



600 NE Grand Ave.  
Portland, OR 97232-2736

# Joint Policy Advisory Committee on Transportation (JPACT) agenda

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Thursday, January 21, 2021

7:30 AM

<https://zoom.us/j/98239156249>

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## 1. Call To Order, Declaration of a Quorum & Introductions (7:30 AM)

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public. This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/98239156249> or by calling +1 669 900 9128 or 888 475 4499 (toll free).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-797-1916 or email at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov).

## 2. Public Communication on Agenda Items (7:35 AM)

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-797-1916 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

## 3. Updates from Chair & JPACT Members (7:40 AM)

## 4. Consent Agenda (7:45 AM)

- 4.1 Resolution No. 21-5154, 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) [COM](#)  
[20-0398](#)
- Presenter(s): Ken Lobeck, Metro
- Attachments: [Draft Resolution 21-5154 January 2021 MTIP Formal Amendment Exhibit A January 2021 Formal MTIP Amendment](#)  
[JPACT Jan 21 Staff Report - January 2021 Formal MTIP Amendment](#)
- 4.2 Consideration of December 17, 2020 JPACT Minutes [COM](#)  
[20-0396](#)

**5. Information/Discussion Items**

- 5.1 Welcome & 2021 Work Plan Introduction [COM](#)  
[20-0399](#)
- Presenter(s): Margi Bradway, Metro
- Attachments: [2021 Work Plan for JPACT Memo](#)  
[2021 JPACT Work Program](#)
- 5.2 Reimagining Public Safety & Security on Transit [COM](#)  
[20-0397](#)
- Presenter(s): John Gardner, TriMet
- Attachments: [TriMet Public Safety Initiative Background](#)  
[TriMet Reimagine Safety Project Recommendations](#)

**6. Adjourn (9:00 AM)**

**Upcoming JPACT Meetings:**

- *Thursday, February 18, 2021*

## Metro respects civil rights

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### Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

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### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានការបណ្តឹងរើសអើងសម្រាប់សេវាសេវាសេវា [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលការបកប្រែលោកអ្នក ។

### إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

**4.1 Resolution No. 21-5154, 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)**

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, January 21, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING TWO ) RESOLUTION NO. 21-5154  
EXISTING AND ADDING ONE NEW PROJECT )  
TO THE 2021-24 METROPOLITAN ) Introduced by: Chief Operating Officer  
TRANSPORTATION IMPROVEMENT ) Andrew Scott in concurrence with  
PROGRAM (MTIP) IMPACTING CLACKAMAS ) Council President Lynn Peterson  
COUNTY, METRO, AND WASHINGTON )  
COUNTY (JN21-06-JAN)

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

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

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

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

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

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

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

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

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the January 2021 MTIP Formal Amendment; and

WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the January 2021 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on January 7, 2021; and

WHEREAS, JPACT approved Resolution 21-5154 consisting of the January 2021 Formal MTIP Amendment bundle on January 21, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on February 11, 2021 to formally amend the 2021-24 MTIP to include the required changes or additions to the three identified projects as part of Resolution 21-5154.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_ 2021.

\_\_\_\_\_  
Lynn Peterson, Council President

Approved as to Form:

\_\_\_\_\_  
Carrie MacLaren, Metro Attorney



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

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key <b>21636</b> MTIP ID 71190	Clackamas County	SE Johnson Creek Blvd: 79th PI - 82nd Ave (Clackamas County)	<b><u>COST INCREASE:</u></b> The formal amendment addresses PE and ROW phase cost increases by adding local overmatching funds to the project	The net cost increase to the project adds \$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.
Project #2 ODOT Key <b>NEW TBD</b> MTIP ID NEW TBD	Washington County	Washington Cnty Regional ATC Controller Project	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new 2019 Metro TSMO program awarded project to the MTIP	The project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.
Project #3 ODOT Key <b>20884</b> MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2019)	<b><u>SPLIT FUNDS:</u></b> The formal amendment splits off and commits \$1,151,936 of STBG-U to the new Washington County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP.	Key 20884 functions as a project grouping bucket (PGB) with funding committed to Metro TSMO projects.



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

**Formal Amendment**  
**COST INCREASE**  
 Increase PE and ROW phases

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

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



**PROJECT FUNDING DETAILS**

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

**Notes and Summary of Changes:**

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

**Amendment Summary:**

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

- > Will Performance Measurements Apply: Yes - Safety

**RTP References:**

- > RTP ID: 11763 - Johnson Creek Blvd/79th Ave Intersection (TSAP)
- > RTP Description: Construct new signalized intersection at the intersection of Johnson Creek Blvd and either 79th Ave or 80th Place and implement proven safety counter measures at high injury location identified in county Transportation Safety Action Plan, including bike/ped and ADA accessibility improvements as necessary.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.127, Table 3 - Intersection channelization projects + intersection signalization projects at individual locations
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 5 - Safety and Security
- > Goal 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

**Fund Codes:**

- > HSIP = Federal Highway Safety Improvement Program funds appropriated to the states with the purpose of safety improvements
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

**Other**

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



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

**Formal Amendment**  
**ADD NEW PROJECT**  
Add new Advance Traffic Controller project

<b>Lead Agency:</b> Washington County		Project Type:	TSMO		<b>ODOT Key:</b> <b>New</b>
<b>Project Name:</b> Washington Cnty Regional ATC Controller Project	2	ODOT Type	Ops		<b>MTIP ID:</b> <b>New</b>
		Performance Meas:	Yes		<b>Status:</b> <b>1</b>
<b>Project Status: 1</b> = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No		<b>Comp Date:</b> <b>12/31/2023</b>
		Conformity Exempt:	Yes		RTP ID: 12074
<b>Short Description:</b> Replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.		On State Hwy Sys:	No		RFFA ID: N/A
		Mile Post Begin:	N/A		RFFA Cycle: 2012-15
		Mile Post End:	N/A		UPWP: No
		Length:	N/A		UPWP Cycle: N/A
		1st Year Program'd:	2021		Past Amend: 1
		Years Active:	0		OTC Approval: Yes
		STIP Amend #:	TBD		MTIP Amnd #: JN21-06-JAN
<b>Detailed Description:</b> This project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC). ATC Controllers are the latest national and state standards with more functionality and built-in performance software tools and will include local software, and central signal system upgrades (2019 Metro TSMO Award).					
<b>STIP Description:</b> TBD					

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

**PROJECT FUNDING DETAILS**

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

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add New Project: 2019 Metro TSMO awarded project being added to the MTIP with STBG-U awarded funds

**Amendment Summary:**

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

**RTP References:**

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

**Fund Codes:**

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

**Other**

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



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

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

<b>Lead Agency:</b> Metro		Project Type:	TSMO		<b>ODOT Key:</b>	<b>20884</b>
<b>Project Name:</b> Transportation System Mgmt Operations/ITS (2019)	3	ODOT Type	Ops		<b>MTIP ID:</b>	<b>70875</b>
		Performance Meas:	No		<b>Status:</b>	<b>N/A</b>
<b>Project Status:</b> N/A - This is a TSMO project grouping bucket which maintains committed funding for awarded TSMO projects until MTIP programming occurs		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>9/30/2023</b>
		Conformity Exempt:	Yes		RTP ID:	11104
<b>Short Description:</b> Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee.		On State Hwy Sys:	N/A		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2016		Past Amend:	0
		Years Active:	6		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-06-JAN
<b>Detailed Description:</b> The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods. The activities of this program focus on proactive management of the multi-modal transportation system through: (1) Multi-modal traffic management strategies to reduce travel times and vehicle emissions, (2) traveler information to help system users make informed decisions and avoid congestion, and (3) Traffic incident management to reduce crashes and delay, and improve traveler safety. The program also supports the implementation of the region's Congestion Management Process (CMP) by implementing lower cost, high benefit operational improvements for congestion and safety; and by enhancing the region's real-time data collection capabilities in support of performance monitoring. (2016-2018 RFFA Allocation)						
<b>STIP Description:</b> The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.						

Last Amendment of Modification: None. Initial project programming occurring

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2022</del>					<del>\$ 1,157,696</del>	\$ -
STBG-U	Z230	2022					\$ 5,760	\$ 5,760
								\$ -
							<b>Federal Totals:</b>	<b>\$ 5,760</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2022</del>					<del>\$ 132,503</del>	\$ -
Local	Match	2022					\$ 659	\$ 659
							<b>Local Total</b>	<b>\$ 659</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	<del>\$ 1,290,199</del>	<del>\$ 1,290,199</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 6,419	\$ 6,419
Year Of Expenditure (YOE):								\$ 6,419

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Split funding: \$1,151,936 of STBG-U funds are transferred to the new Washington County ATC project.

**Amendment Summary:**

The formal amendment splits off and commits to FY 2021 \$1,51,936 of STBG-U to the new Washington County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call. As a result of this funding shift, Key 20884 programming decreases from \$1,290,199 to \$6,419. The remaining funding will be committed to the next approved Metro awarded TSMO ATC project that is ready for MTIP programming

- > Will Performance Measurements Apply: No

**RTP References:**

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

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Program funds appropriated to the states with a portion allocated to the MPOs for various transportation improvements
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

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



# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: January 8, 2021  
To: JPACT and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: January 2021 MTIP Formal Amendment & Resolution 21-5154 Approval Request

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## FORMAL AMENDMENT STAFF REPORT

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

### BACKGROUND

#### What This Is:

The January 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5154 and being processed under MTIP Amendment JN21-06-JAN.

#### What is the requested action?



TPAC received their official notification on January 8, 2021, and is providing an approval recommendation to JPACT for Resolution 21-5154 consisting of three projects in the January 2021 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Proposed January 2021 Formal Amendment Bundle					
Amendment Type: <b>Formal/Full</b>					
Amendment #: <b>JN21-06- JAN</b>					
Total Number of Projects: 3					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key <b>21636</b>	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.	<b>COST INCREASE:</b> The formal amendment addresses PE and ROW phase cost increases by adding local overmatching funds to the project. The net cost increase to the project adds \$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.

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

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

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

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

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

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

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

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

**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

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

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

- Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket
- RTP project cost consistent with requested programming amount in the MTIP
- If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
  - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
  - Is eligible for special programming exceptions periodically negotiated with USDOT.
  - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
  - Safety
  - Asset Management - Pavement
  - Asset Management – Bridge
  - National Highway System Performance Targets
  - Freight Movement: On Interstate System
  - Congestion Mitigation Air Quality (CMAQ) impacts
  - Transit Asset Management impacts

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

- RTP Priority Investment Areas support
- Climate Change/Greenhouse Gas reduction impacts
- Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
  - Completion of the required 30 day Public Notification period:
  - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
  - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the January 2021 Formal MTIP amendment (JN21-06-JAN) will include the following:

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

Notes:

\* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Amendment bundle submission to ODOT for review.....	February 16, 2021
● Submission of the final amendment package to USDOT.....	February 17, 2021
● ODOT clarification and approval.....	Mid-March, 2021
● USDOT clarification and final amendment approval.....	Mid to Late March, 2021

**ANALYSIS/INFORMATION**

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



**RECOMMENDED ACTION:**

**TPAC received their official notification on January 8, 2021, and is providing an approval recommendation to JPACT for Resolution 21-5154 consisting of three projects in the January 2021 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.**

1 Attachment: Metro TSMO Award Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

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

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## **Memo Purpose**

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

## **Overview**

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

The 2019 TSMO Project Solicitation process included these steps:

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

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

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

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

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

## **Recommended Projects**

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

### **Advanced Traffic Controller Projects**

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

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

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

### **All Other Project Applications**

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

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

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

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

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

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

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

### Next Steps

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

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

Please contact me with any questions at 503-797-1758 or [Caleb.Winter@oregonmetro.gov](mailto:Caleb.Winter@oregonmetro.gov).

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

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

*Total = \$4,700,000*

**4.2 Consideration of December 17, 2020  
JPACT Minutes**

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, January 21, 2021



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)  
Meeting Minutes  
December 17, 2020  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)  
Craig Dirksen  
Bob Stacey  
Tim Knapp  
Roy Rogers  
Jessica Vega Pederson  
Anne McEnerny-Ogle  
Paul Savas  
Scott Langer  
Temple Lentz  
Rian Windsheimer  
Curtis Robinhold  
Nina DeConcini

Carley Francis  
Denny Doyle  
Doug Kelsey

MEMBERS EXCUSED

Karylenn Echols  
Chloe Eudaly

ALTERNATES PRESENT

Jamie Kranz  
Chris Warner  
Jef Dalin  
Scott Langer  
Theresa Kohlhoff  
Ty Stober

AFFILIATION

Metro Council  
Metro Council  
Metro Council  
City of Wilsonville, Cities of Clackamas County  
Washington County  
Multnomah County  
City of Vancouver  
Clackamas County  
Washington State Department of Transportation  
Clark County  
Oregon Department of Transportation  
Port of Portland  
Oregon Department of Environmental Quality  
(ODEQ)  
Washington State Department of Transportation  
City of Beaverton, Cities of Washington County  
TriMet

AFFILIATION

Cities of Multnomah County  
City of Portland

AFFILIATION

Cities of Multnomah County  
City of Portland  
Cities of Washington County  
Washington State Department of Transportation  
Cities of Clackamas County  
City of Vancouver

OTHERS PRESENT: Mike Bezner, Monica Tellez-Fowler, Randy Tucker, Shawn Donaghy, Shoshana Cohen, Steve Callaway, Tara O'Brien, Ted Leybold, Tom Kloster, and Tom Markgraf.

