

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, February 5, 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)• Updates from committee members around the Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• Upcoming TPAC meetings/workshops reminders: MTAC/TPAC workshop Feb. 17, Regional Emergency Transportation Routes Update & Regional Mobility Policy Update UPWP Annual Review Feb. 18 TPAC workshop Feb. 25, Regional Congestion Pricing Study #3	Tom Kloster, Chair
9:50 am	3.	Public Communications On Agenda Items	
9:52 am	4.	* Consideration of TPAC Minutes, January 8, 2021 (action item)	Tom Kloster, Chair
9:55 am	5.	* Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5159 (action item, Recommendation to JPACT) Purpose: For the purpose of amending two existing projects to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) impacting Tualatin PRD and Washington County (FB21-07-FEB)	Ken Lobeck, Metro
10:05 am	6.	* 2024-2027 MTIP – Update on ODOT administered funding for fiscal years 2025-2027 (informational item) Purpose: To provide an update on the ODOT administered funding process to date.	Chris Ford, ODOT Tentative John Makler, ODOT Travis Brouwer, ODOT tentative
10:30 am	7.	* Regional Flexible Funds Allocation (RFFA) Strategic Direction process update (informational item)	Dan Kaempff, Metro
11:45 am	8.	TPAC work program survey update (informational item)	Tom Kloster, Chair
11:55 am	9.	Committee Comments on Creating a Safe Space at TPAC (informational item)	Tom Kloster, Chair
12:00 pm	10.	Adjournment	Tom Kloster, Chair

* Material will be emailed with meeting notice

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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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2021 TPAC Work Program
As of 1/29/2021

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

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

<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) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • TPAC meetings/workshop reminders: <ul style="list-style-type: none"> ○ UPWP Annual Review 2/18, 1-4 pm ○ Regional Emergency Transportation Routes & Regional Mobility Policy Update, MTAC/TPAC workshop 2/17, 10am-noon ○ Regional Congestion Pricing Study Workshop #3, Feb. 25, 9-11:30 am <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2024-2027 MTIP – Update on ODOT administered funding for fiscal years 2025-2027 (Glen Bolen, ODOT; 25 min) • Regional Flexible Funds Allocation (RFFA) Strategic Direction process update - Briefing and Discussion (Dan Kaempff; 75 min) • TPAC work program survey results (all, 10 min) • Committee reports, Creating Safe Space at TPAC (Chair Kloster; 5 min) 	<p>February TPAC Meetings/Workshops virtual meetings</p> <p>February 17:</p> <ul style="list-style-type: none"> • TPAC/MTAC workshop, 10 am – noon Regional Emergency Transportation Routes Update Regional Mobility Policy Update <p>February 18:</p> <ul style="list-style-type: none"> • Unified Planning Work Program (UPWP) Annual Review, 1-4 pm <p>February 25:</p> <ul style="list-style-type: none"> • TPAC workshop, 9-11:30 am Regional Congestion Pricing Study workshop #3
<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) • Committee member updates around the 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 (TriMet and SMART presentation, 15 min) • 2019 Regional Safety Targets Report & Safety Work Plan (Lake McTighe; 30 min) • Review Draft 2021-22 UPWP (John Mermin; 30 min) • Committee Wufoo reports on Creating a Safe Space at (Chair Kloster; 10 min) 	<p>March TPAC workshops TBD</p> <p>RFFA workshop</p> <ul style="list-style-type: none"> • Possible the week of March 8 <p>Climate Action Rulemaking Workshop Panel representatives with DEQ/ DLCD/ ODOT</p> <ul style="list-style-type: none"> • TPAC/MTAC workshop, 10 am- noon Possible March 23, 24 or 25 TBD

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

<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) • Committee member updates around the 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 (Dan Kaempff, 45 min) • Regional Freight Study Updates (Tim Collins; 30 min.) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min) 	<p>April TPAC workshops</p> <p>April 21:</p> <ul style="list-style-type: none"> • Regional Mobility Policy Update workshop TPAC/MTAC workshop, 10 am – noon <p>RFFA workshops (2 in April)</p> <ul style="list-style-type: none"> • Possible week of April 5 And • Possible week of April 26
<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) • Committee member updates around the 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 (Caleb Winter, 40 min)</i> • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min) 	<p>May TPAC workshops</p> <p>MTAC/TPAC workshop?</p> <ul style="list-style-type: none"> • Technical Analysis MTIP/RTP • SW Corridor Updates

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

<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) • Committee member updates around the 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 (Chris Johnson, 30 min) • Regional Congestion Pricing Study – Final Report (Elizabeth Mros-O’Hara; 20 min) • <i>Regional Mobility Policy Update (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 30 min)</i> • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min) 	<p>June TPAC workshops</p> <p>June 16:</p> <ul style="list-style-type: none"> • Best Practices and Data to Support Natural Resources Protection. TPAC/MTAC workshop, 10 am – noon <p>June or July:</p> <ul style="list-style-type: none"> • MTAC/TPAC workshop on Climate Friendly Rulemaking Part II Panel representatives with DEQ/ DLCD/ ODOT 10 am-noon
<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) • Committee member updates around the 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 (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) • Committee member updates around the 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 (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) • Committee member updates around the 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 (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) • Committee member updates around the 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 (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 30 min)</i> • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)

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

<p>November 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) • Committee member updates around the 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 (Chair Kloster; 10 min) 	<p>December 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) • Committee member updates around the 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 (Kim Ellis, 30-45 min.) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)
<p><u>Additional TPAC/MTAC workshops</u></p> <p>August 18:</p> <ul style="list-style-type: none"> • TPAC/MTAC workshop, 10 am – noon Regional Freight Delay and Commodities Movement Study Policy Framework - And - Regional Mobility Policy Update <p>October 20:</p> <ul style="list-style-type: none"> • Scoping Kick-off for 2023 Regional Transportation Plan Update <p>December 15:</p>	

Parking Lot: Future Topics/Periodic Updates

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| <ul style="list-style-type: none"> • TV Highway Corridor Study (Mros-O’Hara) • Hwy 26/Westside Transportation Study (Bihn/ODOT) • Implement Local Climate Plans & Climate Smart Strategy Updates • I-5 Bridge Replacement Project Update, fall/winter • I-205 Project Update • Metro Legislative Updates (Randy Tucker, late spring/early summer) • Update on SW Corridor Transit • Active Transportation Return on Investment Study (Mermin) • Rose Quarter update, fall/winter • Enhanced Transit Concepts (Jamie Snook/Bihn) | <ul style="list-style-type: none"> • 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 (Megan Neill, Mult. Co) • RTO Updates (Dan Kaempff) • Safe Routes to School Updates (Noel Mickelberry) • 2021 PILOT Grants Update (Eliot Rose) • Telework affects post COVID on transportation (TriMet/Eliot Rose) • Federal Transportation Infrastructure Funding (Tyler Frisbee, fall 2021) |
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Agenda and schedule information E-mail: marie.miller@oregonmetro.gov

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Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: January 27, 2021
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments

BACKGROUND:

The monthly submitted MTIP formal amendment and administrative modification project lists during January 2021 timeframe are attached for TPAC's information.

Formal Amendments Approval Process:

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

Administrative Modifications Approval Process:

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

SUMMARY OF SUBMITTED FORMAL AMENDMENTS - December 2020
Within Resolution 20-5154

<p align="center">Proposed January 2021 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JN21-06- JAN Total Number of Projects: 3</p>					
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.	<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 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.	<u>ADD NEW PROJECT:</u> 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.	<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.

Amendment status:

- TPAC approval occurred on January 8, 2021
- JPACT approval occurred on January 21, 2021
- Council approval is scheduled for February 11, 2021.

MTIP ADMINISTRATIVE MODIFICATIONS
Submitted During January, 2021

- January 2021 Admin Mod Bundle #1, AB21-06-JAN1 consisting of two projects
- January 2021 Admin Mod Bundle #2 , AB21-06-JAN2 consisting of one project

Proposed January 2021 Administrative Modification Bundle #1 Modification Number: AB21-06-JAN1 Total Number of Projects: 2				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 20298	ODOT	I-84: Fairview - Marine Drive	Repave a section of I-84 between Fairview and Marine Dr to repair rutting damage and keep roadway safe. Install a full signal upgrade (including ADA) at NE 238th Ave	PHASE FUND SHIFT: The Administrative Modification shifts a total of \$400k from the construction phase to PE to address a PE phase design funding shortfall.
Project #2 Key 22245	ODOT	Portland Metro Area and Hood River Curb Ramp Scoping Multnomah/ Washington/ Clackamas/ Hood Rvr curb ramp assessment	Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.	TECHNICAL CORRECTION - NAME CHANGE: The Administrative Modification corrects the project description and provides the ADVCON fund code conversion to State STBG.

Proposed January 2021 Administrative Modification Bundle #2 Modification Number: AB21-07-JAN2 Total Number of Projects: 1				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 20435	ODOT	OR99W: I-5 - McDonald St	Repave roadway; upgrade ADA ramps to current standards; improve access management; include pedestrian improvements , and address drainage as needed. Includes full signal upgrade at Johnson/Main.	COST INCREASE: The Admin Mod adds \$3 million to the Construction phase to support the expanded pedestrian improvements scope of work. Total project cost increases to \$24,060,468 which equals a 14.2% cost increase and is less than the 20% threshold.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: January 28, 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.

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.

Traffic crash victims in Clackamas, Multnomah and Washington Counties as of 1/27/21

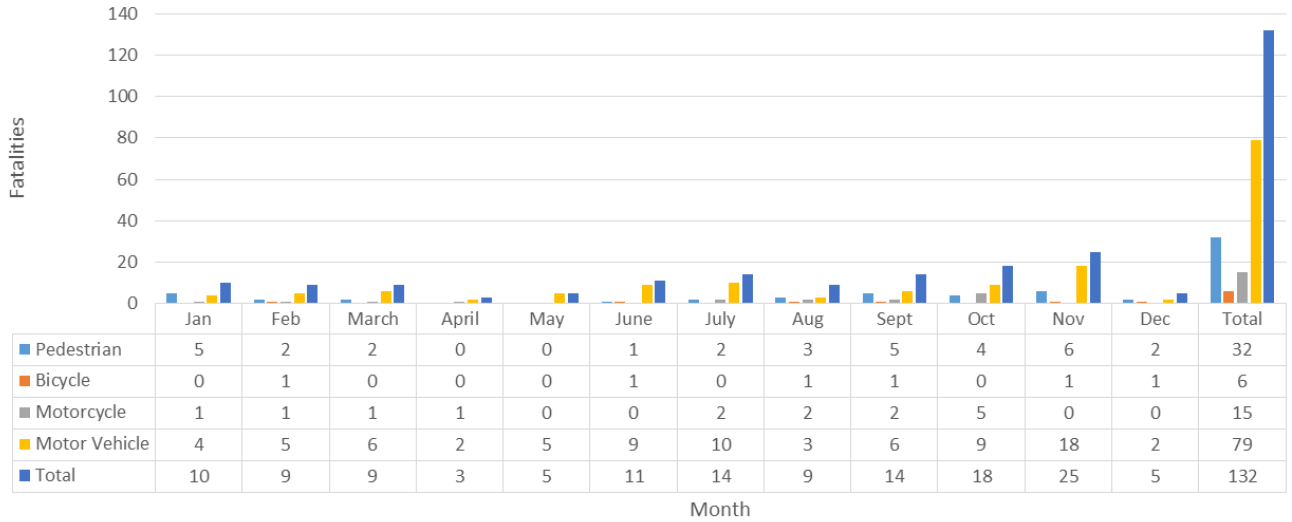
Date	Fatalities	Name(s), age	travel mode	location	county	potential factors
1/25/2021	1	Jean Gerich, 77	walking	SE Stark Street 33rd-13th	Multnomah	intentional homicide
1/24/2021	1	Eddie Larson, 48	driving	7000 N Marine Drive	Multnomah	
1/13/2021	1	Brenda Stader, 50	walking	Hwy 26 near Sandy	Clackamas	safety work zone
1/9/2021	1	Elina Inget, 66	driving	OR 213, near Mulino	Clackamas	icy conditions
1/9/2021	1	unknown	walking	N Denver Ave & N Columbia Blvd	Multnomah	hit and run
1/8/2021	1	unknown, 73	driving	SE Powell Ave & SE 24th	Multnomah	possible medical event
1/1/2021	1	Daniel Martinez, 19	driving	SE Division St & SE 112th Ave	Multnomah	speed
2021 total	7					

ODOT Preliminary fatal crash data

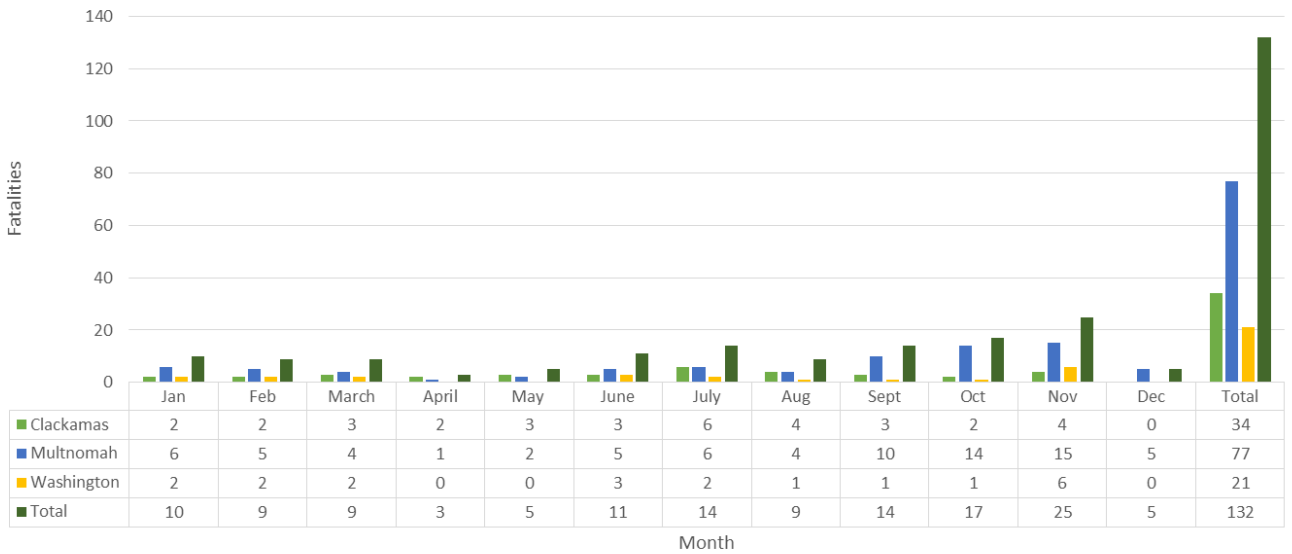
2020 preliminary fatal crash summary

The following provides a brief summary of fatalities in 2020. 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.

