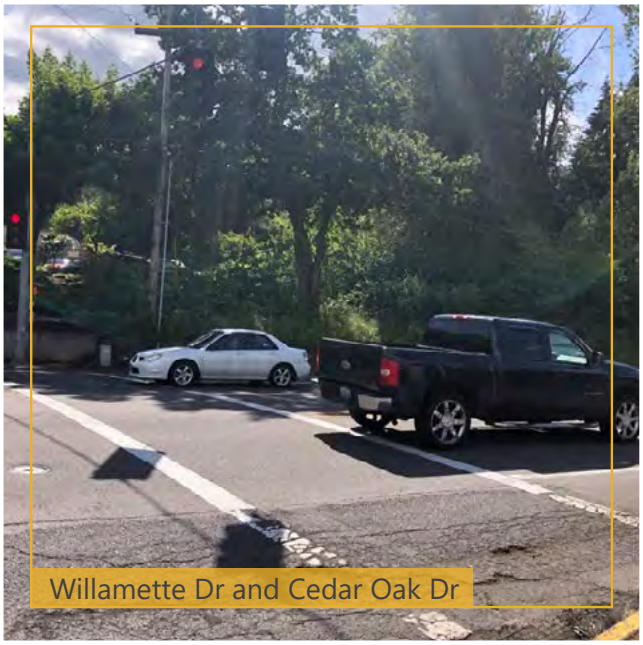
City of West Linn (OR 43)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 21-24) OR43 Arbor Dr – Hidden Springs (20329)	$6,118,203	MP 8.04 - 9.22

Segment Photos



ATTACHMENT F - Cost Estimating Methodology

Attachment F

METRO HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

Cost Estimating Methodology DRAFT

Date: October 2019

Subject: Cost Estimating Methodology Memo

1 Introduction

1.1 Purpose of the Regional Framework for Highway Jurisdictional Transfer

The purpose of the regional framework for highway jurisdictional transfer study (study) is to identify which state-owned routes in greater Portland should be evaluated and considered for a jurisdictional transfer, identify gaps and deficiencies on those routes, regionally tier the routes, and address some of the opportunities and barriers to transfer the tiered routes. For the purposes of this study, jurisdictional transfer (also referred to as interjurisdictional transfer) is the process of changing ownership of a highway right of way from the State to a local jurisdiction – a city or county. The decision framework will serve as a tool for state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer of roadway ownership. The study is convened by Metro in collaboration with the Oregon Department of Transportation (ODOT).

Metro's 2018 Regional Transportation Plan (RTP) identified a jurisdictional transfer assessment as a necessary step to help the region meet its equity, safety and multimodal goals. In greater Portland, ownership patterns of streets, roads and highways reflect historical patterns, but do not necessarily reflect current transportation, land use and development needs.

Several arterials in greater Portland were originally constructed to provide connections from farmland to the city (referred to as "farm-to-market" roads). Over time, they grew to become highways. In 1956, the federal government began building the Interstate Highway System (known as the Dwight D. Eisenhower National System of Interstate and Defense Highways) and between 1960 and 1980 the highway system in the Portland area was built. It included limited access facilities such as Interstate (I-)5, I-205 and Highway 26, which provided more efficient long-distance travel options and replaced the function of the existing state system. Since then, much of the land surrounding these highways has evolved to accommodate population growth, new development and diversified land use. As a result, many of the original roads now serve multiple travel needs, providing space for people walking and biking, transit and short-distance travel for vehicles. Roadway designs that were useful last century do not always work for our communities today. Managing these roads that used to function as highways to meet the needs of our communities, especially people of color, people with low-incomes, or limited-English speakers has become increasingly complex.

While their function has changed, for many, their roadway classification and physical design has not; those that remain state highways retain the same classification identified in the 1999 Oregon Highway Plan (OHP), as amended. Transferring non-limited access state highways that function as urban arterials to local jurisdictions would allow them to be operated and maintained consistent with local design

standards that may respond better to modern transportation uses and mobility options, land use and development patterns, and community needs.

1.2 Purpose of the memorandum

This memorandum describes a methodology for estimating high-level planning costs associated with transferring ownership of a highway from one jurisdiction to another, typically ODOT to a city or county. It includes methodologies to estimate direct costs (e.g., upgrading roadway elements) and indirect costs (e.g., ongoing maintenance of roadway elements). This methodology is part of a toolkit that establishes a regional approach for how to assess needs and deficiencies for facilities under consideration for transfer and prepare assessments for each corridor segment. For the purposes of this study, a corridor segment is defined as the portion of a highway within a single jurisdiction, while recognizing that jurisdictional transfer can occur for more than one segments or a section of a segment, depending on local context.

The overall cost estimating methodology includes physical and programmatic cost considerations. Physical costs are immediate state of good repair upgrades, identified capital needs, or future maintenance projects that require construction work. Programmatic cost considerations are costs incurred as part of the ownership (i.e., soft costs) and management of a corridor over time. The following four categories address both physical costs and programmatic cost considerations to provide a full understanding of financial implications of jurisdictional transfer.

- State of good repair
- Regionally or locally identified capital needs
- Maintenance and operations
- Soft ownership costs

Subsequent sections of this memorandum describe these four categories.

The study team developed this cost estimating methodology to provide partners with a consistent process for use in developing and understanding the costs associated with a highway jurisdictional transfer in greater Portland. The methodology is based on industry practices, asset management strategies, past jurisdictional transfers, and technical expertise in consultation with ODOT staff and technical experts. Roadways require maintenance, improvements and oversight over the course of ownership. This methodology ensures partners have consistent, necessary tools to consider these variables as local jurisdictions, Metro and ODOT engage in conversations regarding highway jurisdictional transfer.

2 Methodology

The cost estimate methodology is a step-by-step process to develop cost estimates for a highway jurisdictional transfer from ODOT to a local jurisdiction; it does not estimate the costs for a specific potential transfer. It is a tool for decision-makers to understand the actual highway transfer costs and future costs (e.g., roadway maintenance). State, regional and local partners can use this methodology to determine near-term improvement costs, the cost of capital needs, long-term maintenance costs, and programmatic costs associated with a highway jurisdictional transfer.

The methodology consists of four components:

1. Establish state of good repair costs
2. Assess known or identified capital needs
3. Identify maintenance and operations costs
4. Identify soft ownership costs

2.1 Establish state of good repair costs

This section describes the methodology to evaluate existing conditions of typical corridor elements (e.g., pavement, signal systems, striping, signing, lighting, sidewalks, etc.), identify necessary improvements, develop corridor-based unit costs for improvements, and account for design and delivery costs of bringing the corridor to a state of good repair.

Why use a state of good repair approach?

A state of good repair (SOGR) approach applies a fair cost estimate to determine which roadway elements need to be upgraded so they do not impart unknown costs onto the receiving jurisdiction. At its core, a SOGR approach ensures that all corridor elements function as intended. Corridor elements are components of a roadway facility that serve an important functional need such as pavement, drainage system or signal systems.

Follow these seven steps to bring a corridor segment to a SOGR.

1. Identify and delineate corridor segment
2. Inventory programmed funded projects
3. Agree on SOGR definitions and assessment methods
4. Understand and inventory current maintenance responsibilities
5. Conduct an existing inventory and assess SOGR conditions
6. Determine upgrades
7. Assess upgrade costs

Step 1. Identify and delineate corridor segment

The first step to develop a SOGR cost estimate is to determine the corridor length and endpoints for the transfer. Frequently, a highway extends through several jurisdictions. For example, 82nd Avenue (OR 213N) extends through two jurisdictions: the City of Portland and Clackamas County. For the purposes of this study, a corridor segment is defined as a portion of a highway within a single jurisdiction.

Step 2. Inventory programmed funded projects

Conduct an inventory of current programmed state and local projects at the beginning of the SOGR cost estimate process (e.g., those projects listed in a local Capital Improvement Program (CIP), the Statewide Transportation Improvement Program (STIP), or funded through other mechanisms, such as a Legislative bill or measure that becomes law). Costs for improvements associated with programmed projects are subtracted from a cost estimate because they are already programmed and funded. Include recently completed, under construction, and programmed projects along the highway segment. Improvements can be related to maintenance, upgrades, or replacement of any roadway element along the highway segment.

Step 3. Agree on SOGR definitions and assessment methods

SOGR is a condition in which the existing assets for an element are performing their intended purpose. To ensure that both partners use a consistent set of assumptions, ODOT and the local jurisdiction must agree on the SOGR definitions and assessment methods for application. Without agreement, a local jurisdiction and ODOT may have conflicting expectations for SOGR, resulting in differing cost estimates. The typical corridor element SOGR definitions and assessment methods shown in Table 1 are provided as a recommended starting place and have been used in jurisdictional transfer discussions. The local jurisdiction and ODOT should identify any additional elements for consideration, and define each element's SOGR definition. Assessment methods may vary depending on readily-available data regarding the corridor element's condition (see Step 5).

Table 1. Corridor element descriptions, SOGR definitions, and assessment methods

Element	Description	State of good repair definition	Assessment methods[1]
Pavement	The hard surface of the roadway that is specifically designed for vehicle traffic.	▪ Minimal hairline cracking (i.e., hard to detect) ▪ Minor patching and deformation ▪ Pavement rutting[2] is less than 0.5 inch deep ▪ Ride quality is considered very good and not noticeable to road user	▪ Collect and review data including major maintenance efforts, pavement condition reports, pavement design features, traffic, and climate conditions, and available performance data ▪ Conduct field survey to verify pavement conditions with attention given to cracking, deformation, rutting, and ride quality
Signals and signal systems[3]	The systems that control motor vehicle, bicycle, and pedestrian movements at intersections and crossings. These include vehicle signals, crossing signals, bike signals, and mid-block pedestrian crossing signals such as rectangular rapid flashing beacons (RRFB), pedestrian-activated signals, and high-intensity activated crosswalk (HAWK) signals.	▪ Signal does not have a "poor" or "very poor" rating in Oregon's Traffic Signal Asset Management rating system ▪ Pedestrian pushbutton functions ▪ Pole and cabinet are in functional condition; hardware is mounted properly; Poles do not have visual structural damage that show significant deformation or cause the pole to lean and functions per their intended purpose ▪ For ITS devices, the device and support structures function properly	▪ Review asset management documentation including ODOT's traffic signal conditions rating system ▪ Conduct field survey to assess conditions of aboveground hardware ▪ Conduct field survey to assess the physical condition of supports and above ground hardware

[1] Field surveys may need to be augmented with more detailed analysis of facilities dependent on agreement between agencies

[2] Rutting is a depression or groove worn into a road or path by the travel of wheels.

[3] Traffic signal communications and intelligent transportation systems (ITS) include variable message signs, traffic cameras, Bluetooth readers, and traffic signal communications network connectivity devices.

Element	Description	State of good repair definition	Assessment methods[1]
Pavement markings (striping)	All markings applied to the roadway surface including, but not limited to, lane pavement markings, turn arrows, bike lane markings and bike lane symbols, pavement bars, pavement text, and other markers applied to the roadway surface and paint for curbs (e.g., loading and emergency zones). Raised pavement markers (reflective and non-reflective) and surface-mounted tubular markers are also included.	▪ Pavement marking are not worn or missing ▪ Pavement markings are consistent with other pavement markings and signs in the corridor conveying information to road users	▪ Conduct field survey of high traffic areas to evaluate wear from traffic and consistency between striping and signs and to develop an overall percentage of pavement marking replacement per section of corridor
Signage	All regulatory, warning, and guide signs along the roadway used to direct traffic, warn road users of oncoming obstructions, or provide guidance where needed. Includes signs within an approved school zone. Signage includes sign panels, sign supports, and footings.	▪ Sign supports and footings function properly ▪ Signs are secured properly to a mounting structure ▪ Sign's message is legible and not obstructed by heavy wear, graffiti, or damage; sign face is not faded and has reflective background and legend (when required) ▪ Signs are consistent with pavement markings in directing road users	▪ Obtain approved school zone documentation and crosswalk closure documentation ▪ Conduct visual field survey to assess condition of sign panels, post types, and footings and sight distance and obstructions to visibility ▪ Review ODOT's asset management documentation to support field evaluations
Lighting	All lighting along corridor to intended to provide visibility and safety.	▪ Light poles do not have visible structural damage that show significant deformation or cause the pole to lean and function per their intended purpose ▪ Light bulbs function properly	▪ Conduct field survey to assess poles/cabinets and light bulbs

Element	Description	State of good repair definition	Assessment methods[1]
Utilities[4]	All supporting elements to a utility, box, or pipe including the mountings, grates, or any additional part of the utility that can impact the pavement, curb, or concrete. This element is not intended to address the condition or function of a utility to meet its purpose.	▪ Condition of surface utility feature, such as manhole covers and valve covers, shows little to no wear and non-slip surfaces are not smooth ▪ Pavement around surface utility feature is smooth with minimal cracks ▪ Frames and slabs show no holes or cracks that affect function ▪ Frame positions are flush to the surface ▪ Metal grates are functional and have minimal damage	▪ Conduct field survey to assess existing surface utility features
Existing Sidewalks	The hard, smooth surface located along the roadway, sometimes separated by a curb and/or a planting strip and swale.	▪ No trip hazards that are 0.5 inch or greater ▪ No cracks or openings that are 0.5 inch or greater ▪ No chipping or general deterioration that creates a depth 0.5 inch or greater	▪ Conduct field survey to assess substandard sidewalks

[4] In general, utilities are not ODOT-owned assets, but most are located on ODOT right-of-way by permit. Utilities are generally privately or publicly owned by other agencies. Power drops, fiber optic lines, or communications associated with ODOT-owned signals or ITS are not included in this element because they service a definable ODOT asset.

Element	Description	State of good repair definition	Assessment methods[1]
Drainage	All stormwater collection, conveyance, treatment, and disposal facilities including: ▪ curb and grate inlets ▪ catch basins and manholes ▪ sedimentation manholes ▪ underground injection controls (UICs or sump systems) ▪ water quality facilities such as stormwater planters, rain gardens and swales ▪ storm sewer pipe	▪ The drainage facility operates properly ▪ Functional amount of sediment accumulation ▪ Functional amount of rust, pitting, or erosion on pipes	▪ Review ODOT Maintenance log of identified stormwater runoff locations ▪ Conduct field survey to inspect existing surface drainage
Structures	All features designed to physically support a roadway, features designed to retain and protect a roadway, and features designed to withstand a required loading including: ▪ bridges ▪ walls ▪ sound walls ▪ traffic and lighting structures	▪ Structural ratings meet expected functionality for existing features ▪ No visible structural damage that shows significant deformation ▪ No excessive out of plane deflection ▪ No excessive corrosion ▪ No excessive concrete deterioration	▪ Review ODOT maintenance logs of identified issues ▪ Review in-service inspection report ▪ Review ODOT load ratings and structural deficiencies, if available ▪ Conduct a field survey to inspect condition of structural elements, if needed

Step 4. Understand and inventory current maintenance responsibilities

Given the history of the state highway system in Oregon, maintenance responsibilities are nuanced and important to understand. In some instances, ODOT owns the highway right-of-way, but specific elements may be owned or maintained by the local jurisdiction. For example, ODOT owns curb-to-curb on US 26 (Inner Powell), but the City of Portland owns the sidewalks and maintains the vegetation, medians, some signs, and some lighting. If a given roadway element is already maintained or owned by the receiving local jurisdiction, a cost estimate to transfer that element is not necessary because the local jurisdiction already maintains those responsibilities.

Step 5. Conduct an existing inventory and assess SOGR conditions

After SOGR is defined, inventory the existing roadway elements. This involves field visits during which qualified field engineers physically inspect each element to determine its condition. Collect data spatially to ensure that specific geographic constraints (e.g., the presence of historic buildings or protected habitats) are considered and that future proposed upgrades are not in conflict with each other. A geographic information system (GIS) application is an effective tool to record data geospatially. Include pictures and detailed notes from field work to ensure the appropriate upgrade and cost estimate can be applied and verified.

As the roadway elements are inventoried, rate the data based on the defined SOGR as “good,” “fair,” or “poor.” If an element is rated “good,” it meets or exceeds the established SOGR definition. If an element is rated “fair,” it does not meet the SOGR definition and requires minor repair. If an element is rated “poor,” it does not meet the SOGR definition and requires moderate or major repair or replacement. For example, sidewalk would be rated “fair” if it has a crack that exceeds the allowed thickness, but only requires minor crack repair and does not require full replacement. It would be rated “poor” if the crack is such that a full sidewalk replacement is required.

Step 6. Determine upgrades

Determine upgrades based on the roadway element’s rating. This requires determining necessary upgrades for each of the “fair” and “poor” roadway elements to bring that element to a SOGR. For example, when evaluating pavement markings an upgrade for striping that is rated as “fair” because it is generally faded but recognizable could be a spot treatment. An upgrade for striping that is rated as “poor” because it is missing or illegible could be a remove and restripe. Document a description of each proposed upgrade, including any details crucial for the cost estimate such as areas of repair (e.g., length of repaved pavement), anticipated work components, and potential impacts to other elements. For consistency, use corridor-based upgrades. Corridor-based upgrades are standardized work packages with a consistent set of upgrades needed to bring an element up to “good” SOGR. The corridor-based upgrades are defined such that they can be applied to reoccurring deficiencies along the corridor. This will simplify the applied upgrades and avoid unique upgrades for each deficiency. After identifying each of the proposed upgrades, document the quantities.

Step 7. Assess upgrade costs

Determine upgrade costs using an agency’s programmatic-based estimates for specific elements or corridor-based unit costs. Programmatic estimates are commonly used by agencies to scope projects and forecast upcoming work such as resurfacing roadways. These programmatic estimates can be used to address identified upgrades. Corridor-based unit costs identify typical conditions along the corridor, define the required work for an upgrade and use unit bid prices to determine a total unit cost for the upgrade. The cost estimator should apply a cost to each of the identified treatments and provide a description of work and assumptions included in each upgrade cost. The cost estimator should also

include costs to implement the upgrades. Implementation costs are typically defined as a percentage of the total upgrade costs and include the following:

- Mobilization: cost for a contractor to mobilize crews, equipment and materials to a project site
- Traffic control: cost for the contractor to maintain traffic during construction
- Preliminary engineering: cost to design proposed upgrades
- Utility relocations: cost to relocate utilities that have prior rights such as easements or past agreements that would require an agency to pay for or reimburse the utility to relocate any conflicts
- Right-of-way: cost of permanent and temporary impacts to right-of-way for proposed upgrades
- Construction management: cost to provide management and inspection during construction
- Contingency: general contingency to account for known and unknown costs that have not been identified or defined including hazardous materials
- Inflation: cost of the natural reduction in the value of a dollar over time

2.2 Capital Needs

In addition to state of good repair, it is important to account for capital needs identified in regional and local plans, programs, needs assessments or safety audits, per mutual discussion between ODOT and local jurisdictions. These identified, but unfunded, improvements require consideration as the agencies estimate and negotiate the costs associated with transfer. For example, in the 2018 RTP, local jurisdictions identified approximately $800 million in capital projects on ODOT highways in the region. Each local jurisdiction used an identified RTP “allocation” to prioritize a larger list of capital projects identified in the 2018 RTP. The following capital needs are common local priorities to consider when estimating the cost to transfer:

- Crossings and lighting near key community places (e.g., schools, libraries, community centers)
- Medians at high crash locations
- Enhanced transit stops or safety improvements around transit stops
- Missing connections or gaps in the bicycle and pedestrian networks
- Improvements identified for safe routes to school and the Safe Routes to School (SRTS) program
- Other modernization improvements

In addition to the list of common capital needs, ODOT and the local jurisdiction must consider the costs associated with Americans with Disabilities Act (ADA) compliance. ADA compliance can be assessed by reviewing ODOT ADA inventory data and conducting ADA compliance assessments. It includes the following:

- ADA ramp compliance
- ADA clear width compliance
- ADA running grade and lateral grade compliance
- ADA sidewalk compliance

2.3 Maintenance and operation costs

This section describes the methodology to determine likely long-term maintenance costs for a corridor segment. Cost considerations include routine inspections of the corridor, basic maintenance of existing conditions, long-term improvement needs and contingency costs associated with potential asset damage due to unforeseen events or conditions. Maintenance and operation costs provide a forecast for future costs after a highway jurisdictional transfer is complete and should be considered during

negotiations. Local jurisdictions may consider contracting maintenance and operation responsibilities to other agencies. Costs associated with these arrangements should be considered.

As described in Table 2, maintenance and operation costs are categorized by (1) inspection and maintenance costs, (2) staff training, (3) operational costs, and (4) unforeseen repairs and replacements.

Table 2. Maintenance and operation costs

Cost	Description
Inspection and maintenance costs	Inspecting and maintaining pavement, structures, signals, and other roadway elements requires time, equipment, and expertise. The local jurisdiction will be responsible for inspection and maintenance and all costs associated with them, including equipment. Develop an inspection and maintenance schedule for the corridor elements based on expected useful life. The schedule must include inspection frequency, inspection time, and inspection equipment needed as well as short-term and long-term maintenance projects.
Staff training	Operating and maintaining certain corridor elements may require focused training. Local jurisdictions may acquire elements that they have not used or maintained in the past, and they will need to invest in staff training time and equipment to effectively maintain these elements. Identify any new skills needed to inspect and maintain corridor elements, determine the number of staff that need the new skills, and determine costs for training.
Operational costs	Long-range operation costs come with new elements and need to be considered by local jurisdiction. Operation costs could include electricity costs to power specific elements, traffic management operation costs to manage additional signals along the segment corridor, or incident response costs to handle the increase in traffic and potential collisions caused by that traffic.
Unforeseen repairs and replacements	Additional costs will occur when an unforeseen event requires the repair or replacement of roadway elements. For example, a jurisdiction will need to have available funds for a full signal replacement in the event that a collision destroys it.

2.4 Ownership costs

This section describes the methodology used to determine non-physical soft costs of owning the corridor segment. These costs are overarching, indirect costs associated with the acquisition of any new roadway to effectively manage it consistent with the local jurisdiction's defined policies and goals. While these costs do not directly inflate the cost of transferring a highway from ODOT to a local jurisdiction, they need to be considered for the increase in staff time and skills required to own them.

As described in Table 3, ownership costs are categorized by (1) increase in liability, (2) access management reviews, (3) programming and planning, and (4) reporting obligations.

Table 3. Ownership costs

Cost	Description
Increase in liability	Receiving a major roadway may increase the liability of the jurisdiction that owns and maintains them and therefore will increase costs associated with that increase in liability. Liability costs manifest mostly as insurance costs that protect the local jurisdiction from these sorts of events.
Access management reviews	With a new roadway, the local jurisdiction will likely have increased demand for access management. This will increase the level of effort that the local jurisdiction's current access management department undertakes, and, given the functional class of the transferred roadway, could have higher costs attached to it.
Programming and planning	Planning and programming for a major corridor can increase the ownership costs associated with the roadway. Major roadways often have specific corridor plans to go along with their specific needs. Staff time and expertise are necessary to create the plan; design of the roadway elements, and updated maps.
Reporting obligations	Some corridors may have certain designations that require monitoring and reporting to ODOT or federal agencies such as freight corridors or "life-line" corridors. The local jurisdiction should understand those designations and the staff time needed to properly manage them.

3 Conclusion

Developing costs to support a highway jurisdictional transfer includes many considerations. This methodology establishes a baseline approach to determine costs that is founded on fundamental agreements between a local jurisdiction and ODOT. This approach will provide the costs and necessary supporting information for decision-makers to engage in negotiations for a highway jurisdictional transfer.

Appendix A. List of Acronyms

ADA	Americans with Disabilities Act
CIP	Capital Improvement Project
GIS	Geographic Information System
ITS	Intelligent transportation system
ODOT	Oregon Department of Transportation
RTP	Regional Transportation Plan
SOGR	State of good repair
SRTS	Safe Routes to School
STIP	Statewide Transportation Improvement Program

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ATTACHMENT G - Roadway Classification Change Recommendations

Attachment G

METRO HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

Oregon Highway Plan (OHP) Roadway Classification Change Recommendations

Date: January 2020

1 Context and Recommendations

1.1 Purpose of the study and memorandum

The purpose of the regional framework for highway jurisdictional transfer study (study) is to identify state-owned routes in greater Portland that may be best suited for jurisdictional transfer from a technical or jurisdictional readiness standpoint. For the purposes of this study, jurisdictional transfer (also referred to as interjurisdictional transfer) is the process of changing ownership of a highway right of way from the State to a local jurisdiction – a city or county. The study will serve as a decision framework for state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer of roadway ownership. The study is convened by Metro in collaboration with the Oregon Department of Transportation (ODOT).

As a parallel effort, Metro and ODOT are reviewing existing state-owned arterial highways and their Oregon Highway Plan (OHP) roadway classifications within the Portland Metropolitan Planning Area (MPA) to identify those that no longer function consistent with their OHP classification. OHP roadway classifications inform the applicable highway mobility standards, access management standards and maintenance investment levels for state-owned roadways. **This memorandum provides recommendations to the Oregon Transportation Commission (OTC) about which state-owned arterial highways in the Portland MPA may be considered for reclassification to better align their functions and classifications.** The first step in the process is defining the facilities that no longer serve a statewide function and therefore have generally been given lower priority for state funding to build needed bike lanes, sidewalks and other designs that focus more on access than mobility.

This memorandum is organized to provide OTC with reclassification recommendations and the rationale to reach those recommendations:

- Section 1: Context and Recommendations
  - Section 1.1: Purpose of the Study and Memorandum
  - Section 1.2: Summary of Recommendations
- Section 2: Recommendations and Rationale
  - Section 2.1: Process to Develop Recommendations and Rationale
  - Section 2.2: Results

1.2 Summary of recommendations

Figure 1 shows the current OHP classifications for all state-owned arterial highways (arterial highways) in the Portland MPA. All arterial highways in the MPA are classified by the OHP as Statewide, Regional or

District and retain the same classification identified in the 1999 OHP, as amended. Based on their current function, the study team recommends reclassifying the following arterial highways from Statewide to District:

- OR 8 (Tualatin Valley Highway) from mile point (MP) 2.9 to 17.9[1]
- OR 43 (Oswego Highway) from MP 6.13 to 11.29
- OR 99W (Pacific Highway West) from MP 7.4 to 14.5[2]
- OR 99E (Pacific Highway East) from MP 1.5 to 5.5

Figure 2 shows the arterial highways recommended for reclassification.

Based on the evaluation in Section 2.2, the study team does not recommend reclassifying any arterial highways from Statewide to Regional, Regional to District, District to Regional or Regional to Statewide. The arterial highways that are not recommended for reclassification are listed in Table 3 in Section 2.2.

2 Recommendations and Rationale

2.1 Process to develop recommendations and rationale

The study team compared the highways' existing classifications with their existing functions. Table 1[3] lists the classification definitions, as defined by OHP Action 1A (1999, as amended). For the arterial highways with inconsistent classification and functions, the study team assessed the existing function to recommend an appropriate classification.

ODOT Procedure PLA 03-01: Process for Classifying or Reclassifying Highways in the Statewide Highway System provides the following guidance to determine the appropriate highway classifications.

- Examine current and projected conditions as they relate to:
  - Current function of the state arterial highway locally and in relation to the state highway system, including how it relates to the movement of freight and oversize loads through the state
  - Existing and planned land uses and zoning in the vicinity of the facility
  - Indicators of a change in function since an earlier classification decision was made, such as a change in average daily trips, increased congestion, redevelopment or rezoning in the vicinity facility
  - Future local, regional and statewide travel and freight transport needs.

The study team examined the following characteristics, consistent with PLA 03-01 direction, to inform the reclassification recommendations.

- Change in planned regional land use, as identified by Metro's 2040 Growth Concept[4]
- Redundant freight routes
- Current function of the arterial highway as it relates to the surrounding state highway system

[1] The "Moving Forward TV Highway Enhanced Transit and Access Plan" is currently underway (expected completion by June 2020) and may impact the recommendation in this memo.
[2] Scoping for a 99W Corridor plan is underway, which could impact the recommendation in this memo.
[3] For reference, Table 1 also lists the 2018 Regional Transportation Plan (RTP) classifications that correspond with each OHP classification in the Portland MPA.
[4] The 2040 Growth Concept Map, adopted in the 2000 RTP, spatially portrays the hierarchical land use and transportation components that support the region's long-range plan for addressing expected growth while preserving the region's livability. The 2040 Growth Concept Map was last updated in 2014. The updated 2014 Growth Concept Map reflects how the region's land use and transportation has changed since 2000. The Growth Concept Map guides both current and future land use and transportation.

- Transit presence and ridership over time[5]
- Change in number of public destinations over time[6]
- Population and employment growth over time[7]
- Change in people of color (POC) population over time[8]

Table 1. OHP Action 1A roadway classifications and corresponding RTP classification in Portland MPA

OHP Roadway Classification	OHP Roadway Classification Definition	Corresponding RTP Classification
Interstate Highways	Provide connections to major cities, regions of the state, and other states. A secondary function in urban areas is to provide connections for regional trips within the metropolitan area. The Interstate Highways are major freight routes and their objective is to provide mobility. The management objective is to provide for safe and efficient high-speed continuous-flow operation in urban and rural areas.	Throughway
Statewide Highways	Typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas (STAs), local access may also be a priority.	Throughway Major Arterial

[5] The study team compared fall 2000 ridership data with fall 2019 ridership data (TriMet publishes ridership data on a quarterly basis) for each TriMet transit line that operates along the arterial highway segment (not including those that cross the highway). Some routes operating along the segment in 2019 did not operate in 2000, and vice versa. For these routes, the study team analyzed comparable lines to understand the relative change in ridership.
[6] The study team gathered data on schools and parks located within 500 feet of the arterial highway centerline as a point of information.
[7] The study team gathered population data from the American Community Survey (ACS) for 2000 and 2017 and employment data from OnTheMap for 2002 (the oldest available data) and 2017. The team gathered ACS and OnTheMap data for all census tracts directly adjacent to the arterial highway.
[8] The study team gathered POC population data from ACS for 2000 and 2017. The team gathered ACS data for all census tracts directly adjacent to the arterial highway. It is important to understand a change in POC population in consideration of investment, maintenance management and the current state of a roadway in order to capture potential Environmental Justice and Civil Rights issues. Historically, public investments have been lower in communities of color over time.

OHP Roadway Classification	OHP Roadway Classification Definition	Corresponding RTP Classification
Regional Highways	Typically provide connections and links to regional centers, Statewide or interstate Highways, or economic or activity centers of regional significance. The management objective is to provide safe and efficient, highspeed, continuous-flow operation in rural areas and moderate to high-speed operations in urban and urbanizing areas. A secondary function is to serve land uses in the vicinity of these highways. Inside STAs, local access is also a priority. Inside Urban Business Areas, mobility is balanced with local access.	Throughway
District Highways	Facilities of county-wide significance and function largely as county and city arterials or collectors. They provide connections and links between small urbanized areas, rural centers and urban hubs, and also serve local access and traffic. The management objective is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas reflecting the surrounding environment and moderate to low-speed operation in urban and urbanizing areas for traffic flow and for pedestrian and bicycle movements. Inside STAs, local access is a priority. Inside Urban Business Areas, mobility is balanced with local access.	Throughway Major Arterial Minor Arterial

2.2 Results

Table 2 lists the arterial highways in the Portland MPA that currently have inconsistent classifications and functions along with rationale for the change. The table provides the existing classification, the recommended classification and the corresponding rationale based on the characteristics listed in Section 2.1.

Table 3 lists the arterial highways in the Portland MPA that have consistent classifications and functions; no reclassification is recommended.

The study team looked holistically at the highway classifications map in the Portland MPA (Figure 1) to determine arterial highways that may have inconsistent classifications and functions. Such arterial highways have known changes in adjacent land use over time, including increases in population and employment, and currently function as local streets (i.e., serve local transit and trips, and have identified alternative freight routes).

The arterial highways with multiple classifications are evaluated by segment according to their OHP classifications, delineated by start and end mile points (MPs). Each segment is evaluated separately.