STAFF: Margi Bradway, Carrie MacLaren, Connor Ayers, and Jaye Cromwell

1. **CALL TO ORDER AND DECLARATION OF A QUORUM**

JPACT Chair Shirley Craddick called the virtual zoom meeting to order at 7:34 am.

Chair Craddick provided instructions on how to properly participate in the virtual meeting.

2. **PUBLIC COMMUNICATION ON AGENDA ITEMS**

*There were none.*

3. **UPDATES FROM THE CHAIR & JPACT MEMBERS**

Chair Craddick introduced Connor Ayers, the new JPACT/MPAC support intern.

Chair Craddick introduced Margi Bradway to provide an update on traffic fatalities within Clackamas, Multnomah, and Washington County.

Ms. Bradway shared the names and ages of victims during the month of November: Carol, 79, Garrett, 37, Manuel, 16, Colin, 26, Sherry Lynn, 68, Obduwier, 18, Tetteh, 35, Maxine, 94, Tracy, 37, Daniel, 27, Antonio, 28, Kevin, 28, Jennifer, 46, Phoenix, 16, Rita, 16, Hailey, 16, Randy, 66, Armando 27, Mark, 53, and four unknown persons.

Councilor Craig Dirksen gave an update on the road user fee taskforce and its legislative concept, LC-1698.

Commissioner Paul Savas asked if the concept assumed that gasoline fees are waved.

Mayor Jef Dalin noted he had enrolled in an early version of the program with his truck. He noted that low mileage vehicles can end up paying more in gas tax than road use fees and asked if a similar program would continue.

Mayor Tim Knapp commented that federal guidelines on the MAP 21 transportation bill implies that SMART should be directly represented on JPACT. He expressed concern that SMART has not been represented and proposed to work with Metro to explore changing the bylaws so that SMART is directly represented.



Ms. Bradway noted that the last time Metro was federally certified was in 2017, and that federal certification is reviewed annually.

Metro Attorney Carrie MacLaren noted that the representative for the cities of Clackamas County is obligated to represent SMART. She reviewed the process for amending JPACT bylaws.

Mayor Anne McEnery-Ogle commented that the discussion of creating representation for SMART is an opportunity to discuss also including representation for C-TRAN.

Councilor Dirksen commented that issue of SMART representation is worthy of discussion. He asked if there was a reason that Mayor Knapp had addressed the issue to the USDOT rather than bringing it before JPACT.

#### 4. **CONSENT AGENDA**

**MOTION:** Commissioner Roy Rogers moved to adopt the consent agenda. Councilor Bob Stacey seconded the motion.

**ACTION:** With all in favor, the motion passed.

#### 5. **ACTION ITEMS**

##### **5.1 Resolution 20-5138, For the Purpose of Accepting the Findings in the Regional Framework for Highway Jurisdictional Transfer Study:**

Chair Craddick noted the reasons that the transfer study was conducted and introduced Senior Transportation Planner for Metro John Mermin.

Mr. Mermin expressed his appreciation for the work done by JPACT committee members and their staff on the project. He introduced Ms. Bradway for an introduction to the study.

Ms. Bradway thanked JPACT members and staff for the work put into the study. She reviewed the work that the study accomplished, including getting community feedback, best practices, and creating a policy framework.

Mr. Mermin reviewed the findings of the study. He discussed the evaluation approach taken by the study. He noted the roadways that seemed most promising for transfer based on the study's analysis. He emphasized that the findings are snapshot in time

and other roads may become better suited for transfer in the future. He reviewed the policy framework and best practices used by the study. He noted the information gained during the public comment period. He reviewed the consultant recommendations to Metro and ODOT for next steps. He requested that JPACT accept the final report.

*Member discussion included:*

- Commissioner Savas noted that T2020, which would have improved road conditions, did not pass. He commented that many of the roads and highways considered by the T2020 process were also a part of the study. He expressed concern that potential candidates for transfer were not included because of the simultaneous work on T2020.
- Ms. Bradway noted that the highway choices were informed by the community, not staff. She acknowledged the overlap of highways being included in both the study and T2020, though the study was done independently.
- Councilor Stacey commented that the state of Oregon has neglected roadways in urban areas. He noted that the metro region is not getting the same level of support from ODOT and hoped the legislature would address this disparity.
- Chris Warner thanked Metro and ODOT for undertaking the study and pointed out that the report provided useful tools for assessing the readiness of jurisdictional transfers. He expressed hope that the study could advance conversation on jurisdictional transfer.
- Commissioner Rogers noted that 99W was included in the study, and emphasized that there was little or no interest in transfer from the surrounding jurisdictions.
- Commissioner Vega Peterson thanked Metro for working on this project. Noted the burden the roads of the study put on local communities, and noted the expense of fixing the problem. Highlighted need for investment in roads, which prioritization of this project helps to get.
- Rian Windsheimer thanked Metro and ODOT staff. He agreed that 99W is not ready for transfer. He noted that the study is a snapshot in time for what roads are potentially ready for transfer now and what might be ready in the future. He noted that roads not listed in the study are not off the table. He asked if Metro had a legislative concept in mind for jurisdictional transfer.
- Ms. Bradway responded that Metro is not advocating for a particular bill during the current Oregon legislative session.
- General Manager Doug Kelsey thanked Metro and ODOT for their work on the study and emphasized that the process for getting and deploying funding is a process of years.

**MOTION:** Councilor Stacey moved to accept the findings. Commissioner Vega Pederson seconded.

**ACTION:**

**Aye** – Chair Shirley Craddick, Councilor Craig Dirksen, Councilor Bob Stacey, Mayor Tim Knapp, Commissioner Roy Rogers, Commissioner Jessica Vega Pederson, Mayor Anne McEnergy-Ogle, Commissioner Paul Savas, Scott Langer, Commissioner Temple Lentz, Rian Windsheimer, Curtis Robinhold, Nina DeConcini, Carley Francis, Mayor Denny Doyle, Doug Kelsey, Councilor Jamie Kranz, Chris Warner

**Ney** – None

**Abstentions** – Commissioner Paul Savas

The motion passes.

**6. INFORMATION AND DISCUSSION ITEMS**

**6.1 Recognition of Outgoing JPACT Members**

Chair Craddick noted the six members of JPACT who are leaving at the end of the year, Councilor Dirksen, Mayor Denny Doyle, Mayor Knapp, Councilor Stacey, Commissioner Chloe Eudaly, and Mayor Karylenn Echols. She opened the discussion so that committee members could comment on the outgoing members.

Councilor Stacey thanked Councilor Dirksen for his contributions to JPACT and the various state level committees he has served on .

Mr. Windsheimer thanked Councilor Dirksen for the expertise he brought to JPACT.

Commissioner Rogers thanked Councilor Dirksen, Mayor Doyle, Mayor Knapp, and Councilor Stacey.

Mayor Doyle thanked Councilor Dirksen and Mayor Knapp and wished Councilor Stacey luck on MPAC.

Chair Craddick expressed appreciation for Councilor Dirksen’s work on JPACT and

noted that he has the longest tenure of current committee members.

Councilor Dirksen commented that it has been a privilege to sit on JPACT and wished the remaining JPACT members luck. He expressed disappointment that the Metro transportation measure did not pass.

Chair Craddick thanked Mayor Doyle for his service on JPACT.

Mr. Kelsey emphasized the public service and many hours performed by the outgoing JPACT members.

Councilor Stacey noted that Mayor Doyle's humor and leadership have made committee meetings more enjoyable.

Commissioner Vega Pederson noted her appreciation for the outgoing JPACT members.

Councilor Dirksen thanked Mayor Doyle for his work representing all cities in Washington County.

Mayor Doyle thanked members for the kind words and thanked the Metro staff for their assistance on committees. He wished the remaining members luck with their work in 2021.

Commissioner Savas thanked outgoing members for their years of public service.

Chair Craddick thanked Ms. Echols and Commissioner Eudaly for their involvement in JPACT. She thanked Mayor Knapp for his attention to detail and invited him to make a comment.

Mayor Knapp expressed appreciation for the work done on JPACT and the members comprising it. He commented that the work done by JPACT on regional transportation is important and must continue to move forward despite the setback of T2020. He noted that he values the dialogue and different perspectives made possible by the committee.

Councilor Stacey thanked Mayor Knapp for his support to the entire region. He noted that adding SMART to JPACT could set a precedent of adding other transportation services like Portland Streetcar to the committee.

Councilor Dirksen congratulated the work that Mayor Knapp has done for Wilsonville. He noted that Wilsonville is one of the densest, yet most livable cities in the metro area,

showing that both can be achieved when done right.

Chair Craddick thanked everyone for their comments.

## **6.2 Preview of JPACT 2021**

Chair Craddick noted that the JPACT 2021 meeting dates are contained in the meeting packet.

## **7. ADJOURN**

Chair Craddick adjourned the meeting at 8:59 am.

Respectfully Submitted,

*Connor Ayers*

Connor Ayers  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF DECEMBER 17, 2020**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>3.0</b>	Presentation	12/17/20	November Traffic Fatalities	121720j-01
<b>5.1</b>	Presentation	12/17/20	Exhibit A to Resolution No. 20-5138	121720j-02



## **5.1 Welcome & 2021 Work Plan Introduction**

*Information/ Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, January 21, 2021





**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: January 11, 2021

To: Joint Policy Advisory Committee on Transportation (JPACT)

From: Margi Bradway, Planning & Development Deputy Director and Metro P&D staff

RE: 2021 Work plan for JPACT

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## Background

Metro is the federally mandated Metropolitan Planning Organization (MPO) authorized by Congress and designated by the governor to coordinate and plan investments in the transportation system for the greater Portland tri-county urban area. As the MPO, Metro works collaboratively with cities, counties and transportation agencies to develop a long-range transportation plan, decide how to invest federal highway and transit funds that Congress sends directly to MPOs and program federal funds spent in the region.

MPO decisions for planning, investment and programming are shared between the Metro Council and JPACT. JPACT recommends priorities for investing and programming federal funds and development of transportation plans for the region, and the Metro Council either approves them without changes or refers them back to JPACT. Federal regulations further define the role of the “policy advisory committee” in terms of providing oversight and guidance to the MPO on these activities. The Transportation Policy Alternatives Committee (TPAC) serves as a technical and advisory committee to JPACT.

The [Regional Transportation Plan](#) (RTP) is a blueprint to guide investments for all forms of travel. The RTP identifies current and future transportation needs, investments needed to meet those needs and which funds the region expects to have available to over the plan’s time horizon to make those investments a reality. The RTP includes a wide range of policies on topics from safety, equity, climate and congestion management to pricing to freight to transit to active transportation. The current RTP adopted by JPACT and the Metro Council in 2018 included an implementation chapter ([Chapter 8](#)), which laid out future planning needs at the regional and corridor level. Between the adoption of the 2018 RTP and the development and adoption of the next RTP in 2023, Metro staff has been working with our partners to implement the planning, policy development and studies called out in Chapter 8 of the RTP, and to implement the projects on the 2018 RTP financially constrained project list.

The work items for JPACT’s consideration fall in three major categories:

- Regional transportation planning and policy
- Regional transportation programs and resources
- Corridor plans and major transportation projects

Below is a list of both essential and potential work items that will come before JPACT this year for each of the three categories. This list is subject to change. The work items that are starred (\*) are deemed essential in that Metro has already committed to JPACT, TPAC, and/or our partners via an IGA, MOU or project charter on the timeline with JPACT’s input. In other words, it is JPACT’s role to provide input, guidance and oversight of those policies, plans, programs and projects.

In 2018 JPACT and Metro Council identified four priorities for the RTP and implementation of the RTP:

- Equity
- Climate
- Safety
- Mobility

As JPACT embarks on its work plan for 2021, these four outcomes guide all of the work we do implementation Chapter 8 of the RTP, from policies to practice.

