



600 NE Grand Ave.  
Portland, OR 97232-2736

# Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, May 7, 2021  
Time: 9:30 am – 12:00 noon  
Place: Virtual meeting – The recording of the public meeting requires consent by participants

<https://us02web.zoom.us/j/89311439152?pwd=RGtEZkRROE54MU51T3BRam90OTZXQT09>  
Passcode: 349970  
Phone: 888-475-4499 (Toll Free)

9:30 am	1.	<b>Call meeting to order</b> <ul style="list-style-type: none"><li>• Declaration of a Quorum</li><li>• Introductions</li></ul>	Ted Leybold, Vice Chair
9:35 am	2. *	<b>Comments From The Chair And Committee Members</b> <ul style="list-style-type: none"><li>• Committee input form on Creating a Safe Space at TPAC (VC Leybold)</li><li>• Updates from committee members around the Region (all)</li><li>• Monthly MTIP Amendments Update (Lobeck)</li><li>• Fatal crashes update (McTighe)</li><li>• MTIP proposed subcommittee/work group/pilot concept (VC Leybold)</li></ul>	Ted Leybold, Vice Chair
9:45 am	3.	<b>Public Communications On Agenda Items</b>	
9:48 am	4. *	<b>Consideration of TPAC Minutes, April 2, 2021 (action item)</b>	Ted Leybold, Vice Chair
9:50 am	5. *	<b>Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5177 (action item, Recommendation to JPACT)</b> Purpose: For the purpose of amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to reprogram Unified Planning Work Program (UPWP) annual program estimates outside the constrained MTIP to avoid obligation target conflicts impacting Metro, plus add one and cancel one project impacting Multnomah County and ODOT (MA21-10-May).	Ken Lobeck, Metro
10:00 am	6. *	<b>2025-27 Regional Flexible Funds Allocation (RFFA) Strategic Direction preparation for recommendation in June meeting (informational item)</b>	Dan Kaempff, Metro
10:35 am	7. *	<b>2021 Transportation System Management and Operations (TSMO) Strategy Update (informational item)</b> Purpose: Share an update at the mid-point of the 2021 TSMO Strategy Update and request feedback helpful to future Strategy development. TSMO Leaders and Stakeholders completed a high-level planning process to share their Vision and Goals. Metro, ODOT and their Consultant, Fehr & Peers, will discuss what is similar and different in the approach compared to the previous TSMO Plan, share recent input on Objectives and ask for feedback.	Caleb Winter, Metro Kara Hall, Fehr & Peers
11:05 am	8. *	<b>Metro Emerging Trends Study (informational item)</b>	Eliot Rose, Metro
11:25 am	9. *	<b>Regional Freight Study Updates (informational item)</b>	Tim Collins, Metro
11:45 am	10.	<b>2024-27 ODOT Administered Funding – Program Allocations and Scoping Updates (informational item)</b>	Chris Ford, ODOT
11:55 am	11.	<b>Committee Comments on Creating a Safe Space at TPAC (informational item)</b>	Ted Leybold, Vice Chair
12:00 pm	12.	<b>Adjournment</b> * Material will be emailed with meeting notice	Ted Leybold, Vice Chair

# Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other 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 [oregonmetro.gov/civilrights](http://oregonmetro.gov/civilrights) or call 503-797-1790. 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 503-797-1790 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. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet’s website at [trimet.org](http://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 khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://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

Metro 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](http://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](http://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](http://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 수 [www.oregonmetro.gov/civilrights](http://www.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](http://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。

## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

## إشعار بعدم التمييز من Metro

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

## 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](http://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](http://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 веб-сайте [www.oregonmetro.gov/civilrights](http://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](http://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](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnuv ua hauj lwv ua ntej ntawm lub rooj sib tham.