Table 2. State-owned arterial highways with inconsistent classification and function and recommended reclassification

Highway Number and Name (start Mile Point and end Mile Point)	Current OHP Classification (current RTP Classification)	Recommended classification	Rationale for recommended classification
OR 8: TV Highway (2.8 -17.9)	Statewide (Major Arterial)	District	▪ **Land use**: 2014 updates to the 2040 Growth Concept Map (adopted in 2000) include: o a new town center at Aloha o increased neighborhood land use between Aloha and Hillsboro in replace of urban reserves o increase in regional center land use around Hillsboro o a new town center at Cornelius ▪ **Redundant freight route**: US 26 (NW Sunset Highway) provides a parallel OHP designated freight route that serves to carry goods and people from the center of the region to the eastern portion ▪ **Function within highway system**: The arterial highway carries vehicles from OR 217 (Statewide highway) to OR 47 (Regional and Statewide highway) ▪ **Transit** o Total ridership (lines 57, 58 and 61): 19% increase from 7,280 passengers (fall 2000) to 8,670 passengers (fall 2019) o Ridership for line 57 (runs the entire segment): 38% increase from 5,120 passengers (fall 2000) to 7,080 passengers (fall 2019) ▪ **Public destinations** o # of schools: 125% increase from 4 (2000) to 9 (2019) o # of parks: 141% increase from 12 (2000) to 29 (2019) ▪ **Population and employment** o Population: 21% increase from 93,399 people (2000) to 113,224 people (2017) o Employment: 13% increase from 49,851 jobs (2002) to 56,318 jobs (2017) ▪ **POC population** o 61% increase from 32,455 people (2000) to 52,146 people (2017)

Highway Number and Name (start Mile Point and end Mile Point)	Current OHP Classification (current RTP Classification)	Recommended classification	Rationale for recommended classification
OR 43: Oswego Highway (6.1 – 11.3)	Statewide (Major Arterial)	District	▪ **Land use**: land use in the 2014 updated 2040 Growth Concept Map remained roughly the same as land use in the 2040 Growth Concept Map adopted in 2000 ▪ **Redundant freight route**: OR 224 from Milwaukie to I-205 provides a parallel OHP designated freight route to the northeast, connecting the center of the region to I-205 in Clackamas ▪ **Function within highway system**: The arterial highway segment carries travelers from the northern portion of OR 43 (District highway) to I-205 (Interstate highway) just south of West Linn ▪ **Transit** o Total ridership (lines 35 and 36): 49% increase from 2,670 passengers (fall 2000) to 3,970 passengers (fall 2019) o Ridership for line 35 (runs the entire segment): 62% increase from 2,320 passengers (fall 2000) to 3,750 passengers (fall 2019) ▪ **Public destinations** o # of schools: 600% increase from 1 (2000) to 7 (2019) o # of parks: 188% increase from 17 (2000) to 49 (2019) ▪ **Population and employment** o Population: 6% increase from 32,246 people (2000) to 34,214 people (2017) o Employment: 6% decrease from 13,424 (2002) to 12,649 (2017) ▪ **POC population** o 77% increase from 2,634 people (2000) to 4,650 people (2017) o Increase from 8% of the total population (2000) to 14% (2017)

Highway Number and Name (start Mile Point and end Mile Point)	Current OHP Classification (current RTP Classification)	Recommended classification	Rationale for recommended classification
OR 99W: Pacific Highway West (7.4 – 18.0)	Statewide (Major Arterial; Throughway)	District	▪ **Land use**: 2014 updates to the 2040 Growth Concept Map (adopted in 2000) include: o land use in the triangle created by OR 99W, OR 217 and I-5 changed from employment area to town center and increased in size ▪ **Redundant freight route**: I-5 provides a parallel OHP designated freight route connecting the region to and from the city center ▪ **Function within highway system**: The northern portion of the arterial highway segment connects I-5 (Interstate highway) and OR 217 (Statewide highway) ▪ **Transit** o Total ridership (lines 94, 95, 93, 12 and 64): 69% increase from 6,789 (fall 2000) to 11,463 (fall 2019) ▪ **Public destinations** o # of schools: 50% increase from 2 (2000) to 3 (2017) o # of parks: 58% increase from 12 (2000) to 19 (2017) ▪ **Population and employment** o Population: 5% increase from 87,578 people (2000) to 91,570 people (2017) o Employment: 21% increase from 47,166 jobs (2002) to 57,064 jobs (2017) ▪ **POC population** o 38% increase from 13,661 people (2000) to 18,888 people (2017)

Highway Number and Name (start Mile Point and end Mile Point)	Current OHP Classification (current RTP Classification)	Recommended classification	Rationale for recommended classification
OR 99E: Pacific Highway East (1.5 – 5.5)	Statewide (Throughway)	District	▪ **Land use**: 2014 updates to the 2040 Growth Concept Map (adopted in 2000) include: o a new employment area surrounding the east side of OR 99E near the northern portion of the segment ▪ **Redundant freight route**: I-205 provides a parallel OHP designated freight route connecting the region to and from the Portland city center ▪ **Function within highway system**: The arterial highway segment connects US 26 at the Ross Island Bridge (District highway) with OR 224 (Statewide highway) in Milwaukie ▪ **Transit** o Total ridership (lines 30, 32, 33, 34, 40 and 99 and MAX orange line): 61% increase from 8,440 passengers (fall 2000) to 13,560 passengers (fall 2019) o Ridership for MAX orange line (began operations in 2015): 12,160 passengers (fall 2019) ▪ **Public destinations** o # of schools: no change, with 0 in 2000 and 2017 o # of parks: 188% increase from 9 (2000) to 26 (2017) ▪ **Population and employment** o Population: 17% increase from 27,959 people (2000) to 32,653 people (2017) o Employment: 61% increase from 18,475 jobs (2002) to 29,775 jobs (2017) ▪ **POC population** o 64% increase from 3,432 people (2000) to 5,636 people (2017)

Highway Number and Name (start Mile Point and end Mile Point)	Current OHP Classification (current RTP Classification)	Recommended classification	Rationale for recommended classification
Notes: ▪ Land use is measured by comparing land uses surrounding the identified arterial highway segment in the 2040 Growth Concept Map (adopted in 2000) and in the 2040 Growth Concept Map (updated in 2014). The 2040 Growth Concept Map reflects both current and future land use and transportation. ▪ Transit ridership is measured by the total boarding passengers for the 2000 and 2019 fall quarters. Transit lines include all TriMet lines that run along the arterial highway segment (not including those that cross the arterial highway segment). ▪ Public destinations include parks and schools within 500 feet of the arterial highway centerline. Some increases may be due to more credible data available. ▪ Total population and POC population is measured by American Community Survey (ACS) data from all census tracts directly adjacent to the arterial highway, for 2000 and 2017 (the most recent available data). ▪ Employment is measured by OnTheMap census data from all census tracts directly adjacent to the arterial highway, for 2002 (the oldest available data) and 2017 (the most recent available data).			

Table 3. State-owned arterial highways with consistent OHP classifications and functions

Highway Number and Name (start Mile Point and end Mile Point)[1]	OHP Classification	RTP Classification
OR 8: TV Highway (0.1 – 2.8)	District	Major Arterial
OR 47: TV Highway (17.9-23.1)	Regional	Throughway
OR 10: Beaverton-Hillsdale Highway (1.0 – 3.4)	District	Major Arterial
OR 10: Farmington Highway (5.9 – 7.4)	District	Major Arterial
US 26: Mount Hood Highway (0.0 – 10.0)	District	Major Arterial
US 26: Mount Hood Highway (14.2 – 19.6)	Statewide	Throughway
US 30B: Northeast Portland Highway (0.0 – 1.3)	Statewide	Major Arterial
US 30B: Northeast Portland Highway (1.3 – 9.2)	District	Minor Arterial/
US 30B: Northeast Portland Highway (9.2 – 11.3)	Statewide	Major Arterial
US 30B: Northeast Portland Highway (11.3 – 14.8)	District	Minor Arterial
US 30E: Historic Columbia Highway (0.0 – 5.8)	District	Minor Arterial/Arterial outside of UGB
US 30W: Lower Columbia River Highway (1.0 – 13.3)	Statewide	Throughway
OR 43: Oswego Highway (0.0 – 6.1)	District	Major Arterial
OR 47: Nehalem Highway (90.1 – 90.6)	District	Throughway
OR 47: Nehalem Highway (88.5 – 90.1)	Statewide	Throughway
OR 99E: Pacific Highway East (5.5 – 11.7)	District	Major Arterial
OR 99E: Pacific Highway East (11.7 – 16.4)	Regional	Major Arterial
OR 99E: North Swift Highway (2.5 – 2.7)	Statewide	Throughway
OR 99W: Pacific Highway West (-6.0 – 7.4)	District	Major Arterial
OR 141: Beaverton-Tualatin Highway (2.6 – 13.1)	District	Major Arterial
OR 210: Scholls Highway (9.0 – 9.6)	District	Major Arterial
OR 212: Clackamas-Boring Highway (0.0 – 8.5)	Statewide	Major Arterial
OR 213N: Cascade Highway North (-0.1 – 10.2)	District	Major Arterial
OR 213S: Cascade Highway South (0.0 – 7.7)	District	Throughway
OR 219: Hillsboro-Silverton Highway (0.0 – 1.3)	District	Minor Arterial
OR 224: Clackamas Highway/Sunrise Expressway (0.0 – 10.5)	District	Throughway
OR 224: Clackamas Highway/Sunrise Expressway (0.0 – 8.2)	Statewide	Throughway
Notes: [1] Some mile points are negative due to ODOT convention		

Date: November 5, 2020

To: John Mermin and Tom Kloster

From: Molly Cooney-Mesker, Community Engagement Specialist

Subject: Regional Framework for Highway Jurisdictional Transfer Study public comment memorandum

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Introduction

This memo summarizes the comments received during the public comment opportunity for the Regional Framework for Highway Jurisdictional Transfer Study report (the report). A jurisdictional transfer assessment was identified in the Regional Transportation Plan as a necessary step to help the greater Portland region meet its equity, safety and multimodal goals. The Jurisdictional Transfer Report will *not* result in specific transfers or commit any jurisdictions to a specific transfer. The purpose of the report is to set up a framework to help future transfer discussions. The comments and questions received during the comment period will help staff refine the report and will be available for jurisdictions using the jurisdictional transfer framework in the future.

Public comment opportunity

Public comment on the draft Regional Framework for Highway Jurisdictional Transfer was solicited from September 15 through October 22, 2020. Notice of the public comment period was provided through Metro News and distributed to an email list of community members and organizations, the Project Steering Committee, Metro's Metropolitan Transportation Advisory Committee and the Joint Policy Committee on Transportation. Metro's Metropolitan Transportation Advisory Committee and the Project Steering Committee

Members of the public and other interested stakeholders were encouraged to review the draft document and comment:

- in writing to Metro Planning—Jurisdictional Transfer, 600 NE Grand Ave., Portland, OR 97232 or transportation@oregonmetro.gov
- by phone at 503-797-1750 or TDD 503-797-1804
- "in person" through online Zoom meetings with Metro and ODOT project managers
- Through an online comment survey

No comments were received by mail or phone. The project team received seven comment letters by email, two interested parties met with project managers and 40 people participated in the online comment survey. In addition to receiving the comment letters, survey responses, and in-person meetings, the project team also met with county coordinating committees. All comments received, meeting notes and survey results are attached to this report.

Results of online survey and public comment

Summary of comments from jurisdictions

Overall, jurisdictional staff and decision-makers who submitted comments are interested in continued dialogue about jurisdictional transfers. Levels of support for transferring roadways vary by roadway and jurisdiction. There is generally agreement that the roadways the report identifies as promising candidates for jurisdictional transfer need improvements to better meet local needs, uses and priorities, especially safety. There is a common concern among jurisdictions regarding the funding that would be needed at the local level for improvements and ongoing maintenance of transferred roadways.

The project team received comment letters from the following entities. The letters are included in Attachment A.

1. Concordia Neighborhood Association
2. City of Beaverton Council
3. Clackamas County Board of Commissioners
4. Clackamas County staff
5. Portland Bureau of Transportation staff
6. City of Tualatin Council
7. Washington County Board of Commissioners

The project team staff met with County Coordinating Committees including: including Clackamas County Coordinating Committee (C4), East Multnomah County Transportation Commission (EMCTC) and Washington County Coordinating Committee (WCCC). Notes from these meetings are included in Attachment B. Multnomah County Health Department staff met with the project team as well—see Attachment C.

Online comment survey results and community comments

An online comment survey provided a platform for feedback on the draft Regional Framework for Highway Jurisdictional Transfer report. Forty people participated in the survey. Themes from the responses to the open-ended questions are included below. The complete survey results are included in Attachment D. Of the 40 people who responded to the online survey, three indicated they were responding in a professional capacity, including representatives from HAND, Brooklyn Action Corps and Portland Bureau of Transportation (PBOT). The open-ended responses from PBOT are not summarized in the themes below but are included in letter format as Attachment A-5.

Survey responses regarding the effectiveness of the report

Survey respondents were asked if the report helps move the region forward in achieving jurisdictional transfers (26 responses). A majority (81%) of respondents indicated the report does help move the region forward in jurisdictional transfers and 15% indicated it is not helpful. One respondent was unsure.

Survey respondents were also asked for their ideas to improve the report to make it a stronger tool for achieving jurisdictional transfers (18 responses). The project team considered and

incorporated, as feasible, suggestions for improving the report. Attachment E includes the summary of the changes to the final report. Most of the responses requested more detail on the conditions of the roadways, costs, funding and timelines for transfers.

Survey responses regarding community benefits of jurisdictional transfers

Survey respondents were asked if jurisdictional transfers will benefit their community and to explain how or how not (35 responses). 66% responded that yes, they believe jurisdictional transfers will benefit their community and 34% responded no, they did not think jurisdictional transfers would benefit their community.

Among the online survey respondents who indicated that jurisdictional transfers will benefit their communities, the most frequently mentioned reasons included:

- The expectation that local ownership will lead to improved safety, public health, multimodal infrastructure, and accessibility on the transferred roadways.
- A sense of urgency related to roadway improvements. Respondents felt that local ownership would lead to the faster implementation of improvements that meet the needs of the surrounding communities.
- Several roadways were mentioned by more than one respondent as needing improvements.
    - SE Powell Boulevard
    - Highway 43
    - 82nd Avenue

Among survey respondents who indicated that jurisdictional transfers will *not* benefit their communities, the most prominent concerns were:

- Local jurisdictions do not have the funding/capacity to maintain the roadways.
- Transfer to local jurisdictions would make the roads less accessible to cars and freight trucks.

Other online survey comment themes

- There were a couple of comments related to the potential for transfers to result in roadway improvements that would increase land value. One commenter highlighted that increased land values would lead to displacement and suggested that anti-displacement measures be coordinated with transfers.
- There were several comments about the need to better understand the consequences of the transfers, including the financial impact on local community and how the transferred road would be maintained.
- Respondents appreciated the thorough background and explanation of the jurisdictional transfer process.

Community comments

The project team received one comment letter from a community group— the Concordia Neighborhood Association—see Attachment A-1. The letter requests that the portion of Hwy 30

within Portland City Limits be added to the list of facilities for potential jurisdictional transfer from ODOT to PBOT, and to execute the transfer immediately. The Concordia Neighborhood Association's reasons for requesting the transfer echo the concerns expressed by other survey respondents regarding unsafe conditions and not serving the needs of local neighborhoods.

Attachments

Attachment A: Comment letters

1. Concordia Neighborhood Association
2. City of Beaverton Council
3. Clackamas County Board of Commissioners
4. Clackamas County staff
5. Portland Bureau of Transportation staff
6. City of Tualatin Council
7. Washington County Board of Commissioners

Attachment B: County coordinating committees – notes

1. Clackamas County Coordinating Committee (C4)
2. East Multnomah County Transportation Commission (EMCTC)
3. Washington County Coordinating Committee (WCCC).

Attachment C: Meetings with project managers – notes

Attachment D: Online comment survey results

Attachment E: Summary of changes to Final Report

Attachment A: Comment Letters

1. Concordia Neighborhood Association
2. City of Beaverton Council
3. Clackamas County Board of Commissioners
4. Clackamas County staff
5. Portland Bureau of Transportation staff
6. City of Tualatin Council
7. Washington County Board of Commissioners

Dear Metro,

The Concordia Neighborhood Association is requesting the immediate transfer of the Hwy 30 / Lombard facility from ODOT to PBOT.

See the attached letter.

Our comment on the Jurisdictional Transfer Study would thus be to add the portion of Hwy 30 within Portland City Limits to the list of facilities for jurisdictional transfer from ODOT to PBOT, and to execute the transfer immediately. The Legislature should then work to fund needed improvements after the receiving jurisdiction has site control of the roadway facility, and has an opportunity to work with nearby residents to plan future facility improvements.

We also recommend that Metro and PBOT immediately abandon the use of LOS and Volume to Capacity ratios for the purpose of assessing the possibility of lane reductions, and replace them with metrics that are focused on saving lives and building communities, rather than allowing automobiles to travel at high rates of speed.

Thanks,
~Garlynn Woodsong for the Board of the Concordia Neighborhood Association

Concordia Neighborhood Association
P.O. Box 11194
Portland, OR 97211
www.concordiapdx.org

Re: Lombard/Hwy 30 Safety

September, 2020

To:
Senator Lew Frederick (sen.LewFrederick@oregonlegislature.gov)
Representative Tawna D. Sanchez (rep.TawnaSanchez@oregonlegislature.gov)

CC:
Oregon Governor Kate Brown (kate.brown@oregon.gov)
House Speaker Kotek (rep.TinaKotek@oregonlegislature.gov)
Congressman Earl Blumenauer (congressman.EarlBlumenauer@mail.house.gov)
Commissioner Chloe Eudaly (chloe@portlandoregon.gov)
PBOT Director Chris Warner (PBOTDirector@portlandoregon.gov)
ODOT Director Kris Strickler (kristopher.w.strickler@odot.state.or.us)
ODOT Region 1 Director Rian Windsheimer (rian.M.WINDSHEIMER@odot.state.or.us),
Metro President Lynn Peterson (lynn.peterson@oregonmetro.gov),
Metro Councilor Sam Chase (sam.chase@oregonmetro.gov)

Dear decision makers,

In early August, a mother and her son, a student at Vernon Elementary School, were traveling on North Portland Highway (Hwy 30) when she lost control of her vehicle, it crossed the center line and impacted with an unoccupied truck and fifth-wheel on the opposite shoulder.

The car burst into flames, and both vehicle occupants died in the resulting fire. Police report the vehicle was traveling at a high rate of speed before impact.

A year ago, the Portland Bureau of Transportation (PBOT) embarked on the Columbia/Lombard project to study conditions along those roadways, and recommend safety improvements.

Since that time, absolutely no safety improvements have been made to Lombard Street, meaning nothing prevents future tragedies such as this one from occurring again, and again and again.

It's an unsafe highway, and the Oregon Department of Transportation (ODOT) does not appear to feel any motivation in the slightest to fix it to make it safer for travelers and nearby residents.

On the contrary, ODOT appears to feel its only required role is to justify why continuing the status quo is the only outcome the agency is interested in.

The time has thus come to remove North Portland Highway from ODOT's jurisdiction, and to transfer responsibility for the roadway to PBOT. This will free the roadway from needing to meet ODOT standards, and allow for alternative design solutions to be implemented.

This is not the first crash on this corridor. On Saturday, December 12, 2015, Martin Greenough was killed while riding his bicycle at the NE boundary of our neighborhood, on Lombard underneath the 42nd Ave overpass, at a pinch point where the bicycle lane vanishes and bicyclists are forced into high-speed traffic. Martin was a newcomer to our city, a recent transplant who wanted to live the Portland dream of riding his bicycle to and from work. Unfortunately, our region let him down, by not providing a safe and continuous bicycle route for him to use for his daily route. Now, he's dead, and his blood is on the hands of the agency responsible for designing and operating the facility that he was using. But, perhaps it is also on all of our hands, as a community, for not demanding better, safer facilities sooner.

So, as the neighborhood association that is responsible for that location, we feel a special responsibility to make the case that bicycle and pedestrian safety must come first, on all facilities that can be legally used by bicycles and pedestrians, and especially those that appear on city and regional bicycle maps or that might be recommended as routes by electronic way-finding apps.

When we asked ODOT staff to brief us on the agency's response to this tragic incident, as well as its future plans for making the entire Lombard / US 30 Bypass facility safe for all users, staff came out and met with us at our regular Land Use & Transportation Committee meeting, and gave us an overview of ODOT's plans for this facility through the year 2021. In reviewing these plans, we are struck by the fact that it will be many years before these safety improvements are complete, but even more critically, by the fact that once the planned improvements are complete, the facility as a whole will still not provide safe, continuous accommodation for bicycles and pedestrians along the stretch in question, from NE 181st ave on the east to the St Johns Bridge at the west.

Specifically, while ODOT has delivered a bike lane infill project on the south side of the highway at the NE 42nd Ave overpass, it has not yet developed a feasible proposal for the bicycle lane on the north side of the highway. Further, the bicycle lane disappears completely at the turn between NE Lombard Pl and NE 10th Ave, without any safe accommodation that would allow and direct bicycle users to a safe parallel facility. It would not be acceptable for a freeway to suddenly turn into a dirt road with no warning, and yet this sort of network incompleteness is apparently quite acceptable to ODOT when it comes to bicycle and pedestrian facilities. Sidewalks are completely discontinuous along this entire facility, despite the fact that it is lined by residential, commercial and industrial uses that see and produce pedestrian activity.

We would like to see a different approach taken to tackling this issue, one that prioritizes Vision Zero-type goals of eliminating traffic fatalities and minimizing serious crash injuries for vulnerable road users as soon as possible. Specifically, given the current shortage of available transportation funds for major projects, we would like to see the immediate re-striping of this facility to create safe, protected bicycle lanes along its entire alignment.

We suggest the facility be put onto a “road diet.” The roadway cross-section would have a continuous sidewalk, street trees and a two-directional cycle track on the south side next to the neighborhood.

Then add another row of trees, on-street parking, a single eastbound traffic lane, a median with trees and turn pockets at intersections, and a single westbound traffic lane with a shoulder/ break-down lane.

The trees would limit the ability of traffic to cross the center line, reducing the severity of crashes. With only one lane in each direction, the temptation to speed to pass other vehicles would be eliminated and, with lower speeds, would also come fewer crashes and deaths.

A protected cycle track and new sidewalk would allow bicycles and pedestrians to travel east and west along the corridor safely and comfortably. The trees would provide shade to reduce the urban heat island effect, where large expanses of asphalt cause excessive heat on hot summer days. They would also help to capture pollution, trapping it on their exposed leaf and branch surfaces until it can be washed away in the next rain.

While the funding and engineering for this long-term approach is underway, we urge the immediate implementation of a “road diet” approach of removing through traffic lanes to allow for a cross-section that includes safe, protected bicycle facilities, as this is an improvement that can be accomplished in the very near term using only “paint” (thermoplastic). We feel strongly that, in this age of COVID-related quarantine, there will be no resulting traffic delays from this approach, and even if minor delays did result, they would be more than mitigated by the reduction in potential loss of life or serious injury to road users.

We also urge the construction of pedestrian facilities, including sidewalks, wheelchair ramps at intersections, and marked crosswalks at all legal pedestrian crossings, along the entire length of this urban facility.

We feel strongly that even one death is too many to be acceptable, and we urge the prioritization of human life over traffic throughput, average traffic speed, or driver inconvenience.

It's past time to stop making excuses for why bad designs have to remain. It's time to start building the safer future that we need to manifest to stop the senseless deaths on this blood-stained piece of local infrastructure.

Signed,

Astrid Furstner
Chair, Board of Directors

Concordia Neighborhood Association
P.O. Box 11194
Portland, OR 97211
landuse@concordiapdx.org

cc: Jon Makler, Region 1 Planning Manager (jon.makler@odot.state.or.us)

Beaverton
OREGON

October 20, 2020

Metro Council
600 NE Grand Ave
Portland, OR 97232

RE: Regional Framework for Highway Jurisdictional Transfer
September 2020 Draft Report

Dear Councilors,

Alongside my colleagues on the Beaverton City Council, I'm writing to offer our support in furthering the regional dialogue on highway jurisdictional transfer.

The September 2020 draft report, *Regional Framework for Highway Jurisdictional Transfer,* calls out Canyon Road in downtown Beaverton as one of the regions "most promising" corridors for transfer. We agree and we believe that Canyon Road should be one of the region's top priorities for jurisdictional transfer. For far too long, Canyon Road has been a barrier in realizing Beaverton's vision for a more vibrant downtown. Planning efforts have identified design and operational solutions to improve and calm the corridor, and we realize that jurisdictional transfer could be the mechanism to unlock opportunities for the transformative change the community has asked us to deliver.

The presentation by Metro and ODOT staff at our October 13, 2020 meeting sparked our interest and we appreciate the work to undertake this study. The report provides helpful guidance to cities and counties when considering the transfer process. In particular, the cost methodology identifies an approach to investigating the current conditions of a roadway, identifying capital needs, and estimating ownership costs that then become the basis of a decision-making process and negotiation. We will need to augment our available funding to support one-time investments and ongoing maintenance.

The draft report also identifies TV Highway west of downtown Beaverton and Hall Boulevard near Highway 217 as corridors with promise. On these corridors, we would work with our partners at Washington County to determine whether jurisdictional transfer is feasible and appropriate for the community and for the County.

We look forward to hearing updates on the progress of this study, and we are ready to lend our support to future efforts for legislation and funding strategies to advance jurisdictional transfers around the region. Let's create the communities we would like to see!

Sincerely,

Denny Doyle
Mayor Denny Doyle

Lacey Beaty
Councilor Lacey Beaty

Cate Arnold
Councilor Cate Arnold

Laura Mitchell
Council President Laura Mitchell

Mark Fagin
Councilor Mark Fagin

Marc San Soucie
Councilor Marc San Soucie

CLACKAMAS COUNTY

BOARD OF COUNTY COMMISSIONERS
PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

October 7, 2020

Metro Planning – Jurisdictional Transfer
600 NE Grand Ave
Portland, OR 97232

RE: Jurisdictional Transfer Study

Dear Mr. Mermin:

Thank you for the opportunity to comment on the "Regional Framework for Highway Jurisdictional Transfer Study." We appreciate the inclusion of our staff on the Project Steering Committee as well as the input and review opportunities provided into developing the methodology and the final report.

The draft Regional Framework for Highway Jurisdictional Transfer report provides a clear methodology to identify state highways appropriate for jurisdictional transfer, including both a technical evaluation and a readiness evaluation that provides input into the candidates currently most promising for jurisdictional transfer. As is noted in the study, the methodology provides a foundation for the snapshot in time identification of the top eleven corridors appropriate for transfer.

Ultimately, the ability to undertake the jurisdictional transfers will require funding. The costing methodology demonstrates the breadth of items that need to be considered when assessing the cost of these projects.

The report mentions the development of funding strategies, but does not include these within the document. ***It is important to recognize that any funding for jurisdictional transfers that comes from the State resources will require reductions in other areas.*** Currently, ODOT has begun the conversation about priorities for the 2023-27 Statewide Transportation Improvement Program (STIP). **If STIP funding is intended for these projects, we encourage participation in the statewide discussion about STIP priorities so that implications and the trade-offs with other programs can be understood more holistically.** This is particularly critical for rural areas that depend on STIP funding.

Sincerely,

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Jim Bernard, Chair
On Behalf of the Clackamas County Board of Commissioners

Hi John,

Thank you for the opportunity to comment. Clackamas County staff would like to provide the following comments.

1. It should be noted in this report that the readiness factor analysis is a snapshot in time and that many of the readiness factors will likely change in coming years. For example, During the funding measure discussions for HWY 212 jurisdictional transfer was discussed between ODOT and Clackamas County. The county asserted that if a new road was funded & constructed (i.e. Sunrise) and ODOT assumed jurisdiction over the new facility then Clackamas County would consider assuming jurisdiction over HWY 212. The jurisdictional process could in fact provide funding for the Sunrise which would facilitate a possible transfer of HWY 212. At that time, the Throughway designation would likely move from HWY 212 onto the Sunrise, therefore bringing it back in the mix as potentially appropriate for jurisdictional transfer.
2. It should also be noted in the report that this analysis should be updated every two years to ensure that the ever evolving nature of these factors be current prior to policy decisions being made based upon this analysis.

Many thanks & please let us know if you have questions.
Sincere best,
Jamie Stasny

Jamie Stasny
she/her/hers Why pronouns matter
Regional Transportation
& Land Use Policy Coordinator
(971) 678-6406
JStasny@clackamas.us

Please note: I will be working remotely during this time, I will be available by email or by phone at 971-678-6406

PBOT
PORTLAND BUREAU OF TRANSPORTATION
1120 SW Fifth Ave., Suite 800 Portland, OR 97204 503-823-5185
Fax 503-823-7576 TTY 503-823-6868 www.portlandoregon.gov/transportation
Chloe Eudaly Commissioner **Chris Warner** Director

To: John Mermin, Metro

From: Kristin Hull, Planning Division Manager, PBOT

Re: PBOT Comments on Regional Framework for Highway Jurisdictional Transfer Report

Dear John,

This letter provides our feedback on the Regional Framework for Highway Jurisdictional Transfer Report. Our comments are formatted to respond to the survey questions from Metro, as requested. Survey questions are shown in ***bold italics.***

Does this draft Regional Framework for Highway Jurisdictional Transfer report help move the region forward in achieving jurisdictional transfers?

It does. This project has resulted in the identification of a subset of ODOT-owned facilities that are good candidates for jurisdictional transfer. This will allow ODOT and the region to focus efforts at investing and achieving JT in areas where it is most likely to be beneficial and successful.

However, there are a few key topics needed to move forward, that could be clearer within this report.

1. **JT as one potential tool, not the solution.** We still would reiterate the point we've made in earlier rounds of comments, which is that the "problem" should not be defined as "ODOT owns the highway" – which leads to jurisdictional transfer as the only way to solve the problem. Instead, the "problem" is that the highways are no longer serving their original purpose – they need to serve a broader community purpose and function, and are not currently doing a good job of that. The solution, then, can be framed as a set of tools or options for addressing this issue and ensuring that streets can serve their communities. JT is just one of these tools.
2. **Significant unmet funding needed to make JTs viable.** Without significant funding and investment on these ODOT-owned facilities, JTs are not a likely tool for addressing needs. This report and work does not seek to solve the funding problem, but should acknowledge the issue and clearly state that it does not address this question.
3. **Funding for ongoing maintenance after transfers.** The report does not clearly address the question of ongoing maintenance in cases of jurisdictional transfer, but should also acknowledge this issue – with significant assets being transferred away from ODOT and to local jurisdictions, funding sources for ongoing maintenance also must be identified.

We would recommend updating the executive summary and the framing of the report to provide broader context and put jurisdictional transfer (and the whole study) into this appropriate context.

It also would be helpful to have the report articulate the "next steps" that are not achieved by this work, including:

- commitment from local agencies, ODOT, and Metro to keep moving forward;
- identifying funding to make JTs viable;
- identifying funding source for ongoing maintenance;
- outlining near term steps prior to JT (i.e. Given the extensive mileage of highways identified as suitable for transfer, and the fact that they will not all be transferred very quickly or at the same time, what can be done in the interim to better serve the surrounding communities?)

The final paragraph of the conclusion notes that this is forthcoming – we agree that it will be critical in making the most of the work that has been done.

What does the draft report do well?

While we have previously commented on specifics related to the criteria and the evaluation (which in some cases have been addressed; in some cases not), we generally agree with the outcomes of the evaluation process and the 11 corridors that the report identifies as good opportunities.

How could the report be improved? Do you have specific suggestions to make this a stronger tool for achieving jurisdictional transfers?

As a public document, it may lack some context in terms of explaining the reasons for pursuing JT, the pros and cons, and alternative solutions. It seems particularly important to reference ODOT's recently adopted a new Blueprint for Urban Design. If the Blueprint for Urban Design is applied as intended, it would direct ODOT to implement multimodal, community-driven designs on these urban arterials without a transfer to the local jurisdiction.

More specific areas of feedback:

1. Figure 4.3 on page 26 shows a symbology for "transfer in process". This is applied to Barbur, 82nd Ave, and Outer Powell. These highways are definitely not all at the same level of "in process" and this could be very confusing to the public. Outer Powell certainly seems to fit with our understanding of "in process" since it has been funded, a project is underway, and both agencies have agreed that it will transfer to Portland following its completion. From the public perspective, this one is a sure thing. However, 82nd Ave and Barbur Blvd are in a different place. Funding has not been allocated, and there is no transfer agreement. We would recommend either removing them from being shown as "in process" or come up with another category, such as "Negotiations initiated".
2. Table 4-3 – should the final heading say "readiness" rather than technically promising?
3. In the cost estimating methodology, on page 34, related to state of good repair – Section 6.1 should reference both that the corridor elements function as intended AND that they are expected to do so for a typical lifecycle of that asset. For example – doing a 1-2 inch repave may result in a surface that appears to meet the SOGR definition; however, if the roadway base is not in good condition, it will deteriorate much more quickly than the typical 15- or 20-year asset life of pavement.
4. Figure 6.1, step 3 "Agree on SOGR definitions and assessment methods" – this provides the opportunity for this JT study to take the region the next step forward towards successful JT. The City of Portland and ODOT have worked together extensively to figure out this process on 82nd Avenue. Though those conversations are not concluded, it would be nice to draw on them in coming to agreement, at the regional level, on SOGR definitions and assessment methods, rather than leaving jurisdictions and individuals to figure this out differently for each of the identified candidate corridors for JT. A very useful outcome of this study could be regional agreement on these definitions and methods. Table 1 in Attachment F is a good start for this, but doesn't yet represent agreement from all parties. Reaching an agreed-upon starting point would be a very useful next step. Some example specifics we would like to see added to this table would be:
    a. For pavement – core samples to assess the condition of the roadway base in addition to the other elements listed (if there is not a recent pavement report with core samples)
    b. For sidewalks – assessment of curb height and curb condition
    c. For drainage – video assessment of pipe condition (not just surface conditions)
5. Under capital needs, Section 6.2 – rather than saying that ODOT and the local jurisdiction may consider ADA needs, it should be changed to **must** – ADA is not optional and must be considered in the negotiation.

Please explain how jurisdictional transfers might or might not benefit your community?

Having a local jurisdiction owner can allow for a closer connection to the local community and a stronger focus on ensuring the street best meets the needs of that community. However, identifying funding for desired improvements will continue to be a challenge; simply stated, a transfer does not guarantee improvements to a facility. Further,

ODOT's Blueprint for Urban Design allows for greater design flexibility under ODOT ownership which should remove some pressure to transfer facilities from ODOT to local jurisdictions.

