

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, January 8, 2021
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/89311439152?pwd=RGtEZkRROE54MU51T3BRam90OTZXQT09>

Passcode: 349970

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 <ul style="list-style-type: none">• Committee input form on Creating a Safe Space at TPAC (Chair Kloster)• COVID-19 and racial equity updates from Metro & Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• Timeline for 2020-21 UPWP review & adoption (John Mermin)• 2024-2027 MTIP update (Grace Cho)• Reminder: Regional Congestion Pricing Study Workshop #3, January 12, 9-11:30 am (Chair Kloster)• Reminder: Regional Emergency Transportation Routes (ETR) Update at Feb. 17 TPAC/MTAC workshop (Kim Ellis)	Tom Kloster, Chair
9:55 am	3.	Public Communications On Agenda Items	
10:00 am	4.	* Consideration of TPAC Minutes, December 4, 2020	Tom Kloster, Chair
10:05 am	5.	* Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-**** Purpose: For the purpose of amending two existing and adding one new project to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) impacting Clackamas County, Metro, and Washington County (JN21-06-JAN) <ul style="list-style-type: none">• <u>Recommendation to JPACT</u>	Ken Lobeck, Metro
10:20 am	6.	* TPAC 2021 work program review Purpose: Review the 2021 Transportation Policy Alternatives Committee (TPAC) work program draft, and gather input for suggested/needed changes or additions. <ul style="list-style-type: none">• <u>Information/Discussion</u>	Tom Kloster, Chair/all
10:40 am	7.	* Project Funding Obligation Targets Purpose: To provide TPAC with an overview of the Obligation Targets Program and Metro's next steps with projects. <ul style="list-style-type: none">• <u>Information/Discussion</u>	Ted Leybold, Metro Ken Lobeck, Metro
11:10 am	8.	* Oregon City-West Linn Pedestrian and Bicycle Bridge Concept Plan Purpose: To provide TPAC with a project overview, Tribal coordination and demographics of the project area. <ul style="list-style-type: none">• <u>Information/Discussion</u>	Sandra Hikari, ODOT Dayna Webb, Oregon City Roy Watters, Tribal Liaison, ODOT
11:50 pm	9.	Committee Comments on Creating a Safe Space at TPAC Purpose: Committee input on further creating safe space at TPAC. <ul style="list-style-type: none">• <u>Information/Discussion</u>	Tom Kloster, Chair
12:00 pm	10.	Adjourn * Material will be emailed with meeting notice	Tom Kloster, Chair

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

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Memo

Date: December 30, 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 during December 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 Reprogramming Administrative Modification:

During December, Metro completed the FY 2021 Obligation Targets list of projects expected to obligate before the end of FY 2021 (September 30, 2021). The obligation target project list is included with the Obligation Targets Program overview item (in the January TPAC agenda). Projects that will not obligate their Metro awarded formula funds (CMAQ, STBG-U, and/or TA) funds were reprogrammed to a later year. Along with these projects, ODOT completed a similar reprogramming exercise. The complete list of projects reprogrammed to later years is included as part of the monthly amendment summary.

SUMMARY OF SUBMITTED FORMAL AMENDMENTS - December 2020
Within Resolution 20-5151

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.	<u>ADD NEW PROJECT:</u> 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.
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.	<u>SPLIT FUNDS:</u> 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.	<u>SPLIT FUNDS:</u> 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)	<u>SCOPE CHANGE</u> 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	<u>COST DECREASE:</u> 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	<u>ADD NEW PROJECT:</u> 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	<u>ADD NEW PROJECT:</u> 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.	<u>ADD NEW PROJECT:</u> 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.	<u>ADD NEW PROJECT:</u> 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	<u>CANCEL PROJECT:</u> 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.	<u>ADD NEW PROJECT:</u> 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.

Amendment status:

- TPAC approval occurred on December 4, 2020
- JPACT approval occurred on December 17, 2020
- Council approval is scheduled for January 7, 2021.

MTIP ADMINISTRATIVE MODIFICATIONS Submitted During December, 2020

- December Admin Mod AB21-0-0DEC1 consisting of two projects
- December 2020 Admin Mod AB21-05-DEC2 consisting of reprogrammed projects

Proposed October FFY 2021 Administrative Modification Bundle #1 Modification Number: AB21-04-DEC1 Total Number of Projects: 2				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 20376	ODOT	West 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)	PHASE FUND SHIFT: The Administrative Modification shifts a total of \$150,000 from the ROW phase to PE to address final PE design needs.
Project #2 Key 20334	Portland	Central Systemic Signals and Illumination (Portland)	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.	DESCRIPTION CHANGE: The Administrative Modification updates the detailed description to cut one site location from the approved PGB

Proposed October FFY 2021 Administrative Modification Bundle #2 Modification Number: AB21-05-DEC2 Project Phase Reprogramming Administrative Modification

Metro FFY 2021 Obligation Target Project Phase Year Reprogramming Actions

Key	Name	Phase	Action
18801	Clackamas County Regional Freight ITS	CN	Reprogram Cons to FY 2023
18316	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	CN	Reprogram Cons to FY 2023
19357	Beaverton Creek Trail: Westside Trail-SW Hocken Ave	CN	Reprogram Cons to FY 2026
19357	Beaverton Creek Trail: Westside Trail-SW Hocken Ave	PE	Reprogram PE to FY 2022
19358	Basalt Creek Ext: Grahams Ferry Rd-Boones Ferry Rd	ROW	Reprogram ROW to FY 2024
19358	Basalt Creek Ext: Grahams Ferry Rd-Boones Ferry Rd	CN	Reprogram Cons to FY 2026
20808	NE Cleveland Ave: SE Stark ST - NE Burnside	RW	Reprogram ROW to FY 2022
20812	Brentwood-Darlington bike/ped improvements	CN	Reprogram Cons to FY 2022
20813	NE Halsey Street bike/ped/transit improvements	RW	Reprogram ROW to FY 2022
20813	NE Halsey Street bike/ped/transit improvements	UR	Reprogram UR to FY 2022
20813	NE Halsey Street bike/ped/transit improvements	CN	Reprogram Cons to FY 2022
20814	Jade and Montavilla multimodal improvements	CN	Reprogram Cons to FY 2023
20880	Regional Travel Options Program (2021)	OT	Reprogram Other to FY 2022
20884	Transportation system Mgmt & operations/ITS (2019)	OT	Reprogram \$1,157,697 of STBG funds and match to FY 2022
20885	Transportation system Mgmt & operations/ITS (2020)	OT	Reprogram Other to FY 2022
20886	Transportation system Mgmt & operations/ITS (2021)	OT	Reprogram Other to FY 2022
20888	Corridor and systems planning (2020)	PL	Reprogram Planning to FY 2022
20889	Corridor and systems planning (2021)	PL	Reprogram Planning to FY 2022
21121	OR210: SW Scholls Ferry Rd - SW Hall Blvd ITS	PE	Reprogram PE to FY 2022
21121	OR210: SW Scholls Ferry Rd - SW Hall Blvd ITS	CN	Reprogram Cons to FY 2023
21593	City of Portland Transportation Demand Management	OT	Reprogram Other to FY 2022

21132	Cully/Columbia & Columbia/Alderwood Improvements	PE	Reprogram PE to FY 2022
22141	Washington/Monroe: SE Oak St - SE Linwood Ave	PE	Reprogram PE to FY 2022

Total Metro funded number of projects that require phase reprogramming: 18

Total Metro funded number of project phases that require reprogramming to a later year: 23

ODOT FFY 2021 Project Phase Reprogramming Request

Key	Name	Phase	Action
18775	OR99E: MP 20.35 - SW Berg Pkwy (Canby)	CN	Reprogram Cons to FY 2022
18832	Willamette Greenway Trail: Columbia Blvd Bridge	CN	Reprogram Cons to FY 2024
18832	Willamette Greenway Trail: Columbia Blvd Bridge	RW	Reprogram ROW to FY 2023
18837	NE Columbia Blvd: Cully Blvd & Alderwood Rd	CN	Reprogram Cons to FY 2022
19641	Canby (M J Lee) Ferry ITS project	CN	Reprogram Cons to FY 2022
20304	City of Portland safety project	RW	Reprogram ROW to FY 2022
20304	City of Portland safety project	UR	Reprogram UR to FY 2023
20304	City of Portland safety project	CN	Reprogram Cons to FY 2023
20328	OR8 corridor safety & access to transit II	CN	Reprogram Cons to FY 2022
20331	May Street elevated sidewalk replacement	RW	Reprogram ROW to FY 2022
20331	May Street elevated sidewalk replacement	CN	Reprogram Cons to FY 2023
20332	I-205 undercrossing (Sullivan's Gulch)	RW	Reprogram ROW to FY 2022
20332	I-205 undercrossing (Sullivan's Gulch)	CN	Reprogram Cons to FY 2023
20410	I-84: I-205 - NE 181st Avenue	CN	Reprogram Cons to FY 2022
20414	Road safety audit implementation	OT	Reprogram Other to FY 2024
20435	OR99W: I-5 - McDonald St	CN	Reprogram Cons to FY 2022
20488	North Dakota Street: Fanno Creek Bridge	CN	Reprogram ROW to FY 2022
20488	North Dakota Street: Fanno Creek Bridge	CN	Reprogram Cons to FY 2023
21177	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	CN	Reprogram Cons to FY 2022
21178	US26 (Powell Blvd): SE 99th Ave - East City Limits	UR	Reprogram UR to FY 2022
21219	I-5 over NE Hassalo Street and NE Holladay Street	CN	Reprogram Cons to FY 2022
21283	NE 12th Ave over I-84 & Union Pacific RR bridge	CN	Reprogram Cons to FY 2022
21600	Portland Metro/surrounding area traffic monitoring	OT	Reprogram Other to FY 2022
21603	Portland Metro and surrounding areas traffic signal	CN	Reprogram Cons to FY 2022
21604	Portland Metro and surrounding areas pavement marking	CN	Reprogram Cons to FY 2022
21605	Portland Metro and surrounding areas signal detection	CN	Reprogram Cons to FY 2022
21609	Portland Metro and surrounding areas traffic monitoring	CN	Reprogram Cons to FY 2022
21618	Portland Metro & surrounding area audible crosswalk	CN	Reprogram Cons to FY 2022
21623	SW 257th Dr at Sturges Dr/Cherry Park Rd (Multnomah)	CN	Reprogram Cons to FY 2022
21623	SW 257th Dr at Sturges Dr/Cherry Park Rd (Multnomah)	PE	Reprogram PE to FY 2022
21638	OR213: I-205 - OR211	RW	Reprogram ROW to FY 2022
21710	US30: Troutdale (Sandy River) Bridge	RW	Reprogram ROW to FY 2022

Total ODOT funded number of projects that require phase reprogramming: 25

Total ODOT funded number of project phases that require reprogramming to a later year: 32



Meeting minutes

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

Date/time: Friday, December 4, 2020 | 9:30 a.m. to 12:00 noon

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

Members Attending

Tom, Kloster, Chair
Karen Buehrig
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Jeff Owen
Jon Makler
Karen Williams
Laurie Lebowsky
Lewis Lem
Tyler Bullen
Glenn Koehrsen
Jessica Stetson
Idris Ibrahim
Yousif Ibrahim
Rachael Tupica

Affiliate

Metro
Clackamas County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Oregon City and Cities of Clackamas County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
Community Representative
Community Representative
Community Representative
Community Representative
Community Representative
Federal Highway Administration (FHWA)

Alternates Attending

Jamie Stasny
Allison Boyd
Jaimie Huff
Jay Higgins
Glen Bolen

Affiliate

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

Members Excused

Jessica Berry
Katherine Kelly
Donovan Smith
Gladys Alvarado
Taren Evans
Wilson Munoz
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

Multnomah County
City of Gresham and Cities of Multnomah County
Community Representative
Community Representative
Community Representative
Community Representative
City of Vancouver, Washington
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Will Farley
Mike Mason
Jean Senechal Biggs
Mike Foley
Kari Schlosshauer
Matthew Pettit
Milton Ospina
Emily Sarah Wolff
John Gardner

Affiliate

City of Lake Oswego
Oregon Department of Transportation
City of Beaverton

Safe Routes to Schools

StreetLight Data

TriMet

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	Caleb Winter, Senior Transportation Planner
Chris Ford, Principal Regional Planner	Chris Johnson, Research Manager
Margi Bradway, Dep. Director P&D Dept.	Monica Krueger, Transportation Engineer
Tim Collins, Senior Transportation Planner	Lakeeyscia Griffin, Associate Public Affairs
Summer Blackhorse, Program Assistant III	Marie Miller, TPAC Recorder

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

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

2. Comments From the Chair and Committee Members

- **Committee input form on creating a Safe Space at TPAC** (Chairman Kloster) The link to adding comments and input for creating a safe space at TPAC was noted in the chat area of the meeting, which members are welcome to use at any time during the meeting. Comments will be collected and shared at the end of the meeting.
- **COVID-19, racial equity and other updates from Metro and Region** (Chairman Kloster and all) Metro is completing the current round of staff furloughs which end Dec. 31. Gratitude for patience having replies provided to questions and comments from everyone.

Jeff Owen announced grant opportunities to apply for with FY22–23 State of Oregon Special Transportation (STF) Formula Statewide Transportation Improvement (STIF) and 5310 Formula Funds. Deadlines to apply are December 8 and January 6; full instructions on how to apply with any questions to be directed to Cora Potter at TriMet. The link for full information: <https://trimet.org/meetings/stfac/grants.htm>

Eric Hesse noted state agencies are addressing the Governor's Executive Order on climate actions. As well as DLCDC's rulemaking decision, Karen Williams at DEQ is leading a separate rulemaking to commence early next year on expanding Commute Trip Reduction requirements statewide as well as updating the ECO rule that current applies to the Metro region.

<https://www.oregon.gov/deq/air/programs/pages/eco.aspx> It was suggested to have this added to the TPAC agenda work program early in 2021.

Rachael Tupica noted an upcoming webinar from Eno Center for Transportation on 12/10/2020 Environmental (IN) Justice During COVID-19: <https://www.enotrans.org/event/webinar-environmental-injustice-during-covid-19/> Chairman Kloster noted that Ms. Tupica will be leading Metro's Certification Review Dec. 7&8 that TPAC members have been invited to attend.

