

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, March 5, 2021
Time: 9:30 am – 11:50 am
Place: Virtual meeting – Please click the link below to join the webinar:

<https://us02web.zoom.us/j/89311439152?pwd=RGtEZkRROE54MU51T3BRam90OTZXQT09>

Passcode: 349970

Phone: 888-475-4499 (Toll Free)

9:30 am	1.	Call To Order, Introductions and Declaration Of A Quorum	Tom Kloster, Chair
9:40 am	2. *	Comments From The Chair And Committee Members <ul style="list-style-type: none">• Committee input form on Creating a Safe Space at TPAC (Chair Kloster)• Updates from committee members around the Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• Metro Civic Engagement Capacity Grants (Reed Brodersen)• Announcement: TransPort Chair & Vice Chair Elections April 14, 2021 (Caleb Winter)• Doodle poll outcomes on workshop plans (Chair Kloster)	Tom Kloster, Chair
9:55 am	3.	Public Communications On Agenda Items	
10:00 am	4. *	Consideration of TPAC Minutes, February 5, 2021 (action item)	Tom Kloster, Chair
10:05 am	5. *	Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5163 (action item, Recommendation to JPACT) Purpose: For the purpose of amending ODOT's US30 NW Saltzman Rd to NW Bridge Ave project to add approved funding increasing the project limits by 1.31 miles to be US30 NW Kittridge Ave to NW Bridge Ave to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) (MR21-08-MAR)	Ken Lobeck, Metro
10:15 am	6.	Regional Enhanced Transit Concept (ETC) Plan update (informational item)	Jamie Snook, TriMet Matt Bihn, Metro
10:45 am	7. *	2019 Regional Safety Targets Report & Safety Work Plan (informational item)	Lake McTighe, Metro
11:15 am	8. *	Unified Planning Work Program (UPWP) Review Draft 2021-22 (informational item)	John Mermin, Metro
11:45 am	9.	Committee Comments on Creating a Safe Space at TPAC (informational item)	Tom Kloster, Chair
11:50 am	10.	Adjournment	Tom Kloster, Chair

* Material will be emailed with meeting notice

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

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2021 TPAC Work Program

As of 2/26/2021

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

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

<p>March 5, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • Metro Civic Engagement Capacity Grants (Reed Brodersen) • Announcement: TransPort Chair & Vice Chair Elections April 14, 2021 (Caleb Winter) • Doodle poll outcomes on workshop plans (Chair Kloster) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-5163 Recommendation to JPACT (Lobeck, 10 min) • Regional Enhanced Transit Concept (ETC) Plan Update (Jamie Snook, TriMet/Matt Bihn, Metro; 30 min) • 2019 Regional Safety Targets Report & Safety Work Plan (Lake McTighe; 30 min) • UPWP Review Draft 2021-22 (John Mermin; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p>March TPAC workshops</p> <p>March 10: TPAC Regional Flexible Funds Allocation (RFFA) workshop, 9 am- 12 noon</p> <p>March 24: TPAC/MTAC workshop, 10 am – 12 noon Climate Action Rulemaking Workshop Panel discussion with DEQ/ DLCD/ ODOT/ Metro Bill Holmstrom, DLCD Evan Manvel, DLCD Cody Meyer, DLCD Amanda Pietz, ODOT Kevin Young, ODOT Karen Williams, DEQ Gerik Kransky, DEQ</p>
<p>April 2, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** Recommendation to JPACT (Lobeck, 15 min) • Recommendation to JPACT on 2021-22 UPWP Recommendation to JPACT (Mermin, 30 min) • Regional Emergency Transportation Routes (ETR) Update: RETR Routes & Report Recommendation to JPACT (Ellis, Metro/ Hanson, RDPO; 30 min.) • 2025-27 RFFA Strategic Direction update (Dan Kaempff, 45 min) • 2024-2027 MTIP Transit Budget Process Update (Transit Agencies, 30 minutes) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min) 	<p>April TPAC workshops</p> <p>April 8: TPAC Regional Flexible Funds Allocation (RFFA) workshop, 9 am- 12 noon</p> <p>April 21: TPAC/MTAC workshop, 10 am – 12 noon</p> <ul style="list-style-type: none"> • Regional Mobility Policy Update workshop <p>April 22: Regional Congestion Pricing Expert Review Panel 2-hours in the morning (TPAC invited, attendance optional)</p> <p>April 28: TPAC Regional Flexible Funds Allocation (RFFA) workshop, 1 – 4 pm</p>

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<p>May 7, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2025-27 RFFA Strategic Direction draft review <u>Informational</u> (Dan Kaempff, 45 min) • 2024-2027 MTIP Revenue Forecast (Ted Leybold, Grace Cho, 20 min) • 2020-21 TSMO Strategy Update Progress (Caleb Winter, 40 min) • Regional Freight Study Updates (Tim Collins; 30 min.) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min) 	<p>May TPAC workshops</p> <p>MTAC/TPAC workshop?</p> <ul style="list-style-type: none"> • Technical Analysis MTIP/RTP • SW Corridor Updates <p>Regional Transportation Safety Forum, May 26, 9:30-noon (TPAC invited, attendance optional)</p>
<p>June 4, 2021 virtual meeting</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2025-27 RFFA Strategic Direction <u>Recommendation to JPACT</u> (Kaempff, 45 min) • Status Report on Household Survey (Chris Johnson, 30 min) • Regional Congestion Pricing Study – Final Report (Elizabeth Mros-O’Hara; 20 min) • <i>Regional Mobility Policy Update (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 30 min)</i> • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min) 	<p>June TPAC workshops</p> <p>June 16: TPAC/MTAC workshop, 10 am – noon</p> <ul style="list-style-type: none"> • Best Practices and Data to Support Natural Resources Protection. <p>June or July:</p> <ul style="list-style-type: none"> • MTAC/TPAC workshop on Climate Friendly Rulemaking Part II Panel representatives with DEQ/ DLCD/ ODOT 10 am-noon

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<p><u>July 9, 2021 virtual meeting</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min) 	<p><u>August 6, 2021 virtual meeting</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)
<p><u>September 3, 2021 virtual meeting</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min) 	<p><u>October 1, 2021 virtual meeting</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • <i>Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min)</i> • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)
<p><u>November 5, 2021 virtual meeting</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Update <u>Recommendation to JPACT</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min) 	<p><u>December 3, 2021 virtual meeting</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC, (chat) (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2023 Regional Transportation Plan Update Scoping (Kim Ellis, 30-45 min.) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)

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<u>Additional TPAC/MTAC workshops</u>	
<p>August 18:</p> <ul style="list-style-type: none"> TPAC/MTAC workshop, 10 am – noon Regional Freight Delay and Commodities Movement Study Policy Framework - And - Regional Mobility Policy Update <p>October 20:</p> <ul style="list-style-type: none"> Scoping Kick-off for 2023 Regional Transportation Plan Update <p>December 15:</p>	

Parking Lot: Future Topics/Periodic Updates

- TV Highway Corridor Study (Mros-O’Hara)
- Hwy 26/Westside Transportation Study (Bihn/ODOT)
- Implement Local Climate Plans & Climate Smart Strategy Updates
- I-5 Bridge Replacement Project Update, fall/winter
- I-205 Project Update
- Metro Legislative Updates (Randy Tucker, late spring/early summer)
- Update on SW Corridor Transit
- Active Transportation Return on Investment Study (Mermin)
- Rose Quarter update, fall/winter
- Columbia Connects Project
- 2020 Census
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- Update on US Congress INVEST in America Act and HEROS Act (informational)
- Burnside Bridge Earthquake Ready Project Update (Megan Neill, Mult. Co)
- RTO Updates (Dan Kaempff)
- Safe Routes to School Updates (Noel Mickelberry)
- 2021 PILOT Grants Update (Eliot Rose)
- Telework affects post COVID on transportation (TriMet/Eliot Rose)
- Federal Transportation Infrastructure Funding (Tyler Frisbee, fall 2021)

Agenda and schedule information E-mail: marie.miller@oregonmetro.gov

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



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: February 24, 2021
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments

BACKGROUND:

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

Formal Amendments Approval Process:

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

Administrative Modifications Approval Process:

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

SUMMARY OF SUBMITTED FORMAL AMENDMENTS – February 2021
Within Resolution 20-5159

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

Amendment status:

- TPAC approval occurred on February 5, 2021
- JPACT approval occurred on February 18, 2021
- Council approval is scheduled for March 4, 2021.

MTIP ADMINISTRATIVE MODIFICATIONS
Submitted from the end of January to late February, 2021

- January 2021 Admin Modification, Bundle #3, AB21-08-JAN3: 4 projects
- February 2021 Admin Mod Bundle #1, AB21-09-FEB1: 6 projects

Proposed January 2021 Administrative Modification Bundle #3 Modification Number: AB21-08-JAN3 Total Number of Projects: 4				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 20374	Beaverton	West Systemic Signals and illumination (Beaverton)	Improvements at various intersections in the City of Beaverton including signals, lighting, signing and curb ramp upgrades to improve safety.	FUND PHASE SHIFT: Shift a portion of Construction phase funding to ROW. Project name clarification included as well.
Project #2 Key 20451	ODOT	OR8 at River Rd	On OR8 at River Rd from MP 11.17 to MP 11.75 ; Construct full signal upgrade with illumination and ADA improvements at the SW and SE corner & signal modification at the NW and NE corner at the intersection of OR8 and River Rd in the City of Hillsboro.	SCOPE ADJUSTMENT: The admin mod cancels the Other phase due to an adjustment in the project scope. This results in a \$314k cost reduction to the project. The scope adjustment is considered minor.
Project #3 Key 20435	ODOT	OR99W: I-5 - McDonald St	Repave roadway; upgrade ADA ramps to current standards; improve access management; include pedestrian improvements, and address drainage as needed. Includes full signal upgrade at Johnson/Main.	FUND PHASE SHIFT: \$1,338,964 of Construction phase funding is shifted to PE to address a PE phase funding need. An updated Construction phase cost estimate indicates backfill is not required.
Project #4 Key 21496	Portland	NE Airport Way Arterial Corridor Management	ATCMTD child project to deploy ITS infrastructure along Airport Way from 82nd Ave to Riverside Parkway including install message signs , updating signal collectors, CCTV cameras, fiber communication, etc.	SCOPE ADJUSTMENT: Reduce scope by dropping the "Install Change Message Signs" from the project scope. No change in project cost.

Proposed February 2021 Administrative Modification Bundle #1 Modification Number: AB21-09-FEB1 Total Number of Projects: 6				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 21219	ODOT	I-5 Over NE Hassalo St and NE Holiday St (BR#08583)	On I-5 over NE Hassalo St and SE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5,000,000 Original Award)	SLIP CONSTRUCTION PHASE: Reprogram the Construction phase from FY 2022 to FY 2024. No change in scope or cost. Construction is positioned to be assimilated into the Rose Quarter project

Project #2 Key 22137	Multnomah County	Sandy Blvd: Gresham to 230th Ave	Complete project development activities including design and engineering to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements to close an east-west gap in the regional active transportation network	PHASE SLIP: Reprogram Planning phase from FY 2022 to FY 2023. Lead agency request a 1-year delay to begin project development activities
Project #3 Key 21593	Portland Metro	Transportation Demand Management (Portland)	Through the Metro RTO program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options (2019-21 RFFA Award) Keys 20812/20813/20814.	LEAD AGENCY CHANGE: The admin mod changes the lead agency from Portland to Metro. This will allow Metro the ability to manage the funding similar to the Regional Travel Options (RTO) and issue the funding
Project #4 Key 21407	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	Complete sidewalk projects at multiple locations near and around OR99W (SW Barbur Blvd) install flashing lights at the intersection of SW 40th Ave and SW Huber St to create a safer environment for pedestrians along this section of transportation corridor.	FUND PHASE SHIFT: ROW and UR phase funding is being shifted to PE to support PE ROW and UR have been determined not required as part of the project and are canceled as part of this admin mod.
Project #5 Key 20488	Tigard	North Dakota Street: Fanno Creek Bridge	Construct a new single span bridge on the same alignment. Raise the vertical grade line to improve site distance approaching the railroad crossing.	COST INCREASE: The admin mod adds \$532,000 to the PE phase to address added phase consultant costs not previously identified. Total project cost increase is 11%.
Project #6 Key 20329	West Linn	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd.	PHASE SLIP: Slip Utility Relocation/Other phase from FY 2021 to FY 2022. Utilities will be obligated close to bid let, so shifting the UR obligation year to match the CN obligation year

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 25, 2021
 To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties
 From: Lake McTighe, Regional Planner
 Subject: Monthly fatal crash update

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

Fatal crash information is from the Preliminary Fatal Crash report from the Oregon Department of Transportation's (ODOT) Transportation Data Section/Crash Analysis and Reporting Unit. There are typically several contributing factors to serious crashes. Alcohol and drugs, speed, failure to yield the right-of-way, and aggressive driving are some of the most common causes. Road design and vehicle size can contribute to the severity of the crash.

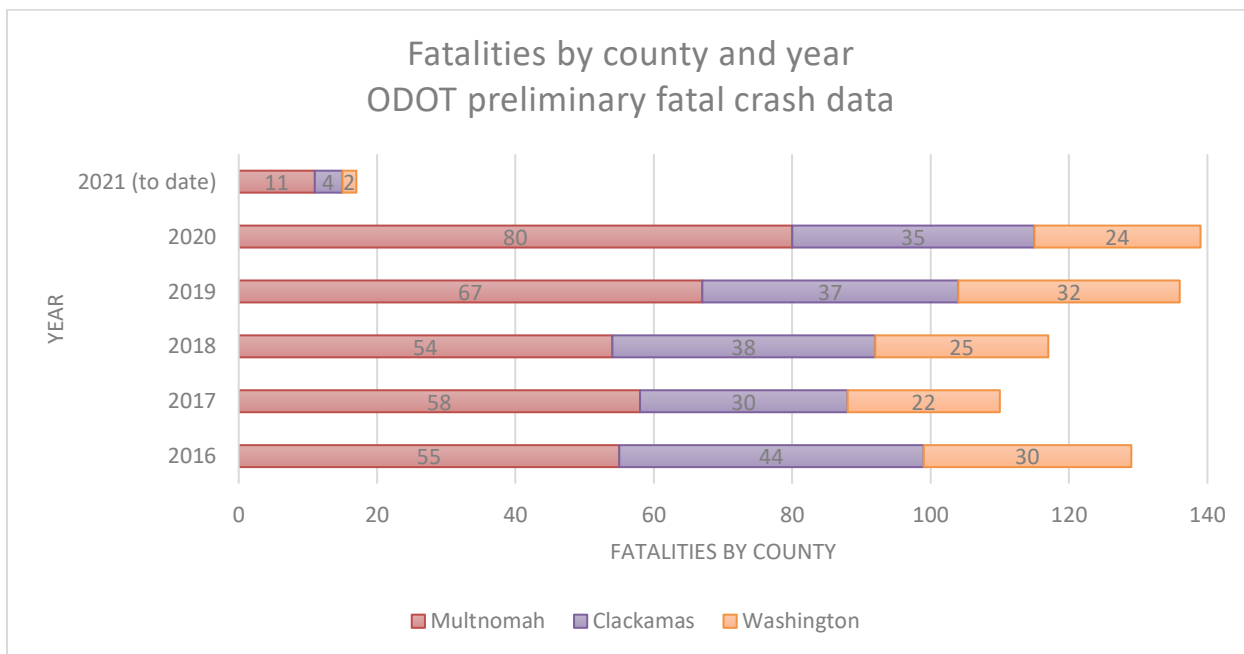
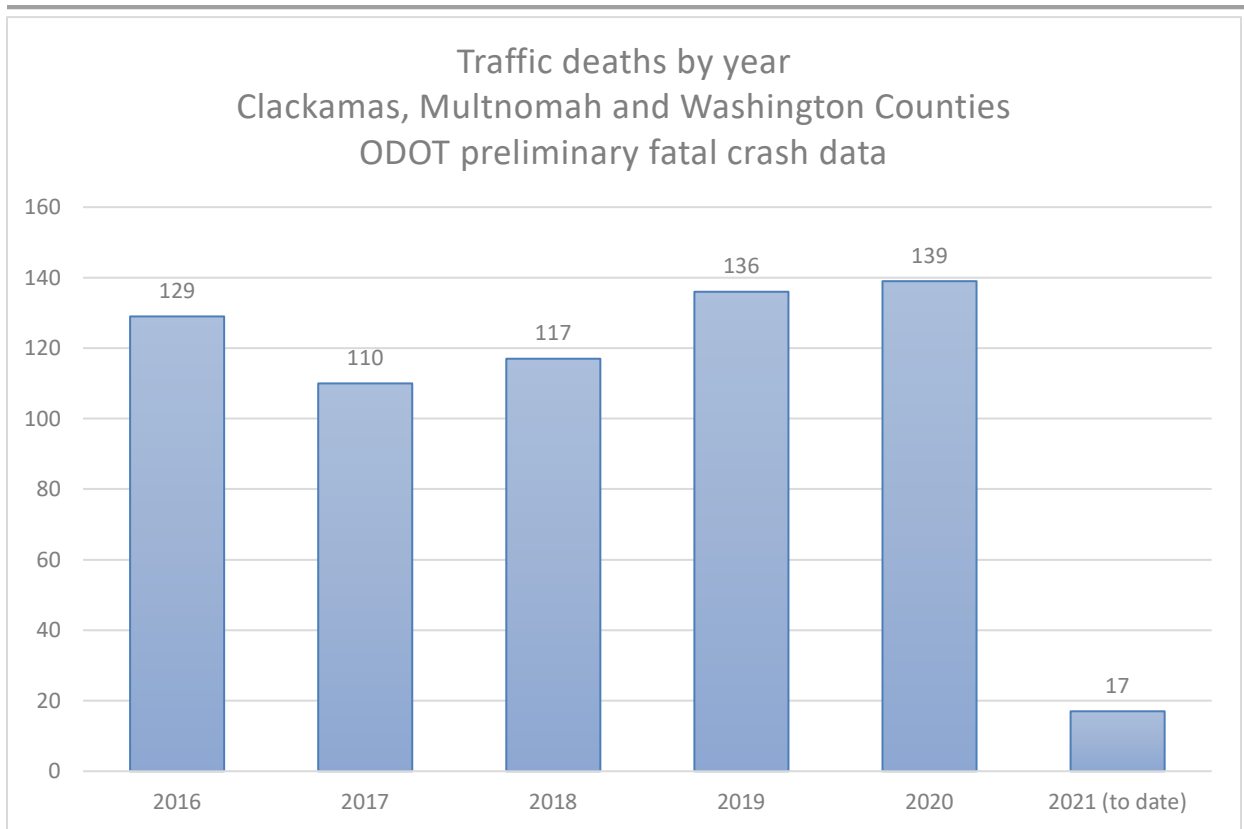
Traffic crash victims in Clackamas, Multnomah and Washington Counties as of 2/16/21

Date 2021	Fatalities	Name(s), age	Travel mode	Street	County	Potential circumstances
2/14	1	Antonio Lopez-Amaro, 57	driving	1-205 Bridge		
2/7	1	Kenna Danielle Butchek, 35	driving	N Columbia/Fiske	Multnomah	
2/7	1	Douglas Rosling II, 40	driving	Yeon/ Nikolai	Multnomah	
2/6	1	Joshua Stanley, 34	walking	SE Mcloughlin/SE Franklin	Multnomah	
2/6	1	Karen McClure, 60	walking	SE Stark/SE 136th	Multnomah	
2/3	1	Jerry Ray Jeffries, 73	driving	Hwy 37 Wilson River	Washington	
1/29	1	Grant Fisher, 23	driving	Hwy 26/ Stone Road	Clackamas	DUII, speed
1/28	1	Charles Patton, 43	driving	N Columbia Blvd/N Vancouver	Multnomah	
1/28	1	Gabriel Castro, 29	driving	Tualatin Valley Highway	Washington	
1/25	1	Veronica Lynn, 52	driving	S Springwater Rd.	Clackamas	
1/25	1	Jean Gerich, 77	walking	SE Stark Street 33rd-13th	Multnomah	homicide
1/24	1	Eddie Larson, 48	driving	N Marine Drive	Multnomah	
1/13	1	Brenda Stader, 50	walking	Hwy 26 near Sandy	Clackamas	safety work zone
1/9	1	Elina Marie Inget, 66	driving	OR 213, near Mulino	Clackamas	icy conditions
1/9	1	unknown	walking	N Denver Ave/N Columbia	Multnomah	hit and run
1/8	1	unknown, 73	driving	SE Powell/SE 24th	Multnomah	possible medical event
1/1	1	Daniel Martinez, 19	driving	SE Division/SE 112th Ave	Multnomah	speed
2021 total	17					

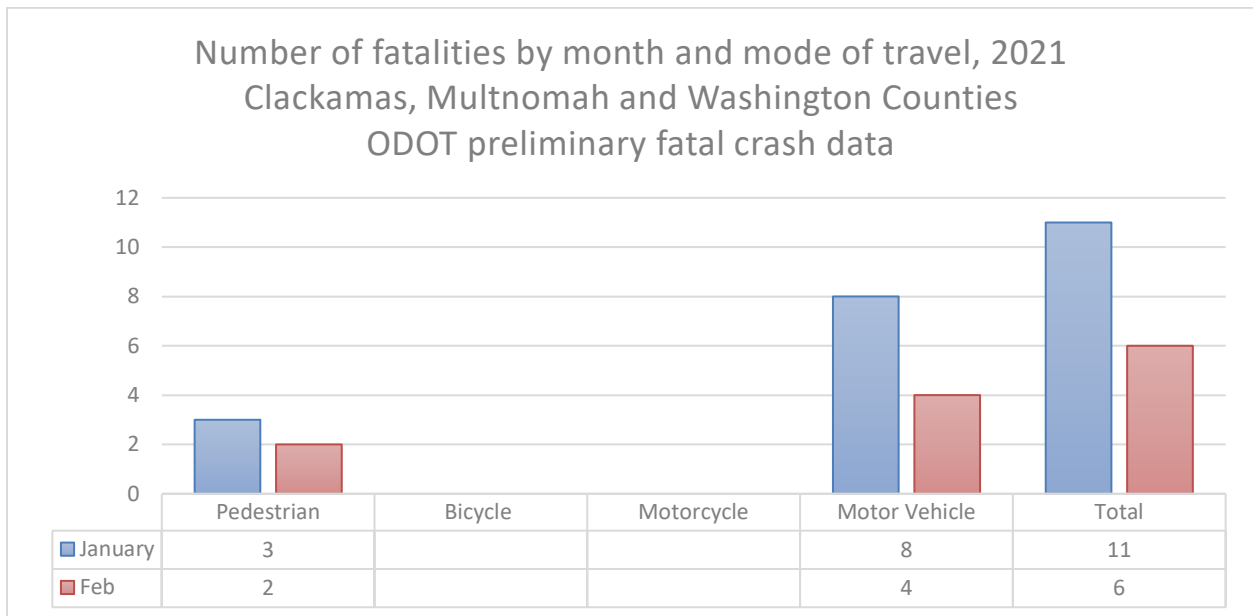
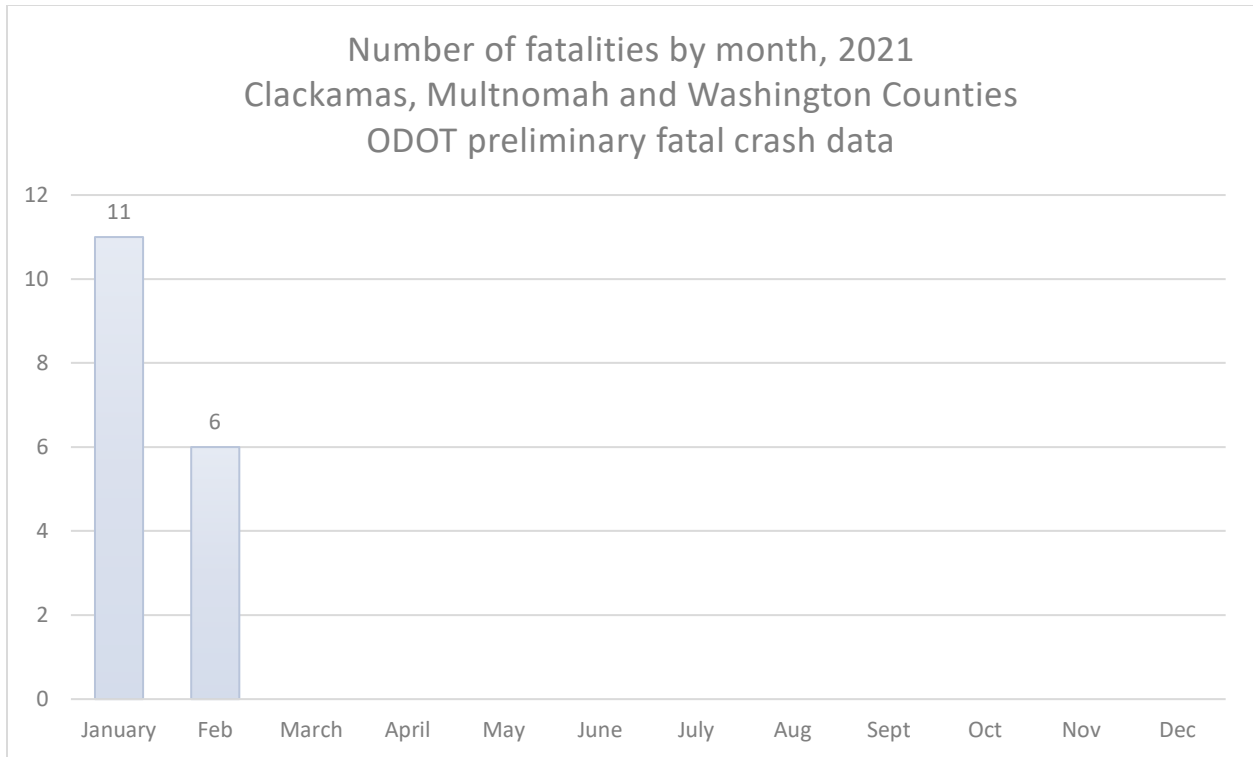
ODOT Preliminary fatal crash data; information is preliminary and subject to change

2021 preliminary fatalities

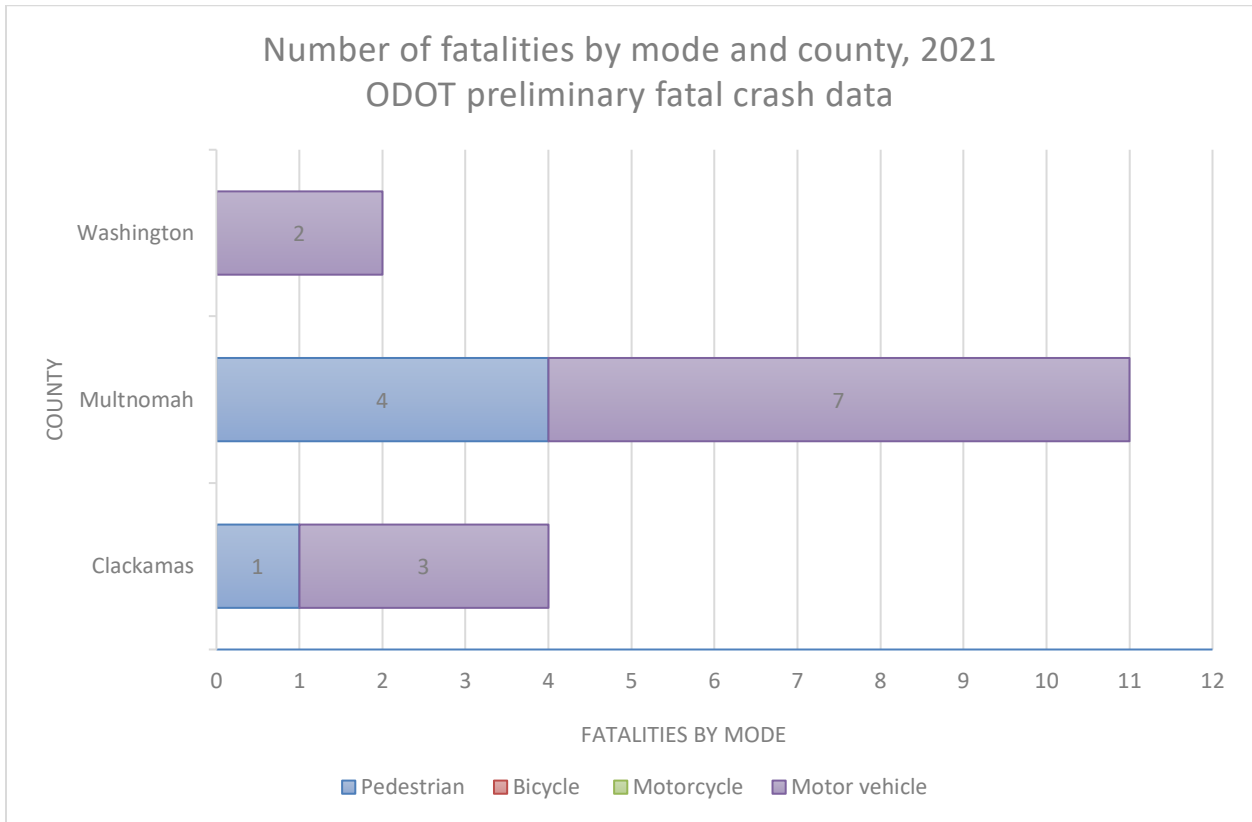
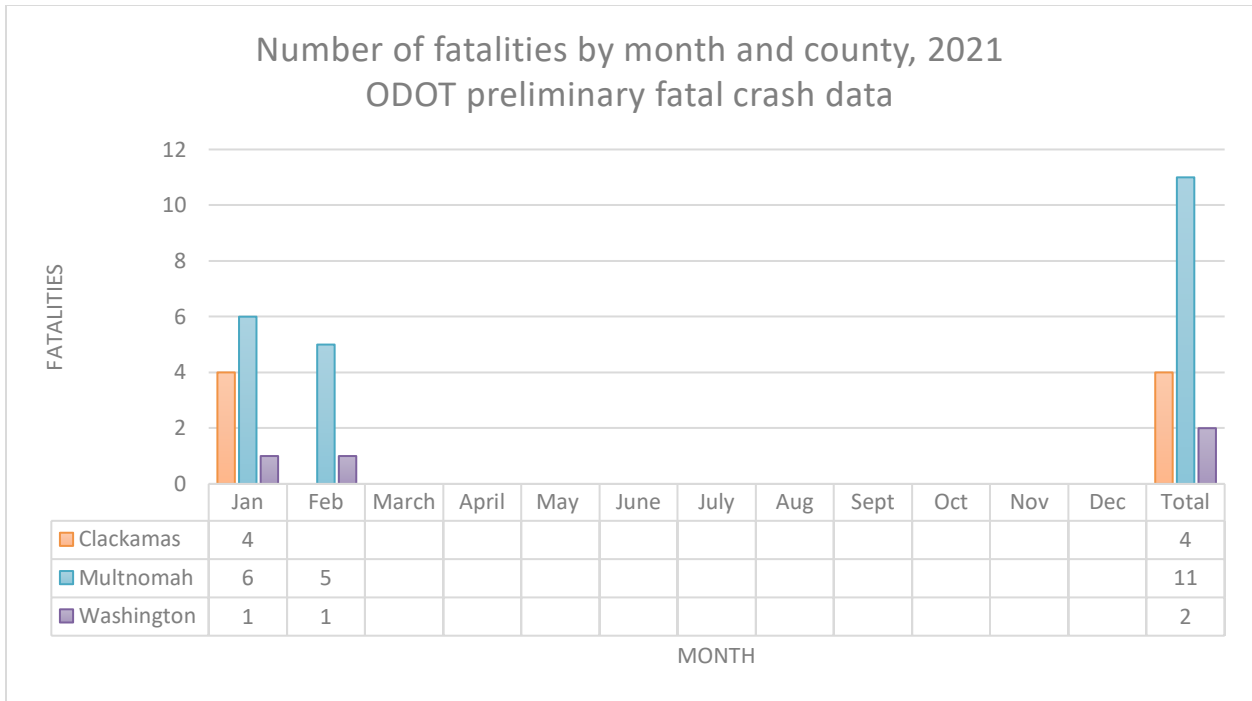
all data ODOT preliminary fatal crash data as of 2/16/21