There is the potential for jurisdictional transfers to create a greater burden over time on local jurisdiction funding if ongoing maintenance funding is not also included in the negotiations. ODOT highways are often larger streets with significant demands and are likely to have substantial ongoing maintenance costs. To ensure that communities *are* able to reap the advantages of JT, local jurisdictions need to have the ability to fund needed maintenance on these streets – without pulling resources away from other assets that are already locally owned and in need of maintenance.

From: Garet Prior [mailto:gprior@tualatin.gov]
Sent: Tuesday, October 27, 2020 9:43 AM
To: John Mermin; glen.a.bolen@odot.state.or.us
Cc: Kim McMillan
Subject: [External sender]Tualatin JT Study Comments

John and Glen,

The Tualatin City Council reviewed and discussed the findings of the Jurisdictional Transfer study at the October 12, 2020, meeting (video 35:00).

The Council reaffirmed the following staff comments:

1. Tualatin has no interest in taking ownership of 99W – we do want to see investment and a long-term plan
2. Study should provide a template for cost estimation
3. Support changes that allow for greater flexibility in design and speed control on state facilities

For the section of Lower/Upper Boones Ferry (Highway 141), we will have to learn more about the state of good repair and evaluate the pros/cons with future development or long-range planning projects (such as the SW Corridor or continued transit oriented development in the Bridgeport area).

Please reach out with any questions.

Thank you!

Garet S. Prior, AICP *(he/him)*
Policy Analyst
City of Tualatin | Community Development
503.691.3020 | www.tualatinoregon.gov

October 20, 2020

President Lynn Peterson
Metro Regional Government
600 NE Grand Ave
Portland OR 97232

Dear President Peterson and Metro Councilors:

Thank you for the opportunity to comment on the Regional Framework for Highway Jurisdictional Transfer Study. The report presents a comprehensive documentation of state-owned urban arterials. We agree state highways change function over time and jurisdictional transfer can better align highway design treatments with community aspirations. We also appreciate the documentation of the step-by-step jurisdictional transfer process outlined in the report and the recognition no two transfers are the same. The consistent framework for evaluating potential transfers presented in the study will help navigate the process.

The report highlights the reality that a successful jurisdictional transfer requires both technical conditions and political support. Considering both factors, please review our comments on the priorities identified in Washington County for your use in finalizing the report and as input on future jurisdictional transfer discussions:

- **Farmington Road:** We support the proposed transfer between 173rd and 198th avenues (MP 5.9 to MP 7.3). This relatively short (1.5 mile) segment is a true "orphan" where the road is managed by the County on both ends of the state segment. The County has a long-standing agreement to work with ODOT to facilitate a jurisdictional transfer for this segment of Farmington, subject to developing a mutually agreeable funding strategy for needed improvements to bring the road up to urban standards. As with previous transfers, we expect an agreement to be based on dedicated funding by both ODOT and the County at levels to be determined.
- **Hall Boulevard in Tigard and Upper Boones Ferry Road in Durham and Tualatin (OR 141):** These roads are fragments of OR 141; northern segments of which have previously been transferred to Beaverton. We support the priority transfer designations where modest upgrades are needed and the transfer aligns with the community need and technical feasibility subject to city support for the transfers. Washington County would willingly expand our traffic control responsibilities for these highways with upgraded infrastructure as requested by the cities. With funding for upgrades, Washington County is willing to consider a jurisdictional transfer of the short segment of Hall Blvd in unincorporated Washington County to avoid future "orphans."
- **TV Highway:** County staff do not support jurisdictional transfer for this 12-mile segment at this time as the associated costs and liabilities are significant based on planning-level analysis completed for the 'Get Moving' measure. However, we strongly support ODOT investment in this corridor to address deferred maintenance and improve safety. The high proportion of vulnerable populations and historically marginalized communities increases the need for

upgrades. Conceptual designs developed for the 'Get Moving 2020' proposal reflect a sound basis for investment. Following substantial improvements to TV Highway, the Board may be willing to consider a potential future transfer.

- **Highway 99W:** Metro's study shows Highway 99W ranking as a priority based on several criteria, including its role in serving designated Town Centers and having frequent bus routes. County and city staff submitted comment to Metro staff that local agencies do not support this as a priority for transfer as recommended in the report due to its continued statewide transportation function. However, we support continued engagement between ODOT and the communities along the highway to make investments consistent with changing community needs along the corridor.

We strongly support the addition of **Beaverton Hillsdale Highway** as a candidate for a jurisdictional transfer in the longer term. The highway serves a Town Center and has frequent bus service. The intersection of this state highway and the County's Scholls Ferry and Oleson roads in the Raleigh Hills Town Center is well-known as a high-crash location. Future upgrades to this corridor can be planned in conjunction with a land use planning process in coordination with Beaverton, Portland, ODOT and TriMet. This multi-jurisdictional corridor is overdue for attention, and significant efforts will be needed to address the issues noted above.

Thank you for your work to bring the needs of these state-owned arterials in our region to our attention. We support additional investment in these urban arterials and ask the transfer process to be one, but not the only way to secure needed investments on these corridors. ODOT's new Blueprint for Urban Design provides an alternative to achieve local community aspirations without a jurisdiction transfer. With or without transfer, state-owned urban arterials need additional funding to meet the changing needs of the community.

Sincerely,

Kathryn Harrington
Chair, Washington County Board of Commissioners

cc: Board of County Commissioners
Stephen Roberts, Director, Land Use & Transportation
Christina Deffebach, Senior Policy Analyst, Land Use & Transportation

Attachment B: County coordinating committees – notes

1. Co Clackamas County Coordinating Committee (C4)
2. East Multnomah County Transportation Commission (EMCTC)
3. Washington County Coordinating Committee (WCCC)

Jurisdictional Transfer Study comments
Clackamas County Coordinating Committee
September 16, 2020

Here are some of the key questions or statements that came up during the meeting.

- Important to look at roadway width and radius during JT discussions
- Concern that findings for 43 did not take into account regional context – full corridor into Lake Oswego, Portland from West Linn
- Questions about how this effort affects funds available; and whether potential future funds would siphon dollars from a different bucket of funding
- Question about whether the ODOT-owned arterials are also regional emergency routes, and whether discussions would take this factor into account
- Concern about "being left out" if this effort is picked up again in the future and conditions change for a jurisdiction that does not currently float to the top in terms of the evaluation
- Questions about why ODOT has not transferred roadways in the past (disinvestment, lack of resources)
- 82nd Avenue is in Portland is in dire need of transfer
- Appreciation for the presentation, especially Margi's section on history

Jurisdictional Transfer Study comments
East Multnomah County Transportation Commission
October 12, 2020

(1) Councilor Hinton (Gresham)
    a. What were the components of the equity assessment and why was that done?
    b. What is the purpose of a transfer?

Jurisdictional Transfer Study comments
Washington County Coordinating Committee
October 12, 2020

(1) Mayor Snider (Tigard)
    a. Surprised to see 99W on list, especially in Tigard – interest is low; there is a throughput function

(2) Mayor Calloway (Hillsboro)
    a. Does it affect funding allocation/priorities for upcoming RTP processes, etc.?
        i. Margi response: hope is to help attract funding by having one voice on ODOT-owned arterials
    b. Should not be a link to funding priorities in the RTP

(3) Commissioner Rogers (Wash Co)
    a. TV Hwy is complex and difficult to maintain; Washington County would be wary about taking it on
    b. 99W has high use and plays a key role in throughput (does not act like an "orphan highway")
    c. Future funding for a roadway, e.g. TV Hwy, will not be conditional on a JT

(4) Mayor Doyle (Beaverton)
    a. Caution about the high price tag for these efforts

(5) Mayor Truax (Forest Grove)
    a. Caution to Metro and ODOT about the high cost, including high cost of maintenance
    b. Prior transfer of OR 8 in Forest Grove has generally been a success

Attachment C: Meetings with project managers – notes

1. Multnomah County
2. Clackamas Community College

Jurisdictional transfer public comment meeting
Date: Thursday, October 8, 2020 10:00 a.m.
Location: Virtual meeting
Attendees:
Glen Bolen – ODOT
John Mermin – Metro
Brendon Haggerty – Multnomah County
Andrew Campbell – Multnomah County

Notes:

These state-owned arterial highways really impact health in multiple ways:

- They create barriers to physical activity
- They increase exposure to noise and air pollution
- They often lack basic access

Transferring these roadways can lead to improvements that improve health of the communities along them, but also create the possibility of gentrification and displacement, see past example on NE MLK Blvd in Portland. Please consider anti-displacement strategies along with any future transfers and improvements along these roadways.

Other topics discussed:

- How the evaluation/rankings of candidate roadways will be used
- US 30 - The readiness scoring of NE Lombard, the possibility for projects along the Sandy Blvd portion.
- What "transfer in process" means when shown on maps in the report
- How a transfer recipient is decided, e.g. City vs County

Notetaker: John Mermin

Jurisdictional transfer public comment meeting
Date: Friday, October 9, 2020 10:30 a.m.
Location: Virtual meeting
Attendees:
Glen Bolen – ODOT
John Mermin – Metro
Ray Atkinson, Clackamas Community College

Notes:
Today's discussion focused on 82nd avenue:

- Why is 82nd avenue segmented at the City/county boundary given the desire for some level of consistency throughout the corridor?

- Why did the portion of 82nd Ave within Clackamas County not rank as highly in the Jurisdictional Transfer Study's evaluation as the portion in Portland?

- How does this evaluation relate to the improvements for 82nd Avenue within Get Moving 2020?
    - Could this evaluation impact funding or design of 82nd avenue within Clackamas County (if the Get Moving 2020 transportation measure were to pass in November)?
    - How might the design of 82nd avenue differ if it were owned by ODOT vs Clackamas County?

Notetaker: John Mermin

Attachment D: Online comment survey results

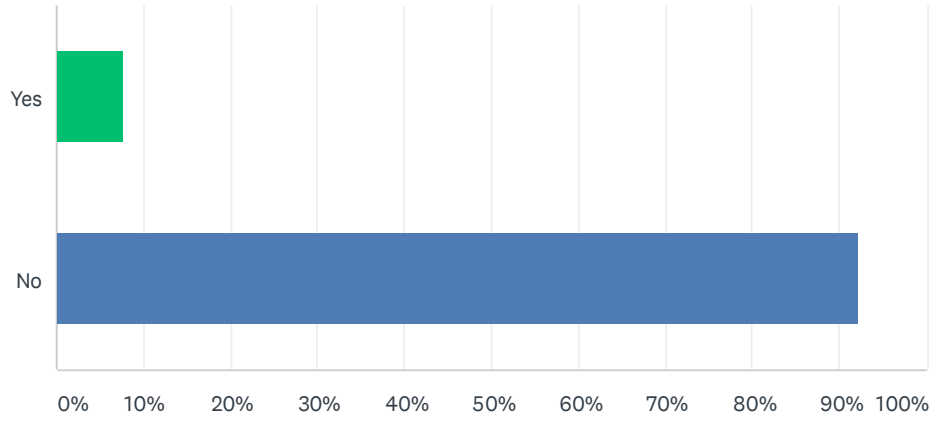
Q1 Please provide your zip code.

Answered: 36 Skipped: 4

Zip Code	No. of respondents
97034	1
97068	9
97086	1
97202	5
97204	1
97209	2
97211	1
97212	2
97213	2
97214	5
97215	1
97217	2
97221	1
97223	1
97232	1

Q2 Are you participating in this questionnaire in a professional capacity (i.e. as a staff member of a jurisdiction or member of a committee)? If so,please provide your agency or affiliation.

Answered: 39 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	7.69%	3
No	92.31%	36
TOTAL		39

Q3 Does this draft Regional Framework for Highway Jurisdictional Transfer report help move the region forward in achieving jurisdictional transfers?

Answered: 26 Skipped: 14

11 people said yes.
2 people said sure.

Other responses:
Yes, give these streets back to the jurisdiction to manage and control

Yes, in many ways it reflects what needs to happen in Portland to reflect the changes in population density along certain "State" highways, as well as the potential for building safe communities and allowing businesses to thrive.

I believe so.

Yes, but reasoning is weak.

Somewhat. It is a step in the right direction.

It does. This project has resulted in the identification of a subset of ODOT-owned facilities that are good candidates for jurisdictional transfer. This will allow ODOT and the region to focus efforts at investing and achieving JT in areas where it is most likely to be beneficial and successful. However, there are a few key topics needed to move forward, that could be more clear within this report. 1. JT as one potential tool, not the solution. We still would reiterate the point we've made in earlier rounds of comments, which is that the "problem" should not be defined as "ODOT owns the highway" – which leads to jurisdictional transfer as the only way to solve the problem. Instead, the "problem" is that the highways are no longer serving their original purpose – they need to serve a broader community purpose and function, and are not currently doing a good job of that. The solution, then, can be framed as a set of tools or options for addressing this issue and ensuring that streets can serve their communities. JT is just one of these tools. 2. Significant unmet funding need to make JTs viable. Without significant funding and investment on these ODOT-owned facilities, JTs are not a likely tool for addressing needs. This report and work does not seek to solve the funding problem, but should acknowledge the issue and that it does not address this question. 3. Funding for ongoing maintenance after transfers. The report does not clearly address the question of ongoing maintenance, in cases of jurisdictional transfer, but should also acknowledge this issue – with significant assets being transferred away from ODOT and to local jurisdictions, funding sources for ongoing maintenance also must be identified. We would recommend updating the executive summary and the framing of the report to provide broader context and put jurisdictional transfer (and the whole study) into this appropriate context. It also would be helpful to have the report articulate the "next steps" that are not achieved by this work, including: - commitment from local agencies, ODOT, and Metro to keep moving forward; - identifying funding to make JTs viable; - identifying funding source for ongoing maintenance; - outlining near term steps prior

to JT (i.e. Given the extensive mileage of highways identified as suitable for transfer, and the fact that they will not all be transferred very quickly or at the same time, what can be done in the interim to better serve the surrounding communities?) The final paragraph of the conclusion notes that this is forthcoming – we agree that it will be critical in making the most of the work that has been done.

No a euphemism for absolving the state from maintenance only move the problem to communities that may not have the tax base to support

No. Need to know consequences of transfer. Both that and how well road will be maintained

I don't believe so at this time.

No

I don't know.

Q4 What does the draft report report do well?

Answered: 22 Skipped: 18

It converts a hostile thoroughfare to a neighborhood friendly road. Shift responsibility from those who are responsible to those that don't have historical responsibility, funding or knowledge.

While we have commented on specifics related to the criteria and the evaluation (which in some cases have been addressed; in some cases not), we generally agree with the outcomes of the evaluation process and the 11 corridors that the report identifies as good opportunities.

Lays out a specious argument

I don't know. Haven't seen it yet.

General description of what's being done.

No

Thorough explanation of the process

Thorough

Give the cities/counties more control over the highway

Identify roads that are really hard to safe while biking/walking or doing anything other than driving a very large SUV.

Framework for trans, not reasoning

Identify the processes required and lay out a clear plan to make this achievable.

Lays out the framework for jurisdictional handover.

Move badly needed progress along. Finally. Thank you.

It spells out in clarity the benefits of moving the jurisdiction to Metro

Good detailed analysis

Explains how we got here, and what could be gained by transferring them.

Identifies major arterials that no longer act as highways as when they were first constructed, which should be managed by local agencies for more frequent and rapid maintenance and improvements.

It establishes a reasonable framework for jurisdictional transfer.

The report takes us thru the steps that were used, as well as the factors of measurement that were used to arrive at their final findings. It is a comprehensive "report".

Clarifies what segments of roads are currently being considered for transfer

Q 5. How could the report be improved? Do you have specific suggestions to make this a stronger tool for achieving jurisdictional transfers?

Answered: 18 Skipped: 22

1. PDF page numbers and actual page numbers don't always match and it's difficult to navigate.
2. I'm opposed to jurisdictional transfer. Federal gas taxes have not been allocated to properly fund road transportation projects in the state. An audit should be conducted to see where the federal highway funds have been spent over the past 30 years. It appears that too many funds have been allocated to non-road projects that has contributed to increased congestion on Oregon, especially in the Portland metro area. For example, the i205 west side beltway with widening and third bridge to Vancouver 30 years ago, and highway 26 bypass around Sandy to name a couple.
3. As a public document it may lack some context in terms of explaining the reasons for pursuing JT, the pros and cons, and alternative solutions. ODOT has recently adopted a new Blueprint for Urban Design, and, if applied as intended, this document would direct ODOT to implement multimodal, community-driven designs on these urban arterials without a transfer to the local jurisdiction. More specific areas of feedback:
    a. Figure 4.3 on page 26 shows a symbology for “transfer in process”. This is applied to Barbur, 82nd Ave, and Outer Powell. These highways are definitely not all at the same level of “in process” and this could be very confusing to the public. Outer Powell certainly seems to fit with our understanding of “in process” since it has been funded, a project is underway, and both agencies have agreed that it will transfer to Portland following its completion. From the public perspective, this one is a sure thing. However, 82nd Ave and Barbur Blvd are in a completely different place. Funding has not been allocated, and there is no transfer agreement. We would recommend either removing them from being shown as “in process” or come up with another category, such as – “Negotiations initiated”.
    b. Table 4-3 – should the final heading say “readiness” rather than technically promising?
    c. In the cost estimating methodology, on page 34, related to state of good repair – Section 6.1 should reference both that the corridor elements function as intended AND that they are expected to do so for a typical lifecycle of that asset. For example – doing a 1-2 inch repave may result in a surface that appears to meet the SOGR definition; however, if the roadway base is not in good condition, it will deteriorate much more quickly than the typical 15- or 20-year asset life of pavement.
    d. Figure 6.1, step 3 “Agree on SOGR definitions and assessment methods” – this provides the opportunity for this JT study to take the region the next step forward towards successful JT. The City of Portland and ODOT have worked together extensively to figure out this process on 82nd Avenue. Though those conversations are not concluded, it would be nice to draw on them in coming to agreement, at the regional level, on SOGR definitions and assessment methods, rather than leaving jurisdictions and individuals to figure this out differently for each of the identified candidate corridors for JT. A very useful outcome of this study could be regional agreement on these definitions and methods. Table 1 in Attachment F is a good start for this, but doesn’t yet represent agreement from all parties. Reaching an agreed-upon starting point would be a very useful next step. Some example specifics we would like to see added to this table would be: a. For pavement – core samples to assess the condition of the roadway base in

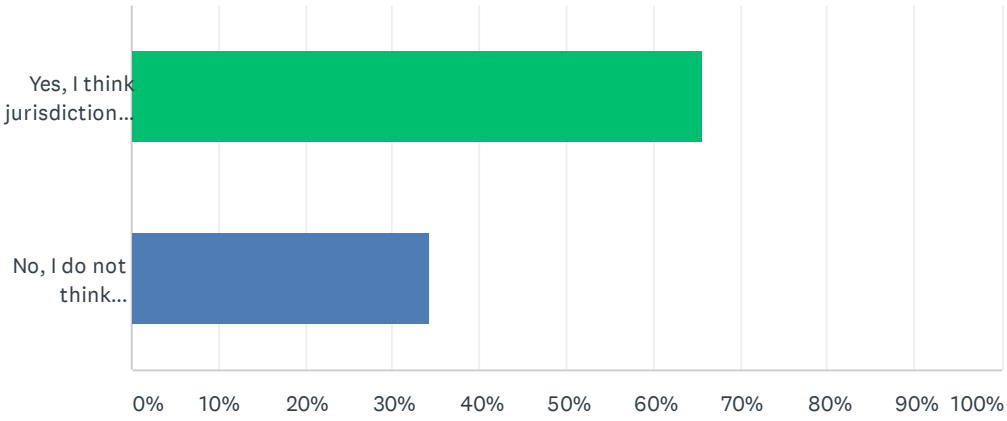
addition to the other elements listed (if there is not a recent pavement report with core samples) b. For sidewalks – assessment of curb height and curb condition c. For drainage – video assessment of pipe condition (not just surface conditions)

e. Under capital needs, Section 6.2 – rather than saying that ODOT and the local jurisdiction may consider ADA needs, it should be changed to must – ADA is not optional and must be considered in the negotiation.

4. Mode detail on what is to be transferred.
5. Need to know financial impact to jurisdictions taking over. And implications of how road will be maintained re: roads requirements when it's transferred.
6. Haven't seen the report or its structure yet.
7. Need to know financial impact to jurisdictions taking over. And implications of how road will be maintained re: roads requirements when it's transferred.
8. There needs to be a discussion about funding.
9. Bigger font.
10. None
11. I didn't see the opportunity cost in the costing analysis. Possibly, having these roads in poor condition create underinvestment in the property near the roads. If true, I would expect a rise in value for the adjacent property translating to additional metro revenue. In addition to more private wealth.
12. Cost benefit analysis
13. Liability is important, but concerns about it cannot get in the way of completing this expeditiously. This system doesn't serve anyone as is - if a jurisdiction takes on greater liability as a result of controlling its own road - so be it, it should've been that way all along.
14. MORE ALL CAPS EXCLAMATION MARKS!!! That always makes things more persuasive.
15. Would like to see strong and detailed timelines for next steps, and call out who the key players are that need to make those next steps.
16. Detailing the last time the proposed corridors received improvements from ODOT.
17. At this point, I think it is pretty comprehensive and a good start as it will need to evolve as things change over the next year or so.
18. It should include the information regarding the level of condition the road, infrastructure, and foundation need to be prior to the City(s) accepting their transfer. Also, where those funds will be coming from for those improvement and timeline.

Q6 Do you think jurisdictional transfers will benefit your community? Please explain how or how not.

Answered: 35 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes, I think jurisdictional transfers will benefit my community.	65.71%	23
No, I do not think jurisdictional transfers will benefit my community.	34.29%	12
TOTAL		35

Q7 Is there anything else you would like Metro, ODOT, cities and counties to know as they prepare to use the draft Regional Framework for Highway Jurisdictional Transfer report?

Answered: 17 Skipped: 23

I'm concerned that it will not be equitably governed by the jurisdictions involved with the oversight. In other words, how will this change benefit my Clackamas county community when currently the transportation dollars are not equitably coming to Clackamas County now for road projects?

I will also email these comments to John Mermin in a word doc in case that's easier.

No

Financial and road maintenance impacts

The idea should be killed.

If you are going to toll 205, you need to spend the funds in the area that is being taxed. Highway 43 should definitely be first on the priority list.

Not at this time

I believe we should continue to invest in infrastructure that supports multiple modes of transportation.

Provide successful examples that benefit localities

Please leave all these arterials alone. Please.

Yes - this is long overdue and needs to be done expeditiously. I would also include Highway 10 (Beav Hills Highway) - there are tremendous amount of apartments and possibility to make it a better place between Hillsdale and Raleigh Hills and this needs for ODOT to leave the picture.

Extend the Willamette Drive improvements of HWY 43 to include State Street in Lake Oswego, a real choke point for people riding bikes.

Stop ignoring my community, our cut as out of the tax that pays for Metro and let us fix it ourselves. Stop taking our taxes and spending it in some of the wealthiest parts of the Metro.

82nd should be one of the highest priority corridor to be transferred.

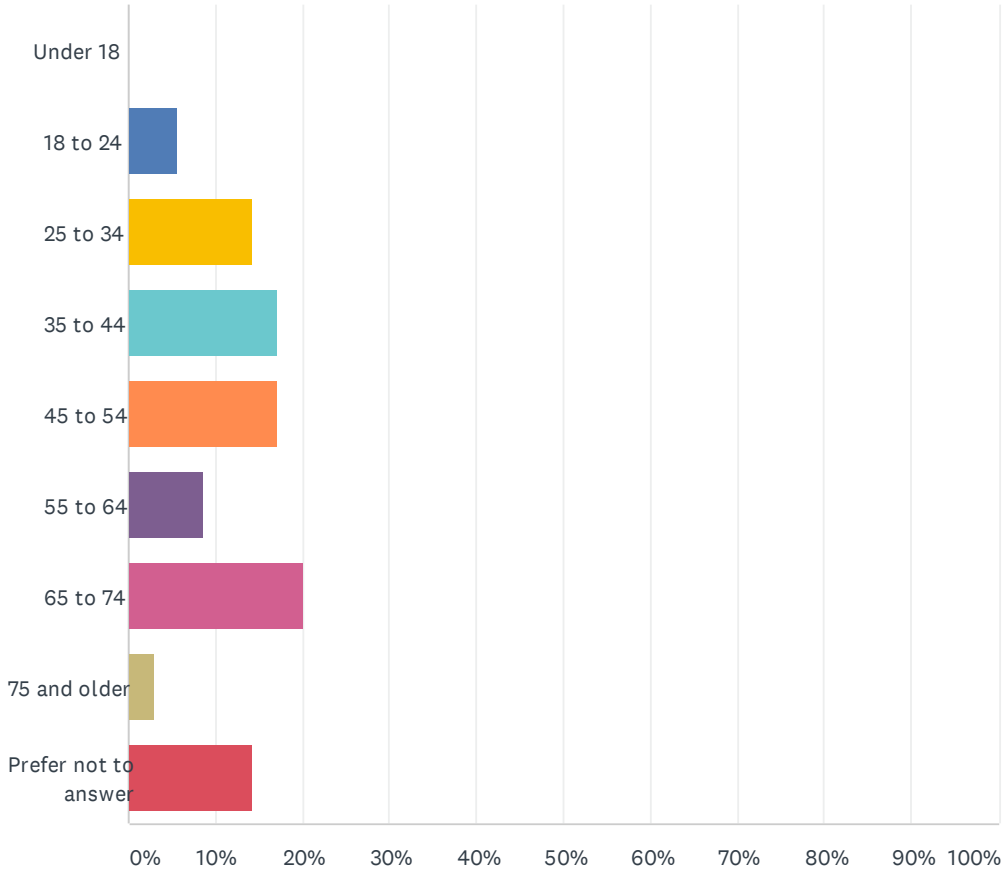
Nope

Safety and Accessibility are essential as Portland continues to grow. Add to that Interconnectivity and Public Transportation. We also need to consider making these corridors hospitable for businesses that serve and accommodate the communities that surround them. Therefore, we need to be more diligent in our design for these corridors to insure we are providing the residents with corridors that actually work to their benefit and not some "special sector", i.e. truckers, etc.

Do a MUCH better job in publicizing requests for comments like this! Hiding this opportunity 3 clicks down from a select list email is disingenuous to an open public comment process.

Q8 Which of the following ranges includes your age

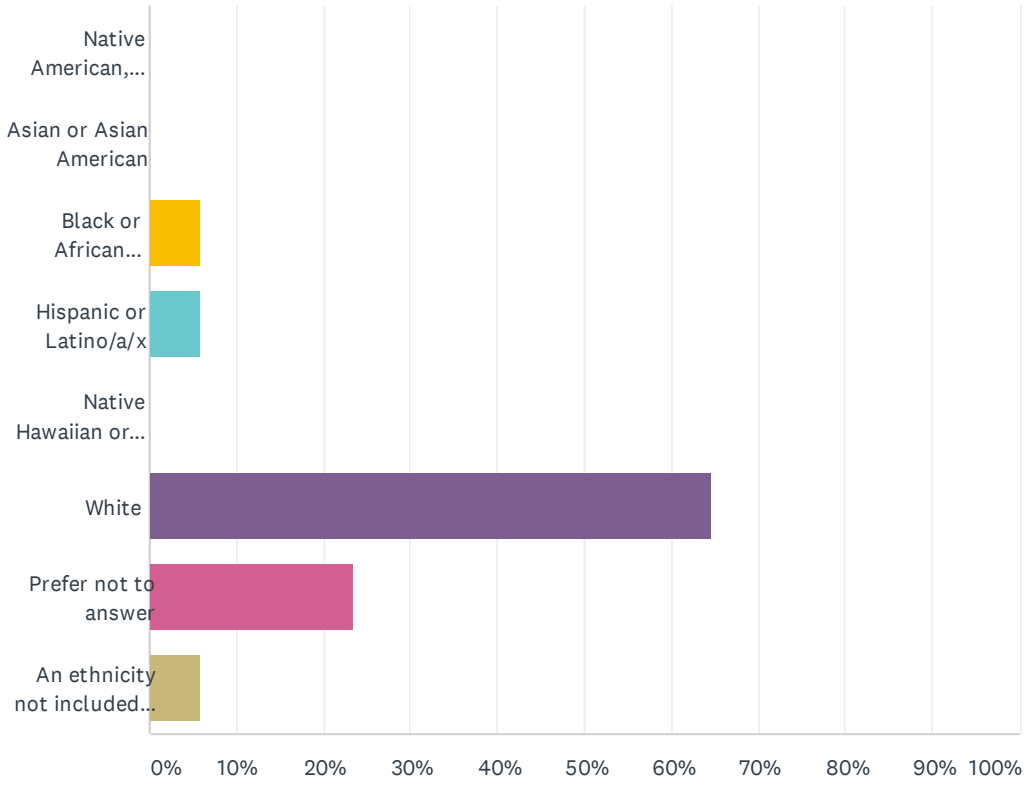
Answered: 35 Skipped: 5



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18 to 24	5.71%	2
25 to 34	14.29%	5
35 to 44	17.14%	6
45 to 54	17.14%	6
55 to 64	8.57%	3
65 to 74	20.00%	7
75 and older	2.86%	1
Prefer not to answer	14.29%	5
TOTAL		35

Q9 Within the broad categories below, where would you place your racial or ethnic identity? (Select all that apply)

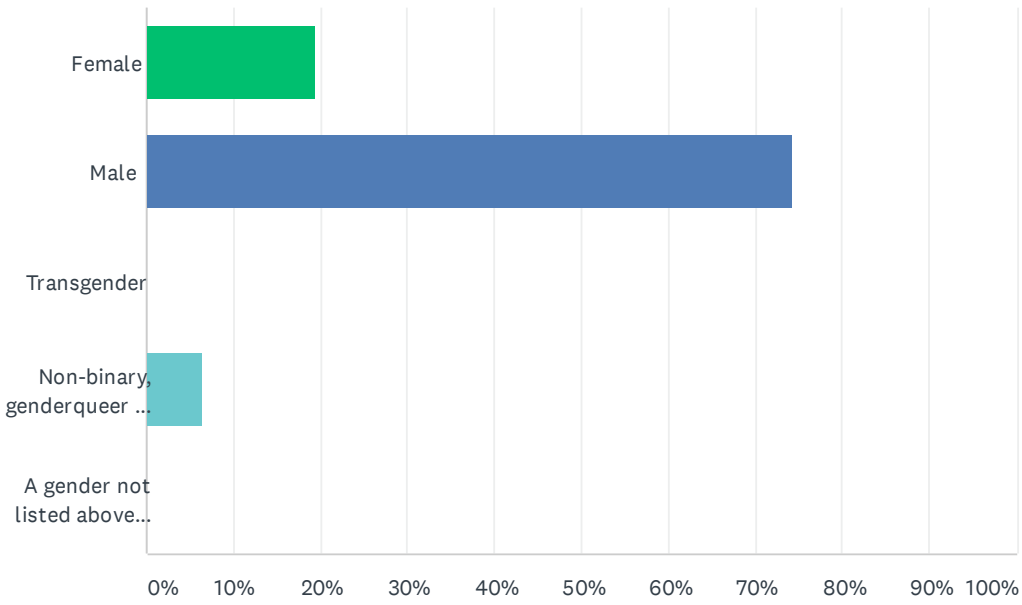
Answered: 34 Skipped: 6



ANSWER CHOICES	RESPONSES	
Native American, American Indian or Alaska Native	0.00%	0
Asian or Asian American	0.00%	0
Black or African American	5.88%	2
Hispanic or Latino/a/x	5.88%	2
Native Hawaiian or other Pacific Islander	0.00%	0
White	64.71%	22
Prefer not to answer	23.53%	8
An ethnicity not included above (please specify)	5.88%	2
Total Respondents: 34		

Q10 How do you identify your gender? (Select all that apply)

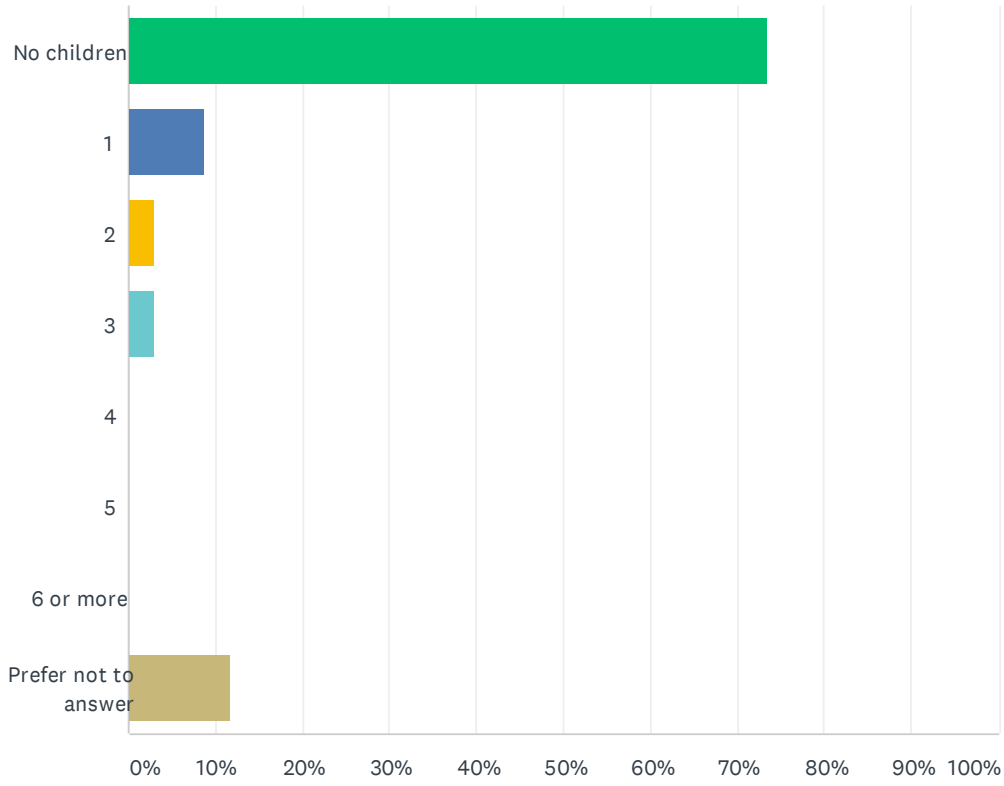
Answered: 31 Skipped: 9



ANSWER CHOICES	RESPONSES	
Female	19.35%	6
Male	74.19%	23
Transgender	0.00%	0
Non-binary, genderqueer or third gender	6.45%	2
A gender not listed above (please describe)	0.00%	0
Total Respondents: 31		

Q11 How many children under the age of 18 live in your household? (Check one)

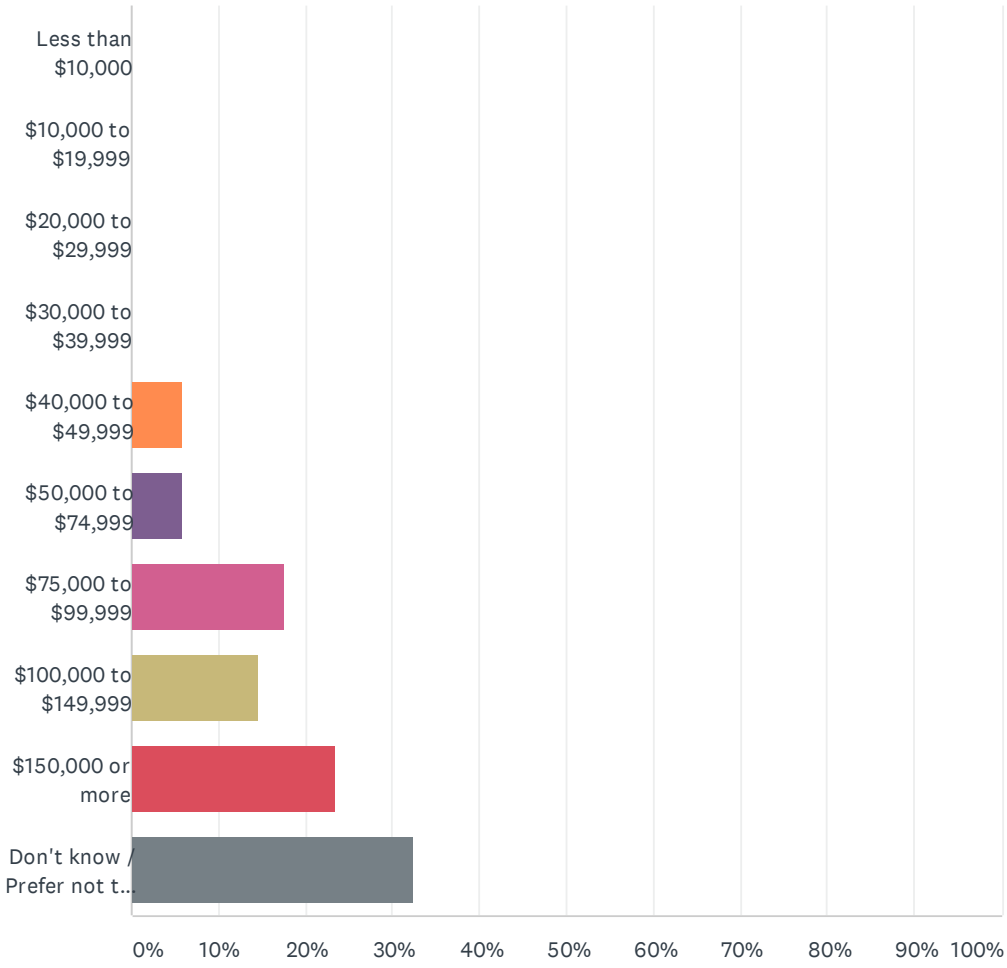
Answered: 34 Skipped: 6



ANSWER CHOICES	RESPONSES	
No children	73.53%	25
1	8.82%	3
2	2.94%	1
3	2.94%	1
4	0.00%	0
5	0.00%	0
6 or more	0.00%	0
Prefer not to answer	11.76%	4
TOTAL		34

Q12 Which of the following best represents the annual income of your household before taxes?