**2021 TPAC Work Program**

**As of 4/29/2021**

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

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

**May 7, 2021 virtual meeting**

Comments from the Chair:

- Creating Safe Space at TPAC, (chat) (VC Leybold)
- Committee member updates around the Region (Vice Chair Leybold & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)
- MTIP proposed subcommittee/work group/pilot concept (Ted Leybold)

**Agenda Items:**

- **MTIP Formal Amendment 21-5177 Recommendation to JPACT** (Lobeck, 10 min)
- 2025-27 RFFA Strategic Direction discussion (Dan Kaempff, 35 min)
- 2020-21 TSMO Strategy Update Progress (Caleb Winter, 30 min)
- Metro Emerging Trends Study (Eliot Rose; 20 min)
- Regional Freight Study Updates (Tim Collins; 20 min.)
- 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Vice Chair Leybold; 5 min)

**May TPAC workshops**

**May 12:**

**TPAC/MTAC workshop, 10 am – noon**

- Safe Routes to School (SRTS) program and campaign updates (Noel Mickelberry, Metro and Shaina Hobbs, PBOT; 30 min)
- Federal Transportation Infrastructure Funding (Tyler Frisbee, Metro; 30 min)
- Regional Land Information System – RLIS Live 100 (Steve Erickson/Chris Johnson; 30 min.)

**May 26:**

**Regional Transportation Safety Forum, 9 am – noon**

(TPAC invited, attendance optional)

**June 4, 2021 virtual meeting**

Comments from the Chair:

- Creating Safe Space at TPAC, (chat) (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

**Agenda Items:**

- **MTIP Formal Amendment 21-\*\*\*\* Recommendation to JPACT** (Lobeck, 15 min)
- **2025-27 RFFA Strategic Direction Recommendation to JPACT** (Kaempff, 45 min)
- Regional Congestion Pricing Study – draft findings and recommendations (Elizabeth Mros-O’Hara; 30 min)
- Regional Mobility Policy Update (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 30 min)
- 2024-2027 MTIP Revenue Forecast (Ted Leybold, Grace Cho, 15 min)
- 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)

**June TPAC workshops**

**June 23:**

**TPAC/MTAC workshop, 10 am – noon**

- Status Report on Household Survey (Chris Johnson, 60-90 min)
- *State Economic & Revenue Forecast (Mark McMullen, Josh Lehner, Oregon Office of Economic Analysis)*
- *What’s new at the Oregon Zoo?*



**2021 TPAC Work Program**

**As of 4/29/2021**

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

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

**July 9, 2021 virtual meeting**

Comments from the Chair:

- Creating Safe Space at TPAC, (chat) (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

**Agenda Items:**

- **MTIP Formal Amendment 21-\*\*\*\***  
Recommendation to JPACT (Lobeck, 15 min)
- **Regional Congestion Pricing Study, Final Report - Resolution 21-\*\*\*\*** Recommendation to JPACT (Elizabeth Mros-O'Hara; 15 min)
- Metro Legislative Session Recap update (Anneliese Koehler, Metro; 30 min)
- *TV Highway Corridor Study (Malu Wilkinson and Michaela Skiles; 30 min)*
- 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min)

**August 6, 2021 virtual meeting**

Comments from the Chair:

- Creating Safe Space at TPAC, (chat) (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

**Agenda Items:**

- **MTIP Formal Amendment 21-\*\*\*\***  
Recommendation to JPACT (Lobeck, 15 min)
- 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)

**August 18, 2021 - MTAC/TPAC Workshop Virtual Mtg.**

Agenda Items:

- Regional Freight Delay and Commodities Movement Study Policy Framework Discussion (Tim Collins, Metro; 30 min)
- Regional Mobility Policy Update (Kim Ellis, Metro, Lidwien Rahman, ODOT, and Susie Wright, Kittelson; 80 min)

**September 3, 2021 virtual meeting**

Comments from the Chair:

- Creating Safe Space at TPAC, (chat) (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

**Agenda Items:**

- **MTIP Formal Amendment 21-\*\*\*\***  
Recommendation to JPACT (Lobeck, 15 min)
- 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)



