

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, March 18, 2021 7:30 AM https://zoom.us/j/91720995437

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

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public. This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: https://zoom.us/j/91720995437 or by calling +1 917 2099 5437 or 888 475 4499 (toll free).

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

2. Public Communication (7:35 AM)

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

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

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

3.1 2020 Compliance Report COM

<u>20-0424</u>

Attachments: Metro 2020 Functional Plan Compliance report final

3.2 JPACT Fact Sheet <u>COM</u> 20-0425

Attachments: JPACT Fact Sheet

4. Consent Agenda (7:45 AM)

Transportation (JPACT)

4.1 Resolution No. 21-5163, For the Purpose of Amending

COM

ODOT's US 30 NW Saltzman Rd to NW Bridge Ave Project

20-0418

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)

Attachments: Draft Resolution 21-5163 March 2021 MTIP Formal Amendment

Exhibit A to Resolution 21-5163

JPACT Staff Report - March 2021 Formal MTIP Amendment

4.2 Consideration of the February 18, 2021, JPACT Minutes

<u>COM</u> 20-0417

Attachments: February 18, 2021 Minutes

5. Information/Discussion Items (7:50 AM)

5.1 Regional Emergency Transportation Routes Discussion

COM

(7:50 AM)

20-0419

Presenter(s): Kim Ellis, Metro

Attachments: <u>JPACT Memo</u>

Attachment 1-Draft Resolution
Attachment 2-Process Chart

Attachment 3-Executive Summary

Attachment 4-Draft Report

5.2 RFFA 2025-27 Program Direction Briefing (8:05 AM)

<u>COM</u> 20-0415

Presenter(s): Daniel Kaempff, Metro

Attachments: 2022-24 RFFA retrospective report

2025-27 RFFA schedule memo

5.3 JPACT Priority Update (8:25 AM)

<u>COM</u>

20-0423

Presenter(s): Tyler Frisbee, Metro

Attachments: JPACT Community Projects Memo

6. Adjourn (9:00 AM)

Transportation (JPACT)

Upcoming JPACT Meetings

Thursday, April 15, 2021

Transportation (JPACT)

Metro respects civil rights

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

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiểu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Меtro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情,或獲取歧視投訴表,請瀏覽網站www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議,請在會議召開前5個營業日撥打503-797-

1700(工作日上午8點至下午5點),以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

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

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1700(平日午前8時~午後5時)までお電話ください。

សេចក្តីជូនដំណីងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែកាសានៅពេលអង្គ ប្រងុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច

ប្រជុសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (មោង 8 ព្រឹកដលមោង 5 ល្ងាច ផ្ងៃធ្វើការ) ប្រាំពីរផ្ទៃ

ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រូលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحترم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro الحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 770-1700-503 (من الساعة 8 صباحاً حتى الساعة 5 مساءاً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موحد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на вебсайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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



2021 JPACT Work Program

As of 3/5/21

Items in italics are tentative

March 18, 2021

*Chair remarks: ETR- say there will be more discussion next month

- Resolution No. 21-5163, For the Purpose of Amending ODOT's US 30 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 2021-24Metropolitan Transportation Improvement Program (MTIP) (MR21-08-MAR) (consent)
- Regional Emergency Transportation Routes Discussion (Kim Ellis, Metro, 15 min)
- RFFA 2025-27 program direction briefing (20 min., Daniel Kaempff)
- JPACT Priority Update (Tyler Frisbee, Metro; 30 min)

April 15, 2021

- UPWP Draft Review (10 min, John Mermin)
- Regional Congestion Pricing Study, findings (40 min, Elizabeth Mros O'Hara)
- Regional Emergency Transportation Routes, final report, & action (10 min, Kim Ellis)
- Regional Mobility Policy Update –
 Introduce draft urban mobility definition and potential measures to test (20 min, Kim Ellis and ODOT staff)

May 20, 2021

- Resolution No. 21-5165, For the Purpose of Adopting the Fiscal Year 2021-22 Unified Planning Work Program and Certifying That the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements (consent)
- RFFA 2025-27 Program Direction proposal (40 min, Daniel Kaempff)
- TSMO Strategy Vision and Goals (10 min, Caleb Winter)

Iune 17, 2021

- Progress on our Regional Traffic Safety goals *update* (20 min. Lake McTighe)
- Regional Congestion Pricing Study FINAL REPORT – ACTION (30 min, Elizabeth Mros-O'Hara)
- Update on ODOT Major Projects
 - o I5BR
 - o RQ
 - o *I-205*



- Regional Mobility Policy Update Direction on draft urban mobility definition and potential measures to test (30 min, Kim Ellis) (moved from April)
- TV Highway Corridor Study briefing (30 min, Elizabeth Mros-O'Hara)
- Safe Routes to School update (20, Noel Mickelberry)

- JPACT Projects (Tyler Frisbee, Metro; 30 min)
- Earthquake Ready Burnside Bridge Locally Preferred Alternative adopted into RTP – introduction (20 min, Malu Wilkinson, Megan Neill (Multnomah County)

Earthquake Ready Burnside Bridge Locally Preferred Alternative – ACTION (20 min,

Malu Wilkinson, Megan Neill (Multnomah

Enhanced Transit Concepts and/or Bus on

Shoulder – update (30 min., Matt Bihn)

Iuly 15, 2021

- TSMO Strategy Review of findings, draft (30 min, Caleb Winter)
- Final program direction for RFFA 2025-27 Action (30 min, Daniel Kaempff)
- Active Transportation Return on Investment Study (20 min, John Mermin)
- Transportation Trends update (20 min., Eliot Rose)

September 16, 2021

- TSMO Strategy Final adoption of draft (20 min. Caleb Winter)
- Regional Mobility Policy Update Introduce Case Study Findings and Recommendations – (40 min, Kim Ellis and ODOT staff)

Safe Routes to School – update (20, Noel Mickelberry)

October 21, 2021

County)

August 19, 2021

- Regional Mobility Policy Update (30 min., Kim Ellis and ODOT staff)
- Freight Commodity Study (30 min, Tim Collins)
- 2023 Regional Transportation Plan Update Work Plan – Kick-off Scoping Phase (30 min, Kim Ellis)

November 18, 2021

- Progress on our Regional Traffic Safety goals
 update (20 min. Lake McTighe)
- RFFA 2025-27 Program Direction final policy framework; call for projects (30 min, Daniel Kaempff)

December 16, 2021

- Regional Mobility Policy Update Recommendations for 2023 RTP Update Work Plan and to the OTC - ACTION (30 min., Kim Ellis and ODOT staff)
- 2023 Regional Transportation Plan Update Work Plan – ACTION (30 min, Kim Ellis)

Parking Lot:

- Freight Commodity Study (30 min, Tim Collins)
- Hwy 26/Westside Transportation Study briefing (20 min, Matt Bihn & ODOT person)







2020 Compliance Report

February 4, 2021

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.

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.

Stay in touch with news, stories and things to do.

oregonmetro.gov/news

Follow oregonmetro









Metro Council President

Lynn Peterson

Metro Councilors

Shirley Craddick, District 1 Christine Lewis, District 2 Gerritt Rosenthal, District 3 Juan Carlos Gonzalez, District 4 Mary Nolan, District 5 Bob Stacey, District 6

Auditor

Brian Evans

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

TABLE OF CONTENTS

Executive Summary	1
Introduction	1
Overview	1
Urban Growth Management Functional Plan Compliance Status	2
Regional Transportation Functional Plan Compliance Status	2
Appendices A. B. C. and D.	

Executive Summary

Metro's Urban Growth Management Functional Plan provides tools and guidance for local jurisdictions to implement regional policies and achieve the goals set out in the region's 2040 Growth Concept. The 2020 Compliance Report summarizes the status of compliance for each city and county in the region with the Metro Code requirements included in the Urban Growth Management Functional Plan and the Regional Transportation Functional Plan. Every city and county in the region is required if necessary to change their comprehensive plans or land use regulations to come into compliance with Metro Code requirements within two years of acknowledgement by the Oregon Land Conservation and Development Commission and to remain in compliance. The information in this report confirms the strong partnerships at work in this region to implement regional and local plans.

Metro Code Chapter 3.07 Urban Growth Management Functional Plan and Metro Code Chapter 3.08 Regional Transportation Functional Plan

Introduction

Metro Code 3.07.870 requires the Chief Operating Officer to submit the status of compliance by cities and counties with the requirements of Metro Code Chapter 3.07 (Urban Growth Management Functional Plan) annually to the Metro Council. In an effort to better integrate land use and transportation requirements this compliance report includes information on local government compliance with the Regional Transportation Functional Plan (Metro Code Chapter 3.08) in addition to compliance with the Urban Growth Management Functional Plan (Metro Code Chapter 3.07).

Overview

Per the Metro Code, the Chief Operating Officer (COO) may grant an extension request if a local government meets one of two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. In 2020, there were no requests for extensions of existing compliance dates for the Urban Growth Management Functional Plan.

Appendix A summarizes the compliance status for all local governments with the requirements of the Urban Growth Management Functional Plan (UGMFP) as of December 31, 2020.

Appendix B shows the status of Title 11 new urban area planning for areas added to the Urban Growth Boundary (UGB) since 1998.

Appendix C summarizes the compliance status for all local jurisdictions for the Regional Transportation Functional Plan (RTFP) as of December 31, 2020.

Appendix D is the Annual Report on Amendments to the Title 4 Employment and Industrial Areas Map dated January 7, 2021.

Urban Growth Management Functional Plan Compliance Status

All jurisdictions are in compliance with the Urban Growth Management Functional Plan with the exception of a few jurisdictions related to planning for urban growth boundary expansion areas under Title 11 (see Appendix B).

Regional Transportation Functional Plan Compliance Status

All (non-exempt) jurisdictions are in compliance with the Regional Transportation Functional Plan, with the exception of the City of Hillsboro (see Appendix C). Hillsboro is scheduled to adopt its TSP update in early 2021, which will provide substantial compliance with the Regional Transportation Functional Plan.

APPENDIX A

Summary of Compliance Status as of December 31, 2020 Urban Growth Management Functional Plan

City/ County	Title 1 Housing Capacity	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6 ¹ Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas (see Appendix B for detailed information)	Title 13 Nature in Neighborhoods
Beaverton	In compliance	In compliance	In compliance	See footnote	In compliance Not in compliance In c		In compliance
Cornelius	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Durham	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Fairview	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Forest Grove	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Gresham	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Johnson City	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
King City	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Maywood Park	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Milwaukie	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Oregon City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance

¹ Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity transit line) will need to comply.

City/ County	Title 1 Housing Capacity	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6 ¹ Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas (see Appendix B for detailed information)	Title 13 Nature in Neighborhoods
Portland	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Rivergrove	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Sherwood	In compliance	In compliance	In compliance	See footnote	In compliance	Area 61 extended to 12/31/21*	In compliance
Tigard	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance.	In compliance
Troutdale	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Tualatin	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Wilsonville	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Clackamas County	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Washington County	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance

^{*}The City of Tualatin requested that the City of Sherwood take over Title 11 concept planning for Area 61 in 2012.

¹ Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity transit line) will need to comply.

APPENDIX B TITLE 11 NEW AREA PLANNING COMPLIANCE (As of December 31, 2020)

Project	Lead	Compliance	Status
4000 HCD F	Government(s)		
1998 UGB Expansion			
Rock Creek	Happy Valley	Yes	Planning completed; majority annexed & development on-going
Pleasant Valley	Gresham and Portland	Yes	Planning completed; a portion annexed & development on-going
1999 UGB Expansion			
Witch Hazel	Hillsboro	Yes	Planning completed; development on-going
2000 UGB Expansion			
Villebois Village	Wilsonville	Yes	Planning completed; development on-going
2002 UGB Expansion			
Springwater	Gresham	Yes	Planning completed; waiting annexation & development
Damascus/Boring	Happy Valley	Yes	Happy Valley portion: Planning completed; development on-going
	Happy Valley/ Clackamas County	No	The former City of Damascus land area: Happy Valley currently completing comprehensive planning for a portion of the area
	Gresham	Yes	Gresham portion: Kelley Creek Headwaters Plan completed
Park Place	Oregon City	Yes	Planning completed; waiting annexation & development
Beavercreek Road	Oregon City	Yes	Planning completed; waiting annexation & development
South End Road	Oregon City	Yes	Planning completed; waiting annexation & development
East Wilsonville (Frog Pond area)	Wilsonville	Yes	Planning completed; annexation & development on-going.
NW Tualatin (Cipole Rd & 99W)	Tualatin	Yes	Planning completed; waiting annexation & development
SW Tualatin	Tualatin	Yes	Planning completed; waiting annexation & development
Brookman Road	Sherwood	Yes	Plan completed. Refinement plan underway & a portion annexed
West Bull Mountain (River Terrace)	Tigard	Yes	See River Terrace (2011 expansion)
Study Area 59	Sherwood	Yes	Planning & annexation completed; school constructed
Study Area 61 (Cipole Rd	Sherwood	Extension to 12/31/2021	Extension agreement – planning to be completed by 12/31/2021
99W Area (near Tualatin- Sherwood Rd)	Sherwood	Yes	Planning completed; partially developed