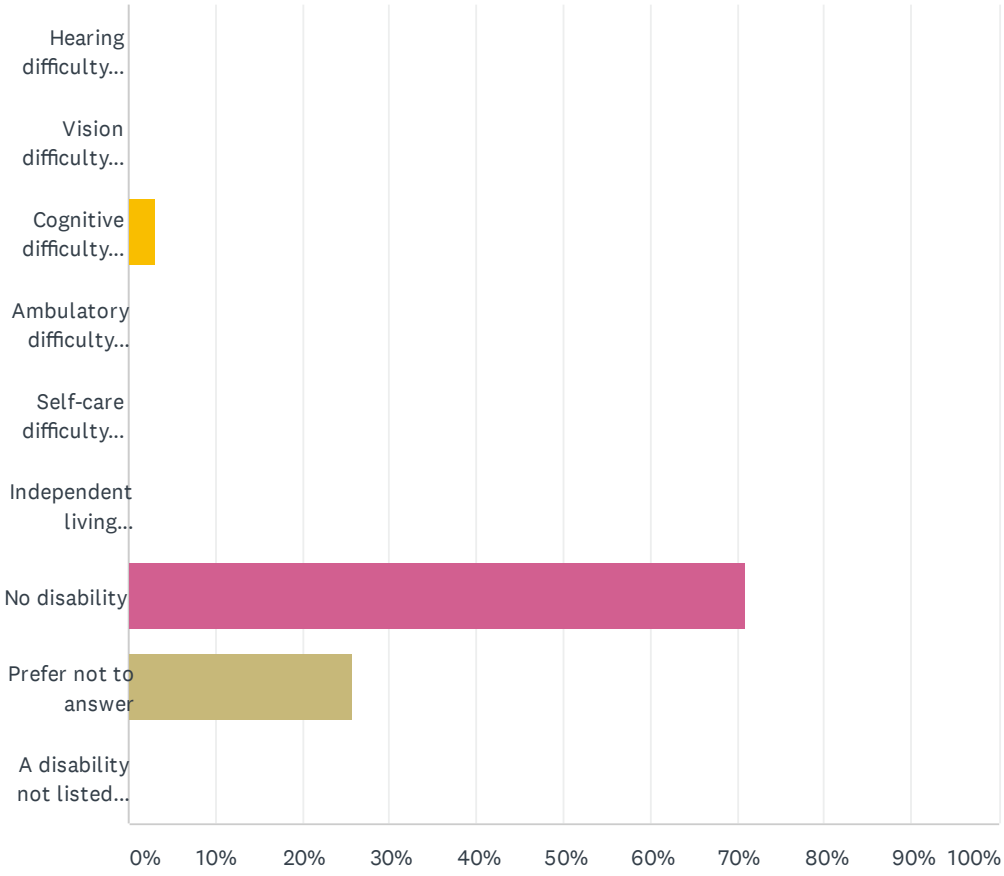
Answered: 34 Skipped: 6



ANSWER CHOICES	RESPONSES	
Less than $10,000	0.00%	0
$10,000 to $19,999	0.00%	0
$20,000 to $29,999	0.00%	0
$30,000 to $39,999	0.00%	0
$40,000 to $49,999	5.88%	2
$50,000 to $74,999	5.88%	2
$75,000 to $99,999	17.65%	6
$100,000 to $149,999	14.71%	5
$150,000 or more	23.53%	8
Don't know / Prefer not to answer	32.35%	11
TOTAL		34

Q13 Do you live with a disability? (Select all that apply)

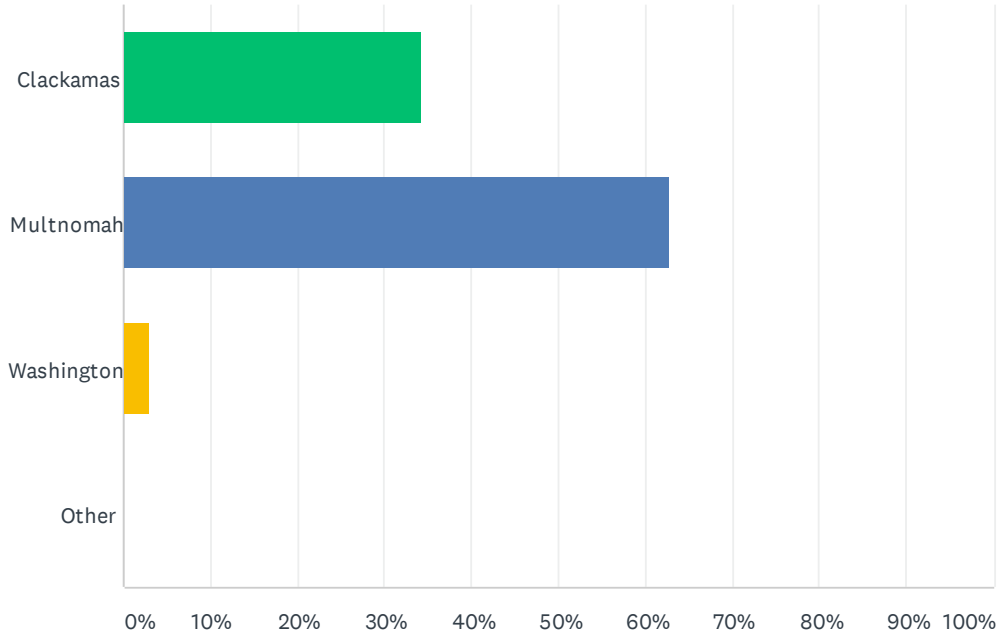
Answered: 31 Skipped: 9



ANSWER CHOICES	RESPONSES	
Hearing difficulty (deaf or have serious difficulty hearing)	0.00%	0
Vision difficulty (blind or have serious difficulty seeing, even when wearing glasses)	0.00%	0
Cognitive difficulty (because of a physical, mental or emotional problem, have difficulty remembering, concentrating or making decisions)	3.23%	1
Ambulatory difficulty (unable to walk or having serious difficulty walking or climbing stairs)	0.00%	0
Self-care difficulty (unable to bathe or dress or having difficulty doing so)	0.00%	0
Independent living difficulty (because of a physical, mental or emotional problem, unable to do errands alone or have difficulty doing so)	0.00%	0
No disability	70.97%	22
Prefer not to answer	25.81%	8
A disability not listed above (please describe)	0.00%	0
Total Respondents: 31		

Q14 In which County do you live?

Answered: 35 Skipped: 5



ANSWER CHOICES	RESPONSES	
Clackamas	34.29%	12
Multnomah	62.86%	22
Washington	2.86%	1
Other	0.00%	0
TOTAL		35

Attachment E: Summary of changes to Final Report

METRO HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

Date: November 2020

Subject: Summary of changes to Final Report

Summary of changes

Executive Summary (page viii)

- Added language:
  Historically, identifying a single, comprehensive funding source for jurisdictional transfers in the region has been a challenge. Jurisdictions are typically only interested in transfers when accompanied by funding to improve the roadway, and it is difficult to provide a meaningful funding amount by piecing different funding buckets together. The study team recognizes the need for a wholistic and comprehensive funding strategy to fully accomplish jurisdictional transfers. Refer to the Consultant Recommendation memorandum (November 2020) for a list of funding sources and a broader funding discussion.

Figure 2-1 (page 9)

- Changed Phase 1 text: ~~Identify approvers~~ Identify decision makers

Section 2.3, Phase 1 (page 10)

- Changed text: ~~Identify approvers~~ Identify decision makers

Figures 4-3 and 4-4 (pages 26, 28) and Attachment C, Figures 3 and 4 (page 124, 125)

- "Transfer is progress" denotation has been removed from the legend
- "Transfer discussions are underway for the following segments:" and status update on the suggested three segments has been added as a footnote to the legend

Table 4-3 (page 27)

- Changed right column heading: ~~Technically Promising for Transfer?~~ High rank for transfer readiness?

Section 6.2, Capital Needs (page 34) and Attachment F (page 9)

- Changed text in final paragraph from "may" to "must": ODOT and the local jurisdiction ~~may~~ must consider the costs associated with Americans with Disabilities Act (ADA) compliance.

Section 7, Conclusion (page 37)

- Changed text:
  - ~~The study team will produce a separate recommendation document focused on regional next steps for local, regional, and state partners. It will include an overview of the most~~

~~promising funding strategies available from a variety of sources for jurisdictional transfers. The consultant recommendation will offer the most promising candidates to move forward in these state, regional and local jurisdictional transfer conversations. The recommendation also will include steps to keep partners engaged in the jurisdictional transfer topic.~~

- Historically, identifying a single, comprehensive funding source for jurisdictional transfers in the region has been a challenge. Jurisdictions are typically only interested in transfers when accompanied by funding to improve the roadway, and it is difficult to provide a meaningful funding amount by piecing different funding buckets together. The study team recognizes the need for a wholistic and comprehensive funding strategy to fully accomplish jurisdictional transfers. Refer to the Consultant Recommendation memorandum (November 2020) for a list of funding sources and a broader funding discussion.

Attachment F (page 219)

- Footnote added to Table 1 that reads, "Field surveys may need to be augmented with more detailed analysis of facilities dependent on agreement between agencies."

STAFF REPORT

FOR THE PURPOSE OF ACCEPTING THE FINDINGS IN THE REGIONAL FRAMEWORK FOR HIGHWAY JURISDICTIONAL TRANSFER STUDY

Date: December 17, 2020

Prepared by: John Mermin
John.mermin@oregonmetro.gov

BACKGROUND

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

Because of the delay in transferring ownership, most of these roadways have a backlog of pavement maintenance as well as gaps or deficiencies in basic urban pedestrian and bicycle facilities. Funding for near or long-term investments has not been identified by the state or local jurisdictions. Furthermore, there is no agreement in the region on which roads are the highest priorities when it comes to what to transfer, when, and at what cost. For this reason, these transfers will take time to accomplish on a case-by-case basis. However, the 2018 RTP also identified immediate concerns for safety and equity that are driving a more urgent need to accomplish these transfers.

The report included in Exhibit A provides a Policy Framework, Evaluation Methodologies, Findings, Needs and Deficiencies Assessment, and a Cost estimating Methodology. It highlights the key takeaways and provides attachments including the full deliverables for these components as well as for an Inventory of candidate roadways, Equity Considerations and Roadway Classification change recommendations.

A Public Comment Period for the report was held this Fall (9/15-10/22), Notice of the public comment period was provided through Metro News and distributed to an email list of community members and organizations, the Project Steering Committee, Metro's Metropolitan Transportation Advisory Committee and the Joint Policy Committee on Transportation. Metro's Metropolitan Transportation Advisory Committee and the Project Steering Committee

Members of the public and other interested stakeholders were encouraged to review the draft document and comment by letter, phone, "in person" through online Zoom meetings with Metro and ODOT project managers, through an online comment survey.

No comments were received by mail or phone. The project team received seven comment letters by email, two interested parties met with project managers and 40 people participated in the online comment survey. In addition to receiving the comment letters, survey responses, and in-person meetings, the project team also met with county coordinating committees. All comments received, meeting notes and survey results are included within the Public Comment Summary Memorandum in Exhibit B.

Overall, jurisdictional staff and decision-makers who submitted comments are interested in continued dialogue about jurisdictional transfers.

- Levels of support for transferring roadways vary by roadway and jurisdiction.
- There is generally agreement that the roadways the report identifies as promising candidates for jurisdictional transfer need improvements to better meet local needs, uses and priorities, especially safety.

- There is a common concern among jurisdictions regarding the funding that would be needed at the local level for improvements and ongoing maintenance of transferred roadways.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – this resolution accepts findings from a study that was called for in the 2018 RTP update as adopted in Ordinance 18-1421 FOR THE PURPOSE OF AMENDING THE 2014 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW AND AMENDING THE REGIONAL FRAMEWORK PLAN.
3. **Anticipated Effects** – Findings included in Exhibit A will be considered in the 2023 update to the Regional Transportation Plan (RTP).
4. **Budget Impacts** – None.

RECOMMENDED ACTION

Approve Resolution No.20-5138 accepting the findings in the Regional Framework for Highway Jurisdictional Transfer study.

BEFORE THE METRO COUNCIL

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	)))))	RESOLUTION NO. 20-5141 Introduced by Chief Operating Officer Marissa Madrigal in concurrence with 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.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

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

Staff Contact: Lucinda Broussard, Lucinda.BROUSSARD@odot.state.or.us ~~Mandy Putney, Mandy.Putney@odot.stat.or.us~~

Description

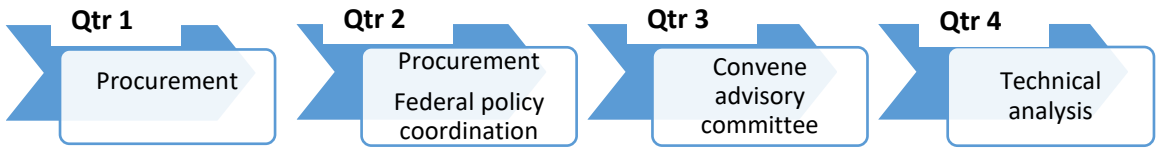
This project will advance the results of a feasibility analysis completed in December 2018. The Value Pricing Feasibility Analysis was conducted using state funding from House Bill 2017; no federal funds were spent (except for $43 in June by administrative staff activating the account). The current phase 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	$ ~~6,354,600~~ 18,027,064

Materials & Services	$	~~7,000,000~~ 19,547,890	Local Match	$	~~645,400~~ 1,520,826
TOTAL	**$**	**Total Amount**	**TOTAL**	**$**	**~~7,000,000~~ 19,547,890**

TriMet Red Line MAX Extension TOD & Station Area Planning

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

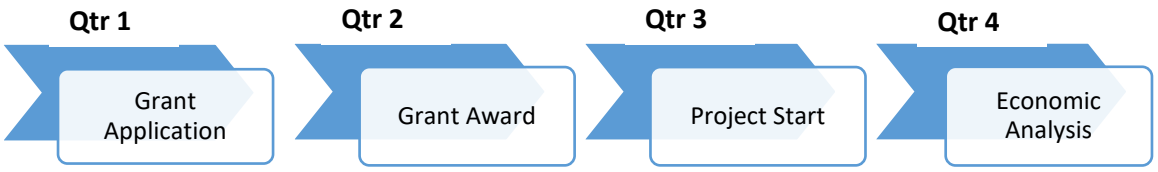
Description

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 ¾ 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:		Resources:	
Personal Services	$ 30,000	Federal grant	$ 219,213
Materials & Services	$ 298,820	Local Match	$ 109,607
TOTAL	$ 328,820	TOTAL	$ 328,820

Tualatin Valley Highway Transit and Development Project

Staff Contact: Chris Ford, 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.

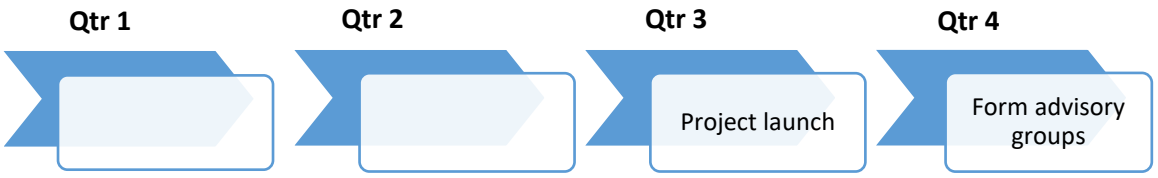
This is a new program commencing in the second half of fiscal year 2020-21. The project's first major task is to establish a steering committee that includes elected officials and community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study 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.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	$ 50,000	FTA / FHWA / ODOT	$ 100,000
Materials & Services	$ 50,000	Metro Required Match	$ 11,445
Interfund Transfer	$ 11,445		
TOTAL	**$ 111,445**	**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: November 24, 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

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ISSUE STATEMENT
The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect 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.

<u>TriMet - Red Line Transit Oriented Development planning project</u>
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 ¾ 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.

TRIMET

Coalition of Communities of Color

dhm RESEARCH

Reimagining Public Safety and Security on Transit

Recent events of racial injustice have led to candid conversations about race, safety, equity and the need for lasting change. As the public transit provider for our region, which relies on support from local law enforcement to ensure the safety of our riders and employees, TriMet has an opportunity—and the responsibility—to rethink, to reimagine, our approach to safety on our system so everyone feels welcome.

On July 1, 2020, TriMet made the first step, redirecting $1.8 million in police contracts and additional funding to explore new community-based services to expand our safety approach.

TriMet is now working in partnership with the Coalition of Communities of Color and DHM Research on a broad outreach and engagement effort. We want to gather thoughts from riders, with a focus on those who depend on transit. We also want to hear from community groups, local leaders and the public, as well as our Transit Equity Advisory Committee, TriMet Safety & Security Committee, Committee on Accessible Transportation and our frontline workers and security officers. Those conversations, along with research and analysis, will help guide us to make our transit system better—more safe, welcoming and equitable for all.

Building a better transit system together

OUTREACH ↓

- Engaging with riders, community members, local leaders, as well as frontline employees and security staff, through virtual town halls, listening sessions, surveys and focus groups
- Partnering with the Coalition of Communities of Color to ensure feedback from a range of voices reflecting all those we serve

RESEARCH ↓

- Identifying best practices in the transit industry for public safety and equity
- Analyzing regional security challenges and TriMet incident data to identify opportunities for different security approaches

INFORM

- Gathering a committee of regional thought leaders and national transit safety experts to advise TriMet as we move forward on community-informed safety efforts

Timeline

July	August	September	October
• Develop engagement strategy	• Begin listening sessions & virtual town halls • Launch online surveys • Begin researching best practices & data analysis	• Complete listening sessions, virtual town halls & surveys • Complete best practices research and data analysis • Form Transit Safety Advisory Committee	• Continue Transit Safety Advisory Committee work • Provide Transit Safety Advisory Committee recommendation to TriMet GM

Ongoing updates and discussions with TriMet Board, TriMet Safety & Security Committee, Transit Equity Advisory Committee, Commission on Accessible Transportation

Foundation for the future

As TriMet develops a new public safety and security approach, we will build on our foundation of diversity, equity and inclusion.

LOW INCOME/REDUCED FARE
$28/month
for unlimited rides

FARE RELIEF
$8.5 million
in free and reduced fare

HIGH SCHOOL PASS PROGRAM
$610,000
in free fare to low-income students

TRANSIT EQUITY OVERSIGHT
16
region-wide partnerships

DECRIMINALIZED SYSTEM
90
days to resolve citations internally

CIVIL RIGHTS
26
policies ensuring equity and fair access

MINORITY CONTRACTING
$70 million
historic DBE contract

CLIMATE JUSTICE
8
actions for a greener future

EQUITABLE DEVELOPMENT
466
affordable housing units developed

Learn more about our programs to create a more accessible transit system for everyone at **trimet.org/equity.**

Get Involved

Share your opinion on safety, security presence, training, partnerships and non-police community-based initiatives. Learn more about participating in an upcoming focus group and take a survey at trimet.org/publicsafety.

Questions or comments? Email us at equity@trimet.org or call 503-962-2244.

Materials following this page were distributed at the meeting.

Nov 2020 traffic deaths in Clackamas, Multnomah and Washington Counties*

ODOT preliminary fatal crash report, as of 11/30/20

Carol, 79, walking, Washington County, 11/25/20
Unknown, driving, Multnomah County, 11/24/20
Unknown, driving, Multnomah County, 11/22/20
Unknown and Unknown, Multnomah County, 11/22/20
Garrett, 37, driving, Washington County, 11/21/20
Manuel, 16, driving, Washington County, 11/20/20
Colin, 26, driving, Multnomah County, 11/20/20
Sherry Lynn, 68, walking, Clackamas County, 11/19/20
Obduwier, 18, driving, Multnomah, County, 11/19/20
Tetteh, 35, walking, Clackamas County, 11/19/20
Maxine, 94, driving, Clackamas County, 11/18/20
Tracy, 37, walking, Washington County, 11/17/20
Daniel, 27, walking, Multnomah County, 11/17/20 (died on November 27)
Antonio, 28, bicycling, Multnomah County, 11/12/20
Kevin, 28, driving, Washington County, 11/10/20
Jennifer, 46, driving, Multnomah County, 11/8/20
Phoenix, 16, Rita, 16, Hailey, 16, driving, Multnomah County, 11/6/20
Randy, 66, walking, Multnomah County, 11/6/20
Armando, 27, driving, Multnomah County, 11/6/20
Mark, 53, driving, Clackamas County, 11/4/20

Metro

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING FIVE EXISTING AND ADDING SIX NEW PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING CLACKAMAS COUNTY, METRO ODOT, SMART, AND, TRIMET (DC21-05-DEC)	)))))	RESOLUTION NO. 20-5151 Introduced by: Chief Operating Officer Andrew Scott in concurrence with Council President Lynn Peterson

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

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

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

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

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

WHEREAS, Clackamas County's new Advanced Traffic Controllers (ATC) and Signal Optimization Metro awarded 2019 Transportation Systems Management and Operations (TSMO) project will upgraded up to ninety-nine older traffic signals providing central signal system upgrades, intersection and signal timing optimized improvements for all users has developed a sufficient scope and delivery budget to all MTIP and STIP programming to now occur; and

WHEREAS, Clackamas County's new ATC project awarded funding will be sourced from two existing programmed Metro TSMO project grouping buckets for a total of $735,787 of federal Surface Transportation Block Grant (STBG) funds; and

WHEREAS, ODOT's All Roads Transportation Safety (ARTS) Central Systemic Signals and Illumination project grouping bucket which provides illumination, intersection work, bike and pedestrian improvements, ADA upgrades, signal work, and other safety improvements at various locations is completing a scope change to add two additional site locations to be included in the ARTS bucket; and

WHEREAS, ODOT's Highway Safety Improvement Program (HSIP) program grouping bucket is completing housekeeping corrective action to shift $600,000 to ODOT's Region 1 Bike Pedestrian Crossings project which was approved as part of the 2021-24 MTIP and STIP update, but not completed when the final transition updates were accomplished; and

WHEREAS, the December 2020 Formal Amendment is adding two SMART Senior and Disabled projects from their Federal Fiscal Year (FFY) 2019 and 20220 allocations which provide ADA para-transit services to improve mobility for seniors and individuals with disabilities that were not approved by the Federal Transit Agency (FTA) at the end of FFY 2020 and now are required to be carried over into the 2021-24 MTIP to allow the funds to be obligated; and

WHEREAS, the December 2020 Formal Amendment is also adding two SMART FTA Section 5339 funded projects which support the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities that were not approved by the Federal Transit Agency (FTA) at the end of FFY 2020 and now are required to be carried over into the 2021-24 MTIP to allow the funds to be obligated; and

WHEREAS, through this formal MTIP Amendment, TriMet's Elderly and Disabled Program (2020) project which supports ADA para-transit services to improve mobility for seniors and individuals with disabilities is being canceled from the MTIP as it did receive FTA approval resulting in the obligation of the FTA Section 5310 funds before the end of FFY 2020 and avoided the need to slip the project to FFY 2021; and

WHEREAS, as the result of an approved fund exchange among Metro, Portland, and TriMet, and approval from the ODOT State Congestion Mitigation Air Quality (CMAQ) fund manager plus Federal Highway Administration (FHWA), Metro CMAQ funds have been swapped for local TriMet funds from a Portland project and are being committed to TriMet's planned five electric bus purchase which provides an improved air quality improvement benefit for use of the CMAQ funds; 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 December 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 December 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 December 4, 2020; and

WHEREAS, JPACT approved Resolution 20-5151 consisting of the December 2020 Formal MTIP Amendment bundle on December 17, 2020 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on January 7, 2021 to formally amend the 2021-24 MTIP to include the required changes or additions to the three identified projects as part of Resolution 20-5151.

ADOPTED by the Metro Council this ____ day of _____ 2021.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Proposed December 2020 Formal Transition Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **DC21-05-DEC**
Total Number of Projects: 11

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key TBD - NEW MTIP ID TBD **NEW PROJECT**	Clackamas County	Clackamas Cnty Regional ATC Controller & Signal Optimization	**ADD NEW PROJECT:** The formal amendment adds the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call.	FY 2019-21 Metro Transportation System and Operations (TSMO) project award
Project #2 ODOT Key **19289** MTIP ID 70671	Metro	Transportation System Management & Operations (TSMO) Program 2018	**SPLIT FUNDS:** The amendment commits the remaining $200,000 of STBG funds to the new Clackamas County ATC project (Project #1 this amendment). As a result, the programming buck of Key 19289 is now zero and canceled from the MTIP,	Key 19289 functions as a project grouping bucket (PGB) with funding committed to Metro TSMO projects.
Project #3 ODOT Key **20884** MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2019)	**SPLIT FUNDS:** The formal amendment splits off and commits $535,787 of STBG-U to the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP.	Key 20884 functions as a project grouping bucket (PGB) with funding committed to Metro TSMO projects.
Project #4 ODOT Key **20335** MTIP ID 70950	ODOT	Central Systemic Signals and Illumination (ODOT)	**SCOPE CHANGE** The formal amendment updates the project based on the addition of the two new site locations (ID #44- US-30By (Lombard) at N Interstate Ave) & (ID#97 US-30By (Lombard) at OR99E(MLK) as part of the approved PGB	Both sites were approved for inclusion into Key 20335, but left off the master list of approved projects for the PGB. By adding the two locations, design costs increase to address both. ROW phase cost have been updated to reflect actual needs.

Project #5 ODOT Key **20414** MTIP ID 70970	ODOT	Road Safety Audit Implementation	**COST DECREASE:** The formal amendment decreases the project grouping bucket by $600,000 of HSIP federal funds. The funds were moved to support project Key 20479, ODOT's Region 1 Bike Ped Crossings project.	The funds were shift as part of the 2021-24 MTIP and STIP update but not corrected here in Key 20414
Project #6 ODOT Key **20866** MTIP ID 70896	SMART	SMART Senior and Disabled Program 2019	**ADD NEW PROJECT:** The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.	Due to the expectation that the project would obligate its federal funds before the end of FY 2020, it was not carried-over into the 2021-24 MTIP.
Project #7 ODOT Key **20867** MTIP ID 70897	SMART	SMART Senior and Disabled Program (2020)	**ADD NEW PROJECT:** The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.	Due to the expectation that the project would obligate its federal funds before the end of FY 2020, it was not carried-over into the 2021-24 MTIP.
Project #8 ODOT Key **20869** MTIP ID 70899	SMART	Smart Bus and Bus Facilities (Capital) 2019	**ADD NEW PROJECT:** The formal amendment adds SMART's 5339 funding to FY 2021 which is effectively a project slip from FY 2020.	Due to the expectation that the project would obligate its federal funds before the end of FY 2020, it was not carried-over into the 2021-24 MTIP.
Project #9 ODOT Key **20870** MTIP ID: 70970	SMART	Smart Bus and Bus Facilities (Capital) (2020)	**ADD NEW PROJECT:** The formal amendment adds SMART's 5339 FY 2020 funding to FY 2021 which is effectively a project slip from FY 2020.	Due to the expectation that the project would obligate its federal funds before the end of FY 2020, it was not carried-over into the 2021-24 MTIP.
Project #10 ODOT Key **20837** MTIP ID 70924	TriMet	TriMet Elderly and Disabled Program (2020)	CANCEL PROJECT: The formal amendment cancels Key 20837 from the 221-24 MTIP.	Key 20837 was carried over into the 2021-24 MTIP under the assumption the 5310 were not approved in FTA's financial TrAMS system which indicates obligation and approval to expend. In October, TriMet received confirmation that the 5310 had received TrAMS approval and were now considered obligated.
Project #11 ODOT Key **New - TBD** MTIP ID New - TBD	TriMet	TriMet Battery Electric Bus Purchases	**ADD NEW PROJECT:** The Formal Amendment adds the five bus purchase using CMAQ funds for TriMet to the 2021-24 MTIP	The new CMAQ funded project originates from a fund exchange among Metro, Portland, and TriMet.

Metro

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

Formal Amendment
ADD NEW PROJECT
Add new TSMO ATC project

Lead Agency: Clackamas County		Project Type:	TSMO	**ODOT Key:**	**TBD**
Project Name:	1	ODOT Type	Ops	**MTIP ID:**	**TBD**
Clackamas Cnty Regional ATC Controller & Signal Optimization		Performance Meas:	Yes	**Status:**	**1**
		Capacity Enhancing:	No	**Comp Date:**	**12/31/2022**
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Conformity Exempt:	Yes	RTP ID:	11104
		On State Hwy Sys:	No	RFFA ID:	N/A
Short Description: Throughout Clackamas County, replace up to ninety-nine (99) older model 170/2070 traffic signal controllers and upgrade to the latest Advanced Traffic Controllers (ATC) national and state standards. Along with controller, local software, and central signal system upgrade, intersection signal timing will be optimized for all users.		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2021	Past Amend:	0
		Years Active:	0	OTC Approval:	No
		STIP Amend #: TBD		MTIP Amnd #: DC21-05-DEC	

Detailed Description: ATC replacement and upgrades include the following general locations: Clackamas County = 29 ATCs, Gladstone = 3 ATCs, Lake Oswego = 24 ATCs, Milwaukie = 6 ATCs, Oregon City = 17 ATCs, West Linn = 1 ATC, Wilsonville = 19 ATCs. 99 total ATC replacement and upgrades planned. Award from the Metro 2019 TSMO project call.