**2021 TPAC Work Program**

**As of 4/29/2021**

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

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

<p><b>October 1, 2021 virtual meeting</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Creating Safe Space at TPAC, (chat) (Chair Kloster)</li> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 21-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <i>Regional Mobility Policy Update (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 30 min)</i></li> <li>• 2024-27 ODOT Administered Funding-Program Allocations &amp; Scoping updates (Chris Ford; 10 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)</li> </ul>	<p><b>October 20, 2021 – MTAC/TPAC Workshop Virtual Mtg.</b></p> <ul style="list-style-type: none"> <li>• Scoping Kick-off for 2023 Regional Transportation Plan Update (Kim Ellis, Metro; 90 min)</li> <li>• <i>Emerging Growth Trends work program (Ted Reid, 20 min)</i></li> </ul>
<p><b>November 5, 2021 virtual meeting</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Creating Safe Space at TPAC, (chat) (Chair Kloster)</li> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 21-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <b>Regional Mobility Policy Update</b> <u>Recommendation to JPACT</u> (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 30 min)</li> <li>• 2024-27 ODOT Administered Funding-Program Allocations &amp; Scoping updates (Chris Ford; 10 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)</li> </ul>	



**2021 TPAC Work Program**

**As of 4/29/2021**

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

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

**December 3, 2021 virtual meeting**

Comments from the Chair:

- Creating Safe Space at TPAC, (chat) (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

**Agenda Items:**

- **MTIP Formal Amendment 21-\*\*\*\***  
*Recommendation to JPACT* (Lobeck, 15 min)
- 2023 Regional Transportation Plan Update Scoping (Kim Ellis, 30-45 min.)
- 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)

**December 15, 2021 – MTAC/TPAC Workshop (if needed)**

- *2020 Census Report Update (Chris Johnson, TBD)*

**Parking Lot: Future Topics/Periodic Updates**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• TV Highway Corridor Study (Wilkinson/Skiles)</li> <li>• Hwy 26/Westside Transportation Study (Bihn/ODOT)</li> <li>• I-5 Bridge Replacement Project Update, fall/winter</li> <li>• I-205 Project Update</li> <li>• Update on SW Corridor Transit</li> <li>• Rose Quarter update, fall/winter</li> <li>• Burnside Bridge Earthquake Ready Project Update (Megan Neill, Multnomah Co)</li> </ul> | <ul style="list-style-type: none"> <li>• Columbia Connects Project</li> <li>• 2020 Census</li> <li>• Ride Connection Program Report (Julie Wilcke)</li> <li>• Get There Oregon Program Update (Marne Duke)</li> <li>• Update on US Congress INVEST in America Act and HEROS Act (informational)</li> <li>• RTO Updates (Dan Kaempff)</li> <li>• 2021 PILOT Grants Update (Eliot Rose)</li> <li>• Telework affects post COVID on transportation (TriMet/Eliot Rose)</li> <li>• Best Practices and Data to Support Natural Resources Protection (Lake McTighe, 90 min)</li> </ul> |
|--|---|

Agenda and schedule information E-mail: [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov)