Work items before JPACT in 2021			
Work items		Description	Status
Planning and Policy	<a href="#">Regional Transportation Plan*</a>	<p>The Regional Transportation Plan is the foundation and blueprint for transportation plans, programs and projects in the region. From June 2015 to Dec. 2018, Metro worked with local, regional and state partners and the public to update the region's shared vision and strategy for investing in the transportation system through 2040.</p> <p>We are currently implementing Chapter 8 of 2018 Regional Transportation Plan (See below). In 2021, we will begin scoping the 2023 Regional Transportation Plan. The update is due by Dec. 6, 2023, when the current plan expires.</p> <p>Metro Regional Planning Manager: Tom Kloster</p> <p>Metro Project Manager: Kim Ellis</p>	Ongoing implementation; begin scoping 2023 RTP update in 2021.
	<a href="#">Regional Mobility Policy Update*</a>	<p>This joint effort between Metro and the Oregon Department of Transportation will update the way the region defines and measures mobility. Identified in Chapter 8 of the 2018 RTP, this is a large regional effort to update a policy that effects policy, planning, development and projects. The work plan was adopted by JPACT and the Metro Council in 2019.</p> <p>Metro Project Manager: Kim Ellis</p> <p>ODOT Project Manager: Lidwien Rahman</p>	1 year underway, goal to complete in 2022.
	<a href="#">Regional Congestion Pricing Study*</a>	<p>Metro is evaluating different types of congestion pricing for their potential effectiveness in greater Portland. Findings of the study will be presented to Metro and JPACT in Spring of 2021. Metro coordinates with the ODOT Tolling program and other stakeholders.</p> <p>Metro Project Manager: Elizabeth Mros-O'Hara</p>	On schedule to deliver final report in Spring 2021.

Work items before JPACT in 2021		
Work items	Description	Status
<a href="#">Regional Emergency Transportation Routes (ETR)*</a>	<p>This is a joint project between the Regional Disaster Preparedness Organization (RDPO) and Metro. Regional ETRs are defined as priority routes targeted during an emergency for rapid damage assessment and debris-clearance and used to facilitate life-saving and life-sustaining response activities. Findings of the update and recommendations for future planning will be presented to Metro, JPACT and RDPO committees in Spring of 2021.</p> <p>Metro Project Manager: Kim Ellis RDPO Project Manager: Laura Hanson</p>	Working on final steps of project. On schedule to be completed in Spring 2021.
<a href="#">Freight Commodity Study*</a>	<p>The 2018 RTP and 2018 Regional Freight Strategy calls for a need for a Freight Commodity study to better understand the movement of goods and how to facilitate the movement of goods in the region.</p> <p>Metro Project Manager: Tim Collins</p>	At initial steps of project; develop goals and objectives in 2021.
<a href="#">Climate Smart Strategy*</a>	<p>Transportation and land use are key to meeting the region's climate goals. Metro Council and JPACT developed and adopted a regional strategy with broad regional support in 2014. The strategy was approved by LCDC in 2015, and affirmed in 2018 when the Climate Smart Strategy and greenhouse gas emissions targets were incorporated into the Regional Transportation Plan (RTP). Metro continues to implement the Climate Smart Strategy. In 2020, DLCD initiated <a href="#">Climate-Friendly and Equitable Communities rulemaking</a> to update the statewide Transportation Planning Rule in response to <a href="#">Executive Order 20-04</a>.</p> <p>Metro leads: Margi Bradway, Kim Ellis</p>	Ongoing implementation; DLCD's TPR rulemaking to be completed in 2021.
<a href="#">Transit Planning</a>	<p>In 2018, JPACT adopted a Regional Transit Strategy which is a shared vision to make transit more frequent, convenient, accessible and affordable for everyone in the region. The strategy called for more investment in a wide range of transit improvement and service.</p> <p>Metro leads: Eliot Rose, Matt Bihn</p>	On-going implementation.

Work items before JPACT in 2021		
Work items	Description	Status
	<p><a href="#">Transit Security Policy and Planning</a></p> <p>In 2020, Reimagine Oregon identified the need to revisit and revise transit security practices in the Portland Region. TriMet led a stakeholder public process to create the Reimagining Public Safety &amp; Security on Transit report and recommendations.</p> <p>TriMet lead: John Gardner</p>	Draft report coming to JPACT in January 2021.
Programs and Resources	<p><a href="#">Metro Transportation Implementation Program (MTIP)*</a></p> <p>The MTIP manages and programs all of the federal funding for transportation in the Portland region. JPACT responsibility to manage is ongoing, with major updates every three years. The MTIP is also the basis for which JPACT and Metro Council collaborate and weigh-in on the Statewide Transportation Improvement Program (STIP) developed by the Oregon Transportation Commission and ODOT.</p> <p>Metro Program Manager: Ted Leybold</p> <p>Metro Program leads: Grace Cho, Ken Lobeck, Jodie Kotrlík</p>	Ongoing MTIP Management, coordination on ODOT’s STIP in early 2021.
	<p><a href="#">Regional Flexible Funds Allocation (RFFA)*</a></p> <p>Every 3 years, JPACT allocates Regional Flexible Funds to implement the Regional Transportation Plan. In 2021, we will begin the process of developing the program direction for the 2025-27 RFFA allocation.</p> <p>Metro Program Manager: Ted Leybold</p> <p>Metro Project Manager: Daniel Kaempff</p>	Develop policy framework for new RFFA cycle in 2021.
	<p><a href="#">Transportation Regional System Operations (TSMO) Plan*</a></p> <p>The Transportation System Regional and Operations program is an ongoing program to manage mobility on the system. In 2021, we will be updating the strategic plan, which was last updated in 2010.</p> <p>Metro Program Manager: Caleb Winter</p>	Develop and adopt a new TSMO Strategy in 2021.

Work items before JPACT in 2021		
Work items	Description	Status
<a href="#">Clean Air*</a>	Metro, as an MPO is legally required to comply with the Clean Air Act. Metro and DEQ have an IGA to work towards both agencies' shared goals for clean air as it relates to reducing transportation-related pollution. Metro, in collaboration with DEQ, developed, updated, and implemented the Portland area State Implementation Plan (SIP) to achieve status as attainment area in 2017.  Metro Program Manager: Grace Cho	Ongoing implementation.
	<a href="#">Regional Travel Options (RTO)</a>	The RTO program funds and supports transportation demand management strategies to increase use of travel options and reduce pollution. RTO will be accepting applications for sponsorships and a limited grant cycle beginning Jan. 1 through March 1, 2021.  Metro Program Manager: Daniel Kaempff
<a href="#">Safe Routes to School</a>	Metro created the Regional Safe Routes to School program as part of our Regional Travel Options program, which strives to create healthy and vibrant neighborhoods. During COVID, the program has focused its efforts on helping schools serve students who need food security.  Metro Program Manager: Noel Mickelberry	Ongoing.
	<a href="#">Regional Transportation Safety Program</a>	Metro's Transportation Safety Program implements, coordinates and monitors implementation of the 2018 Regional Transportation Safety Strategy through policies, programs and projects. In 2021, Metro will provide an annual safety report as well as updates on our regional progress towards Vision Zero.  Metro Program Manager: Lake McTighe

<b>Work items before JPACT in 2021</b>			
<b>Work items</b>		<b>Description</b>	<b>Status</b>
	<a href="#">Enhanced Transit Concepts/Corridors</a>	<p>Metro launched a successful program with TriMet in 2018 to work with our local partners to plan, design and implement enhanced transit concepts. This program continues to provide technical support and guidance to implement ETC throughout the region.</p> <p>Metro Program Manager: Matt Bihn, Alex Oreschak</p> <p>TriMet Program Manager: Jamie Snook</p>	Ongoing, next steps of the program is being coordinated with TriMet as it relates to RFFA and the T2020 reboot.
<b>Major Projects</b>	<a href="#">Tualatin Valley Highway Corridor Study*</a>	<p>TV Highway is a corridor of regional significance identified in the 2018 RTP and through various studies Metro has identified the need to invest in this corridor to meet our equity, mobility and climate goals. Metro secured an \$850,000 FTA grant to convene jurisdictional partners and community-based organizations to develop a preferred alternative for a transit project, define an equitable development strategy, and assess potential for bus electrification. Metro will partner with TriMet and Washington County on this study.</p> <p>Metro Project Manager: Elizabeth Mros-O'Hara</p>	Being scoped. The external process will not kick off until late spring, early summer 2021.
	<a href="#">US 26/Sunset Corridor Study</a>	<p>The 2018 RTP called out the need for further study and corridor development on US 26 from Portland to Hillsboro (Sunset Highway). In 2021, Metro will co-manage with ODOT a process to further study the corridor.</p> <p>Metro Project Manager: Mali Wilkinson, Matt Bihn</p> <p>ODOT Project Manager: (Office of Urban Mobility)</p>	Early stages of study, working on scoping and partner agreements.
	<a href="#">I-5 Bridge Replacement Project*</a>	<p>Metro is a federally-recognized Participating Agency on the I-5 Bridge Replacement project that is co-led and co-funded by ODOT and WSDOT. In addition to partnering with the DOTs on the Supplemental EIS, JPACT has responsibility to manage the federal funds allocated to the project. The NEPA planning process will be a major focus in 2021.</p> <p>ODOT/WSDOT lead: Greg Johnson</p> <p>Metro leads: Margi Bradway, Elizabeth Mros-O'Hara</p>	Receive regular updates from IBR Project Team.

Work items before JPACT in 2021		
Work items	Description	Status
<a href="#">Rose Quarter Improvement Project</a>	<p>ODOT is leading the Rose Quarter Improvement Project to improve mobility in the context of the City of Portland's N/NE Quadrant Plan in the Albina Vision area. In 2021 the project will be reviewing the results of the Independent Cover Review and moving forward with project design.</p> <p>ODOT lead: Megan Channell</p> <p>Metro leads: Margi Bradway, Eliot Rose</p>	Ongoing updates.
<a href="#">I-205 Abernethy Bridge</a>	<p>I-205 Abernethy Bridge Project is an ODOT-led project that continues to move forward in design, aiming for 60% design by 2021. The issue that may be before JPACT is the financial plan and/or tolling.</p> <p>ODOT lead: Mandy Putney</p> <p>Metro lead: Margi Bradway</p>	Ongoing updates.
<a href="#">Oregon City-West Linn Bike/Pedestrian Crossing</a>	<p>ODOT is working with West Linn, Oregon City, Clackamas County and Metro to propose a new pedestrian bridge between Oregon City and West Linn to complement the I-205 project. In 2021, ODOT initiated the planning and design process.</p> <p>ODOT Project Manager: Sandra Hikari</p> <p>Metro lead: John Mermin</p>	Ongoing updates.
<a href="#">Earthquake Ready Burnside Bridge</a>	<p>Metro is a Participating Agency in the Burnside Bridge Project and contributes to the NEPA and design processes. Multnomah County staff will share potential bridge design options and timeline for project, and will be asking JPACT to consider adopting the locally preferred alternative into the RTP.</p> <p>Multnomah County lead: Megan Neill</p> <p>Metro leads: Malu Wilkinson, Alex Oreschak</p>	Ongoing updates.

*\*Plans, programs or projects that are tied to federal MPO responsibilities of JPACT (and may be tied to the federal calendar) and/or JPACT and Metro have made contractual agreements related to the timeline and role of JPACT pursuant IGAs, MOUs and/or consultant contract.*

In addition, JPACT also plays an important role in developing and informing federal and state legislative priorities. JPACT has a long history of working together to take regional positions and regional communications on key federal and state legislative efforts.