Jon Makler announced that ODOT has filled the position of Policy & Development Manager with Chris Ford. Mr. Ford will be leaving Metro to start this new position December 28 at ODOT.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) The memo in the packet described the monthly submitted MTIP formal amendment and administrative modification project lists from late October through November 2020 timeframe. It was noted the first draft of the obligation targets was included in the memo; 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 reprogrammed to a later obligation year. More information on the obligation targets will be presented at the January 8 TPAC meeting.
- **Fatal crashes update** (Lake McTighe) Since the Nov. 28 memo in the packet, the total of fatal crashes in the tri-county region as risen marking 125 deaths this year so far. November's numbers are the highest reported one month in the last 3 years. From Portland police data, Washington County record number of fatalities is linked to high speeds, where more than triple the number of citations have been issued over past periods. Ms. McTighe announced a Regional Safety Forum facilitated by Metro is being planned this spring. It will coincide with the second performance safety report for the region presented.
- **2024-27 STIP update** (Grace Cho) Ms. Cho reported the Oregon Transportation Commission (OTC) met to discuss 2024-2027 STIP revenue forecasts, which was expected to provide information on allocated funds to categories and projects. However, OTC discussed scenarios for funding, and planned to review further at their January meeting. An update on this will be provided at the January TPAC meeting.

Jon Makler noted that the OTC website lists their next meeting Dec. 11 with the "Funding Allocation Decision" on the agenda. Three years ago ODOT had delayed scoping projects in the past STIP due to work with HB 2017 implementation. This year the opposite is true, with the scoping process planned throughout 2021. Projected ODOT ARTS projects are planned for scoping in Feb/March. Past collaboration with local agencies and jurisdictions in the scoping process is intended planned. TPAC members are welcome to contact Travis Brower for coordination on this.

- **Acknowledgement of outgoing TPAC community members, 4-year service** (Chair Kloster) Chairman Kloster presented certifications of appreciation (shown on screen) to outgoing TPAC community member representatives Glenn Koehrsen and Tyler Bullen. Both have served on

the committee for four years, providing expertise, knowledge and comments on the topics presented at committee meetings. Mr. Koehrsen was noted for his longtime public service at several levels of government and dedication to the voice for elderly and disabled. Mr. Bullen was noted for his efforts addressing sustainability and climate issues. TPAC members shared their gratitude to these outgoing members with tributes online and in the chat area.

3. Public Communications on Agenda Items (none)

4. Consideration of TPAC Minutes from November 6, 2020

With no corrections or additions to the minutes:

MOTION: To approve minutes from November 6, 2020 as written.

Moved: Jeff Owen

Seconded: Jon Makler

ACTION: Motion passed unanimously with one abstention, Jay Higgins.

5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5151 (Ken Lobeck) Mr. Lobeck presented MTIP Amendment 20-5151 that applies to the new 2021-2024 MTIP. Project grouping buckets (PGB) were presented. PGBs are used for same scope, but with multisite/locations. 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

The December amendment contains 11 projects.

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.

Project #2
Key 70671 Metro
19289

System Management & Operations (TSMO) Program 2018

(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 70875 Metro
20884

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) & (10#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		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.

Following compliance requirements and public notifications Metro Council approval is expected January 7, 2021. ODOT and USDOT final approvals are expected early – mid February 2021.

MOTION: To 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.

Moved: Jon Makler

Seconded: Jessica Stetson

ACTION: Motion passed unanimously.

6. Regional Framework for Highway Jurisdictional Transfer – Resolution 20-5138 (John Mermin)

John Mermin presented the final report of the Regional Framework for Highway Jurisdictional Transfer, thanking the committees, staff and consultant team for their efforts with the study. A summary of the work completed was provided. A recap from public comments was provided. Consultant recommendations to Metro and ODOT for next steps was given:

- Align on regional priorities. Build on these findings to the next RTP update and develop further.
- Keep parties active. Form a steering committee with agencies and jurisdictions to meet regularly to discuss the subject.
- Maintain relevant information. Update readiness and technical evaluations in the study.
- Commit to moving forward. Provide staff resources with Metro and ODOT to engage with jurisdictions, including training and elected involvement.

Comments from the committee:

- Eric Hesse thanked everyone on their work, helping build methodologies for better understanding on the highway framework. The strategies identified compliment others in the region for prioritizing and moving forward. Language changes in the resolution was suggested that address the facility design and management approaches articulated in ODOT’s Blueprint for Urban Design which 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.
- Chris Deffebach noted that some submitted public comments on readiness conflict with the findings regarding funding resources. It was suggested the recommendation comments be more clarified and referenced when received. It was also suggested that the resolution note that funding and political willingness on the jurisdictional transfers will change over time. There was also more complexity with readiness changing over time, noting corridors identified for needs with investments may not be ready technically or readiness. Differences over time may not parallel with the transportation plan.
- Karen Buehrig added support to comments from Mr. Hesse and Ms. Deffebach. It was noted that in the consultant recommendations readiness would change over time. It was suggested to add within the resolution that readiness changes would identify and recognize this. It was asked what “acceptance into the RTP” meant in the resolution. Mr. Mermin noted the report findings and recommendations produced good work toward the next RTP with jurisdictional transfers.
- Margi Bradway noted that the policy and tools developed from this report could help identify corridors with future investments in the RTP process. Chris Deffebach agreed with this direction, having arterial highways corridors given consideration over time.
- Jon Makler agreed, having the language to help mollify ODOT concerns. It was noted that ODOT and others have struggled with this issue. It was preferred to have this methodological vs map-based direction, showing a policy gap that can lead to the 2023 RTP.

These edits were placed in the draft resolution on-screen for committee review. It was agreed they were consistent with discussion and showed transparency, which can be replicated in future meetings. It was agreed that Metro legal office would review the document before presenting to JPACT and Metro Council. Further clarification on the language with policy was discussed. The committee added “to inform policy development” as part of the “Be It Resolved”, with sections of the resolution moved in the document. The committee reviewed the resolution on-screen with all amendments shown. This is presented in full below the resolution motion.

MOTION: To provide JPACT an approval recommendation of Resolution 20-5138 with amendments as visually proposed, and acceptance of the Regional Framework for Highway Jurisdictional Transfer final report.

Moved: Eric Hesse

Seconded: Chris Deffebach

ACTION: Motion passed unanimously.

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

7. **Unified Planning Work Program (UPWP) Amendment Bundle Resolution 20-5141** (John Mermin, Mike Mason, Jeff Owen, Chris Ford) Mr. Mermin provided a review of the three projects presented in the UPWP amendment bundle resolution 20-5141. It was noted that Elizabeth Mros O’Hara would be the staff contact listed on the Tualatin-Valley Highway Transit and Development project replacing Chris Ford.

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

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

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.

MOTION: To provide JPACT an approval recommendation of Resolution 20-5141 adopting the bundle of three project amendments as presented in the 2020-2021 Unified Planning Work Program (UPWP).

Moved: Karen Buehrig

Seconded: Chris Deffebach

ACTION: Motion passed unanimously.

8. **Reimagining Public Safety and Security on Transit** (John Gardner, TriMet) Mr. Gardner presented information on TriMet’s Reimagining Public Safety and Security on Transit program. 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 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 their 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. They want to gather thoughts from riders, with a focus on those who depend on transit. They 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 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.

Survey responses and community feedback was presented. The Transit Public Safety Advisory Committee developed 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 were outlined with estimated timeframes: Training, System Presence, Technology, Infrastructure, and Communication. In 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

The next steps in the project include 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, and continue to build out the details around strategy, implementation, & procurement plan for current fiscal year and beyond.

Comments from the committee:

- Karen Buehrig asked if the collection of data and survey information could be broken down by County. It was noted that Clackamas County had formed a Transit Development Plan with similar focus areas. It was asked what the relationship was between the various focus groups. Mr. Gardner noted that yes, data and survey information could be available for every group and by County. Members from the County's focus group were also on the TriMet committee, working together with shared information and communications.
- Jon Makler noted ODOT had been reorganizing and created an Office of Equity with similar initiatives as TriMet. It was asked how decisions were made on having representatives with committees that reflect various communities. How were decisions on survey questions and committee decisions defined by the communities served?

Mr. Gardner noted that if it weren't for the pandemic, most riders would have been asked for input with demographic and other subject data gathered this way. However, community organizations, community leaders and community outreach was leveraged to access their constituents. TriMet invested in this effort for their knowledge, resources and value of equity recognizing that CEO's and leaders of organizations have different levels of resource capacity. TriMet developed a facilitator tool kit. But noted this was just the start of the process. They encouraged the community groups to discuss beyond just safety issues, and develop a method to continue with the groups as more strategies and plans are implemented.

- Eric Hesse noted the great work on this project. The response to the challenges faced with this effort provides us with best practices and examples, and we are encouraged by what TriMet has developed. Mr. Gardner noted the committee welcomed differing feedback and comments that encouraged diversity as part of the discussion. The 25 action items developed provide opportunity for partnerships and involvement with TPAC members as well. More resources are being added to the plan as it is developed. Further updates can be provided to TPAC.

9. Committee comments on creating a safe space at TPAC (Chairman Kloster) One comment was shared with the committee: For each topic/presentation, give first priority for questions to community members before agency/jurisdiction representatives. This will be incorporated into future meetings.

10. 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, December 4, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/4/2020	12/4/2020 TPAC Agenda	120420T-01
2	TPAC Work Program	11/20/2020	TPAC Work Program, as of 11/20/2020	120420T-02
3	TPAC/MTAC Workshop Work Programs	11/19/2020	TPAC/MTAC Workshop Work Program, as of 11/19/2020	120420T-03
4	Memo	11/24/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	120420T-04
5	Memo	11/24/2020	TO: TPAC and interested parties From: Lake McTighe, Regional Transportation Planner RE: Monthly fatal crash update	120420T-05
6	Draft Minutes	11/06/2020	Draft TPAC minutes from 11/06/2020 meeting	120420T-06
7	Resolution 20-5138	12/04/2020	Resolution 20-5138 FOR THE PURPOSE OF ACCEPTING THE FINDINGS IN THE REGIONAL FRAMEWORK FOR HIGHWAY JURISDICTIONAL TRANSFER STUDY	120420T-07
8	Report	November 2020	Regional Framework for Highway Jurisdictional Transfer Study	120420T-08
9	Staff Report	12/04/2020	Staff Report to Resolution 20-5138 with attachments	120420T-09
10	Resolution 20-5141	12/04/2020	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	120420T-10
11	Exhibits to Resolution 20-5141	12/04/2020	UPWP Project Narratives for ODOT: I-5 and I-205 Portland Metropolitan Value Pricing TriMet Red Line MAX Extension TOD & Station Area Planning Tualatin Valley Highway Transit and Development Project	120420T-11
12	Staff Report	12/04/2020	Staff Report to Resolution 20-5141	120420T-12
13	Fact Sheet	N/A	Reimagining Public Safety and Security on Transit	120420T-13
14	Additional presentation slide	12/04/2020	Nov 2020 traffic deaths in Clackamas, Multnomah and Washington Counties	120420T-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Resolution 20-5151	12/04/2020	Resolution 20-5151 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)	120420T-15
16	Exhibit A to Resolution 20-5151	12/04/2020	Exhibit A to Resolution 20-5151	120420T-16
17	Staff Report	11/27/2020	December 2020 MTIP Formal Amendment & Resolution 20-5151 Approval Request	120420T-17
18	Amended Resolution 20-5138	12/04/2020	Amended Resolution 20-5138 (drafted at TPAC 12/04/2020)	120420T-18
19	Handout	N/A	Recommendations from Reimagining Safety & Security on Public Transit project TriMet	120420T-19
20	Presentation	12/04/2020	December 2020 Formal Amendment Summary Resolution 20-5151	120420T-20
21	Presentation	12/04/2020	Regional Framework for Highway Jurisdictional Transfer Request for Action on Final Report	120420T-21
22	Presentation	12/04/2020	2020-21 Unified Planning Work Program Amendments	120420T-22
23	Presentation	12/04/2020	Reimagining Public Safety & Security on Transit: TriMet	120420T-23

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING TWO) RESOLUTION NO. 21-XXXX
EXISTING AND ADDING ONE NEW PROJECT)
TO THE 2021-24 METROPOLITAN) Introduced by: Chief Operating Officer
TRANSPORTATION IMPROVEMENT) Andrew Scott in concurrence with
PROGRAM (MTIP) IMPACTING CLACKAMAS) Council President Lynn Peterson
COUNTY, METRO, AND WASHINGTON)
COUNTY (JN21-06-JAN)

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, a project review during Preliminary Engineering (PE) revealed that Clackamas County's signal installation and roadway channelization project on SE Johnson Creek Blvd: 79th Pl - 82nd Ave was under funded and required additional support funding to the PE and Right-of-Way phases which is occurring through the addition of local funds to the project; and

WHEREAS, Washington County's new Advanced Traffic Controllers (ATC) and Signal Optimization Metro awarded 2019 Transportation Systems Management and Operations (TSMO) project will upgrade up to one-hundred sixty-three older traffic signals providing central signal system upgrades, plus intersection and signal timing optimized improvements for all users, has developed a sufficient scope and delivery budget to allow MTIP and STIP programming plus development of the Intergovernmental Agreement to now occur; and

WHEREAS, Washington County's new ATC project awarded funding will be sourced from an existing programmed Metro TSMO project grouping bucket totaling of \$1,151,936 of federal Surface Transportation Block Grant (STBG) 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 January 2021 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 January 2021 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 January 7, 2021; and

WHEREAS, JPACT approved Resolution 21-XXXX consisting of the January 2021 Formal MTIP Amendment bundle on January 21, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on February 11, 2021 to formally amend the 2021-24 MTIP to include the required changes or additions to the three identified projects as part of Resolution 21-XXXX.

ADOPTED by the Metro Council this _____ day of _____ 2021.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed January 2021 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **JN21-06-JAN**
 Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 21636 MTIP ID 71190	Clackamas County	SE Johnson Creek Blvd: 79th PI - 82nd Ave (Clackamas County)	<u>COST INCREASE:</u> The formal amendment addresses PE and ROW phase cost increases by adding local overmatching funds to the project	The net cost increase to the project adds \$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.
Project #2 ODOT Key NEW TBD MTIP ID NEW TBD	Washington County	Washington Cnty Regional ATC Controller Project	<u>ADD NEW PROJECT:</u> The formal amendment adds the new 2019 Metro TSMO program awarded project to the MTIP	The project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.
Project #3 ODOT Key 20884 MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2019)	<u>SPLIT FUNDS:</u> The formal amendment splits off and commits \$1,151,936 of STBG-U to the new Washington 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.