Number of fatalities by month and mode of travel, 2020
Clackamas, Multnomah and Washington Counties



Number of fatalities by month and county, 2020
Clackamas, Multnomah and Washington Counties



ODOT Preliminary fatal crash data

Jan 2021 traffic deaths in Clackamas, Multnomah and Washington Counties*

Jean Gerich, 77, walking, 1/25/21

Eddie Larson, 48, driving, 1/24/21

Brenda Stader, 50, walking, 1/13/21

Elina Marie Inget, 66, driving, 1/9/21

Unknown, walking, 1/9/21

Unknown, 73, driving, 1/8/21

Daniel Martinez, 19, driving, 1/1/21



**ODOT preliminary fatal crash report, as of 1/27/21*





Meeting minutes

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

Date/time: Friday, January 8, 2021 | 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
Eric Hesse
Dayna Webb
Don Odermott
Jeff Owen
Chris Ford
Karen Williams
Laurie Lebowsky
Lewis Lem
Gladys Alvarado
Idris Ibrahim
Wilson Munoz
Yousif Ibrahim
Rachael Tupica

Affiliate

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

Alternates Attending

Jamie Stasny
Allison Boyd
Mark Lear
Jaimie Huff
Jay Higgins
Julia Hajduk
Jon Makler
Glen Bolen

Affiliate

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

Members Excused

Jessica Berry
Lynda David
Katherine Kelly
Jessica Stetson
Donovan Smith
Taren Evans
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

Multnomah County
SW Washington Reg. Transportation Council
City of Gresham and Cities of Multnomah County
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
Jean Senechal Biggs
Mike Foley
Kari Schlosshauer
Ben Bryant
Michael Goff
Sandra Hikari
Roy Watters
Simone Auger

Affiliate

City of Lake Oswego
City of Beaverton

Safe Routes to Schools

Oregon Department of Transportation
Oregon Department of Transportation

Metro Staff Attending

Ken Lobeck, Funding Programs Lead	Dan Kaempff, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Kim Ellis, Principal Transportation Planner
John Mermin, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Ted Leybold, Resource Manager	Chris Johnson, Research Manager
Katie McDonald, Tribal Liaison, Metro Council	Metro Councilor Gerritt Rosenthal
Monica Krueger, Transportation Engineer	Matthew Hampton, Senior Transportation Planner
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. Introductions were made. The committee welcomed Julia Hajduk, new alternate member from the City of Sherwood and Cities of Washington County. A quorum of members present was declared. Guests, public 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 has offered staff the option of volunteer furlough work schedules until June 2021. This is not expected to affect replies provided to questions and comments by staff.

Jon Makler noted a comment placed in chat regarding ODOT's work on long-term transition to distance-based work arrangements. The ODOT office of racial equity has grown from the initial Assistant Director to two more staff. Seminars and workshops are being offered to staff, of which one is *work shopping our words* to find common language in the workplace.

Eric Hesse expressed interest in what ODOT is doing, and how experiences with work changes can be shared with organizations and agencies. Mr. Makler added that with 5,000 employees, it was expected that 1,500 employees will become mostly or exclusively teleworking after the pandemic. Chairman Kloster added the telework trends can be shared at TPAC with lessons learned and updates provided. Mr. Hesse added that jurisdictions and agencies express

interest in offering time to TPAC community members to provide background and information on topics to help create an open, equitable and welcome environment.

Jeff Owen noted gratitude for additional Federal funds coming to TriMet soon, which will help avoid service cuts and staff layoffs. TriMet's General Manager is retiring in March, with the Board of Directors beginning the executive search for this position. In addition, TriMet has a new Chief Information Officer (CIO), and new Executive Public Affairs officer. The link for the job opening for Senior Coordinator of Community Engagement Programs with Reimagining Safety on Transit was added to the chat area.

Chairman Kloster noted that JPACT has recently been updating their committee roster since the start of this year. TPAC will receive the updated list once completed.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) The monthly submitted MTIP formal amendment and administrative modification project lists during December 2020 timeframe was noted in the meeting packet. Mr. Lobeck noted FY 2021 Reprogramming Administrative Modification project lists and information with funds reprogrammed for later years in the packet memo as well. Contact Mr. Lobeck for any questions on the materials.
- **Fatal crashes update** (Lake McTighe) Ms. McTighe reported that the memo on fatal crashes would be added to the packet. The memo reports on final monthly updates in 2020 and full year numbers of fatal crashes in the tri-county. Since the memo was provided five more deaths have been reported for Dec. 2020, and at least 2 in January 2021. 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.
- **Timeline for 2020-2021 UPWP review and adoption** (John Mermin) Mr. Mermin noted the upcoming timeline with the Unified Planning Work Program (UPWP) describing federally funding project planning in the region. January 28 the first draft of the plan will be sent to Federal, State, and jurisdictional partners and TPAC members. Three weeks later all are invited to the consultation review meeting. March 5 TPAC will review changes from this meeting and updates, with motion to forward to JPACT at the April TPAC meeting. Metro Council is expected to adopt the plan in May.
- **2024-2027 MTIP update** (Grace Cho) Ms. Cho reminded TPAC of the 2024-2027 MTIP discussion at the November meeting where an overview was presented. Input and comments that followed have been added to the work program. TPAC is welcome to reach out for more information or ask for more time on future agendas with this subject.

Eric Hesse asked for information on the Federal authorization of funding for 2021. It would be beneficial to understand who this is integrated into the work plan and RFFA policy direction. Ted Leybold noted that authorization bill was passed the last week in December with a stimulus package. A brief summary of the authorization of funding is being prepared. Known are existing levels for the transportation package, and a one-time stimulus bump in STG program funds. Staff is studying information currently and will provide more details soon.

- **Reminder: Regional Congestion Pricing Study Workshop** (Chair Kloster) A reminder of the rescheduled Regional Congestion Pricing Study workshop for Feb. 25 was given. The meeting notice for the workshop with materials will be provided to TPAC about a week before. It was noted that workshops planned in 2021 will be listed on work programs for TPAC this year.
- **Reminder: Regional Emergency Transportation Routes (RETR) Update** (Kim Ellis) Ms. Ellis noted the draft report of the Regional Emergency Transportation Routes was being reviewed by the project team. This will be discussed at the Feb. 17 MTAC/TPAC workshop. At the March TPAC meeting staff will be asking for approval to send to JPACT on the report. Ms. Ellis confirmed that ODOT alternate routes suggested have been incorporated into the report. TPAC may contact Ms. Ellis for questions or comments.

3. Public Communications on Agenda Items (none)

4. Consideration of TPAC Minutes from December 4, 2020

With no corrections or additions to the minutes:

MOTION: To approve minutes from December 4, 2020 as written.

Moved: Jeff Owen

Seconded: Don Odermott

ACTION: Motion passed unanimously.

5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5154 (Ken Lobeck) Mr. Lobeck presented the January 2021 MTIP formal amendment resolution 20-5154 that applies to the 2021-24 MTIP. The amendment contains three projects.

Project 1: SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)

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.

Project 2: Washington County Regional ATC Controller Project

Project 3: Transportation System Management & Operations (TSMO) Program 2019

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.

Staff is requesting an approval recommendation for the 3 projects to JPACT for Resolution 21-5154 under MTIP Amendment JN21-06-JAN.

MOTION: To approve recommendation for the three projects to JPACT for Resolution 21-5154 under MTIP Amendment JN21-06-JAN.

Moved: Jon Makler

Seconded: Karen Buehrig

ACTION: Motion passed unanimously.

- 6. TPAC 2021 work program review** (Chair Kloster) Chairman Kloster highlighted some agenda items listed in the current TPAC work program. A survey to members asking for the feedback and input will be provided next week on how scheduling for TPAC in 2021 can be arranged more advantageously. Questions on top priorities with MPO and information agenda items, extended meeting times, additional or specific TPAC workshops, compressed presentations, and possible memos or fact sheets to replace full agenda items will be asked.

Comments from the committee:

- John Makler noted in the chat area that top priorities provided by community members be asked in the survey. He added it was estimated 30+ hours of TPAC time was divided between action/information items with large projects such as the Regional Mobility Policy Update, RTP planning and RFFA project being of large concern. It was important to remember that in addressing the relationship of equity and how this manifests to power in the region, roughly 25% of TPAC time to address equity systemic power balances be scheduled for impact.
- Jeff Owen supports the idea of using our time wisely. For those paid with these topics at work, he would welcome longer/more meetings for in-depth discussions.
- Karen Buehrig noted her focus of priorities was driven by what needs to be recommended to JPACT from TPAC, and providing enough time at meetings to discuss these subjects. There was concern not enough time has been scheduled for RFFA policy direction on the current work program. Workshop would be a way to provide this. Building on Mr. Makler's comments, it was suggested to make sure TPAC provides an equitable way the community members to participate in these discussions with TPAC being supportive.
- Mark Lear noted that the most important role of TPAC was being the technical analyst for JPACT; to identify issues and provide options for JPACT policy consideration. He was concerned about the lack of safety not included in STIP discussions. He suggested TPAC be more motivated and focused about our discussions for the community, on the committee and beyond, that empower subject discussion.
- Chris Deffebach appreciated the survey idea and suggested having more of them as priorities may change. It was felt TPAC role was to support JPACT for informative policy action items, with time needed at TPAC to discuss the projects and funding opportunities. Core MPO topics such as MTIP, RFFA and RTP with prioritizing and funding discussions require time to digest. It was suggested that TPAC subcommittees may be formed for analysis of details, such as Safety, Freight, and MTIP, as Transport does now. They can provide proposed action/outcomes for TPAC consideration.

Chairman Kloster thanked the committee for the feedback on this discussion. The survey will be sent to members and reported on at the next meeting. Further review of the work program will continue as the year progresses.

- 7. Project Funding Obligation Targets** (Ted Leybold and Ken Lobeck) Ted Leybold began the presentation by defining what the obligation targets were; contractual commitment by USDOT to reimburse project

expenses. The targets utilize tools to improve on-schedule delivery of projects and maximize federal revenue, and only applies to projects funded through the regional flex fund allocation (RFFA) process.

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 Department of Transportation, 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.

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 to be monitored and evaluated, with frequent reporting at TPAC.

The next steps in the process were outlined with communication as key: participation in project meetings, communication through obligation reporting, development of the next RFFA process, and staying informed about the program penalties and rewards. Mr. Leybold noted the memo in the packet prepared by Ken Lobeck that contained 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.

Comments from the committee:

- Chris Deffebach asked how the role of de-federalization worked. How are projects selected to be de-federalized without being penalized? Mr. Leybold provided examples of two examples for selection of de-federalizing allowed without penalization; funds are swapped between projects when agencies have capacity to pick available projects for de-federalizing, or large projects where jurisdictions have a lot of overmatching funds where they can exchange projects without being penalized. The requirements for obligating funds on time with schedules and meeting budgets still applies.
- Mark Lear asked how the reauthorized funding allocated to MPOs and then out to projects was included in the 80%? Mr. Leybold reported it depended on the federal program in which it comes from. In the current fiscal year the allocations come from existing federal funding programs. Mr. Lear noted potential systemic barriers may occur by this method and further discussion might be helpful with development work. Mr. Lobeck added that conditions with the stimulus funds may carry further requirement and rules to follow. These will be reported to TPAC with further updates.

- 8. Oregon City-West Linn Pedestrian and Bicycle Bridge Concept Plan** (Sandra Hikari, ODOT/ Dayna Web, Oregon City/ Roy Watters, ODOT) Sandra Hikari began the presentation by explaining the purpose of the Oregon City/ West Linn Pedestrian and Bicycle Bridge Concept Plan to identify potential bridge locations and provide opportunities for community and local agency conversations to reimagine a new crossing. Oregon Department of Transportation 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.

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 project management team, advisory committee and leadership team roles were shared. Demographic analysis with age and people of color in the focus study area was shown. The project schedule was provided with the final concept plan expected to be adopted in June 2021.

It was noted this project had an aggressive timeline. Public outreach and opportunities to gather feedback from the community is being done in which to capture as much information as possible. Karen Buehrig noted her appreciation on these efforts and asked if there was a project website. This was provided to the committee in the chat area: <http://www.oregon.gov/odot/projects/pages/project-details.aspx?project=OCWLPBBCP>

9. Committee comments on creating a safe space at TPAC (Chairman Kloster) Comments from the committee were shared:

- Interest in having more of community member input on topic priorities at meeting discussions. Chairman Kloster will follow up on this.
- Suggestion we build more community advocacy groups and organizations in TPAC input participation via outreach and building relationships.

10. Adjournment

There being no further business, meeting was adjourned by Chairman Kloster at 11:30 am.

Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, January 8, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	1/8/2021	1/8/2021 TPAC Agenda	010821T-01
2	Memo	12/30/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	010821T-02
3	Draft Minutes	12/04/2020	Draft TPAC minutes from 12/04/2020 meeting	010821T-03
4	Resolution 20-5154	01/08/2021	Resolution 20-5154 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)	010821T-04
5	Exhibit A to Resolution 20-5154	01/08/2021	Exhibit A to Resolution 20-5154	010821T-05
6	Staff Report	12/28/2020	Staff Report to Resolution 20-5154	010821T-06
7	Memo	01/02/2021	TO: TPAC and interested parties From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner RE: TSMO Sub-allocation for FFY19-21	010821T-07
8	TPAC work program	12/29/2020	TPAC work program as of Dec. 29, 2020	010821T-08
9	TPAC/MTAC workshop work program	12/29/2020	TPAC/MTAC workshop work program as of Dec. 29, 2020	010821T-09
10	Memo	12/29/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Program Lead RE: Obligation Targets Program Overview	010821T-10
11	Fact Sheet	November 2020	Oregon City/West Linn Pedestrian and Bicycle Bridge Concept Plan	010821T-11
12	Memo	01/04/2021	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: Monthly Fatal Crash Update	010821T-12
13	Additional presentation slide	01/08/2021	Dec. 2020 traffic deaths in Clackamas, Multnomah and Washington Counties	010821T-13
14	Presentation	01/08/2021	January 2021 MTIP Formal Amendment Summary Resolution 21-5154	010821T-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Presentation	01/08/2021	Project Obligation Targets Update	010821T-15
16	Presentation	01/08/2021	Oregon City/West Linn Pedestrian & Bicycle Bridge Concept Plan	010821T-16

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING TWO) RESOLUTION NO. 21-5159
EXISTING PROJECTS TO THE 2021-24)
METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM (MTIP) IMPACTING) Andrew Scott in concurrence with
TUALATIN PRD AND WASHINGTON COUNTY) Council President Lynn Peterson
(FB21-07-FEB)

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, Metro is now under formal annual obligation targets resulting in additional accountability for Metro to commit, program, obligate, and expend allocated federal formula funds; and

WHEREAS, Ongoing project development activities supporting Tualatin's Beaverton Creek Trail active transportation project requires schedule delivery adjustments as well as cost refinements resulting in the reprogramming of the Preliminary Engineering (PE) phase to FY 2022 and the Construction phase outside of the MTIP's constrained years into FY 2026 which will avoid FY 2021 Obligation Targets Program conflicts; and

WHEREAS, Washington County's Basalt Creek Parkway Extension project also has experienced project delivery schedule delays in completing the PE phase resulting the reprogramming of the Right-of-Way (ROW) phase to FY 2023 and moving the Construction phase out of the MTIP's constrained years to FY 2026 allowing time to resolve the delivery issues; 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 February 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 February 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 February 5, 2021; and

WHEREAS, JPACT approved Resolution 21-5159 consisting of the February 2021 Formal MTIP Amendment bundle on February 18, 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 March 4, 2021 to formally amend the 2021-24 MTIP to include the required changes to the two identified projects as part of Resolution 21-5159.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed February 2021 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **FB21-07-FEB**
 Total Number of Projects: 2

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 19357 MTIP ID 70689	Tualatin	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	SCHEDULE CHANGE The PE phase adjustment to FY 2022 is re-affirmed and the construction phase is reprogrammed to FY 2026 to allow time to resolve various delivery issues.	The first four years of the six-year mtip are constrained. When project phases and funding are moved beyond the constrained years, a full/formal MTIP is required to satisfy fiscal constraint requirements
Project #2 ODOT Key 19358 MTIP ID 70789	Washington County	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd	SCHEDULE CHANGE The ROW phase is reprogrammed to FY 2023 with the Construction phase pushed-out to FY 2026	Same situation as noted above for Key 19357. Moving project phases and funding outside of constrained requires a full/formal amendment



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

Formal Amendment
SCHEDULE CHANGE
 Construction phase reprogrammed
 to FY 2026

Lead Agency: Tualatin PRD		Project Type:	Active		ODOT Key: 19357
Project Name: Beaverton Creek Trail: Westside Trail - SW Hocken Ave Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) Short Description: Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings.	1	ODOT Type:	Ops		MTIP ID: 70689
		Performance Meas:	Yes		Status: 2
		Capacity Enhancing:	No		Comp Date: 12/31/2027
		Conformity Exempt:	Yes		RTP ID: 10811
		On State Hwy Sys:	No		RFFA ID: 50252
		Mile Post Begin:	N/A		RFFA Cycle: 2016-18
		Mile Post End:	N/A		UPWP: No
		Length:	N/A		UPWP Cycle: N/A
		1st Year Program'd:	2016		Past Amend: 3
		Years Active:	6		OTC Approval: No
		STIP Amend #: TBD			MTIP Amnd #: FB21-07-FEB
<p>Detailed Description: Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.</p>					
<p>STIP Description: Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.</p>					

Last Amendment of Modification: Administrative - December 2020 - AB21-05-DEC2, Reprogram PE to FY 2022 (Phase slip amendment for FY 2021 obligation targets)

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
TAP>200K	M3E1	2016	\$ 800,000					\$ 800,000
STBG-U	Z230	2021		\$ 589,309				\$ -
STBG-U	Z230	2022		\$ 589,309				\$ 589,309
STBG-U	Z230	2021					\$ 3,103,903	\$ -
STBG-U	Z230	2026					\$ 3,103,903	\$ 3,103,903
								\$ -
								\$ -
Note: PE reprogramming to FY 2022 accomplished as part of the December 2020 Obligation Targets Amendment							Federal Totals:	\$ 4,493,212
Federal Fund Obligations \$:			\$ 800,000					Federal Aid ID
EA Number:			C8345200					
Initial Obligation Date:			9/19/2016					
EA End Date:			9/30/2022					
Known Expenditures:			\$ 263,922					
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2016	\$ 91,564					\$ 91,564
Local	Match	2021		\$ 67,449				\$ -
Local	Match	2022		\$ 67,449				\$ 67,449
Local	Match	2021					\$ 355,206	\$ -
Local	Match	2026					\$ 355,206	\$ 355,206
Other	OTH0	2021					\$ 827,115	\$ -
Other	OTH0	2026					\$ 827,115	\$ 827,115
							Local Total	\$ 1,341,334
Phase Totals Before Amend:			\$ 891,564	\$ 656,758	\$ -	\$ -	\$ 4,286,224	\$ 5,834,546
Phase Totals After Amend:			\$ 891,564	\$ 656,758	\$ -	\$ -	\$ 4,286,224	\$ 5,834,546
							Year Of Expenditure (YOE):	\$ 5,834,546

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project Schedule delay: Current activities being completed as part of project development reveal numerous issues and cost challenges that need to be resolved before PE can begin. PE has been reprogrammed to FY 2022 and Cons now is moved out to FY 2026.

Amendment Summary:

The formal amendment reprograms the construction phase out to FY 2026. It also re-affirms the previous amendment to push-out the PE phase to FY 2022. Based on the current progress of project development activities (planning phase), PE will not start until FY 2022. Delivery issues are present and need to be resolved including a significant cost increase, plus the need for ROW and UR phases. As a result, the construction phase is being pushed out to FY 2026 to allow time to resolve the delivery issues and add ROW plus UR in FY 2024 later.

- > Will Performance Measurements Apply: No for now. Later, Yes - pedestrian improvements to the pedestrian model

RTP References:

- > RTP ID: 10811 - Beaverton Creek Trail (Regional) Seg. #1 & #2
- > RTP Description: To design and construct a 12' wide regional multi-use trail segment in a greenway, connecting the City of Hillsboro to the THPRD Nature Park. The off-street facility increases safety by providing an alternate route to high injury corridors/intersections. Completing the trail gap increases access to jobs, transit, and is located with in historically marginalized communities.
- > Exemption Status:
 - The current project is completing project development activities. As such, it is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies.
 - Once PE begins, the project will still be exempt under 40 CFR 93.126, Table 2 - Air Quality - Bicycle and pedestrian facilities.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective 3.2 - Active Transportation System Completion.
- > Goal Description: Complete all gaps in regional bicycle and pedestrian networks.

Fund Codes:

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

Other

- > On NHS: No
- > Metro Model: Yes
- > Model category and type: Pedestrian - Future Pedestrian Parkway
- > TCM project: No
- > Located on the CMP: No



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

Formal Amendment
SCHEDULE CHANGE
Shift ROW to FY 2023 and Cons to
FY 2026

Lead Agency: Washington County		Project Type:	Capital		ODOT Key:	19358
Project Name: Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd	2	ODOT Type	Modern		MTIP ID:	70789
		Performance Meas:			Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No		Comp Date:	
		Conformity Exempt:	Yes		RTP ID:	11470
Short Description: Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area.		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	2019-21
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2018		Past Amend:	4
		Years Active:	3		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	FB21-07-FEB
Detailed Description: Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area including a 600 foot bridge across the Seely ditch.						
STIP Description: Construct a new arterial roadway providing industrial freight access in the Basalt Creek Planning Area. The extension of the parkway is an east-west alignment crossing the Seely Ditch with a 600 ft long bridge.						

Last Amendment of Modification: Administrative - AB21-05-DEC2, December 2020, Reprogram ROW to FY 2024.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP	Z230	2016		\$ 2,757,000				\$ 2,757,000
STBG-U	Z230	2021			\$ 2,805,879			\$ -
STBG-U	Z230	2023			\$ 2,803,605			\$ 2,803,605
								\$ -
								\$ -
							Federal Totals:	\$ 5,560,605
Federal Fund Obligations \$:				\$ 2,757,000				Federal Aid ID
EA Number:				PE002708				
Initial Obligation Date:				8/16/2016				
EA End Date:				12/31/2022				
Known Expenditures:				\$ 1,414,910				
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2016		\$ 315,551				\$ 315,551
Local	Match	2021			\$ 321,145			\$ -
Local	Match	2023			\$ 320,885			\$ 320,885
Other	OTH0	2021			\$ 873,976			\$ -
Other	OTH0	2023			\$ 873,976			\$ 873,976
Other	OTH0	2021					\$ 28,173,000	\$ -
Other	OTH0	2026					\$ 28,173,000	\$ 28,173,000
							Local Total	\$ 29,683,412
Phase Totals Before Amend:			\$ -	\$ 3,072,551	\$ 4,001,000	\$ -	\$ 28,173,000	\$ 35,246,551
Phase Totals After Amend:			\$ -	\$ 3,072,551	\$ 3,998,466	\$ -	\$ 28,173,000	\$ 35,244,017
Year Of Expenditure (YOE):								\$ 35,244,017

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project schedule change/delay. ROW adjusted to FY 2023 based on obligation restriction. Cons is pushed-out to FY 2026 to allow for PE and ROW phases to be completed.

Amendment Summary:

The formal amendment advances ROW in the MTIP to FY 2023 and pushes-out ROW to FY 2023 in the STIP. ROW is being reprogrammed to FY 2023. The STBG funds committed to the ROW phase are considered "older Funds" and must obligate by the end of FY 2023. Therefore, the programming year can't exceed FY 2023. In a future amendment, the ROW STBG will be shifted back to the PE phase to address PE phase cost requirements. ROW will be back funded with local funds and move forward in FY 2023 or FY 2024. This will ensure the STBG funds obligate prior to their shelf-life expiration. The Construction phase funding requirement will be addressed at a later time. For the time being, the Construction phase is being moved out to FY 2026 until the updated delivery schedule is developed. The adjustments will allow the project to remain in schedule, provide added time to work through funding issues, and ensure the older STBG funds do not lapse.

- > Will Performance Measurements Apply: Yes - Pavement

RTP References:

- > RTP ID: 11470 - Basalt Creek Parkway
- > RTP Description: Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting
- > Exemption Status: Project is Not exempt project. The project is a capacity enhancing project. Required air conformity analysis has been completed in the RTP.
- > The project has been modeled as five lane new arterial (2 through lanes in each direction) and includes sidewalks
- > RTP/Air Conformity Consultation Date: December 18, 2018
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal 10.1: Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

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

Other

- > On NHS: No
- > Metro Model: Yes
- > Model category and type: The basalt Creek Pkwy Extension is modeled as a future Major Arterial in the Metro Motor Vehicle Network
- > TCM project: No
- > Located on the CMP: No

Memo



Date: January 27, 2021
 To: TPAC and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: February 2021 MTIP Formal Amendment & Resolution 21-5159 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING TWO EXISTING PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING TUALATIN PRD AND WASHINGTON COUNTY (FB21-07-FEB)

BACKGROUND

What This Is:

The February 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5159 and being processed under MTIP Amendment FB21-07-FEB.