Project	Lead	Compliance	Status
North Cooper Mountain	Government(s) Washington County	No	Preliminary planning completed by City of Beaverton. Community plan pending Washington County work program
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	Yes	Area developed
Study Area 69 & 71	Hillsboro	Yes	Planning completed as part of South Hillsboro; a portion annexed & developed
Study Area 77	Cornelius	Yes	Planning & annexation completed; small portion developed
Forest Grove Swap	Forest Grove	Yes	Area developed
Shute Road	Hillsboro	Yes	Planning & annexation completed; a portion developed
North Bethany	Washington County	Yes	Planning completed; development on-going
Bonny Slope West (Area 93)	Washington County	Yes	Planning completed; development on-going
2004/2005 UGB Expansion			
Damascus area	Clackamas County	See under 2002 above	Included under Damascus 2002 expansion
Tonquin	Sherwood	Yes	Planning completed; portion annexed to city, waiting development
Basalt Creek/West RR Area	Tualatin and Wilsonville	Yes	Planning completed; waiting annexation & development
N. Holladay	Cornelius	Yes	Planning completed; waiting annexation & development
Evergreen	Hillsboro	Yes	Planning completed; a portion annexed & development occurring
Helvetia	Hillsboro	Yes	Planning completed; small portion annexed & waiting development
2011 UGB Expansion			
North Hillsboro	Hillsboro	Yes	Planning completed; small portion annexed & waiting development
South Hillsboro	Hillsboro	Yes	Planning completed; annexation & development on-going
South Cooper Mountain	Beaverton	Yes	Planning & annexation completed; development on-going
Roy Rogers West (River Terrace)	Tigard	Yes	Planning completed; annexation & development on-going

Project	Lead Government(s)	Compliance	Status
2014 UGB Expansion (HB 4078)	dovernment(s)		
Cornelius North	Cornelius	Yes	Planning completed; small portion annexed & waiting development
Cornelius South	Cornelius	Yes	Planning completed; mostly annexed to city & a portion being developed
Forest Grove (Purdin Road)	Forest Grove	Yes	Planning completed; waiting annexation to city & development
Forest Grove (Elm Street)	Forest Grove	Yes	Planning completed & annexed to city; waiting development
Hillsboro (Jackson East)	Hillsboro	No	Planning work completed, waiting City Council adoption
2018 UGB Expansion			
Cooper Mountain	Beaverton	No	Added to the UGB in December 2018; comprehensive planning underway
Witch Hazel Village South	Hillsboro	No	Added to the UGB in December 2018; comprehensive planning to start in 2021
Beef Bend South	King City	No	Added to the UGB in December 2018; comprehensive planning underway
Advance Road	Wilsonville	No	Added to the UGB in December 2018; comprehensive planning to start in 2021

APPENDIX C

Summary of Compliance Status as of December 31, 2020

Regional Transportation Functional Plan

Jurisdiction	Title 1	Title 2	Title 3	Title 4	Title 5
,	Transportation	Development	Transportation	Regional Parking	Amendment of
	System Design	and Update of	Project	Management	Comprehensive
		Transportation	Development	8	Plans
		System Plans	20.0.0		1 14115
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	In compliance	In compliance
Durham	Exempt	Exempt	Exempt	Exempt	Exempt
Fairview	In compliance	In compliance	In compliance	In compliance	In compliance
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	In compliance	In compliance
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	12/31/17*	12/31/17*	12/31/17*	12/31/17*	12/31/17*
Johnson City	Exempt	Exempt	Exempt	Exempt	Exempt
King City	Exempt	Exempt	Exempt	Exempt	Exempt
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance
Maywood Park	Exempt	Exempt	Exempt	Exempt	Exempt
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	In compliance	In compliance	In compliance	In compliance	In compliance
Rivergrove	Exempt	Exempt	Exempt	Exempt	Exempt
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	Exception	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	In compliance	In compliance
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	In compliance	In compliance
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance

Date shown in table is the deadline for compliance with the Regional Transportation Functional Plan (RTFP). Note – a city or county that has not yet amended its plan to comply with the RTFP must, following one year after RTFP acknowledgement, apply the RTFP directly to land use decisions.

^{*}Expected completion by early 2021.

Appendix D

Memo



Date: January 7, 2021

To: Metro Council and the Metro Policy Advisory Committee

From: Marissa Madrigal, Chief Operating Officer

Subject: Annual report on amendments to the Title 4 Employment and Industrial Areas Map

Background

Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan seeks to improve the region's economy by protecting a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are depicted on the Employment and Industrial Areas Map.

Title 4 sets forth several avenues for amending the map, either through a Metro Council ordinance or through an executive order, depending on the circumstances. Title 4 requires that, by January 31 of each year, Metro's Chief Operating Officer submit a written report to the Council and MPAC on the cumulative effects on employment land in the region of amendments to the Employment and Industrial Areas Map during the preceding year. This memo constitutes the report for 2020.

Title 4 map amendments in 2020

There were no amendments made to the Title 4 Map in 2020 either by the Council or through executive order.

Councilors may be aware of some city or county rezonings from industrial to other uses that occurred during 2020. None of those rezonings were found to be in conflict with Title 4, so amendments to the Title 4 Map were not necessary or requested by cities or counties.

Chief Operating Officer recommendations

I do not, at this time, recommend changes to Title 4 policies. A refresh of the 2040 Growth Concept may eventually lead to policy and regulatory updates for Metro Council consideration. However, per Council's direction, that work is on hold. Recent economic development planning work has focused instead on recovery rather than long-term planning.



Joint Policy Advisory Committee on Transportation

The Joint Policy Advisory Committee on Transportation (JPACT) makes recommendations to the Metro Council on transportation needs in the region.

JPACT's area of influence consists of three counties, 24 cities and more than 1.6 million people. A transportation management area of this size is required by the U.S. Department of Transportation (DOT) to have a decision-making structure that incorporates input from local elected officials, transit agencies, appropriate state officials and the public.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and program federal funds for the greater Portland area.

JPACT ensures that transportation investments are guided by the Regional Transportation Plan (RTP) and Title VI of the Civil Rights Act.

The committee is a 17-member policy advisory group made up of elected officials and representatives of transportation agencies who recommend transportation priorities and develop plans for the region.

The Metro Council works directly with JPACT and technical advisors in the Transportation Policy Alternatives Committee (TPAC) to make decisions for planning, investment and programming.

Primary functions of JPACT

- Regional planning develop the Regional Transportation Plan and apply the plan's policies to carry out projects
- Funding distribute federal funds and coordinate transportation projects across the region



- Congestion management develop a Congestion Management process and organize the execution of the process; make sure projects comply with federal laws and the Clean Air Act
- Climate Smart Strategy work toward the goal to reduce greenhouse gases

Regional Transportation Plan (RTP)

The RTP is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the greater Portland region. It serves as a tool for coordinating local, regional and state investments and actions toward a common vision for the future. By meeting federal requirements, the plan establishes priorities and makes them eligible for state and federal funding.

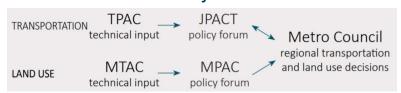
JPACT is responsible for the direction and details of the plan, and the Metro Council either approves the plan without changes or refers the plan back to JPACT.

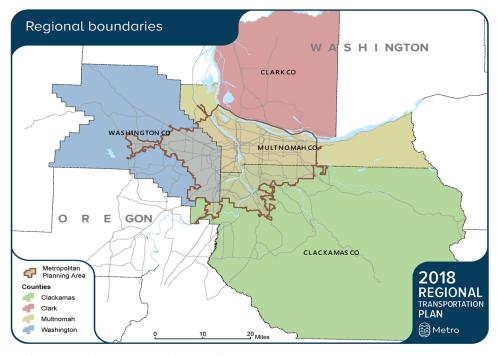
Federal regulators require updates every four or five years, and the most recent RTP was adopted in December 2018. The next update is scheduled for 2023.

RTP priorities

JPACT plays a major part in making sure the transportation investments identified in the Regional Transportation Plan keep the region moving equitably, safely, reliably and affordably for decades to come.

Advisory ladder





The Metropolitan Regional Boundary

The 2018 RTP established four key regional priorities for all future investment:

- Increase access to affordable travel options, particularly for people of color and people with low income
- Increase access to more transit options throughout the region to help people get to their jobs and other places
- **Reduce emissions** to meet Metro's Climate Smart Strategy goals
- Improve safety and mobility for people and goods throughout the region

Transportation projects identified in the RTP include \$42 billion of investments identified in local, regional or state plans. The implementation timeframe is 2018-2040.

JPACT 2021 work plan

This year, there are three major categories of the JPACT work plan. Each category includes project examples:

Regional transportation planning and policy

• Begin scoping the 2023 RTP

- Regional Mobility Policy update
- Regional Congestion Pricing study
- Regional Emergency Transportation Routes

Regional transportation funding and programs

- Metropolitan Transportation Improvement Program (MTIP)
- 2025-2025 Regional Flex Fund Allocation
- Transportation System Management Operations (TSMO) – Strategy update
- Safe Routes to School
- Regional Transportation Options
- Traffic safety
- Enhanced Transit Concepts/ Corridors

Corridor plans and major transportation projects

- TV Highway Corridor Plan
- Sunset/Westside (Highway 26)
 Corridor Plan
- Updates or actions on major regional projects underway including the Interstate 5 Bridge replacement

JPACT meetings are held on the third Thursday of the month, from 7:30 a.m. to 9 a.m. electronically (until otherwise notified):

- January 21, 2021
- February 18, 2021
- March 18, 2021
- April 15, 2021
- May 20, 2021
- June 17, 2021
- July 15, 2021
- August 19, 2021
- September 16, 2021
- October 21, 2021
- November 18, 2021
- December 16, 2021

General meeting format

- Call to order, declaration of a
 Quorum and introductions
- Public communication (orally or previously submitted by email or telephone)
- 3. Updates from the chair & JPACT members
- 4. Consent agenda
- 5. Discussion and action items
- 6. Adjourn

Want to share your thoughts with JPACT?

You can submit a comment by attending a JPACT meeting electronically or by phone. You can also email

legislativecoordinator@ oregonmetro.gov, call 503-797-1916 or send your testimony by mail to 600 NE Grand Avenue, Portland, OR 97232.



4.1 Resolution No. 21-5163, For the Purpose of Amending ODOT's US 30 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)

Consent Agenda

Joint Policy Advisory Committee on Transportation Thursday, March 18, 2021

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 repaying 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

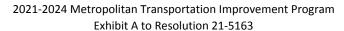
WHEREAS, RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little 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 repaying project identified as part of Resolution 21-5163.

ADOPTED by the Metro Council this day of	f2021.
	Lynn Peterson, Council President
Approved as to Form:	
Carrie MacLaren, Metro Attornev	





Proposed March 2021 Formal Transition Amendment Bundle Amendment Type: Formal/Full

Amendment #: MR**21-08-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	NW Bridge Ave	Limits Expansion: 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 expnaded. The scope still remains the same as an active transportation and and Safety ADA improvement project. The added funds reflect a 21,7% cost increase which is above the 20% theshold for administrative changes



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

Metro

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		ODOT Type	BikePed	MTIP ID:	70938
US30: NW Kittridge Ave to NW Bridge Ave	1	Performance Meas:	Yes	Status:	5
		Capacity Enhancing:	No	Comp Date:	12/31/2022
Project Status: 5 = (RW) Right-of Way activities initiated including R/W		Conformity Exempt:	Yes	RTP ID:	
acquisition and/or utilities relocation		On State Hwy Sys:	US30	RFFA ID:	N/A
		Mile Post Begin:	5.23	RFFA Cycle:	N/A
		Wille FOSt Degill.	3.92	KFFA Cycle.	IN/A
		Mile Post End:	6.46	UPWP:	No
Short Description: Repave roadway; upgrade ADA ramps to current standards;		Wille FOSt Life.	6.46	OFVVF.	
improve access management; and address drainage as needed. Widen and pave		Length:	1.23	UPWP Cycle:	N/A
existing bike lanes.		Length.	2.54	OF WE Cycle.	IN/A
		1st Year Program'd:	2017	Past Amend:	5
		Years Active:	5	OTC Approval:	Yes
		STIP Amend #: 21-24-05	25	MTIP Amnd #: N	1R21-09-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

					PROJEC	T FU	INDING DETAIL	LS			
Fund	Fund	Vaar	Planning		Preliminary	D	ight of Way	Other	Construction		Total
Type	Code	Year	Flaillilig		Engineering	N	igiit Oi vvay	(Utility Relocation)	Construction		iotai
Federal Funds	5										
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 Oblig	ations \$:		\$	2,022,440	\$	347,255				Federal Aid ID
	EA I	Number:			PE002834		R9602000				S092(060)
Init	ial Obligati	on Date:			8/24/2017		8/28/2020				
	EA E	nd Date:			5/31/2021		8/31/2023				
Kn	own Exper	nditures:		\$	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 Tota	als Before	Amend:	\$ -	\$	2,253,917	\$	420,000	\$ 70,000	\$ 6,774,787	\$	9,518,704
Phase To	tals After	Amend:	\$ -	\$	2,253,917	\$	387,000	\$ 70,000		\$	11,585,704
				,				Year Of Ex	xpenditure (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 over 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



Date: March 5, 2021

To: JPACT 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)

BACKROUND

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?

TPAC received their official notification and approved Resolution 21-5163 on March 5, 2021 and now requests JPACT approve 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:	Project 1: US30: NW Saltzman Rd - NW Bridge Ave US30: NW Kittridge Ave to NW Bridge Ave					
Lead Agency: ODOT						
ODOT Key Number:	20208 MTIP ID Number: 70938					
Projects Description:	 Project Snapshot: 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. 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 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 "noncapacity 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 					
	AMENDMENT ACTION: LIMITS EXPANSION The formal amendment completes the following actions to the project: • The project name is updated to reflect the revised cross-street limits					
What is changing?	 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

DATE: MARCH 5, 2021

- 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 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.