## 2021 JPACT Work Program

*As of 1/2/21*

*Items in italics are tentative*

<p><b><u>January 21, 2021</u></b></p> <ul style="list-style-type: none"> <li>• Welcome new members by Chair Craddick</li> <li>• Overview of 2021 JPACT work plan (20 min., Margi Bradway)</li> <li>• Reimaging Public Safety &amp; Security on Transit (40 min, John Gardner)</li> </ul>	<p><b><u>Feb 2021</u></b></p> <ul style="list-style-type: none"> <li>• Regional Emergency Transportation Routes, Introduce draft final report (30 min., Kim Ellis and Laura Hanson, RDPO)</li> <li>• Earthquake Ready Burnside Bridge – briefing (20 min, Megan Neill, Multnomah County) <i>this was bumped from November</i></li> <li>• <i>Legislative Affairs Update – Andy Shaw</i></li> </ul>
<p><b><u>March 18, 2021</u></b></p> <ul style="list-style-type: none"> <li>• Regional Congestion Pricing Study, findings (40 min, Elizabeth Mros O’Hara)</li> <li>• Regional Emergency Transportation Routes, FINAL REPORT - ACTION (20 min, Kim Ellis)</li> <li>• RFFA 2025-27 program direction – briefing (20 min., Daniel Kaempff)</li> <li>• Regional Mobility Policy Update – Introduce draft urban mobility definition and potential measures to test – (10 min, Kim Ellis and ODOT staff)</li> </ul>	<p><b><u>April 15, 2021</u></b></p> <ul style="list-style-type: none"> <li>• Regional Congestion Pricing Study – FINAL REPORT – ACTION (30 min, Elizabeth Mros-O’Hara)</li> <li>• Regional Mobility Policy Update – Direction on draft urban mobility definition and potential measures to test (30 min, Kim Ellis)</li> <li>• TSMO Strategy – Vision and Goals (15 min, Caleb Winter)</li> <li>• <i>Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn &amp; ODOT person)</i></li> </ul>
<p><b><u>May 20, 2021</u></b></p> <ul style="list-style-type: none"> <li>• RFFA 2025-27 Program Direction – proposal (40 min, Daniel Kaempff)</li> <li>• Freight Commodity Study – (30 min, Tim Collins)</li> <li>• <i>TV Highway Corridor Study – briefing (30 min, Elizabeth Mros-O’Hara)</i></li> <li>• <i>Safe Routes to School – update (20, Noel Mickelberry)</i></li> </ul>	<p><b><u>June 17, 2021</u></b></p> <ul style="list-style-type: none"> <li>• Progress on our Regional Traffic Safety goals – <i>update (20 min. Lake McTighe)</i></li> <li>• <i>(Placeholder: Update on ODOT Major Projects)</i> <ul style="list-style-type: none"> <li>• <i>15BR</i></li> <li>• <i>RQ</i></li> <li>• <i>I-205</i></li> </ul> </li> <li>• <i>Earthquake Ready Burnside Bridge Locally Preferred Alternative adopted into RTP – introduction (20 min, Malu Wilkinson, Megan Neill (Multnomah County)</i></li> </ul>
<p><b><u>July 15, 2021</u></b></p> <ul style="list-style-type: none"> <li>• TSMO Strategy – Review of findings, draft (30 min, Caleb Winter)</li> </ul>	<p><b><u>August 19, 2021</u></b></p> <ul style="list-style-type: none"> <li>• Earthquake Ready Burnside Bridge Locally Preferred Alternative – ACTION (20 min,</li> </ul>

<ul style="list-style-type: none"> <li>• Final program direction for RFFA 2025-27 – Action (30 min, Daniel Kaempff)</li> <li>• <i>Active Transportation Return on Investment Study (20 min, John Mermin)</i></li> <li>• <i>Transportation Trends – update (20 min., Eliot Rose)</i></li> </ul>	<p>Malu Wilkinson, Megan Neill (Multnomah County)</p> <ul style="list-style-type: none"> <li>• <i>Enhanced Transit Concepts and/or Bus on Shoulder – update (30 min., Matt Bihn)</i></li> <li>• <i>Safe Routes to School – update (20, Noel Mickelberry)</i></li> </ul>
<p><b><u>September 16, 2021</u></b></p> <ul style="list-style-type: none"> <li>• TSMO Strategy – Final adoption of draft (20 min. Caleb Winter)</li> <li>• Regional Mobility Policy Update – Introduce Case Study Findings and Recommendations – (40 min, Kim Ellis and ODOT staff)</li> </ul>	<p><b><u>October 21, 2021</u></b></p> <ul style="list-style-type: none"> <li>• Regional Mobility Policy Update – (30 min., Kim Ellis and ODOT staff)</li> <li>• Freight Commodity Study – (30 min, Tim Collins)</li> <li>• 2023 Regional Transportation Plan Update Work Plan – Kick-off Scoping Phase (30 min, Kim Ellis)</li> </ul>
<p><b><u>November 18, 2021</u></b></p> <ul style="list-style-type: none"> <li>• RFFA 2025-27 Program Direction – final policy framework; call for projects (30 min, Daniel Kaempff)</li> </ul>	<p><b><u>December 16, 2021</u></b></p> <ul style="list-style-type: none"> <li>• Regional Mobility Policy Update – Recommendations for 2023 RTP Update Work Plan and to the OTC - ACTION (30 min., Kim Ellis and ODOT staff)</li> <li>• 2023 Regional Transportation Plan Update Work Plan – ACTION (30 min, Kim Ellis)</li> </ul>

## **5.2 Reimagining Public Safety and Security on Transit**

*Information/ Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, January 21, 2021

# Project Background

## TriMet reallocates \$1.8 million in funding from Transit Police and additional sources to community-based services that preserve public safety

[June 17, 2020](#) by [Roberta Altstadt](#)

Hearing community's concerns, TriMet shifts security funding to community-based public safety services to keep riders and employees safe

TriMet shares the outrage, frustration and pain over the recent tragic and senseless deaths of George Floyd, Breonna Taylor, Atatiana Jefferson and Ahmaud Arbery. Their deaths and those of too many others lost to unconscionable violence, magnify the systemic racism, discrimination and disparate treatment against African Americans and other people of color still rampant in this country. The movement that we see happening across Portland and the country reflects a national awakening of the need for immediate, yet lasting change to stop racial injustice once and for all. Today, TriMet is joining the community in taking action.

"At TriMet, we condemn acts of hate—be they deliberate or veiled, explicit, or indirect," says TriMet General Manager Doug Kelsey. "We hold fast to our commitment to diversity, equity, and inclusion. TriMet's core value is the safety of all our riders and employees. That includes being safe from racial bias."

Transit plays a critical social equity role, providing access to jobs as well as mobility for those who can't afford to own a car and people with disabilities that prevent them from driving. Studies suggest that access to high quality transit is an important factor in addressing generational poverty. Good public transit is arguably the most important tool in our effort to combat climate change, which disproportionately affects people of color and low income communities. However, to be successful in serving those ends, transit must be safe and equitable for all.

To help fulfill that promise, TriMet is undertaking a series of immediate short-term actions and pursuing long-term considerations as part of this year's budget process. Moving forward, TriMet will reduce existing police contracts by six positions and redirect additional funds totaling \$1.8 million to community-based public safety approaches.

### **Piloting community-based public safety approaches**

For the next fiscal year starting July 1, TriMet will initiate three efforts to inform a reimagined public safety approach:

- Conduct community-wide listening sessions to gather feedback from riders, front-line employees and community members on the best approaches to providing security on the transit system that is free from bias.
- Establish a panel of local and national experts to advise TriMet on national best practices for transit security, equity and community engagement in safety and security.

# Project Background

- Pilot new non-police response resources, such as mobile crisis intervention teams for mental and behavioral health issues.

TriMet knows security matters to our riders. We will retain Transit Police officers on the system as they play a vital role in preventing crimes against riders and employees, while also responding if a serious incident does occur. Having officers dedicated to transit allows them to become familiar with TriMet staff, how the system works and the needs of our riders. Officers are able to provide riders and employees assistance in addition to security. However, TriMet recognizes not all situations that happen on our transit system and in the communities we serve require a police response. That is why we want to pilot alternative approaches to public safety on transit, such as the mobile response crisis programs and other unarmed alternatives.

## Reimagining public safety on transit

TriMet wants to ensure people of all races, religions, cultures and gender feel supported on the system. To do so, we want to engage our riders, partners, community-based experts and the public. Within the next 90 days, we plan several community listening sessions, hosted by community-based facilitators. We'll also conduct internal and external surveys with our riders and front-line employees, and engage Transit Police officers and our contract security staff.

“This is an important continuation of TriMet’s efforts to ensure the safety and equity of our system.” said Kelsey. “As we develop our plans for reinforcing a transit system that is equitable and fair to all, we need input from our riders, our front-line employees, the community, mental health experts and others who work closely with people who are houseless or struggling with addiction. We’re asking all of you to help us reimagine public safety on transit.”

TriMet appreciates Portland Mayor Ted Wheeler’s support for the continuation of the City of Portland’s participation in the Transit Police Division through December 31, to allow time for a thorough community conversation and thoughtful transition process. We thank everyone for their patience as this process will take some time to make sure we identify proven and effective strategies that will make the transit system better not just for today but for the future.

## Equity steps TriMet has taken

The new actions TriMet is announcing today join the steps and actions we’ve taken over the past five years, in coordination with our Transit Equity Advisory Committee, to make our transit system fair and equitable:

- Initiated two independent analyses ([in 2016](#) and [in 2018](#)) of our fare citation process that found no systemic racial bias.
- Decriminalized fare enforcement by [soliciting in 2017 a change in state law](#) to allow TriMet to resolve fare evasion citations directly rather than citations automatically going to the court.
- Reduced the punitive impacts of fare evasion penalties in July 2018 with [potential for reduced fines, community service or enrollment in TriMet’s Honored Citizen reduced fare program](#).
- [Implemented a low income fare program in 2018](#) that has allowed more than 30,000 people to ride with Honored Citizen reduced fare, a 72% discount over TriMet’s base fare.

# Project Background

- Changed TriMet Code as of December 2018 to [clarify that fare evasion only is not a crime](#) and have discontinued routine fare checks by police.
- Increased unarmed security personnel beginning in 2017 in response to community concerns over militarized security presence.
- Worked with regional district attorneys in December 2016 to dramatically reduce the use of Interfering with Public Transportation (IPT) charges.
- Implemented additional training in spring 2019 for contract security staff and fare inspectors related to community safety practices, de-escalation and non-confrontational interactions.

# Recommendations

Based on the feedback gathered through the work of the Reimagining Safety & Security on Public Transit project TriMet will be working to institute a series of actions that reflect not only the work and recommendations of the Transit Public Safety Advisory Committee, but also the feedback and ideas expressed by the community through the online survey, community and staff focus groups, and 1 on 1 community surveys. TriMet has developed 25 actions steps, across 5 areas of focus designed to move the work of the project forward.

<b>Training</b>	<b>Estimated Timeline</b>	<b>Estimated Cost</b>
(1.1) Audit current training and identify new and or updated training for employees ensuring training topics include anti-racism, cultural competence, de-escalation, mental health first aid, and other elements identified by the committee.	0 to 9 months	\$
(1.2) Mandatory De-escalation training for all front line staff	9 to 24 months	\$\$\$
(1.3) Partner with community based organizations on the development and provision of training through micro grants and direct contracts	0 to 9 months	\$
<b>System Presence</b>	<b>Estimated Timeline</b>	
(2.1) Ensure that security personnel on the system will have participated in the first rounds of new training focused in to creating a safe and welcoming system for all.	0 to 9 months	\$
(2.2) Develop and launch a new pilot program for TriMet personnel to ride trains at night, providing more presence and support for riders	0 to 9 months	\$\$
(2.3) Explore using Light Duty employees to provide additional presence and customer service support to customers on the system	0 to 9 months	\$
(2.4) Develop opportunities for TriMet leadership, including Directors and Managers, to be more present on the system to strengthen insight on system challenges and opportunities and support efforts to help create a more safe and welcoming system for all.	0 to 9 months	\$
(2.5) Work with the new Safety Advisory Committee, to build out potential cost effective pilot models for rider support/ rider advocate staffing and partnership approaches	0 to 9 months	\$

# Recommendations

<p>(2.6) Pilot new community support/rider advocate partnership models that focus on supporting riders and ensuring they feel safe and welcome on the system</p>	<p><b>9 to 24 months</b></p>	<p><b>\$\$</b></p>
<p><b>Recommendation 3. Crisis intervention team</b></p>		
<p>(3.1) Work with community and jurisdictional partners to develop a new Crisis Team pilot model. Ensure model is reflective of the community and trained to address mental and behavioral health and other quality of life issues</p>	<p><b>0 to 9 months</b></p>	<p><b>\$</b></p>
<p>(3.2) Implement the new pilot model</p>	<p><b>9 to 24 months</b></p>	<p><b>\$\$\$</b></p>
<p><b>Technology</b></p>		<p><b>Estimated Timeline</b></p>
<p>(4.1) Convene new IT/Safety task force to review security technology needs and develop RFPs exploring the following elements:</p> <ul style="list-style-type: none"> <li>Enhance on-line reporting system for personal offences and tracks discriminatory complaints</li> <li>SMS, instant messaging and the capacity for Text Line support</li> </ul>	<p><b>0 to 9 months</b></p>	<p><b>\$\$</b></p>
<ul style="list-style-type: none"> <li>Security software database or system that triangulates all current data systems.*</li> <li>Security management software for records, reports, schedules and deployments*</li> <li>Emergency reporting tools such as eLERTS *</li> </ul>	<p><b>9 to 24 months</b></p>	<p><b>\$\$\$</b></p>
<p>(4.2) Include MAX silent alarm capacity in the design on the new type 6 Light Rail Vehicles</p>	<p><b>0 to 9 months</b></p>	<p><b>\$</b></p>
<p><b>Infrastructure</b></p>		<p><b>Estimated Timeline</b></p>
<p>(5.1) Conduct a lighting audit on platforms and transit centers</p>	<p><b>0 to 9 months</b></p>	<p><b>\$</b></p>
<p>(5.2) Complete a Crime Prevention Through Environmental Design (CPTED) study at three transit centers (highest crime)</p>	<p><b>9 to 24 months</b></p>	<p><b>\$</b></p>