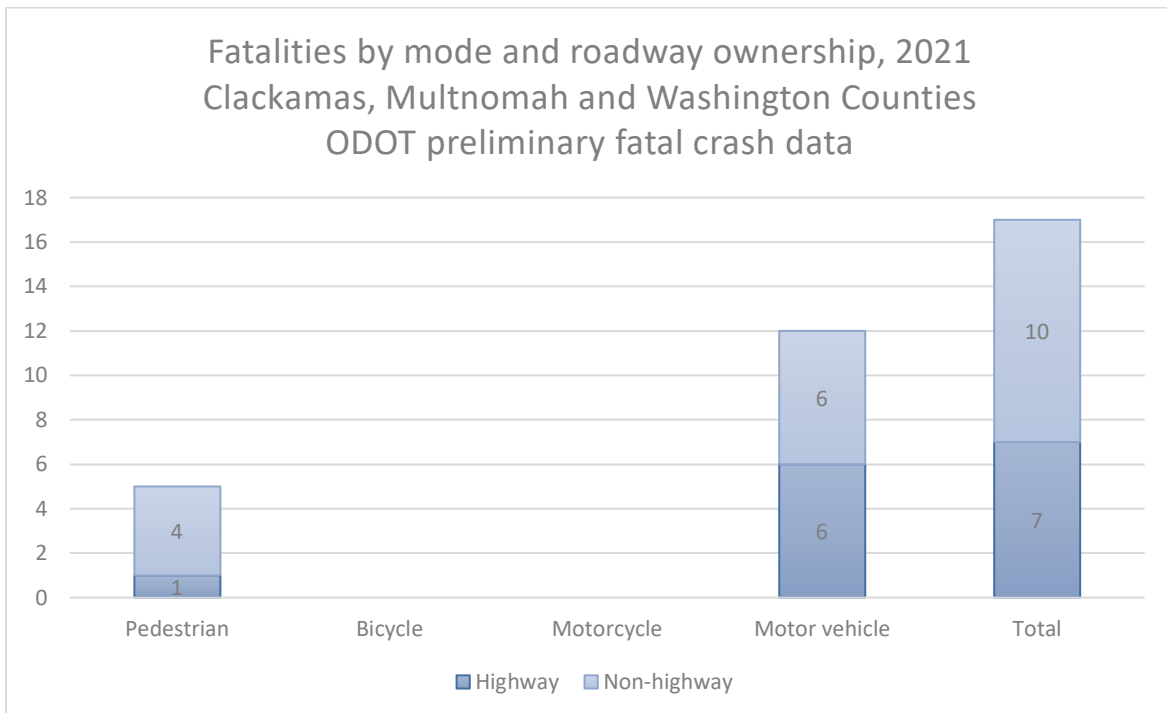
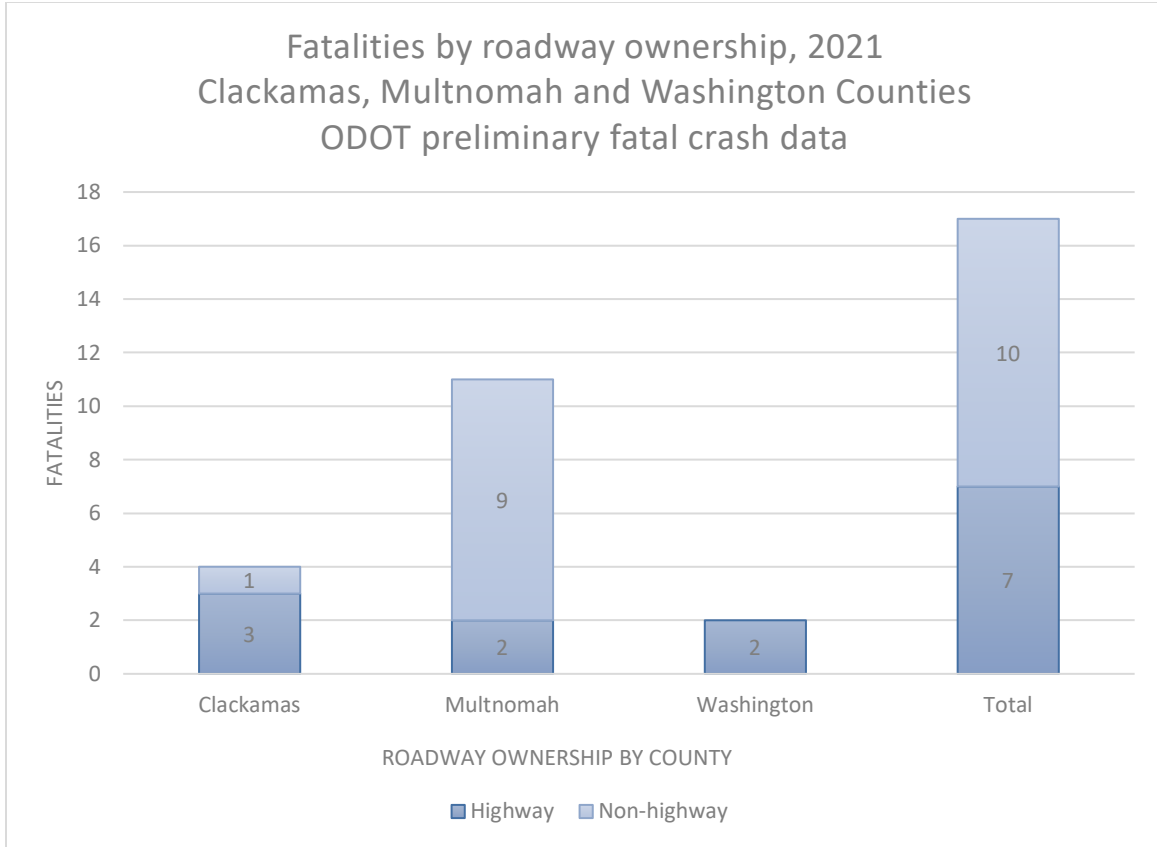
TPAC-MTAC monthly fatal crash update



TPAC-MTAC monthly fatal crash update



TPAC-MTAC monthly fatal crash update



Metro Civic Engagement Capacity Building Grants

Program summary

Program vision

Metro's *Strategic Plan to Advance Racial Equity, Diversity and Inclusion* envisions a region where Black, Indigenous and other communities of color shape the many decisions that impact their lives. As Metro's work to advance racial equity and livability continues to expand, this vision is more critical than ever. However, culturally-specific Community Based Organizations (CBOs), who have long played a critical role in making Metro's processes more inclusive and its decisions more equitable, are finding themselves at or beyond capacity. This program will help them scale their civic engagement efforts so they can support new generations of civic leaders, deepen civic participation in every corner of the region, and shape decisions towards more equitable outcomes.

About the Civic engagement grant program

The Civic Engagement Capacity Building grant program will fund community-based organizations working to increase civic engagement and community participation within greater Portland's Black, Indigenous and communities of color. The multi-year grant program's objectives are to:

- Help grantee organizations build capacity and scale their civic engagement efforts;
- Strategically invest in communities facing high barriers to civic participation, particularly in underserved areas of Clackamas, Washington and East Multnomah counties;
- Support equitable decision-making across the garbage and recycling system and Metro's other programmatic areas;
- Build long-term, trusted relationships with community-based organizations and the Black, Indigenous and other communities of color they serve;
- Bring more BIPOC leaders into Metro decision-making processes and committees.

Program details

- The program has a total annual budget of \$400,000.
- Five grantees will each receive approximately \$80,000 annually for three years.
- The selection will be made by an Advisory body made up of Metro and Council staff and community representatives.
- A focus will be on organizations building capacity in underserved areas (East Multnomah, Clackamas and Washington counties) and in BIPOC communities who have historically experienced barriers to civic engagement.

Important Dates

- February 16, 2021: Letters of interest open
- March 4, 2021 11:00a.m. – 12:00p.m.:
Information session #1
- March 9, 2021 6:00p.m. – 7:00p.m.:
Information session #2
- March 31, 2021: Letters of interest due
- April 9, 2021: Finalists announced
- May 7, 2021: Applications from finalists due
- May 21, 2021: Grantees notified

Examples of eligible uses for grant funds include, but are not limited to:

- hiring or retaining staff responsible for civic or community engagement;
- training or professional development for staff or community members;
- leadership development programming;
- recruiting and preparing members for participation in Metro processes;
- supporting general operations to advance an organization's civic engagement capabilities.

How to apply

Grants will be awarded using a two-step application process. Any eligible organization may apply by submitting a letter of interest, using the instructions provided on the [grant webpage](#), by March 31, 2021 at 11:59p.m.

Program Contact

Reed Brodersen, Equity Analyst, Diversity, Equity and Inclusion
(503) 797-1910

Reed.brodersen@oregonmetro.gov

Who should apply?

Community-based organizations who primarily work with, advocate for and/or provide services to Black, Indigenous and other communities of color are eligible to apply. Applicants should have experience with civic or community engagement, leadership development or community organizing and advocacy.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, Feb. 25, 2021
To: TPAC and Interested Parties
From: Caleb Winter, Senior Transportation Planner
Subject: TransPort Chair and Vice Chair Elections April 14, 2021

The purpose of this memo is to communicate that the Subcommittee of TPAC, TransPort, will elect a Chair and Vice Chair per TPAC-approved Bylaws.

TransPort is the subcommittee working on regional coordination for Transportation System Management and Operations (TSMO) which includes Intelligent Transportation Systems, Incident Response and related strategies.

TransPort Bylaws (link below) include specific qualifications for Chair and Vice Chair.

Chair qualifications

- Employed by one of the three regional-serving public agencies: Metro, Oregon Department of Transportation Region 1 or TriMet.
- Professional Engineer or Professional Traffic Operations Engineer
- Budget authority within their own agency
- Nominated by anyone and subsequently elected by a vote of TransPort Members

Vice-Chair qualifications

- Employed by a public agency serving the metro region...
- Nominated by anyone and subsequently elected by a vote of TransPort Members

There are no term limits for either role. TransPort's current Chair is Kate Freitag, Traffic Engineer and ITS Lead for ODOT Region 1. She has served for the last three years working closely with the TransPort Vice Chair, Metro and partners and has presented updates several times to TPAC. TransPort's current Vice Chair is A.J. O'Connor, Director Intelligent Transportation Systems at TriMet. He has also served the last three years, working closely with Kate, Metro and partners.

Upcoming work for TransPort includes input to the 2021 TSMO Strategy update, utilizing the Strategy for a TSMO project solicitation, providing technical input to the Regional Mobility Policy Update, implementation of new traffic signal systems including Next Generation Transit Signal Priority, technologies useful to safer crossings at intersections and more.

Please direct any questions or nominations to me, Metro staff to TransPort, caleb.winter@oregonmetro.gov and TPAC Chair, Tom Kloster Tom.Kloster@oregonmetro.gov.

cc: Kate Freitag, Traffic Engineer and ITS Lead, ODOT Region 1
A.J. O'Connor, Director Intelligent Transportation Systems, TriMet

Link to TransPort page with Bylaws: <https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/transportation-policy-alternatives-committee/transpo-0>



Meeting minutes

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

Date/time: Friday, February 5, 2021 | 9:30 a.m. to 12:00 noon

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

Members Attending

Tom, Kloster, Chair
Karen Buehrig
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Katherine Kelly
Don Odermott
Jeff Owen
Chris Ford
Karen Williams
Laurie Lebowsky
Jessica Stetson
Idris Ibrahim
Wilson Munoz
Yousif Ibrahim

Affiliate

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

Alternates Attending

Jamie Stasny
Allison Boyd
Jay Higgins
Julia Hajduk
Jon Makler
Glen Bolen
Gerik Kransky

Affiliate

Clackamas County
Multnomah County
City of Gresham and Cities of Multnomah County
City of Sherwood and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Transportation
Oregon Department of Environmental Quality

Members Excused

Jessica Berry
Lewis Lem
Donovan Smith
Gladys Alvarado
Taren Evans
Rachael Tupica
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

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

Guests Attending

Will Farley
Jean Senechal Biggs
Kari Schlosshauer
Travis Brouwer
Jim Sjulín
Heather Willis
Michael Holthoff

Affiliate

City of Lake Oswego
City of Beaverton
Safe Routes to Schools
Oregon Department of Transportation

Metro Staff Attending

Ken Lobeck, Funding Programs Lead	Dan Kaempff, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Caleb Winter, Senior Transportation Planner
Eliot Rose, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Ted Leybold, Resource Manager	Chris Johnson, Research Manager
Robert Spurlock, Senior Planner	Matthew Hampton, Senior Transportation Planner
Noel Mickelberry, Associate Planner	Lakeyscia Griffin, Communications Associate
Summer Blackhorse, Program Assistant	Marie Miller, TPAC Recorder

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

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

2. **Comments From the Chair and Committee Members**

- **Committee input form on creating a Safe Space at TPAC** (Chairman Kloster) The link to adding comments and input for creating a safe space at TPAC was noted in the chat area of the meeting, which members are welcome to use at any time during the meeting. Comments will be collected and shared at the end of the meeting.
- **Updates from committee members and around the Region** (Chairman Kloster and all)
Chairman Kloster called attention to a link in chat regarding February as Black History Month. Other committee members added links. Metro is reviewing work space and meeting area protocols for when Metro Regional Center is planning to reopen, possibly June or July 2021. Hybrid schedules/meeting spaces might be possible. The Council Chamber where TPAC and other Metro Council groups have met in the past will need further planning.

Jeff Owen noted a few layoffs at TriMet recently. TriMet is celebrating Black History Month with a Rosa Park event on her birthday, Feb. 4, with no fares on this date planned every year going forward. A virtual open house is planned Feb. 10 regarding service adjustments on bus lines. The search for a new General Manager at TriMet continues.

Don Odermott noted the difficulty businesses have getting to Metro for meetings to participate with transportation planning. The option of offering hybrid and virtual meetings continue in encouraging news.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Mr. Lobeck noted the monthly submitted MTIP formal amendment and

administrative modification project lists during January 2021 timeframe. The summary of submitted formal amendments and administrative modifications with projects are listed in the packet memo. Mr. Odermott asked if including the cost increases that highlight where the additional revenues are coming from on projects could be included moving forward. Mr. Lobeck will research those to add to the memo.

- **Fatal crashes update** (Lake McTighe) Ms. McTighe provided an update on preliminary data as of Jan. 28 with fatal crashes within the 3-counties. It was noted the memo in the packet provides more visual information by modes of travel and month during 2020. A performance report will be released the end of February on Vision Zero Targets. The annual safety work plan is being developed with a workshop expected this spring, possibly in May.

Comments from the committee:

- Jon Makler noted in the chat area of a crash in Keizer that killed a Cherriots bus driver and driver of the vehicle causing this crash just recently.
 - Chris Deffebach asked if it were possible to have a breakout by County and local roads in this report. Ms. McTighe will add this information for fatalities location.
 - Katherine Kelly appreciated the extra detail work on the fatality reports. There was an additional fatality Jan. 29 in Gresham on Stone Road involving a transportation operations staff member killed by a drunk driver. The need to address safety in this location is still needed.
 - Don Odermott noted an additional fatality on TV Highway where a pedestrian crossing outside of a crosswalk was not seen by the driver. Enhanced lighting is advocated in such areas.
 - Jeff Owen asked what the purpose of the Safety Workshop in May would include. Ms. McTighe noted it would include racial equity elements, safety strategies and input from a broad range of regional participants. More information will be provided at the March TPAC meeting.
- **Upcoming TPAC meetings/workshops reminders**
Chairman Kloster noted upcoming meetings/workshop during February:
MTAC/TPAC workshop Feb. 17, Regional Emergency Transportation Routes Update, 10 am-noon
Unified Planning Work Program (UPWP) Annual Review Feb. 18, 1-4 pm
TPAC workshop Feb. 25, Regional Congestion Pricing Study, 9 – 11:30 am

3. Public Communications on Agenda Items (none)

4. Consideration of TPAC Minutes from January 8, 2021

With no corrections or additions to the minutes:

MOTION: To approve minutes from January 8, 2021 as written.

Moved: Don Odermott

Seconded: Jeff Owen

ACTION: Motion passed unanimously.

- ### 5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5159 (Ken Lobeck)
- Mr. Lobeck provided information on the February 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5159 and being processed under MTIP Amendment FB21-07-FEB. Both projects are being programmed for construction phases into 2026.

Project Name

Tualatin Beaverton Creek Trail: Westside Trail – SW Hocken Ave

Project Description

Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings.

Description of Changes

SCHEDULE CHANGE

The PE phase adjustment to FY 2022 is re-affirmed and the construction phase is reprogrammed to FY 2026 to allow time to resolve various delivery issue.

Project Name

Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd

Project Description

Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area.

Description of Changes

SCHEDULE CHANGE

The ROW phase is reprogrammed to FY 2023 with the Construction phase pushed-out to FY 2026.

Comments from the committee:

- Jean Senechal Biggs asked if the lead agency on the Beaverton Creek Trail project was correctly stated as Tualatin. Mr. Lobeck stated this was actually Tualatin Hills Parks and Recreation District and will correct the table.

MOTION: To provide JPACT an approval recommendation of Resolution 21-5159 consisting of two projects in the February 2021 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Moved: Chris Deffebach

Seconded: Jessica Stetson

ACTION: Motion passed unanimously.

- 2024-2027 Metropolitan Transportation Improvement Program (MTIP) – Update on Oregon Department of Transportation (ODOT) administered funding for fiscal years 2025-2027** (Chris Ford/Jon Makler/Travis Brouwer, ODOT) Travis Brouwer with the Oregon Department of Transportation (ODOT) reported on its process in July 2020 to allocate estimated revenues available for fiscal years 2025 through 2027 to different ODOT programs. After public engagement and analysis of funding scenarios, the Oregon Transportation Commission (OTC) approved funding allocation for the 2024-2027 Statewide Transportation Improvement Program.

Funding categories and amounts were described:

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

Following the funding allocation decisions made by OTC, the next steps in the STIP development are selection of projects (2021-2022) and public review and approval (2023).

Comments from the committee:

- Karen Buehrig how the increase with elderly and disabled transit programs would be allocated. Mr. Brouwer noted this was a combination of state dollars in special funds and Federal dollars supplementing. Better answers could come from public transit. Asked if the Bike/Ped strategic program funding was an application process, Mr. Brouwer noted these funds were largely targeted for state highway projects, not local governments.
- Karen Williams asked if the \$7.5 million allocations for transportation option programs was typical. Mr. Brouwer noted this was nearly double what it has been in the past. When asked how the allocation is typically provided and to whom, Mr. Brouwer reported most went to organizations in transportation options programs. Karen Criswell, ODOT program administrator will be connecting with members on these questions.
- Eric Hesse asked how other investments might be directed towards safety on urban arterials. Mr. Brouwer noted that typically urban arterials get funded from a variety of sources. This makes it difficult to piece all funding to achieve successful outcomes with program intents. As the project selections are made these discussions will be happening and developed for leveraging funding.
- Chris Deffebach noted that allocation of funds have been used as leverage in the past which might not have provided the highest priority for projects. It was suggested we have a corridor approach rather than add-ons. Mr. Brouwer noted the additional funds to elderly and disabled programs does not replace the cigarette tax/general funds but come out of STIF funds. Additional federal funds are being allocated in a different way. Leveraging funds are allowed but not required with these allocations. The OTC is taking a strategic approach with funding investments.
- Ted Leybold complimented ODOT and OTC on the process work with the program. Noting the pavement condition slide shown with impacts on shortfall to the transportation system, are there similar slides or information that show impacts on policy objectives such as greenhouse emissions and safety issues? Mr. Brouwer noted the challenges of not having enough funds for programs that show acceleration with improvements, but not even close to needs. Certain programs such as climate have requirements that limit funding, limiting program goals.
- Chairman Kloster asked what role TPAC and JPACT have in the process with these programs. Mr. Brouwer noted committee engagement will be included in opportunities on program development through project selection and scoping processes.
- Jon Makler noted that some key goals next for TPAC is knowing that some competitive applications for funding based on OTC decisions will occur soon. The information on eligibility, rules and timelines will be provided. Mr. Makler described the scoping process that was compressed last cycle will now be stretched out over this year, starting in March. ODOT will be reaching out to jurisdictions informing them which projects are planned and asking for input. ODOT is also asking for time with County TAC meetings as they incorporate designs with their Blueprint for Urban Design (BUD). The link for this was shared in the chat area: https://www.oregon.gov/odot/Engineering/Documents_RoadwayEng/Blueprint-for-Urban-Design_v1.pdf Input on current context with the area future urban context is beneficial.
- Jeff Owen asked if this BUD document was the guiding document for funding to implement projects. Mr. Makler noted the BUD was a type of amendment to the ODOT manual that can help plan funds for projects with existing requirements under certain contexts. The BUD allows

projects to use state highway standards, but if projects planned go through urban areas they can incorporate urban design as well.

- Grace Cho noted that other key partners, namely transit agencies, should be involved with the development of strategic planning of urban designs as are the County coordinating committees. Mr. Makler concurred that all stakeholder engagement input will be welcome and encouraged.

7. Regional Flexible Funds Allocation (RFFA) Strategic Direction process update (Dan Kaempff) An overview of the Regional Flexible Funds Allocation (RFFA) project was presented. Staff seeks input on a work program outline and schedule of activities required to carry out the 2025-2027 Regional Flexible Funds Allocation (RFFA), and direction on how to proceed with various policy questions and issues related to allocation of these federal funds.

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

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

1. Program Direction development (January-July 2021) – This phase results in the JPACT approved and Council-adopted priorities and program direction for how the regional funding is to be spent to carry out policy objectives of the 2018 RTP. This phase assumes engagement activities with Metro Council to discuss their priorities and holding a series of workshops to gather input from stakeholders in addition to discussions with TPAC and JPACT. These workshops are to be held in the March-May 2021 timeframe.
2. Call for projects (November 2021-February 2022) – The Step 2 project call is scheduled to open in November 2021, with approximately four months allotted for applicants to prepare and submit their project proposals. A workshop to answer questions and provide further details on the RFFA process will be held early in the project call.
3. Step 2 Project selection (March-October 2022) – Once the application window is closed, work begins to evaluate and gather input on the submitted projects. There are four sources of input used to guide the project selection process:
 - a. Technical Evaluation
 - b. Risk Assessment
 - c. Public comment
 - d. Identification of Priorities

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

MTIP adoption (November 2022-May 2023) – upon completion of the RFFA process, final work commences on conducting the required analysis and documentation for adding the selected RFFA

projects to the MTIP. It is critical that the RFFA process be completed by November 2022 to stay on the MTIP development schedule. The MTIP is scheduled to be adopted in May 2023 for inclusion in the STIP.

TPAC and stakeholder workshops begin March 10 with subsequent workshop April 8 and 28. The purpose of the workshops are for deeper discussion that allowed at regular TPAC meetings, allow for funding concepts to be introduced, and opportunities for non-TPAC members to add input. Meeting notices for these workshops will posted soon.

Comments from the committee:

- Katherine Kelly asked how conversations on policy development between Metro Council, TPAC and the public be synergized, referring to that shown on slide 13. Mr. Kaempff noted that each Metro Council has provided a memo with their approved policy direction, expecting the same memo or report provided this year. It was noted that in the past Coordinating Committees were given the opportunity to provide input on priorities of projects. Is this still the intent? Mr. Kaempff confirmed that the CCCs will have this opportunity for input.

Discussion was held on Step 1 percentage of funding with those not part of the participation. Mr. Leybold noted the regional agreements on the funding levels, while different elements occur in Step 1, they assume consensus with the same levels of funding in the planning year. More on this can be included in discussions moving forward.

It was asked how we might address new federal funding if they come forward as proposed in the new administration. Would they be considered in this cycle of RFFA? Mr. Leybold noted Metro would be responsive to these opportunities, but more would need to be known regarding the RFFA fit with rules and timelines.

- Eric Hesse noted this being the reauthorization year for Federal programs, and keeping in mind what some expectations with additional funds for existing programs with possible new programs could be developed, with flexibility across programs. Regarding the upcoming workshops, reaching outside TPAC and community members, it was suggested we build on relationships made through efforts on the regional transportation investment measure. Mr. Kaempff noted efforts have just begun on developing communications and outreach plans, and Metro will continue to involve these voices.
- Karen Buehrig suggested having the approach planned with the workshops with the information sent out. In the first workshop or appropriate time, a deeper overview of Step 1 may be needed. While RFFA covers both steps it was advised to start with Step 1. The funding forecasts and how they align with strategic plans and programs involving Step 1 & 2 should be included in these discussions. It was noted to align these plans with the new STIP forecasts.
- Chris Deffebach noted that with new JPACT members, it would be helpful to provide detailed information on the overall RFFA process and how funding of MPO and other flexible funds are defined. Describing how the steps were created with intent and any changes to them is also suggested. Regarding workshops a structured agenda known beforehand would be appreciated. It was noted that input from the Get Moving measure be included that was reflective of the broad interest in transportation projects in the region. It was noted the definitions provided of equity, safety, congestion and climate were credited from the RTP.
- Jeff Owen asked if there would be a “save the date” on these workshops. The workshops are noted in the work programs and advance notice will be sent to the committee. It was asked if

there was a financial estimate with RFFA this cycle. Mr. Leybold noted the forecast is always changing. The preliminary forecast will be based on the same authorization bill as the last cycle, roughly \$144 million over the 3-year period. When forecast changes are made these allocation funding forecasts will be updated. This information will be part of the workshop discussion. It was noted of the balance between the wider audiences at the workshops while still evaluating the details pertinent to RFFA programs. Additional comments from the chat area included having break outs during workshops, and at least 2-hour sessions.

8. TPAC work program survey update (Chairman Kloster) Chairman Kloster provided TPAC work program feedback from members on the recent survey. Among the comments were:

- More time needed for deeper discussions, condensing the agenda and shorter presentations
- More engagement from community members
- More schedule certainty for special workshops

Planned next steps include:

- Monthly TPAC workshops in lieu of special workshops through 2022 (as needed). A doodle poll of these proposed standing workshops will be sent to members for preferred dates/times.
- The adjustment on work programs to move more discussion items from regular TPAC meetings to workshops for discussion items.
- Metro staff reaching out to community members for support. Communications staff Lakeeyscia Griffin will be reaching out for engagement and input.
- Further discussion at TPAC on the creation and development of a MTIP Subcommittee

Comments from the committee:

- Chris Deffebach asked if the workshops were followed as official meetings of TPAC. Chairman Kloster noted public notices on the workshops would be made, materials available for public viewing and minutes taken. But no votes or actions would be taken, and no quorum would be required at the workshops. More discussion time would be available at workshops. Any motions/actions required on subjects would be taken at regular TPAC meetings.
- Jeff Owen noted past meetings at MRC where conversations prior and after TPAC allowed members to collectively share thoughts and ideas. The online format has changed this. Ideas that might make availability and transparency for idea sharing between jurisdictions and community members is offering optional office hours, or collecting Frequently Asked Questions from community members prior to meetings on subject matters, to be answered either by jurisdictions or at meetings.