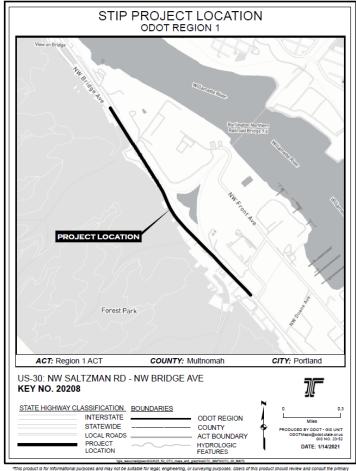
Below are listed the proposed locations along US30 for the improvements

Additional Details:

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

Why a Formal amendment is required?	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.
	The project's total cost in the MTIP increases from \$9,518,704 to \$11,585,704.
Added Notes:	Included below are project location maps and a copy of the ODOT Report





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

DATE: MARCH 5, 2021

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			
FIIASE	ILAK	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:

Jerri 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	

FROM: KEN LOBECK DATE: MARCH 5, 2021

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
 - o 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.

ODOT-FTA-FHWA Amendment Matrix

Type of Change

FULL AMENDMENTS

- Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
- Major change in project scope. Major scope change includes:
- Change in project termini greater than .25 mile in any direction
- Changes to the approved environmental footprint
- Impacts to AQ conformity
- · Adding capacity per FHWA Standards
- Adding or deleting worktype
- Changes in Fiscal Constraint by the following criteria
- FHWA project cost increase/decrease:
 - Projects under \$500K increase/decrease over 50%
 - Projects \$500K to \$1M increase/decrease over 30%
- Projects \$1M and over increase/decrease over 20%
 All FTA project changes increase/decrease over 30%
- Adding an emergency relief permanent repair project that involves substantial change in

function and location.

ADMINISTRATIVE/TECHNICAL ADJUSTMENTS

- 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
- 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...)
- Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
- 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)
- Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.
- 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
- o RTP project cost consistent with requested programming amount in the MTIP
- o 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.

FROM: KEN LOBECK

DATE: MARCH 5, 2021

- 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.
 - o Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - o Is eligible for special programming exceptions periodically negotiated with USDOT.
 - o 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
 - o Asset Management Pavement
 - o Asset Management Bridge
 - National Highway System Performance Targets
 - o Freight Movement: On Interstate System
 - o Congestion Mitigation Air Quality (CMAQ) impacts
 - o Transit Asset Management impacts
 - o RTP Priority Investment Areas support
 - o Climate Change/Greenhouse Gas reduction impacts
 - o Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
 - o Completion of the required 30 day Public Notification period:
 - o 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

DATE: MARCH 5, 2021

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION:

TPAC received their official notification and approved Resolution 21-5163 on March 5, 2021 and now requests JPACT approve 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:

4.2 Consideration of February 18, 2021 JPACT Minutes

Consent Agenda

Joint Policy Advisory Committee on Transportation Thursday, March 18, 2021





JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes February 18, 2021

Metro Regional Center, Council Chamber

MEMBERS PRESENT
Shirley Craddick (Chair)
Juan Carlos González
Christine Lewis
Metro Council
Metro Council
Metro Council

Roy Rogers Washington County
Jessica Vega Pederson Multnomah County
Paul Savas Clackamas County
Temple Lentz Clark County
Jo Ann Hardesty City of Portland
Anne McEnerny-Ogle City of Vancouver

Carly Francis Wahington State Department of Transportation

Rian Windsheimer Oregon Department of Transportation

Curtis Robinhold Port of Portland

Nina DeConcini Oregon Department of Environmental Quality

(ODEQ)

Steve Callaway Cities of Washington County
Travis Stovall Cities of Multnomah County
Kathy Hyzy Cities of Clackamas County

MEMBERS EXCUSED

Doug Kelsey

AFFILIATION

TriMet

<u>ALTERNATES PRESENT</u>

<u>AFFILIATION</u>

Jamie Kranz Cities of Multnomah County

JC Vannatta TriMet Chris Ford ODOT

Emerald Bogue Port of Portland
Jef Dalin City of Cornelius
Chris Warner City of Portland

OTHERS PRESENT: Al Bannan, Allison Boyd, Andy Shaw, Brian Monberg, Chris Fick, Chris Johnson, Christina Deffeback, Dave Roth, Derek Bradley, Don Odermott, Erin Doyle, Glen Bolen, Grace Cho, Jamie Huff, Jamie Stasny, Jean Biggs, Jeff Gudman, Jeff Heilman, Jeff Owen, Jessica Berry, John Goodhouse, Julia Hajduk, Katherine Kelly, Laura Handon, Matt Grumm, Megan Neill, and Shoshana Cohen.

<u>STAFF:</u> Margi Bradway, Carrie MacLaren, Tyler Frisbee, Kim Ellis, Connor Ayers, and Jaye Cromwell.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the virtual zoom meeting to order at 7:30 am.

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

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

There were none.

3. <u>UPDATES FROM THE CHAIR & IPACT MEMBERS</u>

She introduced Margi Bradway to read the names of those who died in traffic accidents within Clackamas, Multnomah, and Washington County.

Ms. Bradway shared the names and ages of victims during the month of December: Grant Fisher, 23, Charles Patton, 43, Veronica Zearing, 52, Gabriel Castro 29, Jean Gerich 77, Eddie Larson, 48, Brenda Stader 50, Elina Marie Inget 66, Daniel Martinez, 19, and two unknown persons.

Chair Craddick opened the meeting for updates from JPACT members.

JC Vannatta gave an update to TriMet's hiring process of a new general manager. He described TriMet's steps taken to date and the outreach to the community that is being done.

Commissioner Paul Savas noted that many in Clackamas County still are without power or internet. He asked if the chat feature could be enabled for questions.

Carrie MacLaren commented that staff will look into enabling the chat for future meetings.

Commissioner Roy Rogers added that he would also like for the chat feature to be enabled and welcomed Mayor Travis Stovall to JPACT.

Mayor Callaway thanked Metro staff for changing the agenda to reflect that public comments can be made on non-agenda items.

Carley Francis made members aware of an open house survey for the interstate bridge replacement program.

Chair Craddick welcomed the two newest JPACT members, Mayor Stovall and Councilor Kathy Hyzy.

4. CONSENT AGENDA

MOTION: Commissioner Rogers moved to accept the consent agenda. Commissioner Savas seconded the motion.

ACTION: With all in favor, motion passed.

5. INFORMATION AND DISCUSSION ITEMS

5.1 Regional Emergency Transportation Routes

Chair Craddick explained the purpose of updating the regions Emergency Transportation Routes. She introduced Project Managers Laura Hanson and Kim Ellis.

Key elements of the presentation included:

Laura Hanson gave a background on the ETRs of the region, first established in the 90s. She explained that the purpose of the project was to update and raise the visibility and understanding of ETRs. Ms. Hanson introduced the project's team that handled the data and work group partners. She gave an overview of the project's timeline, with the last step being to review and accept the process before implementing it.

Kim Ellis explained the Final Report and gave an overview of what was learned from the project. She explained what factors were used to review existing routes. She highlighted maps that showed regional connections to critical infrastructure and facilities. Ms. Ellis noted other maps that highlighted the most vulnerable populations

of the region that would be hardest hit by a natural disaster.

Laura Hanson emphasized that there needs to be more work at the local level to understand where ETRs overlap with local evacuation routes and plans. She also noted that engineering evaluation is necessary to gain a better understanding of the region's resilience. She gave an overview of phase two of the ETR update, which would involve tiering and operationalizing routes. Ms. Hanson finished by explaining what next steps would be taken during phase two of the project.

Member discussion included:

Commissioner Jo Ann Hardesty expressed concern about adding new routes without taking away any. She asked how routes were being prioritized and the reasoning behind them.

Ms. Ellis noted that routes were chosen in partnership with ODOT and other local partners. She commented that routes were added based off of regional resilience and connectivity.

Commissioner Hardesty asked if fire operations, including boats were included in the evaluation.

Ms. Hanson noted that the project had been in contact with fire and EMS services through the work group, and their capacities should be included.

5.2 Earthquake Ready Burnside Bridge

Chair Craddick introduced Megan Neill and Jeff Heilman

Key elements from the presentation included:

Ms. Neill gave an overview of the project, explaining that it is meant to ensure there is still a Burnside Bridge standing after a major seismic event. She explained all the steps that have been taken so far, and what still needs to be done, including finishing the environmental review, selecting a design, and construction. Ms. Neill reviewed the draft environmental impact statement. She explained the recommended preferred alternative and showed the bridge type options being explored. She explained that the long span alternative was preferred because of liquefiable soils in the area and that it costs the least. Ms. Neill noted that they had opted to close the bridge instead of having a temporary movable bridge because it would extend the project by a year and have negative environmental impacts. She gave an explanation of the community outreach

being done and evaluation criteria topics. Ms. Neil explained the next steps that will be taken with Metro and other partners.

Member discussion included:

JC Vannatta thanked Ms. Neill and the team for their work.

Commissioner Jessica Vega Pederson thanked Ms. Neill and the Multnomah County team.

6. <u>LEGISLATIVE AFFAIRS UPDATE FROM CONGRESSMAN EARL BLUMENAUER</u>

Chair Craddick introduced Metro Staff Tyler Frisbee to give an introduction to Congressman Earl Blumenauer.

Ms. Frisbee noted the involvement of Congressman Blumenauer in the region before opening the floor to him.

Congressman Blumenauer noted the critical role played by JPACT in the region. He remarked that this session of Congress would contain many major events. He noted the many challenges facing the country and the region, including the pandemic, economic situation, and climate change.

Congressman Blumenauer commented that infrastructure funding has been sporadic at best for a long time. He explained that infrastructure would be a major topic coming up in the Biden administration. He expressed hope for infrastructure being a non-partisan issue that would be able to pass in the narrow majorities of both the House and Senate. He noted that road user charges are a good long term solution, but acknowledged that some want to look at tolling. He emphasized the need for a road user charge that can be precise, deal with funding inequities and manage transportation behavior. He noted that the Biden admin would not raise taxes on those that make less than \$400,000 a year.

He commented that those at the federal level are willing to explore new road solutions with the region. One thing that will likely face the region is congressionally directed spending. He emphasized that these would have high standards of transparency and accountability. He concluded by saying that he was looking forward to continuing the conversation with JPACT and working with Salem and Congress.

Member discussion included:

Commissioner Rogers acknowledged that they would want to make smart investments

with earmarked funds. He expressed hope for working closely with Congressman Blumenauer. He inquired if there were general themes for funds that would come up that the region could focus on.

Congressman Blumenauer advised that JPACT should continue to use the same process that has been successful in the past for securing funding. He highlighted the work done in the region of building public support which has put it ahead of other regions. He acknowledged that it would be a challenge to secure funding on top of the challenges imposed by the pandemic. He emphasized the need for flexibility, innovation, and cooperation.

Councilor Juan Carlos Gonzalez asked what themes the region should focus on when engaging with the federal government.

Congressman Blumenauer noted that the region was off to a good start with climate and equity.

Commissioner Vega Pederson noted that Biden administration has placed emphasis on climate and asked what the advice Congressman Blumenauer would have for approaching climate change.

Congressman Blumenauer noted that a lot of the work in the region gets national attention and emphasized framing the work done through climate and equity. He highlighted that the administration is very committed to climate progress, which would make them receptive to climate projects in the region.

Mayor Steve Callaway asked if federal local matched percentages for transit projects could increase while local matches decrease.

Congressman Blumenauer expressed hope that this would happen, but that it is still being discussed.

Commissioner Hardesty asked how the region could increase opportunities for minority businesses to get federal contracts. She also asked how to prevent recovery packages from having a negative impact on climate resilience.

Congressman Blumenauer noted that the region has credibility with the work that it has already done. He explained that when it comes to contracts, governments in the region would have opportunities to recalibrate the way they are awarded.

Commissioner Hardesty noted that most do not go beyond minimum standards set by the federal government on minority owned business contracts.

Congressman Blumenauer stated that he is willing to support stronger federal standards for awarding contracts to small minority owned businesses.

Chair Craddick thanked Congressman Blumenauer for attending JPACT and allowing members to ask questions.

Ms. Frisbee remarked that it is important to coordinate as a region and speak with one voice. She noted that draft versions of legislative priorities has been started.

7. ADJOURN

Chair Craddick adjourned the meeting at 9:11 am.

Respectfully Submitted,

Connor Ayers
Connor Ayers

Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 18, 2021

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	02/18/21	January Traffic Fatalities	021821j-01
5.1	Presentation	02/18/21	Regional Emergency Transportation Routes PowerPoint	021821j-02
5.2	Presentation	02/18/21	Earthquake Ready Burnside Bridge PowerPoint	021821j-03

5.1 Regional Emergency Transportation Routes Discussion

Information/Discussion Items

Joint Policy Advisory Committee on Transportation Thursday, March 18, 2021

Memo



Date: February 8, 2021

To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties

From: Kim Ellis, Metro

Laura Hanson, Regional Disaster Preparedness Organization (RDPO)

Subject: Regional Emergency Transportation Routes (RETRs) Update: **Draft Final Report and**

Resolution No. 5160

PURPOSE

The purpose of this memo is to share the Draft Final Report and a Resolution to accept the final report with JPACT for feedback. Metro staff will request JPACT action on Resolution No. 21-5160 in April.

ACTION REQUESTED

JPACT feedback is requested:

- Comments on the overall report?
- Comments on the recommendations for future planning work?
- Comments on the draft resolution?