# Recommendations

(5.3) Conduct stops and stations safety assessment review focusing first on communities of color followed by a review for low income service areas	0 to 9 months	\$
(5.4) Leverage the recent development of a regional pedestrian plan to partner with local and regional jurisdictions to improve infrastructure near our stops and stations with a focus on addressing ADA, security, lighting and related improvements.	9 to 24 months	\$\$\$
(5.5) Explore funding alternatives e.g. TriMet Foundation, to support infrastructure improvements	9 to 24 months	\$
(5.6) Develop prioritized ranking system for bus stops establishing an order of upgrades focused on communities of color, & low income neighborhoods, leveraging alternative funding sources	9 to 24 months	\$\$
<b>Communication</b>	<b>Estimated Timeline</b>	
(6.1) Establish a new Safety & Security Advisory Committee to support the implementation of the recommendations and provide a public forum for moving forward	0 to 9 months	\$
(6.2) Identify resources to oversee Reimagine Transit Public Safety initiatives, coordinate with social service agencies, community based organizations, and develop and evaluate performance metrics and outcomes to track progress	0 to 9 months	\$\$
(6.3) Create and launch communication and outreach a safety and security campaign	0 to 9 months	\$\$
(6.4) Implement quarterly reporting of safety and security on the system as part of General Manager Board briefings	0 to 9 months	\$
(6.5) Develop an annual Rider Club survey to help assess progress and stakeholder perceptions on the work as it moves forward	0 to 9 months	\$
(6.6) Convene an annual safety and security Public Forum	9 to 24 months	\$

Materials following this page were distributed at the meeting.

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

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

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

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

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

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



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

\*\*Excludes traffic deaths ruled as suicide



# Overview of JPACT 2021 Work Plan

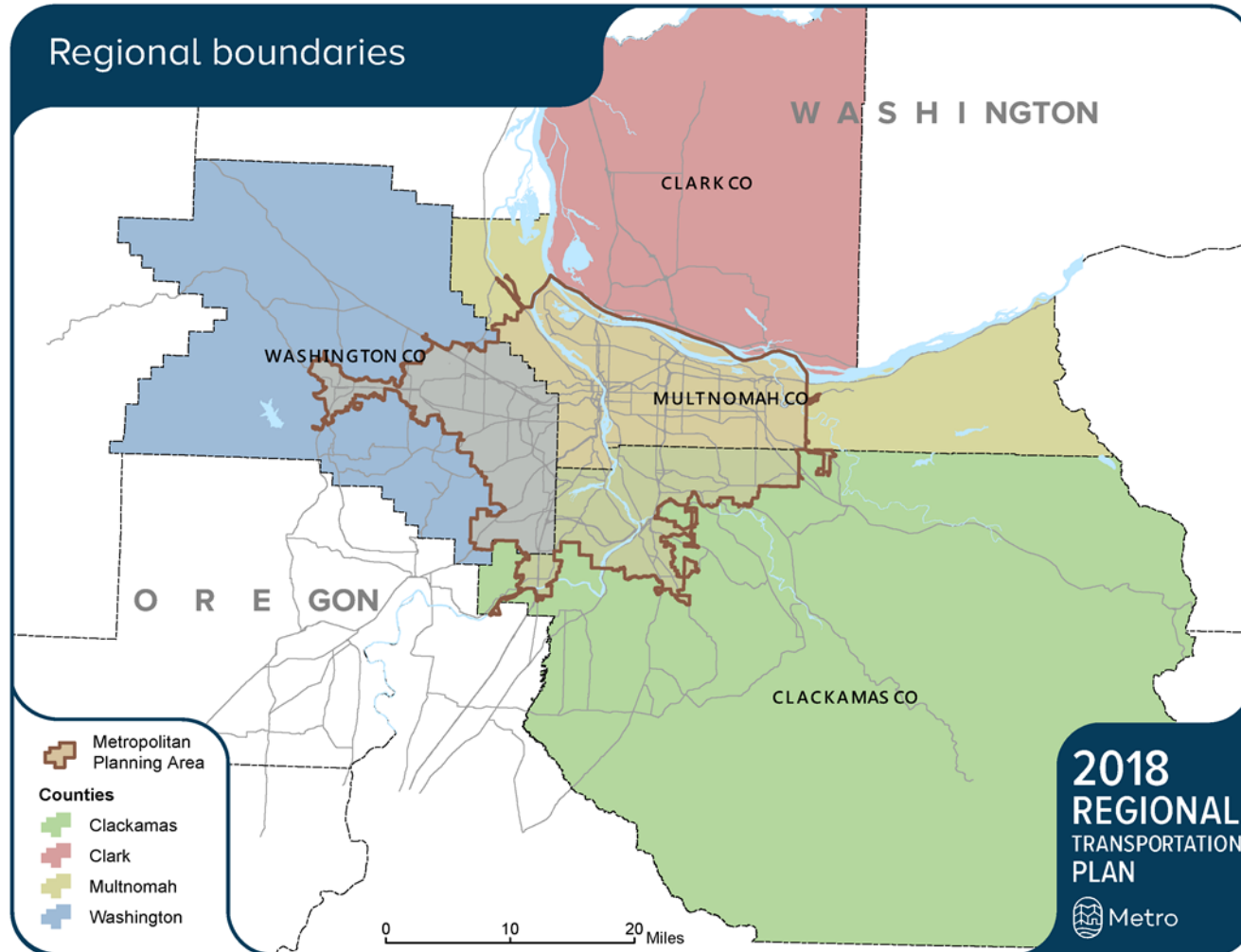
Today's presentation:

- Summary of role of the MPO and JPACT
- Overview of the JPACT 2021 Work Plan

# Metropolitan Planning Organization (MPO)

- The MPO is **created by federal law** and designated to carry out the metropolitan transportation planning process.
- An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (DOT), is called a **Transportation Management Area (TMA)**.
- As described in 49 U.S.C. 5303(k), and in recognition of the greater complexity of transportation issues in large urban areas, an MPO in a TMA has a stronger voice in setting priorities for implementing projects listed in the transportation improvement program and are responsible for regional transportation plans.
- In Oregon, MPOs are also responsible for complying with **state transportation and land use law**.

# Metropolitan Regional Boundary



The boundary of an MPO is based on the census and established by the Governor of Oregon.

- 24 cities
- 3 counties
- Bi-state region
- More than 1.6 million people (today)
- More than 2 million people (by 2040)

# Joint Policy Advisory Committee on Transportation (JPACT)

- Federal law, MAP-21, requires TMAs to have a **decision-making structure** that incorporates input from local elected officials, transit agencies, appropriate state officials, and others.
- JPACT serves as the “**policy advisory committee**” as defined by the federal regulations.
- MPO decisions for planning, investment and programming are **shared between the Metro Council and JPACT**.
- The **Transportation Policy Alternatives Committee (TPAC)** serves as a technical and advisory committee to JPACT.

# Joint Policy Advisory Committee on Transportation (JPACT)

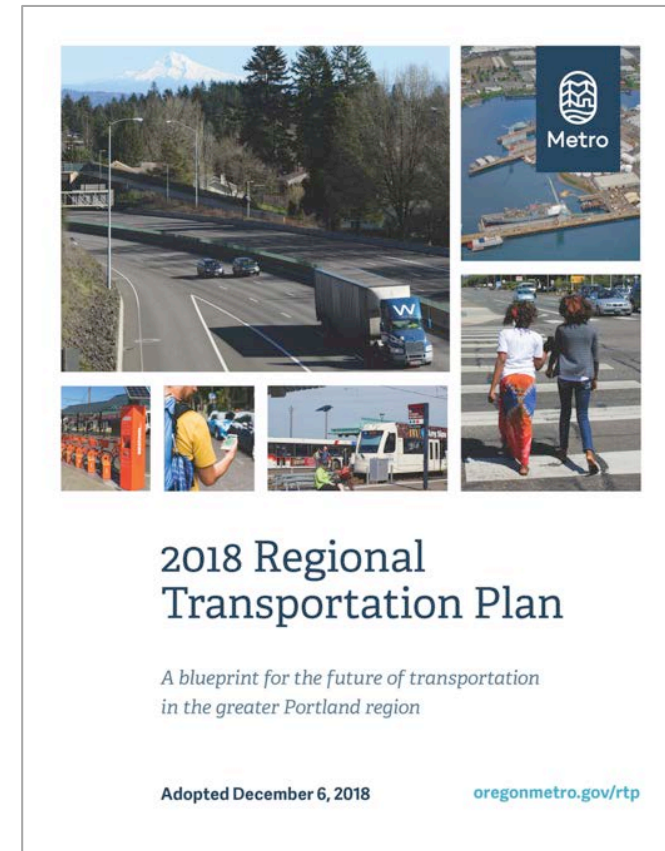
Primary functions of the Metro MPO:

- **Regional Planning** - development of the Regional Transportation Plan and implementing plans, policies and projects
- **Funding** – allocation of federal funds and coordination of all urban area transportation funding allocations
- **Congestion Management Process** – development of a CMP and coordinating implementation; demonstrate compliance with Clean Air Act, federal laws
- **Climate Smart Strategy** – planning and coordination of implementation of Climate Smart to reduce greenhouse gases, required by state law



# Regional Transportation Plan

- 20-year plan
- Blueprint to guide planning and investment in the region's transportation system
- Includes policies, plans and projects
- Coordinates local, regional, and state investments
- Establishes priorities for state and federal funding



# 2018 RTP Priorities



**Equity**



**Climate**

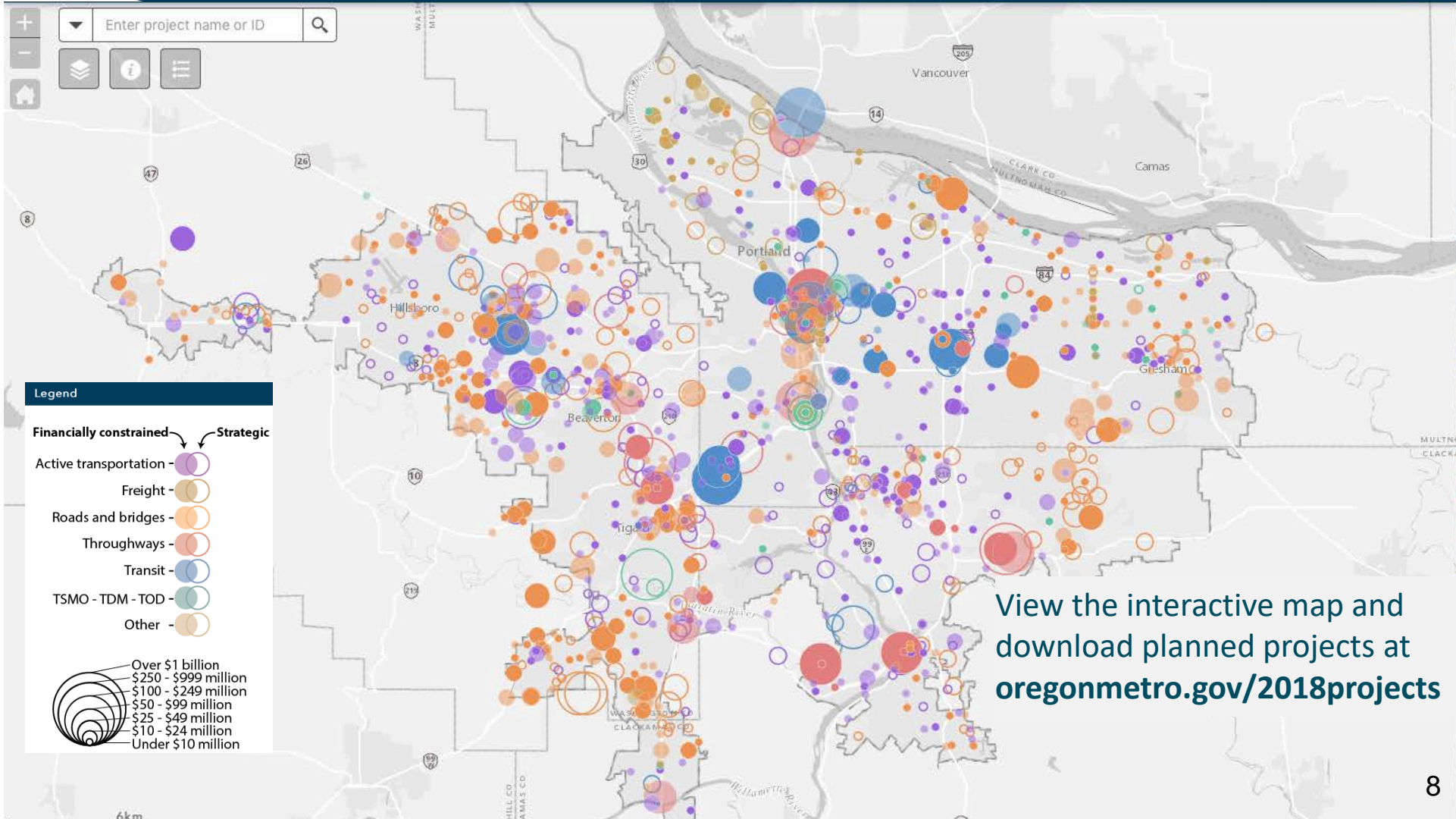


**Safety**



**Congestion**

# RTP financially constrained priorities \$42 billion planned by 2040



# Metropolitan Transportation Improvement Program

## Metropolitan Transportation Improvement Program (MTIP)

- Detailed list - regionally significant projects & programs
- Process - align investments to regional goals
- Administrative procedures