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 21-5159 consisting of two projects in the February 2021 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Proposed February 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: FB21-07-FEB					
Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 19357	70689	Tualatin	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings.	SCHEDULE CHANGE The PE phase adjustment to FY 2022 is re-affirmed and the construction phase is reprogrammed to FY 2026 to allow time to resolve various delivery issues.
Project #2 Key 19358	70789	Washington County	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd	Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area.	SCHEDULE CHANGE The ROW phase is reprogrammed to FY 2023 with the Construction phase pushed-out to FY 2026

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

Project 1: Beaverton Creek Trail: Westside Trail - SW Hocken Ave	
Lead Agency:	Tualatin PRD
ODOT Key Number:	19357 MTIP ID Number: 70689
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. Source: Existing project. Funding: The awarded source of funding originates from Metro from the Regional Flexible Fund Allocation (RFFA) discretionary funding call for projects. \$800k of federal Transportation Alternatives Program funding was awarded to the project supporting project development. An additional \$3,693,212 of RFFA funds (STBG-U) were awarded for construction. Total federal funds currently awarded to the project totals \$4,414,293 Project Type: Active Transportation (Pedestrian/bicycle facility improvement) Location: In Beaverton on the Beaverton Creek Trail near the Beaverton Creek Transit Center (See project location map in the Additional Details section) Cross Street Limits: Westside trail to SW Hocken Ave Overall Mile Post Limits: N/A Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) Air Conformity/Capacity Status: The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Air Quality – Bicycle and Pedestrian facility improvements. However, project is included in the Metro Pedestrian modeling network and defined as a future Pedestrian parkway. Regional Significance Status: Regionally significant project. The project contains federal funds and is located in the Metro Pedestrian Modeling Network. STIP Amendment Number: TBD MTIP Amendment Number: FB21-07-FEB OTC approval required: No Metro approval date: Tentatively scheduled for March 4, 2021
What is changing?	<p><u>AMENDMENT ACTION: SCHEDULE CHANGE</u></p> <p>The formal amendment reprograms the project based on a revised estimated project delivery schedule. The Preliminary Engineering (PE) phase is re-affirmed to be reprogrammed to FY 2022. The initial</p>

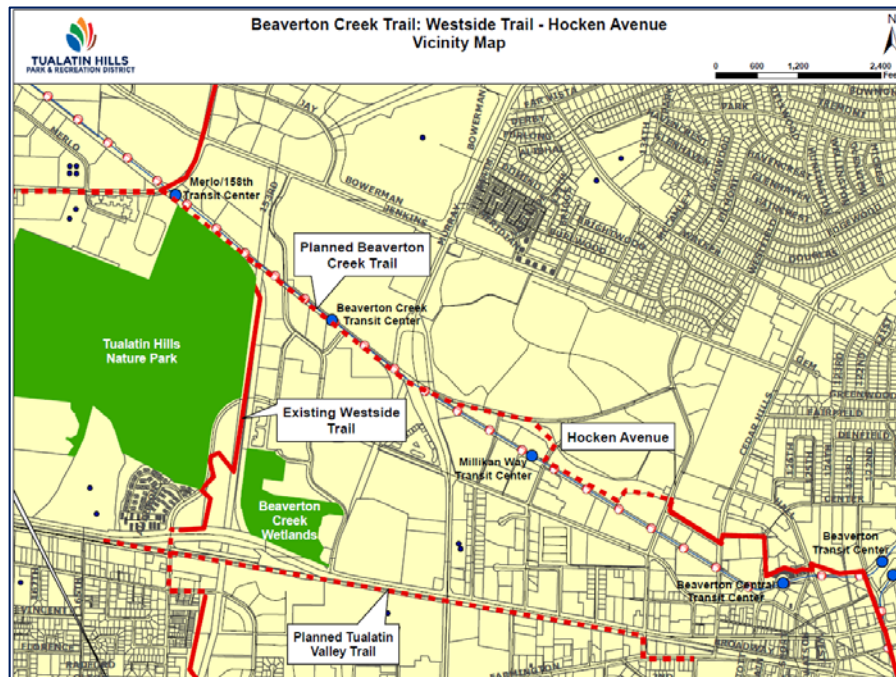
adjustment was completed in the MTIP as part of the December 2020 Obligation Targets amendment. However, to avoid confusion with the STIP, the adjustment is shown again in the MTIP Worksheet for consistency.

Second, the Construction is pushed-out and reprogrammed to FY 2026. As work project development activities are being completed, overall project delivery requirements are becoming clearer. Project Development will not be completed until FY 2022 resulting in the slip to the PE phase. The project appears will require a Right-of-Way (ROW) and Utility Relocation (UR) phases. Based on a standard two-year PE phase, ROW and UR would not start until FY 2024. Applying a two-year ROW and UR phase schedule, pushes Construction out to FY 2026.

Third, the project faces additional project costs which were not originally identified or committed to the project. Currently, there is no funding plan for the ROW and UR phases as well as covering the estimated cost increase to the Construction phase. By moving Construction out of the MTIP's first four constrained years and into year six, the project staff have time to work through the various project delivery and cost issues without the construction phase becoming a conflict with the annual Obligation Targets Program.

Project Location

Additional Details:



Why a Formal amendment is required?

Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, schedule delays resulting in phase reprogramming outside of the MTIP constrained years requires a formal/full amendment to complete.

Total Programmed Amount:

The project's total cost remains unchanged at \$5,834,546 through this action.

Added Notes:

None

Project 2: Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd	
Lead Agency:	Washington County
ODOT Key Number:	19358 MTIP ID Number: 70789
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area including a 600 foot bridge across the Seely ditch. Source: Existing project. Funding: The project is funded by a combination of federal and local funds. The federal funds committed total \$5,560,605. Local funds cover the remaining costs for the project which has a preliminary total project cost of \$35,244,014. Project Type: Roadway capacity enhancing capital improvement Location: Extend Basalt Pkwy east of Tualatin and north of Wilsonville Cross Street Limits: Between Grahams Ferry Road to Boones Ferry Road Overall Mile Post Limits: N/A Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). Air Conformity/Capacity Status: The project is considered a “capacity enhancing” as it will construct a new 5 lane arterial (two through lanes in each direction). The project completed required air conformity analysis as part of the 2018 RTP Update and is included in the Metro Motor Vehicle modeling network. RTP/Ai Conformity approval date is December 18, 2018. Regional Significance Status: Regionally significant project. The project contains federal funds and is located in the Metro Motor Vehicle Modeling Network. STIP Amendment Number: TBD MTIP Amendment Number: FB21-07-FEB OTC approval was not required for this amendment.
What is changing?	<p><u>AMENDMENT ACTION: ADD SCHEDULE CHANGE:</u></p> <ul style="list-style-type: none"> The amendment adjusts the ROW to FY 2023 and corrects the Metro awarded STBG amount to be \$2,803,605. The Construction phase and funding is pushed-out to FY 2026. A minor description update is also being accomplished to the MTIP Detailed Description field. <p>The project is completing Project, Specifications, and Estimates (PS&E). Cost updates are occurring and schedule adjustments are needed. The re-programming action initially requested FY 2024 as the ROW phase obligation year. The STBG funds programmed for the ROW are considered “Older Funds” and must be obligated no later than the end of FY 2023. However, the PE phase also requires additional funds and a later amendment most likely will shift the ROW phase STBG to PE covering the PE phase funding needs and ensuring the funds do not lapse.</p>

While the ROW and construction phase delivery timing is worked-out, the Construction phase is being moved out to FY 2026 as a precautionary action. Once the final delivery schedule is developed, the ROW and Construction will be adjusted as necessary to reflect the correct obligation year.

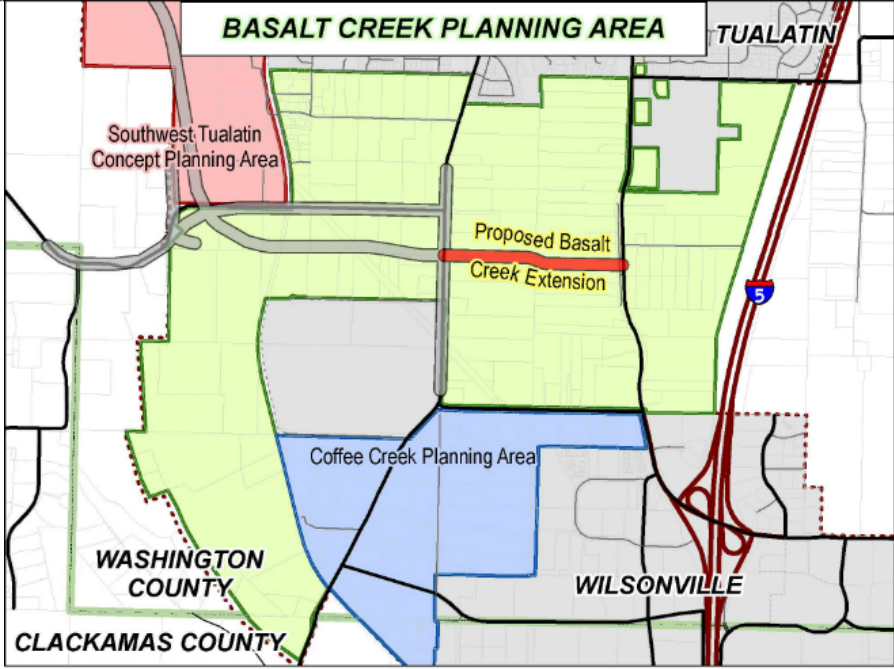
RFFA Source Funding Award for the Current ROW

Step 2: Community Investment Fund			
Active Transportation/Complete Streets			
Project name	Applicant	Sub-region	Amount
Beaverton Creek Trail	THPRD	Washington	\$3,693,212
Brentwood-Darlington Safe Routes to School	City of Portland	Portland	\$2,200,000
To be determined ¹	City of Gresham	Multnomah	\$3,141,156
Cully Walking and Biking Parkway	City of Portland	Portland	\$2,200,000
Halsey Street Safety and Access to Transit	City of Portland	Portland	\$2,400,000
Herman Road Walking and Biking Improvements	City of Tualatin	Washington	\$625,000
Highway 43 Walking and Biking Improvements	City of West Linn	Clackamas	\$3,000,000
I-5 Walking and Biking Bridge	City of Wilsonville	Clackamas	\$1,550,000
Jade and Montavilla Connected Centers	City of Portland	Portland	\$3,200,000
Molalla Avenue Walking and Biking Improvements	City of Oregon City	Clackamas	\$3,800,632
Total:			\$25,810,000
Regional Freight Initiatives			
Project name	Applicant	Sub-region	Amount
Basalt Creek Parkway Extension	Washington County	Washington	\$2,803,605
Central Eastside Access & Circulation Improvements	City of Portland	Portland	\$2,805,879
Hunziker Road Industrial Area	City of Tigard	Washington	\$1,730,516
Regional Freight Studies	Metro	Regional	To be determined ²
Total:			\$7,340,000
Total 2019-21 RFFA:			\$130,380,000

Additional Details:

Project Location Map



	
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, schedule delays resulting in phase reprogramming outside of the MTIP constrained years requires a formal/full amendment to complete.</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount for the project slightly decreases to \$35,244,017</p>
<p>Added Notes:</p>	<p>None</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 February 2021 Formal MTIP amendment (FB21-07-FEB) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	February 1, 2021
● TPAC notification and approval recommendation.....	February 5, 2021
● JPACT approval and recommendation to Council.....	February 18, 2021
● Completion of public notification process.....	March 3, 2021
● Metro Council approval.....	March 4, 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 (The below time line is an estimation only):

<u>Action</u>	<u>Target Date</u>
● Amendment bundle submission to ODOT for review.....	March 9, 2021
● Submission of the final amendment package to USDOT.....	March 9, 2021
● ODOT clarification and approval.....	Late March, 2021
● USDOT clarification and final amendment approval.....	Early April, 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 21-5159 consisting of two projects in the February 2021 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Note: No attachments:

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, January 29, 2021
To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties
From: Grace Cho, Senior Transportation Planner – Metro
Subject: 2024-2027 MTIP Cooperative Development – Update on ODOT Administered Funding Processes

Purpose

Provide an update on the ODOT administered funding processes to date.

Background

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

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

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

ODOT Administered Funding Process

The Oregon Department of Transportation (ODOT) began its process in July 2020 to allocate estimated revenues available for fiscal years 2025 through 2027 to different ODOT programs. The ODOT programs will then identify and select capital improvements to fund to support the transportation system. ODOT staff will provide an update on the conversation and decisions to date.

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



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: January 29, 2021
To: TPAC and Interested Parties
From: Dan Kaempff, Principal Transportation Planner
Ted Leybold, Resource Development Section Manager
Subject: 2025-2027 RFFA Work Program and Schedule

Purpose

Staff seeks input on a work program outline and schedule of activities required to carry out the 2025-2027 Regional Flexible Funds Allocation (RFFA), and direction on how to proceed with various policy questions and issues related to allocation of these federal funds.

Background

During 2021 and 2022 Metro must conduct the activities associated with selecting regional transportation investments to be funded with the region's allotment of federal funds. Projects selected in this process are to be ready for funding obligation in the federal fiscal years 2025-2027, and will be included in the 2024-2027 Metropolitan Transportation Improvement Program (MTIP).

As the MTIP is a component of the State Transportation Improvement Program (STIP), the MTIP development timeline is driven largely by the Oregon Department of Transportation (ODOT) timeline for adopting the 2024-2027 STIP. This schedule calls for the draft STIP to be made available for public comment in early 2023. To conform to this timeline, a draft MTIP document must be prepared no later than March of 2023.

Staff has drafted a RFFA schedule which calls for JPACT and Council to take action on a RFFA investment package in fall 2022. Adhering to this timeline for the RFFA decision is critical in order to meet the STIP development schedule.

The 2025-2027 RFFA schedule is significantly lengthier than the previous cycle. The length of time allotted to the 2022-2024 RFFA process was shorter than usual. Under normal circumstances, the process would have kicked off in 2017. During that time, the region was heavily involved in the development of the 2018 Regional Transportation Plan (RTP) which would not be completed and adopted until the end of that year. The 2018 RTP involved significant stakeholder input resulting in an updated set of investment priorities to guide how transportation funding was to be used in the region.

Recognizing this new policy direction, Metro Council advised staff to delay the start of the 2022-2024 RFFA process until after the 2018 RTP was adopted at the end of 2017. In addition, two new Council members and a new Council President were to begin their terms at the start of 2018. As such, the existing Council felt it best for the new Council to develop and implement RFFA program direction based on the updated policy in the 2018 RTP.

As a result, the 2022-2024 RFFA process was completed in 12 months, instead of the usual 18-24 months of previous allocation cycles.¹ The condensed schedule did not allow for an in-depth

¹ Please see the "2022-2024 RFFA Retrospective Report" included in the materials for this meeting for further detail on the activities and outcomes of the 2022-2024 RFFA process.

exploration of policy issues and discussion of the region's needs. The established practice of early Council engagement was limited to a presentation at a work session. And while they acknowledged the time constraints, TPAC and JPACT both indicated the need for a more robust policy discussion in the 2025-2027 RFFA process.

Assumptions

It is assumed that in the 2025-2027 RFFA process the existing two-step funding framework will continue. The region has made a commitment to repay bonds and has identified three region-wide programs as part of an overall transportation strategy identified in the RTP. Regional funds provide funding to conduct essential and required MPO functions, as well as providing staff capacity to lead regional planning initiatives. This work plan and schedule assume that, at a minimum, Step 1 funding will continue to repay the bonds and maintain programs and regional planning work.

Process & Proposed Schedule

Staff is proposing to follow a multi-phased process similar to that used in preceding RFFA cycles. Briefly, these phases include:

1. Program Direction development (January-July 2021) – This phase results in the JPACT-approved and Council-adopted priorities and program direction for how the regional funding is to be spent to carry out policy objectives of the 2018 RTP. This phase assumes engagement activities with Metro Council to discuss their priorities and holding a series of workshops to gather input from stakeholders in addition to discussions with TPAC and JPACT. These workshops are to be held in the March-May 2021 timeframe, specific dates to be determined.