BACKGROUND

The five-county Portland-Vancouver metropolitan region's infrastructure systems need to be resilient and prepared for multiple natural hazards, including earthquakes, wildfires, landslides, floods, volcanoes, extreme weather events, and the increasing impacts of climate change. Emergency management planning will help mitigate the risks these hazards pose to the public health and safety of communities and the region's economic prosperity and quality of life.

A critical element of emergency preparedness for the region's hazards includes designation of emergency transportation routes (ETRs). First designated in 1996 by the Regional Emergency Management Group (REMG), the region established its first official network of regional ETRs. The last update occurred in 2006, under the direction of the Regional Emergency Management Technical Committee (REMTEC) of the Regional Emergency Management Group (REMG) – the predecessor to the Regional Disaster Preparedness Organization (RDPO).

Co-led by the RDPO and Metro, this project was identified in the 2018 Regional Transportation Plan (RTP) implementation chapter (Chapter 8) as a necessary step to better integrate transportation planning with planning for resiliency, recovery and emergency response. Funding for the project is provided by the Urban Areas Security Initiative (UASI) grant from the Federal Emergency Management

Clark
Washington
Portland
Multinoseuh

Clarkamas

A partnership between the Regional Disaster Preparedness Organization (RDPO) and Metro, this project updated the Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington.

Regional ETRs are travel routes that, in the case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-clearance. These routes would be used to move resources and materials, such as first responders (e.g., police, fire and emergency medical services), patients, debris, fuel and essential supplies.

These routes are also expected to have a key role in post-disaster recovery efforts.

rdpo.net/emergencytransportation-routes

Agency (FEMA) that is managed by the RDPO. The UASI grant program makes funding available to

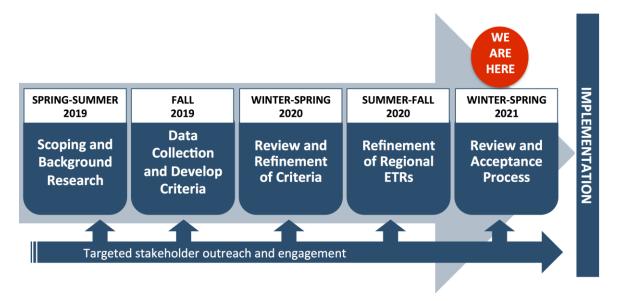
enhance regional preparedness in major metropolitan areas throughout the United States and directly supports expanding regional collaboration to assist in the creation of regional systems for prevention, protection, response and recovery.

PROJECT TIMELINE

The geographic scope of the planning effort included Clark County in the State of Washington and Columbia, Clackamas, Multnomah and Washington counties in the State of Oregon. The RDPO established a multi-disciplinary work group of more than thirty representatives from seventeen agencies to provide expertise in emergency management, transportation planning, public works, engineering, operations, ports and public transit.

The overall project timeline is provided in **Figure 1**.

Figure 1. Phase 1 timeline for updating regional emergency transportation routes



Engagement of policymakers, planners and other stakeholders was extensive for this RETR update to better integrate transportation planning with planning for resiliency, recovery and emergency response as well as the investments that will be needed to make the region's transportation system more resilient.

OVERVIEW OF PHASE 1 RETR UPDATE

The RDPO and Metro initiated the first phase of a multi-phase update of the RETRs in Spring 2019. A literature review and other research conducted by the Transportation Research and Education Center (TREC) at PSU in August 2019 served as a foundation, providing a summary of recent work as well as identifying best practices and considerations for updating the RETRs. A consultant team, hired in fall 2019, provided technical support and facilitated the update with the multi-disciplinary work group to:

- assemble readily available local, regional and state datasets to support the evaluation process;
- develop the draft RETR evaluation framework and process to review and update the routes; and
- update the RETRs in coordination and consultation with staff representing emergency management, transportation, operations, port, transit and public works disciplines across the 5-county region.

This phase resulted in:

- Multi-disciplinary collaboration of emergency management with transportation planning, engineering and operations, ports, transit and public works stakeholders.
- Enhanced visibility of RETRs and improved understanding of their resilience that informed a
 regional dialogue regarding resilience and recovery among policymakers, senior leadership and
 planners.
- A regionally-accepted network that provides adequate connectivity to critical infrastructure and essential facilities, as well as the region's population centers and vulnerable communities.
- A comprehensive regional GIS database and online RETR viewer established for current and future planning and operations. The data and on-line viewer provide valuable resources to support transportation resilience, recovery and related initiatives in the region.
- A regionally-accepted set of recommendations for follow-on work to support ongoing local, regional and state efforts to improve the region's resilience.

KEY FINDINGS FROM THE ANALYSIS

Section 6 of the report outlines key findings from the analysis, including:



The updated routes provide adequate connectivity and access to the routes and regionally- significant critical infrastructure and facilities identified through the process. However, there remain areas with limited alternate routes, areas with higher hazard vulnerability that may require more redundancy, and some areas with higher reliance on state routes. These areas need further attention in future phases. In addition, further study of critical infrastructure and essential facilities will help with operational decisions and future RETR updates, as they are critical in post-disaster response and continuity of life-saving/sustaining services to communities.



The analysis demonstrates seismic and landslide impacts to roads and bridges will hinder connectivity and access during an emergency. Further planning and investment is needed to seismically strengthen bridges, particularly for crossings of the Columbia and Willamette rivers. Additional analysis that anticipates transportation impacts and closures that may result from a CSZ earthquake, landslide, wildfire and flood hazard risks on RETRs will be beneficial for operational decisions, disaster debris management plans and future updates. Further, an expansive engineering analysis would be necessary to identify roads and bridges at risk and propose specific retrofits to improve their survivability after a severe earthquake.



The updated routes provide adequate connectivity and access to the region's population centers and areas with concentrations of vulnerable populations. However, there are limited alternate routes and transportation services in some rural areas where there is also a higher prevalence of people over 65, people under 18 and low-income households, with fewer travel options.

Measuring social vulnerability is complex. More in-depth equity analysis and community-specific engagement is needed to better understand and address the unique needs of urban and rural communities, particularly potential disproportionate impacts and the needs of vulnerable populations. This can help identify potential areas of concern and inform the best approaches to enhance connectivity and access, while ensuring equitable outcomes in emergencies.

RECOMMENDATIONS FOR FUTURE PLANNING WORK

Section 8 of the report outlines a set of necessary follow-on work raised during the course of this planning effort, but which the current project could not meaningfully address. The recommendations are summarized below, including a Phase 2 project led by RDPO and Metro (pending funding from the Urban Areas Security Initiative).

	Recommendation	Level	Lead / Key Partners
1	Integrate RETRs into other planning and investment decision-making processes	State, Regional, and Local	Various
2	Prioritize or tier the regional ETRs	Regional	RDPO & Metro (RETR Phase 2)
3	Develop RETR management plans to include: RETR operations in an emergency, evaluation of specific hazard events, maintenance and coordination between jurisdictions, and transition to recovery	Local with regional facilitation	Local jurisdictions with facilitation by RDPO & Metro (RETR Phase 2)
4	Better address vulnerable populations	Regional and Local	RDPO & Metro (RETR Phase 2 and Social vulnerability Tool (SVT)
5	Integrate RETR and LETRs into evacuation planning	Local and regional	TBD
6	Formalize the RETRs and agree to a plan for consistent updates	Regional	RDPO & Metro (RETR Phase 2)
7	Engineering evaluation of top priority routes for seismic upgrades	Local and regional	TBD
8	Evaluate river routes	Regional/State	Ports and Coast Guard, State Resilience Office
9	Develop equity-centered public messaging for transportation in emergencies	Regional	RDPO Public Messaging TF
10	Evaluate bike and pedestrian options for emergency transportation	Local	Various

NEXT STEPS

A schedule of the review and acceptance process is provided in Attachment 2. The draft final report is now under review by various committees and councils affiliated with the RDPO and Metro. An executive summary and the report are provided in Attachments 3 and 4.

In addition to JPACT, Metro and RDPO staff are seeking feedback from the Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC), Metro Council, county coordinating committees, the Metro Policy Advisory Committee (MPAC), the Southwest Washington Regional Transportation Council (SW RTC), the RDPO Steering Committee and the RDPO Policy Committee. A regional dissemination workshop is anticipated in May 2021 to more broadly share the updated maps, data and recommendations for future planning work.

The draft final report and additional information is available on the project website at http://www.rdpo.net/emergency-transportation-routes.

/attachments

Attachment 1 – Draft Resolution No. 21-5160 (including draft Exhibit A and draft Exhibit B) (2/04/2021)

Attachment 2 – 2021 Final Review and Acceptance Process (2/04/2021)

Attachment 3 – Executive Summary (2/04/2021)

Attachment 4 – Draft Final Report (2/04/2021)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE)	RESOLUTION NO. 21-5160
FINDINGS AND RECOMMENDATIONS IN THE REGIONAL EMERGENCY TRANSPORTATION ROUTES UPDATE PHASE ONE REPORT)))	Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, our region's infrastructure systems need to be resilient and prepared for multiple natural hazards, which include earthquakes, wildfires, landslides, floods, severe weather and volcanic events, and the increasing impacts of climate change; and

WHEREAS, emergency management planning will help mitigate the risks these hazards pose to the public health and safety of communities and the region's economic prosperity; and

WHEREAS, research and experience demonstrate that climate change and natural hazards have a disproportionate effect on historically marginalized communities, including Black, Indigenous and people of color (BIPOC), people with limited English proficiency, people with low income, youth, seniors, and people with disabilities, who typically have fewer resources and more exposure to environmental hazards, and are, therefore, the most vulnerable to displacement, adverse health effects, job loss, property damage and other effects; and

WHEREAS the Regional Disaster Preparedness Organization (RDPO) was created by intergovernmental agreement in 2015 as a partnership of government agencies, non-governmental organizations, and private-sector stakeholders in the Portland-Vancouver metropolitan region collaborating to build upon and unify various regional preparedness efforts and increase the region's resilience to disasters; and

WHEREAS, as a member of the RDPO Metro plays an important role in transportation and emergency management planning related to regional functions, such as data and mapping, disaster debris management and emergency transportation route designations to improve disaster response coordination and help reduce loss of life, injury and property damage during disasters; and

WHEREAS, the Regional Emergency Transportation Routes (ETR) Update is a joint planning effort between the Regional Disaster Preparedness Organization (RDPO) and Metro, exemplifying regional collaboration and coordination to prepare for disasters that affect the transportation system; and

WHEREAS, the 2018 Regional Transportation Plan (RTP) identified the need for an update to the region's designated regional emergency transportation routes to support future planning and investment related to regional emergency management, transportation recovery and resiliency; and

WHEREAS, Regional ETRS were first designated within the Metro jurisdictional boundary in 1996 by the Regional Emergency Management Group (REMG) at the recommendation of the Regional Emergency Transportation Route Task Force facilitated by Metro, as priority routes targeted for rapid damage assessment and debris removal during a major regional emergency or disaster and used to transport emergency resources and materials, including first responders (e.g., police, fire and emergency medical services), essential supplies, debris, equipment, patients and personnel; and

WHEREAS, the Regional ETRs were last updated in 2005 and a Memorandum of Understanding was signed by local jurisdictions, the Port of Portland and the Oregon and Washington Departments of Transportation that formalized commitments for assessing and reporting the status and condition of

identified emergency transportation routes following an earthquake and coordinating activities under emergency conditions in relation to those routes; and

WHEREAS, since 2005, the region has experienced significant growth and demographic changes, and new technology, data and mapping have greatly expanded understanding of current hazard risks in the region, particularly seismic, wildfire, landslide, and flooding risks; and

WHEREAS, the RDPO ETR work group, a multi-disciplinary team of more than 30 local, regional, and state emergency management, transportation planning, engineering, operations and public works staff from 17 agencies within the five counties, supported the Phase 1 planning effort, including development of recommendations for future planning work; and

WHEREAS, the geographic scope of the planning effort was the five-county Portland-Vancouver metropolitan area, including Clark County in the state of Washington, and Columbia, Clackamas, Multnomah and Washington counties in the state of Oregon; and

WHEREAS, RDPO and Metro staff coordinated and consulted with cities, counties and agencies throughout the process to address specific needs of each agency or jurisdiction and facilitate collaboration and coordination among the agencies and jurisdictions, including: transportation, emergency management, and public works departments of each of the five counties and the City of Portland, the Oregon Department of Transportation (ODOT), the Washington Department of Transportation (WSDOT), the Oregon Department of Geologic and Mineral Industries (DOGAMI), transit providers, port districts, and cities within each of the five counties; and

WHEREAS, updates to the Regional ETRs incorporate changes recommended by the City of Portland, Clackamas, Columbia, Multnomah and Washington counties and ODOT through recent work that evaluated seismic risks along Statewide Seismic Lifeline Routes (SSLRs) identified in the Oregon Highway Plan; and

WHEREAS, agencies and jurisdictions recommended additional updates to the Regional ETRs and critical infrastructure and essential facilities to be included in the analysis through a series of consultation meetings convened by RDPO and Metro in Fall 2020; and

WHEREAS, the Regional Emergency Transportation Routes Update Report identifies a network of 193 local and state-owned route segments in the region that should be designated as Regional ETRs, and summarizes key findings about the resilience and connectivity of these routes and recommendations for future planning work, including a second planning phase to tier and operationalize the routes; and

WHEREAS, the analysis found many of the Regional ETRs and their bridges are vulnerable to significant seismic and other hazard risks, such as flooding, landslides and liquefaction; and