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

Formal Amendment
 COST INCREASE
 Increase PE and ROW phases

Lead Agency: Clackamas County		Project Type:	Safety		ODOT Key:	21636
Project Name: SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	1	ODOT Type	Safety		MTIP ID:	71190
		Performance Meas:	Yes		Status:	3
Project Status: 3 = (PE) Preliminary Engineering (NEPA) activities initiated		Capacity Enhancing:	No		Comp Date:	9/30/2025
		Conformity Exempt:	Yes		RTP ID:	11763
Short Description: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2021		Past Amend:	0
		Years Active:	1		OTC Approval:	No
		STIP Amend #:	21-24-0362		MTIP Amnd #:	JA21-06-JAN
Detailed Description: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations. In Clackamas County on SE Johnson Blvd from SE 70th Place to HWY 213 North: Install a new signal at SE 79th Place, install a raised median from SE 79th Place to SE 82nd Avenue and complete channelization improvements to allow only right-in, right-out turns at SE 80th Avenue at the Fred Meyer shopping complex driveway						
STIP Description: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.						

Last Amendment of Modification: Administrative: None. This the first amendment to the project.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP (92.22%)	ZS30	2021		\$ 110,690				\$ 110,690
HSIP (92.22%)	ZS30	2022		-	\$ 127,539			\$ -
HSIP (92.22%)	ZS30	2022			\$ 131,520			\$ 131,520
HSIP (92.22%)	ZS30	2024			-		\$ 1,222,207	\$ -
HSIP (92.22%)	ZS30	2024					\$ 1,218,226	\$ 1,218,226
								\$ -
							Federal Totals:	\$ 1,460,436
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2021		\$ 9,338				\$ 9,338
Other	OTH0	2021		\$ 434,972				\$ 434,972
Local	Match	2022			\$ 10,760			\$ -
Local	Match	2022			\$ 11,096			\$ 11,096
Other	OTH0	2022			\$ 467,004			\$ 467,004
Local	Match	2024					\$ 103,110	\$ -
Local	Match	2024					\$ 102,774	\$ 102,774
								\$ -
							Local Total	\$ 1,025,184
Phase Totals Before Amend:			\$ -	\$ 120,028	\$ 138,299	\$ -	\$ 1,325,317	\$ 1,583,644
Phase Totals After Amend:			\$ -	\$ 555,000	\$ 609,620	\$ -	\$ 1,321,000	\$ 2,485,620
							Year Of Expenditure (YOE):	\$ 2,485,620

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Cost increase: Update PE and ROW phase costs as part of the PE review.

Amendment Summary:

The formal amendment addresses PE and ROW phase cost increases by adding local overmatching funds to the project. There is a minor construction phase cost decrease to the project as well. Two reasons have been cited for the cost increase. They include: (1) Increased consultant costs as indicated by recent consultant contracts with Clackamas County has increased the PE phase cost, and (2) identification of a right of way file that likely requires a full take and relocation has increased the ROW phase cost. The net cost increase to the project adds \$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 11763 - Johnson Creek Blvd/79th Ave Intersection (TSAP)
- > RTP Description: Construct new signalized intersection at the intersection of Johnson Creek Blvd and either 79th Ave or 80th Place and implement proven safety counter measures at high injury location identified in county Transportation Safety Action Plan, including bike/ped and ADA accessibility improvements as necessary.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.127, Table 3 - Intersection channelization projects + intersection signalization projects at individual locations
- > 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 states with the purpose of safety improvements
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

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



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

Formal Amendment
ADD NEW PROJECT
Add new Advance Traffic Controller project

Lead Agency: Washington County		Project Type:	TSMO		ODOT Key: New
Project Name: Washington Cnty Regional ATC Controller Project	2	ODOT Type	Ops		MTIP ID: New
		Performance Meas:	Yes		Status: 1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No		Comp Date: 12/31/2023
		Conformity Exempt:	Yes		RTP ID: 12074
Short Description: Replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.		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
		Length:	N/A		UPWP Cycle: N/A
		1st Year Program'd:	2021		Past Amend: 1
		Years Active:	0		OTC Approval: Yes
		STIP Amend #:	TBD		MTIP Amnd #: JN21-06-JAN
Detailed Description: This project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC). ATC Controllers are the latest national and state standards with more functionality and built-in performance software tools and will include local software, and central signal system upgrades (2019 Metro TSMO Award).					
STIP Description: TBD					

Last Amendment of Modification: Administrative: None - New project being added to the MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS/TSMO)	Total
Federal Funds								
STBG-U	2230	2022					\$ 1,151,936	\$ 1,151,936
								\$ -
								\$ -
							Federal Totals:	\$ 1,151,936
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2022					\$ 131,844	\$ 131,844
								\$ -
								\$ -
							Local Total	\$ 131,844
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,283,780	\$ 1,283,780
Year Of Expenditure (YOE):								\$ 1,283,780

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.
- > Add New Project: 2019 Metro TSMO awarded project being added to the MTIP with STBG-U awarded funds

Amendment Summary:

- The formal amendment adds the new 2019 Metro TSMO program awarded project to the MTIP. The project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades
- > Will Performance Measurements Apply: Yes - ITS

RTP References:

- > RTP ID: 12024 - Regional TSMO Corridors Priority Investments for 2018-2027
- > RTP Description: Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real-time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal 4.2 - Travel Management
- > Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: Possible for some locations
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No



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

Formal Amendment
SPLIT FUNDS
 Shift \$1,151,936 of STBG-U to new
 Washington County ATC project

Lead Agency: Metro		Project Type:	TSMO		ODOT Key:	20884
Project Name: Transportation System Mgmt Operations/ITS (2019)	3	ODOT Type	Ops		MTIP ID:	70875
		Performance Meas:	No		Status:	N/A
Project Status: N/A - This is a TSMO project grouping bucket which maintains committed funding for awarded TSMO projects until MTIP programming occurs		Capacity Enhancing:	No		Comp Date:	9/30/2023
		Conformity Exempt:	Yes		RTP ID:	11104
Short Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee.		On State Hwy Sys:	N/A		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2016		Past Amend:	0
		Years Active:	6		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-06-JAN
<p>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)</p>						
<p>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.</p>						

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	2022					\$ 1,157,696	\$ -
STBG-U	Z230	2022					\$ 5,760	\$ 5,760
								\$ -
							Federal Totals:	\$ 5,760
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					\$ 132,503	\$ -
Local	Match	2022					\$ 659	\$ 659
							Local Total	\$ 659
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,290,199	\$ 1,290,199
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 6,419	\$ 6,419
Year Of Expenditure (YOE):								\$ 6,419

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: \$1,151,936 of STBG-U funds are transferred to the new Washington County ATC project.

Amendment Summary:

The formal amendment splits off and commits to FY 2021 \$1,51,936 of STBG-U to the new Washington 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 \$1,290,199 to \$6,419. The remaining funding will be committed to the next approved Metro awarded TSMO ATC project that is ready for MTIP programming

- > 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

Memo



Date: December 28, 2020
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: January 2021 MTIP Formal Amendment & Resolution 21-XXXX Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING TWO EXISTING AND ADDING ONE NEW PROJECT TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING CLACKAMAS COUNTY, METRO, AND WASHINGTON COUNTY (JN21-06-JAN)

BACKGROUND

What This Is:

The January 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-XXXX and being processed under MTIP Amendment JN21-06-JAN.

What is the requested action?



Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 21-XXXX consisting of three projects in the January 2021 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Proposed January 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: JN21-06- JAN					
Total Number of Projects: 3					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 21636	71190	Clackamas County	SE Johnson Creek Blvd: 79th PI - 82nd Ave (Clackamas County)	Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.	COST INCREASE: The formal amendment addresses PE and ROW phase cost increases by adding local overmatching funds to the project. The net cost increase to the project adds \$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key NEW TBD	NEW TBD	Washington County	Washington Cnty Regional ATC Controller Project	Replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.	ADD NEW PROJECT: The formal amendment adds the new 2019 Metro TSMO program awarded project to 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 \$1,151,936 of STBG-U to the new Washington County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP.

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

Project 1: SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	
Lead Agency:	Clackamas County
ODOT Key Number:	21636 MTIP ID Number: 71190
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations. Source: Existing project. Funding: The awarded source of funding is a combination of federal Highway Safety Improvement Program (HSIP) and local funds. Project Type: Safety (Air quality exempt) Location: In Clackamas County on SE Johnson Creek Blvd at 79th Place Cross Street Limits: 79th Place to 82nd Ave Overall Mile Post Limits: N/A Current Status Code: 3 = (PE) Preliminary Engineering (NEPA) activities initiated STIP Amendment Number: 21-24-0362 MTIP Amendment Number: JN21-06-JAN OTC approval required: No Metro approval date: Scheduled for February 7, 2021
What is changing?	<p>AMENDMENT ACTION: COST INCREASE</p> <p>The formal amendment addresses a PE and ROW phase cost increase by adding local overmatching funds to the project. There is a minor construction phase cost decrease to the project as well.</p> <p>Two reasons have been cited for the cost increase. They include: (1) Increased consultant costs as indicated by recent consultant contracts with Clackamas County has increased the PE phase cost, and (2) identification of a right of way file that likely requires a full take and relocation has increased the ROW phase cost. The net cost increase to the project adds</p>

	<p>\$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.</p> <p>Key project benefits include the following:</p> <ul style="list-style-type: none"> • Improved safety by restricting some turns to reduce crashes from drivers turning in and out of driveways. • Increased safety for all modes of traffic, including pedestrians, with a new signal and crossing at SE 79th Place.
<p>Additional Details:</p>	<p style="text-align: center;">Project Location</p>  <p style="text-align: center;">SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County) Clackamas County 21636</p> 
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, projects with a total cost of \$1 million or greater and incur a cost increase greater than 20% require a formal/full amendment.</p>
<p>Total Programmed Amount:</p>	<p>The project's total cost increases from \$1,583,644 to \$2,485,620.</p>
<p>Added Notes:</p>	<p>None</p>

Project 2: Washington Cnty Regional ATC Controller Project																																																																													
Lead Agency:	Washington County																																																																												
ODOT Key Number:	New - TBD MTIP ID Number: New - TBD																																																																												
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Washington Cnty Regional ATC Controller Project Source: New project. Funding: The project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades. Project Type: TSMO/ITS Location: Throughout Washington 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: JN21-06-JAN OTC approval was not required for this amendment. 																																																																												
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT:</u></p> <p>The formal amendment adds the new 2019 Metro TSMO program awarded project to the MTIP. This project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC). ATC Controllers are the latest national and state standards with more functionality and built-in performance software tools and will include local software, and central signal system upgrades. \$1,151,936 of Metro awarded STBG-U from the 2019 TSMO funding call has been awarded to the project.</p>																																																																												
Additional Details:	<p style="text-align: center;">2020 TSMO Project Estimate</p> <p>Project: Washington County Regional ATC Controller Upgrade Project 12/1/2020 Prepared by: Shaun Quayle</p> <p>Project Estimate ("Other": Phase)</p> <table border="1"> <thead> <tr> <th>Agencies</th> <th>New ATC</th> <th>Timing Conversion & Testing</th> <th>Hardware / Software</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Washington County</td> <td>109</td> <td>\$ 218,000.00</td> <td>\$ 457,800.00</td> <td>\$ 675,800.00</td> </tr> <tr> <td>Beaverton</td> <td>26</td> <td>\$ 52,000.00</td> <td>\$ 109,200.00</td> <td>\$ 161,200.00</td> </tr> <tr> <td>Tigard</td> <td>7</td> <td>\$ 14,000.00</td> <td>\$ 29,400.00</td> <td>\$ 43,400.00</td> </tr> <tr> <td>Hillsboro</td> <td>21</td> <td>\$ 42,000.00</td> <td>\$ 88,200.00</td> <td>\$ 130,200.00</td> </tr> <tr> <td></td> <td>163</td> <td>\$ 326,000.00</td> <td>\$ 684,600.00</td> <td>\$ 1,010,600.00</td> </tr> <tr> <td></td> <td></td> <td>Agency Staff Time</td> <td></td> <td>\$ 30,110.00</td> </tr> <tr> <td></td> <td></td> <td>Meetings</td> <td></td> <td>\$ 30,000.00</td> </tr> <tr> <td></td> <td></td> <td>Field Implementation</td> <td></td> <td>\$ 10,000.00</td> </tr> <tr> <td></td> <td></td> <td>Before/After Validation</td> <td></td> <td>\$ 50,000.00</td> </tr> <tr> <td>Sub-Total</td> <td></td> <td></td> <td></td> <td>\$ 1,130,710.00</td> </tr> <tr> <td></td> <td></td> <td>Contingency</td> <td>10%</td> <td>\$ 113,070.00</td> </tr> <tr> <td></td> <td></td> <td>ODOT Overhead</td> <td></td> <td>\$ 40,000.00</td> </tr> <tr> <td></td> <td></td> <td>Total Cost</td> <td></td> <td>\$ 1,283,780.00</td> </tr> </tbody> </table> <p style="text-align: right;">Fed Funds 89.73% \$ 1,151,936 Local Match 10.27% \$ 131,844</p> <p>ATC Controller Per Intersection</p> <table border="1"> <tr> <td>ATC Controller Unit Cost (X3C County Std)</td> <td>\$ 3,200.00</td> </tr> <tr> <td>Central Software License Unit Cost</td> <td>\$ 1,000.00</td> </tr> <tr> <td>Total Cost per Intersection</td> <td>\$ 4,200</td> </tr> </table>	Agencies	New ATC	Timing Conversion & Testing	Hardware / Software	Total	Washington County	109	\$ 218,000.00	\$ 457,800.00	\$ 675,800.00	Beaverton	26	\$ 52,000.00	\$ 109,200.00	\$ 161,200.00	Tigard	7	\$ 14,000.00	\$ 29,400.00	\$ 43,400.00	Hillsboro	21	\$ 42,000.00	\$ 88,200.00	\$ 130,200.00		163	\$ 326,000.00	\$ 684,600.00	\$ 1,010,600.00			Agency Staff Time		\$ 30,110.00			Meetings		\$ 30,000.00			Field Implementation		\$ 10,000.00			Before/After Validation		\$ 50,000.00	Sub-Total				\$ 1,130,710.00			Contingency	10%	\$ 113,070.00			ODOT Overhead		\$ 40,000.00			Total Cost		\$ 1,283,780.00	ATC Controller Unit Cost (X3C County Std)	\$ 3,200.00	Central Software License Unit Cost	\$ 1,000.00	Total Cost per Intersection	\$ 4,200
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<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project the MTIP requires a formal/full amendment.</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount for the project is \$1,283,780</p>
<p>Added Notes:</p>	<p>Attachment 1: TSMO Sub allocation TPAC Memo (grant award letter)</p>