In this phase, initial work also begins on preparing the Step 2 project application, risk assessment and evaluation materials. While many details of the application will be dependent on the final program direction adopted by Council, as much work as possible will occur during this time to ensure the overall RFFA process remains on schedule. Initial work begins on recruiting members of the work group that will evaluate and provide technical scores for each of the projects.

After the policy direction is adopted, a final set of Step 2 project application materials is developed. The technical evaluation working group will assist in developing the application materials. This work will occur during the summer and fall of 2021.

2. Call for projects (November 2021-February 2022) – The Step 2 project call is scheduled to open in November 2021, with approximately four months allotted for applicants to prepare and submit their project proposals. A workshop to answer questions and provide further details on the RFFA process will be held early in the project call.
3. Step 2 Project selection (March-October 2022) – Once the application window is closed, work begins to evaluate and gather input on the submitted projects. There are four sources of input used to guide the project selection process:
 - a. Technical Evaluation – a group comprised of agency staff and community members will conduct a technical process to evaluate each project's performance at achieving policy outcomes as defined in the RTP and the RFFA Program Direction
 - b. Risk Assessment – an independent analysis of each project to identify any impediments to the project scope, timeline or budget

- c. Public Comment – per federal and Metro guidance, there will be a (minimum) 30-day public comment opportunity to gather input on the proposed projects and overall RFFA program from community members and stakeholders
- d. Identification of priorities – Each county coordinating committee and the City of Portland has the option to identify which of the projects submitted from their respective jurisdictions are most critical to the needs of the community

Applicants will have an opportunity to provide clarifying information to questions or issues identified by initial work of the risk assessment or respond to questions for additional or clarifying information by the technical evaluation work group. This information is used to help inform the public comment period and the county coordinating committee identification of priority projects.

Discussion at TPAC and JPACT is scheduled to occur during the summer of 2022. During this time, Council may wish to be briefed in a work session to discuss and indicate their priorities (if any) to JPACT. Final JPACT and Council action on the Step 2 projects is scheduled for fall of 2022.

4. MTIP adoption (November 2022-May 2023) – upon completion of the RFFA process, final work commences on conducting the required analysis and documentation for adding the selected RFFA projects to the MTIP. It is critical that the RFFA process be completed by November 2022 to stay on the MTIP development schedule. The MTIP is scheduled to be adopted in May 2023 for inclusion in the STIP.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: January 29, 2021

To: TPAC and Interested Parties

From: Dan Kaempff, Principal Transportation Planner
Ted Leybold, Resource Development Section Manager

Subject: 2022-2024 Regional Flexible Funds Allocation Retrospective Report

Purpose

Provide TPAC with a brief description of the 2022-2024 Regional Flexible Funds Allocation (RFFA) process and outcomes, and results of a participant survey. This information will be used to help inform development of the 2025-2027 RFFA Program Direction.

Background

As the federally designated Metropolitan Planning Organization (MPO) for the Portland region, Metro has three important core functions it is required to do. Two of these are the development of the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP or TIP).

The RTP is the fiscally constrained long-range transportation plan (25 years) that defines what investments are needed to provide a system that moves people and goods efficiently and effectively, and provides a higher quality of life for people.

The MTIP is the document that details specific RTP-defined transportation investments over a four-year period. It documents all federally funded and regionally significant projects within the region, including those delivered by the Oregon Department of Transportation (ODOT) and transit providers (TriMet, SMART) through funds allocated by those organizations. And it also includes projects funded with federal dollars allocated by Metro.

Every three years, Metro leads a public process to determine what transportation investments are to be made with these federal funds, called the Regional Flexible Funds Allocation (RFFA). This memo summarizes the activities and outcomes of the process used to select regional investments and projects to be delivered in the three federal fiscal years spanning 2025 to 2027. It also documents input received by stakeholders following the completion of the RFFA selection process, including both input on the just-completed process as well as ideas to consider in the 2025-2027 RFFA process.

Process description

The RFFA process typically covers an 18-24 month timeframe. There are two primary decisions made by the region during this time:

1. Establishing program direction, funding categories and amounts, desired outcomes and criteria
2. Selecting capital projects to receive funding

Both decisions are informed by input gathered from:

- The public, through several public comment opportunities and methods
- A technical committee (Transportation Policy Alternatives Committee, or TPAC), comprised of local and state agency staff, and six citizen representatives
- A policy committee (Joint Policy Advisory Committee on Transportation, or JPACT), comprised of local and regionally elected officials, plus representatives of relevant regional and state agencies
- The Metro Council

JPACT and Metro Council are collectively responsible for developing and adopting the program direction and final project selection. Council takes action separately on the above two decisions. Both are adopted through Council resolution. TPAC makes a recommendation to JPACT on program direction and projects. JPACT considers the TPAC recommendation and approves it, either as submitted by TPAC or with modifications. The JPACT-approved resolution is then submitted to Council. Council can either adopt the JPACT-approved actions or refer them back with recommendations for modification.

The 22-24 RFFA process began in February 2019, approximately eight months later than when it normally would have started and concluded in January 2020. With input from Metro Council, it was decided to delay the start of the RFFA process because the region was in the middle of developing and adopting the 2018 RTP. It was felt best to wait until the new RTP was in place and could provide direction for the 22-24 RFFA.

Metro needed to have a final RFFA decision in place by January 2020 to complete staff work required for the region's projects to be included in the MTIP and the Statewide Transportation Improvement Program (STIP). A delay in meeting the STIP development schedule would have meant the region would not be able to continue spending federal funding. This would result in projects already under way being halted until the MTIP could be incorporated into the STIP.

Program direction adoption

Reflecting the reduced time available, the RFFA program direction was adopted by Council in April 2019. As the region had just concluded a three-year process to develop the 2018 RTP that included extensive public outreach and input, there was a clear policy direction of the region's priorities for new transportation funding investments.

The 2018 RTP established four investment priorities for the region:

- advancing **Equity**
- improving **Safety**
- implementing the region's **Climate Smart Strategy**
- managing **Congestion**

These four priorities were carried forward by TPAC, JPACT and Metro Council as the 2022-2024 RFFA policy framework.¹

Following a process in use for the past several funding cycles, the program direction detailed a two-step process used to allocate funds.

¹ The full policy document is available at: [RES 19-4959 - Exhibit A to Resolution No. 19-4959 \(legistar.com\)](#)

Step 1

The first step in the process – “Step 1” – reaffirmed and allocated funding to a series of investments to which the region has made an ongoing commitment:

- Bond repayment commitments – In previous RFFA cycles, JPACT and Council have approved the issuance of bonds used to pay for construction of light rail and streetcar capital projects, and to conduct project development work on active transportation projects. Regional Flexible Funds have been committed for the repayment of these bonds until the year 2034.
- Region-wide program investments - Three region-wide programs have been defined over time by their regional scope, program administration, and policy coordination, and a consistent allocation of regional flexible funds to support them. The three programs are:
 - Regional Travel Options (RTO)
 - Transit Oriented Development (TOD)
 - Transportation System Management and Operations (TSMO)
- MPO, and Corridor and System Planning – RFFA funds are used to pay for core MPO functions, and for continued planning work to further develop regional corridors, transit and freight networks, and to better understand the economic impacts of our transportation investments.
- One-time Strategic Investments – RFFA funds were allocated to pay for the region’s contribution to a statewide travel and mobility survey. Data from this survey is critical to the region’s planning and transportation modeling work.

The RFFA program direction identified funding levels for each of these areas, which combined, constituted “Step 1”. The amount of regional funds committed to these investments totaled \$98,897,758.

Step 2

The remainder of the available funds (“Step 2”), totaling \$45,083,707, was allocated to 16 projects submitted by local governments. Beginning with the 2014-2015 RFFA cycle, regional policy has been to create two funding categories, Active Transportation and Complete Streets projects (“AT”), and Regional Freight and Economic Development Initiatives (“Freight”). 75 percent of the funding is designated to the AT category and 25 percent to the Freight category. The 22-24 cycle continued this funding split, which resulted in \$34,963,799 available for AT projects, and \$10,119,908 available for Freight projects.²

In previous RFFA processes, projects were submitted for consideration in one of the two categories. Each category had separate criteria and application materials. For the 22-24 cycle, TPAC recommended that applicants should have the option for their project to be submitted for consideration in both categories. To avoid the need to fill out separate applications if an applicant wished to apply in both categories, one application form was developed with a common set of questions.

This approach provided the ability for projects from both categories to be evaluated in a consistent method on how well they achieved the four RTP/RFFA investment policy objectives. And, it allowed for a direct comparison of projects’ outcomes regardless of funding categories.

In response to the call for projects, 23 project applications were submitted to Metro. 18 projects were indicated for consideration in the AT category, three in the Freight category, and two requested consideration in both categories.

² Final 22-24 RFFA investment list available at: [RES 20-5063 - Exhibit A to Resolution No. 20-5063 \(legistar.com\)](#)

As usual, the total amount of requested funds was well above the available funding, as illustrated in Table 1 below. But while the AT category had nearly \$32 million in funding requests beyond what was available, Freight category requests were \$4 million less than the available funding.

Table 1
22-24 RFFA Step 2 funding requests, by category

Category	Requested	Available	Difference
Active Transportation	\$66,707,739	\$34,963,799	(\$31,743,940)
Freight	\$5,987,370	\$10,119,908	\$4,132,538
Both	\$5,138,175	N/A	
Totals	\$77,833,284	\$45,083,707	(\$32,749,577)

Four sources of information were gathered through the Step 2 process to help TPAC and JPACT determine a final project list.

1. Technical Evaluation – a measurement of the extent to which proposed projects advanced the four policy objectives
2. Risk Assessment – consideration of any factors that could result in a project not being delivered on time, within budget, and per the original scope and design
3. Public Comment – feedback on the projects gathered through a 30-day process, including an online tool, correspondence, and a Council-led public hearing
4. Identification of Priorities – county coordinating committees and PBOT indicated which of their projects were their priorities to receive funding

The Risk Assessment was a new source of information in the 22-24 RFFA cycle. It was added to the evaluation process in response to a need to improve the region's federal funding obligation performance. Projects were given a high/medium/low risk rating based on information provided in the application related to aspects of project delivery that can create delays or changes to a planned scope and schedule. These could include right-of-way ownership and acquisition, environment, coordination with outside agencies, and others.

Metro staff, in discussion with TPAC and JPACT, developed two approaches for consideration in using this information to identify which projects were to receive funding. A major issue addressed through these discussions centered on how to address the low number of projects in the Freight category. Based on TPAC's recommendation, JPACT approved a package of projects which moved five projects from the AT category into the Freight category due to the projects being located on or adjacent to routes on the Regional Freight Network.

A significant factor in this decision was that the AT projects moved into the Freight had higher technical evaluation scores than the Freight projects not receiving funding. In the ensuing discussion at TPAC and JPACT, discussion of the viability of the two funding categories was identified as an issue to be discussed in the 25-27 RFFA cycle.

Follow-up survey

Following Council adoption of the 22-24 RFFA investment package in January 2020, Metro staff sent a survey to over 200 people involved in the process. The survey was intended to gather feedback on the process and outcomes to be used in developing the 25-27 RFFA. Recipients included TPAC and JPACT members, county coordinating committee members, representatives from community organizations, jurisdictions applying for funding, the technical advisory committee members, and those who provided input through public outreach.

The survey contained 7 questions, listed below. 39 people responded to the survey. Their responses are detailed in two documents accompanying this memo.

Questions

1. Indicate how you were involved in the 2022-2024 RFFA process. Select all that apply.
2. Did Metro provide clear and helpful directions to develop project proposals?
3. Did the RFFA process and project selections reflect the community and local agency stakeholder input? Review the engagement report here.
4. Were the technical tools and materials (e.g. maps, project outcome “radar” charts, summary tables, etc.) that Metro provided useful for the RFFA process? Review the RFFA process here.
5. Did the projects and programs receiving funding through the 2022-2024 RFFA reflect and carry out the priority investment policy of the 2018 Regional Transportation Plan (RTP)? Review the RTP here.
6. What policy issues should the region consider as we go into the 2025-2027 RFFA process? Review the 2022-2024 RFFA policy report here.
7. Do you have any other comments about the 2022-2024 RFFA process?

Comments and responses

Additional comments on questions 2-5 and responses to questions 6 and 7 are summarized as follows:

Question 2

- Streamline application process; reduce # of questions.
- Better clarity on how questions/which questions would be weighted and scored.
- Make questions, comparison of projects more objective.

Question 3

- Improve efforts to gather community input, particularly from BIPOC communities. Create additional means of providing input.
- Public input was often supportive of a specific project only; look for ways to gather input from the public on how well all projects address regional needs.
- (Unclear statement as to meaning, but worthy of discussion) “The current process actually results in a less inclusive process by systematically eliminating certain projects/communities/areas from real consideration even when those might be very equitable projects for the applicant.”
- Use public input previously gathered by applicant agencies in addition to that gathered through RFFA process.
- Metro needs to do a better job explaining the RFFA process. “Spoke to highest common denominator, not lowest.”
- “The public comments did not have as much influence on the project selections. This might be good however, as the input seemed to be skewed by influence areas, white people, and higher incomes.”

Question 4

- Mixed responses on effectiveness of how technical evaluation was illustrated (“radar” charts)
- Survey tool forced respondents to look at all projects, not just one(s) that were supported. (Contradicts response to Q3)
- Charts not objective, didn’t drive outcomes or significantly distinguish projects

Question 5

- Lines between AT and Freight projects “blurred”; “real” freight projects not funded.
- Difficult for biased individuals to make objective decisions.
- Projects selected reflected more demand for meeting AT needs vs. Freight through RFFA.
- Use RFFA dollars exclusively on Regional AT Network routes (arterial streets) to close gaps.
- Criteria too narrow, didn’t allow for different ways to show support for outcomes; freight category in particular.
- Improve ways to measure project’s effectiveness in economic development, system completeness, serving equity populations not living in project vicinity.
- Develop simplified report card of accomplishments & deficiencies from this year’s RTP (RFFA?); publish in media.
- How can projects in new employment areas be funded?