WHEREAS, the analysis found the network of Regional ETRs provide adequate connectivity and access to the SSLRs as well as the region's population centers, isolated populations, areas with high concentrations of vulnerable populations, and critical infrastructure and essential facilities of state and regional importance; and

WHEREAS, the report was developed in collaboration with the ETR work group and reflects input from regional committees and elected bodies, such as the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Regional Transportation Advisory Committee (RTAC), the County Coordinating Committees, Southwest Washington Regional Transportation Council (SW RTC), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council, and the RDPO Steering and Policy Committees and work groups, including the RDPO emergency management work group; and

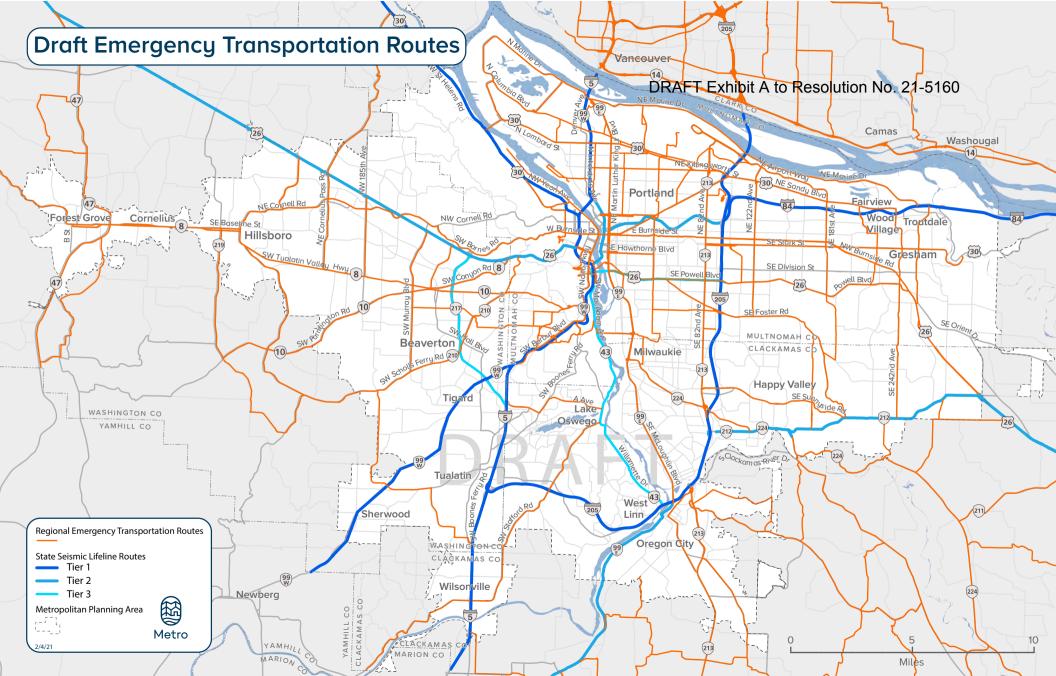
WHEREAS, by accepting the report and updated routes, the Metro Council hereby recognizes all routes designated in the report are of state and regional importance during an emergency; and

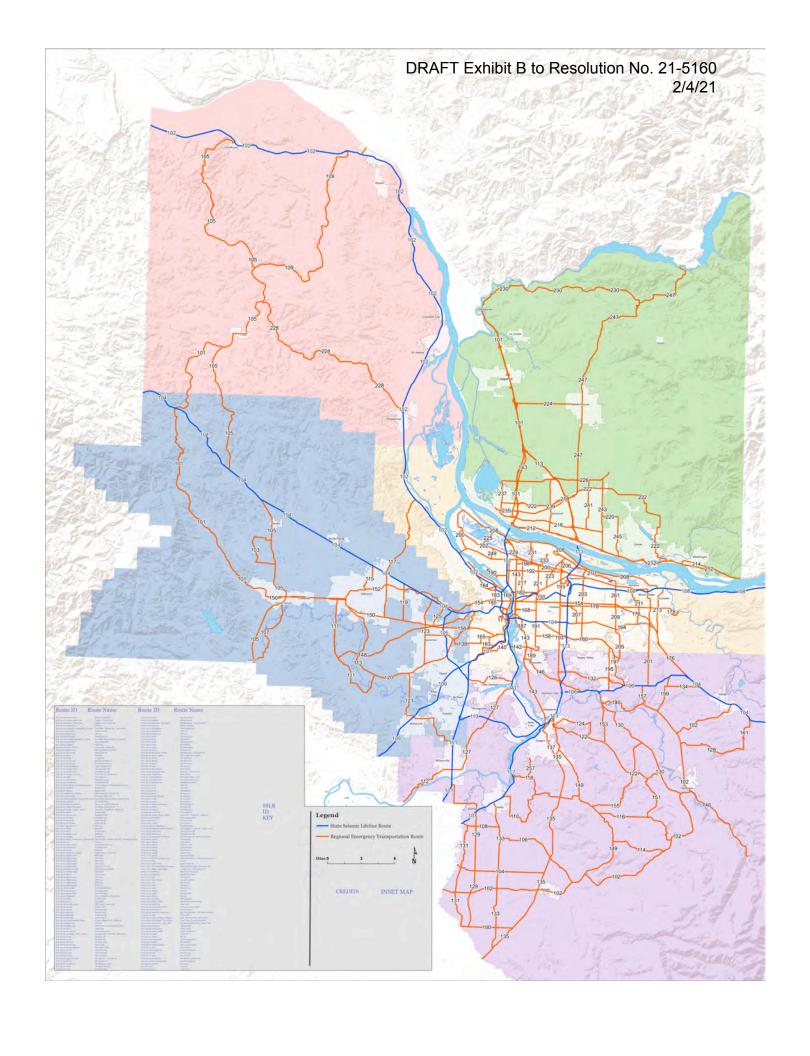
WHEREAS, by accepting the report and updated routes, the Metro Council further recognizes the value in using the findings and recommendations in this report to inform the recommended second phase of work and ongoing local, regional and state efforts to improve the region's resilience and to develop funding strategies to make these routes more resilient; now therefore,

BE IT RESOLVED THAT:

- 1. The Metro Council hereby accepts:
 - a. the updated Regional ETRs for the metropolitan planning area (MPA) boundary, as shown in the attached Exhibit A:
 - b. the updated Regional ETRs for the five-county Portland-Vancouver region, as shown in the attached Exhibit B; and
 - c. the findings and recommendations in the Regional Emergency Transportation Routes Update Phase 1 Report, as shown in the attached Exhibit C.
- 2. The Metro Council hereby directs staff to use the updated Regional ETR maps and report to inform planning, policy and investment priorities in the 2023 Regional Transportation Plan update and ongoing efforts to improve the region's resilience and to develop funding strategies to make these routes more resilient.

ADOPTED by the Metro Council this day of	, 2021.
Approved as to Form:	Lynn Peterson, Council President
Carrie MacLaren, Metro Attorney	





REGIONAL EMERGENCY TRANSPORTATION ROUTES UPDATE

2021 FINAL REVIEW AND ACCEPTANCE PROCESS

Dates are subject to change.



Final review process – Regional Committees

Who	Anticipated Date
ETR Work Group Review	Jan. 20
REMTEC	Feb. 5 and March 5
RDPO Steering Committee	Feb. 8
Transportation Policy Alternatives Committee (TPAC)/ Metro Technical Advisory Committee (MTAC) workshop	Feb. 17
Joint Policy Advisory Committee on Transportation	Feb. 18
Regional Technical Advisory Committee (RTAC)	Feb. 19
RDPO Policy Committee	Feb. 19
Metro Council	Feb. 23
Metro Policy Advisory Committee (MPAC)	Feb. 24
Southwest Washington Regional Transportation Council	March 5

Final review process – County Committees

Who	Anticipated Date
Clackamas County TAC	Feb. 24
East Multnomah County Transportation Committee TAC	March 3
Washington County Coordinating Committee TAC	March 4
Washington County Coordinating Committee (policy)	March 15
East Multnomah County Transportation Committee (policy)	March 15
C-4 subcommittee (policy)	March 18

Acceptance process – Regional Committees

Who	Anticipated Date
RTAC – seek recommendation to the SW RTC	March 19
TPAC – seek recommendation to JPACT	April 2
SW RTC – seek acceptance of updated map, report findings and recommendations for future work	April 6
JPACT – seek recommendation to the Metro Council	April 15
Metro Council – seek acceptance of updated map, report findings and recommendations for future work	April 29 pending JPACT action
RDPO Policy Committee – seek acceptance of updated map, report findings and recommendations for future work	May 1 pending Metro Council and SW RTC action

Policy and Technical Committee Information (listed in alphabetical order)

Note: Meetings are currently being held virtually due to COVID-19.

ETR Working Group - Regional Emergency Transportation Routes Working Group

Times and locations vary.

JPACT – Joint Policy Advisory Committee on Transportation

Typically meets 7:30-9 AM.

Metro Council

Typically meets 2-4 PM.

MPAC – Metro Policy Advisory Committee

Typically meets 5-7 PM.

MTAC – Metro Technical Advisory Committee

Typically meets 10 AM-noon.

RDPO Policy Committee

Typically meets three times per year. Times and locations vary.

RDPO Steering Committee

Typically meets 1-3 PM. Locations vary.

REMTEC – RDPO's Emergency Management Work Group (originally named Regional Emergency Management

Technical Committee)

Typically meets 9-11 AM.

RTAC – Regional Transportation Advisory Committee

Typically meets 9-11 AM.

SW RTC – Southwest Washington Regional Transportation Council

Typically meets 4-6 PM.

TPAC – Transportation Policy Alternatives Committee

Typically meets 9:30-noon.

TPAC/MTAC Workshop – Joint Workshop of TPAC and MTAC

Typically meets 10 AM-noon.

EXECUTIVE SUMMARY

The five-county Portland-Vancouver metropolitan region's infrastructure systems need to be resilient and prepared for multiple natural hazards, including earthquakes, wildfires, landslides, floods, volcanoes, extreme weather events, and the increasing impacts of climate change. Emergency management planning will help mitigate the risks these hazards pose to the public health and safety of communities and the region's economic prosperity and quality of life.

Research and experience demonstrate that climate change and natural hazards have a disproportionate effect on historically marginalized communities, including Black, Indigenous and people of color (BIPOC), people with limited English proficiency, people with low income, youth, seniors, and people with disabilities, who typically have fewer resources and more exposure to environmental hazards, and are, therefore, the most vulnerable to displacement, adverse health effects, job loss, property damage and other effects.

A critical element of emergency preparedness for the region's hazards includes designation of emergency transportation routes (ETRs). First designated in 1996 by the Regional Emergency Management Group (REMG), the region established its first official network of regional ETRs. The last update occurred in 2006, under the direction of the Regional Emergency Management Technical Committee (REMTEC) of the Regional Emergency Management Group (REMG) predecessor to the RDPO.

Over the past 15 years, the region has experienced significant growth and demographic changes and new

Clark
Washington
Portland
Multinomah
Clackamas

A partnership between the Regional Disaster Preparedness Organization (RDPO) and Metro, this planning effort updated the Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region. The geographic scope of the effort included Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington.

Regional ETRs are travel routes that, in the case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris- removal.

These routes would be used to move people, resources and materials, such as first responders (e.g., police, fire and emergency medical services), patients, debris, fuel and essential supplies. These routes are also expected to have a key role in post-disaster recovery efforts.

rdpo.net/emergencytransportation-routes

technology, data and mapping have greatly expanded our understanding of the region's natural hazard risks, particularly to a catastrophic Cascadia Subduction Zone (CSZ) earthquake. During that same period investments were made to improve seismic resilience of some roads and bridges in the region and additional planning was completed by the City of Portland, the five counties and the Oregon Department of Transportation (ODOT) to evaluate seismic risks along state-designated seismic lifeline routes (SSLRs) located in Oregon.

ES-1 DRAFT

The Regional Disaster Preparedness Organization (RDPO) and Metro initiated an update of the regional ETRs (RETRs) with funding from the Urban Areas Security Initiative (UASI). A literature review and other research conducted by the Transportation Research and Education Center (TREC) at PSU in August 2019 served as a foundation, providing a summary of recent work as well as identifying best practices and considerations for updating the RETRs. A consultant team, hired in fall 2019, provided technical support and facilitated the update with the work group, under the direction of project managers from both RDPO and Metro, and oversight from executives at both agencies.

This report presents the results of the two-year collaborative planning effort and recommendations for future work.

Phase 1 Project Scope and Timeline

The geographic scope of the planning effort included Clark County in the State of Washington and Columbia, Clackamas, Multnomah and Washington counties in the State of Oregon. The RDPO established a multi-disciplinary work group of more than thirty representatives from seventeen agencies to provide expertise in emergency management, transportation planning, public works, engineering, operations, ports and public transit.

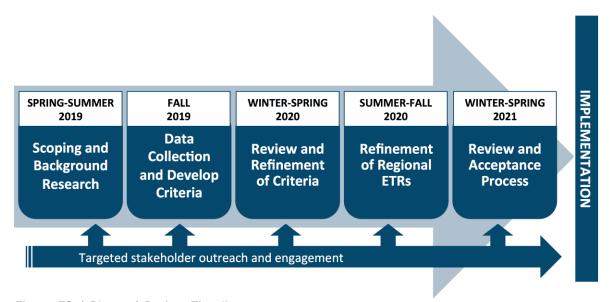


Figure ES.1 Phase 1 Project Timeline

Phase 1 Project Outcomes and Deliverables

This project represents the first phase of a multi-phase update to the regional ETRs. This phase resulted in:

Multi-disciplinary collaboration of emergency management with transportation planning, engineering and operations, ports, transit and public works stakeholders.