# JPACT 2021 Work Plan

Three major categories of the JPACT 2021 Work Plan:

- Regional transportation **planning and policy**
- Regional transportation **programs and resources**
- **Corridor plans and major transportation projects**

# JPACT 2021 Work Plan: Planning and Policy

## **Regional Transportation Plan**

- Implement Chapter 8 of the 2018 RTP
- Begin scoping the 2023 RTP

## **Regional Mobility Policy Update**

## **Regional Congestion Pricing Study**

## **Regional Emergency Transportation Routes**

## **Freight Commodity Study**



*Emerging Trends: Changes in transportation in 2020 and looking ahead*

# JPACT 2021 Work Plan: Programs and Resources

## Funding

- MTIP
- Regional Flex Fund Allocation (2025-27)

## Programs

- Transportation System Management Operations (TSMO) – *Strategy update*
- Traffic Safety
- Enhanced Transit Concepts/Corridors
- Safe Routes to School
- Regional Transportation Options

# JPACT 2021 Work Plan: Corridor Plans and Major Projects

## ***New Corridor Plans:***

- TV Highway Corridor Plan
- Sunset/Westside (HWY 26) Corridor Plan

**Projects** (updates or actions on major regional projects underway):

- ODOT/WSDOT – I5 Bridge Replacement
- ODOT
- TriMet
- Metro
- Counties



# Questions?

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Planning and Development Department  
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# Reimagining Public Safety & Security on Transit

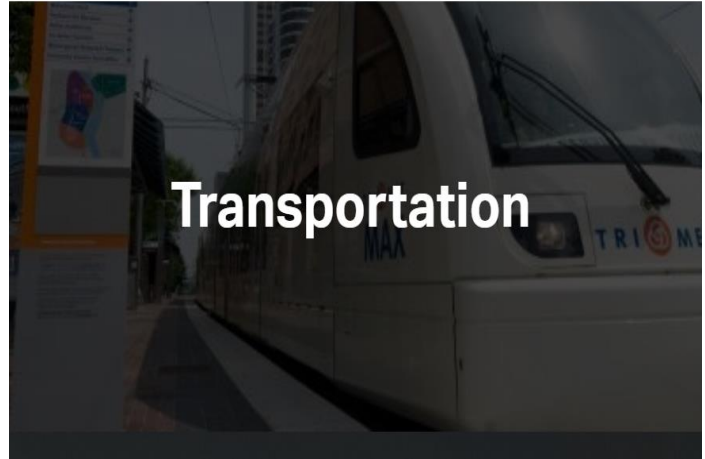
## JPACT Presentation

# Aligning with other Initiatives



Reimagine Oregon

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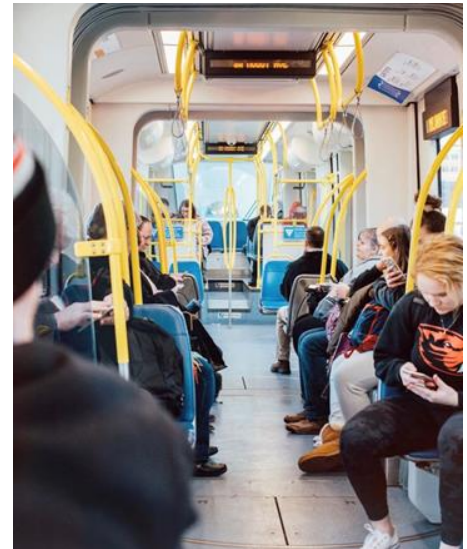
**Governor's Racial Justice Council**



## Hearing community's concerns, TriMet shifts \$1.8 million from Transit Police and other sources in order to fund community-informed public safety initiatives to help riders feel more safe and welcome on the regions public transit system

**Initiate three efforts to inform a reimagined public safety approach:**

- Conduct community-wide listening sessions & focus groups**
- Establish a panel of thought leaders to inform new community investments**
- Pilot new community informed strategies to help make the system more safe and welcoming**



# Project Design & Research Partners



**Local market research, focus group parameters, online survey support**



**Project design consultation, community focus group coordination, community feedback report development & synthesis**



**Transit systems comparisons & practice research**



**Local system incident and safety outcomes/system crime & code incident review**



# Community Feedback

Help TriMet reinvent the  
**future of public safety**  
for transit

***TAKE THE SURVEY*** ➡



# Community Outreach



# Transit Public Safety Advisory Committee





# Transit Public Safety Advisory Committee

Name	Organization
Marcus Mundy	Coalition of Communities of Color
Joe McFerrin	POIC, Rosemary Anderson High schools
Anthony Deloney	SEI, Self Enhancement Incorporated
Patricia Daniels	Constructing Hope
Jan Campbell	Disability Rights Oregon., CAT
Kevin Modica	Retired Transit Police Commander
Kenechi Onyeagusi	Professional Builders Development Group
Deshawn hardy	Highland African American Youth Coalition
Lakayana Drury	Word is Bond
Laura Cohen	Cascadia Behavioral Health
Jackie Yerby	State of Oregon, Basic Rights Oregon
Johnathon Colon	Centro Cultural
Dr. Beverly Scott	Former Transit System General Manager(4X)
Polly Hanson	American Public Transportation Associations
Emily Nelson	JOIN
Kim Cota	Clackamas County Disability Services

# TriMet at a glance



# Our Diversity



## *TriMet's Board*

- Majority women and men of color

## *TriMet's Executive Leadership*

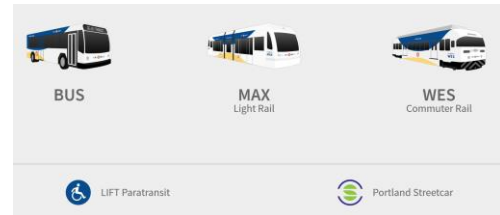
- Majority women and men of color

## *TriMet Staff*

- More Diverse than the City of Portland
- 3300 employees

# TriMet serves over 1.5 million people in a 533-square mile area

- 142 MAX platforms
- 85 bus lines, including 14 Frequent Service lines
- 5 MAX lines and 60 miles of light rail track
- 5 WES rail stations and 14.7 miles of track
- 700+ buses
- 145 MAX light rail vehicles
- More than 60 Park & Ride facilities
- LIFT Paratransit



# Our Riders

96,000,000 rides in 2019

## TriMet's Ridership:

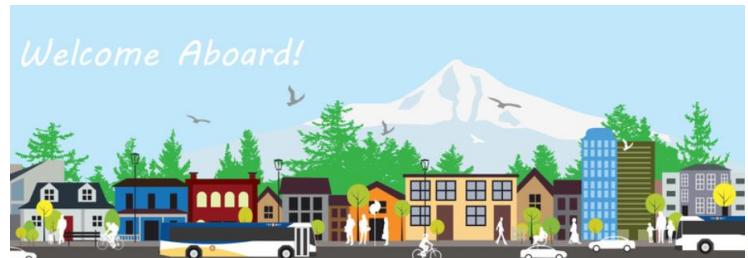
- 37% of all trips on TriMet are taken by people of color
- 40% of the trips taken by people of color are taken on MAX

At/below 150% Federal Poverty Level (36%)

Limited English Proficiency (6%)

Regional demographics from the Census (American Community Survey 2018 Estimates).

- Minority = 29.8%
- 150% = 19.4%
- 200% = 27.1%
- Limited English Proficient = 8.03%



# Ongoing Community Engagement

- Transit Equity Advisory Committee (TEAC)
  - Safety & Security Subcommittee
  - Youth Committee



- Language Access Advisory Committee



- Committee on Accessible Transportation (CAT)



- Riders Club +67,000



- 539 Community Contacts for monthly announcements, service alerts and agency updates



# Equity in Fare Initiatives

## Low Income Fare Program:

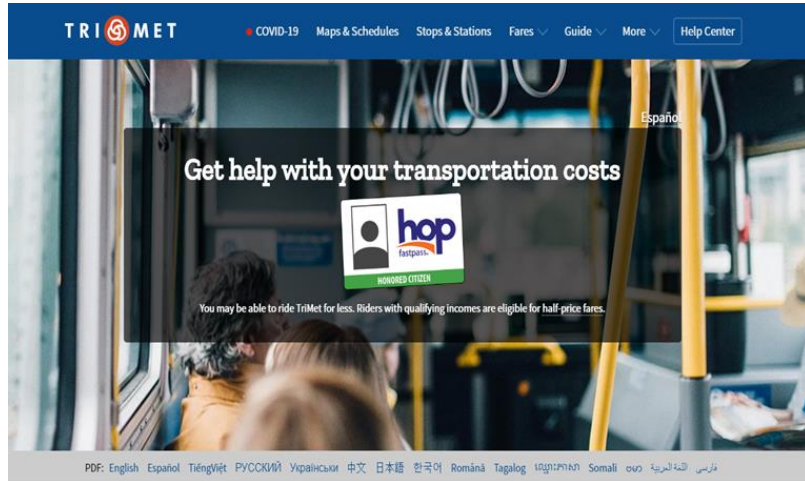
Like the honored citizen, and youth fare programs, provides a 72% discount on the cost of fares) over 31,000 current participants

## Access Transit: Free Fare Grant Program provides

\$1,000,000 in free fares to over 100 community based organizations

## High School Program:

provides \$700,000 in free fare grants to dozens of schools across the 3 county region



# Equity through Infrastructure

A regional leader in minority and Disadvantaged Business Contracting

Workforce Utilization Goals on construction projects

Ongoing community engagement during the planning, design, and construction phases of projects

Strong partnerships with Minority and Small Business contracting associations



PORTLAND-MILWAUKIE  
LIGHT RAIL PROJECT



A BETTER RED 





# Safety and Security on TriMet

## Public Safety Advisory Committee overview

# TriMet System Personnel and Partners



Ride Guides



Customer Service Reps



Fare Inspectors and Supervisors



Customer Safety Officers  
(Portland Patrol Inc.)