Question 6

- Support for four policy priorities, but congestion seems to be at a disadvantage w/r/t vehicle traffic; possible to shift that?
- Support for inclusion of disadvantaged areas/populations; desire to see investment focused on communities of concern; stop gentrification.
- Ensure we have highway capacity to handle anticipated growth in vehicle traffic.
- Project evaluation should move in direction of a combination of quantitative criteria and public input.
- Safety is huge priority.
- Fund projects in 2040 centers/corridors and HCT/frequent service corridors
- Eliminate 75/25 split; already skewed towards AT projects, “doesn’t make sense”; freight can’t compete. If there’s to continue to be a Freight category, needs to have separate criteria.
- “For the next 10 years, climate has to be number one consideration.”
- Broaden means of demonstrating how projects are advancing the four policy areas.
- “Keep measuring achievement of plan goals throughout the region.”
- Provide clarity on RFFA priorities of addressing existing deficiencies v. investment in future development; if the latter is a priority, rework criteria/scoring to reflect benefits of new development.
- Better clarity on how to quantify Climate and Congestion benefits of a project.
- Standardize metrics for all projects; OR should freight projects have different questions? Freight projects struggled to compete well with AT
- Increase auto/truck capacity; widen major streets and freeways.
- RFFA is one of the few/important source of funding for trails, but they didn’t fare as well as in the past
- Find ways to better quantify community benefits of a project, including level of community engagement.

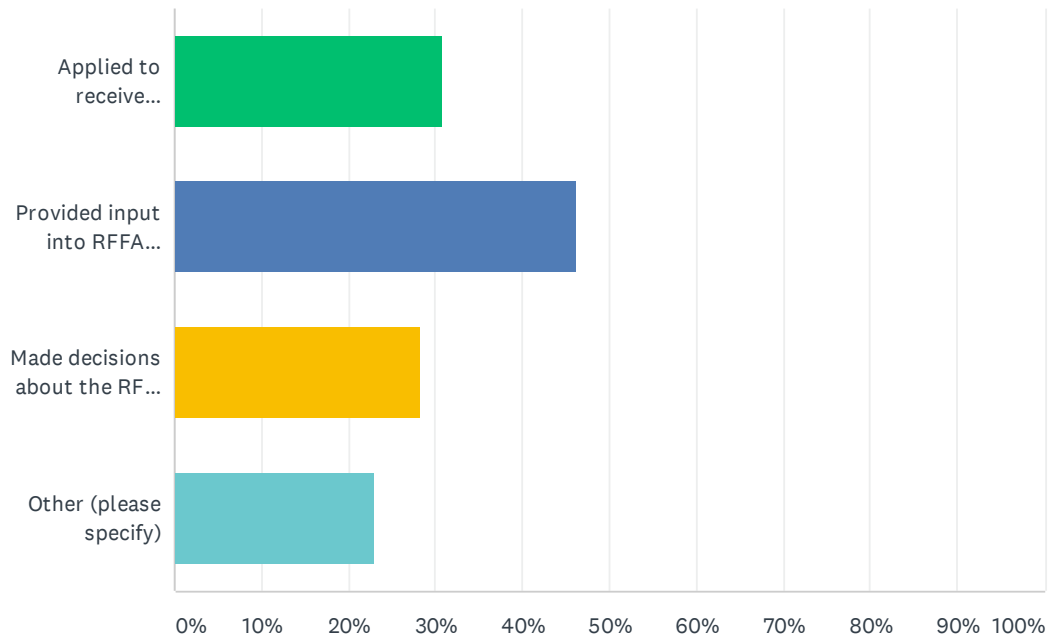
Question 7

- Find ways to standardize some data sources to make it easier to compare project proposals.
- “My one final comment would be that Metro could take more ownership of the decision-making process to lessen the resource burden placed on locals and coordinating committees. We spent a lot of time providing our “local priorities” for projects after funding limitations/decisions had already been determined by the process. That lead to some confusion on the part of local electeds/decision makers.”
- Start it (the RFFA process) earlier.
- “Support the transportation system investments to help move freight are essential. This aspect of the RFFA process was watered down this time.”

- “The readiness assessment was good - but it was not really applied. I would like to see an analysis of how previous grants, especially those that apply for both design and construction, perform in terms of achieving the scope of work that the project was based on in the evaluation.”
- “Breaking out the community engagement results by race and income, as well as the policy scoring is a good start. Continue to improve and work in coordination with the applicants by providing more time to review and discuss the application scoring/assessment.”

Q1 Indicate how you were involved in the 2022-2024 RFFA process. Select all that apply.

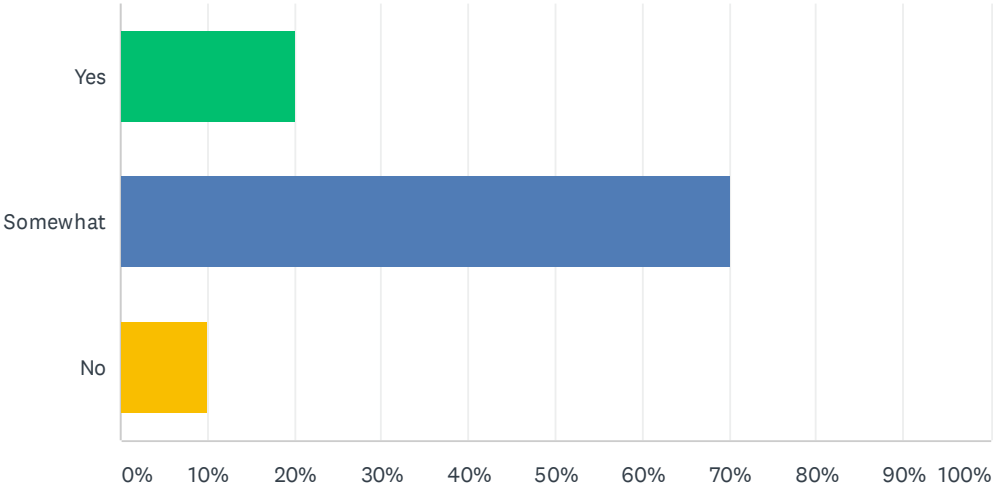
Answered: 39 Skipped: 0



ANSWER CHOICES	RESPONSES	
Applied to receive regional flexible funds	30.77%	12
Provided input into RFFA process as a member of a county coordinating committee, business or community organization	46.15%	18
Made decisions about the RFFA process and projects—as member of Joint Policy Advisory Committee on Transportation (JPACT) or Transportation Policy Alternatives Committee (TPAC)	28.21%	11
Other (please specify)	23.08%	9
Total Respondents: 39		

Q2 Did Metro provide clear and helpful directions to develop project proposals?

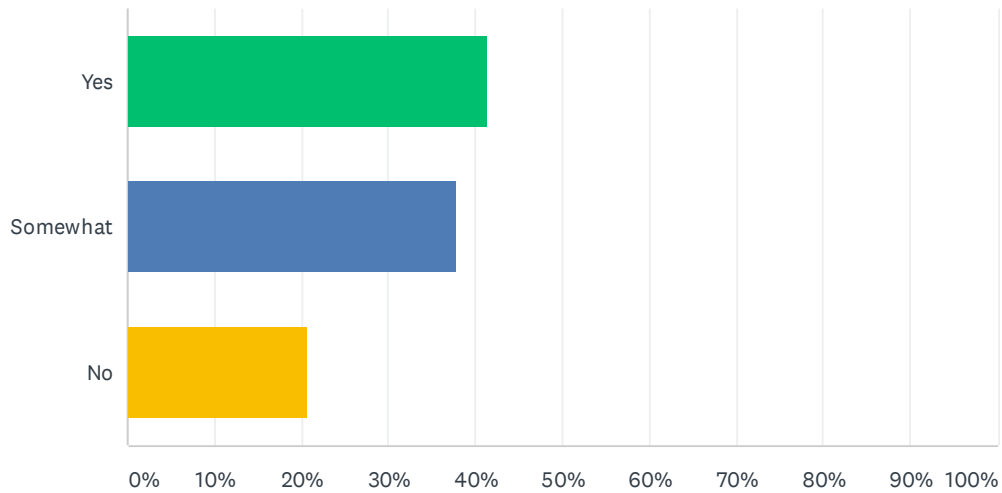
Answered: 10 Skipped: 29



ANSWER CHOICES	RESPONSES	
Yes	20.00%	2
Somewhat	70.00%	7
No	10.00%	1
TOTAL		10

Q3 Did the RFFA process and project selections reflect the community and local agency stakeholder input? Review the engagement report here.

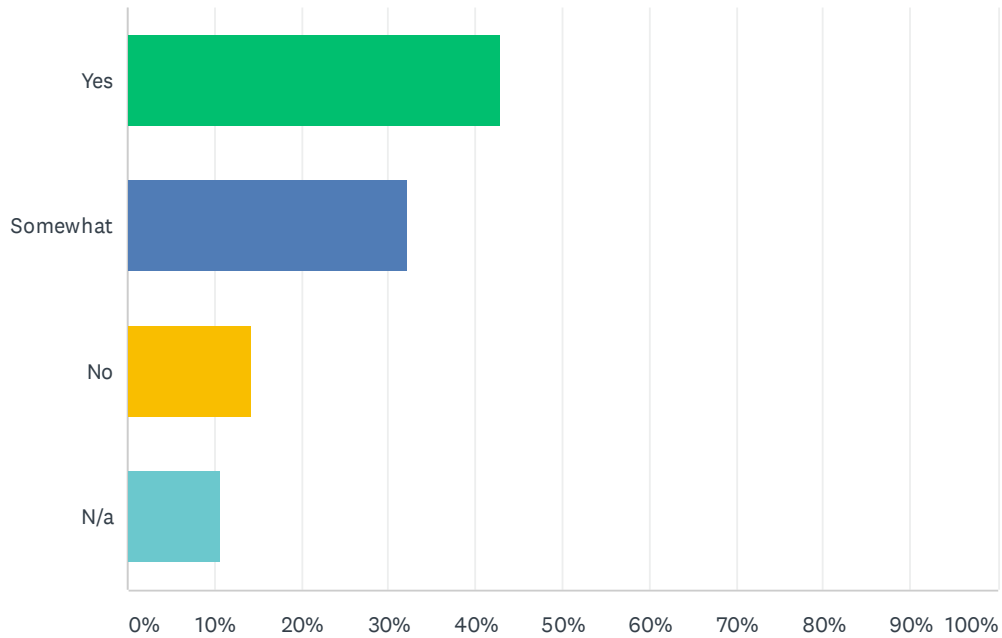
Answered: 29 Skipped: 10



ANSWER CHOICES	RESPONSES	
Yes	41.38%	12
Somewhat	37.93%	11
No	20.69%	6
TOTAL		29

Q4 Were the technical tools and materials (e.g. maps, project outcome “radar” charts, summary tables, etc) that Metro provided useful for the RFFA process? Review the RFFA process here.

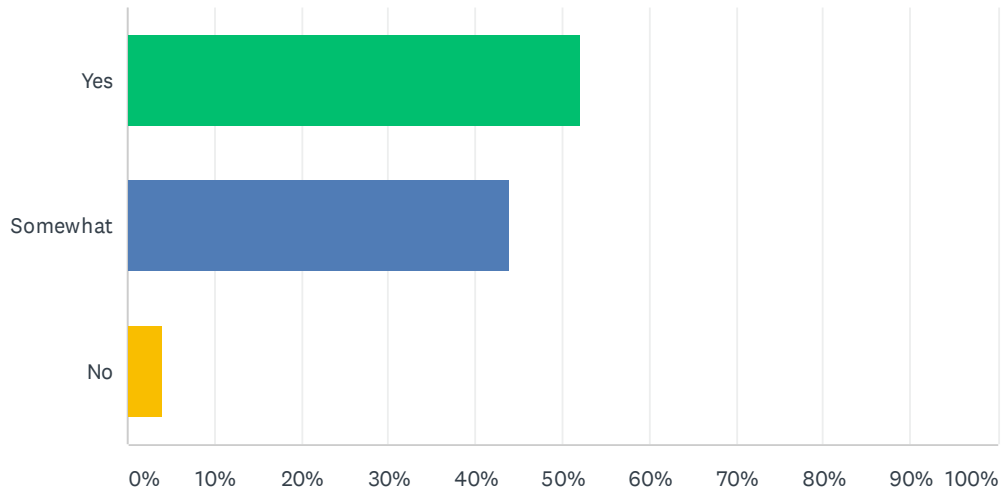
Answered: 28 Skipped: 11



ANSWER CHOICES	RESPONSES	
Yes	42.86%	12
Somewhat	32.14%	9
No	14.29%	4
N/a	10.71%	3
TOTAL		28

Q5 Did the projects and programs receiving funding through the 2022-2024 RFFA reflect and carry out the priority investment policy of the 2018 Regional Transportation Plan (RTP)? Review the RTP here.

Answered: 25 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes	52.00%	13
Somewhat	44.00%	11
No	4.00%	1
TOTAL		25

Q6 What policy issues should the region consider as we go into the 2025-2027 RFFA process? Review the 2022-2024 RFFA policy report here.

Answered: 22 Skipped: 17

Q7 Do you have any other comments about the 2022-2024 RFFA process?

Answered: 12 Skipped: 27

Materials following this page were distributed at the meeting.