ES-2 DRAFT

- Enhanced visibility of RETRs and improved understanding of their resilience that informed a regional dialogue regarding resilience and recovery among policymakers, senior leadership and planners.
- A regionally-accepted network that provides adequate connectivity to critical infrastructure and essential facilities, as well as the region's population centers and vulnerable communities.
- A comprehensive regional GIS database and online RETR viewer established for current and future planning and operations. The data and on-line viewer provide valuable resources to support transportation resilience, recovery and related initiatives in the region.
- A regionally-accepted set of recommendations for follow-on work to support ongoing local, regional and state efforts to improve the region's resilience.

Engagement of policymakers, planners, and other stakeholders was extensive for this RETR update to better integrate transportation planning with planning for resiliency, recovery, and emergency response, as well as the investments that will be needed to make the region's transportation system more resilient

ES-3 DRAFT

Coordination and Consultation

Regional Disaster Preparedness Organization (RDPO)

RDPO Policy Committee

RDPO Steering Committee

REMTEC- Regional Emergency Manager Technical Committee (formerly called REMG)

RDPO ETR Work Group

RDPO Public Works Work Group

Metro

Metro Council

Metro Technical Advisory Committee (MTAC)

Transportation Policy Alternatives Committee (TPAC)

Joint Policy Advisory Committee on Transportation (JPACT)

SW Washington Regional Transportation Council (SW RTC)

Oregon Department of Transportation (ODOT)

Washington Department of Transportation (WSDOT)

Oregon Department of Geology and Mineral Industries (DOGAMI)

Tri-County Metropolitan Transportation District (TriMet)

South Metro Area Regional Transit (SMART)

Clark County Public Transit Benefit Area Authority (C-TRAN)

Ports of Vancouver and Portland

Clark Regional Emergency Services Agency (CRESA)

Cities and Counties (five county region)

ETR Work Group

































ES-4

Key Findings from the Analysis



The updated routes provide adequate connectivity and access to the routes and regionally- significant critical infrastructure and facilities identified through the process. However, there remain areas with limited alternate routes, areas with higher hazard vulnerability that may require more redundancy, and some areas with higher reliance on state routes. These areas need further attention in future phases. In addition, further study of critical infrastructure and essential facilities will help with operational decisions and future RETR updates, as they are critical in post-disaster response and continuity of life-saving/sustaining services to communities.



The analysis demonstrates seismic and landslide impacts to roads and bridges will hinder connectivity and access during an emergency. Further planning and investment is needed to seismically strengthen bridges, particularly for crossings of the Columbia and Willamette rivers. Additional analysis that anticipates transportation impacts and closures that may result from a CSZ earthquake, landslide, wildfire and flood hazard risks on RETRs will be beneficial for operational decisions, disaster debris management plans and future updates. Further, an expansive engineering analysis would be necessary to identify roads and bridges at risk and propose specific retrofits to improve their survivability after a severe earthquake.



The updated routes provide adequate connectivity and access to the region's population centers and areas with concentrations of vulnerable populations. However, there are limited alternate routes and transportation services in some rural areas where there is also a higher prevalence of people over 65, people under 18 and low-income households, with fewer travel options.

Measuring social vulnerability is complex. More in-depth equity analysis and community-specific engagement is needed to better understand and address the unique needs of urban and rural communities, particularly potential disproportionate impacts and the needs of vulnerable populations. This can help identify potential areas of concern and inform the best approaches to enhance connectivity and access, while ensuring equitable outcomes in emergencies.

BY THE NUMBERS

[insert TBD three summary infographics on the routes]
XX miles of routes are designated
XX miles new routes were designated
X% of critical infrastructure and essential facilities connected

Add regional map of the updated routes (SSLRs and RETRs)

ES-5 DRAFT

Conclusions and Next Steps

The regional emergency transportation routes play an important role in the region's resilience and ability to respond to multiple hazards, particularly to a catastrophic CSZ earthquake. The data set and on-line RETR viewer produced in this effort will be distributed to emergency managers and transportation planners throughout the region for use in future planning and during disaster response and the early recovery period. Coordinated planning can inform emergency transportation response planning and set the stage for agencies to seek funding for improvements to increase route resiliency to accelerate response and recovery times within the region.

Section 8 of the report outlines a set of necessary follow-on work raised during the course of this planning effort, but which the current project could not meaningfully address. The recommendations are summarized below, including a Phase 2 project led by RDPO and Metro (pending funding from the Urban Areas Security Initiative) to address recommendations 2, 3, 4 and 6. Additional resources are needed to advance the full list of recommendations for future work.

	Recommendation	Level	Lead / Key Partners
1	Integrate RETRs into other planning and investment decision-making processes	State, Regional, and Local	Various
2	Prioritize or tier the regional ETRs	Regional	RDPO & Metro (RETR Phase 2)
3	Develop RETR management plans to include: RETR operations in an emergency, evaluation of specific hazard events, maintenance and coordination between jurisdictions, and transition to recovery	Local with regional facilitation	Local jurisdictions with facilitation by RDPO & Metro (RETR Phase 2)
4	Better address vulnerable populations	Regional and Local	RDPO & Metro (RETR Phase 2 and Social vulnerability Tool (SVT)
5	Integrate RETR and LETRs into evacuation planning	Local and regional	TBD
6	Formalize the RETRs and agree to a plan for consistent updates	Regional	RDPO & Metro (RETR Phase 2)
7	Engineering evaluation of top priority routes for seismic upgrades	Local and regional	TBD
8	Evaluate river routes	Regional/State	Ports and Coast Guard, State Resilience Office
9	Develop equity-centered public messaging for transportation in emergencies	Regional	RDPO Public Messaging TF
10	Evaluate bike and pedestrian options for emergency transportation	Local	Various

This report was developed and is being released at a time when the Portland-Vancouver region — along with the rest of the world — is confronting a different kind of disaster in the response to COVID-19. The region (and Oregon) also experienced devastating wildfires in September 2020 as this work was underway, underscoring the need to be prepared and resilient. The alignment of these circumstances has provided an opportunity to reflect on how the current public health and economic disruption, and the 2020 wildfires are both like and unlike the kind of disruption that may occur at a regional scale following a CSZ event.

ES-6 DRAFT

5.1 Regional Emergency Transportation Routes <u>Attachment 4-Draft Report</u>

Information/Discussion Items

Joint Policy Advisory Committee on Transportation Thursday, March 18, 2021

5.2 RFFA 2025-27 program direction - briefing Information/ Discussion Items Joint Policy Advisory Committee on Transportation Thursday, March 18, 2021

Memo



Date: January 29, 2021

To: TPAC and Interested Parties

From: Dan Kaempff, Principal Transportation Planner

Ted Leybold, Resource Development Section Manager

Subject: 2022-2024 Regional Flexible Funds Allocation Retrospective Report

Purpose

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

Background

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

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

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

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

Process description

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

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

Both decisions are informed by input gathered from:

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

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

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

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

Program direction adoption

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

The 2018 RTP established four investment priorities for the region:

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

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

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

¹ The full policy document is available at: <u>RES 19-4959 - Exhibit A to Resolution No. 19-4959 (legistar.com)</u>

2

Step 1

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

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

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

Step 2

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

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

This approach provided the ability for projects from both categories to be evaluated in a consistent method on how well they achieved the four RTP/RFFA investment policy objectives. And, it allowed for a direct comparison of projects' outcomes regardless of funding categories. In response to the call for projects, 23 project applications were submitted to Metro. 18 projects were indicated for consideration in the AT category, three in the Freight category, and two requested consideration in both categories.

² Final 22-24 RFFA investment list available at: <u>RES 20-5063 - Exhibit A</u> to Resolution No. 20-5063 (legistar.com)

3

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

Table 122-24 RFFA Step 2 funding requests, by category

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

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

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

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

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

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

Follow-up survey

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

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

Questions

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

Comments and responses

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

Question 2

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

Question 3

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

Question 4

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

Question 5

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

Question 6

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

Ouestion 7

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

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

Memo



Date: March 4, 2021

To: JPACT and interested parties

From: Dan Kaempff, Principal Transportation Planner

Ted Leybold, Resource Development Section Manager

Subject: 2025-2027 RFFA Work Program and Schedule

Purpose

This document introduces the work program outline and schedule of activities required to carry out the 2025-2027 Regional Flexible Funds Allocation (RFFA). Staff is requesting input on various policy questions and issues related to allocation of these federal funds.

Background

The Regional Flexible Funds are an important piece of the region's transportation funding, though they represent a relatively small (\sim 5%) percentage of the total funding spent on transportation in the past. Historically, the region has thoughtfully used these federal funds to invest in parts of the transportation system that are critical to advancing the goals and objectives of the Regional Transportation Plan (RTP) and Metro's Six Desired Outcomes. The RTP investment priorities formed the foundation of the last allocation of RFFA funds (2022-2024). These priorities are Equity, Safety, Climate and Congestion relief.

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

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

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

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

The 2018 RTP involved significant stakeholder input resulting in an updated set of investment priorities to guide how transportation funding was to be used in the region. Recognizing this new policy direction, Metro Council advised staff to delay the start of the 2022-2024 RFFA process until after the 2018 RTP was adopted at the end of 2017. In addition, two new Council members and a new Council President were to begin their terms at the start of 2018. As such, the existing Council felt it best for the new Council to develop and implement RFFA program direction based on the updated policy in the 2018 RTP.

As a result, the 2022-2024 RFFA process was completed in 12 months, instead of the usual 18-24 months of previous allocation cycles.¹ The condensed schedule did not allow for an in-depth exploration of policy issues and discussion of the region's needs. The established practice of early Council engagement was limited to a presentation at a work session. And while they acknowledged the time constraints, TPAC and JPACT both indicated the need for a more robust policy discussion in the 2025-2027 RFFA process.

Existing Two-step RFFA Program Direction

The current RFFA funding framework has existed since the 2014-2015 allocation cycle, which was conducted in 2010 and 2011. Step 1 is comprised of ongoing funding commitments to bond repayment commitments the region has made in previous RFFA cycles, as well as providing continued investment in RTP-identified activities and investments that support federal, state and regional requirements to build a multi-modal transportation system, meet federal air quality regulations, and reduce greenhouse gas emissions from vehicles. Step 2 represents the balance of funding remaining after Step 1 commitments and obligations are met. The current program direction is that Step 2 funding is used for local agency-led capital projects on the regional transportation system.²

Step 1 – Step 1 investments currently consist of the following (as defined in the 2022-2024 RFFA program direction):

• **Bond repayment** – Regional flexible funds have been used to help construct the region's high-capacity transit system. Since 1998, TriMet has issued bonds to pay for project development and capital construction costs of high-capacity transit line construction, based on a regional commitment of flexible funds to repay the bonded debt. This bond obligation covers investments in Green, Orange, and Southwest Corridor MAX lines, Division Transit Project, and the Eastside Streetcar Loop.

In the 2019-2021 RFFA process, JPACT and Metro Council directed regional funding to be used on project development for a selected package of improvements to address 1) regional active transportation needs, and 2) freeway interchanges or arterials that were identified as significant system deficiencies, particularly in the areas of safety and freight delay.

The region's current obligation to repay bond debt extends to 2034, as detailed in the table below. The bond repayment amount to be repaid through the 2025-2027 RFFA totals \$68.64 million.

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

² The 2022-2024 RFFA program direction document can be found at https://www.oregonmetro.gov/sites/default/files/2019/10/07/2022-24-Regional-Flexible-Funds-Allocation-policy-report.pdf

Table 1	
Regional bond repayment schedule ((in millions)

Year	Transit	Project	Total
		development	
2025	\$21.62	\$1.26	\$22.88
2026	\$21.62	\$1.26	\$22.88
2027	\$21.62	\$1.26	\$22.88
2028	\$17.56	\$1.26	\$18.82
2029	\$17.56	\$1.26	\$18.82
2030	\$17.56	\$1.26	\$18.82
2031	\$17.56	\$1.26	\$18.82
2032	\$17.56	\$1.26	\$18.82
2033	\$17.56	\$1.26	\$18.82
2034	\$17.56	\$1.26	\$18.82

- **Region-wide investments** Three region-wide investment programs have been defined over time by their regional scope, program administration, and policy coordination, and a consistent allocation of regional flexible funds to support them. The regional programs are a part of Metro's commitment to the Oregon Department of Environmental Quality to improve air quality and stay in compliance with the Clean Air Act. The three programs are:
 - Regional Travel Options/Safe Routes to School (RTO/SRTS) Grant program that supports local jurisdictional and Non-Government Organization partners' public outreach and encouragement work, helping people of all ages reduce automobile use and increase travel by transit, ridesharing, bicycling, and walking. Funding also supports research, measurement and partner coordination activities
 - o *Transit Oriented Development (TOD)* Investments to help develop higher-density, affordable and mixed-use projects near transit, to increase the use of the region's transit system and advance the Region 2040 Growth Concept
 - Transportation System Management and Operations (TSMO) Funding focused on projects and coordination activities to improve the region's transportation data, traffic signals, traveler information and other technological solutions to help move people and goods more safely, reliably, and efficiently

Funding from these investment categories is directed to local programs and projects. By providing funding to regional partners and local jurisdictions, the region demonstrates its commitment to and compliance with an overall transportation strategy as defined through the RTP. The RTP identifies several regional policy objectives, and federal and state mandates as shown in Table 2.