G4S Transit Security  
Officers



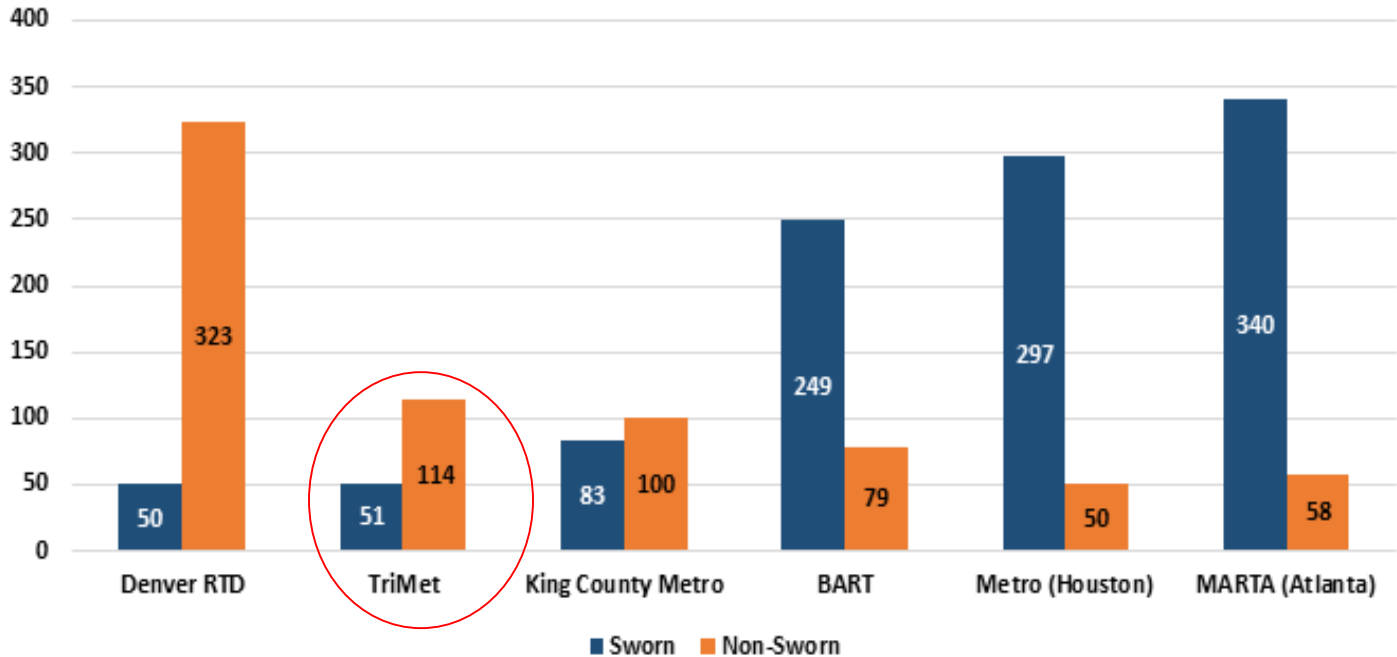
Transit Police Officers

# Current Safety Challenges and Obstacles

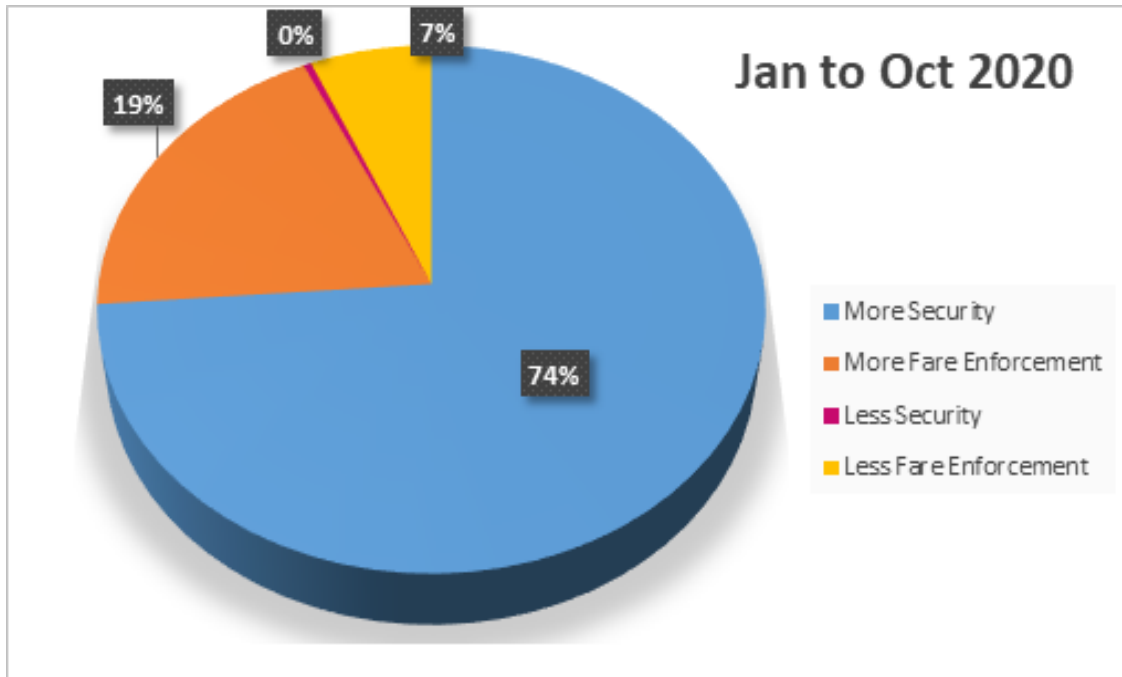
- COVID-19
- Data base systems
- IT technology
- Staffing (TriMet) Shortages
- Security shortages
- Budgets and contracts
  - CPTED
    - Lighting
    - Infrastructure protection

# Agencies Staffing Comparison

## Staffing Levels Sworn and Non-Sworn



# Customer Complaints



# Current agency areas of focus

- More use of highly trained non-police security personnel
- Continued regional policing model with MCSO and other current law enforcement partners
- Enhance community-based policing
- Proactive friendly rider interactions with all public safety staff
- De-escalate and use police only when needed
- Re-align Security efforts to support pilot test programs and integrate recommendations

# Outreach Summary

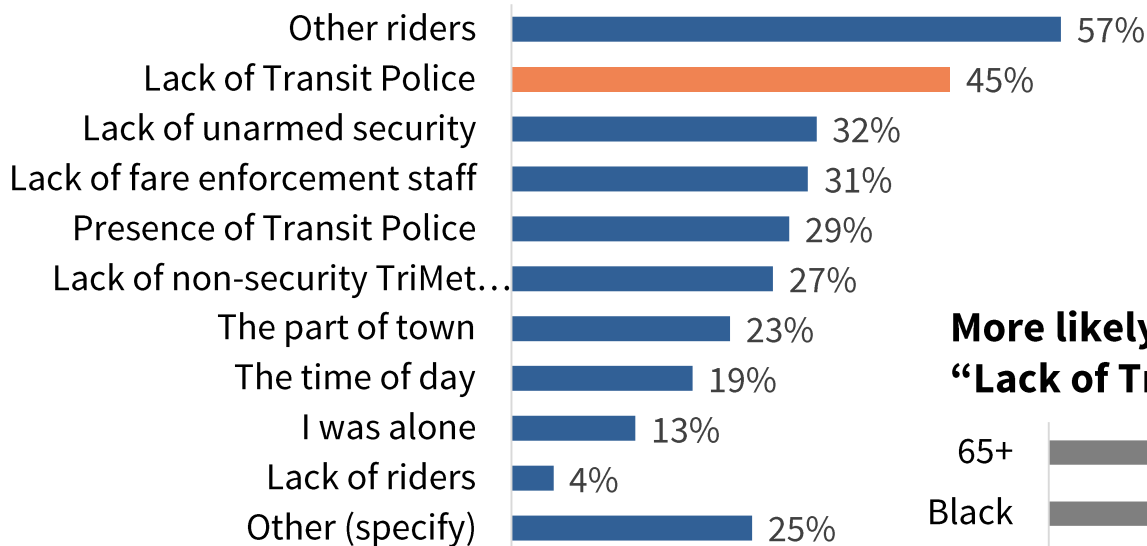
- **Over 13,000 survey responses received!**
- **Over 700 non-English responses**  
*Arabic, French, Khmer, Lao, Russian, Spanish, Swahili, Ukrainian, Japanese, Korean, Chinese, Vietnamese and English*
- **300 one-on-one interviews**
- **Engaged 271 people in 31 focus group discussions**
- **Leveraged social media across multiple languages**
- **Invested in print and online news media sites**

# Survey Findings N=12,698

- **People feel safer on bus than on MAX (73% and 63% respectively)**
  - Reasons for feeling unsafe are other riders and lack of TriMet staff, especially Transit Police
  - Reasons for feeling safe are lighting, presence of other riders, security cameras and TriMet staff
- **7 in 10 feel welcome on TriMet**
- **Those who feel less safe and less welcome:**
  - Tend to be POC, Black, Native American, Latino, people living with a disability, female, non-binary or other gender identity, non-English speakers
- **Safety and security staff - types most important (of 4 types)**
  - On-street Customer Service (71%), Unarmed Security (65%)
- **Those who want more safety and security staff:**
  - Tend to be POC, Black, Native American, Latino, people living with a disability, female, age 65+



# What made you feel unsafe onboard TriMet buses? *(check all that apply)*

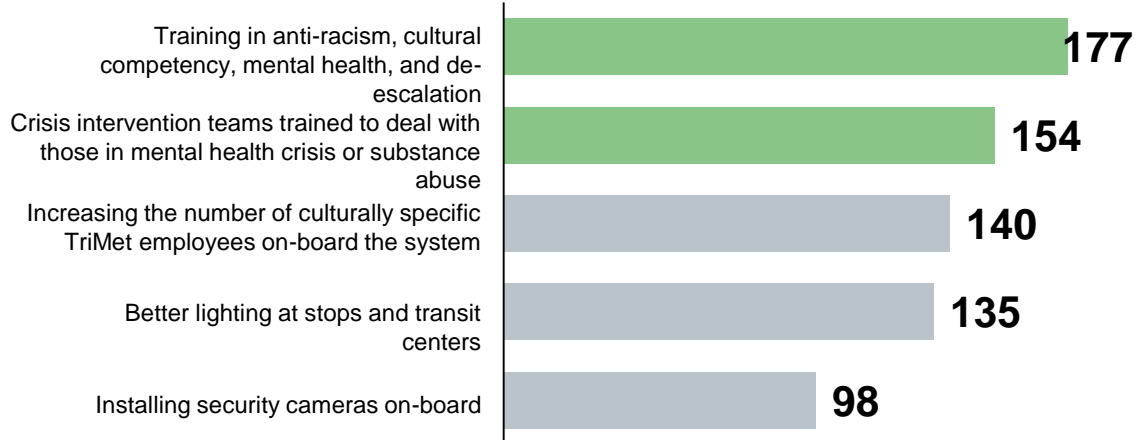


## More likely to choose “Lack of Transit Police”



# Community & Staff Focus Group Feedback

Training and crisis teams are top priorities for riders and community members in the focus groups, even though they saw a different list of options.



# Significant Progress To Date:

*Hidden in plain sight*

- Changed TriMet Code: fare evasion only is not a crime
- Discontinued routine fare checks by police
- Increased unarmed security personnel
- Reduced the use of Interfering with Public Transportation (IPT)
- Training in civil rights, de-escalation and non-confrontational interactions

# Significant Progress To Date:

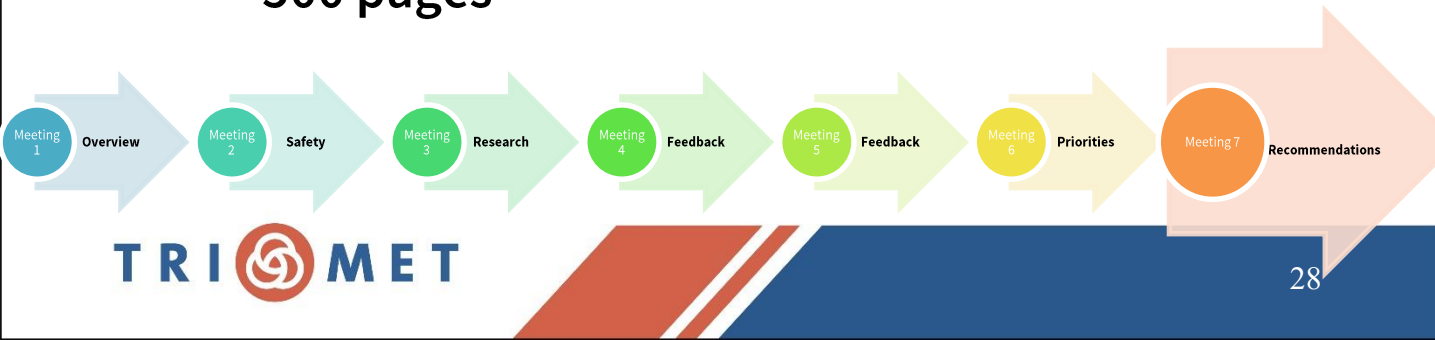
*Hidden in plain sight*

- 2 Independent PSU studies showing no systemic racial bias in citation process
- Decriminalized fare enforcement and pulled it out of the court systems
- Reduced the punitive impacts of fare evasion penalties and lowered fines from \$175 down to \$75
- Allow for community service in lieu of paying a fine
- Allow for enrollment in TriMet's Honored Citizen reduced fare program which currently serves over 31,000 participants

# Committee Work & Process

**Establish a panel of regional thought leaders to inform new community informed investments to make the Public Transit System more safe and welcoming**