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming occurring

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	**Total**
Federal Funds								
STBG	**Z230**	**2022**					**$ 735,878**	$ 735,878
								$ -
								$ -
							Federal Totals:	**$ 735,878**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								$ -
								$ -
							State Total:	**$ -**
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	**Match**	**2022**					**$ 84,225**	$ 84,225
								$ -
							Local Total	**$ 84,225**
Phase Totals Before Amend:			$ -	**$ -**	$ -	$ -	$ -	$ -
Phase Totals After Amend:			$ -	**$ -**	$ -	$ -	**$ 820,103**	**$ 820,103**
							Year Of Expenditure (YOE):	$ 820,103

Notes and Summary of Changes:

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

> NEW PROJECT SUBMISSION: Funding award originates from the Metro 2019 TSMO project call (from RFFA Step 1 allocation). This is one of 8 new projects awarded TSMO funds from the 2019 TSMO call. All projects will be awarded STBG funds. No CMAQ will be used.

Amendment Summary:

The formal amendment adds the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call. The project will occur at various sites throughout Clackamas County an replace up to ninety-nine (99) older model 170/2070 traffic signal controllers and upgrade to the latest ATC national and state standards. Funding is pulled from Keys 19289 and 20884.

> Will Performance Measurements Apply: Yes - ITS

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 - Safety - Traffic control devices and operating assistance other than signalization projects

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 4 - Reliability and Efficiency

> Goal 4.2 - Travel Management

> Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated to the MPOs for various transportation improvements

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

Other

> On NHS: No

> Metro Model: N/A

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No

Metro

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

Formal Amendment
SPLIT FUNDS
Shift Remaining STBG funds to Clackamas County ATC project

Lead Agency: Metro		Project Type:	TSMO		**ODOT Key:**	**19289**
Project Name:	**2**	ODOT Type	Ops		**MTIP ID:**	**70671**
Transportation System Management & Operations (TSMO) Program 2018		Performance Meas:	No		**Status:**	**N/A**
		Capacity Enhancing:	No		**Comp Date:**	**1/31/2021**
Project Status: N/A - This is a TSMO project grouping bucket which maintains committed funding for awarded TSMO projects until MTIP programming occurs		Conformity Exempt:	Yes		RTP ID:	11104
		On State Hwy Sys:	N/A		RFFA ID:	N/A
Short Description: The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.		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:	2016		Past Amend:	0
		Years Active:	6		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: DC21-05-DEC	

Detailed Description: The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods. The activities of this program focus on proactive management of the multi-modal transportation system through: (1) Multi-modal traffic management strategies to reduce travel times and vehicle emissions, (2) traveler information to help system users make informed decisions and avoid congestion, and (3)Traffic incident management to reduce crashes and delay, and improve traveler safety. The program also supports the implementation of the region's Congestion Management Process (CMP) by implementing lower cost, high benefit operational improvements for congestion and safety; and by enhancing the region's real-time data collection capabilities in support of performance monitoring.(2016-2018 RFFA Allocation)

STIP Description: The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.

Last Amendment of Modification: None. Initial project programming occurring

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	**Total**
Federal Funds								
~~STP-U~~	~~Z230~~	~~2021~~					~~$ 200,000~~	$ -
								$ -
								$ -
							Federal Totals:	**$ -**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								$ -
								$ -
							State Total:	**$ -**
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
~~Local~~	~~Match~~	~~2022~~					~~$ 22,891~~	$ -
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			$ -	**$ -**	$ -	$ -	~~$ 222,891~~	~~$ 222,891~~
Phase Totals After Amend:			$ -	**$ -**	$ -	$ -	**$ -**	**$ -**
							Year Of Expenditure (YOE):	$ -

Notes and Summary of Changes:

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

> Split funding from the TSMO bucket tot support the new Clackamas County ATC project.

Amendment Summary:

The formal amendment splits off and commits the final $200,000 of STP-U to the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. $535,787 of STBG also is being committed to the new ATC project from Key 20884. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call. As a result of this funding shift, Key 19289 is considered completed and canceled from the MTIP.

> Will Performance Measurements Apply: No

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 - Safety - Traffic control devices and operating assistance other than signalization projects

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 4 - Reliability and Efficiency

> Goal 4.2 - Travel Management

> Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

> STP-U = Federal Surface Transportation Program funds appropriated to the states with a portion allocated to the MPOs for various transportation improvements

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

Other

> On NHS: No

> Metro Model: N/A

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No

Metro

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

Formal Amendment
SPLIT FUNDS
Shift $535,878 of STBG funds to Clackamas County ATC project

Lead Agency: Metro		Project Type:	TSMO	**ODOT Key:**	**20884**
Project Name:		ODOT Type	Ops	**MTIP ID:**	**70875**
Transportation System Mgmt Operations/ITS (2019)	**3**	Performance Meas:	No	**Status:**	**N/A**
		Capacity Enhancing:	No	**Comp Date:**	**9/30/2023**
Project Status: N/A - This is a TSMO project grouping bucket which maintains committed funding for awarded TSMO projects until MTIP programming occurs		Conformity Exempt:	Yes	RTP ID:	11104
		On State Hwy Sys:	N/A	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
Short Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee.		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2016	Past Amend:	0
		Years Active:	6	OTC Approval:	No
		STIP Amend #: TBD		MTIP Amnd #: DC21-05-DEC	

Detailed Description: The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods. The activities of this program focus on proactive management of the multi-modal transportation system through: (1) Multi-modal traffic management strategies to reduce travel times and vehicle emissions, (2) traveler information to help system users make informed decisions and avoid congestion, and (3)Traffic incident management to reduce crashes and delay, and improve traveler safety. The program also supports the implementation of the region's Congestion Management Process (CMP) by implementing lower cost, high benefit operational improvements for congestion and safety; and by enhancing the region's real-time data collection capabilities in support of performance monitoring.(2016-2018 RFFA Allocation)

STIP Description: The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.

Last Amendment of Modification: None. Initial project programming occurring

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	**Total**
Federal Funds								
~~STBG-U~~	~~Z230~~	~~2021~~					~~$ 1,693,574~~	$ -
STBG-U	**Z230**	**2022**					**$ 1,157,696**	$ 1,157,696
								$ -
							Federal Totals:	**$ 1,157,696**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								$ -
								$ -
							State Total:	**$ -**
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
~~Local~~	~~Match~~	~~2021~~					~~$ 193,837~~	$ -
Local	**Match**	**2022**					**$ 132,503**	**$ 132,503**
							Local Total	**$ 132,503**
Phase Totals Before Amend:			$ -	**$ -**	$ -	$ -	~~$ 1,887,411~~	~~$ 1,887,411~~
Phase Totals After Amend:			$ -	**$ -**	$ -	$ -	**$ 1,290,199**	**$ 1,290,199**
							Year Of Expenditure (YOE):	$ 1,290,199

Notes and Summary of Changes:

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
> Split funding from the TSMO bucket tot support the new Clackamas County ATC project.

Amendment Summary:

The formal amendment splits off and commits $535,787 of STBG-U to the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call. As a result of this funding shift, Key 20884 programming decreases from $1,887,411 to $1,290,199 (31.6% cost change)
> Will Performance Measurements Apply: No

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 - Safety - Traffic control devices and operating assistance other than signalization projects
> UPWP amendment: Not applicable & not required
> RTP Goals: Goal 4 - Reliability and Efficiency
> Goal 4.2 - Travel Management
> Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

> STBG-U = Federal Surface Transportation Program funds appropriated to the states with a portion allocated to the MPOs for various transportation improvements
> Local = General local funds provided by the lead agency as part of the required match.

Other

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

Metro

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

Formal Amendment
SCOPE CHANGE
Site Locations are adjusted

Lead Agency: ODOT

Project Name:
Central Systemic Signals and Illumination (ODOT)

4

Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.

Short Description: Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations. (PGB-ARTS)

Project Type:	O&M
ODOT Type	Safety
Performance Meas:	Yes
Capacity Enhancing:	No
Conformity Exempt:	Yes
On State Hwy Sys:	No
Mile Post Begin:	N/A
Mile Post End:	N/A
Length:	N/A
1st Year Program'd:	2018
Years Active:	3
STIP Amend #: 21-24-0109	

ODOT Key:	**20335**
MTIP ID:	**70950**
Status:	**5**
Comp Date:	**12/31/2022**
RTP ID:	12095
RFFA ID:	N/A
RFFA Cycle:	N/A
UPWP:	No
UPWP Cycle:	N/A
Past Amend:	3
OTC Approval:	Yes
MTIP Amnd #: DC21-05-DEC	

Detailed Description: Performance Measurement project site locations from the PGB. Approved project safety scope elements include the installation of reflectorized back-plates and supplemental signal heads, increase stop sign size, properly place stop bar, illumination poles, removal of trees, etc. at 7 site locations: (1) #49 at I-205 MP 17.21 to MP 17.91, (2) #51 at OR99E MP 2.33 to MP 5.93, (3) #58 at US30BY MP 9.20 to MP 14.52,(4) #134H at US26)Powell) at SE 71st Ave, (5) 21H at US 26 (Powell) at SE 39th Ave, (6) #44H at US30BY (Lombard) at N Interstate Ave, and (7) #97H at US30BY (Lombard) at OR99E (MLK)

STIP Description: Improvements at various intersections in the City of Portland including signals, lighting, signing and traffic median upgrades to improve safety.

Last Amendment of Modification: December, 2019 - AB20-05-DEC2, Administrative - Slip ROW to 2021

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	**Total**
Federal Funds								
~~HSIP~~	~~ZS30~~	~~2018~~		~~$ 828,228~~				
HSIP	**ZS30**	**2018**		**$ 1,025,579**				$ 1,025,579
~~ADVCON~~	~~ACP0~~	~~2018~~		~~$ 308,189~~				$ -
AC-HSIP (92.22%)	**ACP0**	**2018**		**$ 308,189**				$ 308,189
~~HSIP~~	~~ZS30~~	~~2021~~			~~$ 286,066~~			$ -
AC-HSIP (92.22%)	**ACP0**	**2021**			**$ 88,716**			$ 88,716
HSIP (92.22%)	ZS30	2021					$ 2,607,807	$ 2,607,807
							Federal Totals:	**$ 4,030,291**
Federal Fund Obligations $:				$ 1,333,768	$ 88,716			Federal Aid ID
EA Number:				PE02973	R9658000			
Initial Obligation Date:				7/27/2018	10/16/2020			
EA End Date:				12/31/2022	12/31/2026			
Known Expenditures:				$ 373,691	$ 82.90			
State Funds								
~~State~~	~~Match~~	~~2018~~		~~$ 69,872~~				$ -
State	**Match**	**2018**		**$ 86,521**				$ 86,521
State	Match	2018		$ 26,000				$ 26,000
~~State~~	~~Match~~	~~2021~~			~~$ 24,134~~			$ -
State	**Match**	**2021**			**$ 7,484**			$ 7,484
State	Match	2021					$ 220,004	$ 220,004
							State Total:	**$ 340,009**
Local Funds								
								$ -
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			$ -	~~$ 1,232,289~~	~~$ 310,200~~	$ -	$ 2,827,811	$ 4,370,300
Phase Totals After Amend:			$ -	**$ 1,446,289**	**$ 96,200**	$ -	$ 2,827,811	$ 4,370,300
							Year Of Expenditure (YOE):	$ 4,370,300

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.
> Key 20335 is a project grouping bucket (PGB) supporting federal Highway System Improvement Program (HSIP) roadway improvements. The ARTS based Safety PGB has been updated to include two additional site locations approved in the bucket. Adjusting the project contents by adding the two locations acts as a scope change which merits the need for a full/formal amendment.

Amendment Summary:

The formal amendment updates the project based on the addition of the two new site locations (ID #44- US-30By (Lombard) at N Interstate Ave) & (ID#97 US-30By (Lombard) at OR99E(MLK) as part of the approved PGB. Both sites were approved for inclusion into Key 20335, but left off the master list of approved projects for the PGB. By adding the two locations, design costs increase to address both. ROW phase cost have been updated to reflect actual needs.
> Will Performance Measurements Apply: Yes - ITS

RTP References:

> RTP ID: 12095 - Safety & Operations Projects
> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity
> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
> UPWP amendment: Not applicable & not required
> RTP Goals: Goal 5 - Safety and Security
> Goal 5.1 - Transportation Safety
> Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

> HSIP = Federal Highway Safety Improvement Program funds appropriated to the state DOT and used for needed transportation improvements.
> AC-HSIP = Federal Advance Construction fund code placeholder wit the intent of being converted to HSIP later.
> ADVCON = Federal Advance Construction fund code placeholder allowing the state to determine an obligation date and will cover costs initially until the final federal fund code is determined for the project.
> State = General State funds provided by the lead agency as part of the required match.

Other

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

Metro

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

Formal Amendment
COST DECREASE
Decrease by $600k and convert AC to State STBG

Lead Agency: ODOT		Project Type:	Safety	**ODOT Key:**	**20414**
Project Name:		ODOT Type	Safety	**MTIP ID:**	**70970**
Road Safety Audit Implementation	**5**	Performance Meas:	No	**Status:**	**N/A**
		Capacity Enhancing:	No	**Comp Date:**	**9/30/2023**
Project Status: Key 20414 is a project grouping bucket with dedicated funding for future safety improvement projects as awarded by OTC		Conformity Exempt:	Yes	RTP ID:	12095
		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
Short Description: Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2018	Past Amend:	5
		Years Active:	4	OTC Approval:	Yes
		STIP Amend #: 21-24-0119		MTIP Amnd #: DC21-05-DEC	

Detailed Description: Project Grouping Bucket per 40 CFR 93.126 - Safety. HSIP fund bucket supporting and addressing unanticipated safety improvements as identified. 2018 RTP approved in revenue and project grouping bucket "Safety and Operations" supporting improvements in the following areas: Highway crossings improvements, Roadway safety (non-capacity repairs/rehabilitation), Landslides/rock falls mitigation, and Illumination/Signals, ITS. Project Funding

STIP Description: Address unanticipated safety improvements as identified

Last Amendment of Modification: Formal, AP20-11-APR - April 2019- SPLIT FUNDING - Split $150,000 from Key 20414 and add it to Key 20479 in the PE phase to allow PE to continue. Because Key 20479 is completing a scope and limits change, Key 20414 is part of the formal amendment with Key 20479

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	**Total**
Federal Funds								
~~AC HSIP (100%)~~	~~ZS30~~	~~2021~~					~~$ 1,539,244~~	$ -
HSIP (100%)	**ZS30**	**2021**					**$ 939,244**	$ 939,244
								$ -
								$ -
							Federal Totals:	**$ 939,244**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								$ -
								$ -
ODOT State funds are committed as part of the required match							**State Total:**	**$ -**
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								$ -
								$ -
							Local Total	**$ -**
Phase Totals Before Amend:			$ -	$ -	$ -	$ -	~~$ 1,539,244~~	~~$ 1,539,244~~
Phase Totals After Amend:			$ -	$ -	$ -	$ -	**$ 939,244**	**$ 939,244**
							Year Of Expenditure (YOE):	$ 939,244

Notes and Summary of Changes:

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
> Cost decrease: $600k was already removed from the project grouping bucket and committed to Key 20479 as part of the 2021-24 MTIP Update process. The double programming error was caught and is being corrected now.

Amendment Summary:

The formal amendment decreases the project grouping bucket by $600,000 of HSIP federal funds. The funds were moved to support project Key 20479, ODOT's Region 1 Bike Ped Crossings project. The funds were shift as part of the 2021-24 MTIP and STIP update but not corrected here in Key 20414. This resulted in fund double programming action which is being corrected now. The cost decrease represents a 38.9% cost change to the project grouping bucket.
> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 12095 - Safety & Operations Projects
> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Highway Safety Improvement Program implementation.
> UPWP amendment: Not applicable & not required
> RTP Goals: Goal 5 - Safety and Security
> Goal 5.1 Transportation Safety
> Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

> AC-HSIP = Federal Advance Construction placeholder with a future expected Highway Safety Improvement Program (HSIP) federal fund code expected to be committed to the project
> HSIP (100%) = Federal Highway Safety Improvement Program supporting ODOT safety improvement projects. Federal funding is 100% with no required local match.

Other

> On NHS: No
> Metro Model: No
> Model category and type: N/A
> TCM project: No

Metro

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

Formal Amendment
ADD NEW PROJECT
Slip Key 20866 to FY 2021

Lead Agency: SMART		Project Type:	Transit	**ODOT Key:**	**20866**
Project Name: **SMART Senior and Disabled Program 2019**	**6**	ODOT Type	Transit	**MTIP ID:**	**70896**
		Performance Meas:	Yes	**Status:**	**T22**
		Capacity Enhancing:	No	**Comp Date:**	**12/31/2021**
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Conformity Exempt:	Yes	RTP ID:	11327
		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
Short Description: ~~Services and Facility Improvements for Elderly and Disabled Customers~~ **Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations**		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	1
		Years Active:	2	OTC Approval:	No
		STIP Amend #: 21-24-0123		MTIP Amnd #: DC21-05-DEC	

Detailed Description: **Provide ADA paratransit services within the SMART service area to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options such as operating paratransit Dial-A-Ride and door-to-door pick-up and transport services for disabled, elderly, and mobility needs, providing RideWise Travel Training for older adults and people with disabilities, procuring and maintaining ADA paratransit buses and vans, installation and maintenance of wheelchair ramps, developing and implementing transit – related information technology systems, including scheduling, routing, one-call systems, implementing ADA improvements at stops and stations to include building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features plus improving signage, or way-finding technology, and offering mobility management programs.**

STIP Description: TBD

Last Amendment of Modification: None. Initial programming in the 2021-24 MTIP. Project was identified to obligate before the end of FY 2020, but this did not occur.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	**Total**
Federal Funds								
5310	**F160**	**2021**					**$ 41,000**	$ 41,000
								$ -
								$ -
							Federal Totals:	**$ 41,000**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								$ -
								$ -
							State Total:	**$ -**
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	**Match**	**2021**					**$ 10,250**	$ 10,250
								$ -
							Local Total	**$ 10,250**
Phase Totals Before Amend:			$ -	$ -	$ -	$ -	$ -	$ -
Phase Totals After Amend:			$ -	$ -	$ -	$ -	**$ 51,250**	**$ 51,250**
							Year Of Expenditure (YOE):	$ 51,250

Notes and Summary of Changes:

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
> Project slip from FY 2020. No TrAMS grant approval and fund obligation from FTA.

Amendment Summary:

The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.
> Will Performance Measurements Apply: Yes - Transit

RTP References:

> RTP ID: 11327 - SMART Commuter Bus Service to Neighboring Communities
> RTP Description: Additional service hours for new services and related bus stop and ROW improvements to neighboring communities; such as, Salem, Tigard, Tualatin, Sherwood, Woodburn, Portland, etc.
> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.12 - Mass Transit - Operating assistance to transit agencies.
> UPWP amendment: Not applicable & not required
> RTP Goals: Goal 3 - Transportation Choices
> Goal Objective 3.3 Access to Transit
> Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

> 5310 = Federal FTA Section 5310 funds supporting senior transportation and disabled services .
> Local = General local funds provided by the lead agency as part of the required match.

Other

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

Metro

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

Formal Amendment
ADD NEW PROJECT
Slip Key 20867 to FY 2021

Lead Agency: SMART		Project Type:	Transit	**ODOT Key:**	**20867**
Project Name: **SMART Senior and Disabled Program (2020)**	**7**	ODOT Type	Transit	**MTIP ID:**	**70897**
		Performance Meas:	Yes	**Status:**	**T22**
		Capacity Enhancing:	No	**Comp Date:**	**12/31/2021**
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Conformity Exempt:	Yes	RTP ID:	11327
		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
Short Description: ~~Services and Facility Improvements for Elderly and Disabled Customers~~ **Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations**		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	0
		Years Active:	2	OTC Approval:	No
		STIP Amend #: 21-24-0126		MTIP Amnd #: DC21-05-DEC	

Detailed Description: **Provide ADA paratransit services within the SMART service area to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options such as operating paratransit Dial-A-Ride and door-to-door pick-up and transport services for disabled, elderly, and mobility needs, providing RideWise Travel Training for older adults and people with disabilities, procuring and maintaining ADA paratransit buses and vans, installation and maintenance of wheelchair ramps, developing and implementing transit – related information technology systems, including scheduling, routing, one-call systems, implementing ADA improvements at stops and stations to include building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features plus improving signage, or way-finding technology, and offering mobility management programs.**

STIP Description: TBD

Last Amendment of Modification: None. Initial programming in the 2021-24 MTIP. Project was identified to obligate before the end of FY 2020, but this did not occur.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	**Total**
Federal Funds								
5310	**F160**	**2021**					**$ 41,000**	$ 41,000
								$ -
								$ -
							Federal Totals:	**$ 41,000**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								$ -
								$ -
							State Total:	**$ -**
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	**Match**	**2021**					**$ 10,250**	$ 10,250
								$ -
							Local Total	**$ 10,250**
Phase Totals Before Amend:			$ -	$ -	$ -	$ -	$ -	$ -
Phase Totals After Amend:			$ -	$ -	$ -	$ -	**$ 51,250**	**$ 51,250**
							Year Of Expenditure (YOE):	$ 51,250

Notes and Summary of Changes:

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
> Project slip from FY 2020. No TrAMS grant approval and fund obligation from FTA.

Amendment Summary:

The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.
> Will Performance Measurements Apply: Yes - Transit

RTP References:

> RTP ID: 11327 - SMART Commuter Bus Service to Neighboring Communities
> RTP Description: Additional service hours for new services and related bus stop and ROW improvements to neighboring communities; such as, Salem, Tigard, Tualatin, Sherwood, Woodburn, Portland, etc.
> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.12 - Mass Transit - Operating assistance to transit agencies.
> UPWP amendment: Not applicable & not required
> RTP Goals: Goal 3 - Transportation Choices
> Goal Objective 3.3 Access to Transit
> Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

> 5310 = Federal FTA Section 5310 funds supporting senior transportation and disabled services .
> Local = General local funds provided by the lead agency as part of the required match.

Other

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

Metro

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

Formal Amendment
ADD NEW PROJECT
Slip Key 20869 to FY 2021

Lead Agency: SMART		Project Type:	Transit	**ODOT Key:**	**20869**
Project Name: **Smart Bus and Bus Facilities (Capital) 2019**	**8**	ODOT Type	Transit	**MTIP ID:**	**70899**
		Performance Meas:	Yes	**Status:**	**T22**
		Capacity Enhancing:	No	**Comp Date:**	**12/31/2021**
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Conformity Exempt:	Yes	RTP ID:	12097
		On State Hwy Sys:	No	RFFA ID:	N/A
Short Description: ~~Bus and Bus Facility Upgrades~~ **SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs.**		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2019	Past Amend:	1
		Years Active:	3	OTC Approval:	No
		STIP Amend #: 21-24-0163		MTIP Amnd #: DC21-05-DEC	

Detailed Description: **SMART's FTA 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The program also supports capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Program examples include SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs, plus bus/support vehicle replacement needs including a trolley replacement.**

STIP Description: TBD

Last Amendment of Modification: July 2019 - AB19-18-JUL2 - STIP Re-Balancing Amendment - Phase Slip: Slip Transit/Other phase and funding from 2019 to 2020. No change in funding. TPC remains at $87,500. Prior gov't shut down and CR issues negatively impacting SMART's ability to obtain TrAMS grant approvals resulting in project slips. - KL

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	**Total**
Federal Funds								
5339	**FF30**	**2021**					**$ 70,000**	$ 70,000
								$ -
								$ -
							Federal Totals:	**$ 70,000**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								$ -
								$ -
							State Total:	**$ -**
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	**Match**	**2021**					**$ 17,500**	$ 17,500
								$ -
							Local Total	**$ 17,500**
Phase Totals Before Amend:			$ -	$ -	$ -	$ -	$ -	$ -
Phase Totals After Amend:			$ -	$ -	$ -	$ -	**$ 87,500**	**$ 87,500**
							Year Of Expenditure (YOE):	$ 87,500

Notes and Summary of Changes:

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
> Project slip from FY 2020. No TrAMS grant approval and fund obligation from FTA.

Amendment Summary:

The formal amendment adds SMART's 5339 funding to FY 2021 which is effectively a project slip from FY 2020.
> Will Performance Measurements Apply: Yes - Transit

RTP References:

> RTP ID: 112097 - SMART operations
> RTP Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.12 - Mass Transit - Operating assistance to transit agencies.
> UPWP amendment: Not applicable & not required
> RTP Goals: Goal 3 - Transportation Choices
> Goal Objective 3.3 Access to Transit
> Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

> 5339 = Federal FTA Section 53390 funds supporting transit improvement needs .
> Local = General local funds provided by the lead agency as part of the required match.

Other

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

Metro

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

Formal Amendment
ADD NEW PROJECT
Slip Key 20870 to FY 2021

Lead Agency: SMART		Project Type:	Transit	**ODOT Key:**	**20870**
Project Name: **SMART Bus and Bus Facilities (Capital) 2020**	**9**	ODOT Type	Transit	**MTIP ID:**	**70900**
		Performance Meas:	Yes	**Status:**	**T22**
		Capacity Enhancing:	No	**Comp Date:**	**6/30/2022**
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Conformity Exempt:	Yes	RTP ID:	12097
		On State Hwy Sys:	No	RFFA ID:	N/A
Short Description: ~~Bus and Bus Facility Upgrades~~ **SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs.**		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	0
		Years Active:	2	OTC Approval:	No
		STIP Amend #: 21-24-0164		MTIP Amnd #: DC21-05-DEC	

Detailed Description: **SMART's FTA 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The program also supports capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Program examples include SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs, plus bus/support vehicle replacement needs including a trolley replacement.**

STIP Description: TBD

Last Amendment of Modification: None

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	**Total**
Federal Funds								
5339	**FF30**	**2021**					**$ 74,995**	$ 74,995
								$ -
								$ -
							Federal Totals:	**$ 74,995**
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								$ -
								$ -
							State Total:	**$ -**
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	**Match**	**2021**					**$ 21,005**	$ 21,005
								$ -
							Local Total	**$ 21,005**
Phase Totals Before Amend:			$ -	$ -	$ -	$ -	$ -	$ -
Phase Totals After Amend:			$ -	$ -	$ -	$ -	**$ 96,000**	**$ 96,000**
							Year Of Expenditure (YOE):	$ 96,000

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.
> Project slip from FY 2020. No TrAMS grant approval and fund obligation from FTA.

Amendment Summary:

The formal amendment adds SMART's 5339 2020 funding program to FY 2021 which is effectively a project slip from FY 2020.
> Will Performance Measurements Apply: Yes - Transit

RTP References:

> RTP ID: 112097 - SMART operations
> RTP Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.12 - Mass Transit - Operating assistance to transit agencies.
> UPWP amendment: Not applicable & not required
> RTP Goals: Goal 3 - Transportation Choices
> Goal Objective 3.3 Access to Transit
> Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

> 5339 = Federal FTA Section 53390 funds supporting transit improvement needs .
> Local = General local funds provided by the lead agency as part of the required match.

Other

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

Metro

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

Formal Amendment
CANCEL PROJECT
Cancel Key 20837 from 2021-24 MTIP as it already obligated

Lead Agency: TriMet		Project Type:	Transit	**ODOT Key:**	**20837**
Project Name:		ODOT Type	Transit	**MTIP ID:**	**70924**
TriMet Elderly and Disabled Program (2020)	**10**	Performance Meas:	No	**Status:**	**T28**
		Capacity Enhancing:	No	**Comp Date:**	**12/31/2021**
Project Status: T28 = Project funding expended, no further supporting TrAMS applications to occur		Conformity Exempt:	Yes	RTP ID:	11043
		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	2012-15
		Mile Post End:	N/A	UPWP:	No
Short Description: Services And Facility Improvements In Excess Of ADA Requirements		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	1
		Years Active:	1	OTC Approval:	No
		STIP Amend #: 21-24-0075		MTIP Amnd #: DC21-05-DEC	

Detailed Description: None

CANCELED PROJECT

STIP Description: Services and facility improvements for elderly and disabled customers in excess of Americans with Disabilities Act (ADA) requirements.

Last Amendment of Modification: AB21-01-AUG1, August 2020 - Administrative, Slip program to 2021

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	**Total**
Federal Funds								
~~5310~~	~~F160~~	~~2021~~					~~$ 1,957,506~~	$ -
								$ -
								$ -
							Federal Totals:	**$ -**
Federal Fund Obligations $:								Federal Aid ID
TrAMS ID							OR-2020-060	
Initial Obligation Date:							Sep-20	
EA End Date:							N/A	
Known Expenditures:							N/A	
State Funds								
								$ -
								$ -
							State Total:	**$ -**
Local Funds								
~~TriMet GF~~	~~Match~~						~~$ 489,377~~	$ -
								$ -
								$ -
5310 required match is set at 20%							**Local Total**	**$ -**
Phase Totals Before Amend:			$ -	$ -	$ -	$ -	~~$ 2,446,883~~	~~$ 2,446,883~~
Phase Totals After Amend:			$ -	$ -	$ -	$ -	$ -	$ -
							Year Of Expenditure (YOE):	$ -

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment cancels Key 20837 from the 221-24 MTIP. Key 20837 is programmed with FTA Section 5310 funds supporting transit needs for senior and the disabled. The project was projected to obligate its funds before the end of FY 2020 (September 30, 2020). This did occur, but verification did not occur until October. Since obligation verification was not available at the time of the final transition carry-over decisions, Key 20837 was carried over into the 2021-24 MTIP under the assumption it did not obligate its 5310 funds. Now that obligation verification has occurred, Key 20837 is being canceled from the 2021-24 MTIP. The 20218-21 MTIP retains Key 20837 and no action is required to re-open the 2018-21 MTIP.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 11043 - Access: Pedestrian Facilities: Phase 1
> RTP Description: Sidewalks, crosswalks and ADA improvements to transit stops and stations.
> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Operating Assistance
> UPWP amendment: Not applicable & not required
> RTP Goals: Goal 3 - Transportation Choices
> Goal 3.1 Travel Choices
> Goal Description: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

Fund Codes:

> 5310 = Federal FTA section 5310 funds appropriated to eligible transit agencies that support senior mobility and paratransit needs
> TriMet GF = Local general funds provided by TriMet in support of the required match.

Other

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

Metro

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

Formal Amendment
ADD NEW PROJECT
5 Replacement Electric Buses

Lead Agency: TriMet		Project Type:	Transit	**ODOT Key:**	**New**
Project Name:		ODOT Type	Transit	**MTIP ID:**	**New**
TriMet Battery Electric Bus Purchases	11	Performance Meas:	Yes	**Status:**	**T22**
		Capacity Enhancing:	No	**Comp Date:**	**12/31/2023**
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Conformity Exempt:	Yes	RTP ID:	10928
		On State Hwy Sys:	No	RFFA ID:	N/A
Short Description: **Purchase five 40 ft expanded-range battery electric replacement vehicles for fixed-route bus service, with transition to battery-electric buses (BEB) from diesel buses for fixed route bus service within the TriMet district. The transition to BEB from diesel will include a combination of new bus purchases and battery electric repowers of diesel buses.**		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2022	Past Amend:	0
		Years Active:	0	OTC Approval:	No
		STIP Amend #: TBD		MTIP Amnd #: DC21-05-DEC	

Detailed Description: **CMAQ originates from a prior fund exchange among TriMet, Metro, and Portland involving the Central City In Motion Project. TriMet receives the CMAQ to purchase five 40 foot replacement electric buses. CMAQ obligation must occur no later than September 30, 2023. CMAQ emission reduction numbers include: VOC = .047, CO = .281, NOx = .657, CO2 = N/A, PM2.5/PM10 = N/A**

STIP Description: TBD

Last Amendment of Modification: None - Initial MTIP programming occurring.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	**Total**
Federal Funds								
CMAQ	**Z400**	**2022**					**$ 4,946,372**	$ 4,946,372
								$ -
								$ -
							Federal Totals:	**$ 4,946,372**
Federal Fund Obligations $:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
Added note: The CMAQ funds are classified as "older" funds and are subject to shelf-life laps if not obligated by the end of FY 2023 (September 20,2023)								
State Funds								
								$ -
								$ -
							State Total:	**$ -**
Local Funds								
TriMet GF	**Match**	**2022**					**$ 602,578**	$ 602,578
Other	**OTH0**	**2022**					**$ 318,410**	$ 318,410
								$ -
"Other" funds are added overmatching local funds committed to the project							**Local Total**	**$ 920,988**
Phase Totals Before Amend:			$ -	$ -	$ -	$ -	$ -	$ -
Phase Totals After Amend:			$ -	$ -	$ -	$ -	**$ 5,867,360**	**$ 5,867,360**
							Year Of Expenditure (YOE):	$ 5,867,360

Notes and Summary of Changes:

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

> New project. CMAQ originates from the Metro, TriMet Portland fund exchange involving Central City In Motion. CMAQ is committed to a improved eligible project. Formal approval from FHWA and State CMAQ manager required and obtained to apply CMAQ to this project. These CMAQ funds are older. The end of FY 2023 obligation shelf-life condition applies.