9. Committee comments on creating a safe space at TPAC (Chairman Kloster) none received.

10. Adjournment

There being no further business, meeting was adjourned by Chairman Kloster at noon.

Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, February 5, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	2/5/2021	2/5/2021 TPAC Agenda	020521T-01
2	TPAC Work Program	1/29/2021	TPAC Work Program as of 1/29/2021	020521T-02
3	Memo	1/27/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	020521T-03
4	Memo	01/28/2021	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: Monthly fatal crash update	020521T-04
5	Draft Minutes	01/08/2021	Draft TPAC minutes from 01/08/2021 meeting	020521T-05
6	Resolution 21-5159	02/05/2021	Resolution 21-5159 FOR THE PURPOSE OF AMENDING TWO EXISTING PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING TUALATIN PRD AND WASHINGTON COUNTY (FB21-07-FEB)	020521T-06
7	Exhibit A to Resolution 21-5159	02/05/2021	Exhibit A to Resolution 21-5159	020521T-07
8	Staff Report	01/27/2021	Staff Report to Resolution 21-5159	020521T-08
9	Memo	01/29/2021	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2024-2027 MTIP Cooperative Development – Update on ODOT Administered Funding Processes	020521T-09
10	Memo	01/29/2021	TO: TPAC and interested parties From: Dan Kaempff, Principal Transportation Planner and Ted Leybold, Resource Development Division Manager RE: 2025-2027 RFFA Work Program and Schedule	020521T-10
11	Memo	01/29/2021	TO: TPAC and interested parties From: Dan Kaempff, Principal Transportation Planner and Ted Leybold, Resource Development Division Manager RE: 2022-2024 Regional Flexible Funds Allocation Retrospective Report	020521T-11
12	Presentation	02/05/2021	Jan 2021 traffic deaths in Clackamas, Multnomah and Washington Counties*	020521T-12
13	Presentation	02/05/2021	February 2021 MTIP Formal Amendment Summary Resolution 21-5159	020521T-13

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
14	Presentation	02/05/2021	Development of the 2024-2027 Statewide Transportation Improvement Program	020521T-14
15	Presentation	02/05/2021	2025-2027 Regional Flexible Funds Allocation (RFFA)	020521T-15
16	Presentation	02/05/2021	TPAC Work Program Survey and Next Steps	020521T-16

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING ODOT'S)	RESOLUTION NO. 21-5163
US30 NW SALTZMAN RD TO NW BRIDGE AVE)	
PROJECT TO ADD APPROVED FUNDING)	Introduced by: Chief Operating Officer
INCREASING THE PROJECT LIMITS BY 1.31)	Andrew Scott in concurrence with
MILES TO BE US30 NW KITTRIDGE AVE TO)	Council President Lynn Peterson
NW BRIDGE AVE TO THE 2021-24)	
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) (MR21-08-)	
MAR))	

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

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

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

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

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

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

WHEREAS, ODOT's US30 repaving, ADA and drainage improvement project was down-scoped during the 2019 Recalibration resulting in smaller project limits from NW Saltzman Rd to NW Bridge Ave; and

WHEREAS, Since the down-scoping action, ODOT has realized savings from other projects allowing the added funding to be redirected to the US30 repaving project; and

WHEREAS, Subsequent project reviews and the funding savings indicate the US30 repaving project requires to be restored to its original project limits to maximize project delivery efficiencies; and

WHEREAS, Through this amendment to the MTIP and STIP, ODOT's US30 repaving project is adding \$2.067 million of extra funding allowing the project limits to be expanded to be NW Kittridge Ave to NW Bridge Ave; 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 March 2021 MTIP Formal Amendment; and

WHEREAS, 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 March 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 March 5, 2021; and

WHEREAS, JPACT approved Resolution 21-5163 consisting of the March 2021 Formal MTIP Amendment bundle on March 18, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on April 8, 2021 to formally amend the 2021-24 MTIP to include the required changes to the ODOT US30 repaving project identified as part of Resolution 21-5163.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed March 2021 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **MR21-08-MAR**
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 20208 MTIP ID 70938	ODOT	US30: NW Saltzman Rd NW Bridge Ave US30: NW Kittridge Ave to NW Bridge Ave	<u>Limits Expansion:</u> ODOT has approved additional funding to the project which enables the project limited to be expanded by 1.31 miles and now be NW Kittridge Ave to NW Bridge Ave	ODOT has approved \$2,067,000 to the project allowing the limits to be expanded. The scope still remains the same as an active transportation and Safety ADA improvement project. The added funds reflect a 21.7% cost increase which is above the 20% threshold for administrative changes



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

Formal Amendment
LIMITS EXPANSION
Expand project limits by 1.31 miles

Lead Agency: ODOT		Project Type: Active	ODOT Key: 20208
Project Name: US30: NW Saltzman Rd - NW Bridge Ave US30: NW Kittridge Ave to NW Bridge Ave	1	ODOT Type: BikePed	MTIP ID: 70938
Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation		Performance Meas: Yes	Status: 5
Short Description: Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. Widen and pave existing bike lanes.		Capacity Enhancing: No	Comp Date: 12/31/2022
		Conformity Exempt: Yes	RTP ID:
		On State Hwy Sys: US30	RFFA ID: N/A
		Mile Post Begin: 5.23 3.92	RFFA Cycle: N/A
		Mile Post End: 6.46 6.46	UPWP: No
		Length: 1.23 2.54	UPWP Cycle: N/A
		1st Year Program'd: 2017	Past Amend: 5
		Years Active: 5	OTC Approval: Yes
		STIP Amend #: 21-24-0525	MTIP Amnd #: MR21-09-MAR
Detailed Description: In NW Portland areas on US30 between NW Bridge Ave (MP 6.46) and NW Saltzman Rd (MP 5.23) (1.23 miles total), NW Kittridge Ave to NW Bridge Ave, (MP 3.92 to MP 6.46) (2.54 miles total), arterial rehabilitation to include repaving. ADA ramp compliance upgrades, access management improvements, and address drainage as needed. Widen and pave existing bike lane to provide a safer experience for bicyclists.			
STIP Description: Repave roadway, upgrade curb ramps to current standards, improve access management, and address drainage as needed to restore the pavement surface and improve safety and accessibility. Widen and pave existing bike lane to provide a safer experience for bicyclists.			

Last Amendment of Modification: Administrative, August 2020 - AB21-02-AUG2 - Slip Utility Relocation to 2021

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP>200	Z230	2017		\$ 2,022,440				\$ 2,022,440
ADVCON	ACP0	2020			\$ 376,866			\$ -
NHPP	Z001	2020			\$ 347,255			\$ 347,255
ADVCON	ACP0	2021				\$ 62,811		\$ -
NHPP	Z001	2021			\$ 62,811			\$ 62,811
ADVCON	ACP0	2021					\$ 5,181,716	\$ -
NHPP	Z001	2021					\$ 7,066,046	\$ 7,066,046
							Federal Totals:	\$ 9,498,552
Federal Fund Obligations \$:				\$ 2,022,440	\$ 347,255			Federal Aid ID
EA Number:				PE002834	R9602000			S092(060)
Initial Obligation Date:				8/24/2017	8/28/2020			
EA End Date:				5/31/2021	8/31/2023			
Known Expenditures:				\$ 1,013,605	\$ 11,475			
State Funds								
State	Match	2017		\$ 231,477				\$ 231,477
State	Match	2020			\$ 43,134			\$ -
State	Match	2020			\$ 39,745			\$ 39,745
State	Match	2021				\$ 7,189		\$ 7,189
State	Match	2021					\$ 593,071	\$ -
State	Match	2021					\$ 808,741	\$ 808,741
Other	S010	2021					\$ 1,000,000	\$ 1,000,000
							State Total:	\$ 2,087,152
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 2,253,917	\$ 420,000	\$ 70,000	\$ 6,774,787	\$ 9,518,704
Phase Totals After Amend:			\$ -	\$ 2,253,917	\$ 387,000	\$ 70,000	\$ 8,874,787	\$ 11,585,704
Year Of Expenditure (YOE):								\$ 11,585,704

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.
- > Formal Amendment reason: Limits Change @1.31 miles > 0.25 miles and Cost change @ 21.7% > 20% threshold

Amendment Summary:

The formal amendment adds funding to the project enabling the limits to be increased by 1.31 miles. The project name and descriptions are updated to reflect the revised limits which are now NW Kittridge to NW Bridge. The project costs increases (construction phase) from adding the new funding and equals a revised total project cost of \$11,585,704. This represents a \$2,067,000 increase to the project which reflects a 21.7% increase to the project and is above the 20% threshold. The ROW phase is updated with based on actual phase obligations. Overall, the project still remains an active transportation focused improvement.

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Air Quality - Bicycle and pedestrian facilities.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.2 Active Transportation System Completion
- > Goal Description: Complete all gaps in regional bicycle and pedestrian networks.

Fund Codes:

- > STP>200 = Federal Surface Transportation Program funds appropriated to the states with a portion allocated to the MPOs. This funding pot requires their commitment and use in urban areas.
- > ADVCON = Federal Advance Construction funding. These funds act as a placeholder for future federal funds to be committed. Until then, the State DOT commits state funds to cover the costs. When the federal funds are available, a fund code conversion occurs to reflect the federal funds now committed to the project.
- > NHPP = Federal National Highway Performance Program funds. Appropriated to the State DOT for needed and eligible improvements on the National Highway system
- > State = General state funds used normally as the required match to the federal funds.
- > Other = General 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: Yes
- > Metro Model: Yes
- > Model category and type: Pedestrian - Pedestrian Parkway
- > TCM project: No
- > Located on the CMP: Yes

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 24, 2021
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: March 2021 MTIP Formal Amendment & Resolution 21-5163 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING ODOT'S US30 NW SALTZMAN RD TO NW BRIDGE AVE PROJECT TO ADD APPROVED FUNDING INCREASING THE PROJECT LIMITS BY 1.31 MILES TO BE US30 NW KITTRIDGE AVE TO NW BRIDGE AVE TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) (MR21-08-MAR)

BACKGROUND

What This Is:

The March 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5163 and being processed under MTIP Amendment MR21-08-MAR.

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 21-5163 consisting of ODOT's US30 NW Kittridge to NW Bridge Ave project in the March 2021 Formal Amendment enabling the project to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Proposed March 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: MR21-08-MAR					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20208	70938	ODOT	US30: NW Saltzman Rd - NW Bridge Ave US30: NW Kittridge Ave to NW Bridge Ave	Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. Widen and pave existing bike lanes.	LIMITS EXPANSION: ODOT approved added funds to the project which enables the project limits to expand out by 1.31 miles. The revised cross-street limits are now NW Kittridge Ave to NW Bridge Ave Funds added equal \$2,067,000 which equal a 21.7% increase

A detailed summary of the amended project is provided below.

Project 1:	<p>US30: NW Saltzman Rd – NW Bridge Ave US30: NW Kittridge Ave to NW Bridge Ave</p>		
Lead Agency:	ODOT		
ODOT Key Number:	20208	MTIP ID Number:	70938
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. Widen and pave existing bike lanes. • Source: Existing project. • Funding: The funding is primarily federal. The use of the federal fund code, ADVCON (Advance Construction) had been used as a placeholder until the specific federal programmatic fund type code was identified. <p>Through this amendment the federal programmatic fund type code is anticipated to be National Highway Performance Program (NHPP). NHPP is replacing ADVCON in the Right-of-Way, Utility Relocation, and Construction phases</p> <ul style="list-style-type: none"> • Location: On US30 • Cross Street Limits: Revised to be NW Kittridge Ave to NW Bridge Ave • Overall Mile Post Limits: Revised to be 3.92 to 6.46 • Current Status Code: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation • Air Conformity/Capacity Status: The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Air Quality – Bicycle and Pedestrian facility improvements. • Regional Significance Status: Regionally significant project. The project contains federal funds and is located in the Metro Pedestrian Modeling Network. • STIP Amendment Number: 21-24-0525 • MTIP Amendment Number: MR21-08-MAR • OTC approval required: No, but ODOT Director’s approval was required to approve the new funding. • Metro approval date: Tentatively scheduled for April 8, 2021 		
What is changing?	<p><u>AMENDMENT ACTION: LIMITS EXPANSION</u></p> <p>The formal amendment completes the following actions to the project:</p> <ul style="list-style-type: none"> • The project name is updated to reflect the revised cross-street limits that are now NW Kittridge to NW Bridge Ave • The MTIP’s Short and Detailed descriptions are updated to reflect the changes in limits and clarify scope. • The programmatic ADVCON (Advance Construction) fund type code is replaced with its expected federal conversion code of National Highway Performance Program (NHPP) 		

- The Right-of-Way phase is updated with the actual fund obligations for the phase resulting in a small decrease to the phase
- The Construction phase receives the new approved funding to the project increasing the construction phase to \$8,874,787.
- The total project cost increases as a result by 21.7% to \$11,585,704.
- The overall scope of work for the project remains unchanged.

From the ODOT Staff Report:

The purpose of the project is to repave roadway, upgrade curb ramps to current standards, replace outdated signal equipment, and address drainage as needed to restore the pavement surface and improve safety and accessibility. In addition, it will widen and pave existing bike lane to provide a safer experience for bicyclists. It was prioritized for improvements due to its importance as a highly utilized lifeline route with poor and deteriorating pavement conditions.

This project was programmed with \$8,485,704 of preservation funds in the 18-21 STIP and an additional \$1,000,000 in state sidewalk improvement program funds (SWIP) were added to upgrade bicycle and pedestrian features.

During the 2019 recalibration efforts the project limits were reduced to match what could be delivered within current STIP funding. This resulted in a shorter project, changing it from the original US 30: NW Kittridge Ave – NW Bridge Ave to US30: NW Saltzman Rd – NW Bridge Ave.

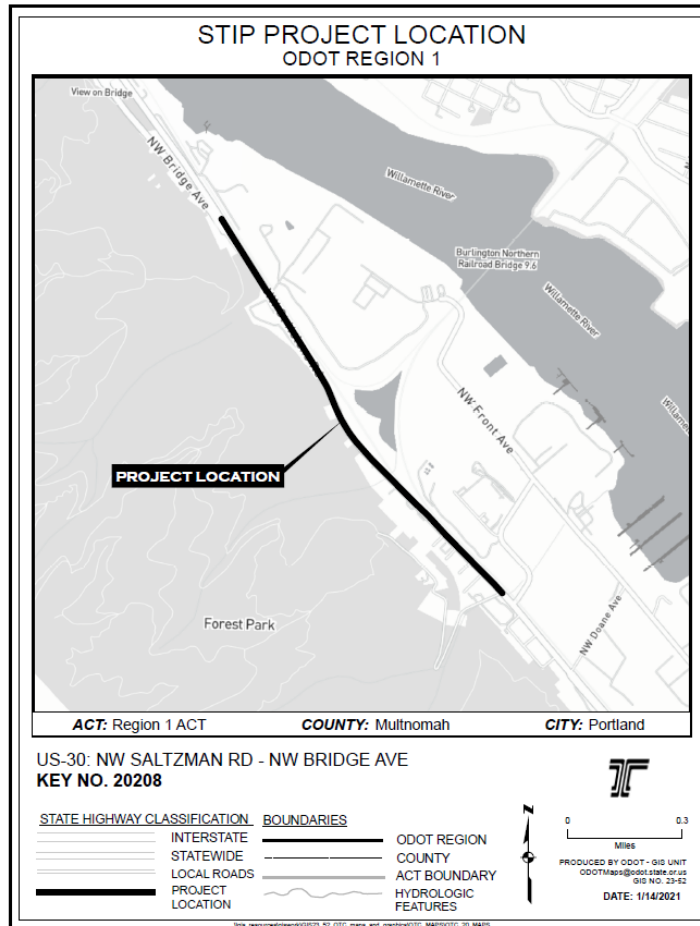
While reducing the scope during recalibration to fit within available funding made sense at the time, recent low bids and project savings within Region 1 now provide the opportunity to restore the original project scope. With this amendment we are proposing to utilize savings from recent projects within region to pave the additional 1.3 miles between NW Kittridge Ave to NW Saltzman as originally scoped.

Additional Details:

Below are listed the proposed locations along US30 for the improvements

Locations						
Route	Highway	MP Begin	MP End	Length	Street	City
US-30	092 LOWER COLUMBIA RIVER	5.23	6.46	1.23		PORTLAND
US-30	092 LOWER COLUMBIA RIVER	4.52	5.19	0.67		PORTLAND
US-30	092 LOWER COLUMBIA RIVER	5.20	6.46	1.26		PORTLAND
US-30	092 LOWER COLUMBIA RIVER	3.92	4.13	0.21		PORTLAND
US-30	092 LOWER COLUMBIA RIVER	5.21	5.21	0.00		PORTLAND
US-30	092 LOWER COLUMBIA RIVER	6.41	6.41	0.00		PORTLAND

<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, limit changes beyond a 0.25 mile change require a formal amendment. Additionally, the inclusion of the new added funding results in a cost change of 21.7% which is above the 20% threshold for administrative changes and triggers a formal/full amendment to complete.</p>
<p>Total Programmed Amount:</p>	<p>The project's total cost in the MTIP increases from \$9,518,704 to \$11,585,704.</p>
<p>Added Notes:</p>	<p>Included below are project location maps and a copy of the ODOT Report</p>



This product is for informational purposes and may not be suitable for legal, engineering, or surveying purposes. Users of this product should review and consult the primary data sources to determine the usability of the information. Conclusions drawn from this information are the responsibility of the user.



Oregon
Kate Brown, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: February 8, 2021
TO: Kristopher W. Strickler
Director
FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to increase funding for the *United States 30: Northwest Saltzman Road - Northwest Bridge Avenue* project.

Requested Action:

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) to increase funding for the *United States 30: Northwest Saltzman Road - Northwest Bridge Avenue* project by \$2,100,000 and change the name to *United States 30: Northwest Kittridge Avenue - Northwest Bridge Avenue*. The additional funding comes from the Region 1 Fix-It financial plan.

STIP Amendment Funding Summary

Project/Funding Source	Current Funding	Proposed Funding
US30: NW Kittridge Ave - NW Bridge Ave	\$9,485,704	\$11,585,704
Fix-It Region 1 financial plan	\$2,100,000	\$0
TOTALS	\$11,585,704	\$11,585,704

Project to increase funding and change name:

US30: NW Kittridge Ave - NW Bridge Ave (K20208)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2017	\$2,253,917	\$2,253,917
Right of Way	2020	\$387,000	\$387,000
Utility Relocation	2021	\$70,000	\$70,000
Construction	2021	\$6,774,787	\$8,874,787
TOTALS		\$9,485,704	\$11,585,704

Background:

The purpose of the project is to repave roadway, upgrade curb ramps to current standards, replace outdated signal equipment, and address drainage as needed to restore the pavement surface and improve safety and accessibility. In addition, it will widen and pave existing bike lane to provide a safer experience for bicyclists. It was prioritized for improvements due to its importance as a highly utilized lifeline route with poor and deteriorating pavement conditions.

This project was programed with \$8,485,704 of preservation funds in the 18-21 STIP and an additional \$1,000,000 in state sidewalk improvement program funds (SWIP) were added to upgrade bicycle and pedestrian features.

During the 2019 recalibration efforts the project limits were reduced to match what could be delivered within current STIP funding. This resulted in a shorter project, changing it from the original US 30: NW Kittridge Ave – NW Bridge Ave to US30: NW Saltzman Rd – NW Bridge Ave.

While reducing the scope during recalibration to fit within available funding made sense at the time, recent low bids and project savings within Region 1 now provide the opportunity to restore the original project scope. With this amendment we are proposing to utilize savings from recent projects within region to pave the additional 1.3 miles between NW Kittridge Ave to NW Saltzman as originally scoped.

Options:

With approval, the project will become US30: NW Kittridge Ave – NW Bridge Ave.

Without approval, the project will remain US30: NW Saltzman Rd – NW Bridge Ave.

Attachments:

- Attachment 1 – Location & Vicinity Maps

Copies to:

Jeri Bohard	Karen Rowe	Rian Windsheimer	Jessica Homing
Travis Brouwer	Mac Lynde	Tova Peltz	Talena Adams
Cooper Brown	Jeff Flowers	Adriana Antelo	Ted Miller
Lindsay Baker	Arlene Santana	Gabriela Garcia	
Jess McGraw	Amanda Sandvig	Stephanie Turner	
Tom Fuller	Alice Bibler	Matthew Freitag	

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

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

- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
 - Safety
 - Asset Management - Pavement
 - Asset Management – Bridge
 - National Highway System Performance Targets
 - Freight Movement: On Interstate System
 - Congestion Mitigation Air Quality (CMAQ) impacts
 - Transit Asset Management impacts
 - RTP Priority Investment Areas support
 - Climate Change/Greenhouse Gas reduction impacts
 - Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the March 2021 Formal MTIP amendment (MR21-08-MAR) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	March 2, 2021
• TPAC notification and approval recommendation.....	March 5, 2021
• JPACT approval and recommendation to Council.....	March 18, 2021
• Completion of public notification process.....	March 31, 2021
• Metro Council approval.....	April 8, 2021

Notes:

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

USDOT Approval Steps (The below time line is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Amendment bundle submission to ODOT for review.....	April 13, 2021
• Submission of the final amendment package to USDOT	April 13, 2021
• ODOT clarification and approval.....	Early May, 2021
• USDOT clarification and final amendment approval.....	Mid May, 2021

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 21-5163 consisting of ODOT's US30 NW Kittridge to NW Bridge Ave project in the March 2021 Formal Amendment enabling the project to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Note: No attachments:



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: February 25, 2021
To: Transportation Policy Alternatives Committee and interested parties
From: Lake McTighe, Senior Regional Planner
Subject: 2019 Traffic Fatalities and Serious Injuries Annual Performance Report & Annual Transportation Safety Work Program

Purpose

Update TPAC and interested parties on traffic deaths and serious injuries in 2019 in the greater Portland region and progress made on regional safety targets. Progress on regional safety targets are reported in the *2019 Traffic Fatalities and Serious Injuries Annual Performance Report* submitted to ODOT and the Federal Highways Administration each year. Receive input from TPAC on Metro's annual transportation safety work program.

Background

In December, 2018, the Metro Council adopted the [Regional Transportation Safety Strategy](#) (a topical plan of the [2018 Regional Transportation Plan](#)) which includes targets for zero deaths and serious injuries by 2035, safety policies, strategies and actions. The regional strategy is based on the safe system approach which starts from a basic assumption: human life and health should not be compromised by the need to travel. The strategy was developed with equity and public health as core principles.

**Our statewide and regional goal:
Zero traffic deaths and life-changing injuries by 2035, a sixteen percent reduction by 2020
and a fifty percent reduction by 2025.**

The strategy was recommended for adoption by the Joint Policy Advisory Committee for Transportation (JPACT) and developed by a regional safety working group. Metro's safety work program implements parts of the *2018 Regional Transportation Safety Strategy*, in coordination with other Metro programs such as Safe Routes to School and Regional Flexible Fund Allocations, and local, state and regional partners safety efforts. A key part of the work program includes tracking and reporting on regional safety targets.

2019 Traffic Fatalities and Serious Injuries Annual Performance Report (attached)

In early February, Metro received preliminary geo-coded fatal and serious injury crash data for 2019 from ODOT. Metro submitted its second annual traffic fatalities and serious injuries performance report to ODOT and the Federal Highways Administration on February 25. The report tracks the region's progress towards the 2035 Vision Zero targets set in the 2018 Regional Transportation Safety Strategy and the 2018 Regional Transportation Plan. The report compares the annual average number of deaths and serious injuries (using five years of crash data) for 2019 with the targets set for 2019.

Based on preliminary 2019 data the region is not on track to meet Vision Zero targets. To be on track to meet these goals, fatalities and serious injuries needed to decline 11 percent from the base year (2015). However, fatalities increased 34 percent, and serious injuries increased 17 percent from 2015. Additionally, 76 percent of pedestrian fatalities and serious injuries are occurring in equity focus areas, while 56 percent of the region's population lives in these areas.

While the greater Portland region has one of the lowest fatality rates per capita of any large urban area, it is troubling that fatalities and serious injuries are increasing. Metro is developing a high-level progress report, to be released in June, describing actions that local, regional and state partners have taken since the regional safety strategy was adopted. Additionally, a Regional Safety Forum, scheduled for May 26, will provide an opportunity for local, regional and state partners to come together to discuss actions they have taken in the last four years and actions they are committed to taking in the year to come to address safety. The regional forum will be co-hosted by Metro and Multnomah County Public Health and the REACH program.

2021-2022 Regional Transportation Safety Work Program (attached)

Metro's Regional Transportation Safety Program is described in [Chapter 8 of the RTP](#) and supports implementation of the *2018 Regional Transportation Safety Strategy*, in coordination with other Metro programs such as [Safe Routes to School](#) and [Regional Flexible Fund Allocations](#), and local, state and regional partners safety efforts, including implementing adopted safety action plans.

Metro's work program is divided into four areas: safety data, policy and planning, project and design support, and safe behaviors and program support. As a regional agency that does not own or operate any roadways, Metro's role within these general areas is focused on key tasks where Metro takes the lead; otherwise Metro's roles is to coordinate with and support partners. Approximately .75 FTE is dedicated to the Metro transportation safety program activities.

- **Safety data:** Metro's work program focuses on obtaining, hosting and analyzing crash data from ODOT. Metro produces [annual performance reports](#), [annual crash update fact sheets](#), the [State of Safety Report](#), monthly fatal crash updates (presented at TPAC), the [High Injury Corridors and Intersections](#), [safety stats on the Regional Barometer](#) and the [Crash Map](#).
- **Policy and planning:** Metro's work program focuses on working with local, state and regional partners on regional policies in the [Regional Transportation Safety Strategy](#), [Regional Transportation Plan \(Chapter 3\)](#), and [Regional Transportation Functional Plan](#); addressing legislative issues consistent with the Metro Council's legislative principles; convening regional safety forums and providing updates to Metro committees, transportation coordinating committee TACs and other groups.
- **Safety projects and design support:** Metro's work program focuses on supporting partner agencies and other stakeholders with best practices, regional design guidelines, and participating in technical work groups. Metro's Regional Flexible Funds program funds projects and programs that address safety concerns.
- **Safe behaviors and programs support:** Metro's work program focuses on supporting partner agencies and other stakeholders with best practices, and participating in technical work groups. Metro's Safe Routes to School program is focused on coordinating and collaborating with partners to encourage safe behaviors.

Attachments:

- 2019 Annual Crash Update Fact Sheet (February 2021)
- Annual Transportation Safety Work Program
- Metro's Role in the transportation safety program
- 2019 Traffic Fatalities and Serious Injuries Annual Performance Report (February 2021)



Traffic deaths and serious injuries, 2019

Greater Portland area

In 2018, the region adopted a target to reach zero traffic deaths and serious injuries by 2035. Each year, Metro reports on progress towards the targets. The greater Portland region has one of the lowest traffic fatality rates of any large metropolitan area, but not even one traffic death is acceptable. Regional partners are working together to eliminate traffic deaths and serious injuries on our streets.

95 people were killed in motor vehicle traffic crashes on roadways in the greater Portland region in 2019, while 545 suffered life changing injuries.

Pedestrians killed in traffic crashes made up 38% of all traffic fatalities in 2019. The number of people killed while walking, bicycling or riding in a motor vehicle increased from 2018 to 2019.

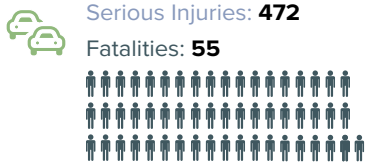
People walking:



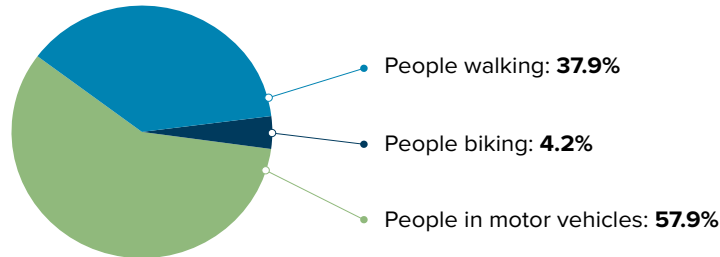
People biking:



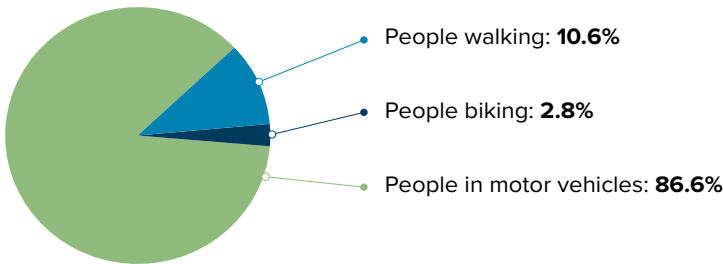
People in motor vehicles:



2019 Fatalities



2019 Serious injuries



Traffic deaths and serious injuries 2015-2019

	Pedestrians		Cyclists		Motorists		Totals	
	Serious injuries	Fatalities	Serious injuries	Fatalities	Serious injuries	Fatalities	Serious injuries	Fatalities
2015	56	26	33	2	431	38	520	66
2016	91	33	26	7	476	41	593	81
2017	67	38	25	4	434	44	526	86
2018	51	35	27	3	419	49	497	87
2019	58	36	15	4	472	55	545	95

Fatality is defined as a death that occurs as a result of a motor vehicle crash, either at the scene or within 30 days as a result of the crash.