<p>Project 3: Transportation System Mgmt Operations/ITS (2019)</p>	
<p>Lead Agency:</p>	<p>Metro</p>
<p>ODOT Key Number:</p>	<p>20884 MTIP ID Number: 70875</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. • Source: Existing project • Funding: The Project Grouping Bucket (PGB) contains STBG funds committed for future Metro awarded Transportation System Management and Operations (TSMO)/Intelligent Transportation System (ITS) 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: JN21-06-JAN • OTC approval required: No

<p>What is changing?</p>	<p><u>AMENDMENT ACTION: SPLIT FUNDS</u></p> <p>The formal amendment shifts \$1,151,936 of STBG-U funds to Washington County's new ATC upgrade project.</p>
<p>Additional Details:</p>	<p>Key 20884 is a project grouping bucket (PGB) acts as the Metro TSMO funding reserve and is the basis for the awarded projects. The TSMO funds are programmed in annual PGBs to ensure Regional Flexible Fund Allocation Program – Step 1 allocated funds are appropriately committed to the Metro TSMO program as approved by Metro Council.</p> <p>Once the federally awarded TSMO/ITS projects have a well-developed scope and budget sufficient for development of the Intergovernmental Agreement (IGA) to be initiated, developed, and executed, the projects is split off from the PGB as a stand-alone project in the MTIP and STIP.</p> <p>The awarded projects are maintained in the PGB until the scope and budget are developed satisfactorily to help prevent and ensure major delivery issues do not occur through the federal transportation delivery process. Once federal funds are completely shifted out of the PGB to their approved TSMO/ITS project, the PGB is canceled from the MTIP.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the fund shift represent a programming decrease to the PGB which is above the 20% threshold,</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount in Key 20884 (federal and match) decreases from \$1,290,199 to \$6,419</p>
<p>Added Notes:</p>	

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment

- Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket
- RTP project cost consistent with requested programming 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

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

- 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 January 2021 Formal MTIP amendment (JN21-06-JAN) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	January 6, 2021
● TPAC notification and approval recommendation.....	January 8, 2021
● JPACT approval and recommendation to Council.....	January 21, 2021
● Completion of public notification process.....	February 4, 2021
● Metro Council approval.....	February 11, 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:

<u>Action</u>	<u>Target Date</u>
● Amendment bundle submission to ODOT for review.....	February 16, 2021
● Submission of the final amendment package to USDOT.....	February 17, 2021
● ODOT clarification and approval.....	Mid-March, 2021
● USDOT clarification and final amendment approval.....	Mid to Late March, 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 21-XXXX consisting of three projects in the January 2021 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

1 Attachment: Metro TSMO Award Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: Jan. 2, 2020
To: TPAC and Interested Parties
From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner
Subject: TSMO Sub-allocation for FFY19-21

Memo Purpose

Share TransPort's Transportation System Management and Operations (TSMO) project recommendations from the 2019 TSMO Project Solicitation (2019-2021 MTIP).

Overview

TransPort is the Subcommittee of TPAC that plays a key role in advancing TSMO projects. TransPort updates the criteria based on the current TSMO strategy and regional policy priorities. Metro leads the TSMO solicitation and review process. TransPort recommends projects for funding.

The 2019 TSMO Project Solicitation process included these steps:

- March-July 2019 – TransPort discussed important 2018 RTP policies to develop the criteria that went into the 2019 TSMO Project Solicitation
- August-September 2019 - Solicitation and submissions
- October 2019 – Metro led the review process including screening for meeting minimum requirements, project readiness/risk review and ratings from a group of regional-level reviewers
- November 2019 - TransPort discussion, including GIS exercises to tie intersection investments to TSMO criteria
- November 2019 – Applicants provided revised requests (optional)
- December 11, 2019 – TransPort took action to unanimously recommend the projects below.

For more background, please see the application and guidance still posted at <https://www.oregonmetro.gov/tsmo>.

The 2019 TSMO Solicitation was based on affording projects with an estimated \$4.6M in federal funds. After budget review and accounting for the TSMO program management costs for three years, Metro determined that \$4.7M in federal funds is available for the 2019 TSMO Project Solicitation. Nearly \$7M in requests were received (\$2.3M above available funds).

During the November 13, 2019 TransPort meeting, consensus was to give each applicant the option of tightening budgets and/or scaling down the project. Most of the applicants submitted revised requests. Revised requests, plus those that were not revised, totaled \$6,341,459 in requested TSMO federal funds (\$1.6M above available funds).

Metro Staff created an option for TransPort to discuss at their Dec. 11 using reviewer ratings, GIS analysis of project locations and other input to help scale projects to the \$4.7M of available TSMO federal funds.

Recommended Projects

TransPort recommends projects in two categories. The first involves upgrading the hardware equipment at many signalized intersections across the region with Advanced Traffic Controllers (ATCs). The second category primarily serves region-wide needs. The following describes these categories with select project details. All projects are listed at the end of this memo.

Advanced Traffic Controller Projects

These projects are located at intersections around the region and applicants provided Metro with locations. Metro compared intersections to 2019 TSMO Solicitation criteria as the basis for investment:

- Equity – fund all in 2018 RTP equity focus areas
- Safety – fund all that are at high-injury crash intersections identified by Metro or by local agency’s safety plan, plus signals nearby or serving fire stations
- Reliability for people – fund all related to transit reliability as well as some additional transit-serving intersections, intersections near schools and intersections that provide a foundation for Integrated Corridor Management
- Reliability for goods movement – fund all related to Metro analysis of reliability on freight routes plus some intersections with identified freight demand
- Reliability – fund some intersections that provide a foundation for Integrated Corridor Management
- Partnerships – fund a portion of intersections in cities that are providing local matching funds

The list of lead agencies deploying ATCs is included at the end of this memo.

All Other Project Applications

PSU – PORTAL keeps the funding level close to historic levels for the next three years of enhancing and continuing the regional transportation data archive.

Metro - TSMO Program Plus provides additional support to bring onboard additional professional services to boost both the technical side and communications for the program.

- \$90,000 for planning supportive of extending the 2020 TSMO Strategy update to city, county and related state planning efforts
- \$30,000 for operator policy development, supportive of operator agreements, sharing agreements and similar efforts called for by the 2020 TSMO Strategy
- \$100,000 for research of a range of needs to be identified in the 2020 TSMO Strategy that may include applying a racial equity lens by understanding TSMO related context around changing travelers access and needs; ranging to, Dynamic Traffic Assignment modeling, to understand performance of different operations scenarios.
- \$40,000 for training, supportive of the skills desired by TSMO partners
- \$48,600 for Communications supportive of TSMO partners to do their work communicating the TSMO strategies, solutions and outcomes

City of Portland - Regional Traffic Signal System Performance Measures for active transportation.

City of Portland - Traffic Signal Communications (fiber optics) for connecting signals on NE Holgate east of 82nd Ave.

Two projects received lower ratings and were ultimately lower priorities for TransPort and will not receive funding from the 2019 TSMO recommendation:

- Metro Regional Operations Asset Data ConOps: a planning project to create a virtual layer of signal and signage infrastructure.
- PBOT Rail Safety Crossing Project: batteries to help in the event of power failure.

Next Steps

The steps ahead for concluding the project recommendation process and beginning projects include:

- Metro newsfeed item announcing recommended projects
- TSMO Program staff finalize recommendation letters with conditions of approval
- Winter/Spring - Lead agencies will refine project scopes, draft IGAs, work with Metro and ODOT on MTIP/STIP programming in preparation for FHWA Obligation

Please contact me with any questions at 503-797-1758 or Caleb.Winter@oregonmetro.gov.

Lead agency	Project name	Project type	TSMO Federal Portion
City of Portland	Traffic Signal Communications	Data communications through fiber optics	\$227,196
City of Portland	Local Traffic Signal Controller Replacement	ATCs	\$840,435
City of Portland	Regional Traffic Signal System Performance Measures	Traffic Signal Performance Measures for Active Transportation	\$619,137
Clackamas County	Clackamas County Regional ATC controller & Signal Optimization Project	ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville	\$735,878
Metro	Regional TSMO Program Plus	Advancements in planning, training, research and communications	\$285,880
Oregon Department of Transportation	Advanced Traffic Controller (ATC) Deployment Project 99E and Tualatin Valley Highway	ATCs	\$239,507

Lead agency	Project name	Project type	TSMO Federal Portion
Portland State University	Multimodal Transportation Data Archive	Data archiving and enhancements of PORTAL	\$600,000
Washington County	Advanced Traffic Controller (ATC) Optimization Project	ATCs in Washington County, Beaverton, Hillsboro and Tigard	\$1,151,936

Total = \$4,700,000

2021 TPAC Work Program

As of 12/29/2020

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

<p>January 8, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • Timeline for 2020-21 UPWP review & adoption (John Mermin) • 2024-2027 MTIP update (Grace Cho) • Reminder: Regional Congestion Pricing Study Workshop #3 January 12, 9-11:30 am • Reminder: Regional Emergency Transportation Routes (ETR) Update at 2/17 TPAC/MTAC workshop (Kim Ellis) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • TPAC 2021 work program review (Chair Kloster/all, 20 min) • Project Funding Obligation Targets <u>Informational</u> (Ted Leybold & Ken Lobeck; 30 min) • Oregon City-West Linn Bike/Ped Crossing Update <u>Information/Discussion</u> (Sandra Hikari, ODOT, Dayna Webb, Oregon City, Roy Watters, Tribal Liaison, ODOT, 40 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Info/Discussion</u> (Chair Kloster; 10 min) 	<p>February 5, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • Reminder: UPWP Annual Review 2/18, 1-4 pm <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2024-2027 MTIP – Update on ODOT administered funding for fiscal years 2025-2027 <u>Informational</u> (ODOT staff presentation, 15 min) • Regional Flexible Funds Allocation (RFFA) Strategic Direction process update - Briefing and Discussion (Dan Kaempff; 50 min) • Regional Mobility Policy Update <u>Informational</u> (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 <u>Information/Discussion</u> (Chair Kloster; 10 min)
<p>March 5, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Emergency Transportation Routes (ETR) Update: RETR Routes & Report <u>Recommendation to JPACT</u> (Ellis, Metro/ Hanson, RDPO; 30 min.) • 2024-2027 MTIP – Transit Agencies annual budget process and CIP <u>Informational</u> (TriMet and SMART presentation, 15 min) • 2019 Regional Safety Targets Report & Safety Work Plan <u>Informational</u> (Lake McTighe; 30 min) • Review Draft 2021-22 UPWP <u>Information/Discussion</u> (John Mermin; 30 min) • Regional Congestion Pricing Study – Final Report (Elizabeth Mros-O’Hara; 20 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Info/Discussion</u> (Chair Kloster; 10 min) 	<p>April 2, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Recommendation to JPACT on 2021-22 UPWP <u>Recommendation to JPACT</u> (Mermin, 30 min) • 2025-27 RFFA Strategic Direction update <u>Informational</u> (Dan Kaempff, 45 min) • Regional Freight Study Updates <u>Informational</u> (Tim Collins; 30 min.) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)

2021 TPAC Work Program

As of 12/29/2020

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

<p>May 7, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2025-27 RFFA Strategic Direction draft review <u>Informational</u> (Dan Kaempff, 45 min) • <i>2020-21 TSMO Strategy Update Progress Information/Discussion</i> (Caleb Winter, 40 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min) 	<p>June 4, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2025-27 RFFA Strategic Direction <u>Recommendation to JPACT</u> (Kaempff, 45 min) • Status Report on Household Survey <u>Informational</u> (Chris Johnson, 30 min) • <i>Regional Mobility Policy Update Information/Discussion</i> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)
<p>July 9, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min) 	<p>August 6, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)
<p>September 3, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min) 	<p>October 1, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • <i>Regional Mobility Policy Update Discussion</i> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Chair Kloster; 10 min)

2021 TPAC Work Program

As of 12/29/2020

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

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

Parking Lot: Future Topics/Periodic Updates

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

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

**2021 Metro Technical Advisory Committee (MTAC) and
Transportation Policy Alternatives Committee (TPAC) workshop meetings Work Program
As of 12/29/2020**

<p>Feb. 17, 2021 – TPAC/MTAC Workshop – Virtual Mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Emergency Transportation Routes (ETR) Update-Draft ETR Routes and Report (Kim Ellis, Metro/Laura Hanson, RDPO/Thuy Tu, TTU Consulting/ Allison Pynch, Salus Resilience; 45 min) 	<p>April 21, 2021 – TPAC/MTAC Workshop – Virtual Mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/ Susie Wright, Kittelson; 90 min)
<p>June 16, 2021 – TPAC/MTAC Workshop – Virtual Mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Best Practices and Data to Support Natural Resources Protection (Lake McTighe; 90 min) 	<p>August 18, 2021 – TPAC/MTAC Workshop – Virtual Mtg. <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Freight Delay and Commodities Movement Study Policy Framework Discussion (Tim Collins, Metro; 30 min) Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT/ Susie Wright, Kittelson; 80 min)
<p>October 20, 2021 – TPAC/MTAC Workshop – Virtual Mtg <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Scoping Kick-off for 2023 Regional Transportation Plan Update (Kim Ellis, 90 min.) 	<p>December 15, 2021– TPAC/MTAC Workshop-Virtual Mtg <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>

Parking Lot/Bike Rack: Future Topics (In addition check with future topics in both MTAC and TPAC work programs)

- Climate Action updates (DLCD date TBD)
- Technical Analysis MTIP/RTP (Grace Cho, Kim Ellis date TBD)

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 or cancellations, call 503-797-1700 for building closure announcements.