Amendment Summary:

The formal amendment adds the new TriMet bus purchase for FY 2022.

> Will Performance Measurements Apply: Yes - ITS

RTP References:

> RTP ID: 10928 - Operating Capital: Fleet Vehicles Phase 1

> RTP Description: Replacement and/or expansion of buses, articulated buses, light rail and LIFT vehicles.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 7 - Healthy People

> Goal Objective 7.3 Clean Air

> Goal Description: Reduce transportation-related air pollutants, including and air toxics emissions.

Fund Codes:

> CMAQ = Federal Congestion Mitigation Air Quality improvement funds. CMAQ are allocated to states for transportation projects that provide large air quality improvement benefits. CMAQ funds are not a transportation funding program, but an air quality improvement program that support eligible transportation projects.

> TriMet GF funds = Local funds provided by TriMet as the required match at 10.27% to the federal CMAQ funds which equal 89.73%

> Other funds = Add local fund committed by the lead agency above the required match

Other

> On NHS: No

> Metro Model: No

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No

Memo

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

Date: November 27, 2020
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: December 2020 MTIP Formal Amendment & Resolution 20-5151 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING FIVE EXISTING AND ADDING SIX NEW PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING CLACKAMAS COUNTY, METRO ODOT, SMART, AND, TRIMET (DC21-05-DEC)

BACKROUND

What This Is:
The December 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5151 and being processed under MTIP Amendment DC21-05-DEC.

What is the requested action?
Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 20-5151 consisting of eleven projects in the December 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Proposed December 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: DC21-05- DEC Total Number of Projects: 11					
ODOT Key #	**MTIP ID #**	**Lead Agency**	**Project Name**	**Project Description**	**Description of Changes**
Project #1 Key **TBD** **NEW** **PROJECT**	TBD	Clackamas County	Clackamas Cnty Regional ATC Controller & Signal Optimization	Throughout Clackamas County, replace up to ninety-nine (99) older model 170/2070 traffic signal controllers and upgrade to the latest Advanced Traffic Controllers (ATC) national and state standards. Along with controller, local software, and central signal system upgrade, intersection signal timing will be optimized for all users.	**ADD NEW PROJECT:** The formal amendment adds the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call.

DECEMBER 2020 FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: NOVEMBER 27, 2020

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key **19289**	70671	Metro	Transportation System Management & Operations (TSMO) Program 2018	The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.	**SPLIT FUNDS:** Commit remaining $200,000 of STP-U funds to the new Clackamas County ATC project (Project #1 this amendment). As a result, the programming buck of Key 19289 is now zero and canceled from the MTIP,
Project #3 Key **20884**	70875	Metro	Transportation System Mgmt Operations/ITS (2019)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee.	**SPLIT FUNDS:** The formal amendment splits off and commits $535,787 of STBG-U to the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP.
Project #4 Key **20335**	70950	ODOT	Central Systemic Signals and Illumination (ODOT)	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations. (PGB-ARTS)	**SCOPE CHANGE** The formal amendment updates the project based on the addition of the two new site locations (ID #44- US-30By (Lombard) at N Interstate Ave) & (ID#97 US-30By (Lombard) at OR99E(MLK) as part of the approved PGB
Project #5 Key **20414**	70970	ODOT	Road Safety Audit Implementation	Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB	**COST DECREASE:** The formal amendment decreases the project grouping bucket by $600,000 of HSIP federal funds. The funds were moved to support project Key 20479, ODOT's Region 1 Bike Ped Crossings project. The funds were shift as part of the 2021-24 MTIP and STIP update but not corrected here in Key 20414.
Project #6 Key **20866**	70896	SMART	SMART Senior and Disabled Program 2019	Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations	**ADD NEW PROJECT:** The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.
Project #7 Key **20867**	70897	SMART	SMART Senior and Disabled Program 2020	Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations	**ADD NEW PROJECT:** The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.

Project #8 Key **20869**	70899	SMART	Smart Bus and Bus Facilities (Capital) 2019	SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs.	**ADD NEW PROJECT:** The formal amendment adds SMART's 5339 funding to FY 2021 which is effectively a project slip from FY 2020.
Project #9 Key **20870**	70900	SMART	SMART Bus and Bus Facilities (Capital) 2020	SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs.	**ADD NEW PROJECT:** The formal amendment adds SMART's 5339 funding to FY 2021 which is effectively a project slip from FY 2020
Project #10 Key **20837**	70924	TriMet	TriMet Elderly and Disabled Program (2020)	Services And Facility Improvements In Excess Of ADA Requirements	**CANCEL PROJECT:** The formal amendment cancels Key 20827 from the 221-24 MTIP. The project was projected to obligate its funds before the end of FY 2020 (September 30, 2020). This did occur, but verification did not occur until October. The project does not need to be included now in the 2021-24 MTIP.
Project #11 Key **New TBD**	New TBD	TriMet	TriMet Battery Electric Bus Purchases	Purchase five 40 ft. expanded-range battery electric replacement vehicles for fixed-route bus service, with transition to battery-electric buses (BEB) from diesel buses for fixed route bus service within the TriMet district. The transition to BEB from diesel will include a combination of new bus purchases and battery electric repowers of diesel buses.	**ADD NEW PROJECT:** The formal amendment adds the new TriMet bus purchase for FY 2022. The project results from a past fund exchange among Metro, Portland, and TriMet.

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

Project 1:	**Clackamas Cnty Regional ATC Controller & Signal Optimization**		
Lead Agency:	**Clackamas County**		
ODOT Key Number:	**TBD**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Proposed improvements: Throughout Clackamas County, replace up to ninety-nine (99) older model 170/2070 traffic signal controllers and upgrade to the latest Advanced Traffic Controllers (ATC) national and state standards. Along with controller, local software, and central signal system upgrade, intersection signal timing will be optimized for all users. • Source: New project. • Funding:		

	The awarded source of funding is from the Metro FY 2019 Transportation Systems Management and Operations (TSMO) project call. (The funding originates within the RFFA Step 1 allocation) • Project Type: TSMO/ITS (Exempt) • Location: Regional – throughout Clackamas County • Cross Street Limits: N/A • Overall Mile Post Limits: N/A • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • STIP Amendment Number: TBD • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No • Metro approval date: January 2020
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment adds the new Clackamas Cnty Regional ATC Controller & Signal Optimization to the 2021-24 MTIP. The project is a Metro 2019 TSMO awarded project to upgrade and install Advance Traffic Controllers at up to 99 locations in Clackamas County. Clackamas County currently maintains approximately 170 traffic signals, of which 73 signals are owned by Clackamas County and the remaining 97 signals are owned by local jurisdictions. These local jurisdictions consist of City of Lake Oswego, City of Oregon City, City of Wilsonville, City of Milwaukie, City of Gladstone, and City of West Linn. Traffic signals within these local jurisdictions are maintained by Clackamas County through an existing intergovernmental traffic engineering and maintenance support agreements. Of the 170 existing traffic signals, 99 signal controllers are using out dated technology, with unsupported local software, and out dated signal timing. ATC Controllers are the latest national and state standards with more functionality and built-in performance software tools. Along with controller, local software, and central signal system upgrade, intersection signal timing will be optimized for all users
Additional Details:	The Metro TSMO funding allocation awards a total of $735,878 of federal STBG funds to the project. ATC replacement and upgrades include the following general locations: Clackamas County = 29 ATCs, Gladstone = 3 ATCs, Lake Oswego = 24 ATCs, Milwaukie = 6 ATCs, Oregon City = 17 ATCs, West Linn = 1 ATC, Wilsonville = 19 ATCs. 99 total ATC replacement and upgrades planned. The ODOT Local Agency Liaison (LAL) review of the Technical scoping document has determined the project scope an budget are sufficiently developed to allow MTIP and STIP programming to now occur. Development of the Intergovernmental Agreement (IGA) will now follow with a target obligation an Notice to Proceed (NTP) early federal fiscal year 2022 (fall of 2022).

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 federal award of $735,878 is being drawn from two existing Metro TSMO/ITS project grouping buckets (PGB). $200,000 of STP-U is being pulled from Key 19289 with the remainder of $535,787 shifted from Key 20884.
Added Notes:	Included attachments: • (Attachment 1): Clackamas County Regional ATC Controller Upgrade Location Map • (Attachment 2): Metro TSMO Award Memo

Project 2:	**Transportation System Management & Operations (TSMO) Program 2018**		
Lead Agency:	**Metro**		
ODOT Key Number:	**19289**	MTIP ID Number:	70671
Projects Description:	Project Snapshot: • Proposed improvements: The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods. • Source: Existing project. • Funding: The project grouping bucket (PGB) is programmed with committed federal STP-U that will be awarded to selected Metro TSMO projects. • Project Type: TSMO/ITS • Location: Regional MPO allocation • Cross Street Limits: N/A • Overall Mile Post Limits: N/A • Current Status Code: N/A – PBG are programed as a commitment to future TSMO projects • STIP Amendment Number: TBD • MTIP Amendment Number: DC21-05-DEC • OTC approval was not required for this amendment.		
What is changing?	**AMENDMENT ACTION: SPLIT FUNDS** The formal amendment shifts the remaining $200,000 of STP-U funds to the new Clackamas County ATC controller upgrade project (see project #1 this amendment bundle). As a result of the fund shift, Key 19289 is now empty and zero programmed. Key 19289 is canceled from the MTIP.		
Additional Details:	Funding for the new Clackamas County ATC project is also supported by a fund shift from Key 20884. Se next project.		

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the fund shift draws down Key 19289 to a zero programmed level resulting its cancellation. The cancellation action requires a formal amendment to complete.
Total Programmed Amount:	The total programming amount decreases from $222,891 to $0
Added Notes:	

Project 3:	**Transportation System Mgmt Operations/ITS (2019)**		
Lead Agency:	**Metro**		
ODOT Key Number:	**20884**	MTIP ID Number:	70875
Projects Description:	Project Snapshot: • Proposed improvements: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. • Source: Existing project • Funding: The PGB contains STBG funds committed for future Metro awarded TSMO projects • Project Type: TSMO/ITS • Location: N/A • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: TBD • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No		
What is changing?	**AMENDMENT ACTION: SPLIT FUNDS** The formal amendment shifts $535,787 of STBG-U funds to Clackamas County's new ATC upgrade project. The funding along with $200,000 of STP-U funds from Key 19289 is providing the funding source for the Clackamas County project.		
Additional Details:			
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 change impacting the project is above 20%. For this project the cost change from the split equals 31.6%		
Total Programmed Amount:	The total programmed amount in Key 20884 (federal and match) decreases from $1,887,411 to $1,290,199		
Added Notes:			

Project 4:	**Central Systemic Signals and Illumination (ODOT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**20335**	MTIP ID Number:	70950
Projects Description:	Project Snapshot: • Proposed improvements:		

	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations. (PGB-ARTS) • Source: Existing project • Funding: The PGB contains committed federal Highway Safety Improvement Program (HSIP) funds • Project Type: Safety Project Grouping Bucket (PGB) • Location: N/A • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: 21-24-0109 • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No
What is changing?	**AMENDMENT ACTION: SCOPE CHANGE** The formal amendment adds two site locations to the project grouping bucket. As a result PE design costs increase. Right-of-Way (ROW) phase costs have been update to reflect actual needs and costs. Unrequired ROW funding is shifted to PE to cover the increased PE phase costs.
Additional Details:	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, projects involving a significant scope change require a full/formal amendment
Total Programmed Amount:	The total programmed amount remains unchanged at $4,370,300.
Added Notes:	

Project 5:	**Road Safety Audit Implementation**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**20414**	MTIP ID Number:	7070
Projects Description:	Project Snapshot: • Proposed improvements: Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations Project Grouping Bucket (PGB) • Source: Existing project • Funding: The PGB contains committed federal Highway Safety Improvement Program (HSIP) funds • Project Type: Safety Project Grouping Bucket (PGB) • Location: N/A • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: 21-24-0119 • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No		

What is changing?	**AMENDMENT ACTION: COST DECREASE** The formal amendment The formal amendment decreases the project grouping bucket by $600,000 of HSIP federal funds. The funds were moved to support project Key 20479, ODOT's Region 1 Bike Ped Crossings project. The funds were shift as part of the 2021-24 MTIP and STIP update but not corrected here in Key 20414.
Additional Details:	The $600k was already removed from the project grouping bucket and committed to Key 20479 as part of the 2021-24 MTIP Update process. The double programming error was caught and is being corrected now.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, projects with a total project cost of $1 million or greater and involve a cost change greater than 20% require a formal amendment.
Total Programmed Amount:	The total programmed amount decreases from 1,539,244 to $939,244 and represents a 38.9% cost change to the project.
Added Notes:	

Project 6:	**SMART Senior and Disabled Program 2019**		
Lead Agency:	**SMART**		
ODOT Key Number:	**20866**	MTIP ID Number:	70896
Projects Description:	Project Snapshot: • Proposed improvements: Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations Source: New project • Funding: The project contains FTA Section 5310 federal funds supporting paratransit and senior mobility needs • Project Type: Transit • Location: SMART service area • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: 21-24-0123 • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment adds the new FTA Section 5310 project to the 2021-24 MTIP. Key 20866 was programmed in the 2018-21 MTIP and expected to obligate its funds by the end of FY 2020. As a result, the project was not carried-over into the new 2021-24 MTIP. Upon learning that the 5310 obligation did not occur as expected, Key 20866 is being added to the 2021-24 MTIP to ensure the fund obligation can occur during FY 2021.		

Additional Details:	The MTIP short and detailed descriptions are being updated as well.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.
Total Programmed Amount:	The total programmed amount is $51,250
Added Notes:	

Project 7:	**SMART Senior and Disabled Program (2020)**		
Lead Agency:	**SMART**		
ODOT Key Number:	**20867**	MTIP ID Number:	70897
Projects Description:	Project Snapshot: • Proposed improvements: Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations Source: New project • Funding: The project contains FTA Section 5310 federal funds supporting paratransit and senior mobility needs • Project Type: Transit • Location: SMART service area • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: 21-24-0126 • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment adds the new FTA Section 5310 project to the 2021-24 MTIP. Key 20867 was programmed in the 2018-21 MTIP and expected to obligate its funds by the end of FY 2020. As a result, the project was not carried-over into the new 2021-24 MTIP. Upon learning that the 5310 obligation did not occur as expected, Key 20867 is being added to the 2021-24 MTIP to ensure the fund obligation can occur during FY 2021.		
Additional Details:	The MTIP short and detailed descriptions are being updated as well.		
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.		
Total Programmed Amount:	The total programmed amount is $51,250		
Added Notes:			

Project 8:	**Smart Bus and Bus Facilities (Capital) 2019**		
Lead Agency:	**SMART**		
ODOT Key Number:	**20869**	MTIP ID Number:	70899
Projects Description:	Project Snapshot: • Proposed improvements: SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs. Source: New project • Funding: The project contains FTA Section 5339 federal funds supporting various transit improvement needs • Project Type: Transit • Location: SMART service area • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: 21-24-0163 • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No		
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment adds the new FTA Section 5339 project to the 2021-24 MTIP. Key 20869 was programmed in the 2018-21 MTIP and expected to obligate its funds by the end of FY 2020. As a result, the project was not carried-over into the new 2021-24 MTIP. Upon learning that the 5339 obligation did not occur as expected, Key 20869 is being added to the 2021-24 MTIP to ensure the fund obligation can occur during FY 2021.		
Additional Details:	The MTIP short and detailed descriptions are being updated as well.		
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.		
Total Programmed Amount:	The total programmed amount is $87,500		
Added Notes:			

Project 9:	**SMART Bus and Bus Facilities (Capital) 2020 (Add New Project)**		
Lead Agency:	**SMART**		
ODOT Key Number:	**20870**	MTIP ID Number:	70970
Projects Description:	Project Snapshot: • Proposed improvements:		

	SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs. Source: New project • Funding: The project contains FTA Section 5339 federal funds supporting various transit improvement needs • Project Type: Transit • Location: SMART service area • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: 21-24-0164 • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment adds the new FTA Section 5339 project to the 2021-24 MTIP. Key 20870 was programmed in the 2018-21 MTIP and expected to obligate its funds by the end of FY 2020. As a result, the project was not carried-over into the new 2021-24 MTIP. Upon learning that the 5339 obligation did not occur as expected, Key 20870 is being added to the 2021-24 MTIP to ensure the fund obligation can occur during FY 2021.
Additional Details:	The MTIP short and detailed descriptions are being updated as well.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.
Total Programmed Amount:	The total programmed amount is $96,000
Added Notes:	

Project 10:	**TriMet Elderly and Disabled Program (2020) (Cancel Project)**		
Lead Agency:	**TriMet**		
ODOT Key Number:	**20837**	MTIP ID Number:	70924
Projects Description:	Project Snapshot: • Proposed improvements: Providing para-transit ADA services within the TriMet service area to improve mobility for seniors and individuals with disabilities such as operating LIFT,TriMet's shared-ride service for people who are unable to use regular buses and trains due to a disability or disabling health condition, procuring, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations. Source: Existing project		

	• Funding: The project contains FTA Section 5310 federal funds supporting senior mobility and para-transit ADA support to people with disabilities • Project Type: Transit • Location: TriMet service area • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: 21-24-0075 • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No
What is changing?	**AMENDMENT ACTION: CANCEL PROJECT** The formal amendment cancels Key 20837 from the 221-24 MTIP. Key 20837 is programmed with FTA Section 5310 funds supporting transit needs for senior and the disabled. The project was projected to obligate its funds before the end of FY 2020 (September 30, 2020). This did occur, but verification did not occur until October. Since obligation verification was not available at the time of the final transition carry-over decisions, Key 20837 was carried over into the 2021-24 MTIP under the assumption it did not obligate its 5310 funds. Now that obligation verification has occurred, Key 20837 is being canceled from the 2021-24 MTIP. The 20218-21 MTIP retains Key 20837 and no action is required to re-open the 2018-21 MTIP.
Additional Details:	Fund obligation during September 2020 and verified by TrAMS status and approval grant report from TriMet *Sep-2020* OR-2020-043 NA FY2019 5312 STEPS to MOD & MPI Demonstration Active Travel & Incidentals (00) 5312 $35,000 $0 $35,000 Active Personnel - Task 4 Project Management (00) 5312 $415,872 $47,128 $463,000 Active Contractual - Task 3 Mobility Data (00) 5312 $334,100 $150,000 $484,100 Active Contractual - Task 2 Customer Experience (00) 5312 $258,476 $360,077 $618,553 Active Contractual - Task 1 Innovative Payment (00) 5312 $546,304 $236,908 $783,212 Active Contractual - Task 1 Innovataive Payment (00) 5312 $222,530 $96,502 $319,032 *Subtotal OR-2020-043* *$1,812,282 $890,615 $2,702,897* OR-2020-060-00 20837 FY20 5310 Mobility Management, Purchase of Service, Preventive Maintenance & Operating Active Preventive Maintenance FY20 (00) 5310 $25,475 $6,369 $31,844 Active Operating FY20 (00) 5310 $466,042 $466,042 $932,084 Active Mobility Management FY20 (00) 5310 $165,712 $41,428 $207,140 Active 3rd Party Contracted Servies (5310 Only) FY20 (00) 5310 $51,475 $12,869 $64,344 Active 3rd Party Contracted Services FY20 (00) 5310 $615,671 $153,918 $769,589 *Subtotal OR-2020-060-00* *$1,324,375 $680,626 $2,005,001*
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, cancelling a project in the MTIP requires a full/formal amendment.
Total Programmed Amount:	The total programmed amount decreases to $0
Added Notes:	

Project 11:	**TriMet Battery Electric Bus Purchases**		
Lead Agency:	**TriMet**		
ODOT Key Number:	**TBD - New**	MTIP ID Number:	TBD - New

Projects Description:	Project Snapshot: • Proposed improvements: Purchase five 40 ft. expanded-range battery electric replacement vehicles for fixed-route bus service, with transition to battery-electric buses (BEB) from diesel buses for fixed route bus service within the TriMet district. The transition to BEB from diesel will include a combination of new bus purchases and battery electric repowers of diesel buses. • Source: New project • Funding: The project contains Metro allocated Congestion Mitigation Air Quality (CMAQ) improvement funds • Project Type: Transit • Location: TriMet service area • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: TBD • MTIP Amendment Number: DC21-05-DEC • OTC approval required: No
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT** The formal amendment adds the new TriMet bus procurement project into the 2021-24 MTIP. The use of CMAQ for this project originates from a fund exchange among Metro, Portland, and TriMet. The use of CMAQ was determined to be a better fit for the CMAQ funds which require a clear and demonstrable air quality improvements as part of their core eligibility for use. Initially programmed to a Portland project, the fund exchange offered Portland the opportunity to deliver their faster and potentially with fewer delivery obstacles. TriMet receives CMAQ on an annual basis from Metro and the opportunity to apply the CMAQ to the electric bus purchase offered a stronger value for the CMAQ funds.
Additional Details:	Determining the eligibility for use of CMAQ funds also requires approvals from the ODOT State CMAQ Manager and FHWA to ensure the funds are being used for eligible air quality benefits. Approval for the use the CMAQA has now occurred allowing MTIP and STIP programming to move forward.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project in the MTIP requires a full/formal amendment.
Total Programmed Amount:	The total programmed amount is $5,867,360
Added Notes:	See Attachments 3 and 4 for additional details • Attachment 3 CMAQ Eligibility Submission for Approval – TriMet Electric Bus Purchases • Attachment 4: CMAQ Fund Use Application for TriMet Electric Bus Purchase

Note: The Amendment Matrix locate at right 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:

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

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
  - Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP
  - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that 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 December 2020 Formal MTIP amendment (DC21-05-DEC) will include the following:

Action	Target Date
Initiate the required 30-day public notification process	December 1, 2020
TPAC notification and approval recommendation	**December 4, 2020**
JPACT approval and recommendation to Council	December 17, 2020
Completion of public notification process	December 31, 2020
Metro Council approval	January 7, 2021

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:

Action	Target Date
Amendment bundle submission to ODOT for review	January 12, 2021
Submission of the final amendment package to USDOT	Janaury13, 2021
ODOT clarification and approval	Early February, 2021
USDOT clarification and final amendment approval	Mid February, 2021

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 20-5151 consisting of eleven projects in the December 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. Clackamas County Regional ATC Controller Upgrade Location Map
2. Metro TSMO Award Memo
3. Attachment 3 CMAQ Eligibility Submission for Approval – TriMet Electric Bus Purchases
4. Attachment 4: CMAQ Fund Use Application for TriMet Electric Bus Purchase

Resolution No. 20-5138

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE FINDINGS IN THE REGIONAL FRAMEWORK FOR HIGHWAY JURISDICTIONAL TRANSFER STUDY

RESOLUTION NO. 20-5138
Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, In greater Portland, ownership patterns of streets, roads, and highways reflect historical patterns; these patterns do not necessarily reflect current transportation, land use, and development needs; and

WHEREAS, many of these highway segments have significant needs and deficiencies, such as pedestrian and bicycle facility gaps, inadequate transit infrastructure, poor pavement conditions, or inadequate safety infrastructure, and many of these segments travel adjacent to areas with high concentrations of people of color, people with low incomes, or people who speak English as a second language.

WHEREAS, The facility design and management approaches articulated in ODOT's Blueprint for Urban Design can address immediate community needs in advance of a jurisdictional transfer, while also reducing the cost of transfer and long-term maintenance of the facility; and

WHEREAS, Metro's 2018 Regional Transportation Plan (RTP) identified a jurisdictional transfer assessment as a one approach to help the region meet its equity, safety and multimodal goals; and

WHEREAS, The Regional Framework for Highway Jurisdictional Transfer Study identifies which state-owned routes in greater Portland could be evaluated and considered for a jurisdictional transfer based on regional priorities, and summarizes key opportunities and barriers to transfer the routes; and

WHEREAS, The study was developed with input from several regional committees and elected bodies, such as the Transportation Policy Advisory Committee (TPAC), the Metropolitan Transportation Advisory Committee (MTAC), the County Coordinating Committees, and direction from the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council; and

WHEREAS, The study was released for public comment and responses were received through an online survey, letters and virtual briefings; and

WHEREAS, The study identified technical and readiness methodologies for use by state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer of roadway ownership; and

WHEREAS, the study identified 11 state-owned highway segments in greater Portland considered to be most promising for a jurisdictional transfer based on an assessment of technical, readiness, and equity considerations at this point in time; and

WHEREAS, the study recognized all corridors in the study are of importance and that the technical and readiness factors will change over time and, as a result the most promising corridors for a jurisdictional transfer will change over time as well; and

WHEREAS, The Metro Council hereby recognizes that jurisdictional transfer depends on readiness and funding and that jurisdictional transfer is one but not the only approach to addressing the needs on statewide highways; and

WHEREAS, The Metro Council further recognizes the value in using the findings of this report to inform ongoing efforts to advance the use of facility design and management approaches and to develop funding strategies in advance of any jurisdictional transfers, now therefore

BE IT RESOLVED:

1. That the Metro Council hereby accepts the findings in the Regional Framework for Highway Jurisdictional Transfer study to inform policy development in the 2023 Regional Transportation Plan update as shown in Exhibit A.

2. That the Metro Council accepts the public comments received in Exhibit B.

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

_____
Lynn Petersen, Council President

Approved as to Form:

_____
Carrie MacLaren, Metro Attorney

Recommendations

Based on the feedback gathered through the work of the Reimagining Safety & Security on Public Transit project TriMet will be working to institute a series of actions that reflect not only the work and recommendations of the Transit Public Safety Advisory Committee, but also the feedback and ideas expressed by the community through the online survey, community and staff focus groups, and 1 on 1 community surveys. TriMet has developed 25 actions steps, across 5 areas of focus designed to move the work of the project forward.

Training	Estimated Timeline	Estimated Cost
(1.1) Audit current training and identify new and or updated training for employees ensuring training topics include anti-racism, cultural competence, de-escalation, mental health first aid, and other elements identified by the committee.	**0 to 9 months**	**$**
(1.2) Mandatory De-escalation training for all front line staff	**9 to 24 months**	**$$$**
(1.3) Partner with community based organizations on the development and provision of training through micro grants and direct contracts	**0 to 9 months**	**$**
System Presence	**Estimated Timeline**	
(2.1) Ensure that security personnel on the system will have participated in the first rounds of new training focused in to creating a safe and welcoming system for all.	**0 to 9 months**	**$**
(2.2)Develop and launch a new pilot program for TriMet personnel to ride trains at night, providing more presence and support for riders	**0 to 9 months**	**$$**
(2.3)Explore using Light Duty employees to provide additional presence and customer service support to customers on the system	**0 to 9 months**	**$**
(2.4) Develop opportunities for TriMet leadership, including Directors and Managers, to be more present on the system to strengthen insight on system challenges and opportunities and support efforts to help create a more safe and welcoming system for all.	**0 to 9 months**	**$**
(2.5) Work with the new Safety Advisory Committee, to build out potential cost effective pilot models for rider support/ rider advocate staffing and partnership approaches	**0 to 9 months**	**$**

Recommendations

(2.6) Pilot new community support/rider advocate partnership models that focus on supporting riders and ensuring they feel safe and welcome on the system	**9 to 24 months**	**$$**
Recommendation 3. Crisis intervention team (3.1) Work with community and jurisdictional partners to develop a new Crisis Team pilot model. Ensure model is reflective of the community and trained to address mental and behavioral health and other quality of life issues	**0 to 9 months**	**$**
(3.2) Implement the new pilot model	**9 to 24 months**	**$$$**
Technology	**Estimated Timeline**	
(4.1) Convene new IT/Safety task force to review security technology needs and develop RFPs exploring the following elements: • Enhance on-line reporting system for personal offences and tracks discriminatory complaints • SMS, instant messaging and the capacity for Text Line support	**0 to 9 months**	**$$**
• Security software database or system that triangulates all current data systems.* • Security management software for records, reports, schedules and deployments* • Emergency reporting tools such as eLERTS *	**9 to 24 months**	**$$$**
(4.2) Include MAX silent alarm capacity in the design on the new type 6 Light Rail Vehicles	**0 to 9 months**	**$**
Infrastructure	**Estimated Timeline**	
(5.1) Conduct a lighting audit on platforms and transit centers	**0 to 9 months**	**$**
(5.2) Complete a Crime Prevention Through Environmental Design (CPTED) study at three transit centers (highest crime)	**9 to 24 months**	**$**

Recommendations

(5.3) Conduct stops and stations safety assessment review focusing first on communities of color followed by a review for low income service areas	**0 to 9 months**	**$**
(5.4) Leverage the recent development of a regional pedestrian plan to partner with local and regional jurisdictions to improve infrastructure near our stops and stations with a focus on addressing ADA, security, lighting and related improvements.	**9 to 24 months**	**$$$**
(5.5) Explore funding alternatives e.g. TriMet Foundation, to support infrastructure improvements	**9 to 24 months**	**$**
(5.6) Develop prioritized ranking system for bus stops establishing an order of upgrades focused on communities of color, & low income neighborhoods, leveraging alternative funding sources	**9 to 24 months**	**$$**
Communication	**Estimated Timeline**	
(6.1) Establish a new Safety & Security Advisory Committee to support the implementation of the recommendations and provide a public forum for moving forward	**0 to 9 months**	**$**
(6.2) Identify resources to oversee Reimagine Transit Public Safety initiatives, coordinate with social service agencies, community based organizations, and develop and evaluate performance metrics and outcomes to track progress	**0 to 9 months**	**$$**
(6.3) Create and launch communication and outreach a safety and security campaign	**0 to 9 months**	**$$**
(6.4) Implement quarterly reporting of safety and security on the system as part of General Manager Board briefings	**0 to 9 months**	**$**
(6.5) Develop an annual Rider Club survey to help assess progress and stakeholder perceptions on the work as it moves forward	**0 to 9 months**	**$**
(6.6) Convene an annual safety and security Public Forum	**9 to 24 months**	**$**

Agenda Item 5:

December 2020 Formal Amendment Summary

Resolution 20-5151

Amendment # DC21-05-DEC

Applies to the new 2021-24 MTIP

Agenda Support Materials:

- Draft Resolution 20-5151
- Exhibit A to Resolution 20-5151 (amendment tables)
- Staff Report

December 4, 2020

Ken Lobeck
Metro Funding Programs Lead

December 2020 Formal MTIP Amendment
Overview

- Provide quick overview on the use of Project Grouping Buckets (PGB)
- Summary overview of the December Formal MTIP Amendment amendment contents: 11 projects
- Open to questions or project discussions
- Staff motion: Request approval recommendation to JPACT for Resolution 20-5151

December 2020 Formal MTIP Amendment
Project Grouping Buckets (PGB)

- PGBs are used for same scope, but with multi-site/locations
- Example: Clackamas County Advance Traffic Controller (ATC)
  - Project will upgrade traffic signal controllers at up to 99 locations
  - Include local software, and central signal system upgrade, intersection signal timing
- 1 PGB used for programming rather than 99 separate entries
- If locations are adjusted, don't need continually MTIP amendments

December 2020 Formal MTIP Amendment
Project Grouping Buckets (PGB)

- PGBs:
  - Must contain same type of improvements at all identified locations (can't mix ATC upgrade with pavement rehab improvements)
  - PGBs must be exempt from air quality analysis
  - PGB exemptions must be verified and meet conditions in 40 CFR 93.126, Table 2 and 40 CFR 93,127, Table 3
  - PGBs can't include be capacity enhancing improvements
  - May be used as funding reserve for specific eligible project types
- A current site/improvement list must be maintained by the MTIP Manager for each PGB

December 2020 Formal Amendment Contents

Key New – Clackamas County TSMO ATC Upgrade project Plus Key 19289 and 20884

#	Key	Lead Agency	Project Name	Change Reason	Note
1	New	Clackamas County	Clackamas Cnty Regional ATC Controller & Signal Optimization	Add new project	2019 Metro TSMO award
2	19289	Metro	Transportation System Management & Operations (TSMO) Program 2018	Split Funding	Zero balance as a result
3	20884	Metro	Transportation System Mgmt Operations/ITS (2019)	Split Funding	Will support other 2019 TSMO awarded projects

The formal amendment:

- Adds the new Clackamas County ATC upgrade project to the 2021-24 MTIP and STIP.
- Funding support is provided from Key 19289 and 20884 (Metro TSMO funding project grouping buckets for a total of $735,787 federal STBG)

December 2020 Formal Amendment Contents

Key 20335 – ODOT Central Systemic Signals & Illumination

#	Key	Lead Agency	Project Name	Change Reason	Note
4	20335	ODOT	Central Systemic Signals and Illumination (ODOT)	Scope Change	Locations added

The formal amendment:

- Adds two new site locations as part of this project grouping bucket (PGB) and STIP.
- PE costs increase due to the added design.
- However, savings from Right-of-Way phase offset added cost.
- Net result – no change in total project cost.

December 2020 Formal Amendment Contents

Key 20414 – ODOT Road Safety Audit Implementation

#	Key	Lead Agency	Project Name	Change Reason	Note
5	20414	ODOT	Road Safety Audit Implementation	Cost Decrease	Complete $600k shift to Key 20479

The formal amendment:

- Shifts$600,000 to Key 20479, ODOT's Region 1 Bike Ped Crossings project.
- Fund transfer was approved as part of the 2021-24 STIP Update.
- Transfer was missed during the final MTIP & STIP QC process.
- Net result: Key 2014 decreases from $1,539,244 to $939,244 and represents a 38.9% cost change to the project.