- 16 members
- 4 Weeks
- 7 meetings
- 14 hours
- 500 pages

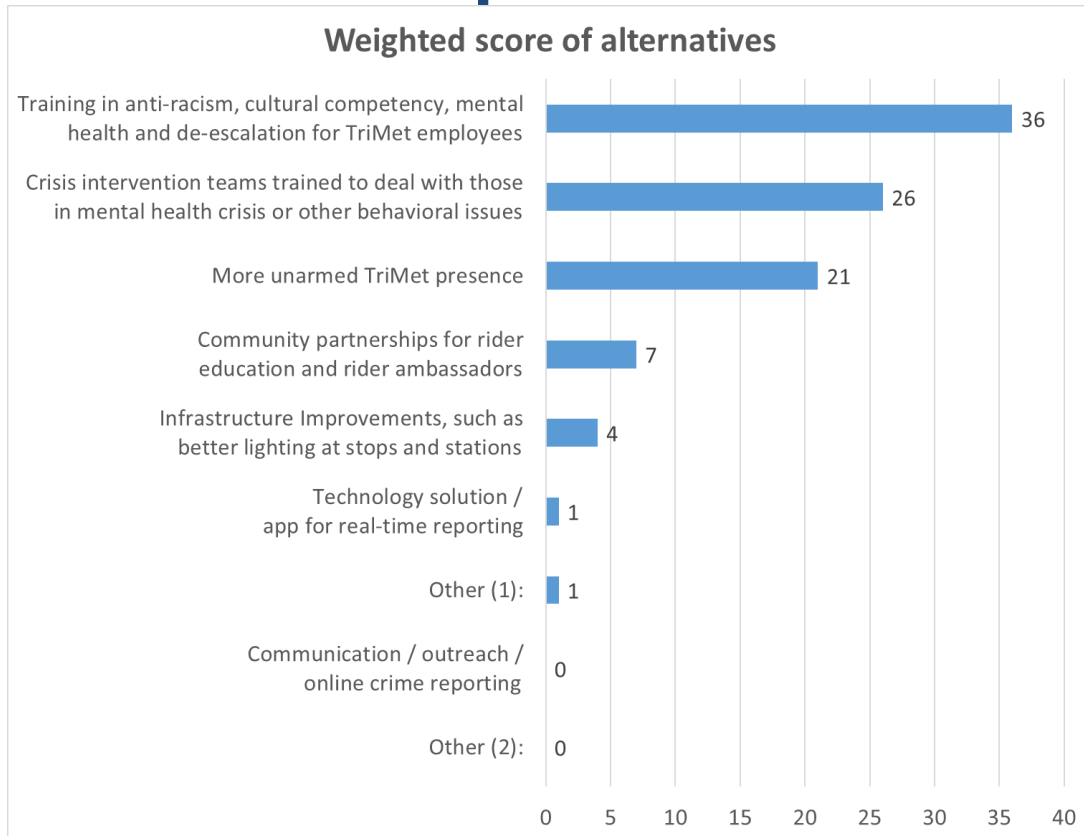


# Investment themes

- System Presence
- Crisis response services
- Infrastructure improvements
- Community partnerships
- Outreach, communication, reporting
- Technology, apps
- Training



# Committee priorities

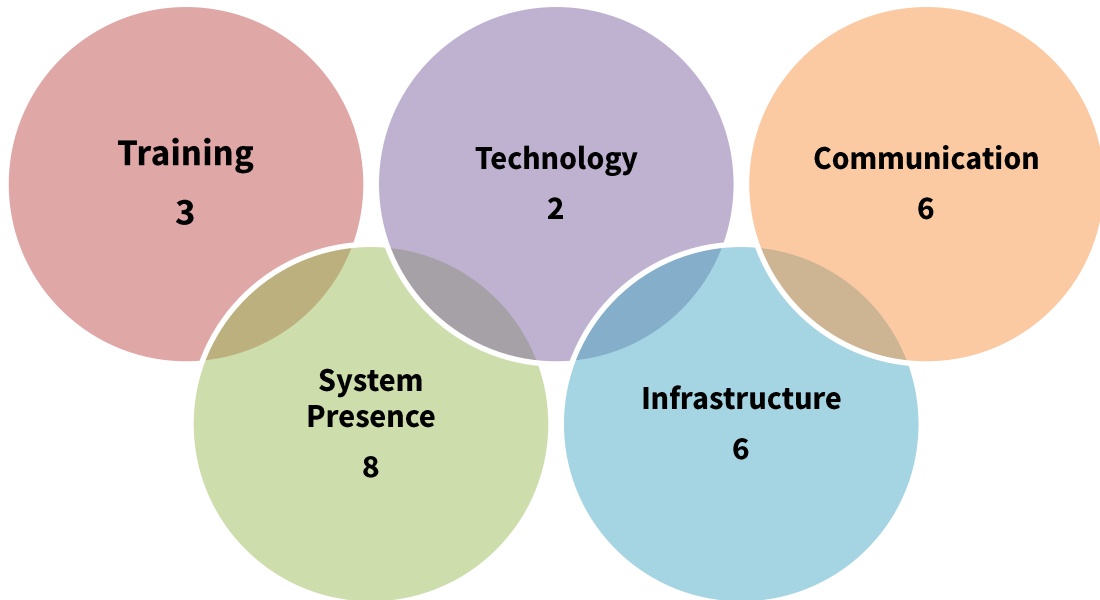


# Committee Recommendations for investing the \$1.8 million

1. Training in anti-racism, cultural competency, mental health & de-escalation for TriMet employees
2. Increased presence of TriMet personnel, and unarmed safety presence
3. Crisis intervention teams trained to deal with those in mental health crisis or other behavioral issues



# Five Areas of Focus



[trimet.org/publicsafety](https://trimet.org/publicsafety)

# 1. Training

Training	Estimated Timeline	Estimated Cost
(1.1) Audit current training and identify new and/or updated training for employees to ensure training topics include anti-racism, cultural competence, de-escalation, mental health first-aid, and other elements identified by the committee*	0 to 9 months	\$
<b>(1.2) Mandatory de-escalation training for all front line staff</b>	9-24 months	\$\$\$
(1.3) Partner with community based organizations on the development and provision of training through micro grants and direct contracts *	0 to 9 months	\$

# 2. System Presence

Increase in TriMet personnel available to support riders on the system	Estimated Timeline	Estimated Cost
(2.1) Ensure that security personnel on the system will have participated in the first rounds of new training focused on creating a safe and welcoming system for all	0 to 9 months	\$
<b>(2.2) Develop and launch a new pilot program for TriMet personnel to ride trains at night, providing more presence and support for riders</b>	0 to 9 months	<b>\$\$</b>
(2.3) Explore using Light Duty employees to provide additional presence and customer service support to customers on the system	0 to 9 months	\$
(2.4) Develop opportunities for TriMet leadership, including Directors and Managers, to be more present on the system to strengthen insight on system challenges and opportunities and support efforts to help create a more safe and welcoming system for all	0 to 9 months	\$

## 2. System Presence continued

Increase in TriMet personnel available to support riders on the system	Estimated Timeline	Estimated Cost
(2.5) Work with the new Safety Advisory Committee to build out creative, cost effective pilot models for rider support, rider advocate staffing and partnership approaches*	0 to 9 months	\$
(2.6) Pilot new community support/rider advocate partnership models that focus on supporting riders and ensuring they feel safe and welcome on the system	9 to 24 months	\$\$
<b>Recommendation 3. Crisis intervention team</b>		
(3.1) Work with community and jurisdictional partners to develop a new Crisis Team pilot model. Ensure model is reflective of the community and trained to address mental and behavioral health and other quality of life issues	0 to 9 months	\$
(3.2) Implement the new pilot model*	9 to 24 months	\$\$\$

# 3. Technology

Leverage Technology to better support Riders & Staff	Estimated Timeline	Estimated Cost
<p>(4.1) Convene new IT/Safety task force to review security technology needs and develop RFPs exploring the following elements:</p> <ul style="list-style-type: none"> <li>Enhance on-line reporting system for personal offences and track discriminatory complaints</li> <li>SMS, instant messaging and the capacity for text line support</li> </ul>	0 to 9 months	\$\$
<ul style="list-style-type: none"> <li>Security software database or system that triangulates all current data systems*</li> <li>Security management software for records, reports, schedules and deployments*</li> <li>Emergency reporting tools such as E-lerts *</li> </ul>	9 to 24 months	\$\$\$
<p>(4.2) Review the possibility of including silent alarms capacity as part of the design on the type 6 LRVs</p>	0 to 9 months	\$

# 4. Infrastructure

System Infrastructure	Estimated Timeline	Estimated Timeline
(5.1) Conduct a lighting audit on platforms and transit centers	0 to 9 months	\$
(5.2) Complete a Crime Prevention Through Environmental Design (CPTED) study at three transit centers (highest crime)	0 to 9 months	\$
(5.3) Conduct stops and stations safety assessment review focusing first on communities of color followed by a review for low income service areas	0 to 9 months	\$
(5.4) Leverage the recent development of a regional pedestrian plan to partner with local and regional jurisdictions to improve infrastructure near our stops and stations with a focus on addressing ADA, security, lighting and related improvements *	9 to 24 months	\$\$\$
(5.5) Explore funding alternatives e.g. TriMet Foundation, to support infrastructure improvements*	9 to 24 months	\$
(5.6) Develop prioritized ranking system for bus stops establishing an order of upgrades focused on communities of color, & low income neighborhoods, leverage alternative funding sources	9 to 24 months	\$\$

# 5. Communication

Improve communication, accountability, and reporting mechanisms	Estimated Timeline	Estimated Cost
(6.1) Establish a new Safety & Security Advisory Committee to support the implementation of the recommendations and provide a public forum for moving forward*	0 to 9 months	\$
(6.2) Identify resources to oversee Reimagine Transit Public Safety initiatives, coordinate with social service agencies, community based organizations, and develop and evaluate performance metrics and outcomes to track progress *	0 to 9 months	\$\$
(6.3) Create and launch communication and outreach safety and security campaign*	9 to 24 months	\$\$
(6.4) Implement quarterly reporting of safety and security on the system as part of General Manager Board briefings*	0 to 9 months	\$
(6.5) Develop an annual Rider Club survey to help assess progress and stakeholder perceptions on the work as it moves forward*	0 to 9 months	\$
(6.6) Convene an annual safety and security Public Forum*	9 to 24 months	\$

# Summary

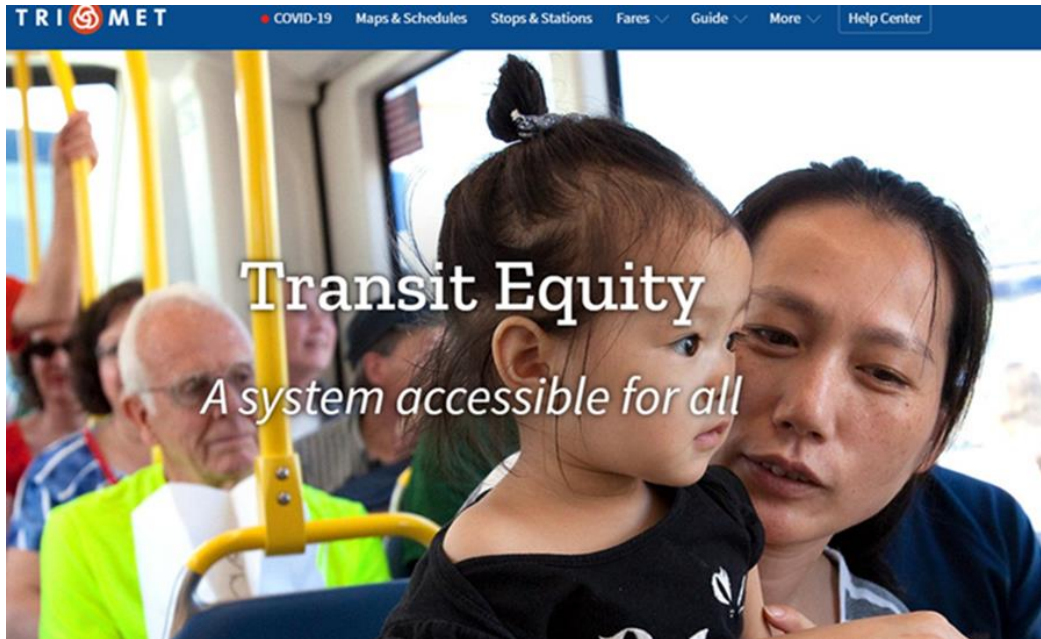
- **All Committee Recommendations will move forward**
- **In addition we have identified 22 additional steps we will be taking in support of the project**
- **Continue regional policing model with 14 current law enforcement partners**
- **Community engagement and innovation will be key elements of all the work moving forward**



# Next steps

- Currently communicating process outcomes and next steps, to all project and community stakeholders
- Stand up new ongoing committee focused on implementing the project recommendations and actions
- Continue to build out the details around strategy, implementation, & procurement plan for current fiscal year and beyond

# Questions?



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