Memo

Date: December 29, 2020
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: Obligation Targets Program Overview

SUMMARY

As of October 1, 2020 and the beginning of federal fiscal year (FFY) 2021, Metro is now under Obligation Targets for annually formula-allocated federal Congestion Mitigation Air Quality (CMAQ), urban Surface Transportation Block Grant (STBG-U), and Transportation Alternatives (TA) funds. The obligation targets are now required due to past years of annually failing to obligate a sufficient minimum amount of federal funds.

When the new MTIP is updated, project programming occurs with the federal amount committed to a project phase, and programmed in the expected year of obligation. USDOT considers this a legal agreement between the State DOT, MPOs, and lead agencies. Based on the federal fund allocations and established rules to obligate and expend the funds, USDOT then works to ensure the annually programmed federal funds are available for the project. In theory, USDOT's expectation is that 100% of the federally programmed funds will obligate during their programmed year and delays will not occur.

The unfortunate reality is that projects often do not obligate their federal funds as programmed resulting in notice to proceed delays and phase slips. By 2015, obligating federal fund problems had become a significant issue for the MPOs. Annual obligation rates had dropped to about 50%. Starting on 2016 the MPOs, ODOT, and FHWA began investigating the reasons for the obligation delays. During 2017, it became clear changes were needed and discussions began about establishing Obligation Targets for the MPOs. Note: The obligation delay issue is not unique and most other states suffer from similar problems. Most states now impose obligation targets on the MPOs. As of 2018, ODOT and the three Transportation Management Agencies (TMAs) began developing the Obligation Targets Program structure, business practices, and procedures. Originally, the Obligation Targets Program was to begin with FY 2020. However, due to Covid-19 issues, and a few business practices that need further refinement, FY 2020 was used as "spring-training" practice year. As of October 1, 2020, the Obligation Targets program formally begins.

HOW WE GOT HERE

As mentioned earlier, the need to establish formal obligation targets emerged from our inability to annually obligate a sufficient minimum amount of federal funds. The investigation into this problem resulted in three summary findings:

- Failure to adequately pre-scope projects prior to beginning the Preliminary Engineering (PE) phase resulting in pro-acted time to complete PE, plus delays and difficulties to properly develop and execute the IGA. Projects that do not complete any pre-NEPA and pre-design requirements often are experiencing delays initiating PE, developing accurate project costs, and completing the IGA. The need for pre-scoping work for many federally funded projects is now a standing item with the Certified Users Group (CUG).

- Failure to develop accurate project delivery schedules. Because slipping project phases to a later year was not considered an issue in the past, MTIP/STIP and delivery schedules often used a “1+1+1” delivery logic. The 1+1+1 delivery logic programmed the PE phase across a single year, with ROW in year two, and construction in year three. This has been completely unrealistic. Since 2018 programming and delivery schedules now provide added time to PE, ROW, and Utility Relocation resulting in the construction phase now pushed out to year five or six in the project delivery timeline. If a phase is ready early, it is now advanced forward. This has helped reduce the number of project phase slips.
- Federal project delivery proficiency and expertise. A need for additional training in almost every area of the federal transportation project delivery process has emerged. The ODOT CUG has begun to address this area and is developing additional training opportunities for project managers, ODOT staff, ODOT Local Agency Liaisons (LAL), and certified agency staff. New business processes, a new Local Agency Guide manual, additional monitoring and reporting responsibilities, and the establishment of Obligation Targets are a few of the results which have emerged from this area.

HOW THE FY 2021 OBLIGATION TARGETS WERE DEVELOPED

1. Identification of the annual federal funds subject to the Obligation Targets:
 - a. Allocated and programmed Metro federal formula funds (CMAQ, STBG-U, and TA) are now divided into two groups: “New Funding” consists of federal funds first programmed in FY 2021 or later and have not required a phase slip. The second type is “Older Funding” which have been programmed prior to FY 2021 and required a phase slip into FY 2021. Only New Funding federal CMAQ, STBG-U, and/or TA funds are subject to annual obligation targets. Older Funds are addressed differently and discussed in a later section.
 - b. The “New Funding” and “Older Funding” projects are divided into their respective sections and represent the starting 100% obligation possible for FY 2021. Once the list is developed, the projects and phase obligation timing are evaluated for accuracy.
2. Determine which FY 2021 project phases require reprogramming:
 - a. Because the 2021-24 MTIP programming process occurred over a year before the document’s approval, numerous assumptions were used to determine the phase year.
 - b. The programming assumptions require a review and re-validation to determine the project schedule and phase programming is accurate.
 - c. “New Funding” projects are reviewed by the project manager, the ODOT Local Agency Liaison (LAL), and Metro to determine if the FY 2021 phase programming is accurate. If not, Metro is provided one opportunity to reprogram the project phase and remove the project phase from the initial obligation targets list. The reprogramming action is a “free-action” and not subject to Obligation Program penalties.

3. Complete the annual project reprogramming amendment to the MTIP during December.
 - a. Projects that will not obligate their phase programming during FY 2021 are now re-programmed to FY 2022 or later. These projects are removed from the FY 2021 Obligation Targets list.
 - b. New Funding projects that remain programmed in FY 2021 now become Metro's 100% Obligation Target list projects.
 - c. The chances of obligating 100% of remaining programmed projects is still slim at best. Because of this, Metro is held to an annual minimum obligation percent of 80% of programmed funds. If Metro obligates at least 80% of the annual programmed CMAQ, STBG-U and TA formula funds, then Metro has met ourr annual obligation targets. If the obligation rate is below 80%, then penalties may apply.
4. Monitor, obligate, monitor, obligate, and repeat:
 - a. With the December reprogramming amendment now complete, January through the end of August is the time of project monitoring and completing efforts to obligate project phase funding. During September, ODOT and Metro will complete the final obligation tally for the federal fiscal year.
 - b. Projects with their phase programming in FY 2021 that fail to obligate by the end of the federal fiscal year will be slipped to FY 2022 or later. These project slips may result in obligation target penalties and the loss of future allocated funds or STBG redistribution opportunities. The goal for the end of year required project phase slips is zero.
5. Advancing future year projects and exceptions:
 - a. For New Funding projects to remain as part of the annual obligation target list, confidence must be extremely high that the phase will obligate as the delivery schedule indicates. If any doubt exists, the phase will be pushed-out to a later year. Additionally, some obligation schedules are late in the fiscal year (e.g. July or August). Unfortunately, history reveals that about 50% planned late year obligations will fail, and have to be slipped to the next federal fiscal year for an early fall obligation. Due to the structure and rules for the Obligation Targets Program, these obligation failures are sufficient to result in a sub-eighty percent obligation goal. For this reason most planned late-year obligation project phases were reprogrammed to FY 2022 to avoid possible later obligation penalties.
 - b. In the event the project phase is ready to obligate before the end of FY 2021, then the project phase can be advanced forward from FY 2022 to FY 2021 via an administrative modification to the MTIP. There are no penalties if projects are advanced from a later year to obligate in the current fiscal year. An Administrative modification normally only takes two weeks to complete. The ODOT LAL for the project will notify Metro around June or July if a project phase advancement is required.
 - c. Finally, there will be times when external impacts can delay a federally funded project that is beyond the lead agency's control. When these delays occur, an

exception may be requested to remove the project from the obligation target list. An example is a new unforeseen design requirement that occurs during PE. A delay due to the project from a natural disaster is another possibility. If a project delay occurs impacting the planned obligation timing, Metro will submit an exception review request. If approved, the project's obligation phase and amount will be removed from the annual obligation targets list.

6. Older Funding Projects:

- a. As mentioned earlier, the second type of FY 2021 CMAQ, STBG-U, or TA fund programming represents "Older Funding" projects. These are projects with fund programming that originated in FY 2020, or before and had to be slipped to FY 2021. Projects with these funds programmed are not subject to the annual Obligation Targets Program requirements.
- b. Older Funding projects have an obligation shelf-life requirement. If the programmed funds are not obligated before the end of FY 2023 (September 30, 2023), the funds will lapse and be lost to the project. The lapse condition was established to encourage older projects to obligate their phases and finish the project.

SUMMARY

The prior discussion provides a general and simplified overview of the new Obligation Targets Program. The TMAs are now held accountable. The program will result in additional project monitoring by Metro and ODOT. It has taken the TMAs and ODOT almost three years to identify required business practices, required procedures and rules, penalties, and rewards as well as overall management responsibilities. There is still more program development work and refinement to occur.

Federal fiscal year 2021 is the first year the Obligation Targets will apply. The minimum obligation goal for this first year will begin below 80% and be gradually increased up to 80% over a multi-year period. To evaluate and test the program procedures and business practices, Metro will evaluate the annual obligation results based on the 80% threshold. Overall management and refinement of the statewide Obligation Targets Program will continue through the ODOT Certified Users Group (CUG). The following pages contain the final list of projects comprising the FY 2021 Obligation Targets Program for New Funding projects, and the results of the review of the Older Funding Projects. The summary for both is the following:

- FY 2021 Obligation Targets (New Funding Projects):
 - FY 2021 Obligation Targets 100% Goal: \$30,209,852 consisting of 8 projects.
 - Original number projects evaluated to 18 projects and \$47,149,143.
 - Ten projects and project phases totaling \$16,939,291 were reprogrammed to FY 2022 or a later year in the MTIP.
- Older Funding Projects:
 - A total of 26 projects are identified as "Older Funding" projects totaling \$27,613,527
 - Fifteen projects totaling \$15,445,558 (which equals 55.9%) are projected to obligate during FY 2021.

Metro CMAQ, STBG-U, and TA "New Funding" Programming Subject to FY2021 Obligation Targets									
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 Type	Federal Amount
20812	Portland	Brentwood-Darlington Bike/ped Improvements	UR	2021	2021	Yes	N/A	TAP POR	44,865
			RW	2021	2021	Yes	N/A	TAP POR	153,025
20834	TriMet	Regional High Capacity Transit Bond Payment (2021)	OT	2021	2021	YES	N/A	CMAQ PMA	11,000,000
			OT	2021	2021	YES	N/A	URBAN STP/STBG POR	10,390,000
20842	TriMet	Bus & rail Preventive Maintenance (RFFA-2021)	OT	2021	2021	YES	N/A	URBAN STP/STBG POR	2,506,749
20877	Metro	Regional MPO Planning (2021)	PL	2021	2021	YES	N/A	URBAN STP/STBG POR	1,359,876
21267	TriMet	TriMet Preventive Maintenance (TOD) 2021	OT	2021	2021	YES	N/A	URBAN STP/STBG POR	3,393,696
21407	Portland	OR99W/SW Barbur Blvd Area: Sidewalk Infill (Portland)	CN	2021	2021	YES	N/A	URBAN STP/STBG POR	1,361,641
Total CMAQ, STBG-U, and TA FY 2021 100% Obligation Target Projections:									\$30,209,852
80% Obligation Target:									\$24,167,882
Note: Original "New Funding" FY 2021 programming consisted of 18 projects total \$47,149,143 of Metro awarded CMAQ, STBG-U, and TA funds. Ten project and programmed phases were reprogrammed to a later year resulting in a 100%obligation target for 8 projects totaling \$30,209,852, Or, 64% of the original "New Funding" projects programming in FY 2021 is expected to obligate.									

Older Funding Projects – Not Subject to Annual Obligation Target Requirements However, these projects must obligate their federal funds before the end of FY 2023 (September 30, 2023)									
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
18001	Clackamas County	Clackamas County Regional Freight ITS	CN	2015	2021	NO	2023	URBAN STP/STBG POR	1,424,507.72
18026	Sherwood	Cedar Creek/Tonquin Trail: OR99W - SW Pine St (Sherwood)	CN	2015	2021	YES	N/A	CMAQ PMA	3,418,526.36
18311	Tigard	Durham Rd/Upper Boones Ferry Rd: OR99W - I-5	CN	2015	2021	YES	N/A	URBAN STP/STBG POR	206,937.87
18316	Portland	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	CN	2015	2021	NO	2023	URBAN STP/STBG POR	449,243.12
19357	Tualatin PRD	Beaverton Creek Trail: Westside Trail-SW Hocken Ave	PE	2016	2021	NO	2022	URBAN STP/STBG POR	589,308.95
18758	ODOT	OR8: SW Hocken Ave - SW Short St	CN	2017	2021	NO	2022	URBAN STP/STBG POR	1,974,954.61
19280	Happy Valley	SE 129th Avenue - bike lane and sidewalk project	CN	2017	2021	YES	2021	TAP POR	318,739.77
			CN	2017	2021	YES	2021	URBAN STP/STBG POR	1,738,726.92
19299	Portland	Central City in Motion	RW	2017	2021 N/A	N/A	N/A	CMAQ PMA	-
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
21121	Beaverton	OR210: SW Scholls Ferry Rd - SW Hall Blvd ITS	PE	2017	2021	NO	2022	URBAN STP/STBG POR	134,595.00
19276	Clackamas County	Jennings Ave: OR99E to Oatfield Rd	RW	2018	2021	YES	2021	URBAN STP/STBG POR	897,321.54
19289	Metro	Trans System Mgmt & Operations Program (2018)	OT	2018	2021	YES	N/A	URBAN STP/STBG POR	200,000.09

19299	Portland	Central City in Motion	CN	2018	2021 N/A	N/A	N/A	CMAQ PMA	-
21121	Beaverton	OR210: SW Scholls Ferry Rd - SW Hall Blvd ITS	PE	2021	2021	No	2022		
			CN	2018	2021	NO	2023	URBAN STP/STBG POR	304,939.00
NEW	Calackamas County	Clackamas Cnty Regional ATC Controller & Signal Optimization	OT	2021	2021	YES	N/A	URBAN STP/STBG POR	535,103.00
20884	Metro	Transportation system Mgmt & operations/ITS (2019)	OT	2019	2021	NO	2022	URBAN STP/STBG POR	1,157,697.00
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
			CN	2021	2021	NO	2026	Local	
20329	West Linn	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	CN	2020	2021	NO	2022	CMAQ PMA	2,687,441.26
			CN	2020	2021	N/A	N/A	URBAN STP/STBG POR	-
20813	Portland	NE Halsey Street bike/ped/transit improvements	RW	2020	2021	NO	2022	URBAN STP/STBG POR	147,319.61
			UR	2020	2021	NO	2022	URBAN STP/STBG POR	44,865.00
20814	Portland	Jade and Montavilla multimodal improvements	RW	2020	2021	YES	N/A	TAP POR	193,074.73
20879	Metro	Regional Travel Options Program (2020)	OT	2020	2021	YES	N/A	URBAN STP/STBG POR	2,598,450.69
20882	Metro	Transit Oriented Development Program - 2020	OT	2020	2021	YES	N/A	Local	-
20885	Metro	Transportation system Mgmt & operations/ITS (2020)	OT	2020	2021	NO	2022	URBAN STP/STBG POR	1,744,597.96