December 2020 Formal Amendment Contents

Add SMART FTA 5310 Senior/Disabled Projects

#	Key	Lead Agency	Project Name	Change Reason	Note
6	20866	SMART	SMART Senior and Disabled Program 2019	Add New Project	Did not obligate during FY 2020
7	20867	SMART	SMART Senior and Disabled Program 2020	Add New Project	Did not obligate during FY 2020

The formal amendment:

- Adds Keys 20866 and 20867 back into the 2021-24 MTIP
- TrAMS = Federal Transit Administration (FTA) Transit Award Management System
- This is FTA's platform to award and manage federal grants. TrAMS was created to provide greater efficiency and improved transparency and accountability
- Keys 20866 and 20867 were programmed in FY 2020 with the expectation they would obligate their federal Section 5310 before the end of FY 2020
- The projects were not carried over into the new 2021-24 MTIP.
- TrAMS grant approval did not occur by the end of FY 2020 (September 1, 2020) resulting in no fund obligation.

December 2020 Formal Amendment Contents

Add SMART FTA 5339 Bus & Facilities Projects

#	Key	Lead Agency	Project Name	Change Reason	Note
8	20869	SMART	Smart Bus and Bus Facilities (Capital) 2019	Add New Project	Did not obligate during FY 2020
9	20870	SMART	SMART Bus and Bus Facilities (Capital) 2020	Add New Project	Did not obligate during FY 2020

The formal amendment:

- Adds Keys 20869 and 20870 back into the 2021-24 MTIP.
- TrAMS = Federal Transit Administration (FTA) Transit Award Management System
- This is FTA's platform to award and manage federal grants. TrAMS was created to provide greater efficiency and improved transparency and accountability.
- Keys 20869 and 20870 were programmed in FY 2020 with the expectation they would obligate their federal Section 5339 funds before the end of FY 2020.
- The projects were not carried over into the new 2021-24 MTIP.
- TrAMS grant approval did not occur by the end of FY 2020 (September 1, 2020) resulting in no fund obligation.

December 2020 Formal Amendment Contents

Key 20837 – TriMet Elderly and Disabled Program (2020) (FTA 5310 Program)

#	Key	Lead Agency	Project Name	Change Reason	Note
10	20837	TriMet	TriMet Elderly and Disabled Program (2020)	Cancel Project	Did obligate before end of FY 2020

The formal amendment:

- Cancels the project from the MTIP and STIP with $1,957,506 of federal FTA 5310 funds
- The 5310 funds were not expected to receive TrAMS grant approval and obligate before the end of FY 2020.
- The project was carried-over into he 2021-24 MTIP with the expectation TrAMS grant approval would occur during October or November.
- However, FTA notified TriMet that the TrAMS grant approval did occur during FY 2020 and carry-over was not required.

December 2020 Formal Amendment Contents

Key New – TriMet Battery Electric Bus Purchases

#	Key	Lead Agency	Project Name	Change Reason	Note
11	New	TriMet	TriMet Battery Electric Bus Purchases	Add New Project	CMAQ fund exchange

The formal amendment:

- Adds the new bus purchase for TriMet to the 2021-24 MTIP and STIP.
- The bus purchase:
  - 5 electric expanded-range battery replacement vehicles
  - Allocates $4,946,372 of CMAQ with TriMet committing $920,988 of local funds (total project cost = $5,867,360)
  - Buses will support fixed-route bus service, with transition to battery-electric buses (BEB) from diesel buses for fixed route bus service.
- Metro, TriMet, and Portland completed a fund exchange replacing a Portland project with CMAQ funds with local funds.

MPO CFR Compliance Requirements

MTIP 8 Review Factors

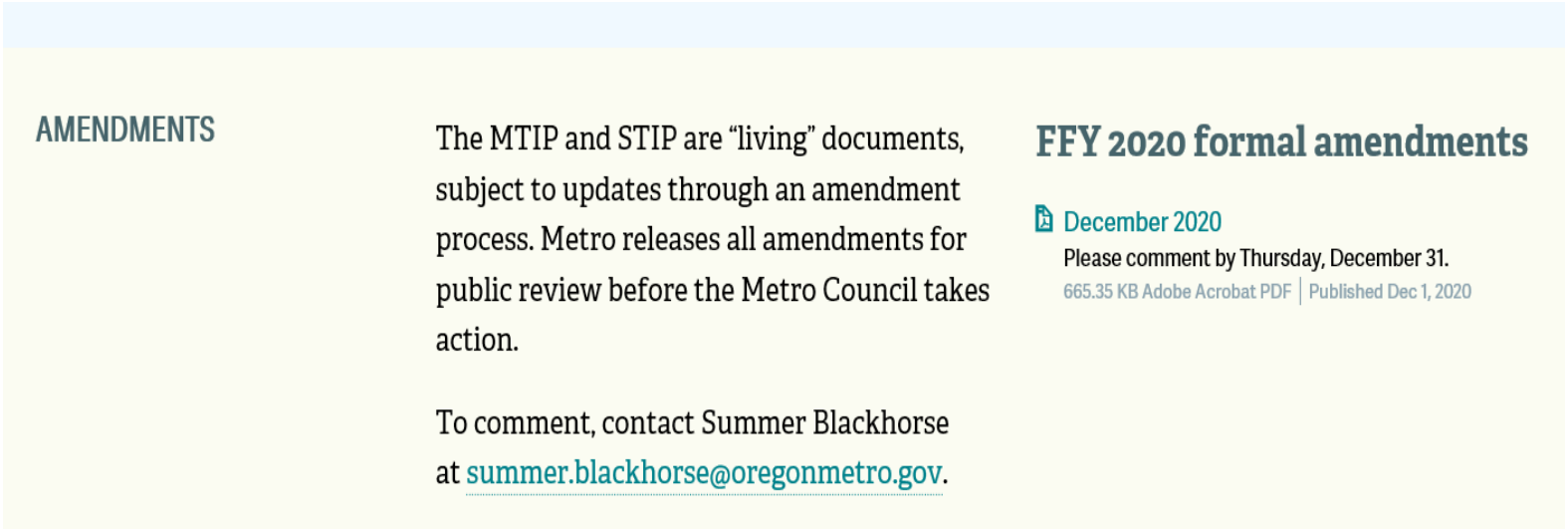
1. MTIP required programming verification is completed
2. MTIP funding eligibility verification is completed
3. Passes fiscal constraint review and verification
4. Passes RTP consistency review:
    - Identified in current constrained RTP
    - Reviewed for possible air quality impacts
    - Verified 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

December 2020 Formal Amendment

Public Notification Period

30 Day Public Notification/Opportunity to Comment period is December 1, 2020 to December 30, 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

December 2020

Please comment by Thursday, December 31.

665.35 KB Adobe Acrobat PDF | Published Dec 1, 2020

December 2020 Formal Amendment

Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	December 1, 2020
TPAC Notification and Approval Recommendation	December 4, 2020
JPACT Approval and Recommendation to Council	December 17, 2020
30 Day Public Notification Period Ends	December 30, 2020
Metro Council Approval of Resolutions 20-5144	January 7, 2020
Amendment Bundle Submission to ODOT	January 12, 2020
ODOT & USDOT Final Approvals	Early-Mid February 2020

December 2020 Formal Amendment

Approval Recommendation & Questions

TPAC Approval Recommendation:

- Provide an approval recommendation for the 11 projects to JPACT for Resolution 20-5151 under MTIP Amendment DC21-05-DEC

- Correct typos, etc. in support materials as needed

- Questions, Comments, and/or Project Discussions as Needed?

Regional Framework for Highway Jurisdictional Transfer

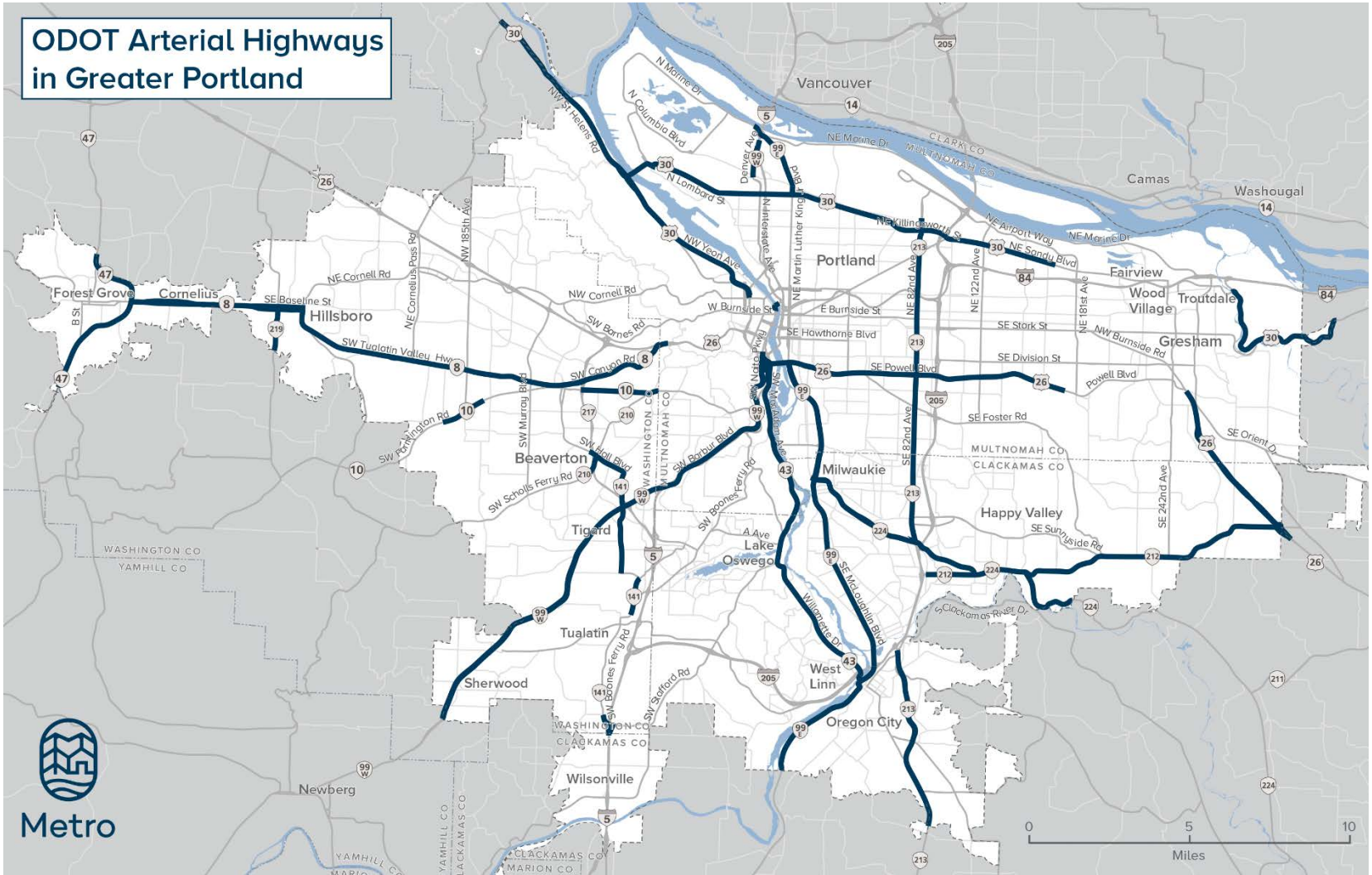
Request for Action on Final Report

December 4, 2020 John Mermin, Metro

What we'd like to share with you today

- Why Jurisdictional Transfer?
- Summary of project work
- Public Comment recap
- Consultant Recommendations for next steps
- Request for Action

ODOT-owned arterial highways



Historical background

1934

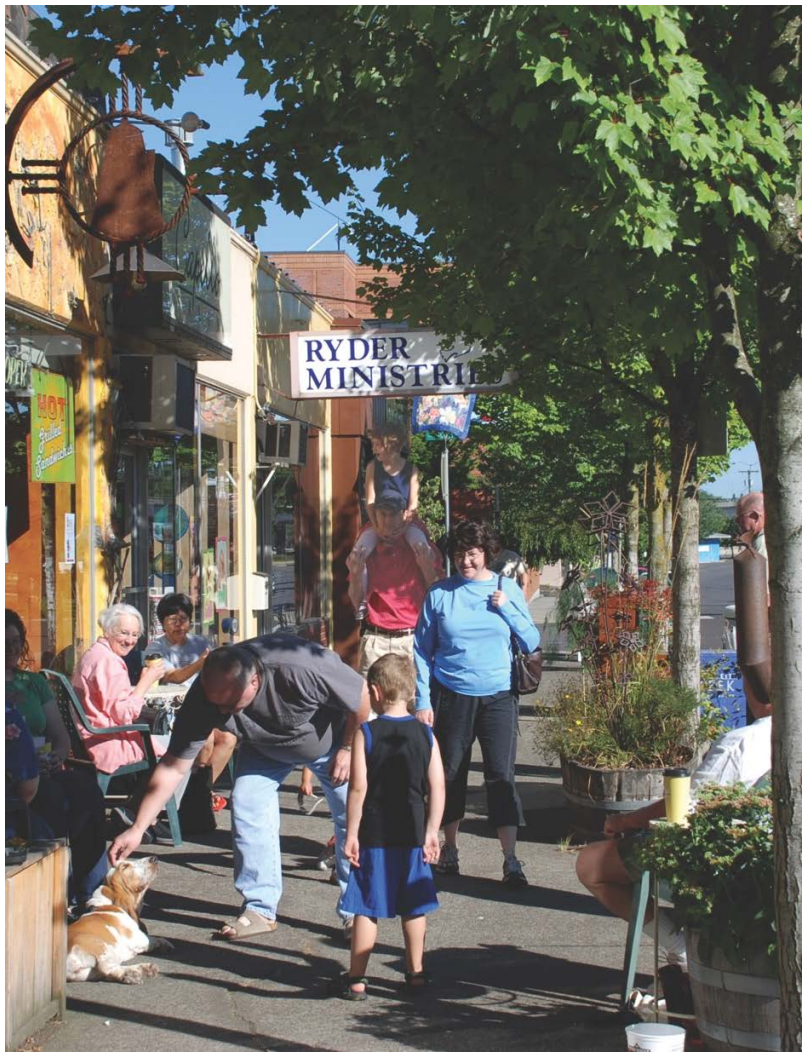
Photo credit: vintageportland.wordpress.com

Today

Photo credit: City of Portland

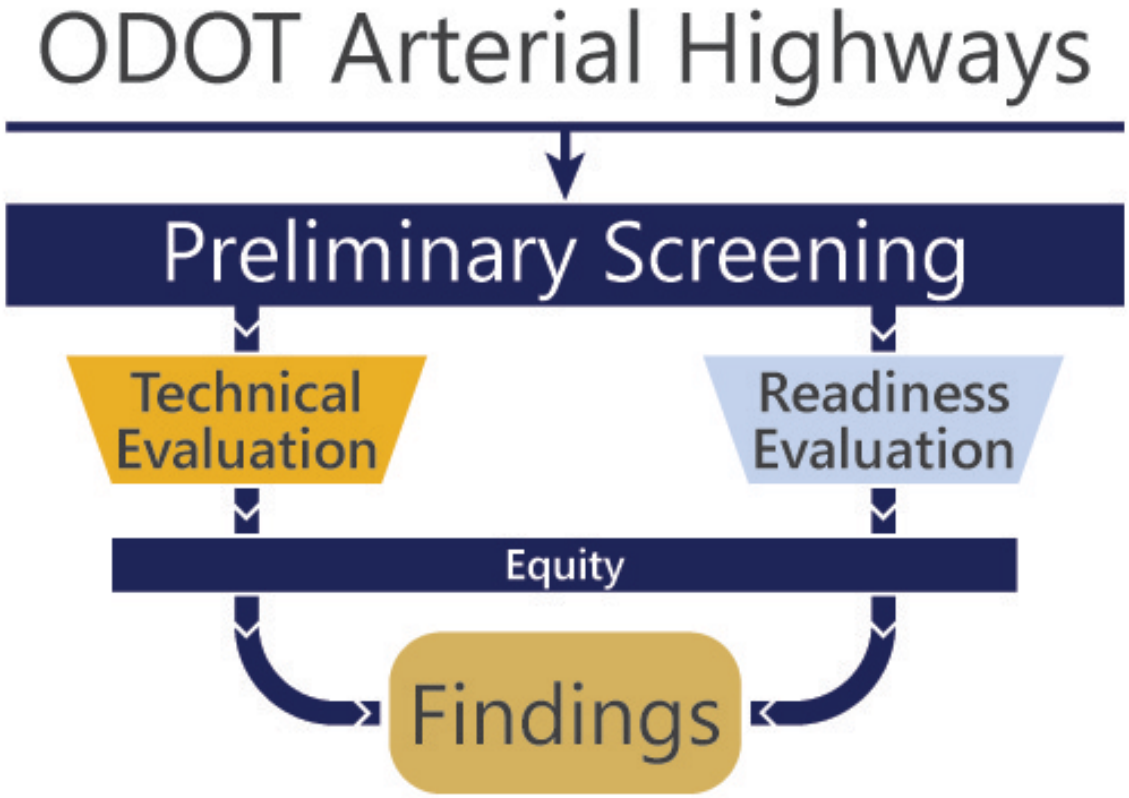
82nd Avenue (Hwy 213)

Project overview

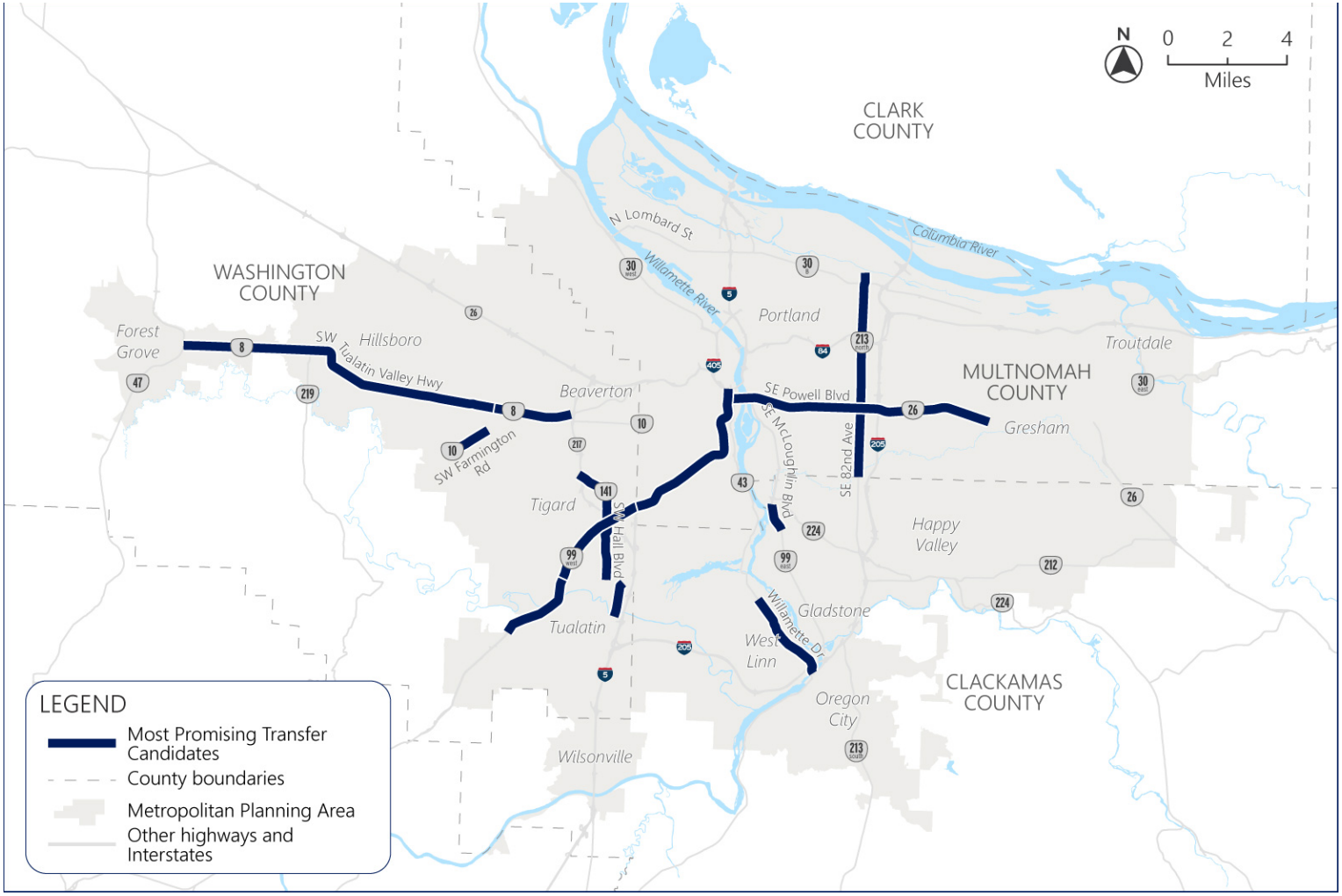


- Included in the 2018 Regional Transportation Plan (RTP)
- Aims to create framework for regional action on jurisdictional transfer
- Opportunity to address issues related to classifications, cost estimates and mechanisms for transfer
- Does *not* commit funds or commit a jurisdiction to transfer

Evaluation approach



Top tier corridors based on technical & readiness evaluations



Work completed

- Policy Framework with best practices
- Inventory & Atlas of candidate corridors
- Evaluation of corridors
- Cost Estimation Methodology
- Roadway classification recommendations
- Equity considerations memo
- Needs Assessment of top tier corridors

Download and review report at:

www.oregonmetro.gov/jurisdictionaltransfer

Public Comment period recap

- Project team met with county coordinating committees
- 40 people participated in online comment survey
- 7 comment letters received
- 2 interested parties met with project managers
- All comments received, meeting notes and survey results are included within the Public Comment Summary Memorandum in Exhibit B.

Public Comment themes

- Levels of support for transfers vary by roadway and jurisdiction.
- General agreement that the roadways identified as promising should be priorities to transfer.
- Concern among jurisdictions regarding funding required to complete transfers

Consultant Recommendations to Metro and ODOT for next steps

- Align on regional priorities
- Keep parties active
- Maintain relevant information
- Commit to moving forward

Request for Action

- Staff recommends that TPAC recommends acceptance of the final report in Resolution 20-5138 to JPACT

Thank you!

www.oregonmetro.gov/jurisdictionaltransfer

2020-21 Unified Planning Work Program Amendments

TPAC, December 4, 2020

John Mermin, Metro

What is the UPWP

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

What the UPWP isn't

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

Resolution No. 20-5138

- ODOT: I-205 & I-5 Metropolitan Value Pricing
- TriMet: Red line Max Extension Transit-Oriented Development (TOD) & Station Area Planning
- TV Hwy Transit and Development Project

Next Steps

- December 4 TPAC Action
- December 17 JPACT Action
- December 17 Metro Council Action

Request for Action

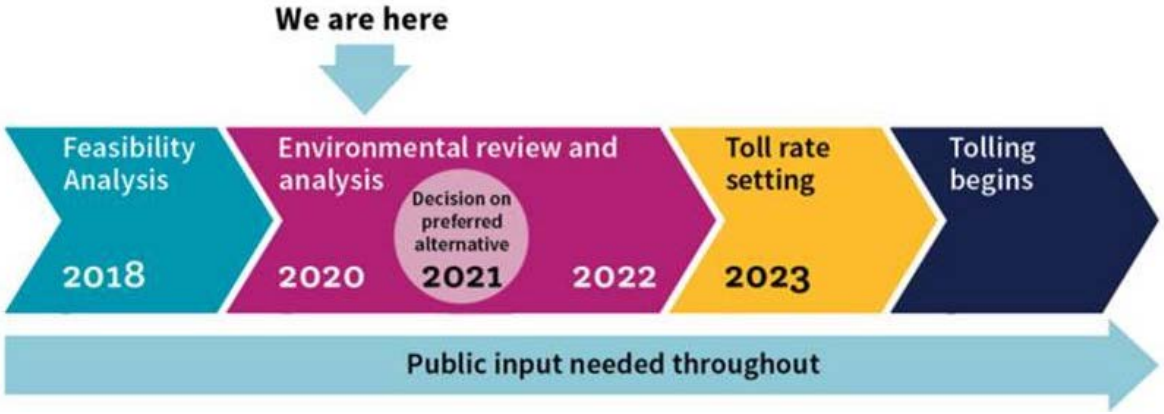
- Staff recommends that TPAC recommends adoption of the bundle of UPWP amendments in Resolution 20-5141 to JPACT

Extra Slides

Project Purpose

- Manage congestion
- Raise revenue to fund congestion relief projects

I-205 Toll Project



Next Steps with I-205

October – November	Public comment period ended Oct. Review and analyze comments
November	Draft summary report on comments received
November - December	Consider potential changes to: • Purpose and Need, Goals and Objectives • Recommended alternatives for NEPA analysis
December-January	Publish report with recommendations
2021	Preparation of I-205 NEPA documentation

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 2021
- Equity and Mobility Advisory Committee
- Focused outreach to underserved and underrepresented communities

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/

TRIMET

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**

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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.

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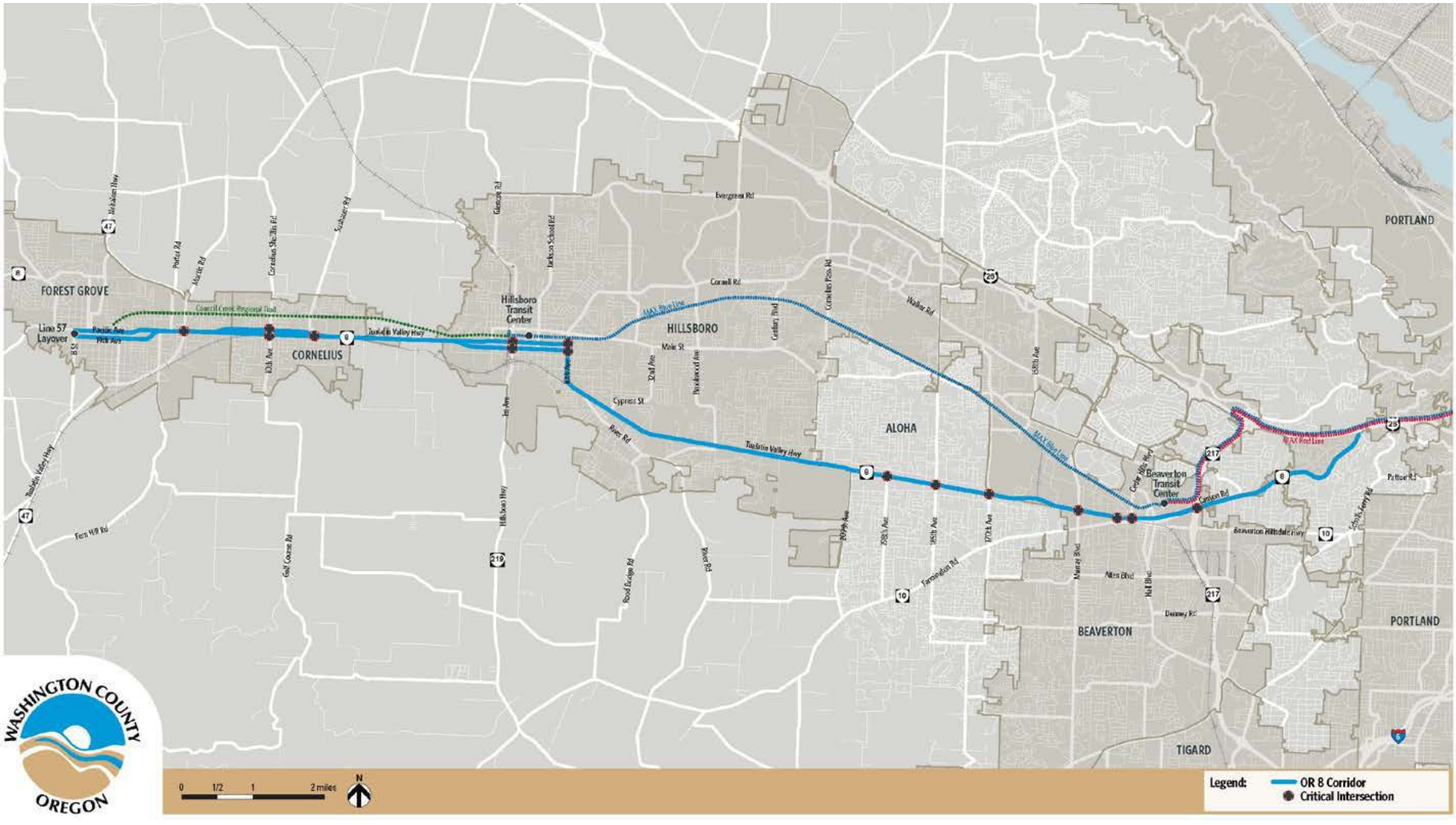
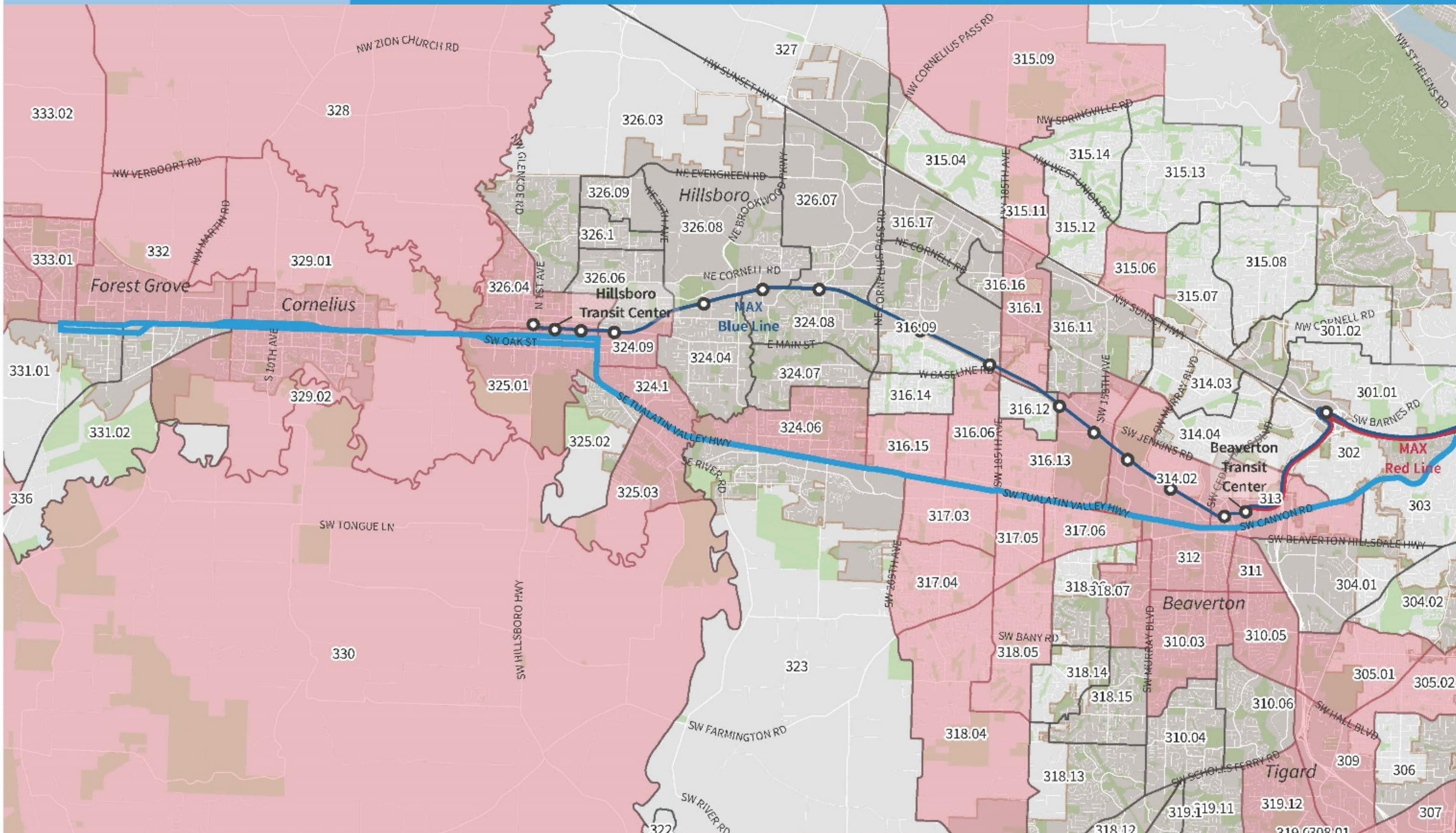
Tualatin Valley Highway Transit and Development Project



Metro

Tualatin Valley Highway Transit Project Development

June 2020



TRIMET

WASHINGTON COUNTY OREGON

Map created: 6/2/20
Data: Metro RLIS, TriMet,
American Community Survey 2013-2017
Table S1701: Poverty Status in the Past 12 Months

0 1 2 mi

N

- Census Tracts with more than 20% below FPL
- Census Tracts with less than 20% below FPL
- TV Hwy/OR 8 Corridor