Table 2 Region-wide investment purposes

	Fulfills:
RTO/SRTS	 Climate Smart Strategies Congestion Management Process State Implementation Plan for Air Quality
TOD	 2040 Growth Concept Congestion Management Process State Implementation Plan for Air Quality
тѕмо	Climate Smart StrategiesCongestion Management Process

It is program practice that funding for the region-wide investment programs include a three percent annual increase to address inflation costs and maintain purchasing power.

• **MPO and Corridor and System Planning** – Regional funds have been used to support the planning, analysis and management work required of an MPO. JPACT and Metro Council have directed these funds to be spent instead of collecting dues from each partner jurisdiction in the region as was done prior to 1992. Regional funds have also been directed towards continued planning work to further develop regional corridors, transit and freight networks, and to better understand the economic impacts of our transportation investments.

This work plan and schedule assume that, at a minimum, Step 1 funding will continue to repay the bonds and maintain programs and regional planning work.

Step 2 – Also beginning with the 2014-15 RFFA cycle, funding for capital projects has been focused on two investment categories:

- 1. Active Transportation and Complete Streets (AT) (75%)
- 2. Freight and Economic Development (25%)

In creating these two categories, JPACT and Council directed 75 percent of the Step 2 funding targeted towards the AT category, and the balance to the Freight category. This policy direction reflected the goals and objectives of the existing RTP, and the region's priorities at that time.

Assumptions

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

Process & Schedule

Staff is proposing to follow a multi-phased process similar to that used in preceding RFFA cycles as illustrated below.

Figure 1 2025-2027 RFFA Timeline and Milestones



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.

Activities include:

- Engagement with Metro Council to discuss their priorities
- Three TPAC, JPACT and stakeholder workshops to gather input and discuss regional needs
- Discussions with TPAC and JPACT
- Outreach to county coordinating committees, technical advisory committees, and other stakeholder groups (as requested)

Table 3 lists the spring 2021 schedule of Council, JPACT and TPAC presentations and workshops. 3

5

³ All RFFA engagement activities will be conducted via Zoom or other online methods.

Table 3
RFFA Program Direction development schedule

Metro Council	Process/timeline briefing, discussion on Council direction	Mar. 9
Workshop #1	RFFA 101, process/timeline, ID themes for workshops #2 &	Mar. 10
-	3	9:00 a.m.
JPACT	Process/timeline briefing, gather input	Mar. 18
TPAC	Discuss workshop #1 outcomes, gather input for #2 & 3	Apr. 2
Workshop #2	Discuss themes for program direction staff proposals	Apr. 8
		9:00 a.m.
Workshop #3	Present draft staff proposal(s), gather input	Apr. 26
		1:00 p.m.
TPAC	Recap input from workshops #2 & 3, discuss staff proposal(s)	May 7
JPACT	Recap input from workshops, discuss TPAC input on staff	May 20
JIACI	proposal(s)	May 20
TPAC	ACTION: Recommendation to JPACT	June 4
JPACT	ACTION: on TPAC recommendation	July 15
Metro Council	ACTION: on JPACT-approved program direction	TBD

The three policy workshops are an opportunity for TPAC and JPACT representatives, along with stakeholders, to provide input on how to develop the RFFA Program Direction. Participants will be encouraged to provide ideas on how either Step 1 or 2 could be adjusted to better advance the region's four transportation priorities (Equity, Safety, Climate, Congestion relief). This input will be considered in discussions at the TPAC and JPACT meetings this spring.

From these discussions, staff will prepare a RFFA program direction proposal or proposals for TPAC and JPACT consideration and action this summer.

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

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

- 2. Call for projects (November 2021-February 2022) The Step 2 project call is scheduled to open in November 2021, with approximately four months allotted for applicants to prepare and submit their project proposals. A workshop to answer questions and provide further details on the RFFA process will be held early in the project call.
- 3. Step 2 Project selection (March-October 2022) Once the application window is closed, work begins to evaluate and gather input on the submitted projects. There are four sources of input used to guide the project selection process:

- a. Technical Evaluation a group comprised of agency staff and community members will conduct a technical process to evaluate each project's performance at achieving policy outcomes as defined in the RTP and the RFFA Program Direction
- b. Risk Assessment an independent analysis of each project to identify any impediments to the project scope, timeline or budget
- c. Public Comment per federal and Metro guidance, there will be a (minimum) 30-day public comment opportunity to gather input on the proposed projects and overall RFFA program from community members and stakeholders
- d. Identification of priorities Each county coordinating committee and the City of Portland has the option to identify which of the projects submitted from their respective jurisdictions are most critical to the needs of the community

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

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

4. MTIP adoption (November 2022-July 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 July 2023 for inclusion in the STIP.

Stakeholder feedback from 2022-2024 RFFA process

While these funding categories and respective percentages were supported for several funding cycles after 2014-2015, outcomes of the 2022-2024 allocation indicate there is interest among the region's stakeholders to revisit the Step 2 funding categories and 75/25 funding target split. Factors that led to this interest include:

- The four 2018 RTP investment priorities provided the framework for an updated set of project outcomes used to evaluate projects. Projects from both categories were evaluated using the same criteria, which enabled a direct technical comparison of project outcomes across the categories. (Previous RFFA cycles had different criteria for the AT and Freight categories.) Also, applicants could now request their project be considered for funding from either category. Evaluating the projects using the four priorities, the AT projects generally generated higher technical scores than the Freight projects, indicating the AT projects' greater ability to improve the transportation system in these four areas.
- In the application process, only three projects were originally submitted for consideration in the Freight category. The total amount of funding requested for Freight projects fell far short (\$4.8 million) of the available amount. This indicated that it was difficult for project partners to identify and prioritize freight and economic development transportation projects of scale to the level of funding available.

Given the ability to evaluate projects from either category against a common set of
objectives, a final project funding package included five projects reassigned from the AT
funding category that were Freight category eligible to the Freight category. This decision
was reached to find a balance between funding projects that best achieved RTP investment
priorities in a manner that spent all the available funding.

Stakeholder feedback gathered through and following the 2022-2024 process indicated the Step 2 existing funding categories may not best support the current RTP investment priorities. Stakeholders indicated this as an issue for consideration during this upcoming 2025-2027 RFFA program direction development phase.

Discussion questions

- 1. Questions on the RFFA framework and process for updating as described?
- 2. Thoughts on the existing RFFA Program Direction and what should be topics of discussion for the workshops?

5.3 JPACT Prior	rity Update
Information/ Disc	ussion Items
Joint Policy Advisory Committee on Tra	unenortation
Thursday, Mar	ch 18, 2021

Memo



Date: Friday, March 12, 2021

To: Members of the Joint Policy Advisory Committee on Transportation

From: Tyler Frisbee, Deputy Director of Government Affairs and Policy Development

Subject: JPACT Federal Earmark Process

Looking beyond the \$1.9 trillion COVID relief bill, President Joe Biden and Congress are laying the groundwork for another top legislative priority — an infrastructure bill. This includes the reauthorization of a surface transportation bill, as well as other infrastructure priorities such as broadband, water infrastructure, and aviation needs. The Congressional landscape is dynamic and the parameters of the legislation continue to change on a daily basis.

Oregon is possibly better situated to bring home federal funding than it has been in 40 years, with Chairman DeFazio as the head of the Transportation & Infrastructure Committee; Senator Merkley on the Senate Appropriations Committee and on the Environment and Public Works (the authorizing committee for the roadway title of the Transportation bill); Senator Wyden as the Chair of the Finance Committee; Congressman Blumenauer on the Ways and Means Committee (the authorizing committee for the finance title); and strong support and respect for the two other members of our delegation, Congresswoman Bonamici and Congressman Schrader. If we can work together and speak as a region, we are being told we have the opportunity to bring home significant funding for projects benefiting communities across the region.

In January 2021, as rumors of the possible reintroduction of federal earmarks began flying, jurisdictional staff from across the greater Portland region began discussing the value of a regional approach, should this opportunity materialize. In the past, our region has been very successful at bringing home a disproportionate share of federal monies to the region, in large part because we have been able to speak with one voice about priority projects in our region. To that end, staff began to meet to understand the spectrum of projects in the region that might be strong candidates for federal earmark funding, and to gauge interest in a coordinated regional approach. Metro staff have been meeting with regional staff from around the region on a weekly or bi-weekly basis for the past several months to best position our region in this changing federal environment.

On March 3, the news broke: The House Transportation and Infrastructure Committee announced an April 9 deadline for Transportation Authorization project submittals. As a result, our timeline for regional coordination was significantly compressed. As of Thursday, March 11th, both Speaker Pelosi and Senate Majority Leader Schumer have indicated that they intend for a possible infrastructure bill to be bipartisan and they do not want to use Reconciliation for an infrastructure bill. That means we are potentially looking at a much smaller bill overall, and consequently a much smaller set of possible earmark requests.

Given the volatility of the conversation in DC, staff propose that we bring a smaller \$200 million package to JPACT, asking for JPACT's support, to submit through the formal earmark process, but that we also prepare a \$300 million proposal to highlight in our meetings with our congressional delegation. That allows the region to be prepared for almost any funding scenario. In addition, Metro staff will work with local staff on a policy memo to push for additional monies in the areas where our region is consistently struggling to secure funding: orphan highways, bridge repair and reconstruction, transit capital and service, seismic upgrades, and safety.

Our region has been successful at bringing home earmark funding in the past because we have delivered projects on time and on budget, and have requested funding for projects that align with the interests of our congressional delegation. In order to continue this tradition of success, staff have discussed possible guidelines for strong earmark projects, including:

- Projects will be built within 3-5 years of receiving federal funding, in order to deliver benefits to the community as quickly as possible
- Projects should have a finance plan determined and the rest of the resources assembled
- Projects should have minimal risk associated with them; while they don't have to be "shovel ready," we should be confident that they can be built at currently estimated costs
- Projects are of clear interest to our congressional delegation, so that they will be excited to champion them

JPACT members heard from Congressman Blumenauer at your February meeting about the political and financial landscape in DC, the importance of speaking clearly with a regional voice, and the themes and issues Congress and the Biden Administration are focusing on. Regional staff have also met with federal lobbyists and congressional district staff to learn more about the possible earmark approaches being discussed. Through these conversations, we heard a strong emphasis on proposing projects that can reduce carbon pollution, improve safety and transit, and create jobs and opportunity.

Regional staff have worked hard to put a possible package together and identify viable earmarks for the various titles in a transportation bill on short notice. At the March JPACT meeting, Metro staff will go over the proposed approach, and seek direction from JPACT about moving forward with a regional earmark package. Metro and jurisdictional partner staff are also working on a regional policy agenda; this will be coming to JPACT in April.

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
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
Joshua Brooks Frankel, 27, motorcycling, Clackamas, 1/14





Regional Emergency Transportation Routes Update Follow-up Discussion

Joint Policy Advisory Committee on Transportation

March 18, 2021





Laura Hanson, RDPO Project Manager Kim Ellis, Metro Project Manager









Project Purpose



To update designated
Regional Emergency Transportation Routes
(RETRs) for the five-county region.

- Update 1996 and 2005/2006 ETRs
- Improve understanding of resilience of ETRs
- Raise visibility of ETRs
- Facilitate regional dialogue regarding resilience and recovery
- Set the stage for Phase 2 and future planning and investment



What We've Heard

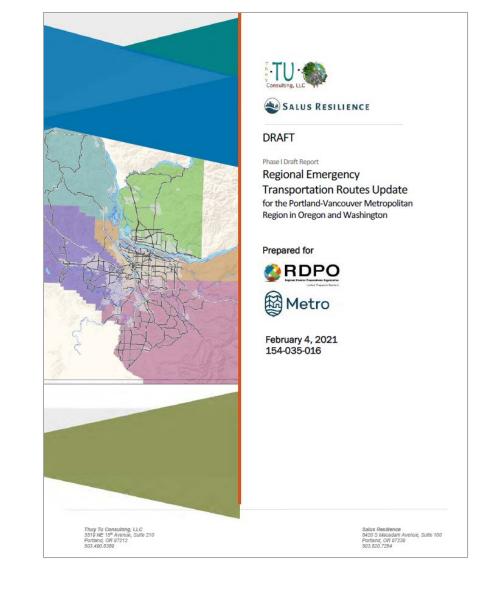
Broad appreciation for this work and recognition of its importance to planning and investment in the region

Acknowledgement that significant gaps in data and planning remain to be addressed (Phase 2 and other efforts)

Request for more jurisdictional and policymaker engagement in Phase 2 RETR effort

Look for opportunities to connect and advance future work to address likely CEI Hub failure, needs of vulnerable populations, evacuation needs as well as roles of river routes and transit

Technical corrections to data, maps and report





Next Steps

Feb. and March Broad stakeholder review

March Refine draft maps and report to address

feedback

April and May JPACT, the Metro Council and SW RTC,

consider action (by consent)

RDPO Policy Committee considers

action

June Dissemination Webinar

2022-23 Phase 2 RETR begins



DRAFT LANGUAGE (1 of 2)

BE IT RESOLVED

- The Metro Council hereby accepts:
 - the updated Regional ETRs for the metropolitan planning area (MPA) boundary, as shown in the attached Exhibit A;
 - the updated Regional ETRs for the five-county Portland-Vancouver region, as shown in the attached Exhibit B; and
 - the findings and recommendations in the Regional Emergency Transportation Routes Update Phase 1 Report, as shown in the attached Exhibit C.