Serious injury (also referred to as Injury A, severe injury or incapacitating injury) is defined as an injury from a motor vehicle crash that prevents the injured person from normally continuing the activities they were capable of performing before the crash. Examples include severed or broken limbs, skull or chest injuries, abdominal injuries, unconscious at or when taken from the crash scene, unable to leave the crash scene without assistance.

Greater Portland encompasses the land within the Metropolitan Planning Area Boundary

Common factors in fatal and serious injury crashes

Consistent with previous years, speed and impairment were two of the leading factors in fatal and serious injury crashes in 2019. There are typically several factors that contribute to the severity of crashes, including roadway design and vehicle size.

🍷 Alcohol & other drugs

67% of **fatalities** resulted from crashes in which alcohol, marijuana, or other drugs were determined to be a contributing factor.

15% of **serious injuries** resulted from crashes in which alcohol, marijuana, or other drugs were determined to be a contributing factor.

🚗 Speed

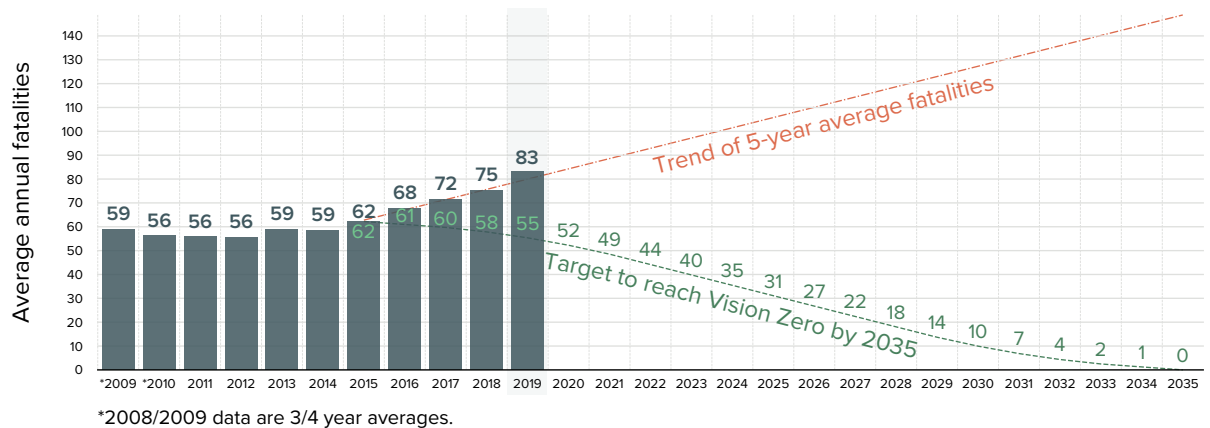
28% of **fatalities** resulted from crashes in which speed was determined to be a contributing factor.

17% of **serious injuries** resulted from crashes in which speed was determined to be a contributing factor.

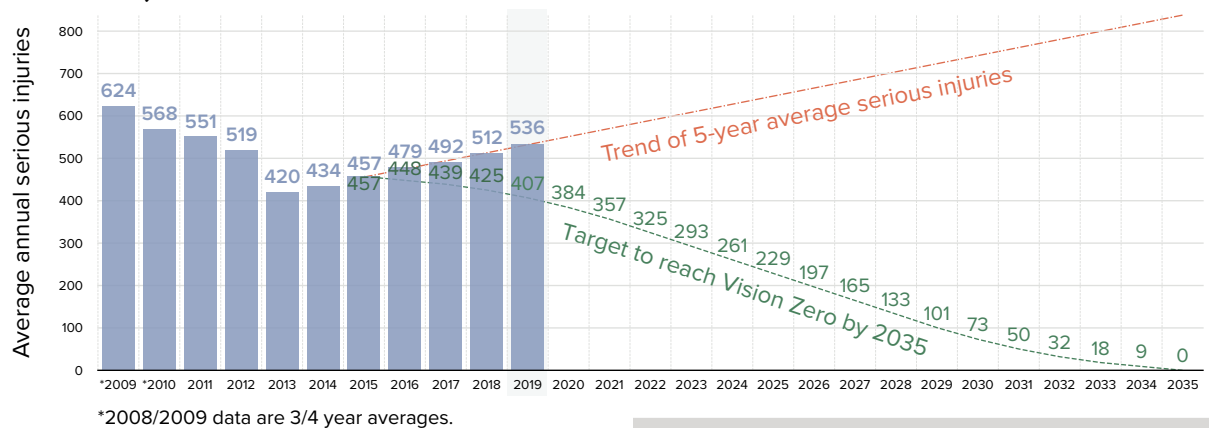
Performance towards Vision Zero targets

To track progress towards our Vision Zero targets, a rolling 5-year average of crash data (from 2015 to 2019) is used to better understand crash trends. The 5-year average is used to smooth out the random nature of crashes and see trends. Based on current trends, we are not on track to get to Vision Zero.

Fatalities



Serious injuries

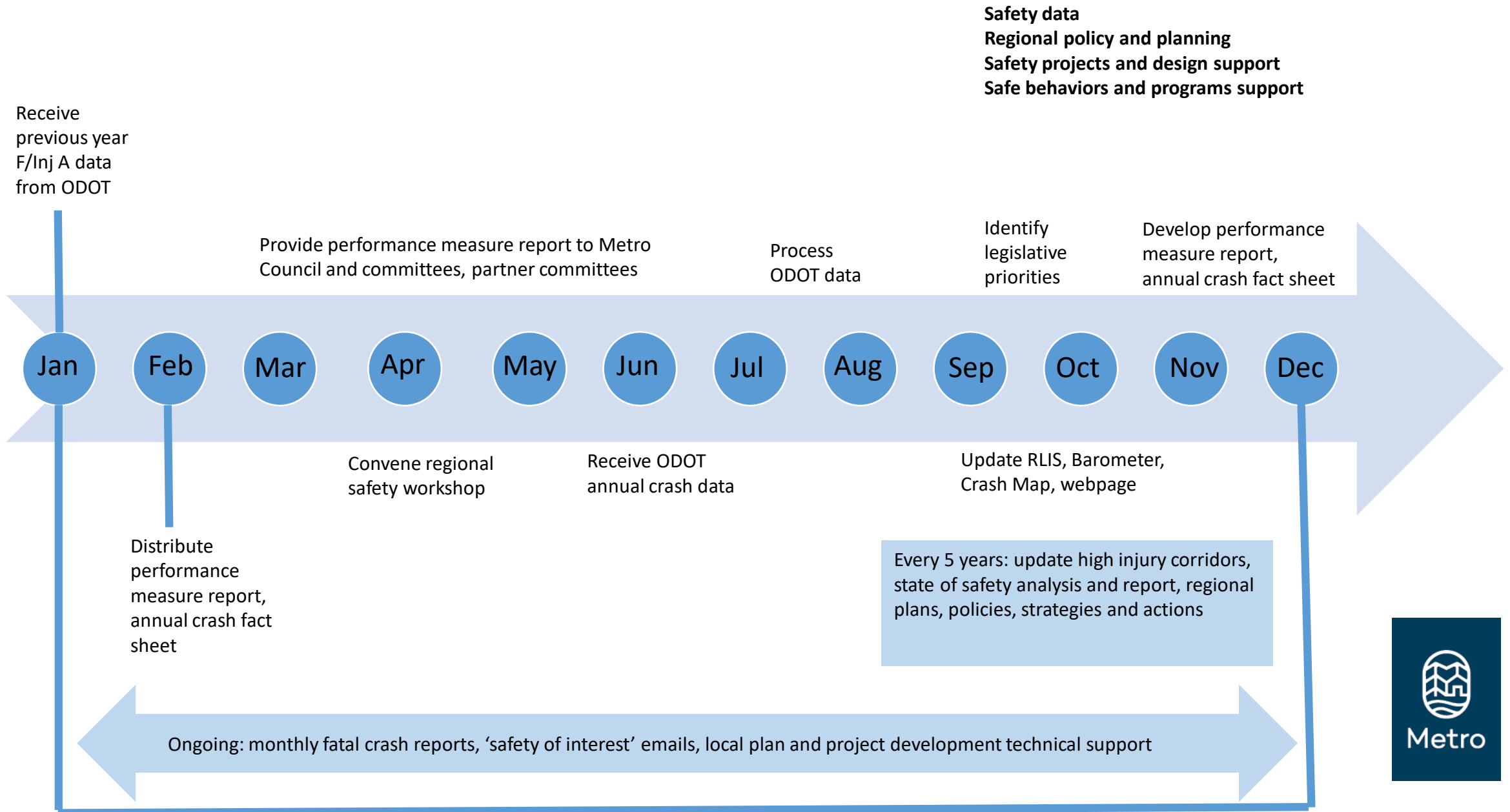


Questions?

Lake McTighe, Senior Regional Planner
Lake.McTighe@oregonmetro.gov

Annual regional transportation safety work program

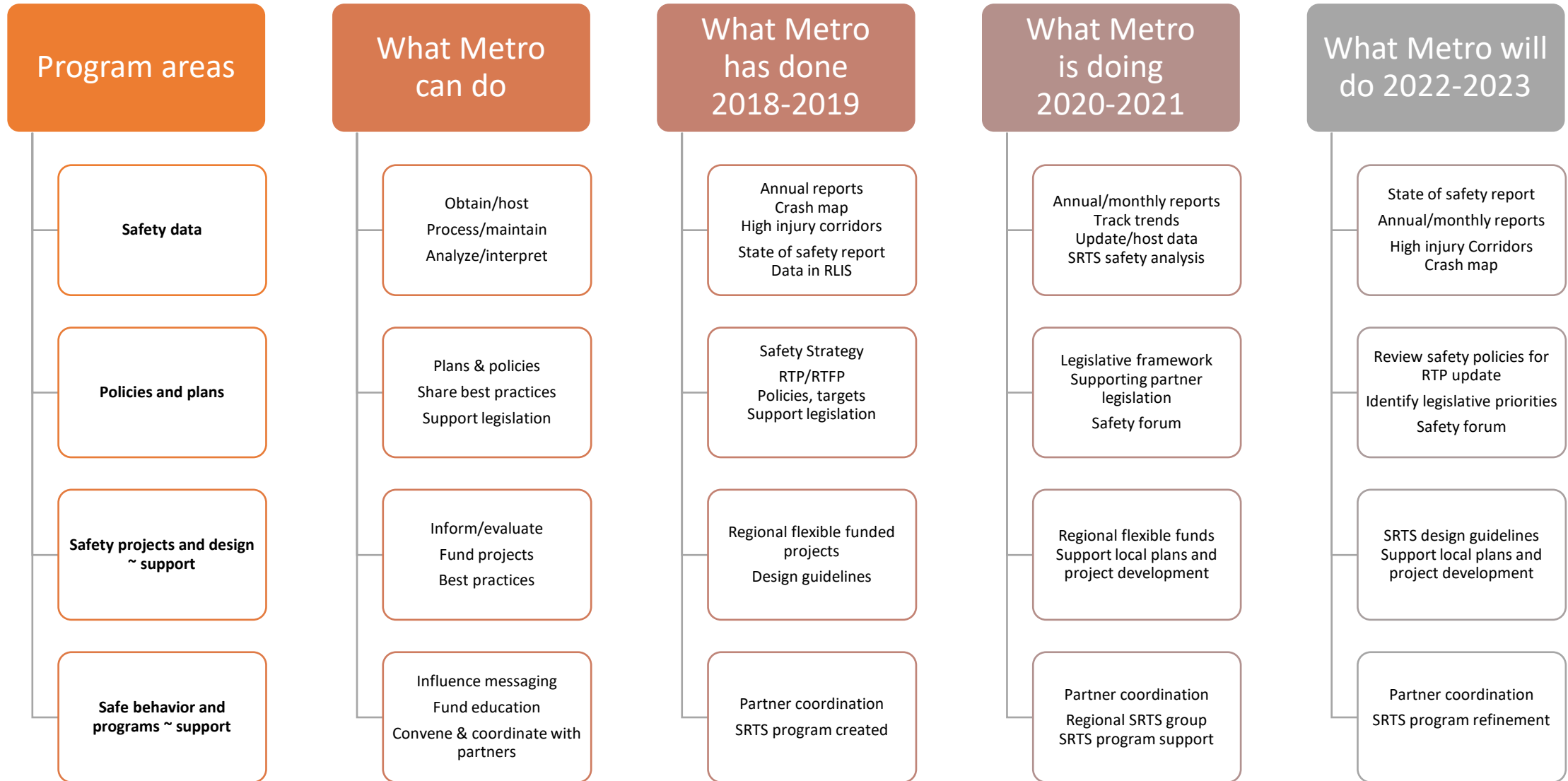
February 2021



Regional Transportation Safety Program

Metro's Role

February 2021





Portland metropolitan area

**2019 traffic fatalities
and serious injuries
annual performance report**

February 2021

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

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

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

Project web site: oregonmetro.gov/safety

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

Public service

*We are here to serve the public
with the highest level of
integrity.*

Excellence

*We aspire to achieve exceptional
results*

Teamwork

*We engage others in ways that foster
respect and trust.*

Respect

*We encourage and appreciate
diversity in people and ideas.*

Innovation

*We take pride in coming up with
innovative solutions.*

Sustainability

*We are leaders in demonstrating
resource use and protection.*

Metro's values and purpose

We inspire, engage, teach and invite people to preserve and enhance the quality of life and the environment for current and future generations.

TABLE OF CONTENTS

Introduction	1
Data and methodology	3
Progress towards safety targets.....	6

TABLES

Table 1 Federal transportation safety performance measures.....	2
Table 2 Additional transportation safety measures tracked by Metro	2
Table 3 Data, geographies and methods used	3
Table 4 2019 safety targets and performance	1
Table 5 Observed number of fatalities and serious injuries, 2011-2019.....	2
Table 6 Fatal and serious injury crashes in Equity Focus Areas compared to region	6

FIGURES

Figure 1 Metropolitan Area Planning boundary map.....	5
Figure 2 Equity focus areas map	6
Figure 3 Roadway fatalities by urban region, 2011-2015	8
Figure 4 Motor vehicle involved fatalities, annual average and trend	3
Figure 5 Motor vehicle involved serious injuries, annual average and trend.....	3
Figure 6 Non-motorized fatalities and serious injuries, annual average and trend	4
Figure 7 Pedestrian fatalities and serious injuries, annual average and trend.....	4
Figure 8 Bicyclist fatalities and serious injuries, annual average and trend	5
Figure 9 Motor vehicle occupant fatalities and serious injuries, annual average and trend.....	5

APPENDICES

Appendix 1 Rolling averages baseline, observed data and targets	
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INTRODUCTION

Signed into law in 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) focused on performance-based planning and programming. Fixing America's Surface Transportation (FAST Act) passed Congress in December 2015, replaced MAP-21, but did not make any major changes to the performance requirements of MAP-21 nor add any new performance measures.

MAP-21 established a performance-based planning framework intended to improve transparency and hold state transportation departments, transit agencies and metropolitan planning organizations (MPOs) accountable for the effectiveness of their transportation planning and investment choices, including for safety. The objective of the new framework was to ensure states and MPOs invest federal resources in projects that collectively make progress toward the achievement of the national goals identified. As a result, the legislation established seven national performance goals for the federal-aid highway program and directed the US Department of Transportation (USDOT) to develop performance measures for each goal area. Safety is one of the goal areas. The goal for safety is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

REGIONAL VISION ZERO TARGETS

Metro is the federally mandated metropolitan planning organization (MPO) designated by the governor to develop an overall transportation plan and to program federal funds. Metro's [2018 Regional Transportation Plan](#) includes a Vision Zero target of **zero traffic deaths and life-changing injuries by 2035, a sixteen percent reduction by 2020 and a fifty percent reduction by 2025**.

Metro developed annual targets to reach the 2035 Vision Zero target using the same methodology (S-curve) used by the Oregon Department of Transportation in the 2016 Oregon Transportation Safety Action Plan. The S-curve methodology assumes status-quo for a few years after targets are set and then a more rapid decline as reducing fatal and serious crashes is prioritized and polices, plans and programs are fully implemented.

The targets set by Metro in coordination the Oregon Department of Transportation and other stakeholders are reflected in Metro's 2018 Regional Transportation Safety Strategy adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro



2018 Regional Transportation Plan

Regional Transportation Safety Strategy

A strategy to achieve Vision Zero in the greater Portland region

December 6, 2018

oregonmetro.gov/safety

See Metro's [Regional Transportation Safety Strategy](#) for more information about the region's efforts to reach zero traffic deaths and life-changing injuries.

Council in 2018.¹ These targets satisfy requirements established in the 2016 FHWA Final Rule on National Performance Management Measures that Metropolitan Planning Organizations (MPOS) establish and report on five federal safety performance measures.

Table 1 Federal transportation safety performance measures

Fatalities	Number of people, five year average
Serious injuries (Injury A)	Number of people, five year average
Fatality rate	Fatalities per 100 million vehicle miles traveled
Serious injury rate	Serious injuries per 100 million vehicle miles traveled
Non-motorized fatalities and serious injuries	Number, pedestrian and bicyclist fatalities and serious injuries combined, five year average

In addition to the federally required safety performance measures, Metro set targets for 20 additional measures. These measures track the number and rate per vehicle miles traveled and per capita fatalities and serious injuries for motor vehicle occupants, pedestrians and bicyclists separately. These measures are also reported out on using a five year rolling average.

Table 2 Additional transportation safety measures tracked by Metro

	Number, five year average	Rate, per 100 million vehicle miles traveled	Rate, per 100 thousand people
Fatalities			X
Serious injuries			X
Motor vehicle occupant fatalities	X	X	X
Motor vehicle occupant serious injuries	X	X	X
Pedestrian fatalities	X	X	X
Pedestrian serious injuries	X	X	X
Bicyclist fatalities	X	X	X
Bicyclist serious injuries	X	X	X

¹ JPACT is comprised of elected officials or representatives of transportation agencies across the region. JPACT recommends priorities and develops plans for the region. The Metro Council must adopt the recommendations before they become transportation policies.

DATA AND METHODOLOGY

Metro analyzes crash data from the Oregon Department of Transportation (ODOT) to track progress on the safety performance measures. To report on the performance measures, Metro calculates the average number and rate of people killed and seriously injured from traffic crashes within the Metropolitan Planning Area (MPA) boundary using 2015-2019 data compared to the baseline that was set using 2011-2015 data. Additionally, Metro calculates the number of people killed and seriously injured from traffic crashes within Equity Focus Areas.

Table 3 Data, geographies and methods used

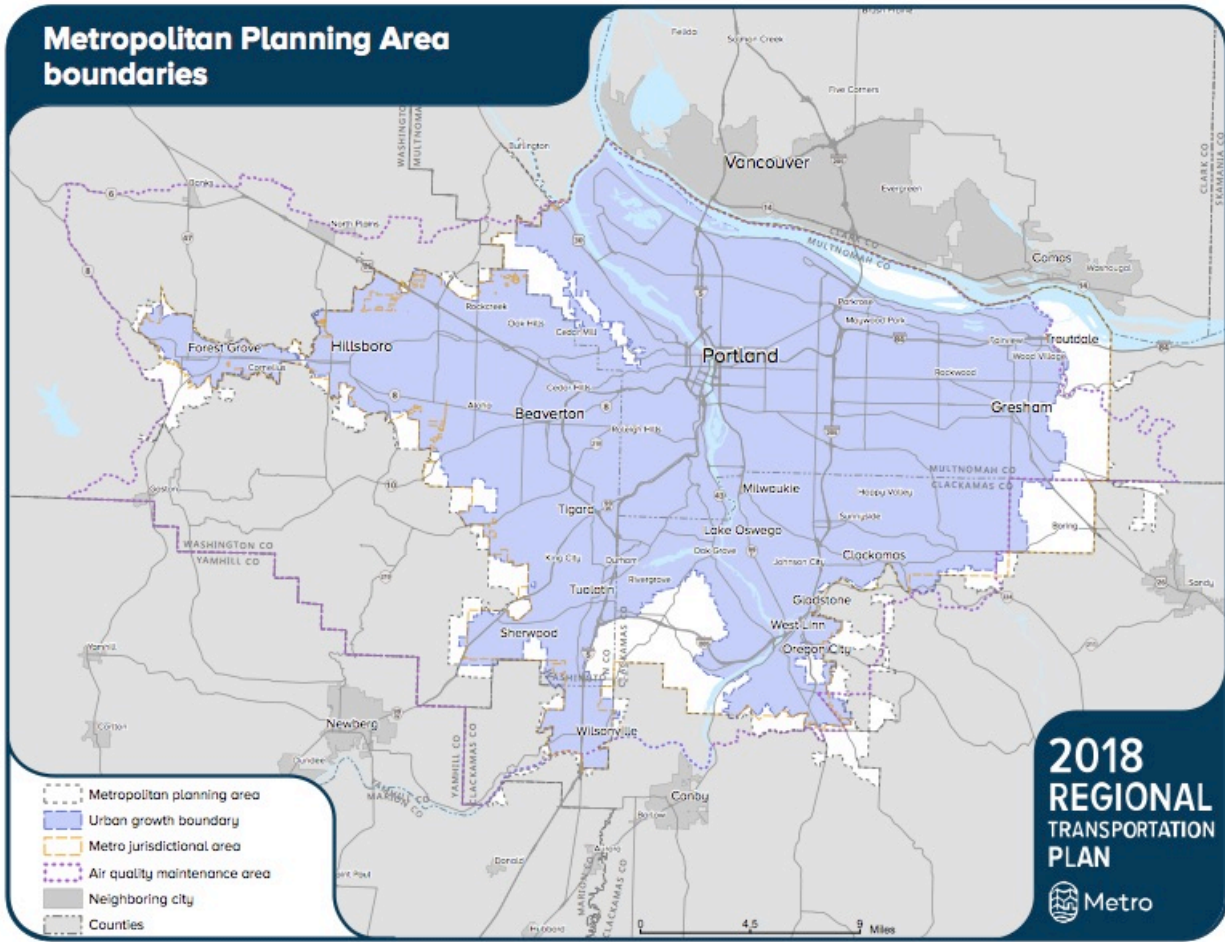
Data and geographies	Methodology
Metropolitan Planning Area (MPA) boundary (Figure 1)	The MPA is the geographic area used for MPO transportation planning activities. The boundary encompasses Metro’s jurisdictional area, which includes 24 cities and the urban areas of Clackamas, Multnomah and Washington County and lands within the urban growth boundary. The term ‘region’ used within the narrative of this report is referring to this area.
Equity Focus Areas within the MPA (Figure 2)	<p>Equity Focus Areas are Census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, English language learners, and/or people with lower income. Most of these areas also include higher than regional average concentrations of other historically marginalized communities, including young people, older adults and people living with disabilities. Equity Focus Areas are identified in the 2018 Regional Transportation Plan. The methodology to define the Equity Focus Areas is described in Appendix E of the plan.</p> <p>In 2019, fifty-six percent of the region’s population lived within in Equity Focus Areas. Sixty-one percent of the region’s people of color population, and seventy-one percent of the Black population, live in people of color (POC) Equity Focus Areas; refer to Figure 2.</p> <p>To better understand if there is a disproportionate impact of fatal and serious crashes to people living within Equity Focus Areas, Metro compares the percent of the region’s population living within Equity Focus Areas to the percent of average annual fatal and serious crashes for all modes, and for pedestrian fatalities, occurring in those areas.</p>
Preliminary, geo-coded 2019 fatal and serious injury (Injury)	Data is provided by the Oregon of Department of Transportation, Transportation Data Section, Crash Analysis and Reporting Unit. Metro records crashes that occur within the boundaries of the Metropolitan Planning Area and the Equity Focus Areas, and enters the number of

<p>A) crashes in Region 1</p>	<p>fatalities (people) and serious injuries (people) into a performance measures tracking spreadsheet for analysis. Metro identifies five-year rolling averages based on the number of fatalities and serious injuries in 2015, 2016, 2017, 2018 and 2019.</p> <p>When selecting crash locations for attribution into different zonal categories (e.g. Metropolitan Planning Area, Equity Focus Areas) consideration of its spatial relationship to the other boundaries becomes important and a search distance of 20 feet is applied to the ‘Select by Location’ process of intersecting crash locations with EFA zones. This search distance provides results that take into account the lack of topology between EFA zones (Census geometry) and crashes snapped to street centerlines.</p>
<p>2019 annual vehicle miles traveled (VMT) estimates</p>	<p>The estimates represent the sum of all VMT on roadway links within the MPA including trips starting or ending outside the MPA, intrazonal VMT and centroid connector VMT, in Metro’s travel forecast model. The intrazonal and centroid VMT are assumed to occur on local streets.²</p>
<p>Fatal and serious injuries rates per VMT</p>	<p>The crash rate for VMT is derived by multiplying the average annual number of fatalities or serious injuries (based on five years of data) by 100,000,000 miles and dividing by the five year average VMT for the reporting year.</p> <p>The five-year average of VMT used to calculate rates are:</p> <ul style="list-style-type: none"> • Base (2011-2015): 10.22 billion • 2019 (Target and Actual): 10.65 billion • 2035: 123.8 billion
<p>2019 population estimates</p>	<p>Metro developed population estimates within the MPA using Esri’s Business Analyst. The MPA boundary is uploaded to ArcGIS Online to create a dasymetric estimate. Dasymetric estimates are based on a combination of Census block-level data and ancillary proprietary data provided by Esri.</p> <p>Using a GIS analysis Metro estimates the population living within the Equity Focus Areas to compare the number and rate of fatality and serious injuries within these areas compared to the region.</p>

² Annual VMT this report is different from that cited in the RTP. The difference is explained by the different geographies used to calculate the VMT. This report uses the VMT calculated for the [2018 State of Safety Report](#), which includes VMT for internal (intra-MPA) trips beginning and ending in the MPA and external (interzonal) trips beginning OR ending in the MPA, while the RTP only counts intra-MPA trips as stipulated by the TPR. The VMT calculations used in this report does use the same growth assumed for the RTP to interpolate VMT for future years.

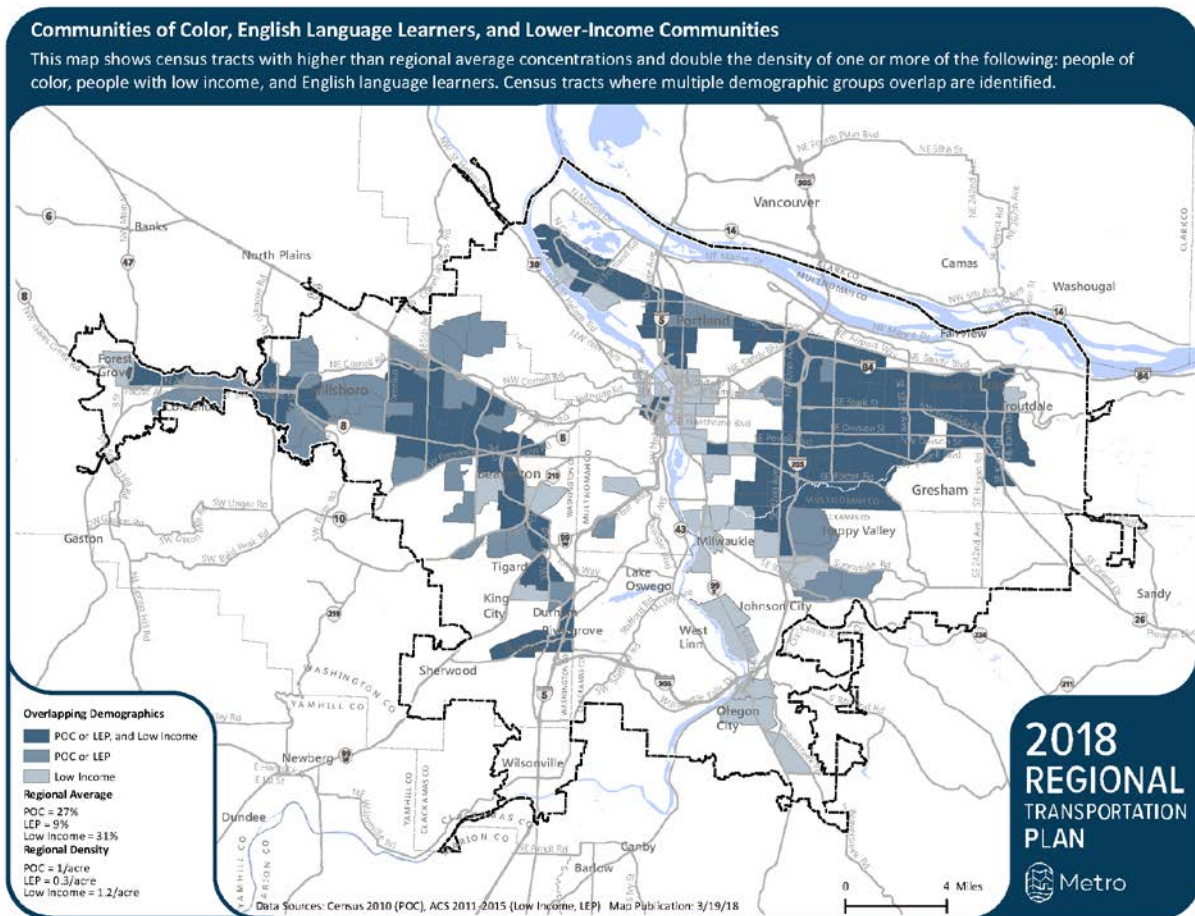
<p>Fatal and serious injury rates per capita</p>	<p>The crash rate for population is derived by multiplying the number of fatalities or serious injuries by 100,000 people and dividing by the five year average population for the reporting year.</p> <p>The five-year average of population used to calculate rates are:</p> <ul style="list-style-type: none"> • Base (2011-2015): 1,553,000 • 2015-2019 (Target and Actual): 1,635,000 • 2031-2035 (Target): 2,021,000
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Figure 1 Metropolitan Area Planning boundary map



Source: 2018 Regional Transportation Plan

Figure 2 Equity focus areas map



Source: 2018 Regional Transportation Plan

PROGRESS TOWARDS SAFETY TARGETS

The region set ambitious safety targets in the 2018 Regional Transportation Plan: a sixteen percent reduction in fatalities and serious injuries by 2020, a fifty percent reduction by 2025 and zero fatalities and serious injuries by 2035. To be on track to meet these goals, fatalities and serious injuries **needed to decline 11 percent** from the base year (2015) to the target year (2019). However, **fatalities increased 34 percent**, and **serious injuries increased 17 percent**.³

As shown in Table 4, the greater Portland region did not meet the federal transportation performance measures for 2019 or improve over the baseline from 2015. The only safety targets the region met were for number of serious bicyclist injuries and serious bicyclist

³ Average number of fatalities and serious injuries based on 2015-2019 ODOT crash data within the MPA boundary. Vehicle miles traveled and population are also averages based on five years of data. All figures in this report are annual averages, also known as 5-year rolling averages, unless otherwise noted.

injuries per 100 thousand people; these targets were also met in 2018. Based on the results of the performance measures, the region is not on track for achieving its Vision Zero goals.