Jan 2021 traffic deaths in Clackamas, Multnomah and Washington Counties*

Gabriel Castro, 29, driving, Washington County, 1/28/21
Jean Gerich, 77, walking, Multnomah County, 1/25/21
Eddie Larson, 48, driving, Multnomah County, 1/24/21
Brenda Stader, 50, walking, Clackamas County, 1/13/21
Elina Marie Inget, 66, driving, Clackamas County, 1/9/21
Unknown, walking, Multnomah County, 1/9/21
Unknown, 73, driving, Multnomah County, 1/8/21
Daniel Martinez, 19, driving, Multnomah County, 1/1/21



**ODOT preliminary fatal crash report, as of 1/28/21*





Metro

Agenda Item 5:

February 2021 Formal Amendment Summary

Resolution 21-5159

Amendment # FB21-07-FEB

Applies to the new 2021-24 MTIP

Agenda Support Materials:

- Draft Resolution 21-5159
- Exhibit A to Resolution 21-5159 (amendment tables)
- Staff Report

February 5, 2021

Ken Lobeck

Metro Funding Programs Lead

February 2021 Formal MTIP Amendment Overview

- Summary overview of the December Formal MTIP Amendment amendment contents: 2 projects
- Open to questions or project discussions
- Staff motion: Request approval recommendation to JPACT for Resolution 21-5159

February 2021 Formal MTIP Amendment

2021-26 MTIP Constrained vs. Unconstrained Years

- 2021-24 STIP is a 4-year project delivery document with all 4 years being fiscally constrained
- MTIP & STIP fiscal constraint = funding during these years has been verified and available
- Metro MTIP added 2 years (FY 2025-26)
- FY 2025-26 are not constrained years
 - Allows programming options and flexibility
 - Helps avoid conflicts with Obligation Targets
 - Programming reflects more realistic delivery schedules
 - Will be reprogramming several projects to unconstrained years (FY 2025-26)
 - Reprogramming is not a punitive action

February 2021 Formal Amendment Contents

Key 19357 – Beaverton Creek Trail: Westside to Hocken Ave

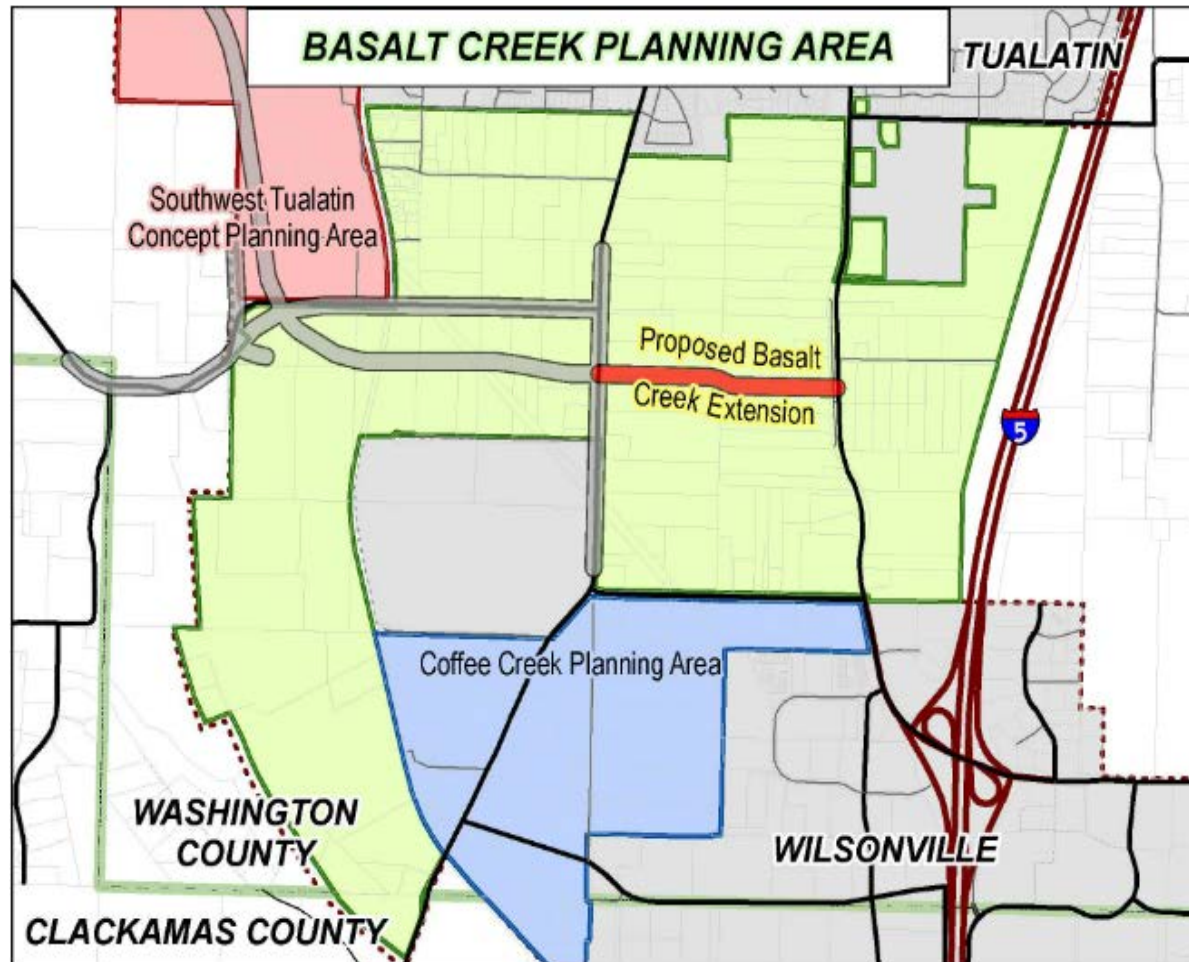
#	Key	Lead Agency	Project Name	Change Reason	Note
1	19357	Tualatin	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Schedule Change	PE reprogrammed to FY 2022 and Construction to FY 2026

The formal amendment:

- Reprograms PE to FY 2022 and the Construction phase to FY 2026
- Project development actions will continue until FY 2022.
- A Right-of-Way phase appears will be needed and based on a two-year window pushes the Construction phase out to FY 2026
- Reprogramming project phases and pushing out Construction outside of the constrained MTIP years provide additional project delivery flexibility
- If project phases are ready to commence earlier than the later programmed year, the phase will be advanced as required in the MTIP.

February 2021 Formal Amendment Contents

Key 19358 – Basalt Creek Pkwy Extension



February 2021 Formal Amendment Contents

Key 19358 – Basalt Creek Pkwy Extension

#	Key	Lead Agency	Project Name	Change Reason	Note
2	19358	Washington County	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd	Schedule Change	Reprograms ROW to FY 2023 and Construction to FY 2026

The formal amendment:

- Adjusts the Right-of Way (ROW) phase to FY 2023 and pushes the Construction phase out to FY 2026.
- Reprogramming the Construction phase out to FY 2026 is a precautionary action. Construction will be advanced if ready to go earlier than FY 2026

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

February 2021 Formal Amendment

Public Notification Period

30 Day Public Notification/Opportunity to Comment period is
February 1, 2021 to March 3, 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

February 2021

Please comment by Wednesday March 3, 2021
135.71 KB Adobe Acrobat PDF | Published Feb 1, 2021

January 2021

Please comment by Thursday, February 4, 2021.
148.87 KB Adobe Acrobat PDF | Published Jan 6, 2021

February 2021 Formal Amendment

Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	February 1, 2021
TPAC Notification and Approval Recommendation	February 5, 2021
JPACT Approval and Recommendation to Council	February 18, 2021
30 Day Public Notification Period Ends	March 3, 2021
Metro Council Approval of Resolutions 20-5144	March 4, 2021
Amendment Bundle Submission to ODOT	March 9, 2021
ODOT & USDOT Final Approvals	Early to mid-April 2021

February 2021 Formal Amendment

Approval Recommendation & Questions

TPAC Approval Recommendation:

- Provide an approval recommendation for the 2 projects to JPACT for Resolution 21-5159 under MTIP Amendment FB21-07-FEB
- Correct typos, etc. in support materials as needed
- Questions, Comments, and/or Project Discussions as Needed?

Development of the 2024-2027 Statewide Transportation Improvement Program

February 2021

A worker in a blue safety suit and hard hat is positioned on a blue lift bucket, working on a steel bridge structure. The background is a dense forest of green trees. The entire image has a dark blue overlay.

Public Input Overview

STIP Public Engagement and Input Opportunities

- Discussion and input from advisory committees on funding priorities and scenarios
- Public survey on funding priorities
- Online open house for public comment on funding scenarios
- Two webinars
- Letters and comments to the OTC



Themes of Public Input

- Support to increase Non-Highway funding to advance equity, address climate, and enhance accessibility and mobility for all
- Support for Fix-It investments and reluctance to cut spending on bridge and pavement preservation to avoid accelerating system deterioration
- Support for Enhance Highway investments to reduce congestion and facilitate economic development



A worker in a blue safety suit is positioned on a blue lift bucket, working on a steel bridge structure. The background is a dense forest of green trees. The entire image has a dark blue overlay.

Commission's Funding Allocation Decision

STIP Funding Allocation

Approved December 15, 2020

Category	Amount
Fix-It	\$800m
Non-Highway	\$255m
Enhance Highway	\$175m
Safety	\$147m
Local Programs	\$404.5m
ADA	\$170m
Other Functions	\$161.4m
Total	\$2.1 billion

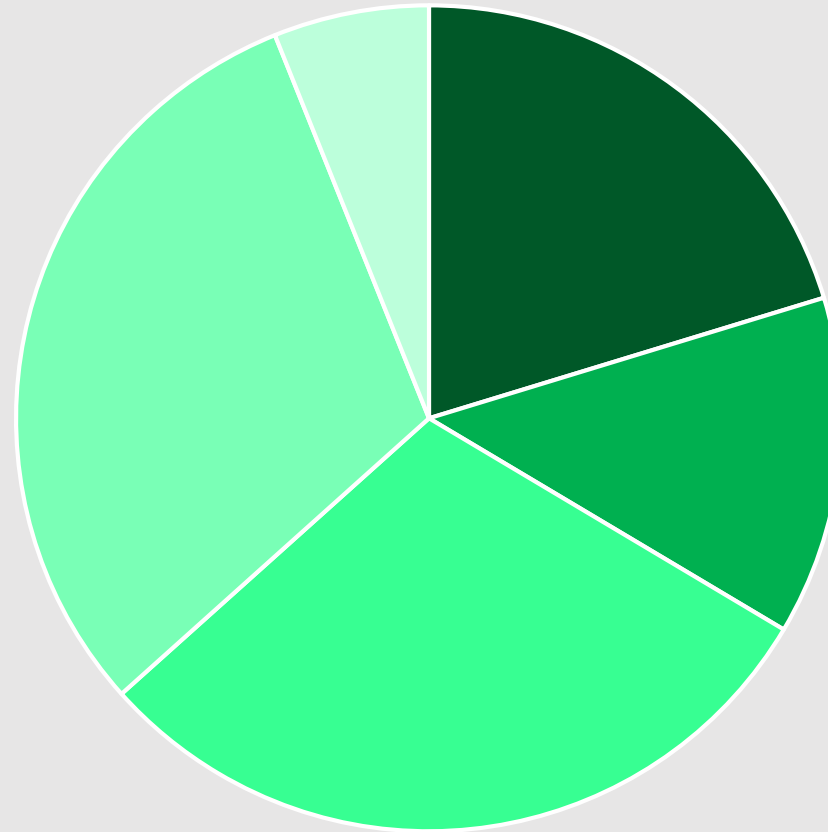


Historic Investments in Non-Highway Funding

- Increase of nearly \$100 million over 2021-2024 STIP– more than 60% increase-- for bicycle, pedestrian and public transportation programs
- Will enhance equity, provide more multimodal travel options, and reduce greenhouse gas emissions
- Allows for more strategic investments to close gaps and enhance service



Federal & State Non-Highway Funding in the STIP and ODOT Budget, 2025-2027



■ STIP Non-Highway ■ STIP ADA ■ FTA ■ STIF ■ Other Non-Highway

Active Transportation Investments

Program	Amount
Off-Road Bicycle and Pedestrian Paths	\$36m
Safe Routes to School Infrastructure	\$55m
Safe Routes to School Education	\$4m
Bicycle/Pedestrian Strategic	\$45m
State Highway Fund 1% Setaside	\$25.5m



Public Transportation/ Transportation Options

Program	Amount
Transit Vehicle Replacement	\$15m
Mass Transit Vehicles	\$12m
Elderly & Disabled Transit	\$50m
Transportation Options	\$7.5m