Exhibit A Draft Metropolitan planning area map

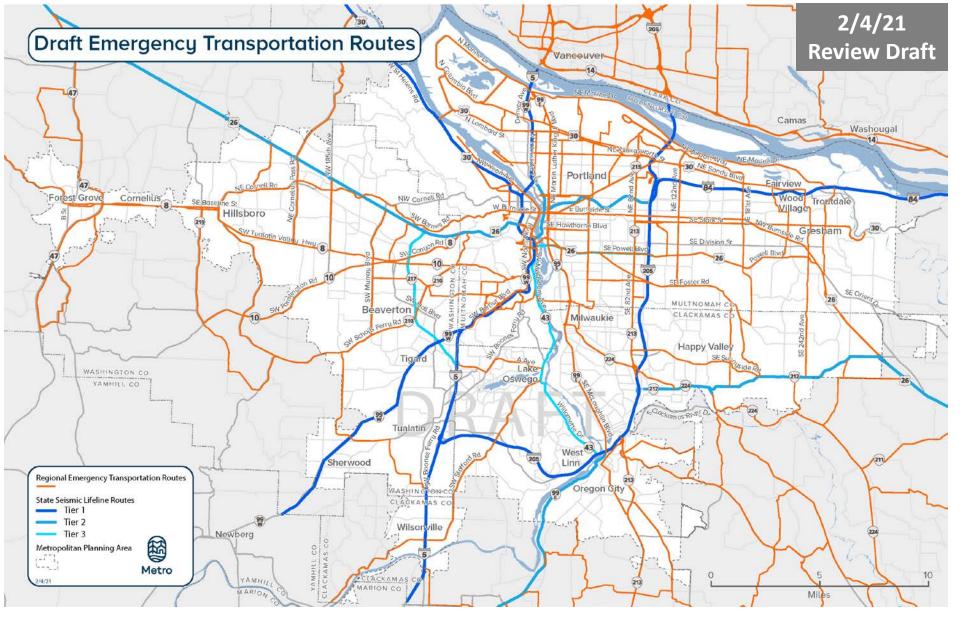
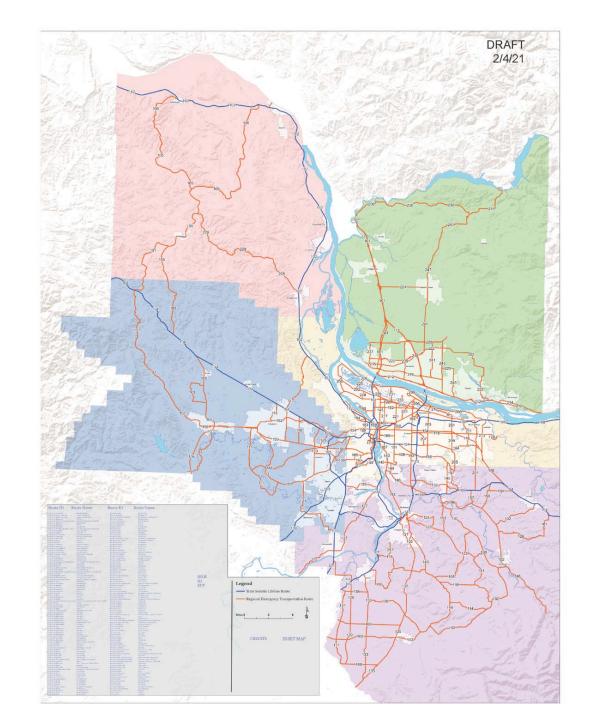




Exhibit B Draft five-county map

- Statewide Seismic Lifeline Route
- Regional Emergency
 Transportation Route





DRAFT LANGUAGE (2 of 2)

BE IT RESOLVED

- That the Metro Council hereby directs staff to use the updated Regional ETR maps and report to:
 - inform planning, policy and investment priorities in the 2023 Regional Transportation Plan update and ongoing efforts to improve the region's resilience, and
 - to develop funding strategies to make these routes more resilient.



Thank you!

Laura Hanson, RDPO

Laura.hanson@portlandoregon.gov

Kim Ellis, Metro

kim.ellis@oregonmetro.gov

rdpo.net/emergency-transportation-routes



2025-2027 Regional Flexible Funds Allocation (RFFA)

Presentation to JPACT March 18, 2021



What are Regional Flexible Funds?

- Federal transportation dollars
- Broad eligibility
- ~5% of all transportation funding in region



Regional Transportation Plan (RTP) priorities



Equity



Climate



Safety



Congestion

2025-27 RFFA process timeline

2021: Program Direction

Council work session: Mar. 9

Public workshops: Mar. 10, Apr. 8, Apr. 28

TPAC:

Feb. 5, Apr. 2, May 7

June 4: recommendation

JPACT: Mar. 18, May 20 July 15: action

Council: July/Aug.: action

2021-22: Step 2
Project Solicitation
& Evaluation

Project call: November 2021

Proposals due: February 2022

Technical Analysis, Risk Assessment: March, April 2022:
Deliberation &
Adoption

Public comment, CCC priorities: May, June

TPAC/JPACT discussion: June-Sept.

JPACT recommendation, Council action: Oct.

RFFA Program Direction development

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



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

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

Existing RFFA framework

Step 1 (ongoing investments)

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

Step 2 (capital projects)

- Active Transportation (75%)
 - © Complete streets
 - Trails
- Freight (25%)

Outcomes from last cycle

- Low number of freight category applications
- Reconsider Step 2 funding split and project categories



Stakeholder workshops

- Intent is to gather and discuss a range of ideas to inform RFFA program direction
- Input will be considered in developing TPAC recommendation



Discussion

- Is the RFFA process and timeline clear?
- What are considerations for how the region's priorities can be better advanced through the RFFA?



Jobs, Climate Action, Transit & Safety

Greater Portland's Proposed 2021 Reauthorization Earmark Package

JPACT | March 18, 2021



What we know: Earmarks

A rapidly changing situation

Priority on project readiness, benefits, cooperation

Proposals due April 9 – we have to move quickly.



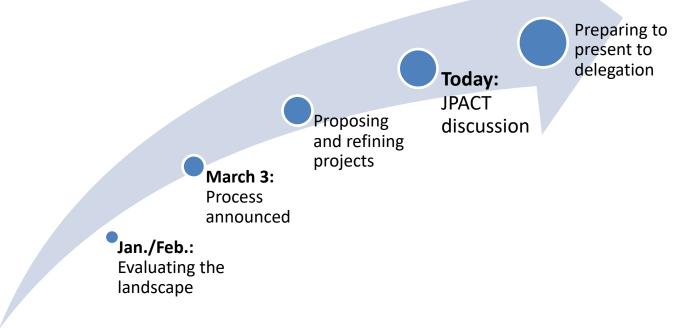
Greater Portland starts strong.

We know how to work together, speak with one voice and deliver projects on time and budget.

Our policies & projects are built with community and partnership. (See: 2018 RTP, Get Moving 2020)

Our pipeline is ready and flexible.

We've moved quickly as the picture evolved.



Key reauthorization values

Reduce climate pollution

Improve safety and transit

Create jobs and access to opportunity, especially for underserved communities

Key reauthorization values

Reduce climate pollution

Improve safety and transit

Strong alignment 2018 RTP Get Moving 2020

Create jobs and access to opportunity, especially for underserved communities

Guidelines for projects

Can be built within 3-5 years

Clear finance plan & resources assembled

Minimal risk at currently estimated costs

Clear interest to our congressional delegation

Being nimble: Two regional packages

Priority

- Streets, Highways and Trails: \$196 million
- Transit: \$204 million
- Resilient Bridges:\$70 million
- Rail: \$14.5 million

Ambitious

- Streets, Highways and Trails: \$246 million
- Transit: \$284 million
- Resilient Bridges:\$110 million
- Rail: \$14.5 million



TV Highway Safety

Washington County Smart Transportation Tech THPRD Westside Trail Bridge

TriMet Zero Emission Infrastructure (Merlo)

Beaverton

Beaverton Quiet Zone TriMet Zero Emission Infrastructure (Columbia)

Union Station improvements

Earthquake Ready Burnside Bridge

Portland-Gresham Rose Lanes and High Crash Corridors Smart Tech

Portland 82nd Avenue Safety TriMet Zero Emission Infrastructure (Powell)

DRAFT - 3/18/21

Projects

- Streets, Highways and Trails: Regional Package
- Regional Package: Transit
- Regional Package: Bridge
- Regional Package: Rail
- State Highway Request

Tigard Hall Boulevard Safety

Clackamas County Safety Projects Happy Valley C2C: 172nd Avenue Safety

Gresham 181st

Avenue Safety

West Linn Hwy

Tualatin Boones Ferry Road

Active Transportation Corridor

Gladstone Portland
Avenue Streetscape

Oregon City Quiet Zone ODOT-Abernethy Bridge

SMART Low-No Wilsonville I-5 Emissions Program Bike/Walk Bridge

JCATS: Priority regional package

Safer Arterials: \$125.5 million

82nd Ave., TV Highway, Hall Blvd.,
 Boones Ferry Rd., 172nd, 181st,
 Gladstone Portland Ave., Hwy 43,
 Clackamas Co. Key Safety Projects

Walking & Biking: \$41.5 million

Beaverton Loop, Westside Trail Bridge,
 Wilsonville I-5 Biking & Walking Bridge

Smart & Reliable: \$29 million

Portland/Gresham Smart Tech:
 Rose Lanes/High Crash Corridors,
 WashCo Smart & Safe Technology

Resilient Bridges: \$70 million

Earthquake-Ready Burnside Bridge

Transit: \$204 million

TriMet Zero-Emission Garages,
 SMART Low-No Emissions Program

Rail: \$14.5 million

Beaverton and Oregon City
 Quiet Zones, Union Station

ODOT Highway Request

\$250 million, I-205 Abernethy Bridge

JCATS: Ambitious regional package

Safer Arterials: \$159 million

82nd Ave., TV Highway, Hall Blvd.,
 Boones Ferry Rd., 172nd, 181st,
 Gladstone Portland Ave., Hwy 43,
 Clackamas Co. Key Safety Projects

Walking & Biking: \$58 million

Beaverton Loop, Westside Trail Bridge,
 Wilsonville I-5 Biking & Walking Bridge

Smart & Reliable: \$29 million

Portland-Gresham Smart Tech:
 Rose Lanes/High Crash Corridors,
 WashCo Smart & Safe Technology

Resilient Bridges: \$110 million

Burnside Bridge, Bull Run Bridge

Transit: \$284 million

TriMet Zero-Emission Garages,
 SMART Low-No Program, Portland
 Rose Lanes, Hillsboro Transit Center

Rail: \$14.5 million

Beaverton and Oregon City
 Quiet Zones, Union Station

ODOT Highway Request

\$250 million, I-205 Abernethy Bridge

JCATS: Benefits for community

Safer sidewalks and crossings on major arterials across greater Portland

More reliable, lower-emission transit

Investing in seismic resiliency and smart, safe arterials



Where we go from here

Today:

JPACT considers support for package approach

Next:

Finalize package details

Engage with Congressional delegation

Lead agencies submit proposals by April 9

Federal policy agenda: April JPACT meeting

JPACT Discussion

Does JPACT support the regional package approach as proposed?



Project proposal detail as of 3/18/21 -- Revised

Total:

Total:

Oregon City Quiet Zone

Union Station Redevelopment Project

support I-205 Improvements Program Phase I (Abernethy BI ODOT

Beaverton Quiet Zone

Railroad

Highway Title

Title	Project	Jurisdiction	Congressional District	Priority Amount	Ambitious Amount
Highway Title					
	TV Highway Safety Projects	Hillsboro	1	\$17,500,000	\$25,000,000
	Hall Blvd Safety Improvements	Tigard	1	\$15,000,000	\$20,000,000
	Beaverton Downtown Loop Project	Beaverton	1	\$14,000,000	\$20,000,000
	Regional Westside Trail Bridge over US26	THPRD	1	\$12,000,000	\$20,000,000
	Smart and Safe Technology Deployment	Washington County	1	\$9,000,000	\$9,000,000
	Boones Ferry Walking and Biking Improvement Project	City of Tualatin	1	\$5,000,000	\$5,000,000
	82nd Ave	City of Portland	3	\$35,000,000	\$35,000,000
	Clackamas to Columbia Complete Streets	Happy Valley	3	\$13,000,000	
	181st Safety Improvements	Gresham	3	\$12,000,000	\$20,000,000
	I-5 Biking and Walking Bridge	Wilsonville	5	\$15,500,000	\$18,000,000
	Hwy 43 Walking and Biking Improvements	West Linn	5	\$15,000,000	
	Clackamas County Key Safety Projects	Clackamas	5	\$10,000,000	\$10,000,000
	Portland Ave Streetscape	Gladstone	5	\$3,000,000	\$4,000,000
	Rose Lane/High Crash Corridor - Smart Tech and Safety	PDX and Gresham	1,3	\$20,000,000	
	Central Transit Station Expansion	Hillsboro	1	1 \$0	\$12,000,000
	Bull Run Bridge	Clackamas County	3	\$0	\$10,000,000
	Rose Lanes	City of Portland	3	\$0	\$15,000,000
	Total:			\$196,000,000	\$283,000,000
Bridge Program Earmark	Burnside Bridge	Multnomah County	1,3	\$70,000,000	\$100,000,000
Transit Title					
	TriMet Zero Emission and Garage Modernization	TriMet	1,3,5	\$200,000,000	\$250,000,000
	SMART Low No Program	City of Wilsonville	5		\$7,000,000

\$204,000,000

\$2,000,000

\$7,000,000

\$5,500,000

\$14,500,000

\$250,000,000

5

3

5

1,3

\$257,000,000

\$2,000,000

\$7,000,000

\$5,500,000

\$14,500,000

\$250,000,000

Oregon City

Beaverton

City of Portland

oregonmetro.gov