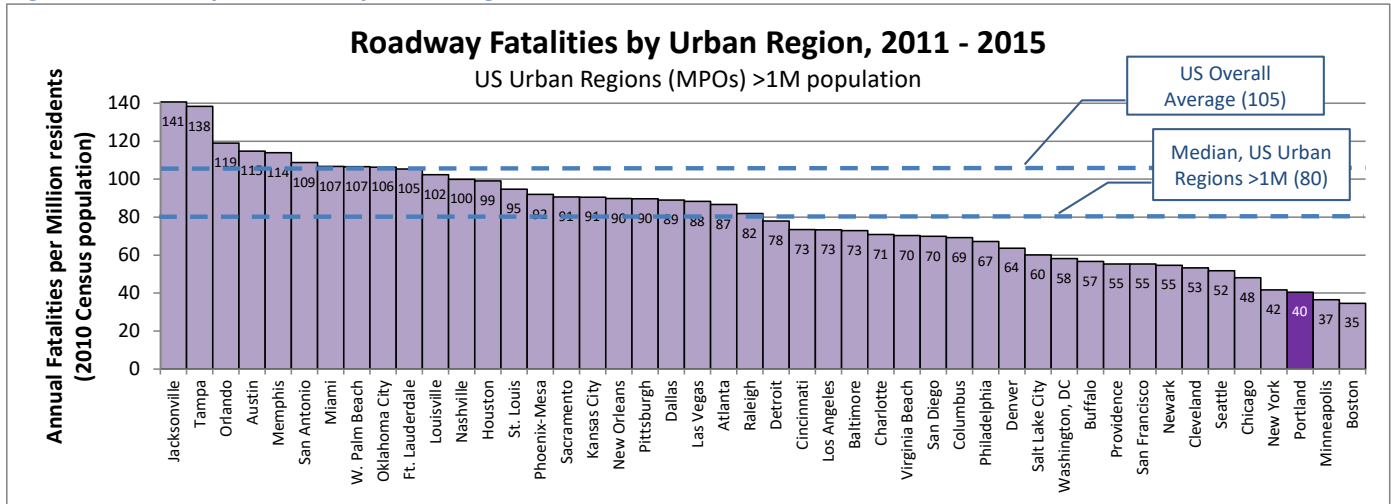
- The average annual number of fatalities increased from 62 in 2015 to 83 in 2019, an increase of 34 percent. Between 2018 and 2019, the average number of fatalities increased ten percent from 75 to 83.
- Pedestrian fatalities are increasing more than other fatal crashes. Forty percent of people killed were pedestrians, up from 35 percent in 2015 – an increase of 41 percent.
- A higher percentage of pedestrian and bicyclist fatalities and serious injuries occur in Equity Focus Areas. Seventy-six percent of pedestrian fatalities and serious injuries occur in Equity Focus Areas, while 56 percent of the population lives in those areas. Seventy-two percent of bicyclist fatalities and serious injuries occur in those areas, and 64 percent of all fatalities and serious injuries occur in Equity Focus Areas (see Table 6).
- Fatality rates per vehicle miles traveled also increased from 0.6 fatalities per 100 million vehicle miles traveled in 2015 to 0.8 in 2019, a 33 percent increase.
- The average annual number of serious injuries increased from 458 in 2015 to 536 in 2019, an increase of 17 percent.
- Serious injury rates per vehicle miles traveled also increased, though not as much as fatality rates, from 4.5 serious injuries per 100 million miles traveled in 2015 to 5 in 2019, an increase of 11 percent.
- The average annual number of non-motorized (pedestrians and bicyclists) fatalities and serious injuries increased from 113 in 2015 to 127 in 2019, an increase of 12 percent.
- In 2015, 22 percent of all fatalities and serious injuries were people walking or bicycling. In 2019, 21 percent of all fatalities and serious injuries were people walking or bicycling.
- The number and rate (per capita) of bicyclists seriously injured declined 9 and 14 percent respectively from 2015 to 2019.

There are many factors that influence traffic and roadway safety, and state, local and regional partners are taking actions to reduce traffic deaths and serious injuries, especially managing speed for safety. Some actions, such as large capital transportation safety projects may take several years to complete, while others, such as fixed speed cameras and speed campaigns can be implemented more quickly.

The current trend indicate that state, regional and local partners must continue to reduce the number of VMT, improve roadway safety, increase safe behaviors, and implement safety action plans to reduce the number of traffic related deaths and serious injuries in the greater Portland region.

The greater Portland region has one of the lowest fatality rates in the United States, compared to other urban regions with populations greater than 1 million, indicating the region's approach to land use and transportation is beneficial to safety. ⁴

Figure 3 Roadway fatalities by urban region, 2011-2015



⁴ 2018 State of Safety Report, Metro

Table 4 2019 safety targets and performance

Performance Measure	5-year rolling average				Target achieved?	Better than baseline?	Trending to Vision Zero?
	BASELINE 2011-2015 (Average)	ACTUAL 2015-2019 (Average)	% Change	TARGET 2015-2019 (Average)			
Number of fatalities	62	83	34%	55	No	No	No
Fatalities per 100 million vehicle miles traveled	0.6	0.8	33%	0.5	No	No	No
Number of serious injuries	458	536	17%	407	No	No	No
Serious injuries per 100 million vehicle miles traveled	4.5	5	11%	3.8	No	No	No
Number of non-motorized fatalities and serious injuries	113	127	12%	101	No	No	No
Fatalities per 100 thousand people	4	5.1	28%	3.4	No	No	No
Serious injuries per 100 thousand people	29.5	32.8	11%	24.9	No	No	No
Number of motor vehicle only fatalities	38	45	18%	34	No	No	No
Motor vehicle only fatalities per 100 thousand people	2.4	2.8	17%	2.1	No	No	No
Motor vehicle only fatalities per 100 million vehicle miles traveled	0.4	0.4	0%	0.3	No	Same	No
Motor vehicle only serious injuries	369	446	21%	328	No	No	No
Motor vehicle only serious injuries per 100 thousand people	23.7	25.9	9%	13.5	No	No	No
Motor vehicle only serious injuries per 100 million vehicle miles traveled	3.6	4	11%	2.1	No	No	No
Number of pedestrian fatalities	22	31	41%	14	No	No	No
Pedestrian fatalities per 100 thousand people	1.4	1.9	36%	0.8	No	No	No
Pedestrian Fatalities per 100 million vehicle miles traveled	0.2	0.3	50%	0.1	No	No	No
Number of pedestrian serious injuries	56	65	16%	36	No	No	No
Pedestrian serious injuries per 100 thousand people	3.6	4	11%	2	No	No	No
Pedestrian serious injuries per 100 million vehicle miles traveled	0.5	0.6	20%	0.3	No	No	No
Number of bicyclist fatalities	2.2	3.4	55%	1.4	No	No	No
bicyclist fatalities per 100 thousand people	0.14	0.21	50%	0.08	No	No	No
Bicyclist fatalities per 100 million vehicle miles traveled	0.02	0.03	50%	0.01	No	No	No
Number of bicyclist serious injuries	33	30	-9%	21	No	Yes	Yes
Bicyclist serious injuries per 100 thousand people	2.1	1.8	-14%	1.2	No	Yes	Yes
Bicyclist serious injuries per 100 million vehicle miles traveled	0.3	0.3	0%	0.2	No	Same	No

Source for fatalities and serious injuries: Oregon Department of Transportation annual crash data
 Source for population estimates: Esri 2019 and Metro 2020 Metropolitan Planning Area boundary
 Source for vehicle miles traveled estimates: Metro, travel forecast model

Table 5 provides the actual number (as opposed to the five year rolling average) of people killed and seriously injured for the years 2011 to 2019, all within the MPA boundary.

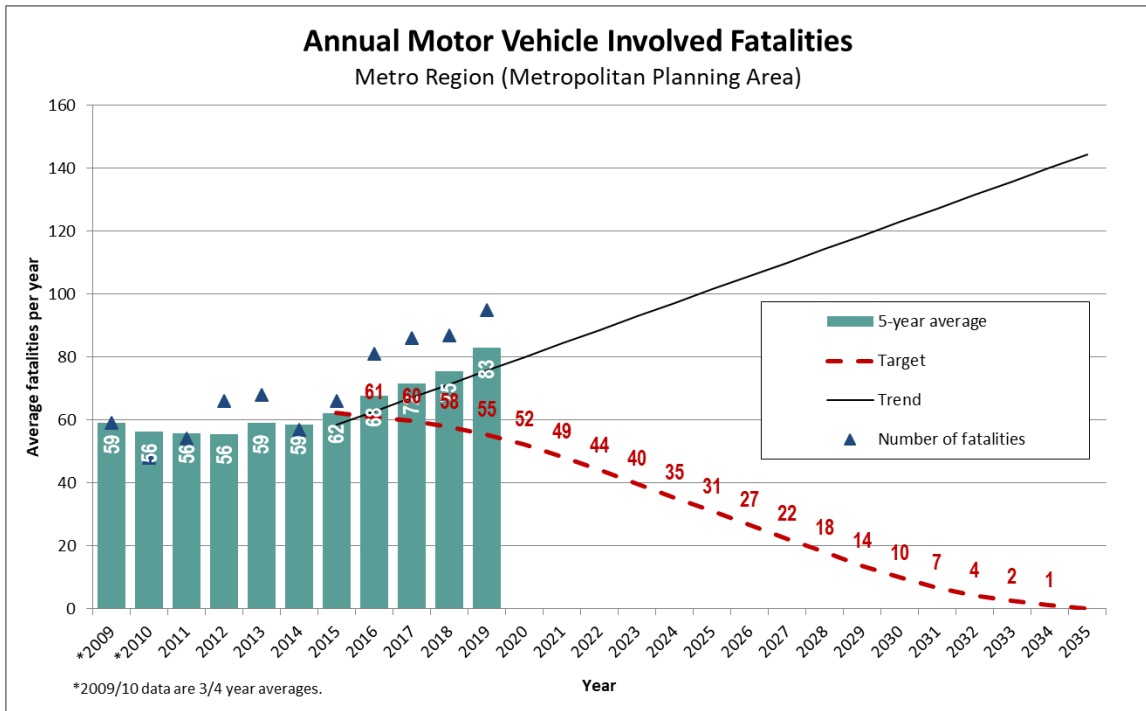
Table 5 Observed number of fatalities and serious injuries, 2011-2019

	All		Bicyclist		Pedestrian		Motor Vehicle Only	
	Total Fatalities (people)	Total Serious Injuries (people)	Total Fatalities (people)	Total Serious Injuries (people)	Total Fatalities (people)	Total Serious Injuries (people)	Total Fatalities (people)	Total Serious Injuries (people)
2011	54	482	4	28	14	49	36	405
2012	66	464	3	34	26	62	37	368
2013	68	396	1	34	21	49	46	313
2014	57	424	1	37	23	62	33	325
2015	66	520	2	33	26	56	38	431
2016	81	593	7	26	33	91	41	476
2017	86	526	4	25	38	67	44	434
2018	87	497	3	27	35	51	49	419
2019	95	545	4	15	36	58	55	472

Figures 4 through 9 illustrate the annual average fatalities and/or serious injuries for motor-vehicle occupants, people walking and people bicycling from 2009 to 2019, the safety targets, and the current trend.

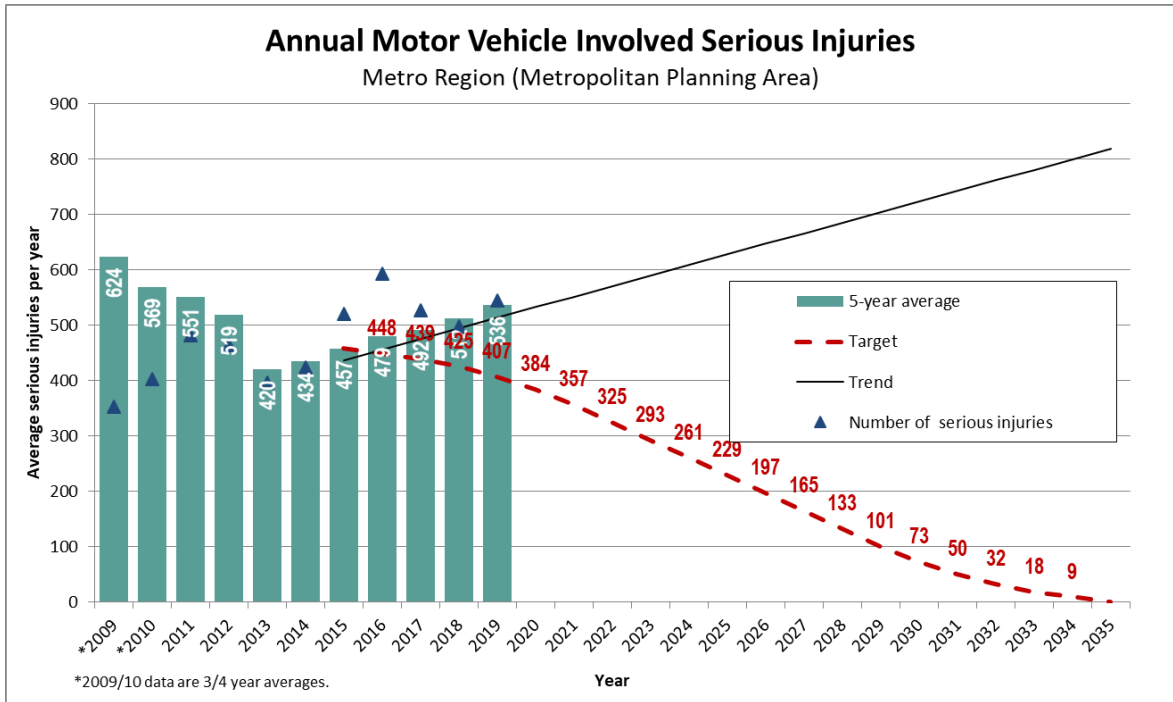
Trend lines are based on five years of annual average fatalities and/or serious injuries. The trend lines shown for fatalities and/or serious injuries for all modes show an increase. The trend for bicyclist serious injuries (not shown) is trending downward.

Figure 4 Motor vehicle involved fatalities, annual average and trend



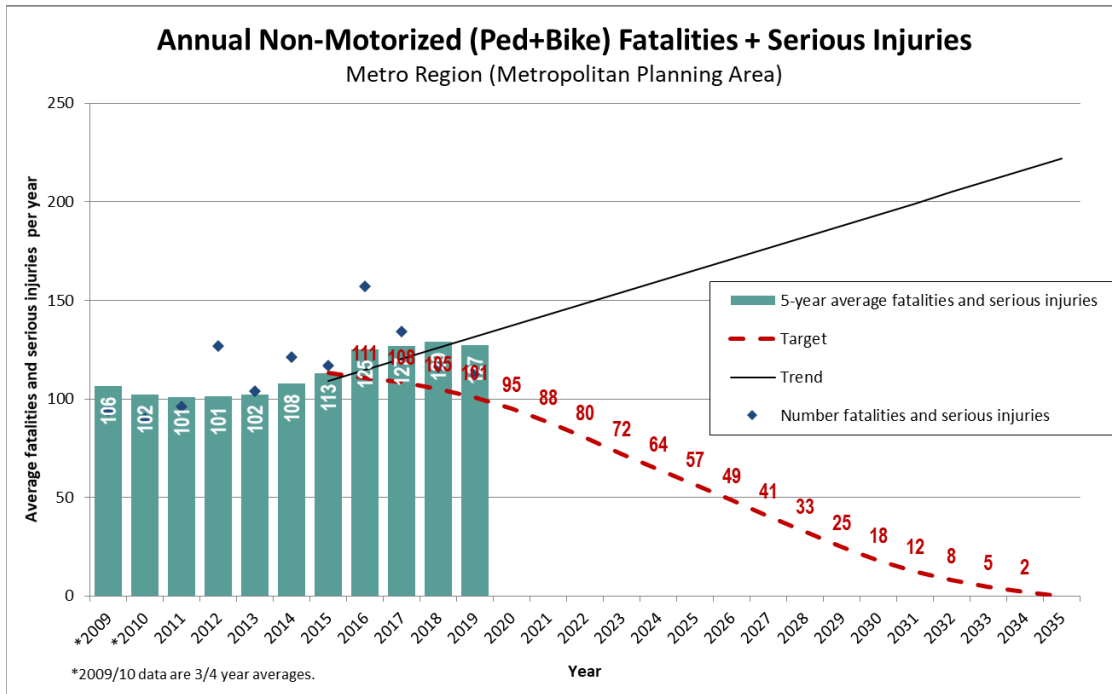
Source: Oregon Department of Transportation; Metro

Figure 5 Motor vehicle involved serious injuries, annual average and trend



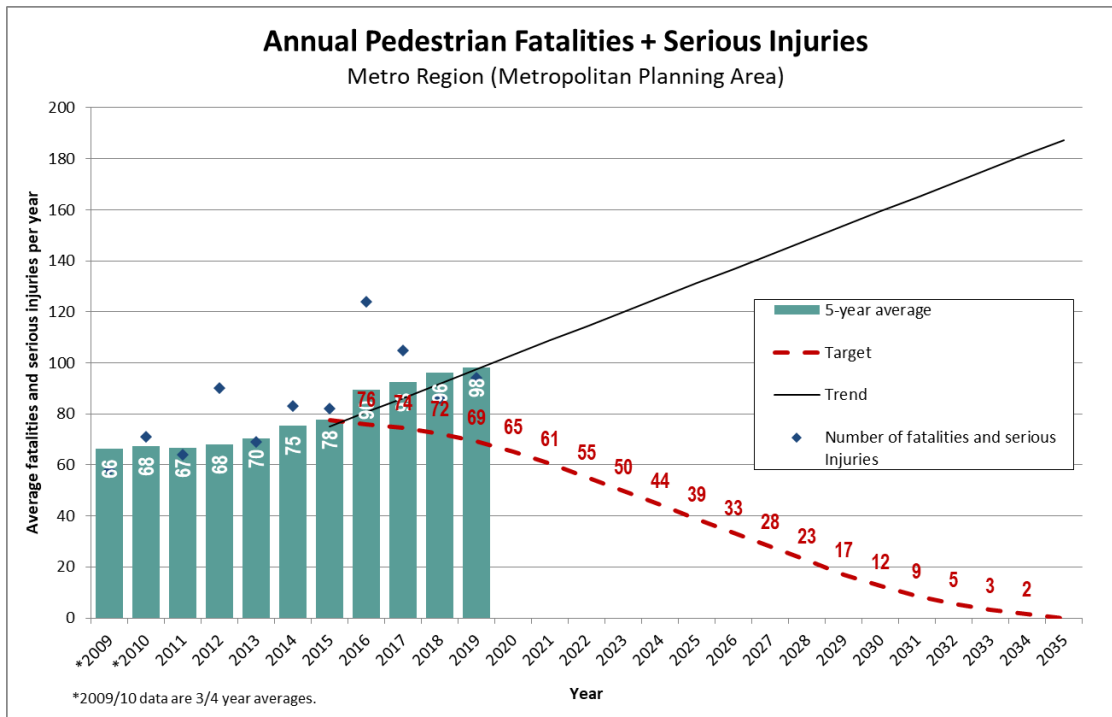
Source: Oregon Department of Transportation; Metro

Figure 6 Non-motorized fatalities and serious injuries, annual average and trend



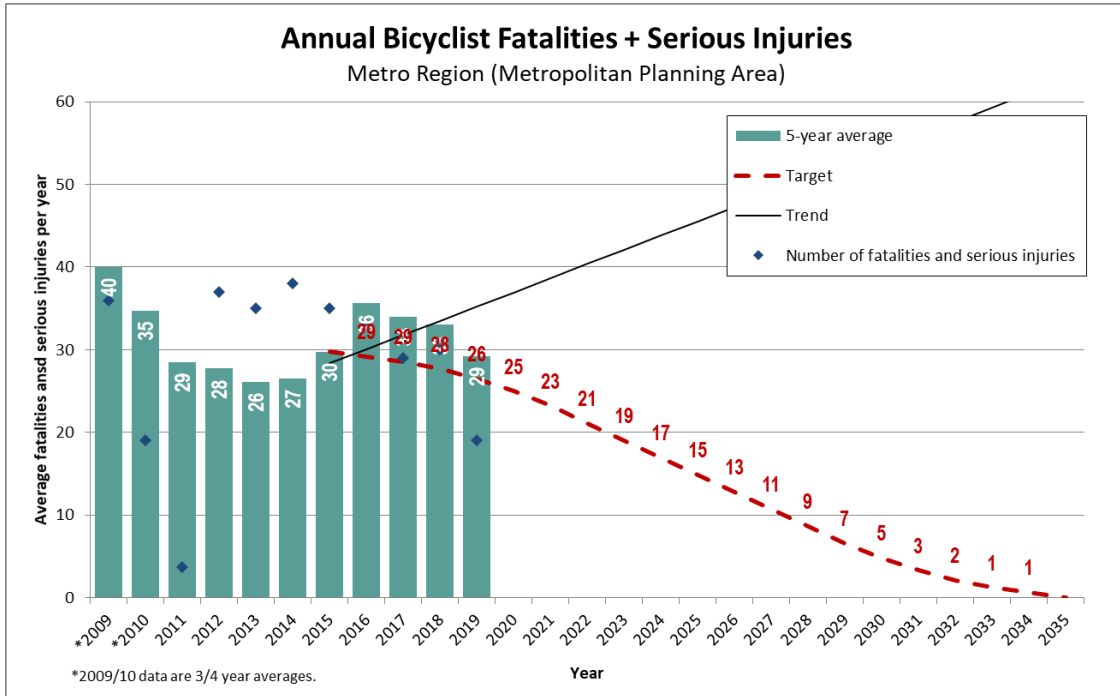
Source: Oregon Department of Transportation; Metro

Figure 7 Pedestrian fatalities and serious injuries, annual average and trend



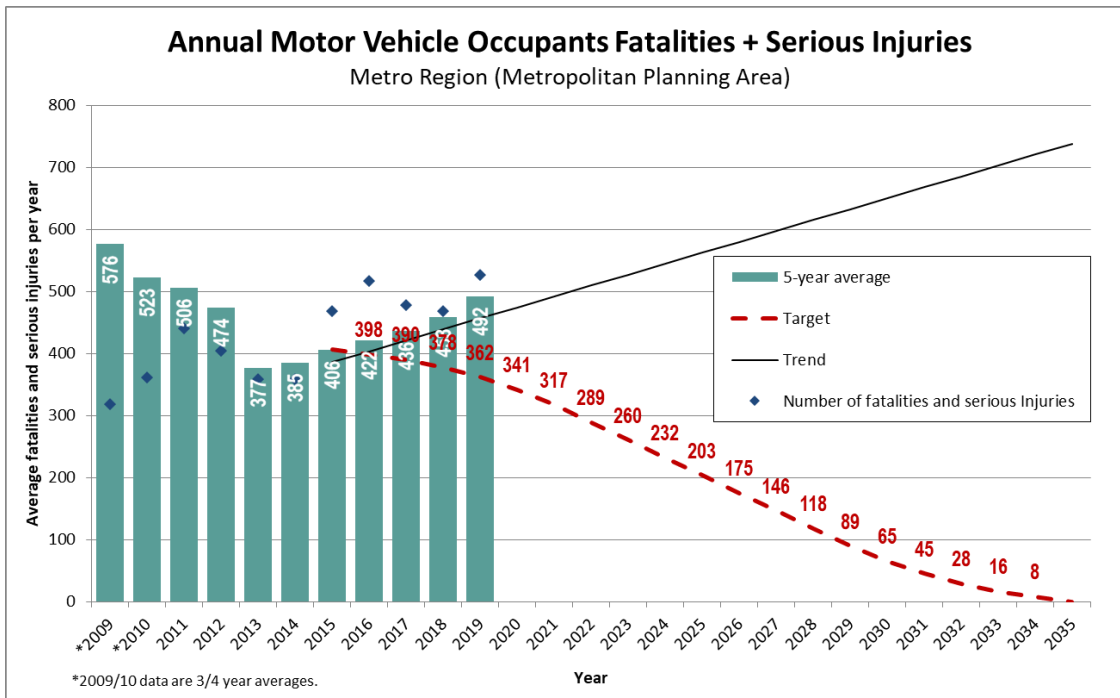
Source: Oregon Department of Transportation; Metro

Figure 8 Bicyclist fatalities and serious injuries, annual average and trend



Source: Oregon Department of Transportation; Metro

Figure 9 Motor vehicle occupant fatalities and serious injuries, annual average and trend



Source: Oregon Department of Transportation; Metro

Fatal and serious crashes in Equity Focus Areas

In addition to setting and tracking overall regional performance measure targets, Metro tracks the percent of fatal and serious crashes in Equity Focus Areas identified within the Metropolitan Planning Area (MPA).⁵ Crash data available to Metro does not include the race or ethnicity of victims of traffic crash victims. Therefore, Metro analyzes crash data by Equity Focus Areas defined in the 2018 RTP. Equity Focus Areas have higher than regional average concentrations and double the density of one or more of the following: people of color, English language learners, and/or people with lower income.

Based on the data, people living in Equity Focus Areas appear to suffer from a higher number of fatalities and serious injury crashes, especially pedestrian fatalities and serious injuries. While 56 percent of the population lives within the Equity Focus Areas, 76 percent of pedestrian fatalities and serious injuries occur in these areas..

Table 6 Fatal and serious injury crashes in Equity Focus Areas compared to region

Annual Average, 2011-2015					
Geographic Area	2019 population	Fatalities and Serious Injuries	Pedestrian Fatalities and Serious Injuries	Bicyclist Fatalities and Serious Injuries	Motor Vehicle Occupant Fatalities and Serious Injuries
Region (MPA)	1,635,000	619	98	29	492
Equity Focus Areas	924, 000 (56% of the region's population)	397 (64%)	74 (76%)	21 (72%)	303 (62%)

Source for population estimates: Esri 2019 and Metro 2020 Metropolitan Planning Area boundary
 Source for Equity Focus Areas: 2010 Census (for people of color); ACS 2011-15 (for low-income and limited English proficiency)
 Source for fatalities and serious injuries: Oregon Department of Transportation

⁵ Equity Focus Areas are identified in the 2018 Regional Transportation Plan. The methodology to define the Equity Focus Areas is described in Appendix E of the plan.