Metro

TriMet Line 57

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

Metro

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

Reimagining Public Safety & Security on Transit

TPAC Presentation

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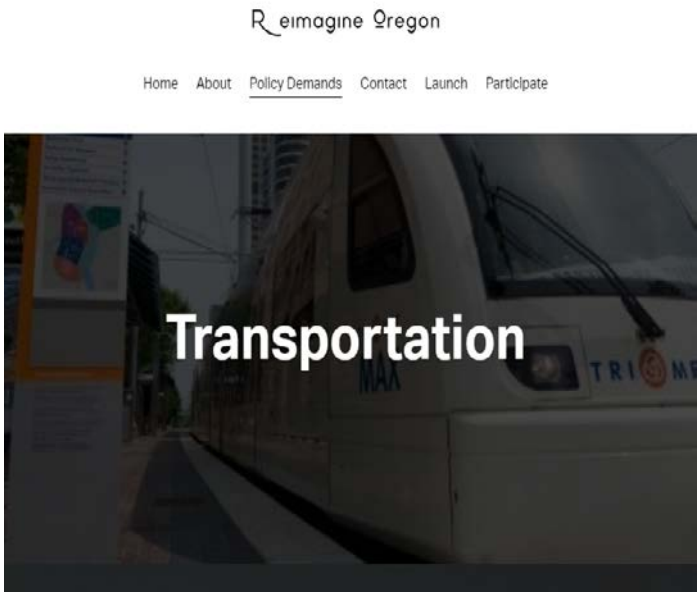
Aligning with other Initiatives



Governor's Racial Justice Council

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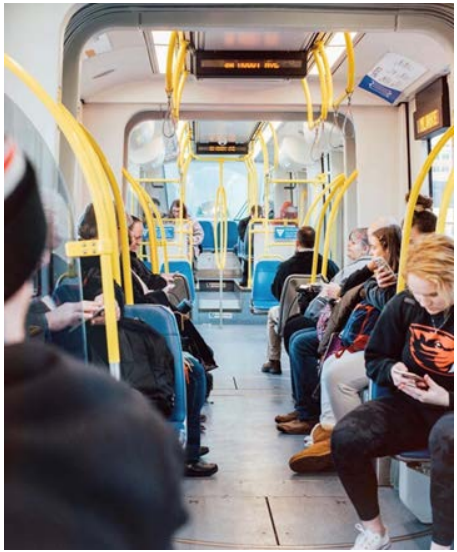
Hearing community's concerns, TriMet shifts $1.8 million from Transit Police and other sources in order to fund community-informed public safety initiatives to help riders feel more safe and welcome on the regions public transit system

Initiate three efforts to inform a reimagined public safety approach:

- ❑ **Conduct community-wide listening sessions & focus groups**
- ❑ **Establish a panel of thought leaders to inform new community investments**
- ❑ **Pilot new community informed strategies to help make the system more safe and welcoming**



Project Design & Research Partners

dhm RESEARCH

Local market research, focus group parameters, online survey support

Coalition of Communities of Color

Project design consultation, community focus group coordination, community feedback report development & synthesis

Transit systems comparisons & practice research

Local system incident and safety outcomes/system crime & code incident review

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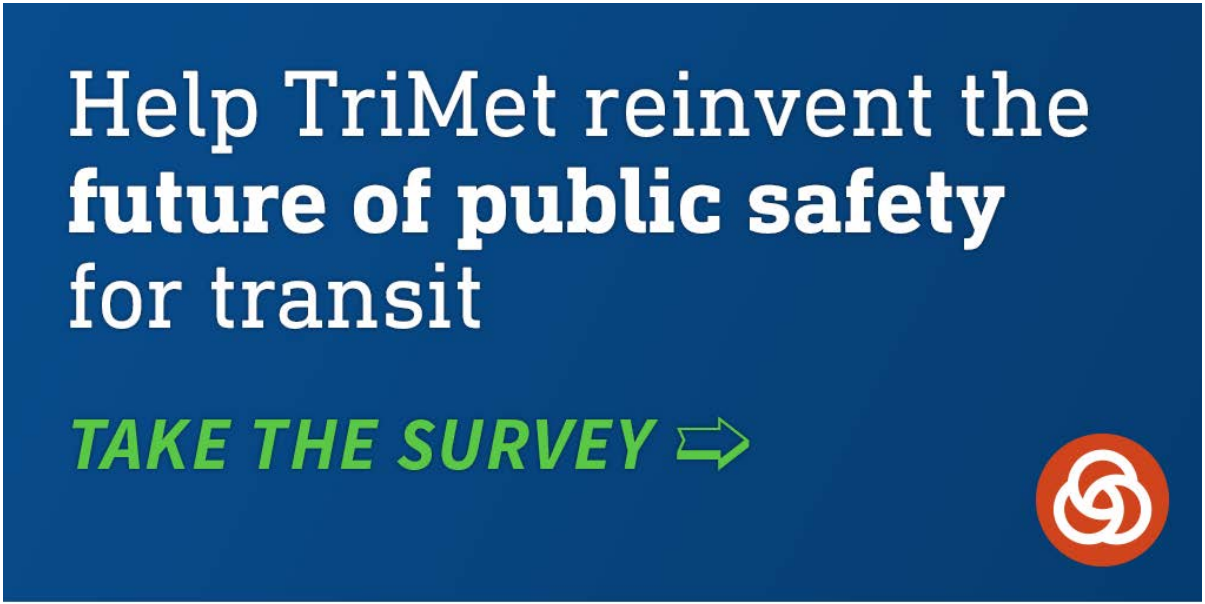
Community Feedback



Community Outreach

Soul District Business Association

Transit Public Safety Advisory Committee

Transit Public Safety Advisory Committee

Name	Organization
Marcus Mundy	Coalition of Communities of Color
Joe McFerrin	POIC, Rosemary Anderson High schools
Anthony Deloney	SEI, Self Enhancement Incorporated
Patricia Daniels	Constructing Hope
Jan Campbell	Disability Rights Oregon., CAT
Kevin Modica	Retired Transit Police Commander
Kenechi Onyeagusi	Professional Builders Development Group
Deshawn hardy	Highland African American Youth Coalition
Lakayana Drury	Word is Bond
Laura Cohen	Cascadia Behavioral Health
Jackie Yerby	State of Oregon, Basic Rights Oregon
Johnathon Colon	Centro Cultural
Dr. Beverly Scott	Former Transit System General Manager(4X)
Polly Hanson	American Public Transportation Associations
Emily Nelson	JOIN
Kim Cota	Clackamas County Disability Services

An Introduction to TriMet

TRIMET

Our Diversity

TriMet's Board

- **Majority women and men of color**

TriMet's Executive Leadership

- **Majority women and men of color**

TriMet Staff

- **More Diverse than the City of Portland**
- **3300 employees**

TriMet serves over 1.5 million people in a 533-square mile area

- 142 MAX platforms
- 85 bus lines, including 14 Frequent Service lines
- 5 MAX lines and 60 miles of light rail track
- 5 WES rail stations and 14.7 miles of track
- 700+ buses
- 145 MAX light rail vehicles
- More than 60 Park & Ride facilities
- LIFT Paratransit

Our Riders

96,000,000 rides in 2019

TriMet's Ridership:

- **37% of <u>all</u> trips on TriMet are taken by people of color**
- **40% of the trips taken by people of color are taken on MAX**

At/below 150% Federal Poverty Level (36%)
Limited English Proficiency (6%)

Regional demographics from the Census (American Community Survey 2018 Estimates).

- Minority = 29.8%
- 150% = 19.4%
- 200% = 27.1%
- Limited English Proficient = 8.03%

Ongoing Community Engagement

- Transit Equity Advisory Committee (TEAC)
  - Safety & Security Subcommittee
  - Youth Committee
- Language Access Advisory Committee
- Committee on Accessible Transportation (CAT)
- Riders Club +67,000
- 539 Community Contacts for monthly announcements, service alerts and agency updates

Safety and Security on TriMet

Public Safety Advisory Committee overview

TriMet System Personnel and Partners

Ride Guides

Customer Service Reps

Fare Inspectors and Supervisors

Customer Safety Officers (Portland Patrol Inc.)

G4S Transit Security Officers

Transit Police Officers

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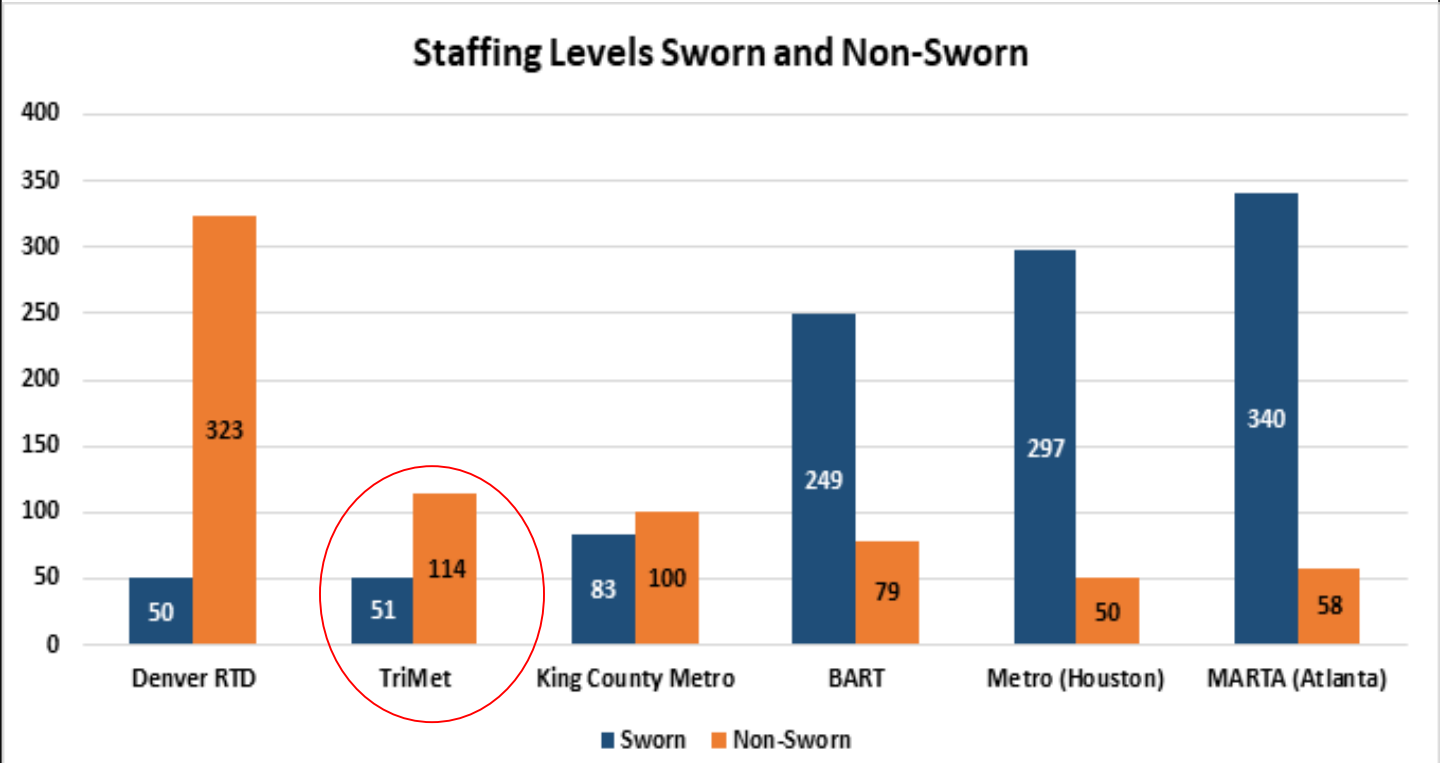
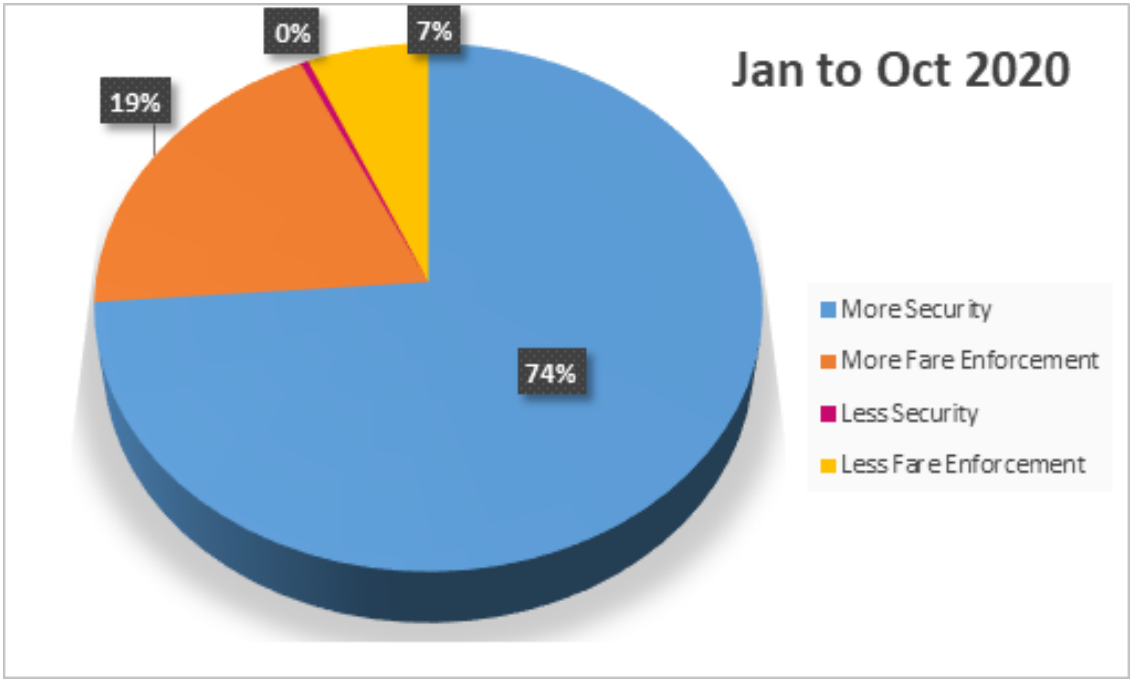
Current Safety Challenges and Obstacles

- COVID-19
- Data base systems
- IT technology
- Staffing (TriMet) Shortages
- Security shortages
- Budgets and contracts
  - CPTED
    - Lighting
    - Infrastructure protection

Agencies Staffing Comparison



Customer Complaints



Current agency areas of focus

- More use of highly trained non-police security personnel
- Continued regional policing model with MCSO and other current law enforcement partners
- Enhance community-based policing
- Proactive friendly rider interactions with all public safety staff
- De-escalate and use police only when needed
- Re-align Security efforts to support pilot test programs and integrate recommendations

Outreach Summary

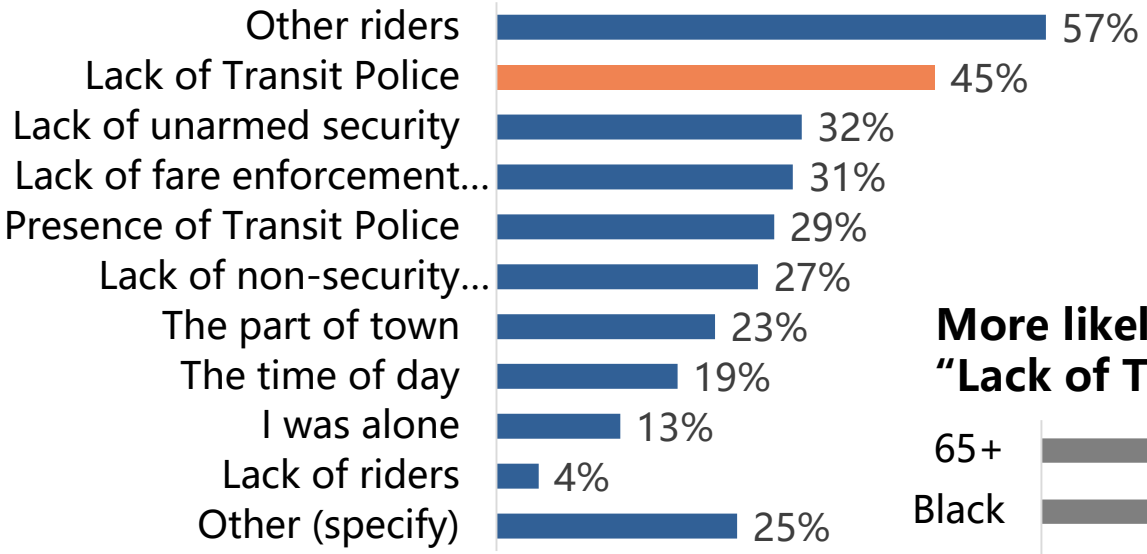
- **Over 13,000 survey responses received!**
- **Over 700 non-English responses**

  Arabic, French, Khmer, Lao, Russian, Spanish, Swahili, Ukrainian, Japanese, Korean, Chinese, Vietnamese and English
- **300 one-on-one interviews**
- **Engaged 271 people in 31 focus group discussions**
- **Leveraged social media across multiple languages**
- **Invested in print and online news media sites**

Survey Findings N=12,698

- People feel safer on bus than on MAX (73% and 63% respectively)
  - Reasons for feeling unsafe are other riders and lack of TriMet staff, especially Transit Police
  - Reasons for feeling safe are lighting, presence of other riders, security cameras and TriMet staff
- 7 in 10 feel welcome on TriMet
- Those who feel less safe and less welcome:
  - Tend to be POC, Black, Native American, Latino, people living with a disability, female, non-binary or other gender identity, non-English speakers
- Safety and security staff - types most important (of 4 types)
  - On-street Customer Service (71%), Unarmed Security (65%)
- Those who want more safety and security staff:
  - Tend to be POC, Black, Native American, Latino, people living with a disability, female, age 65+

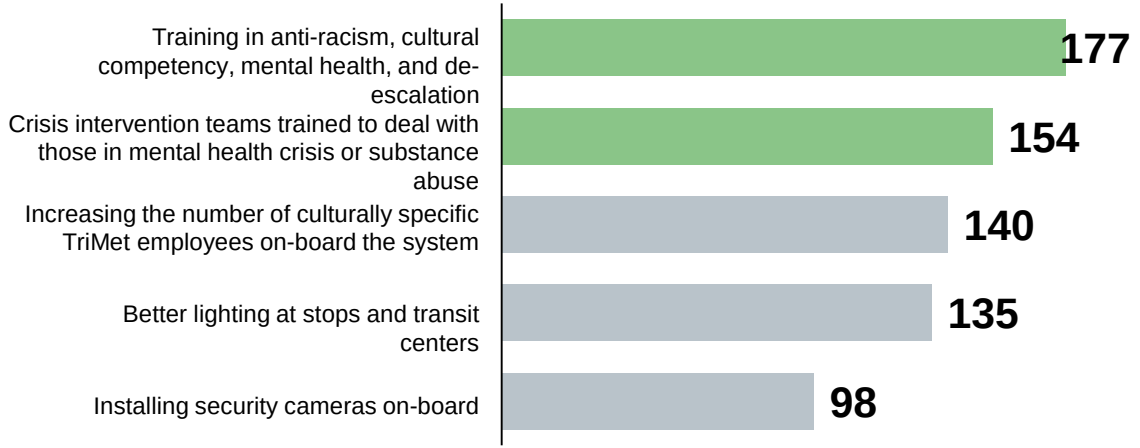
What made you feel unsafe onboard TriMet buses? *(check all that apply)*



More likely to choose "Lack of Transit Police"

Community & Staff Focus Group Feedback

Training and crisis teams are top priorities for riders and community members in the focus groups, even though they saw a different list of options.



Significant Progress To Date:

Hidden in plain sight

- Changed TriMet Code: fare evasion only is not a crime
- Discontinued routine fare checks by police
- Increased unarmed security personnel
- Reduced the use of Interfering with Public Transportation (IPT)
- Training in civil rights, de-escalation and non-confrontational interactions

Significant Progress To Date:

Hidden in plain sight

- 2 Independent PSU studies showing no systemic racial bias in citation process
- Decriminalized fare enforcement and pulled it out of the court systems
- Reduced the punitive impacts of fare evasion penalties and lowered fines from $175 down to $75
- Allow for community service in lieu of paying a fine
- Allow for enrollment in TriMet's Honored Citizen reduced fare program which currently serves over 31,000 participants

Committee Work & Process

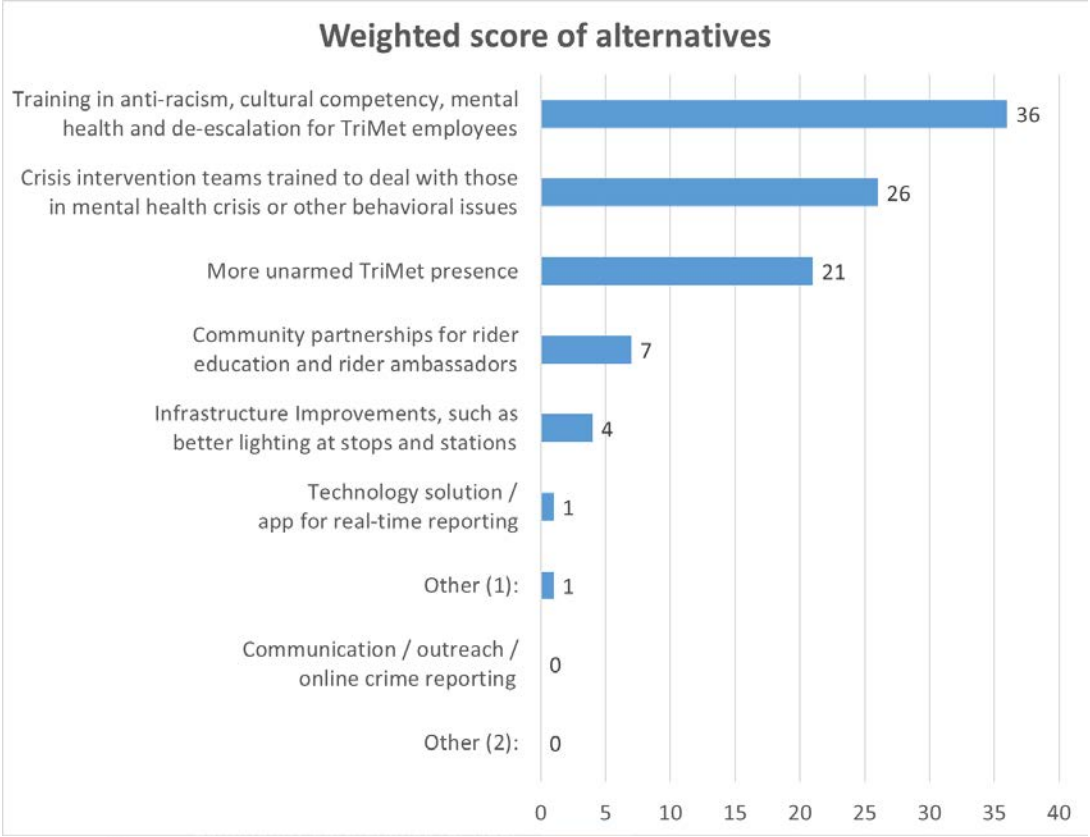
Establish a panel of regional thought leaders to inform new community informed investments to make the Public Transit System more safe and welcoming

- 16 members
- 4 Weeks
- 7 meetings
- 14 hours
- 500 pages

Investment themes

- System Presence
- Crisis response services
- Infrastructure improvements
- Community partnerships
- Outreach, communication, reporting
- Technology, apps
- Training

Committee priorities



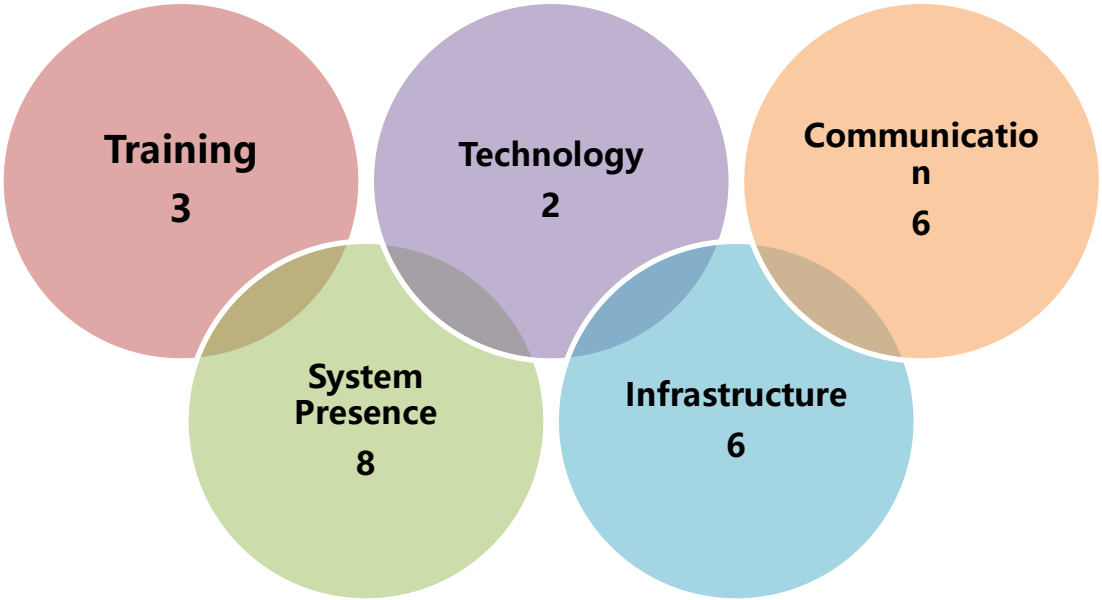
Committee Recommendations for investing the $1.8 million

1. Training in anti-racism, cultural competency, mental health & de-escalation for TriMet employees

2. Increased presence of TriMet personnel, and unarmed safety presence

3. Crisis intervention teams trained to deal with those in mental health crisis or other behavioral issues

Five Areas of Focus



trimet.org/publicsafety

1. Training

Training	Estimated Timeline	Estimated Cost
(1.1) Audit current training and identify new and/or updated training for employees to ensure training topics include anti-racism, cultural competence, de-escalation, mental health first-aid, and other elements identified by the committee*	**0 to 9 months**	**$**
(1.2) Mandatory de-escalation training for all front line staff	**9-24 months**	**$$$**
(1.3) Partner with community based organizations on the development and provision of training through micro grants and direct contracts *	**0 to 9 months**	**$**

2. System Presence

Increase in TriMet personnel available to support riders on the system	Estimated Timeline	Estimated Cost
(2.1) Ensure that security personnel on the system will have participated in the first rounds of new training focused on creating a safe and welcoming system for all	**0 to 9 months**	**$**
(2.2) Develop and launch a new pilot program for TriMet personnel to ride trains at night, providing more presence and support for riders	**0 to 9 months**	**$$**
(2.3) Explore using Light Duty employees to provide additional presence and customer service support to customers on the system	**0 to 9 months**	**$**
(2.4) Develop opportunities for TriMet leadership, including Directors and Managers, to be more present on the system to strengthen insight on system challenges and opportunities and support efforts to help create a more safe and welcoming system for all	**0 to 9 months**	**$**

2. System Presence continued

Increase in TriMet personnel available to support riders on the system	Estimated Timeline	Estimated Cost
(2.5) Work with the new Safety Advisory Committee to build out creative, cost effective pilot models for rider support, rider advocate staffing and partnership approaches*	0 to 9 months	$
(2.6) Pilot new community support/rider advocate partnership models that focus on supporting riders and ensuring they feel safe and welcome on the system	9 to 24 months	$$
Recommendation 3. Crisis intervention team **(3.1) Work with community and jurisdictional partners to develop a new Crisis Team pilot model. Ensure model is reflective of the community and trained to address mental and behavioral health and other quality of life issues**	0 to 9 months	$
(3.2) Implement the new pilot model*	9 to 24 months	$$$

3. Technology

Leverage Technology to better support Riders & Staff	Estimated Timeline	Estimated Cost
(4.1) Convene new IT/Safety task force to review security technology needs and develop RFPs exploring the following elements: • Enhance on-line reporting system for personal offences and track discriminatory complaints • SMS, instant messaging and the capacity for text line support	**0 to 9 months**	**$$**
• Security software database or system that triangulates all current data systems* • Security management software for records, reports, schedules and deployments* • Emergency reporting tools such as E-lerts *	**9 to 24 months**	**$$$**
(4.2) Review the possibility of including silent alarms capacity as part of the design on the type 6 LRVs	**0 to 9 months**	**$**

4. Infrastructure

System Infrastructure	Estimated Timeline	Estimated Timeline
(5.1) Conduct a lighting audit on platforms and transit centers	**0 to 9 months**	**$**
(5.2) Complete a Crime Prevention Through Environmental Design (CPTED) study at three transit centers (highest crime)	**0 to 9 months**	**$**
(5.3) Conduct stops and stations safety assessment review focusing first on communities of color followed by a review for low income service areas	**0 to 9 months**	**$**
(5.4) Leverage the recent development of a regional pedestrian plan to partner with local and regional jurisdictions to improve infrastructure near our stops and stations with a focus on addressing ADA, security, lighting and related improvements *	**9 to 24 months**	**$$$**
(5.5) Explore funding alternatives e.g. TriMet Foundation, to support infrastructure improvements*	**9 to 24 months**	**$**
(5.6) Develop prioritized ranking system for bus stops establishing an order of upgrades focused on communities of color, & low income neighborhoods, leverage alternative funding sources	**9 to 24 months**	**$$**

5. Communication

Improve communication, accountability, and reporting mechanisms	Estimated Timeline	Estimated Cost
(6.1) Establish a new Safety & Security Advisory Committee to support the implementation of the recommendations and provide a public forum for moving forward*	**0 to 9 months**	**$**
(6.2) Identify resources to oversee Reimagine Transit Public Safety initiatives, coordinate with social service agencies, community based organizations, and develop and evaluate performance metrics and outcomes to track progress *	**0 to 9 months**	**$$**
(6.3) Create and launch communication and outreach safety and security campaign*	**9 to 24 months**	**$$**
(6.4) Implement quarterly reporting of safety and security on the system as part of General Manager Board briefings*	**0 to 9 months**	**$**
(6.5) Develop an annual Rider Club survey to help assess progress and stakeholder perceptions on the work as it moves forward*	**0 to 9 months**	**$**
(6.6) Convene an annual safety and security Public Forum*	**9 to 24 months**	**$**

Summary

- **All Committee Recommendations will move forward**
- **In addition we have identified 22 additional steps we will be taking in support of the project**
- **Continue regional policing model with 14 current law enforcement partners**
- **Community engagement and innovation will be key elements of all the work moving forward**

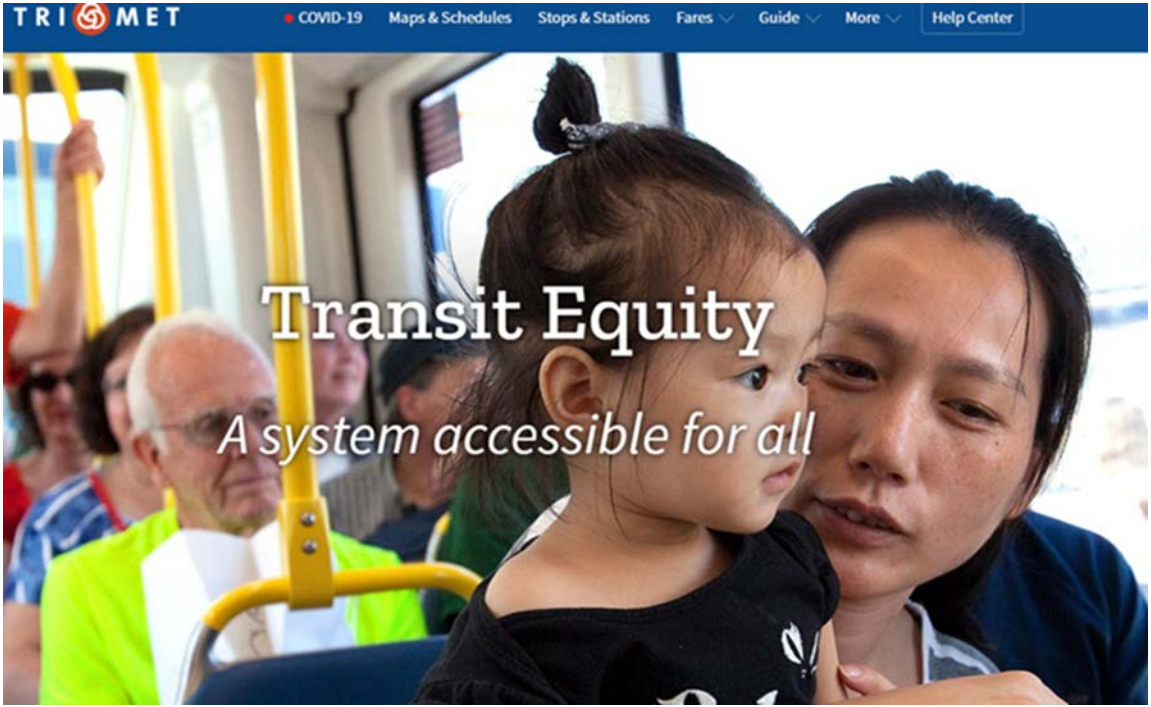
Next steps

- Currently communicating process outcomes and next steps, to all project and community stakeholders

- Stand up new ongoing committee focused on implementing the project recommendations and actions

- Continue to build out the details around strategy, implementation, & procurement plan for current fiscal year and beyond

Questions?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COVID-19
Maps & Schedules
Stops & Stations
Fares
Guide
More
Help Center
Transit Equity
A system accessible for all