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

# Memo

Date: April 28, 2021  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments

---

## **BACKGROUND:**

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

### **Formal Amendments Approval Process:**

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

### **Administrative Modifications Approval Process:**

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

**SUMMARY OF SUBMITTED FORMAL AMENDMENTS – April 2021**  
**Within Resolution 20-5169**

Proposed April 2021 Formal Amendment Bundle Amendment Type: <b>Formal/Full</b> Amendment #: <b>AP21-09-APR</b> Total Number of Projects: <b>11</b>					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
<b>SFY 2022 UPWP Related Project Amendments</b>					
Project #1 Key 20879	70938	Metro	<del>Regional Travel Options (2020)</del> Metro UPWP Regional Travel Options (SFY 2022)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.	<b>COMBINE FUNDS:</b> The formal amendment combines STBG-U (\$1,058,418) plus match (\$121,141) from Key 20880 to fully fund required RTO activities for SFY 2022. Source of funding is the SFY 2022 UPWP
Project #2 Key 20880	70873	Metro	<del>Regional Travel Options (2021)</del>	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.	<b>SHIFT/SPLIT FUNDS:</b> The formal amendment shift STBG-U (\$1,058,418) plus match (\$121,141) from Key 20880 to Key 20879 to fully fund required RTO activities for SFY 2022. Source of funding is the SFY 2022 UPWP. Key 20879 and as carried over from FY 20220 unobligated due to the Covid-19 situation.
Project #3 Key New	New TBD	ODOT	<del>Westside Corridor Multimodal Improvements Study</del>	US 26 (Sunset Highway) corridor study to identify the multimodal (aviation, transit, freight, auto, etc.) needs, challenges and opportunities in the corridor	<b>ADD NEW PROJECT:</b> The formal amend adds the new approved stand-alone UPWP project from the SFY 2022 UPWP
Project #4 Key 20888	70871	Metro	<del>Corridor and Systems Planning (2020)</del>	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, desired outcomes, performance measures, investment strategies.	<b>SPLIT FUNDS:</b> The amendment splits off \$12,175 of STBG-U plus required match and commits the funds to Key 20597 to support the Corridor Refinement and Project Development (Investment Areas) planning project in the SFY 2022 UPWP Master Agreement list of projects.
Project #5 Key 20877	70872	Metro	<del>Regional MPO Planning (2021)</del>	Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations.	<b>SPLIT FUNDS:</b> The formal amendment splits off required STBG-U federal funds and required match and combines them into Key 20597. The amount is determined by the SFY 2022 UPWP Master List of Projects.




Project #6 Key 20597	70986	Metro	<del>Portland Metro Planning-SFY22</del>	Portland Metro MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process. Completion of the MPO's SFY 2022 required Unified Planning Work Program (UPWP) activities supporting the categories of Transportation Planning, Regional Corridor/ Area Planning, and Regional Administration/Support	<b>COMBINE FUNDS:</b> The formal amendment updates the SFY 2022 UPWP project Key. The updates are based on the final expected authorized UPWP projects and funding. Key 20597 represents the Master Agreement of UPWP projects that fall into three planning categories: Transportation Planning, Regional Corridor/ Area Planning, and Regional Administration/Support
Project #7 Key 21312 New Project	71055	Metro	<del>Metro Transportation Options (FFY 18-21)</del>	Supplemental funding from ODOT supporting the Regional Travel Options (RTO) Program and Key 20879 for FY 2021	<b>ADD NEW PROEJCT</b> The formal amendment adds the project to the 2021-24 MTIP and provides supplemental funding for the FY 2021 fiscal year for the Metro Regional Travel Options (RTO) program
<b>End SFY 2022 UPWP Related Project Amendments</b>					
Project #8 Key <b>19267</b>	70806	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Locust St	In Beaverton on OR141 from Scholls Ferry Rd to Locust St (MP 2.82 to 4.10), construct and complete ADA curb and ramp improvements to include pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.	<b>ADD CONSTRUCTION PHASE:</b> The formal amendment adds the Construction phase to the project. \$3,525,000 addition to the project allows the construction phase to move forward and be obligated during FY 2022. The total project cost increases to \$5,894,707.
Project #9 Key <b>21712</b>	71197	ODOT	OR99W : Rock Creek Bridge	Install new bridge rail to meet current safety standards	<b>CANCEL PROJECT:</b> The ODOT Bridge program is canceling the project and transferring the funding to the Indian Creek Bridge in Region 2 currently programmed in Key 21118.
Project #10 Key <b>21598</b>	71153	ODOT	<del>OR224: SE 17th Ave - OR213</del> <b>OR224: SE 17th Ave - SE Rusk Road</b>	Design for a future pavement resurfacing project to repair cracking, rutting and wear to keep this section safe for travel	<b>LIMITS CHANGE:</b> The current project limits overlap with a separate project to add a third lane on OR 224 from Rusk Rd to OR 213. The third lane capacity project is programmed under Key 19720. The limits adjustment allow the rehabilitation/resurfacing project to proceed separately from the capacity enhancing project.
Project #11 Key <b>NEW</b>	TBD New	Portland	<b>Local Traffic Signal Controller Replacement</b>	Purchase Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at 141 traffic signals throughout Portland	<b>ADD NEW PROJECT</b> The formal amendment adds the new Metro TSMO awarded project to the MTIP

Amendment status:

- TPAC approval occurred on April 2, 2021
- JPACT approval occurred on April 15, 2021
- Council approval is scheduled for May 6, 2021.