Appendix 1 Rolling Averages Baseline, Observed Data and Targets

Reporting Year (based on a 5- year rolling average)	FHWA Performance Measures							Motor Vehicle Only						Pedestrians						Bicyclists					
	Fatalities (People)	Fatality Rate		Serious Injuries (People)	Serious Injury Rate		Non- Motorized Fatalities and Serious Injuries (People)	Fatalities (People)	Fatality Rate		Serious Injuries (People)	Serious Injury Rate		Fatalities (People)	Fatality Rate		Serious Injuries (People)	Serious Injury Rate		Fatalities (People)	Fatality Rate		Serious Injuries (People)	Serious Injury Rate	
		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)			Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)
2011 - 2015 (Baseline)	62	0.6	4.0	457	4.5	29.4	113	38	0.4	2.4	368	3.6	23.7	22	0.2	1.4	56	0.5	3.6	2.2	0.02	0.14	33	0.3	2.1
2012 - 2016 (Observed)	68	0.7	4.3	479	4.6	30.5	125	39	0.4	2.5	383	3.7	24.4	26	0.2	1.6	64	0.6	4.1	2.8	0.03	0.18	33	0.3	2.1
2013 - 2017 (Observed)	72	0.7	4.5	492	4.7	31.0	127	40	0.4	2.5	396	3.8	24.9	28	0.3	1.8	64	0.6	4.1	3.0	0.03	0.19	31	0.3	2.0
2014 - 2018 (Observed)	75	0.7	4.7	512	4.9	31.8	129	41	0.4	2.5	417	4.0	25.9	31	0.3	1.9	65	0.6	4.0	3.4	0.03	0.21	30	0.3	1.8
2015-2019 (Observed)	83	0.8	5.1	536	5.0	32.8	127	45	0.4	2.8	446	4.2	27.3	34	0.3	2.1	65	0.6	4.0	4.0	0.04	0.24	25	0.2	1.5
2015 - 2019 (Target)	55	0.5	3.4	407	3.8	24.9	101	34	0.3	2.1	328	3.1	20.1	20	0.2	1.2	49	0.5	3.0	2.0	0.02	0.12	30	0.3	1.8
2016 - 2020 (Target)	52	0.5	3.1	384	3.6	23.1	95	32	0.3	1.9	309	2.9	18.6	18	0.2	1.1	47	0.4	2.8	1.8	0.02	0.11	28	0.3	1.7
2017 - 2021 (Target)	49	0.4	2.9	357	3.3	21.1	88	30	0.3	1.8	287	2.6	17.0	17	0.2	1.0	43	0.4	2.6	1.7	0.02	0.10	26	0.2	1.5
2018 - 2022 (Target)	44	0.4	2.6	325	3.0	18.9	80	27	0.2	1.6	262	2.4	15.2	16	0.1	0.9	39	0.4	2.3	1.6	0.01	0.09	24	0.2	1.4
2019 - 2023 (Target)	40	0.4	2.3	293	2.6	16.8	72	24	0.2	1.4	236	2.1	13.5	14	0.1	0.8	36	0.3	2.0	1.4	0.01	0.08	21	0.2	1.2
2020 - 2024 (Target)	35	0.3	2.0	261	2.3	14.8	64	22	0.2	1.2	210	1.9	11.9	13	0.1	0.7	32	0.3	1.8	1.3	0.01	0.07	19	0.2	1.1
2021 - 2025 (Target)	31	0.3	1.7	229	2.0	12.8	57	19	0.2	1.1	184	1.6	10.3	11	0.1	0.6	28	0.2	1.6	1.1	0.01	0.06	17	0.1	0.9
2022 - 2026 (Target)	27	0.2	1.5	197	1.7	10.9	49	16	0.1	0.9	158	1.4	8.7	9	0.1	0.5	24	0.2	1.3	0.9	0.01	0.05	14	0.1	0.8
2023 - 2027 (Target)	22	0.2	1.2	165	1.4	9.0	41	14	0.1	0.7	133	1.2	7.2	8	0.1	0.4	20	0.2	1.1	0.8	0.01	0.04	12	0.1	0.7
2024 - 2028 (Target)	18	0.2	1.0	133	1.1	7.1	33	11	0.1	0.6	107	0.9	5.7	6	0.1	0.3	16	0.1	0.9	0.6	0.01	0.03	10	0.1	0.5
2025 - 2029 (Target)	14	0.1	0.7	101	0.9	5.3	25	8	0.1	0.4	81	0.7	4.3	5	0.0	0.3	12	0.1	0.7	0.5	0.00	0.03	7	0.1	0.4
2026 - 2030 (Target)	10	0.1	0.5	73	0.6	3.8	18	6	0.1	0.3	59	0.5	3.1	4	0.0	0.2	9	0.1	0.5	0.4	0.00	0.02	5	0.0	0.3
2027 - 2031 (Target)	7	0.1	0.4	50	0.4	2.6	12	4	0.0	0.2	41	0.3	2.1	2	0.0	0.1	6	0.1	0.3	0.2	0.00	0.01	4	0.0	0.2
2028 - 2032 (Target)	4	0.0	0.2	32	0.3	1.6	8	3	0.0	0.1	26	0.2	1.3	2	0.0	0.1	4	0.0	0.2	0.2	0.00	0.01	2	0.0	0.1
2029 - 2033 (Target)	2	0.0	0.1	18	0.2	0.9	5	2	0.0	0.1	15	0.1	0.7	1	0.0	0.0	2	0.0	0.1	0.1	0.00	0.00	1	0.0	0.1
2030 - 2034 (Target)	1	0.0	0.1	9	0.1	0.5	2	1	0.0	0.0	7	0.1	0.4	0	0.0	0.0	1	0.0	0.1	0.0	0.00	0.00	1	0.0	0.0
2031 - 2035 (Target)	0	0.0	0.0	0	0.0	0.0	0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0.0	0.00	0.00	0	0.0	0.0

Source: Crash Data: Oregon Department of Transportation 2011-2015

Note: Due to rounding, addition of numbers across modes may result in minor variation from totals.

These measures reflect people killed or seriously injured rather than fatal or serious injury crashes.

Serious injuries do not include fatalities.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

February 22, 2021

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 26, 2021
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Regional Planner
Subject: 2021-22 Unified Planning Work Program (UPWP) Discussion Draft

Purpose

Provide TPAC with a summary of feedback received on the UPWP at the February 18 federal and state consultation meeting.

Background

What the UPWP is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. The UPWP is developed with input from local governments, TriMet, ODOT, FHWA, & FTA. It helps ensure efficient use of federal planning funds.

What the UPWP is not

The UPWP is not a regional policy making document and does not make any funding allocations. It does not include construction, design or preliminary engineering projects. It only includes planning projects that will be receiving federal funds for the upcoming fiscal year (and some locally funded projects of regional significance).

Feedback received at February 18 Federal and State consultation

Metro received feedback through written comments provided in advance, as well as verbal comments at the meeting.

Much of the feedback focused on “housekeeping” suggestions (e.g. refining budget tables, fixing typos, minor wording changes, formatting, etc.) as well as a few more substantive changes.

This memo summarizes the substantive changes that Metro staff will bring forward in the final draft UPWP:

- Add a new project narrative for Tigard’s Red Rock Creek Trail study within the Local Planning of Regional Significance section.
- Add language to Civil Rights & Environmental Justice narrative regarding conducting a benefits & burdens analysis of each investment/decision to ensure that the burdens do not fall disproportionately on the Region’s underserved populations
- Add a hyperlink in the Public Engagement narrative to Metro’s Public Participation Plan.
- Delete reference within the MPO Management & Services narrative to the SMART Memorandum of Understanding (MOU), which expired in 2020. This MOU was superseded by the 4-way planning IGA with ODOT, TriMet, SMART and Metro.

Next Steps

On April 2, TPAC is scheduled to make a recommendation to JPACT on the UPWP (with all revisions to the January Discussion Draft shown in tracked changes). JPACT will review the Revised UPWP at its April 15 meeting and will be asked to take action on May 20. The Metro Council is scheduled to take final action May 20. Staff will transmit the adopted UPWP to Federal & State partners on May 21. This allows time for the IGA to be signed by Metro COO’s by June 30, allowing for federal funding to continue flowing to the region without delay.

Please contact John.Mermin@oregonemtro.gov (503-797-1747) for inquiries about the UPWP.

Materials following this page were distributed at the meeting.

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

Jose Ignacio Contreras, 22, driving, Multnomah, 2/28
Donald Ray Harvey, 86, walking, Washington, 2/20
Joshua Brooks Frankel, 27, motorcycling, Clackamas, 1/14
Antonio Lopez-Amaro, 57, driving, 2/14
Kenna Danielle Butchek, 35, driving, Multnomah, 2/7
Douglas Rosling II, 40, driving, Multnomah, 2/7
Joshua Stanley, 34 walking, Multnomah, 2/6
Karen McClure, 60 walking, Multnomah, 2/6
Jerry Ray Jeffries, 73, driving, Washington, 2/3



**ODOT preliminary fatal crash report, as of 3/1/21*



Make your voice heard!
Covers over I-5 will create new community space.
Share your vision for the future of the Albina community!

The proposed highway cover space could be used for affordable housing, local businesses, or community organizations and open spaces that reflect the historic Albina community – we want to hear from you on what you see as the most important opportunities. The highway covers have the potential to add economic value by supporting redevelopment that reconnects the community. An independent cover assessment team is working to develop three design scenarios for the highway covers, considering how to best reconnect the community, promote economic development, and meet the community's vision for the new space.

How can I get involved?

We're asking members of the community to help define options for what the future highway covers can look like and how they can function to reconnect the Lower Albina area. Your input will inform the development of the highway covers in pursuit of restorative justice and a diverse, inclusive, and accessible neighborhood.

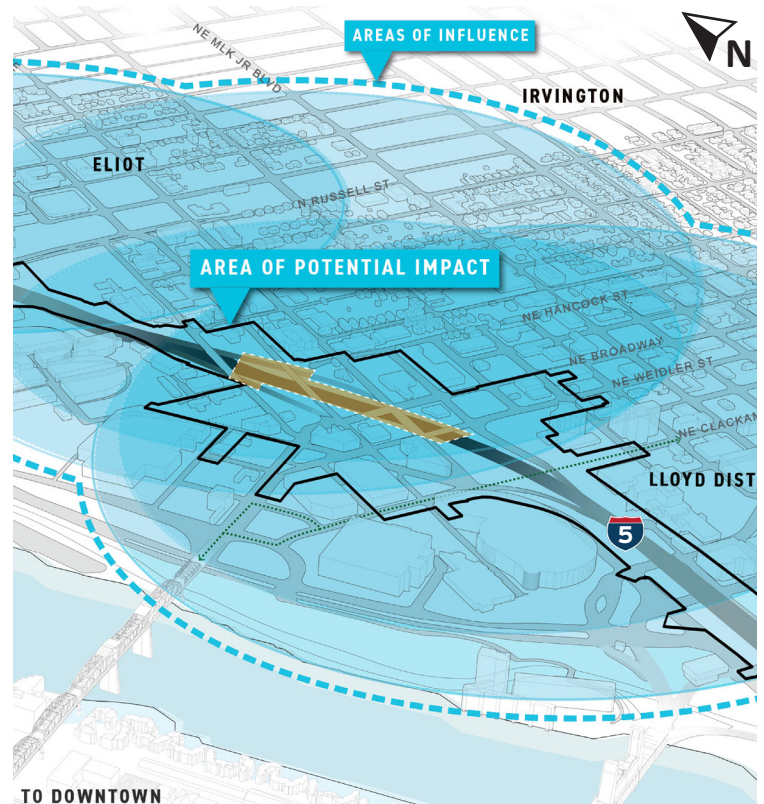
The team is seeking direct input from community members from the historic Albina neighborhood and other stakeholders through a series of virtual work sessions and is inviting broader community input through online open houses, surveys, and public comment opportunities.

Online Open House

The first online open house is open to the public and will be open through **Friday, March 12.**

Share your vision:

www.albinahighwaycovers.com



Highway covers can create new community envisioned spaces, places, and connections.

Future Engagement

Online Open House #2: April 16 - April 30

Review and refine potential development scenarios, assessing how the design of each scenario supports the community's vision and restorative justice outcomes.

Online Open House #3: June 4 – June 18

Review final development scenarios born out of the vision and outcomes and evaluate and rank each development scenario's performance in relationship to the community's values and feasibility.

About the Independent Cover Assessment

Last year, in response to direction from the Governor and requests from project stakeholders, the Oregon Transportation Commission directed ODOT to retain a consultant team of local and national urban design, engineering, and environmental experts to conduct an independent assessment of the highway cover designs included in the I-5 Rose Quarter Improvement Project. The requests from Metro, Multnomah County, City of Portland, Portland Public Schools and Albina Vision Trust shaped the creation of the independent assessment process. The goal for this independent team is to understand the vision and goals of stakeholders in the project area, generate potential highway cover scenarios, and assess the impacts and benefits of these scenarios.

With influence from the Historic Albina Advisory Board and guidance from the I-5 Rose Quarter Improvement Project's Executive Steering Committee, the Independent Cover Assessment Team is working directly with Black community members from historic Albina to understand how potential highway covers, delivered as part of the Rose Quarter Improvement Project, can rebuild the neighborhood and better serve the historic Albina Community.

About the Project

The I-5 Rose Quarter Improvement Project is committed to supporting a safer, more just and inclusive Albina community and greater Portland region. The project will make local, regional, and international travel more predictable and reduce frequent crashes on the I-5 corridor, supporting Oregon's economy and it will enhance public spaces while supporting opportunities for economic development, including land redevelopment opportunities.

On I-5, the project will add auxiliary lanes and shoulders to improve travel reliability and safety and will smooth traffic flow between I-84 and I-405 where three interstates meet at the top traffic bottleneck in Oregon and 19th worst bottleneck in the nation. The project is led by the Oregon Department of Transportation. The Oregon State Legislature identified the project as a key transportation investment in 2017.

Learn more about the project and sign up for email updates at: www.i5rosequarter.org



Vital community activity, Columbia Heights, Washington DC (Image courtesy of ZGF).

Share your feedback: www.albinahighwaycovers.com

For Americans with Disabilities Act (ADA) or Civil Rights Title VI accommodations and/or translation/interpretation services, call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

¿Hablas español? Podemos proporcionar la información de esta publicación en español. Para recibir información por favor llame al 503-731-4128.



Agenda Item 5:

March 2021 Formal Amendment Summary

Resolution 21-5163

Amendment # MR21-08-MAR

Applies to the new 2021-24 MTIP

Agenda Support Materials:

- Draft Resolution 21-5163
- Exhibit A to Resolution 21-5163 (amendment tables)
- Staff Report

March 5, 2021

Ken Lobeck

Metro Funding Programs Lead

March 2021 Formal MTIP Amendment Overview

- Summary overview of the March Formal MTIP Amendment amendment contents: 1 project
- Open to questions or project discussions
- Staff motion: Request approval recommendation to JPACT for Resolution 21-5163

March 2021 Formal Amendment Contents

Key 20208 – US30: NW Kittridge Ave to NW Bridge Ave

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

March 2021 Formal Amendment Contents

#	Key	Lead Agency	Project Name	Change Reason	Note
1	20208	ODOT	US30: NW Saltzman Rd- NW Bridge Ave US30: NW Kittridge Ave to NW Bridge Ave	Limits Expansion	Project expanded to be NW Kittridge to NW Bridge

The formal amendment:

- Expands project limits on US30 by approximately 1.3 miles
- The project was down scoped to save funding as part of the 2019 STIP Recalibration Amendment
- Savings from other projects allowed reconsideration of US30 project limits
- Restoring the project back to their original limits
- Adds \$2,067,000 to the project (primarily construction) to support limits expansion
- The project scope will repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed, plus widen and pave existing bike lanes

MPO CFR Compliance Requirements

MTIP 8 Review Factors

1. MTIP required programming verification is completed
2. MTIP funding eligibility verification is completed
3. Passes fiscal constraint review and verification
4. Passes RTP consistency review:
 - Identified in current constrained RTP
 - Reviewed for possible air quality impacts
 - Verified as a Regionally Significant project and impacts to the region
 - Verified correct location & scope elements in the modeling network
 - Verified RTP and MTIP project costs consistent
 - Satisfies RTP goals and strategies
5. MTIP & STIP programming consistency is maintained against obligations
6. Verified as consistent with UPWP requirements as applicable
7. MPO responsibilities verification: Public notification completion plus OTC approval required completed for applicable ODOT funded projects
8. Performance Measurements initial impact assessments completed

March 2021 Formal Amendment

Public Notification Period

30 Day Public Notification/Opportunity to Comment period is
March 2, 2021 to March 31, 2021

<https://www.oregonmetro.gov/metropolitan-transportation-improvement-program>

AMENDMENTS

The MTIP and STIP are “living” documents, subject to updates through an amendment process. Metro releases all amendments for public review before the Metro Council takes action.

To comment, contact Summer Blackhorse at summer.blackhorse@oregonmetro.gov.

FFY 2020 formal amendments

February 2021

Please comment by Wednesday March 3, 2021

135.71 KB Adobe Acrobat PDF | Published Feb 1, 2021

March 2021

Please comment by Wednesday March 31, 2021

121.93 KB Adobe Acrobat PDF | Published Mar 2, 2021

March 2021 Formal Amendment

Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	March 2 2021
TPAC Notification and Approval Recommendation	March 5, 2021
JPACT Approval and Recommendation to Council	March 18, 2021
30 Day Public Notification Period Ends	March 31, 2021
Metro Council Approval of Resolutions 20-5144	April 8, 2021
Amendment Bundle Submission to ODOT	April 13, 2021
ODOT & USDOT Final Approvals	Early to mid-May 2021

March 2021 Formal Amendment

Approval Recommendation & Questions

TPAC Approval Recommendation:

- Provide an approval recommendation for ODOT's US30 repaving project to JPACT for Resolution 21-5163 under MTIP Amendment MR21-08-MAR
- Correct typos, etc. in support materials as needed
- Questions, Comments, and/or Project Discussions as Needed?

Regional Enhanced Transit Concepts (ETC)

A data driven approach to planning and design for
the Portland region's first major transit priority
projects

Matt Bihn, Principal Planner, Metro

Jamie Snook, Manager of Capital Planning, TriMet



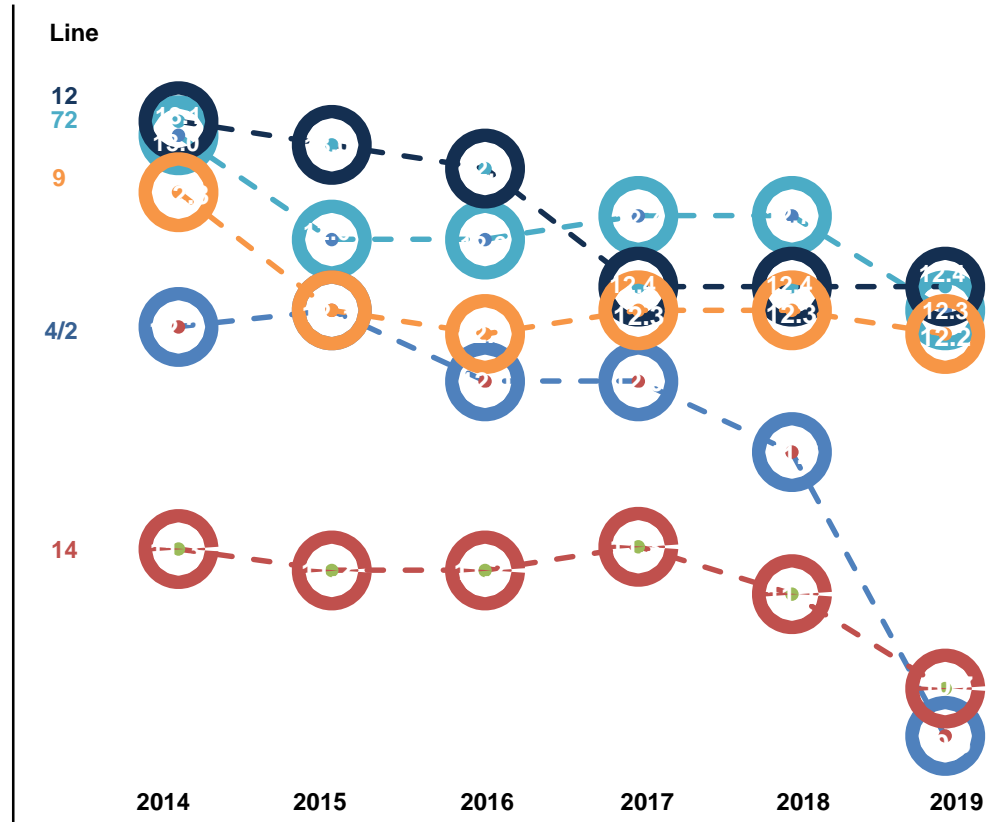
Today's Agenda

- What is Enhanced Transit Concept (ETC)?
- Completed transit projects
- Projects in progress
- Upcoming transit projects
- Benefits
- Next steps
- Q&A



Buses are getting stuck in traffic, trips take longer

Average Speed (mph)



What is Enhanced Transit Concept (ETC)?

- Partnerships
- Dedicated bus lane
- Business access and transit (BAT) lane
- Pro-time (peak period only) transit lane
- Queue jump / right turn except bus
- Transit signal priority/NextGen and signal improvements
- Transit-only aperture
- Multi-modal interactions
- Bus stop consolidation
- Curb extension at stops/stations
- Far-side bus stop placement

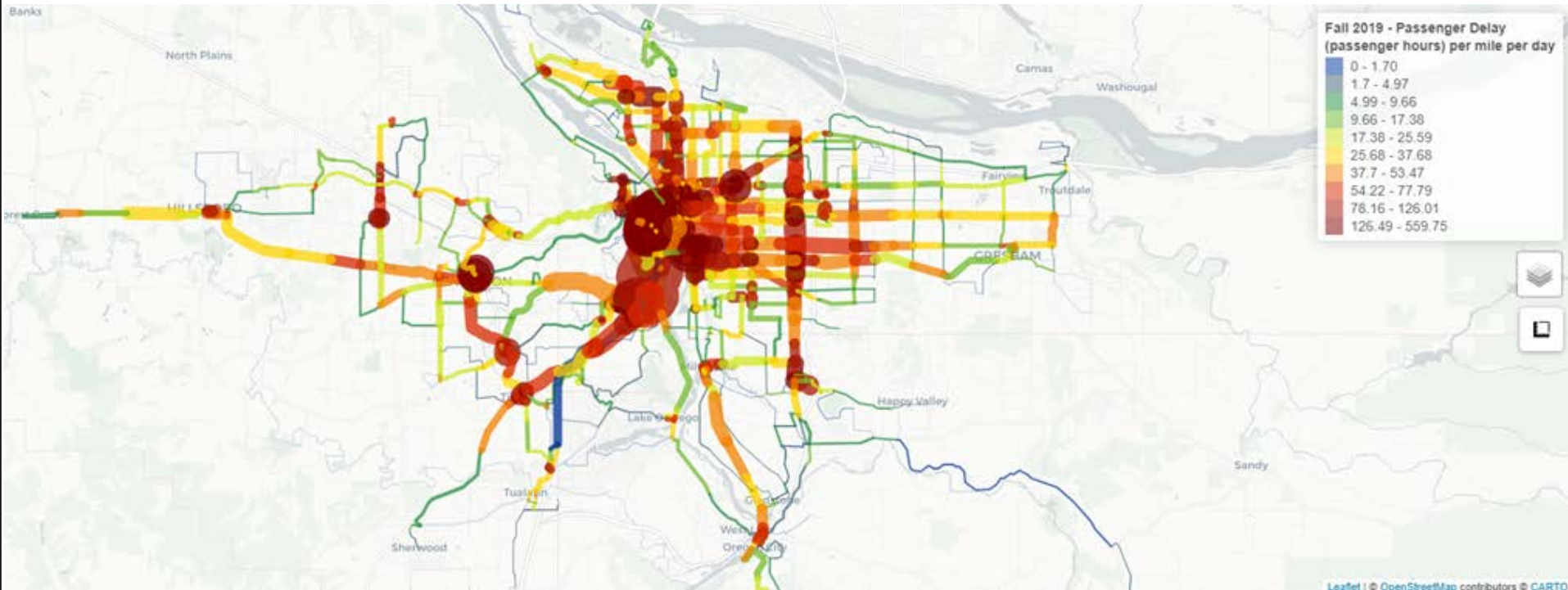


Regional ETC Pilot Program

- Received \$5M from Regional Flexible Funds to develop program
- Improve transit reliability, speed and capacity
- Identify, design and build a set of Enhanced Transit projects
- Develop a pipeline of Enhanced Transit projects



Regional transit delay map







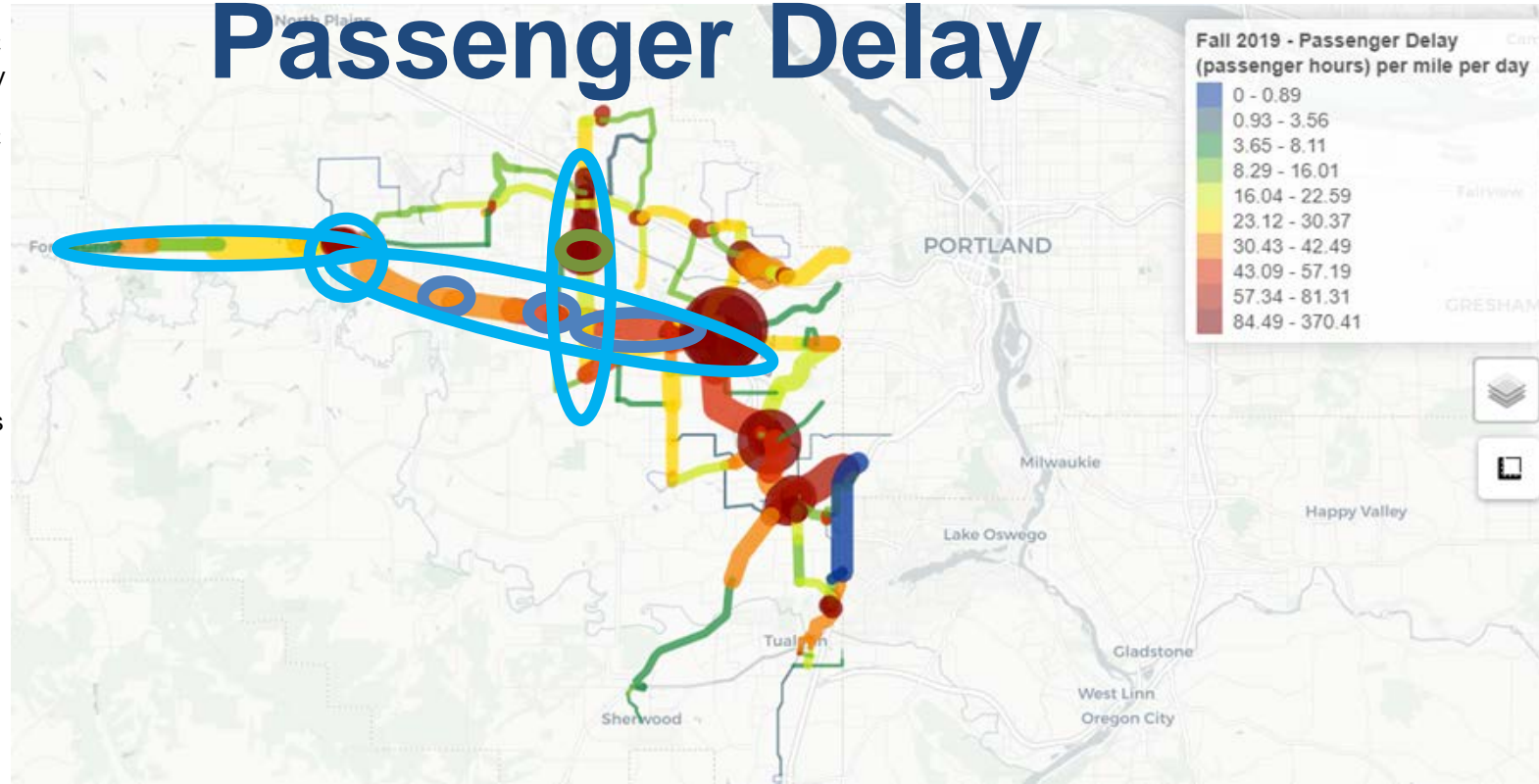
Initial ETC Projects – concept designs

- Dashboard development
- Funding measure project development
- Red Paint
- SW Madison
- NW Everett
- Burnside (Burnside Bridge/E Burnside)
- E Burnside/ 16th Avenue
- 122nd Avenue
- MLK/Grand couplet
- Hawthorne/Madison
- Hall / Allen
- Multnomah Blvd.
- Hillsboro Transit Center
- 185th / Cornell
- TV Highway
- McLoughlin
- Capitol Highway
- Sandy Blvd
- SW Alder
- NE Couch

Washington County – Passenger Delay





Concepts/designs
developed through:

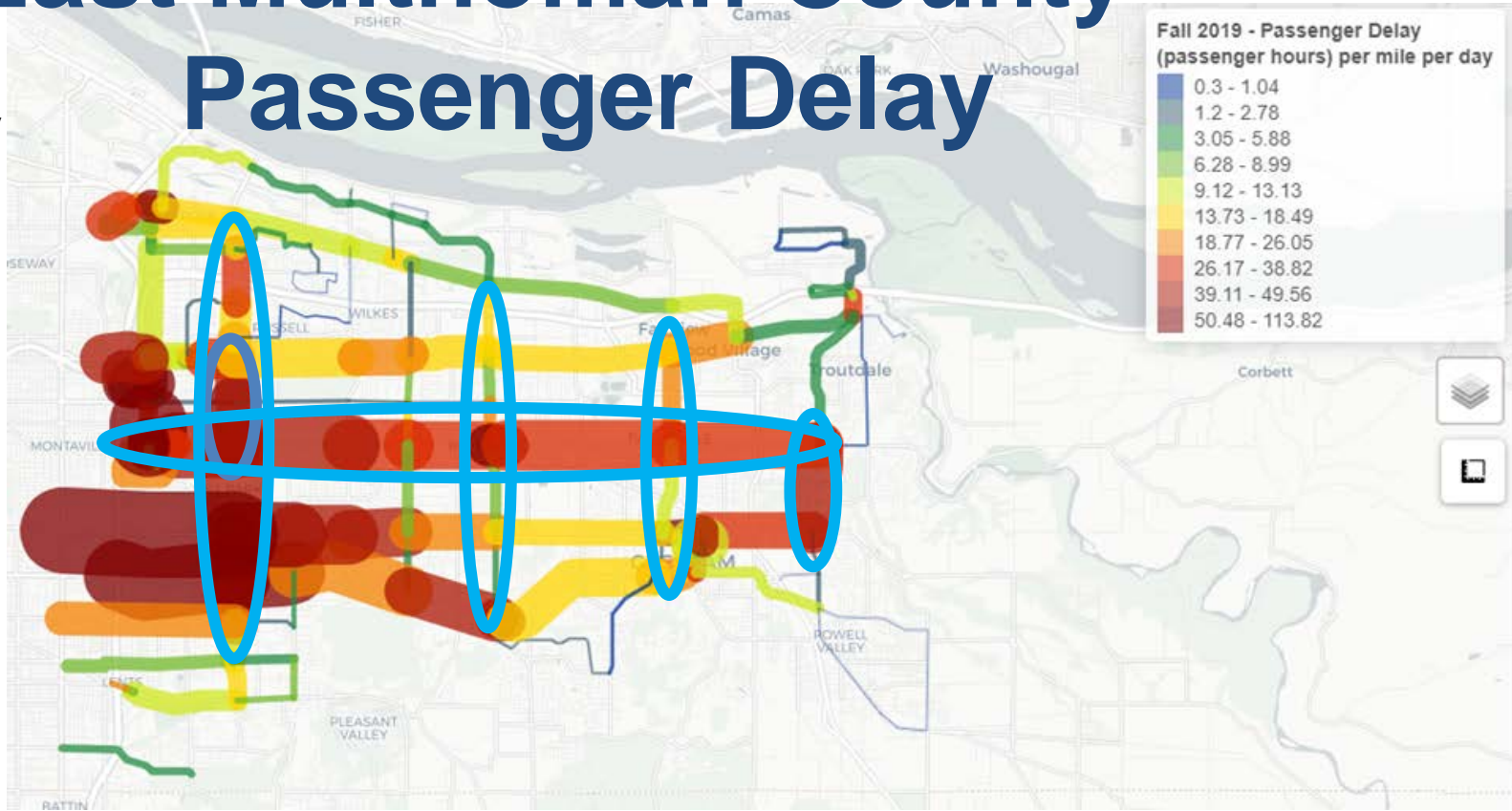
-  Regional ETC workshop only
-  Regional ETC program
-  Regional Funding Measure
-  Constructed ETC improvements



East Multnomah County – Passenger Delay


Concepts/designs developed through:

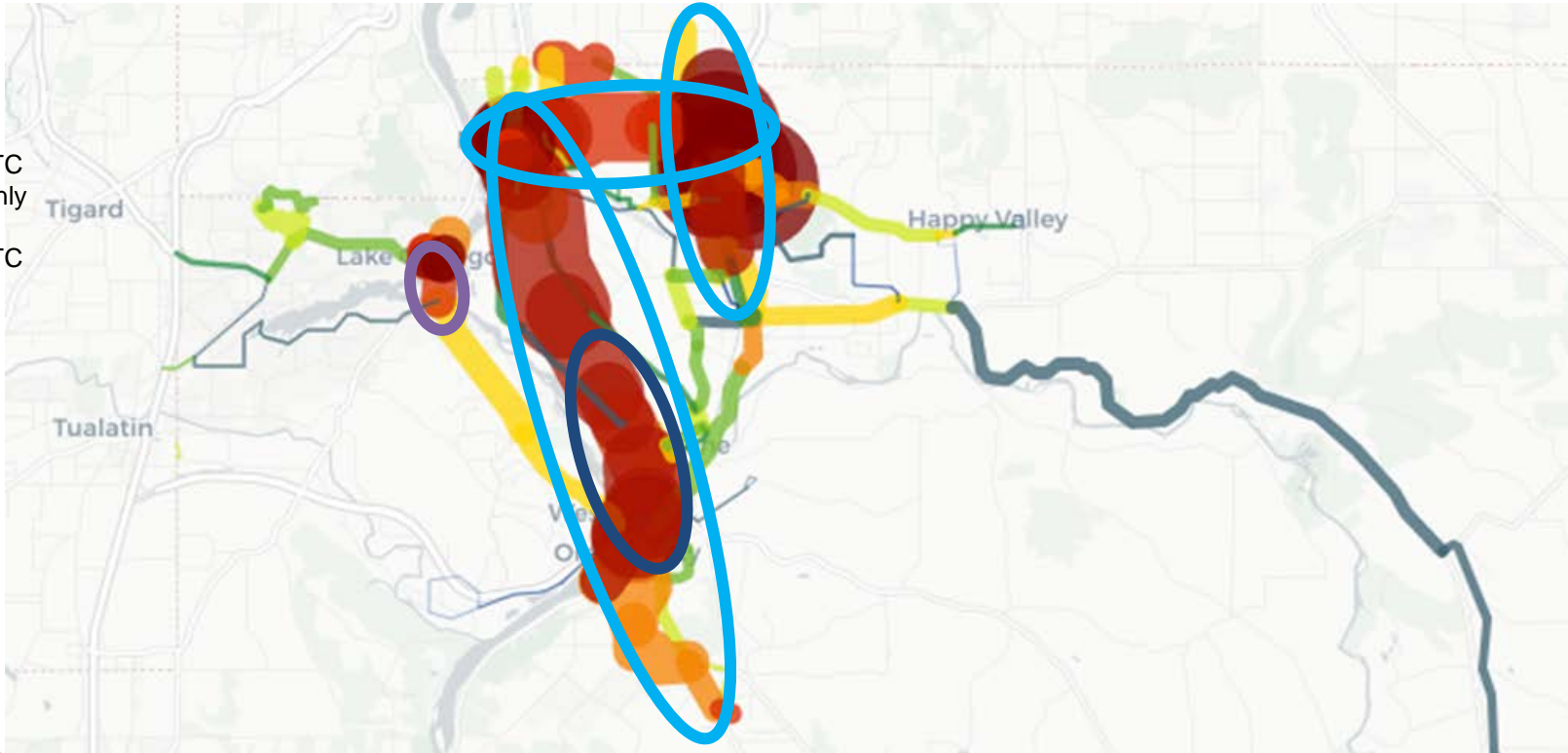
-  Regional ETC workshop only
-  Regional ETC program
-  Regional Funding Measure
-  Constructed ETC improvements



Clackamas County - passenger delay

Concepts/designs developed through:

-  Regional ETC workshop only
-  Regional ETC program
-  Regional Funding Measure



COMPLETED PROJECTS

The Big Three (SW Madison, NW Everett, Burnside Bridge)

MLK/Grand

185th and Cornell

Red Paint

SW Madison – proposed and implemented Summer 2019



NW Everett – proposed and implemented Summer 2019



Burnside Bridge – proposed and implemented – Fall 2019



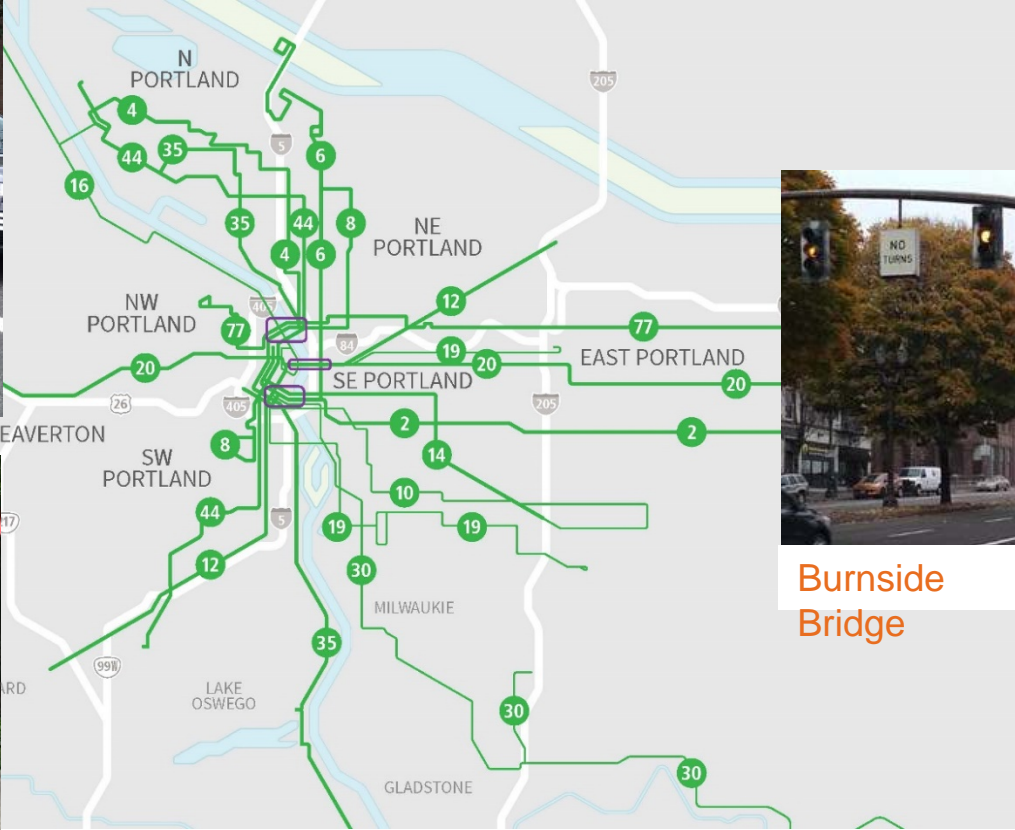
The Big Three – completed in 2019



NW
Everett



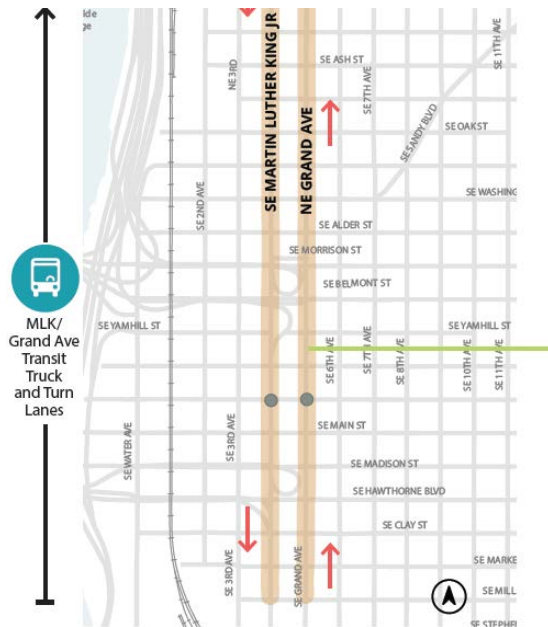
SW
Madison



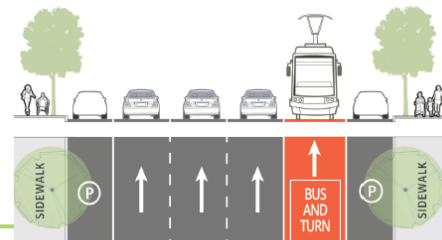
Burnside
Bridge

MLK/Grand BAT lanes

Line 6 & Streetcar implemented Fall 2020



GRAND AVE - BURNSIDE TO BROADWAY
view looking north



185th and Cornell, Washington County

Lines 48/52
Completed Fall 2020



Red Paint projects

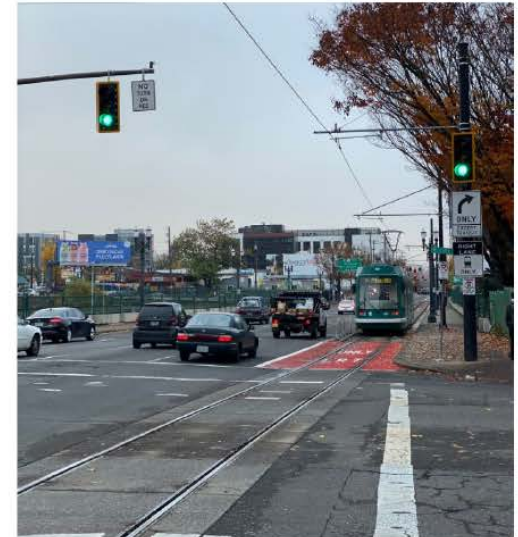
SW Main from
1st to 2nd Avenue



NE Grand at
Burnside & at Couch



NE MLK at
Lloyd Boulevard



PROJECTS IN PROCESS

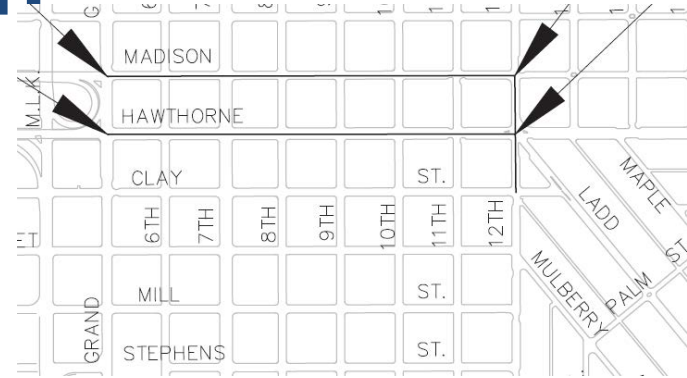
East Burnside (MLK to SE 12th) - Lines 12,19,20

SE Hawthorne/Madison (Grand to SE 12th) - Lines
2/14

SE Hawthorne/SE Madison



SE Madison Street at Grand Avenue
Facing east



SE Hawthorne at 6th Ave
Bus Island prototype

E Burnside (Phase 2)



SE Hawthorne/SE Madison



SE Madison Street at Grand Avenue
Facing east

SE Hawthorne at 6th Ave
Bus Island prototype



East Burnside

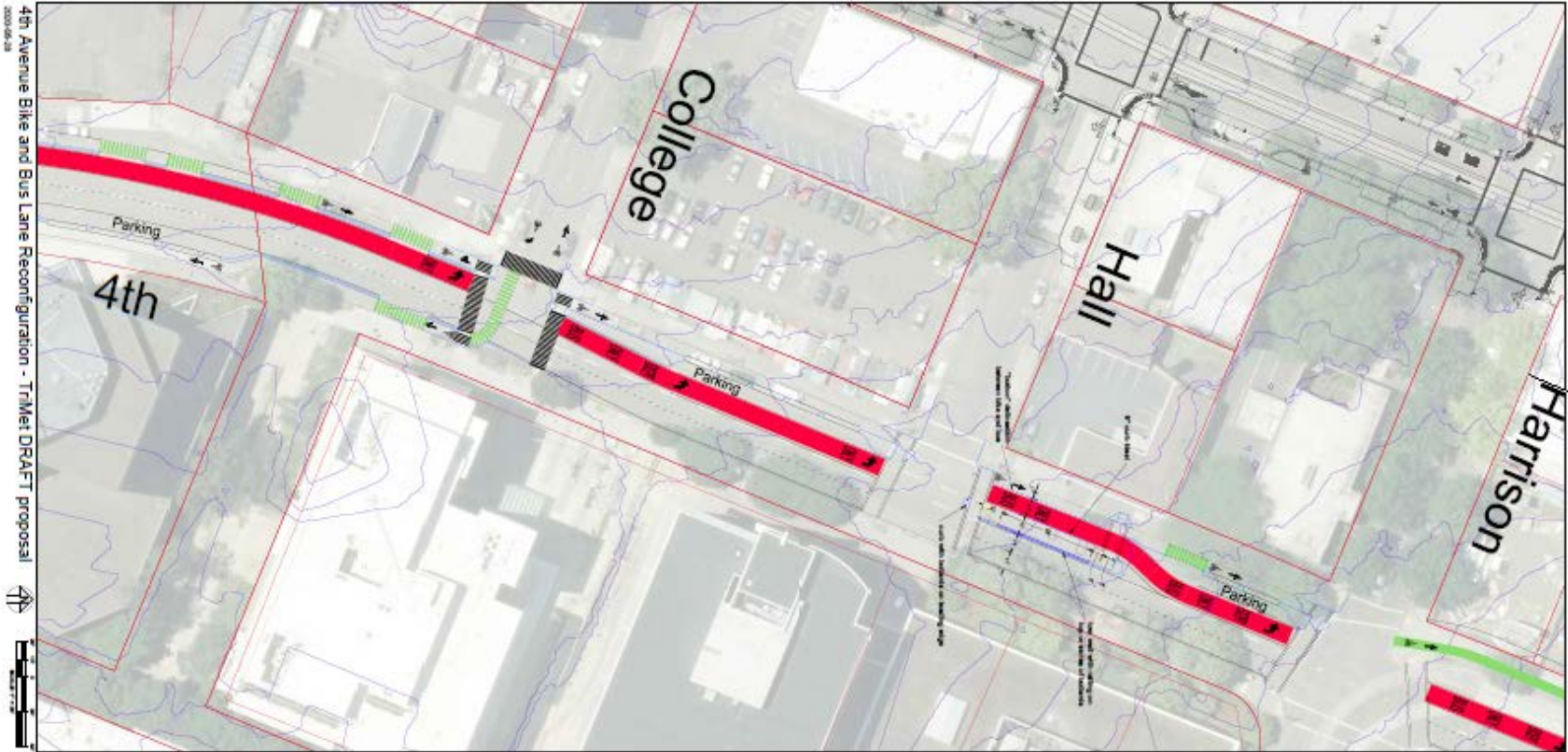


Supporting other local projects to improve transit

SW 4th Avenue (City of Portland Fixing Our Streets)

- Lines 9,12,17,19,43,44, and future Division Transit Project

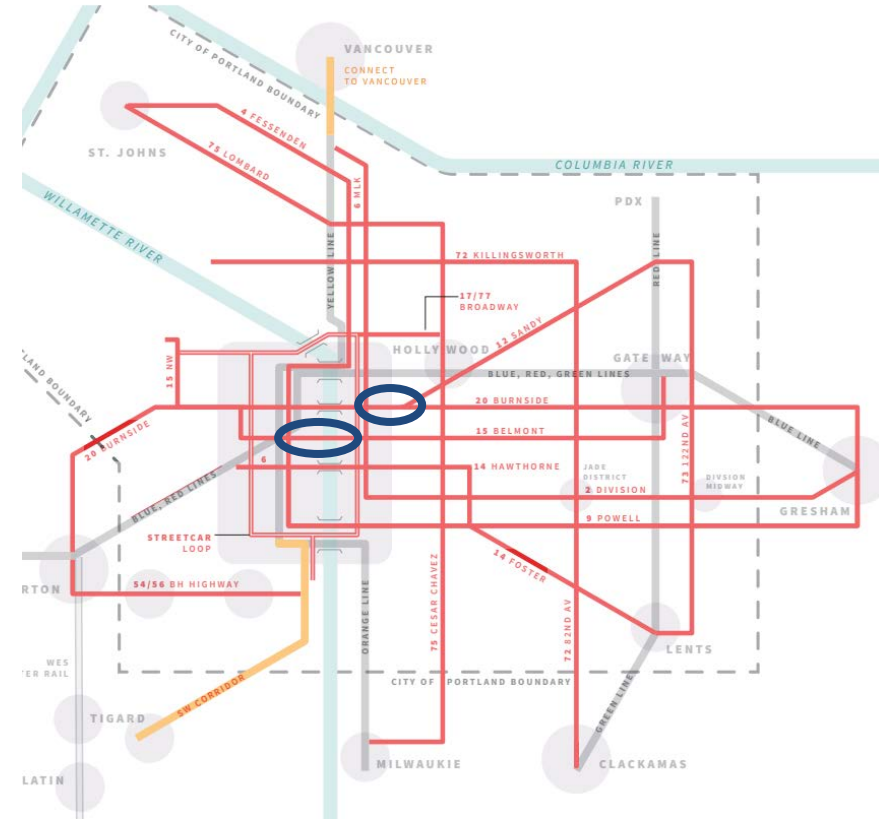
SW 4th Avenue



UPCOMING PROJECTS

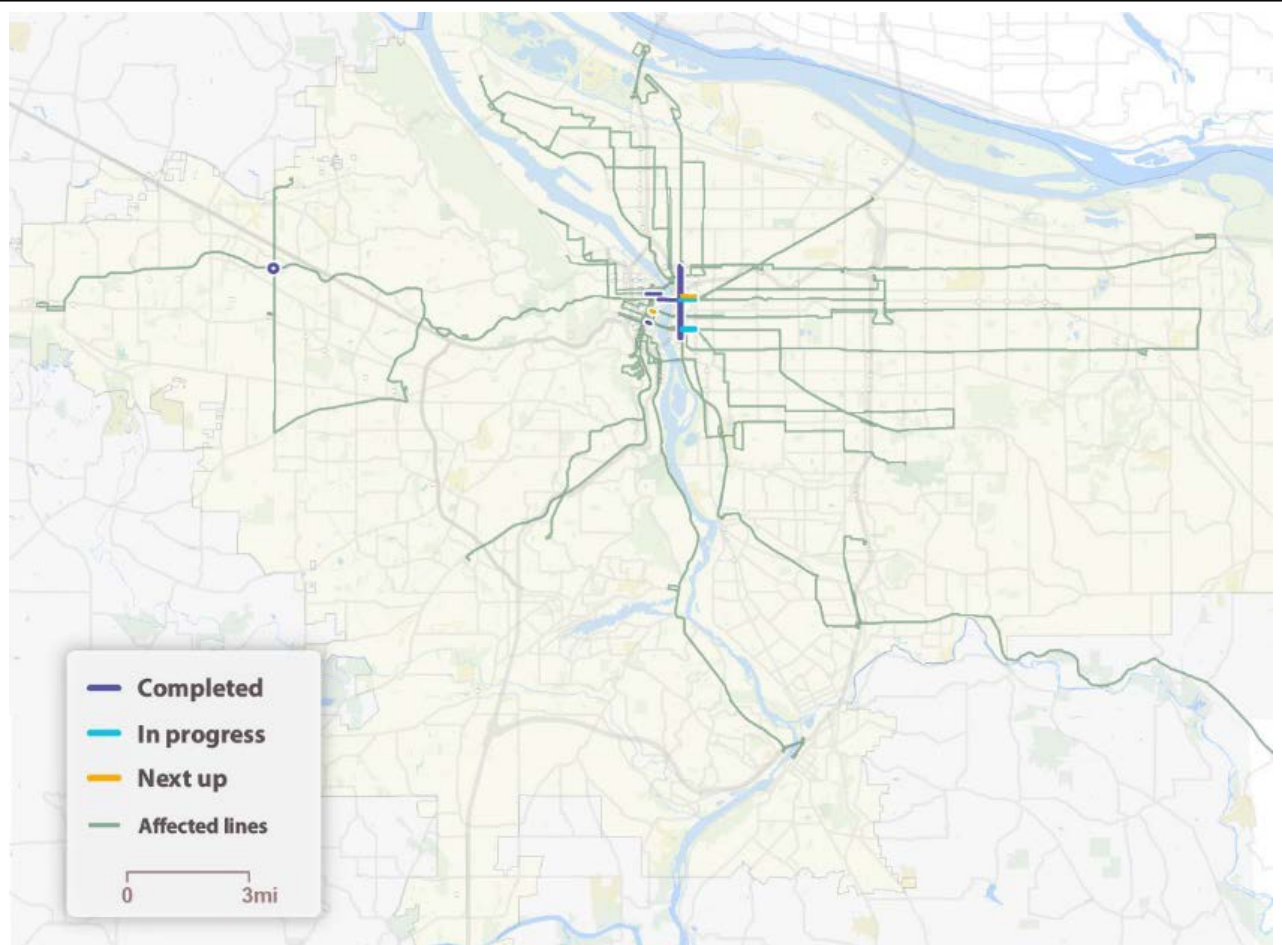
City of Portland Rose Lane Project

- SW Alder (Lines 15/51)
- NE Couch (Lines 12/19/20)



PROJECT BENEFITS

Benefits extend beyond hot spot locations



Travel Times Savings

Average PM Peak Travel time savings for
“Big Three” projects:

SW Madison: 40 seconds

NW Everett: 1 minute 12 seconds

Burnside Bridge: 1 minute 29 seconds



ETC Big Three Onboard and Online After Project Survey

- Survey of riders traveling eastbound across the Hawthorne, Burnside and Steel Bridges
- 1/13/20 - 1/22/20
- 1,815 responses

We discovered...

EVERYONE LOVES BUS PRIORITY!

Average PM Peak
Travel time

savings:

SW Madison: 40 seconds

NW Everett: 1 minute 12 seconds

Burnside Bridge: 1 minute 29 seconds

Average Perceived
travel time savings:

SW Madison: 5 minutes 47 seconds

NW Everett: 7 minutes 18 seconds

Burnside Bridge: 8 minutes 18 seconds

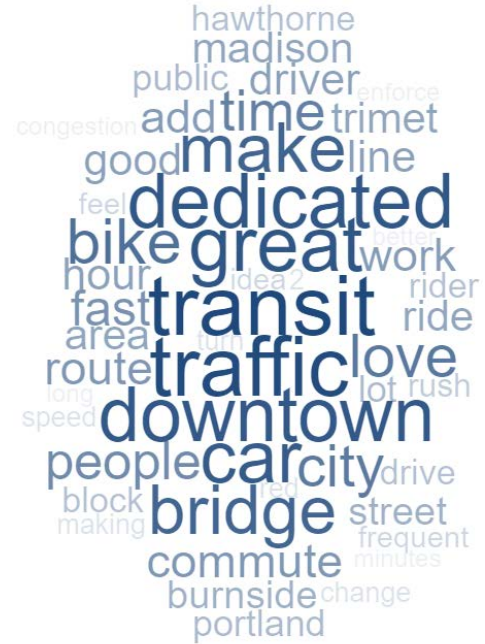
Open-Ended Bus Priority Lane Feedback

“Allows me to spend more time with my family”

“This is the single most important thing we need to do to combat congestion and climate change.”

“It's an incentive to go downtown, for various reasons behind commuting!”

“Yay! I am VERY in favor of the new bus lanes. I love them, think they're wonderful, and want more! As transit becomes even more fast, easy, and reliable, driving will decrease, with climate benefits, and everybody wins. I love you, TriMet!



Next steps – what can we do?

ETC Opportunities:

- Continue with ETC projects: Alder & Couch next
- City of Portland Rose Lane program
- Regional partners?
- Future roadway projects?
- RFFA opportunities?

THANK YOU!

Jamie Snook / snookj@trimet.org / 503-979-5120

Matt Bihn / matt.bihn@oregonmetro.gov / 503-740-9687



Metro

2021 regional transportation safety update

2019 Traffic Fatalities and Serious Injuries
Annual Performance Report & annual
transportation safety work program

Transportation Policy Alternatives Committee


March 5, 2021



I want to acknowledge that the data presented today represents real people and members of our community. These individuals are mothers, fathers, sisters, brothers and friends.




Purpose – Metro update



oregonmetro.gov

Portland metropolitan area 2019 traffic fatalities and serious injuries annual performance report

February 2021



February 2021

Annual crash update Traffic deaths and serious injuries, 2019 Greater Portland area

In 2018, the region adopted a target to reach zero traffic deaths and serious injuries by 2035. Each year, Metro reports on progress towards the targets. The greater Portland region has one of the lowest traffic fatality rates of any large metropolitan area, but not even one traffic death is acceptable. Regional partners are working together to eliminate traffic deaths and serious injuries on our streets.

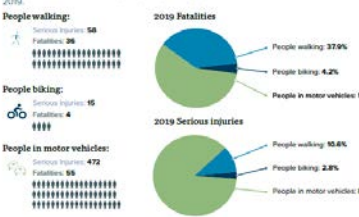
95 people were killed in motor vehicle traffic crashes on roadways in the greater Portland region in 2019, while 545 suffered life changing injuries.

Pedestrians killed in traffic crashes made up 38% of all traffic fatalities in 2019. The number of people killed while walking, bicycling or riding in a motor vehicle increased from 2018 to 2019.