20888	Metro	Corridor and systems planning (2020)	PL	2020	2021	NO	2022	URBAN STP/STBG POR	404,235.32
20897	Metro	Regional freight studies	PL	2020	2021	YES	N/A	URBAN STP/STBG POR	200,000.00
16986	Gresham	NW Division Complete St - Phase 1: Wallula Ave-Birdsdale Ave	RW	2012	2022			CMAQ PMA	1,076,760.00
19276	Clackamas County	Jennings Ave: OR99E to Oatfield Rd	CN	2018	2022	No	2023	URBAN STP/STBG POR	1,749,994.32
16986	Gresham	NW Division Complete St - Phase 1: Wallula Ave-Birdsdale Ave	CN	2013	2024			CMAQ PMA	3,361,732.66
<u>Totals and Notes</u>									
Total Number of projects subject to FY 2023 Fund Lapse:									27
Total Amount Needed to Obligate Before the End of FY 2023:									\$27,613,527
Total Number of Projects Estimated Will Obligate by the End of FY 2021:									15
Total Metro CMAQ, STBG, and/or TA funds Estimated to Obligate by the End of FY 2021:									\$15,445,558
FY 2021 Obligation Percentage of Total Possible Obligations:									55.9%

Added note: Key 16986 was re-funded through the 2022-24 RFFA call. This funding is considered “New Funding” and will be removed from the “Older Funding” list. The CMAQ funding will emerge as part of the FY 2022 New Funding Obligation Targets.



Oregon City/West Linn Pedestrian and Bicycle Bridge Concept Plan

November 2020

Oregon Department of Transportation (ODOT) in partnership with Oregon City, West Linn, Clackamas County and Metro is initiating a planning effort to investigate the feasibility of a pedestrian and bicycle bridge across the Willamette River connecting Oregon City and West Linn. This project will identify potential bridge locations and provide opportunities for community and local agency conversations to reimagine a new crossing. A key component of this project is to consider the historical significance of the study area and evaluate crossing options with minimal impacts to natural and cultural resources.

This planning effort supports community desires to connect the regional active transportation network in this area. Pedestrians and bicyclists currently use the historic Arch Bridge (OR 43) which is the existing multimodal crossing in this area. Agency partners are interested in identifying a safe and reliable option for a low stress connection between the two cities.

Today, no existing local or regional plans call for the construction of a new pedestrian and bicycle crossing of the Willamette River between Oregon City and West Linn. There are multimodal planned facilities at various stages of development (planned but unfunded, designed but unfunded, funded awaiting construction) within the identified study area on each side of the river.

A new pedestrian and bicycle bridge will enhance access for people walking and biking and provide the region with opportunities to reconnect with the river and enhance the connection in the regional bikeway and pedestrian system. Completing the multimodal network with a river crossing creates essential access to and along the Willamette River between Gladstone, Oregon City, and West Linn.

The purpose of the Oregon City/West Linn Pedestrian and Bicycle Bridge Concept Plan is to identify potential bridge locations and provide opportunities for community and local agency conversations to reimagine a new crossing.



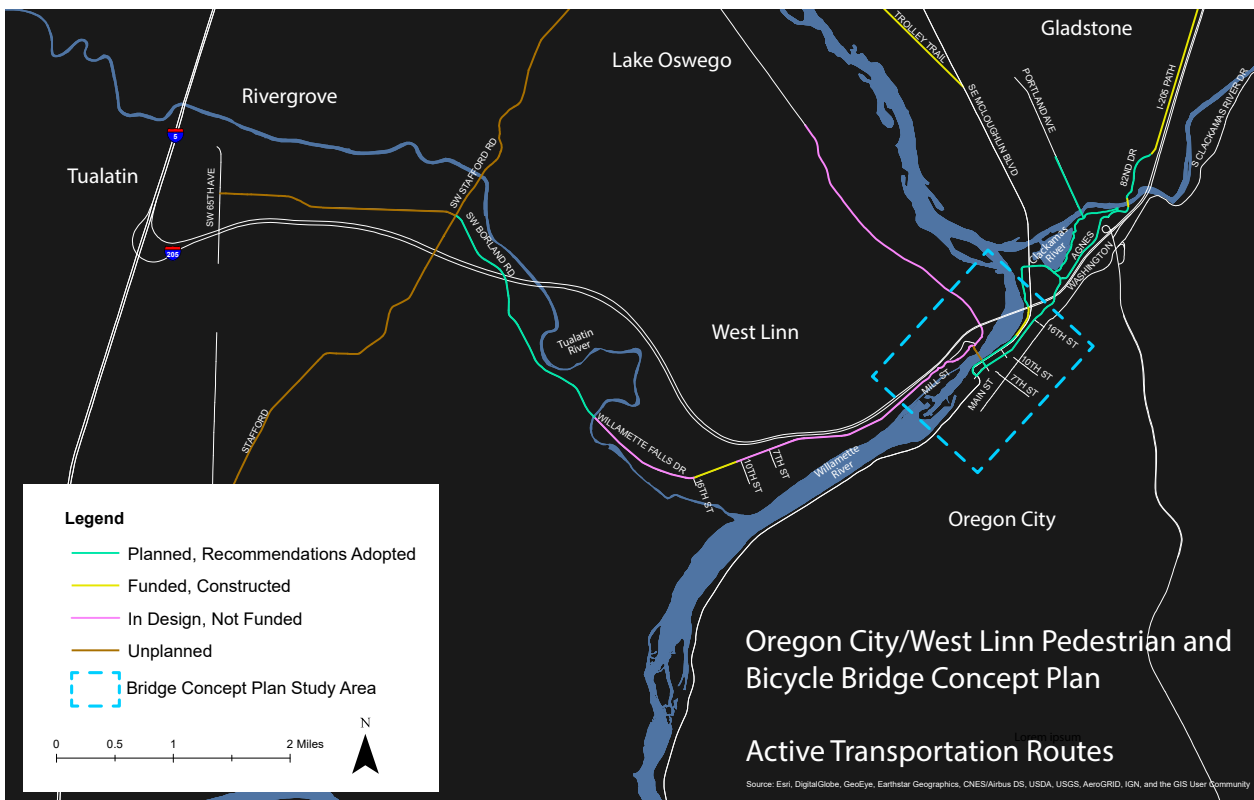
Biking on the Trolley Trail in Clackamas County. Oregon Metro Flickr Account 2015 (metrorto).



View above West Linn and Oregon City at the Willamette River. Aerial Photography Consortium, administered by Metro Data Resource Center.

Tentative Project Timeline

Activity	Timeline
Project initiation	November 2020
Begin public engagement	January 2021
Existing conditions analysis	January 2021
Identify and evaluate alignment options	February 2021
Select preferred alignment pending additional evaluation	April 2021
Develop cost range	May 2021
Develop implementation plan: <ul style="list-style-type: none"> • Environmental scoping • Permitting • Funding plan • Determine bridge ownership 	June 2021
Bridge Concept Plan Cost	\$300,000



Contact information
 Sandra Hikari
 ODOT Region 1 Major Projects Planner
 sandra.y.hikari@odot.state.or.us



Materials following this page were distributed at the meeting.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: January 4, 2021
 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 12/28/20		
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: 14	9 ¹⁰ Motor Vehicle 2 Motorcycle 2 Pedestrian	Clackamas: 5 ⁶ 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: 18	4 Pedestrian 5 Motorcycle 9 Motor Vehicle	Clackamas: 2 Multnomah: 14 Washington: 1
November 2020: 25	6 Pedestrian 1 Bicycle 18 Motor Vehicle	Clackamas: 4 Multnomah: 15 Washington: 6
December 2020: 5	2 Pedestrian 1 Bicycle 2 Motor Vehicle	Multnomah: 5
Total: 132	32 Pedestrian 6 Bicycle 15 Motorcycle 79 Motor Vehicle	Clackamas: 34 Multnomah: 76 Washington: 22

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.

Based on preliminary fatal crash data, in 2020 there were 132 traffic deaths in Clackamas, Multnomah and Washington Counties, and 480 in Oregon. These numbers exclude traffic deaths ruled as suicide.

As of 12/28/20

December 2020

Unknown, walking, Multnomah County, 12/23/20
Clayton, 66, in a wheelchair, Multnomah County, 12/17/20
Clawson and Cortes (double), 25 and 19, driving, Multnomah County, 12/12/20
Gene, 64, bicycling, Multnomah County, 12/04/20

November 2020

Carol, 79, walking, Washington County, 11/25/20
Unknown, driving, Multnomah County, 11/24/20
Coffin and Leiss (double), 20 and 26, driving, Multnomah County, 11/22/20
~~Unknown and Unknown~~, Turnwalker and Walker (double), 44 and 10, driving, 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, Washington County, 11/6/20
Armando, 27, driving, Multnomah County, 11/6/20
Mark, 53, driving, Clackamas County, 11/4/20
Kelly Elizabeth, 28, walking, Multnomah 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~~ Steven Lawrence, 47, motorcycling, Multnomah County, 10/22/20
Devontay, age unknown, driving, Multnomah County, 10/22/20

Colins, 18, and Mauesby, 19, [\(double\)](#) 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

[Martin P., 91, driving, Clackamas County, 7/13/20](#)
Sarah, age 1, killed while walking, Multnomah County, 7/30/20
Cynthia Rachele, killed in a motor vehicle crash, age 45, Clackamas County, 7/28/20
Aaron Russell, age 41, killed in a motor vehicle crash, Clackamas County, 7/5/20
Carlos, age 24, passenger, killed in a single motor vehicle crash, SW River Road, Washington County, 7/25/20; alcohol and speed appear to be contributing factors
Julie ~~Elizabeth~~ [Lynn](#), age 45, killed in a motor vehicle crash, SE 122 Ave., Multnomah County, 7/~~23~~[22](#)/20

Camille Minoos 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

Dec 2020 traffic deaths in Clackamas, Multnomah and Washington Counties*

Unknown, walking, Multnomah County, 12/23/20

Clayton, 66, in a wheelchair, Multnomah County, 12/17/20

Clawson and Cortes (double), 25 and 19, driving, Multnomah County, 12/12/20

Gene, 64, bicycling, Multnomah County, 12/04/20

There have been 132 traffic deaths in Clackamas, Multnomah and Washington Counties, and 480 in Oregon**



*ODOT preliminary fatal crash report, as of 12/28/20

**Excludes traffic deaths ruled as suicide





Agenda Item 5:

January 2021 Formal Amendment Summary

Resolution 21-5154

Amendment # JN21-06-JAN

Applies to the new 2021-24 MTIP

Agenda Support Materials:

- Draft Resolution 21-5154
- Exhibit A to Resolution 21-5154 (amendment tables)
- Staff Report

January 8, 2021

Ken Lobeck

Metro Funding Programs Lead

January 2021 Formal MTIP Amendment Overview

- Summary overview of the December Formal MTIP Amendment amendment contents: 3 projects
- Open to questions or project discussions
- Staff motion: Request approval recommendation to JPACT for Resolution 21-5154

January 2021 Formal Amendment Contents

Key 21636 – Clackamas County: SE Johnson Creek Blvd

#	Key	Lead Agency	Project Name	Change Reason	Note
1	21636	Clackamas County	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	Cost Increase	Add \$901,976 to the PE and ROW phases

The formal amendment:

- Adds local overmatching funds to the Preliminary Engineering (PE) and Right-of-Way (ROW) phases.
 - Increased consultant costs as indicated by recent consultant contracts with Clackamas County has increased the PE phase cost
 - Identification of a right of way file that likely requires a full take and relocation has increased the ROW phase cost
- Cost increase = 56% and is above 20% threshold for administrative actions
- Total project cost increases from \$1,583,644 to \$2,485,620.

January 2021 Formal Amendment Contents

Key New – Washington County TSMO ATC Upgrade project Plus Key 20884 = funding source

#	Key	Lead Agency	Project Name	Change Reason	Note
2	New	Washington County	Washington Cnty Regional ATC Controller Project	Add new project	2019 Metro TSMO award
3	20884	Metro	Transportation System Management & Operations (TSMO) Program 2019	Split Funding	Zero balance as a result

The formal amendment:

- Adds the new Washington County ATC upgrade project to the 2021-24 MTIP and STIP.
- The project will replace one 163 older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.
- Funding support is from Key 20884 (Metro TSMO funding project grouping buckets for a total of \$1,151,936 federal STBG) with a total project cost of \$1,283,780.

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

January 2021 Formal Amendment

Public Notification Period

30 Day Public Notification/Opportunity to Comment period is
January 6, 2021 to February 4, 2021

<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

January 2021

Please comment by Thursday, February 4, 2021.

148.87 KB Adobe Acrobat PDF | Published Jan 6, 2021

January 2021 Formal Amendment

Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	January 6, 2021
TPAC Notification and Approval Recommendation	January 8, 2021
JPACT Approval and Recommendation to Council	January 21, 2021
30 Day Public Notification Period Ends	February 4, 2021
Metro Council Approval of Resolutions 20-5144	February 11, 2021
Amendment Bundle Submission to ODOT	February 17, 2021
ODOT & USDOT Final Approvals	Mid March 2021

January 2021 Formal Amendment

Approval Recommendation & Questions

TPAC Approval Recommendation:

- Provide an approval recommendation for the 3 projects to JPACT for Resolution 21-5154 under MTIP Amendment JN21-06-JAN
- Correct typos, etc. in support materials as needed
- Questions, Comments, and/or Project Discussions as Needed?