**MTIP ADMINISTRATIVE MODIFICATIONS  
Submitted from the end of March through mid-April, 2021**

- April 2021 Admin Mod Bundle #1, AB21-12-APR1: 6 projects

<p>2021-24 Metropolitan Transportation Improvement Program (MTIP)  <b>Metro April 2021 Administrative Modification Bundle #1</b>                  Modification Number: <b>AB21-12-APR1</b> Resolution: N/A                  Number of projects within this amendment: <b>6 total</b>                  Project Narratives</p>	
--	---

Proposed April 2021 Administrative Modification Bundle #1 Modification Number: <b>AB21-12-APR1</b> Total Number of Projects: 6				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 18841	ODOT	OR217: OR10 - OR99W	On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening. (Combines Key 21179, 20473 and 20474 into Key 18841) (HB2017 \$44 million award)	<b>PHASE FUND SWAP:</b> Swap phase funding primary from Construction to the Other phase to address added funding needs for plant mitigation requirements in the Other phase. There is no scope change and only a very small cost change as a result.
Project #2 Key 20335	ODOT	Central Systemic Signals and Illumination (ODOT)	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations. (PGB-ARTS)	<b>ADD OTHER PHASE:</b> The Administrative Modification creates an Other phase and shifts \$1,320 from the Construction phase. Adding the (the aux file) at Causey and Oak was estimated for the amount of \$1,320 and will need to be billed to the OTHER phase
Project #3 Key 20479	ODOT	Region 1 Bike Crossings	Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E) and OR8 at <del>Baseline</del> Adair. Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.	<b>DESCRIPTION CORRECTION</b> The project description is corrected to reflect the correct site location. Phase funding is updated as well. There is no scope or cost change.
Project #4 Key 21614	ODOT	US26: SE 8th Ave - SE 87th Ave	Update signals and improve intersection warning signage to improve safety on this section of highway.	<b>SFLP FUND SWAP</b> Swap HSIP for approved SFLP state funds. No scope or cost change.
Project #5 Key 21638	ODOT	OR213: I-205 - OR211	Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.	<b>SFLP FUND SWAP</b> Swap HSIP for approved SFLP state funds. No scope or cost change.
Project #6 Key 20332	Portland	I-205 <del>Undercrossing</del> <b>Overcrossing</b> (Sullivans Gulch)	Provide safe access across I-205 for bicyclists and pedestrians by improving local street corridors on the west side of I-205 and constructing an east-west bicycle and pedestrian <del>undercrossing</del> <b>overcrossing</b>	<b>DESCRIPTION CHANGE</b> The initial UC at WB I205 will now be an OC. The alignment remains unchanged. The description has been updated to reflect the configuration change.

Proposed April 2021 Administrative Modification Bundle #2 Modification Number: <b>AB21-13-APR2</b> Total Number of Projects: 2				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key <b>20339</b>	West Linn	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd.	<b><u>COST INCREASE:</u></b> The Administrative Modification increases the PE, ROW, a Construction phases while decreasing the Other/UR phase. Additional local funds have been committed to address the cost increase. The total pro cost increases by \$920,000 which equals a 15.04 percent increase, but is less than the 20% threshold
Project #2 Key <b>21178</b>	ODOT	US26 (Powell Blvd); SE 99th - East City Limits	On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.	<b><u>PHASE FUNDS SHIFT:</u></b> Shift \$1 million from Construction to PE. Update ROW obligations as well.