People walking:
Serious Injuries: 58
Fatalities: 38

People biking:
Serious Injuries: 15
Fatalities: 4

People in motor vehicles:
Serious Injuries: 472
Fatalities: 53



2019 Fatalities

- People walking: 37.9%
- People biking: 4.2%
- People in motor vehicles: 57.9%

2019 Serious Injuries

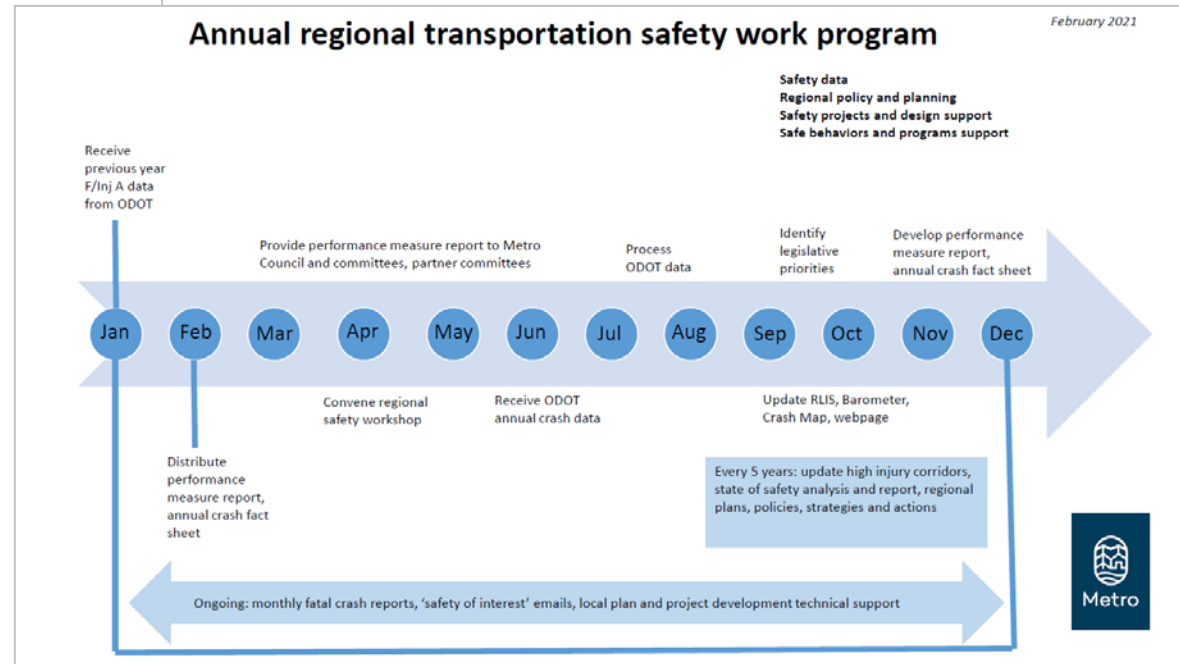
- People walking: 15.6%
- People biking: 2.8%
- People in motor vehicles: 86.6%

Traffic deaths and serious injuries 2015-2019

Year	Pedestrians		Cyclists		Motorists		Totals	
	Serious Injuries	Fatalities	Serious Injuries	Fatalities	Serious Injuries	Fatalities	Serious Injuries	Fatalities
2015	36	26	23	2	431	38	429	66
2016	31	23	26	7	436	41	523	81
2017	37	28	25	4	434	44	526	86
2018	31	35	27	3	493	49	497	87
2019	58	38	15	4	472	53	545	95

Fatality is defined as a death that occurs as a result of a motor vehicle crash, either at the scene or within 30 days as a result of the crash.
Serious injury later referred to as injury A, severe injury or incapacitating injury is defined as an injury from a motor vehicle crash that prevents the injured person from normally conducting the activities they were capable of performing before the crash. Examples include severed or broken limbs, skull or chest injuries, abdominal injuries, unconscious or or when taken from the crash scene, unable to leave the crash scene without assistance.

Greater Portland encompasses the land within the Metropolitan Planning Area Boundary.



Looking ahead - what are regional partners doing?



Background



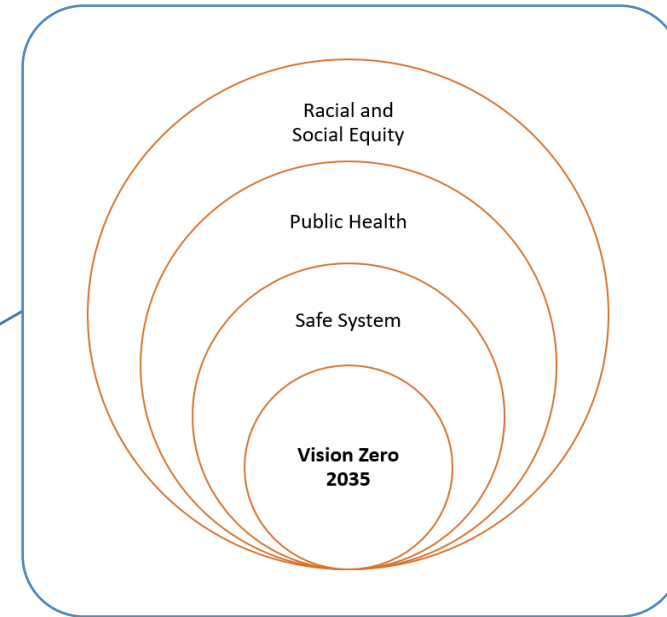
2018 Regional Transportation Plan

Regional Transportation Safety Strategy

A strategy to achieve Vision Zero in the greater Portland region

December 6, 2018

oregonmetro.gov/safety



Two ways of reporting crash data

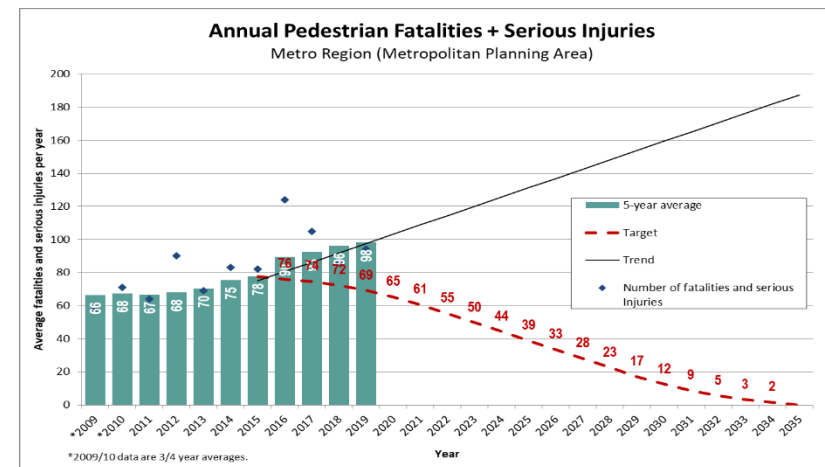
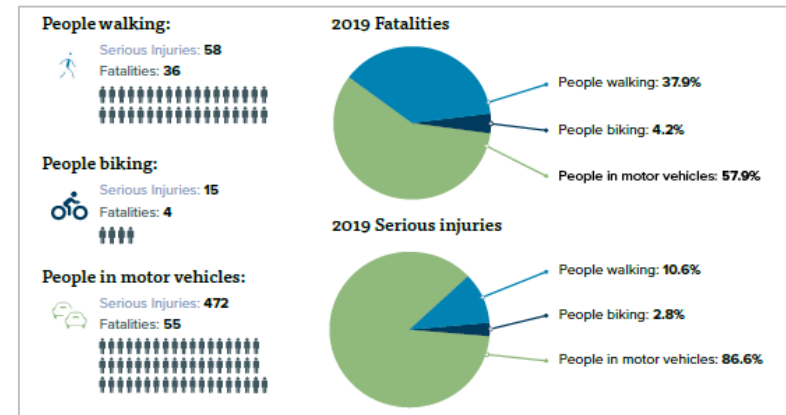
2019 pedestrian deaths and serious injuries in the greater Portland region

1 - Observed crash data actual number of deaths, serious injuries, etc., for observed time period

94

2 - Annual average typically based on an average of five years of data (also referred to as 5-year rolling average)

98



Traffic deaths and life changing injuries increased in 2019

People walking:



Serious Injuries: **58**

Fatalities: **36**



People biking:



Serious Injuries: **15**

Fatalities: **4**



People in motor vehicles:

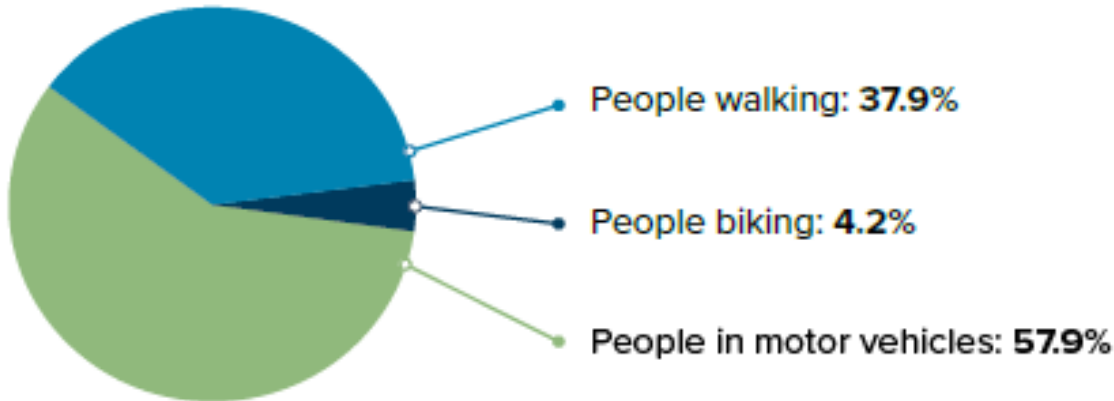


Serious Injuries: **472**

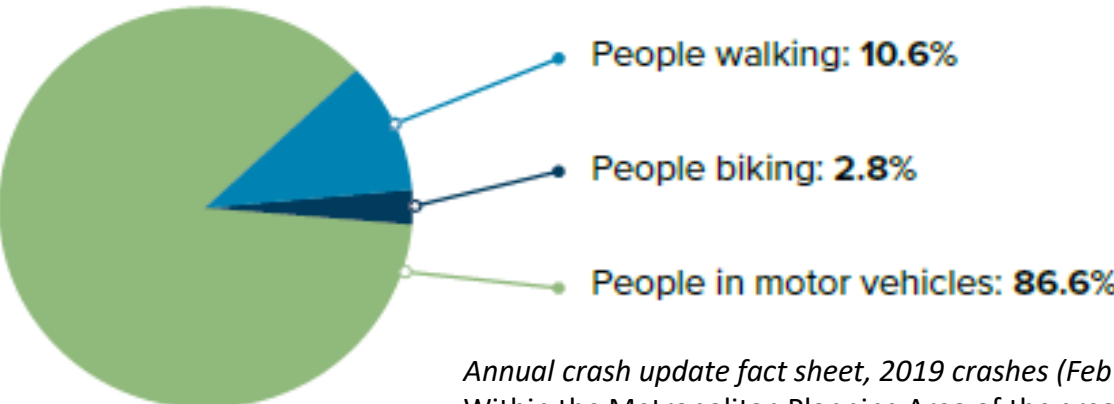
Fatalities: **55**



2019 Fatalities



2019 Serious injuries



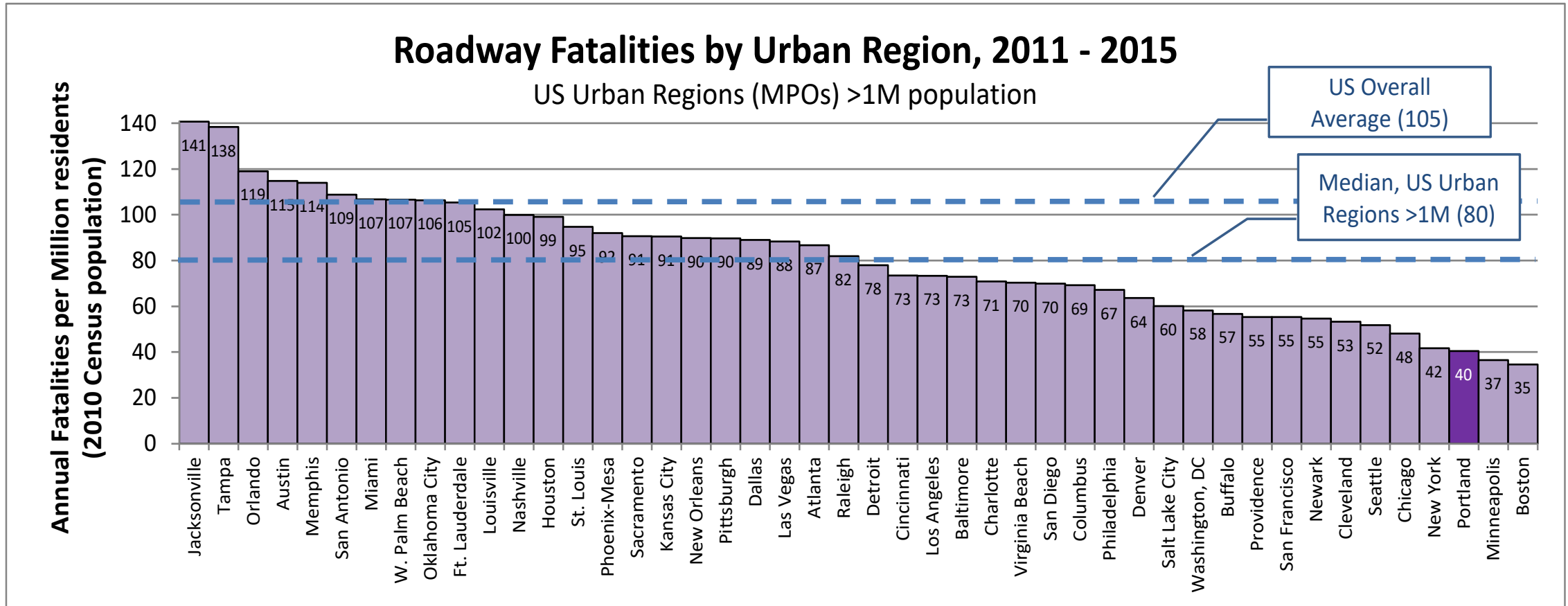
Annual crash update fact sheet, 2019 crashes (Feb 2021)
Within the Metropolitan Planning Area of the greater Portland region

Traffic deaths and serious injuries increased in 2019

Traffic deaths and serious injuries 2015-2019

	Pedestrians		Cyclists		Motorists		Totals	
	Serious injuries	Fatalities	Serious injuries	Fatalities	Serious injuries	Fatalities	Serious injuries	Fatalities
2015	56	26	33	2	431	38	520	66
2016	91	33	26	7	476	41	593	81
2017	67	38	25	4	434	44	526	86
2018	51	35	27	3	419	49	497	87
2019	58	36	15	4	472	55	545	95

Greater Portland has one of the lowest traffic fatality rates of urban areas over 1 million pop.

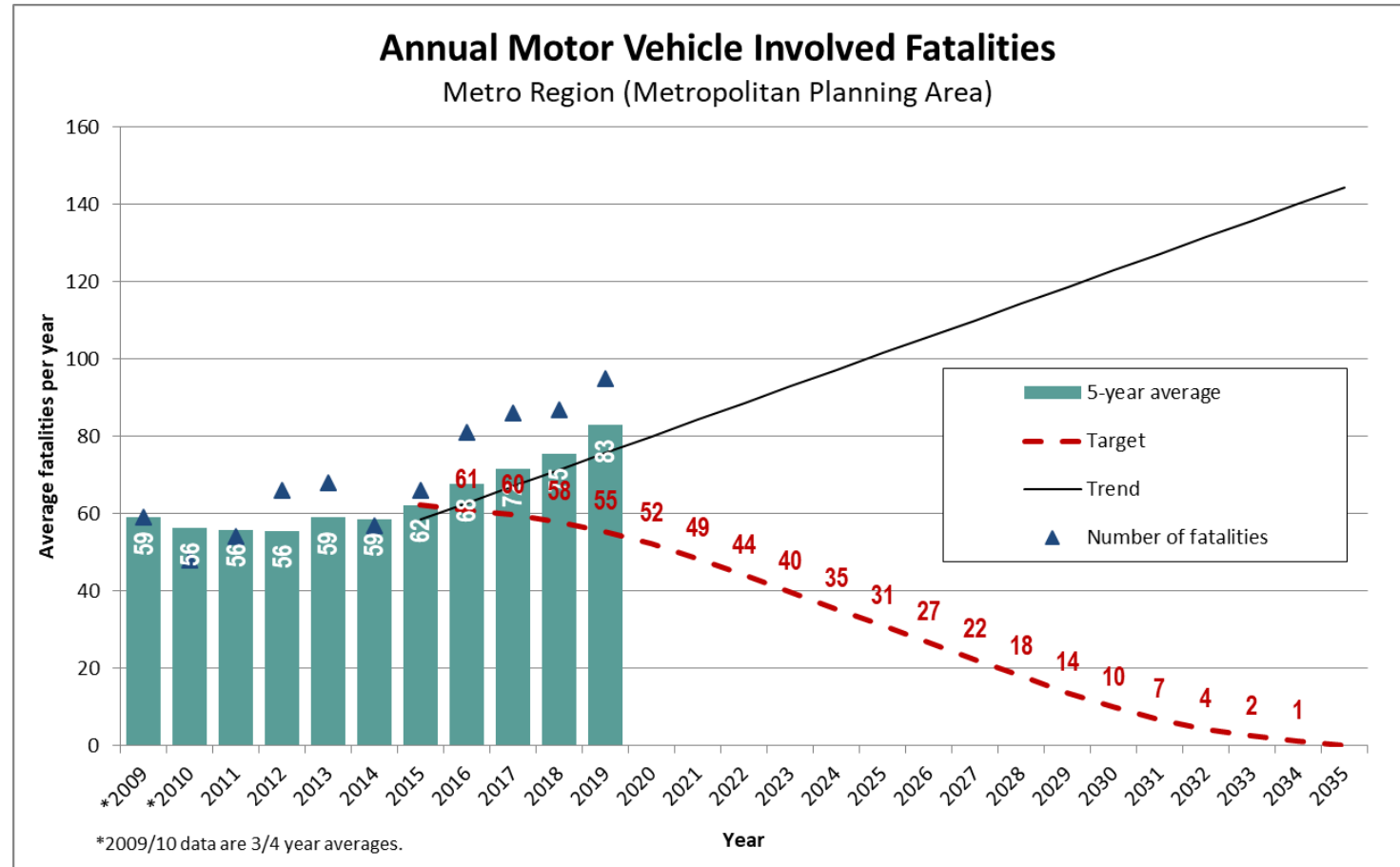


However, the region did not meet targets set for federal safety performance measures

Performance Measure	5-year rolling average				Target achieved?	Better than baseline?	Trending to Vision Zero?
	BASELINE 2011- 2015 (Average)	ACTUAL 2015- 2019 (Average)	% Change	TARGET 2015- 2019 (Average)			
Number of fatalities	62	83	34%	55	No	No	No
Fatalities per 100 million vehicle miles traveled	0.6	0.8	33%	0.5	No	No	No
Number of serious injuries	458	536	17%	407	No	No	No
Serious injuries per 100 million vehicle miles traveled	4.5	5	11%	3.8	No	No	No
Number of non-motorized fatalities and serious injuries	113	127	12%	101	No	No	No

2019 traffic fatalities and serious injuries annual performance measures report (Feb 2021)
Within the Metropolitan Planning Area of the greater Portland region

By all measures, except serious bicycle injuries, we are trending in the wrong direction



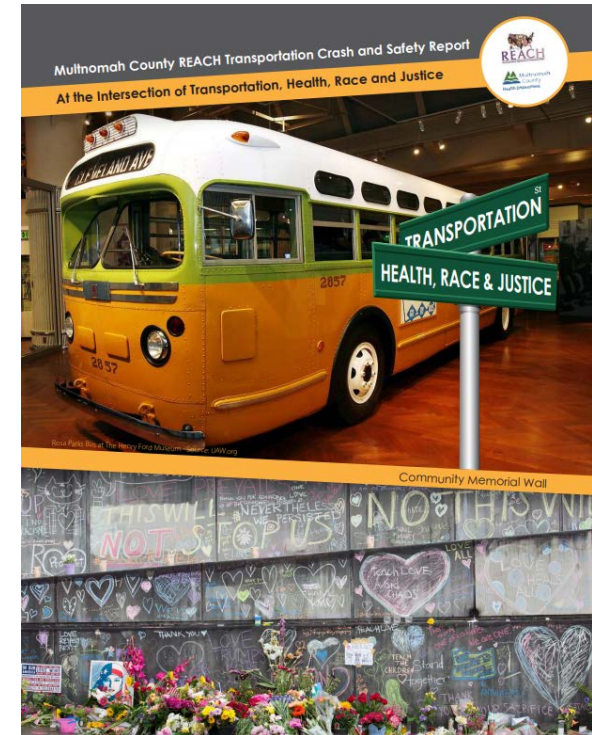
2019 traffic fatalities and serious injuries annual performance measures report (Feb 2021)
Within the Metropolitan Planning Area of the greater Portland region

A disproportionate number of traffic deaths and injuries occur in equity focus areas

	Annual Average, 2011-2015				
Geographic Area	2019 Population	Fatalities and Serious Injuries	Pedestrian Fatalities and Serious Injuries	Bicyclist Fatalities and Serious Injuries	Motor Vehicle Occupant Fatalities and Serious Injuries
Region (MPA)	1,635,000	619	98	29	492
Equity Focus Areas	924, 000 (56% of the region's population)	397 (64%)	74 (76%)	21 (72%)	303 (62%)

2019 traffic fatalities and serious injuries annual performance measures report (Feb 2021)
 Within the Metropolitan Planning Area of the greater Portland region

“...fatal pedestrian injury rates are higher for people of color (in Oregon)”
Pedestrian injury and social equity in Oregon, ODOT memo, Jan.2021

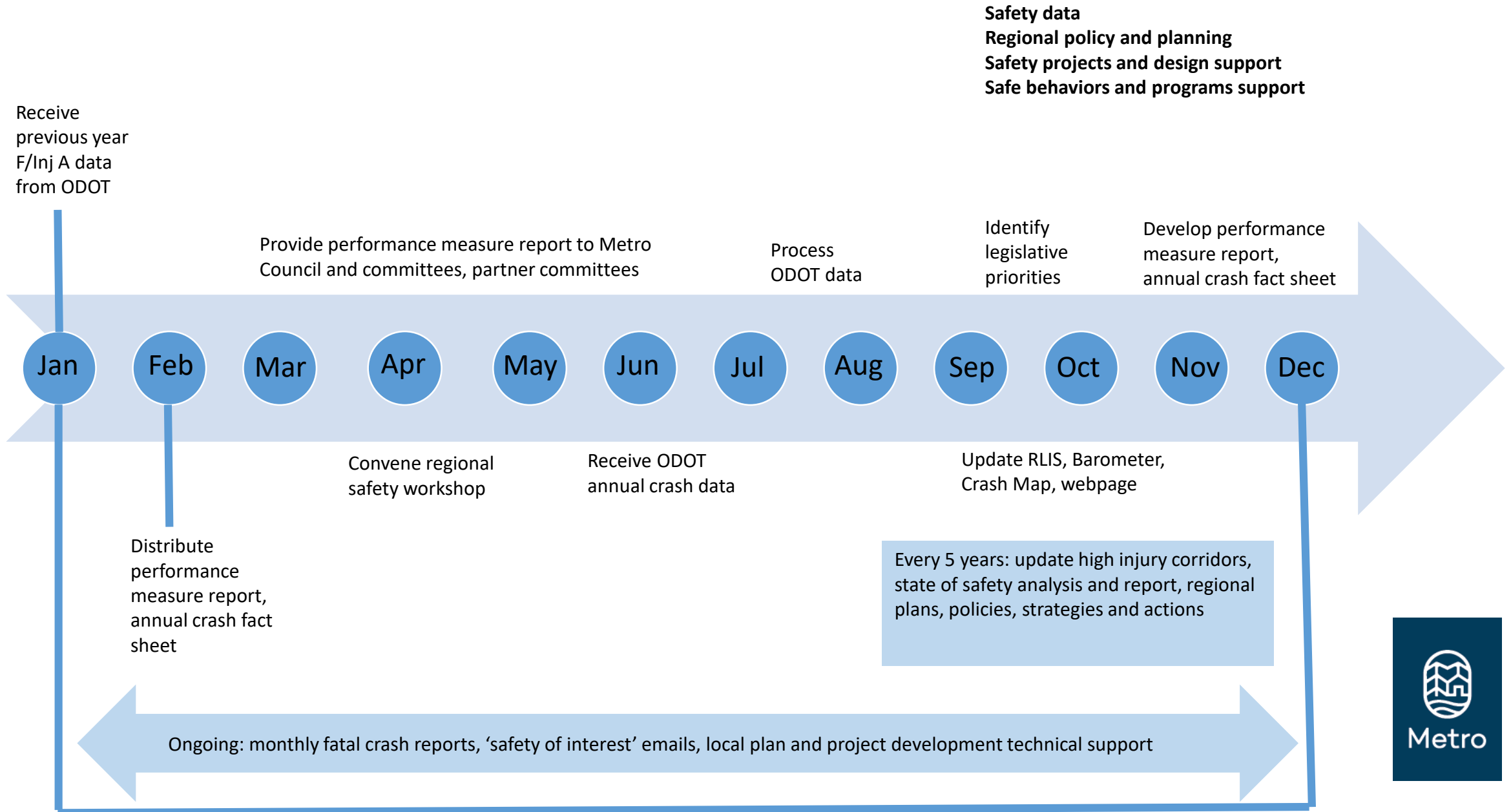


Black residents in Multnomah County were twice as likely to die in traffic crashes as white residents, during the period 2013-2017.

Multnomah County REACH transportation crash and safety report, Feb. 2021

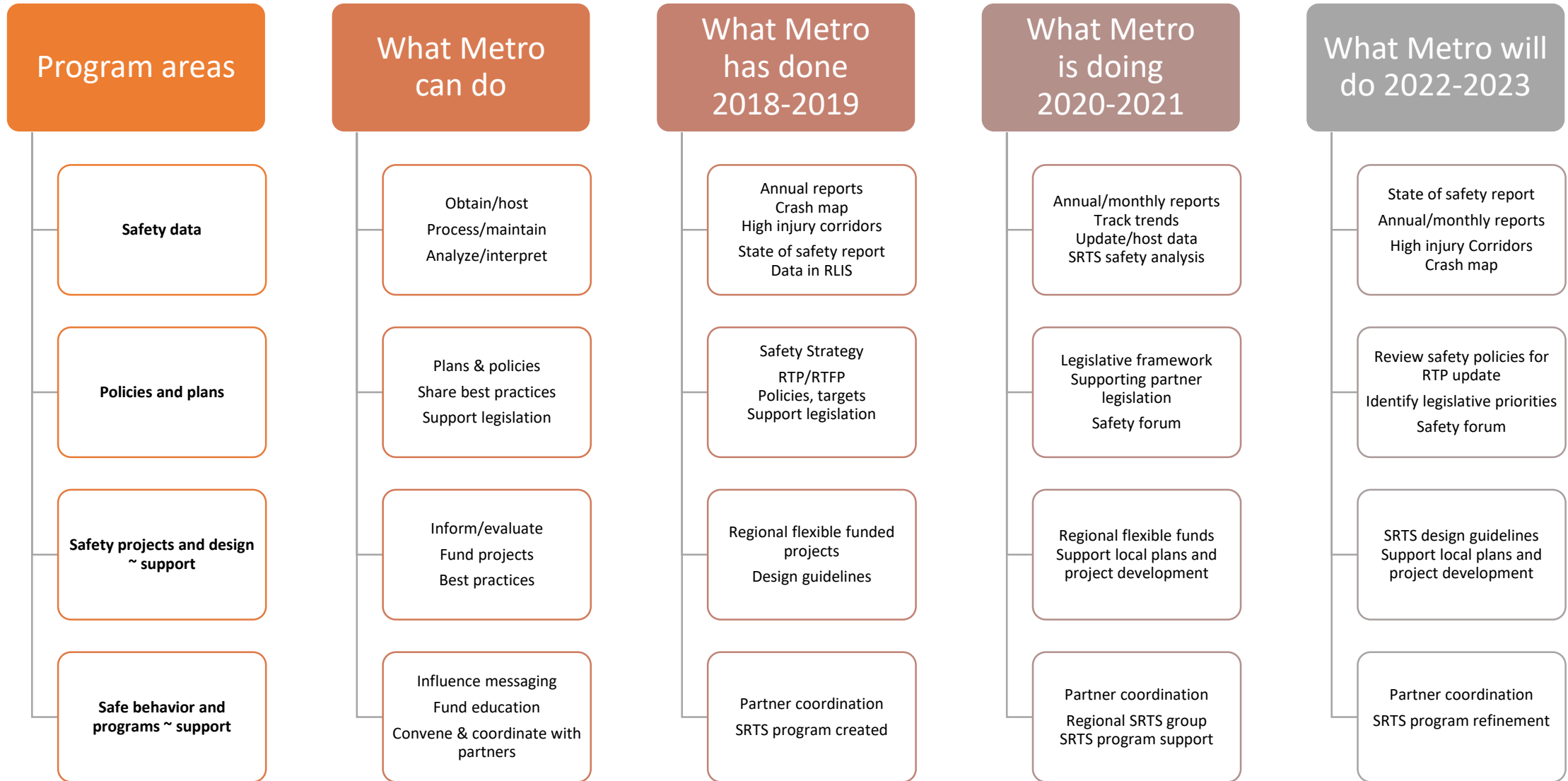
Annual regional transportation safety work program

February 2021



Regional Transportation Safety Program Metro's Role

February 2021



oregonmetro.gov





Metro

2021-22 Unified Planning Work Program

TPAC, March 5, 2021

John Mermin, Senior Transportation Planner

What is the UPWP

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

What the UPWP isn't

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

Document Organization

Introduction

1. Regional Planning
2. Corridor / Area planning
3. Administration & Support
4. State Planning of Regional Significance
5. Local Planning of Regional Significance

Summary of feedback from 2/19 Federal & State Consultation

- Add a new project narrative for Tigard's Red Rock Creek Trail study
- Add language to Civil Rights & Environmental Justice narrative regarding conducting a benefits & burdens analysis of each investment/decision to ensure that the burdens do not fall disproportionately on the Region's underserved populations
- Add a hyperlink in the Public Engagement narrative to Metro's Public Participation Plan.
- Delete reference within the MPO Management & Services narrative to the SMART Memorandum of Understanding (MOU), which expired in 2020. This MOU was superseded by the 4-way planning IGA with ODOT, TRiMET, SMART and Metro.

What are we asking you to do before April 2 action

- Look for opportunities for projects to be better coordinated
- Look for ways to add clarity to project narratives
- Identify any missing information in the project narratives
- Identify missing project narratives

Next Steps

- April 2 TPAC Action
- April 15 JPACT
- May 20 JPACT Action
- May 20 Metro Council Action
- May 21 Submit to USDOT & ODOT
- June 30 IGA signed by Metro COO

Questions?