Metro

Project Obligation Targets Update



January 8, 2021

Obligation Targets

Obligation: contractual commitment by USDOT to reimburse project expenses

Tool to improve on-schedule delivery of projects and maximize federal revenue

Agreement between ODOT and the 3 large Oregon MPOs

Only applies to projects funded through the regional flex fund allocation (RFFA) process

Obligation Targets

Must obligate 80% of funding scheduled to be obligated each year (phased in by 2024)

Schedule locked in by December, obligation request to USDOT by following August

System of penalties and rewards

Exceptions process for delays beyond control of lead agency and MPO



Local Agency Roles

Learn the federal aid delivery process

Help define realistic project schedules

Commit adequate resources to project delivery

Honest and on-going communication with ODOT and Metro project liaisons

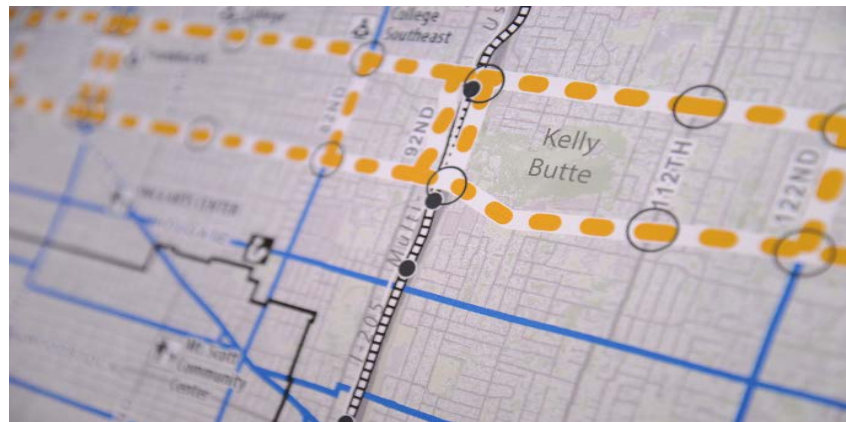


Metro Roles

Integrating project delivery considerations into funding allocation process (RFFA)

Programming of funds and project schedules

Monitoring and reporting on project delivery



ODOT Roles

Stewards of USDOT funding

Oversight of local project delivery program
(including local certification program)

Administrator of project agreements and
obligations

Administrator of Obligations Targets program,
including distribution of penalties and rewards

Next Steps

Communicate!

- *Project meetings*
- *Obligation reporting*
- *Development of next RFFA process*
- *Penalties and rewards*

Learn more:

[oregonmetro.gov/
metropolitan-
transportation-
improvement-
program](https://oregonmetro.gov/metropolitan-transportation-improvement-program)

oregonmetro.gov





Photo Credit: City of Oregon City

Oregon City/West Linn Pedestrian & Bicycle Bridge Concept Plan

Metro TPAC Meeting – January 8, 2021

Project Partners and Management Team

- City of Oregon City
- City of West Linn
- Clackamas County
- Metro
- Oregon Department of Transportation

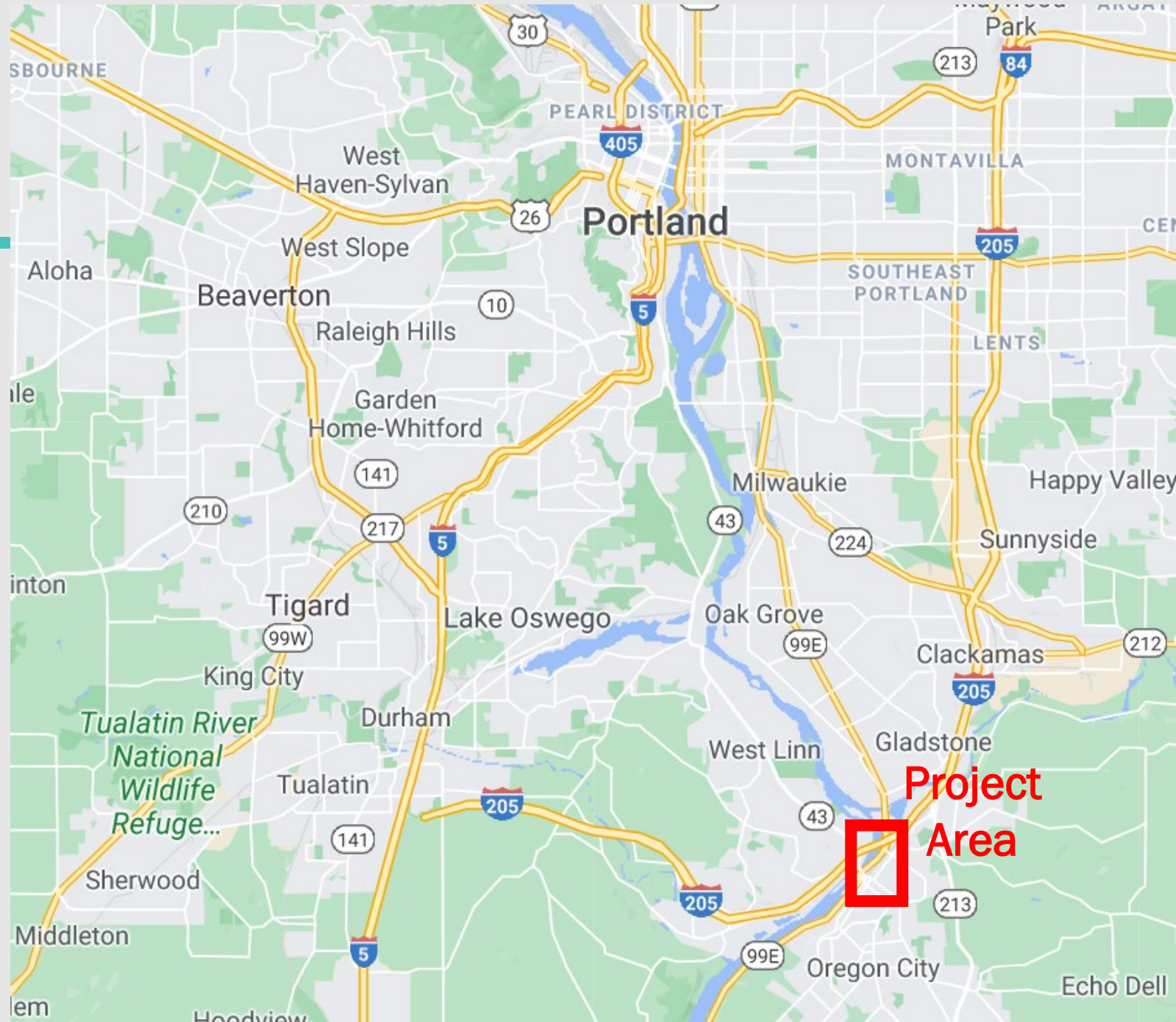


Agenda

- Project Context
 - Planned Transportation Projects
 - Ongoing Coordination with ODOT Projects
- Project Purpose & Need
- Study Area
- Initial Crossing Alignment Considerations & Feedback
- Project Committee Structure and Stakeholder Engagement
- Demographics Analysis
- Schedule
- Q&A



Context Map



Project Area





**INDUSTRIAL
HERITAGE
DISTRICT**

**OLD CITY HALL
DISTRICT**

**WILLAMETTE FALLS
DOWNTOWN DISTRICT**

Planned Transportation Improvements & Envisioned Redevelopment



**OR 43 Multimodal
Safety Project**

**I-205 Improvements
(OR213 to Stafford Rd)**

**I-5/I-205 Tolling
Project**

**Willamette
Falls Drive**

**INDUSTRIAL
HERITAGE
DISTRICT**

**OLD CITY HALL
DISTRICT**

**WILLAMETTE FALLS
DOWNTOWN DISTRICT**

**Planned Transportation Improvements &
Envisioned Redevelopment**

Ongoing Coordination with ODOT Projects

- I-205 Improvements: OR213 to Stafford Rd (Mandy Putney)
 - Earthquake-ready improvements or rebuilds for the Abernethy and 8 other bridges
 - Interchange improvements and addition of missing third lane to manage bottleneck and improve safety
- I-5/I-205 Tolling Project (Lucinda Broussard)
 - Dual objectives with reducing congestion and raising revenue
 - Coordinating on traffic and modeling data



Project Purpose & Need

- Identify a new low-stress, comfortable, and designated connection for people walking and biking between Oregon City and West Linn
- Increase safety and improve regional connectivity.
- Enhance accessibility and cultural experience of the Historic Willamette Falls.
- Create opportunities for economic and community development.

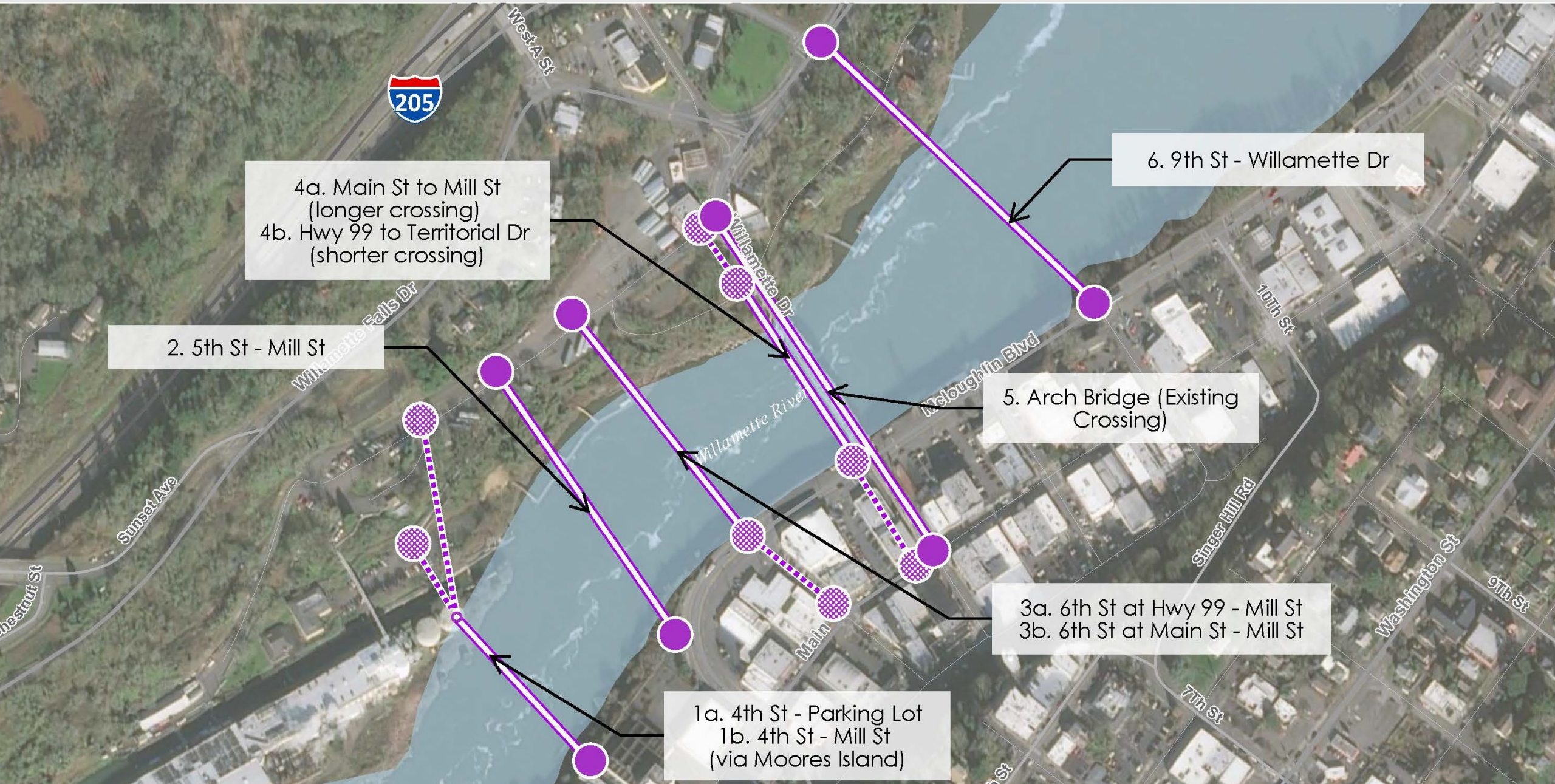


Study Area

- A** New bridge north of Oregon City Arch Bridge
- B** Convert Oregon City Arch Bridge to active transportation only (restrict automobiles)
- C** New bridge south of Oregon City Arch Bridge



Initial Crossing Alignment Considerations



4a. Main St to Mill St
(longer crossing)
4b. Hwy 99 to Territorial Dr
(shorter crossing)

2. 5th St - Mill St

6. 9th St - Willamette Dr

5. Arch Bridge (Existing Crossing)

3a. 6th St at Hwy 99 - Mill St
3b. 6th St at Main St - Mill St

1a. 4th St - Parking Lot
1b. 4th St - Mill St
(via Moores Island)

Crossing Alignment Feedback Request

- Which of two initial potential crossing alignments do you believe are most promising?
- Do you see any other potential crossing alignments that you believe could be equally or more promising?
- What areas within the study area do you believe would not make good locations for a crossing? Why not?
- Do you see benefits or burdens to having a new pedestrian/bicycle crossing within the study area?