Proposed April 2021 Administrative Modification Bundle #3 Modification Number: <b>AB21-14-APR3</b> Total Number of Projects: 1				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key <b>20479</b>	ODOT	Region 1 Bike Crossings	Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E) and OR8 at Baseline. Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.	<b><u>DESCRIPTION UPDATE:</u></b> The Administrative Modification updates the MTIP Detailed description to reflect the PGB's site locations and updates phase obligations due to AC conversions

# Memo

Date: April 29, 2021  
 To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties  
 From: Lake McTighe, Regional Planner  
 Subject: Monthly fatal crash update for 2021

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

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

As of the end of April, 27 percent of traffic deaths have been people walking and 12 percent have been people on motorcycles. Sixty percent of traffic deaths have been people driving or riding in motor vehicles. There have been zero bicycle fatalities. Sixty-one percent of traffic deaths have occurred in Multnomah County. Washington County has had the lowest number of traffic deaths. Forty-four percent of the traffic deaths have occurred on state owned highways. There have been 41 traffic deaths in 2021, 12 in April. A person has died in a traffic crash every three days this year.

## Traffic crash victims in Clackamas, Multnomah and Washington Counties as of 4/26/21

Date	Fatalities	Name(s), age	Travel mode	Roadway	County	Notes
4/24	1	Anthony L. Tolliver, 30	walking	82nd Ave.	Multnomah	hit and run
4/21	1	Stephanie Chambers, 52	driving	Willamette Falls Drive	Clackamas	two vehicles
4/20	1	Joe Tavera, 23	Driving	Tualatin Valley Hwy	Washington	t-bone
4/19	1	Unknown	motorcycling	N Marine	Multnomah	speed
4/17	2	Yotty, 57 and Thomas, 58	driving	I-5	Multnomah	head on
4/17	1	Josue Sanabria, 21	Driving	SW River Road	Washington	tree
4/15	1	Oliver Sevin Frazier-Savoy, 24	Walking	SW Murray	Washington	
4/15	1	Thomas Barron, 33	driving	I-84	Multnomah	into barrier
4/10/	1	Stephen Kelsey Looser, 66	walking	82nd Ave.	Clackamas	
4/4	1	Gabriel Cook, 46	motorcycling	Amisigger Rd	Clackamas	ditch
4/1	1	Richard LeRoy Russell, 84	driving	OR211	Clackamas	angle

TPAC-MTAC monthly fatal crash update

Date	Fatalities	Name(s), age	Travel mode	Roadway	County	Notes
3/31	1	Kfir Hen, 47	motorcycling	SE Barbara Welch Road	Multnomah	single vehicle crash, tree
3/25	2	Inna Danilovna Bosovik, 36, and Susan Kay Sturdavant, 65	driving	I-84	Multnomah	head on
3/7	1	Galdino Salazar Jr.,36	driving	S Cramer/S Barndards	Clackamas	rollover
3/8	2	Morise Messiah Smith, 21, and Unknown	driving	I-205, Glenn Jackson Bridge	Multnomah	head on, traveling wrong direction
3/6	1	Baylei Mead, 9	walking	Eastman Parkway/ NW 3rd	Multnomah	walking to bus stop, car jumped curb
2/6	1	Brian Joel Neeley, 61	walking	SE Clover Lane	Clackamas	rolling truck (no driver)
2/28	1	Jose Ignacio Contreras, 22	driving	SW Barbur Blvd/ SW Hooker St	Multnomah	speed, over embankment
2/20	1	Donald Ray Harvey, 86	walking	SW Clark Hill Rd/SW Tile Flat Rd	Washington	hit and run
2/14	1	Antonio Lopez-Amaro, 57	driving	I-205, Glenn Jackson Bridge		ice, weather, bridge into water
2/7	1	Kenna Danielle Butchek, 35	driving	N Columbia/Fiske	Multnomah	tree
2/7	1	Douglas Rosling II, 40	driving	Yeon/ Nikolai	Multnomah	lost control, rollover, into building
2/6	1	Joshua Stanley, 34	walking	SE Mcloughlin/SE Franklin	Multnomah	no lighting, not a crosswalk
2/6	1	Karen McClure, 60	walking	SE Stark/SE 136th	Multnomah	hit and run
2/3	1	Jerry Ray Jeffries, 73	driving	Hwy 37 Wilson River	Washington	
1/29	1	Grant Fisher, 23	driving	Hwy 26/ Stone Road	Clackamas	DUII, speed, rear end
1/28	1	Mark Lester Auclair, 64	driving	NW Nicolai St near NW 26th Ave	Multnomah	into building
1/28	1	Charles Patton, 43	driving	N Columbia Blvd/N Vancouver	Multnomah	hit and run, head on
1/28	1	Gabriel Castro, 29	driving	Tualatin Valley Highway	Washington	two vehicles
1/25	1	Veronica Lynn Zearing, 52	driving	S Springwater Rd.	Clackamas	head on
1/25	1	Jean Gerich, 77	walking	SE Stark Street 33rd-13th	Multnomah	homicide, hit and run