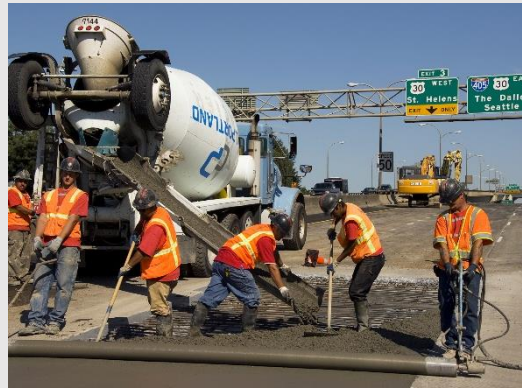


Fix-It Funding



Bridges & Seismic

\$372 million



Pavement

\$301 million



Operations

\$77 million

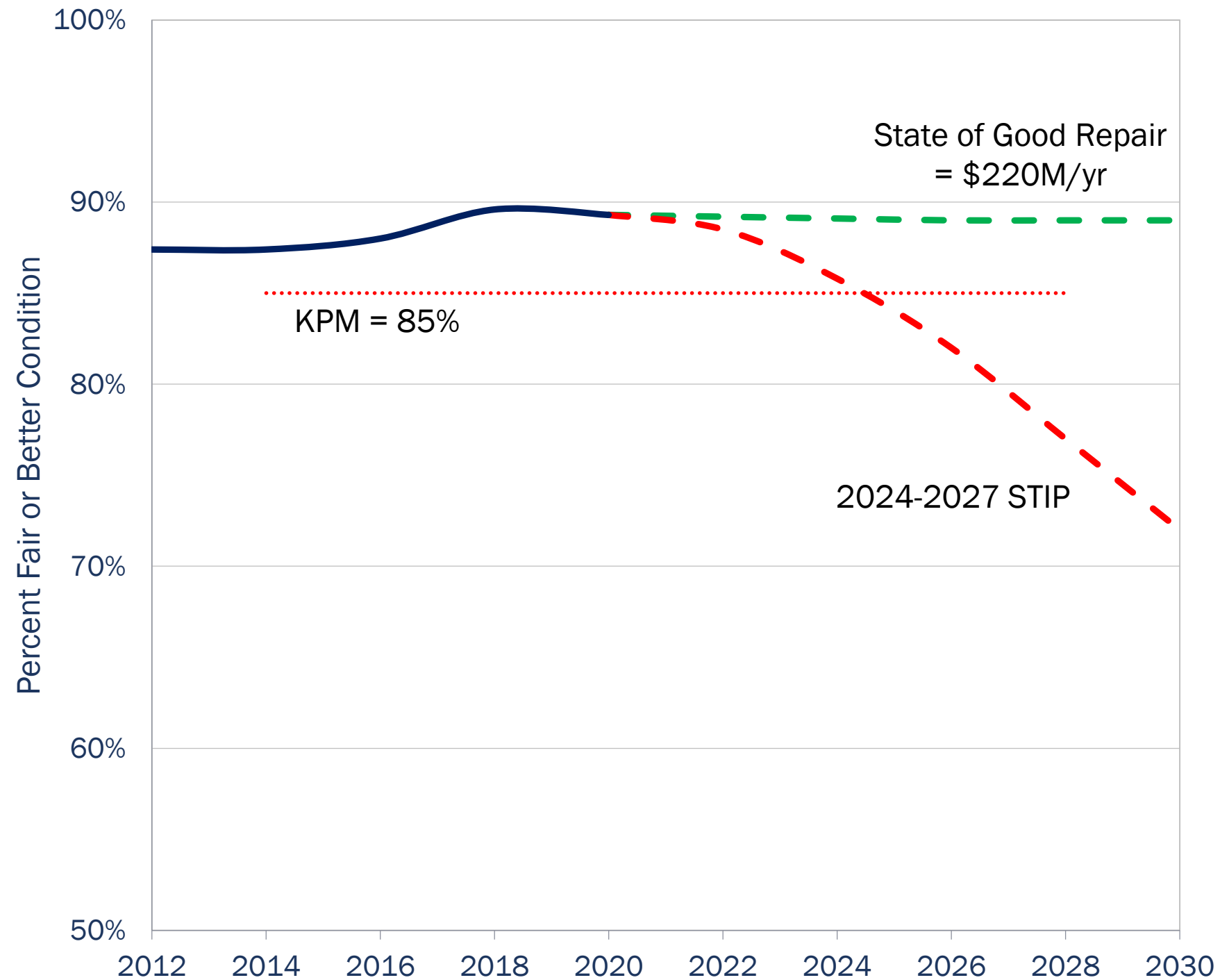


Culverts

\$50 million

Pavement Impacts

- Pavement condition drops almost 20% by 2030
- Increased cost of vehicle ownership due to rough roads
- Increased cost to rebuild failed roads compared to regular maintenance



Next Steps in STIP Development



Funding Allocation
2020



Project Selection
2021-2022



Public Review/Approval
2023

2025-2027 Regional Flexible Funds Allocation (RFFA)

Presentation to TPAC
February 5, 2021



Metro



Today's purpose

- Background
- RFFA process
- Next steps



Metro

Background

What are Regional Flexible Funds?

- Federal transportation dollars allocated to each Metropolitan Planning Organization (MPO)
- Surface Transportation Block Grant (STBG), Congestion Mitigation & Air Quality (CMAQ)
- ~5% of all transportation funding in region
- Approximately \$144M allocated in 2022-24

Three MPO functions

1. Maintain Regional Transportation Plan (RTP)
2. Develop Metropolitan Transportation Improvement Program (MTIP)
3. Allocate funding through an open process (RFFA)

2018 RTP investment priorities



Equity



Climate

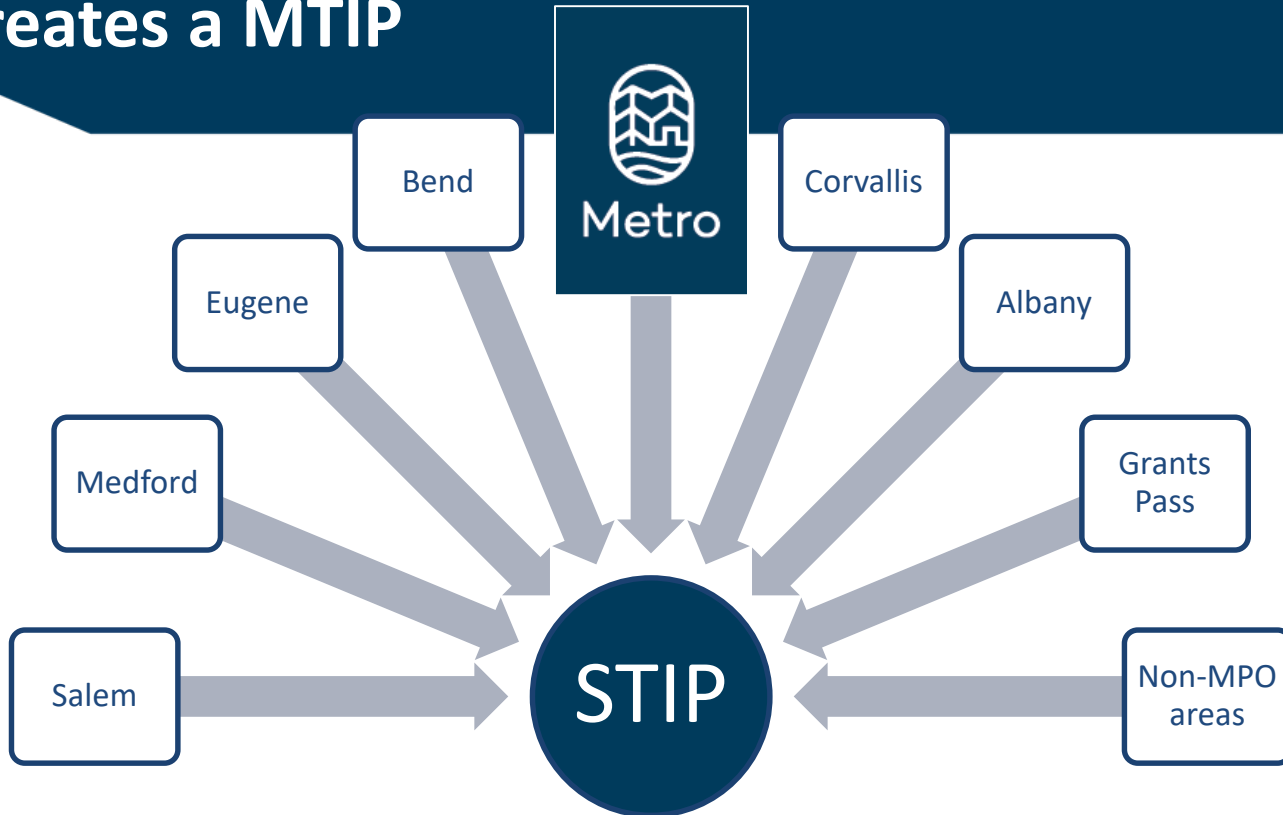


Safety



Congestion

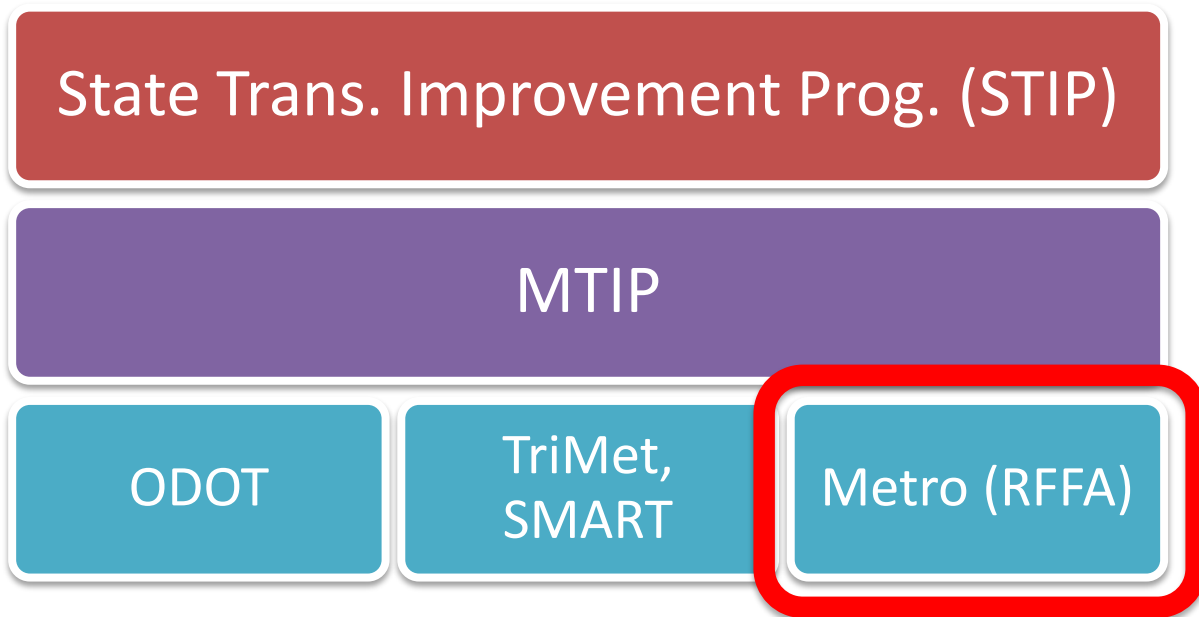
Each MPO coordinates fund allocation & creates a MTIP



RFFA/MTIP/STIP relationship

STIP is comprised of all MTIPs + non-MPO projects

MTIP is comprised of three funding allocation processes by ODOT, transit agencies and MPO. Projects are from RTP Constrained list.





Metro

RFFA process

RFFA roles and responsibilities

Metro staff

- Process
- Analysis
- Alternatives

TPAC/JPACT

- Input
- Consider
- TPAC
Recommends
- JPACT
Approves

Metro Council

- Input
- Action

2025-27 RFFA process

Program Direction:
Feb-Jul 2021

TPAC, public
workshops

TPAC
recommendation

JPACT, Council
adoption

Step 2 Project Selection:
Nov-Apr 2022

Proposals due in
February

Technical analysis

Risk Assessment

Adopt Final RFFA:
May-Oct 2022

Public comment,
CCC priorities

TPAC
recommendation

JPACT, Council
adoption

RFFA Program Direction development

- Region's intent of how to target regional funds to achieve RTP priorities
- Sets objectives for allocation process
- Defines funding categories, amounts (Steps 1 & 2)



2022 – 2024 Regional
Flexible Funds Allocation
(RFFA) policy report

(Resolution 19-4959, adopted by Metro Council April 4, 2019)

April 2019

oregonmetro.gov/rffa

RFFA Program Direction development

Gather input

- Feb. – April
- Council input
- Series of workshops
- Creation of program direction alternatives

TPAC, JPACT discussion

- May – July
- Discussion of proposed alternatives
- Public input
- TPAC recommendation
- JPACT action

Council adoption

- July
- Council adoption of JPACT-approved program direction

Project proposals & evaluation

- Call for projects – completion of detailed project proposal
- Technical evaluation – measure of project's advancement of four investment priorities
- Risk assessment – looking at potential risks to cost, scope, timeline

Project proposals & evaluation



Call for projects

- Nov. – Feb. 2022
- ~ 4 month window to develop proposals
- Applicant workshop early in process

Evaluation

- March, April
- Technical evaluation of project outcomes
- Risk assessment (cost, scope, time)

Final adoption of 2025-27 RFFA

- 30-day public comment period
- County coordinating committees may indicate which projects are their priorities
- TPAC and JPACT discussions
- TPAC recommendation, JPACT action
- Council adoption

Final adoption of 2025-27 RFFA

Gathering input

- May, June 2022
- 30-day public comment period
- Coordinating committee priorities

Discussion & adoption

- June – October
- TPAC, JPACT discussions
- TPAC recommendation
- JPACT action
- Council adoption



Metro

Next steps

Immediate next steps

- Gathering Council input
 - Initial indication of Council intent
- TPAC and Stakeholder workshops:
 - March 10 (a.m.)
 - April 8 (a.m.)
 - April 28 (p.m.)
- Next TPAC presentation: April 2

22-24 RFFA retrospective

- Review of process, outcomes
- Stakeholder survey responses
- Helps inform the 25-27 allocation
 - Identify Program Direction discussion topics
 - Improve overall allocation process

2022-2024 RFFA framework

Step 1 (ongoing investments)

\$98.9M

- Transit capital construction bonds
- Active Transportation project development bonds
- Regionwide transportation investments
- MPO, Corridor & System planning

Step 2 (capital projects)

\$45.1M

- Active Transportation
 - ⑩ Complete streets
 - ⑩ Trails
- Freight

RFFA workshop purpose

- Deeper discussion than possible during regular TPAC meetings
- Allow funding concepts to be introduced
- Provides opportunities for input from non-TPAC members

Today's discussion questions:

- Are the RFFA purpose and process clear?
- Understanding of RFFA, MTIP, RTP coordination?
- Common understanding of the steps, timeline, TPAC roles?
- Does this process provide sufficient opportunity to bring funding concepts forward?
- What is appropriate and relevant public input and community representative participation?

Thanks!

Contact: Dan Kaempff
daniel.kaempff@oregonmetro.gov

oregonmetro.gov/rffa



Metro

Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov

TPAC Work Program Survey

“More time for discussion on major projects like RFFA”

“TPAC agendas are too full”

“More engagement with community representatives”

“Shorter presentations, more time for discussion”

“More schedule certainty for special workshops”

2021-22 TPAC Work Program

- Monthly TPAC workshops in lieu of special workshops through 2022 (as needed)
- Shorter presentations at regular TPAC meetings
- More Metro staff support for community representatives
- Consider MTIP Subcommittee

Next Steps

- Doodle poll of membership this month for best day/time for standing workshops
- Staff will adjust work program to move most discussion items to monthly workshops
- Metro staff reaching out to community representatives to provide more support
- Further discussion at TPAC on MTIP Subcommittee

Questions?