Project Committees & Stakeholder Engagement



Photo Credit: Portland Business Journal

Government to Government Consultation

- Planning Project funded by State Planning & Research dollars distributed by Federal Highway Administration – Federal-Aid No. PR21(001)
- Section 106 Initiated on December 10, 2020
 - *The project recognizes that Tribes have certain rights and obligations under Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR Part 800).*
- Roy Watters, *ODOT Archaeologist & Tribal Liaison*, is coordinating all G2G Consultation



Project Leadership Team (PLT)

- Membership
 - City of Oregon City Commissioner (Denyse McGriff)
 - City of West Linn City Manager (Jerry Gabrielatos)
 - Clackamas County Commissioner (Paul Savas)
 - Metro Council (Christine Lewis)
 - ODOT Region Manager (Rian Windsheimer)
- PLT representatives will attend PAC meetings
- PLT will have reserved sessions following PAC meetings



Project Advisory Committee (PAC)

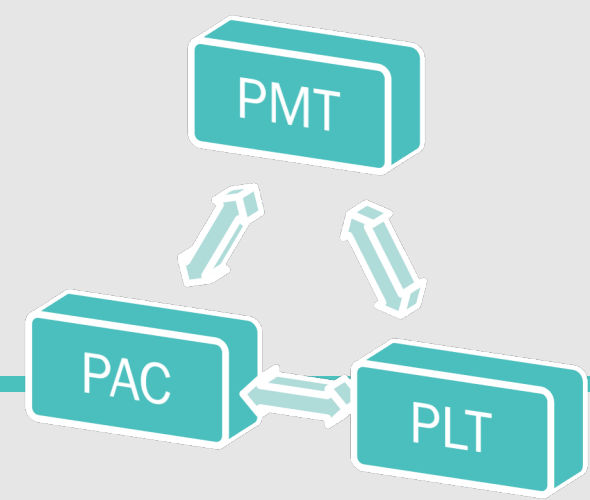
- Governments with Regulatory Authority
- Interested Government Parties - Tribes
- Shoreline Property Owners
- Additional Appropriate Representation



Photo Credit: City of Oregon City



Roles and Responsibilities



- Project Management Team (PMT)
 - Make decisions about the project process and provide guidance to consultants
- Project Advisory Committee (PAC)
 - Review and provide input into the development of the Concept Plan (Purpose and need, evaluation criteria, etc.)
- Project Leadership Team (PLT)
 - Utilize the viewpoints of those who reside in the communities the PLT serves and who are likely to be affected by the decisions PLT makes.
 - Provide a direct link to decision making bodies and constituencies needed to support the adoption and implementation of the preferred concept plan.



Additional Stakeholder Engagement

- Stakeholder Comment Log
- Project Partner (Governments with Regulatory Authority) Coordination Meetings
- Stakeholder Interviews (up to 12)
- Focus Group Work Sessions (up to 8)
- Virtual Public Meeting and Open House
- Walking Tour



Demographics Analysis

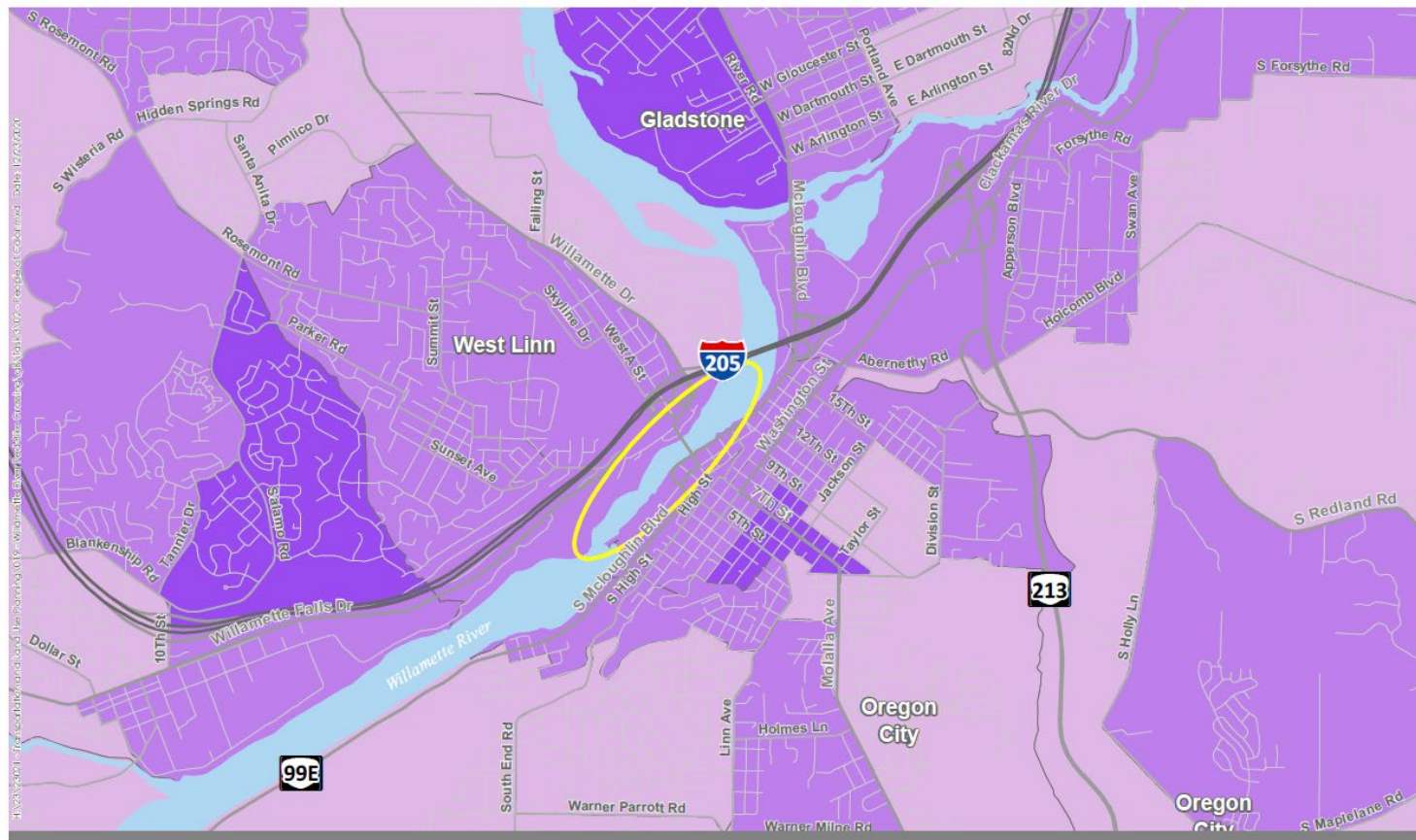
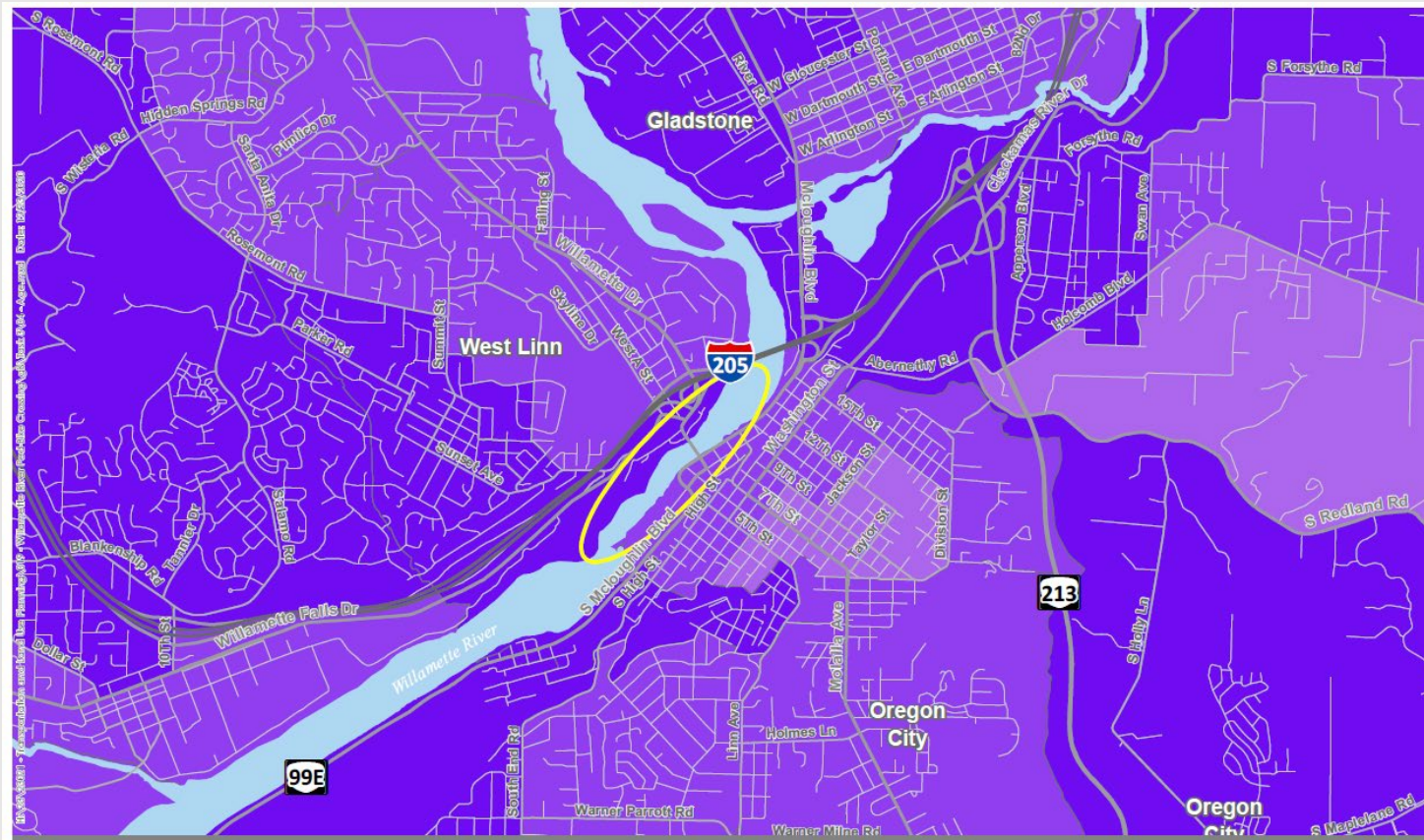


Figure 2

Demographics Analysis



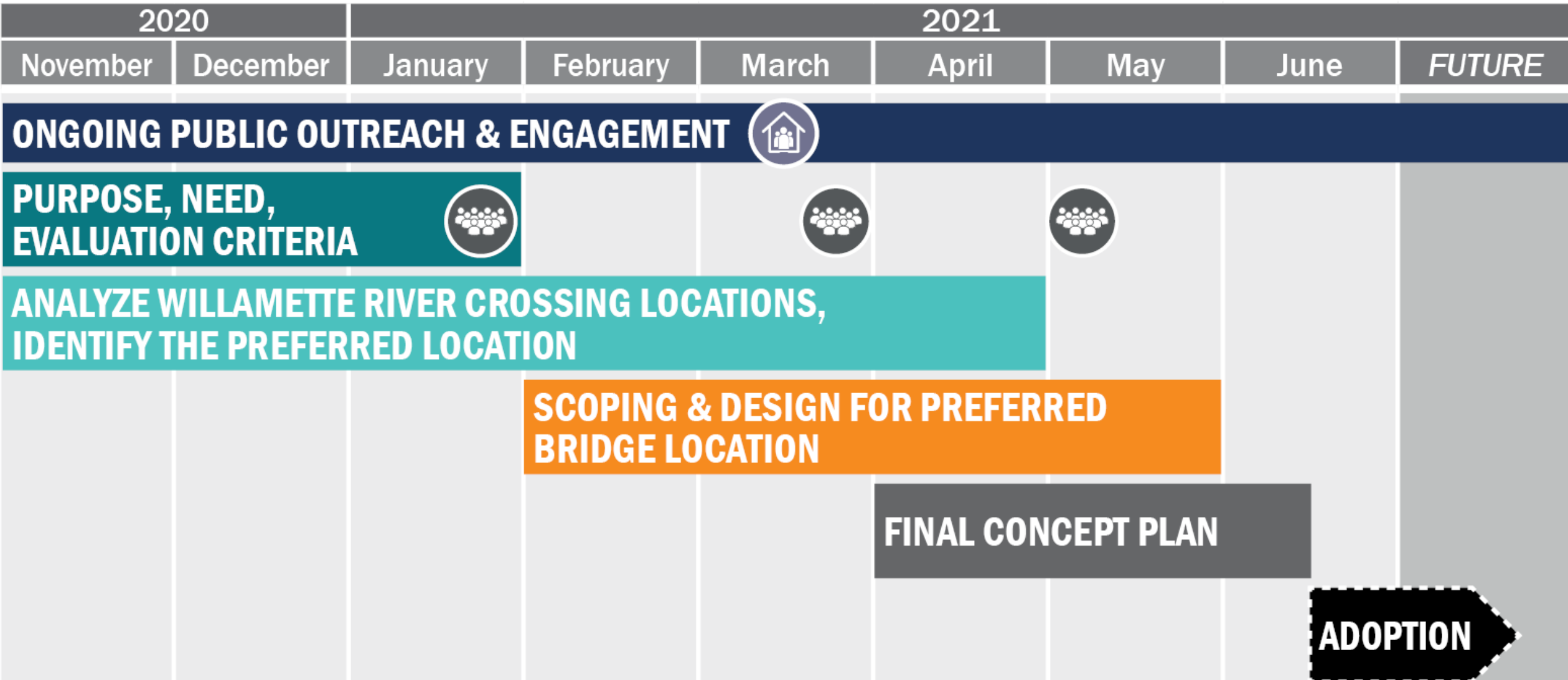
Population Older than 64 or Younger than 18

- 20 - 30%
- 30 - 40%
- 40 - 50%
- Focus Study Area
- Water



Figure 4

Project Schedule



KEY:  Project Advisory Meetings

 Public Open House

Questions?



Photo Credit: City of Oregon City

Project Contacts

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City of Oregon City
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Roy Watters, Tribal Liaison
Oregon Department of Transportation
roy.watters@odot.state.or.us



Photo Credit: www.marinas.com



Project Advisory Committee (PAC)

Governments with Regulatory Authority

- City of Oregon City
- City of West Linn
- Clackamas County
- Metro
- ODOT
- US Coast Guard
- US Army Corps of Engineers

Interested Government Parties

- Confederated Tribes of Grand Ronde
- Confederated Tribes of Siletz Indians
- Confederated Tribes of Umatilla
- Confederated Tribes of Warm Springs Reservation
- Confederated Tribes and Bands of the Yakama Nation
- Confederated Tribes of Nez Perce



Project Advisory Committee (PAC) [cont.]

- Shoreline Property Owners
 - Confederated Tribes of the Grande Ronde
 - Portland General Electric (PGE)
 - Belgravia Investments
- Additional Appropriate Representation
 - Willamette Falls Heritage Foundation
 - Willamette Falls Trust
 - Downtown Oregon City Association
 - West Linn Chamber of Commerce
 - Community Leaders, Advocates, Schools, Emergency Services, ADA,