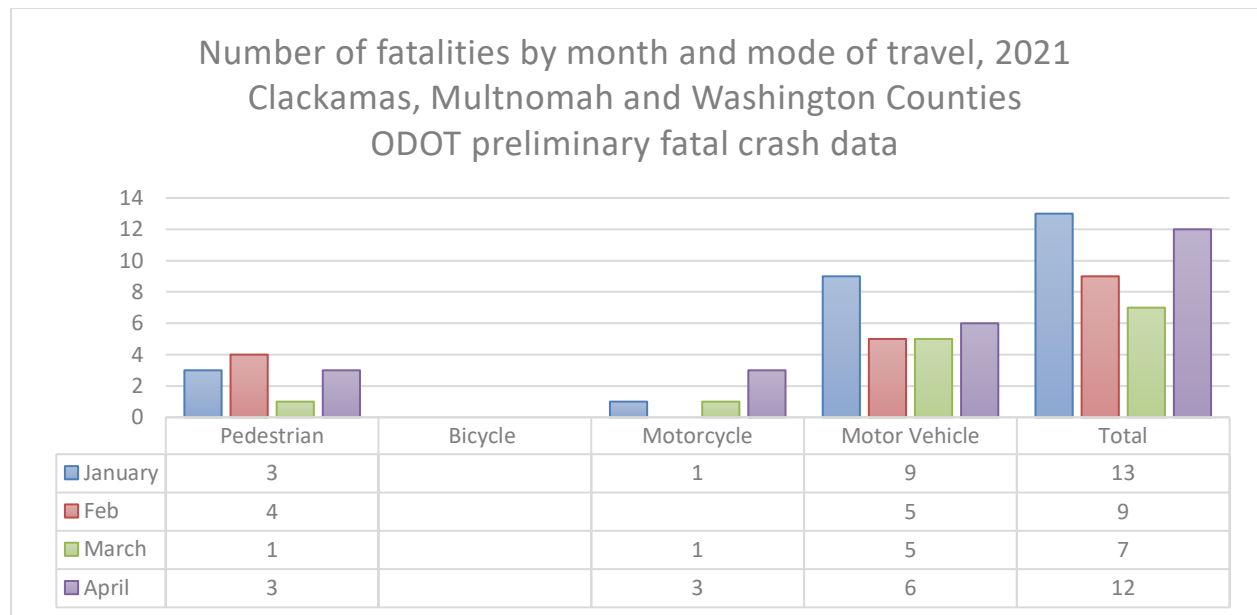
## TPAC-MTAC monthly fatal crash update

Date	Fatalities	Name(s), age	Travel mode	Roadway	County	Notes
1/24	1	Eddie Larson, 48	driving	N Marine Drive	Multnomah	lost control, rollover into river
1/14	1	Joshua Brooks Frankel, 27	motorcycling	S Sconce Rd & S Arrow Ct	Clackamas	head on
1/13	1	Brenda Stader, 50	walking	Hwy 26 near Sandy	Clackamas	safety work zone
1/9	1	Elina Marie Inget, 66	driving	OR 213, near Mulino	Clackamas	icy conditions, angle
1/9	1	Andrew Nick Lucero, 50	walking	N Denver Ave/N Columbia	Multnomah	hit and run
1/8	1	Charisa Michelle White, 73	driving	SE Powell/SE 24th	Multnomah	possible medical event
1/1	1	Daniel Martinez, 19	driving	SE Division/SE 112th Ave	Multnomah	speed
<b>2021 total</b>	<b>41</b>					

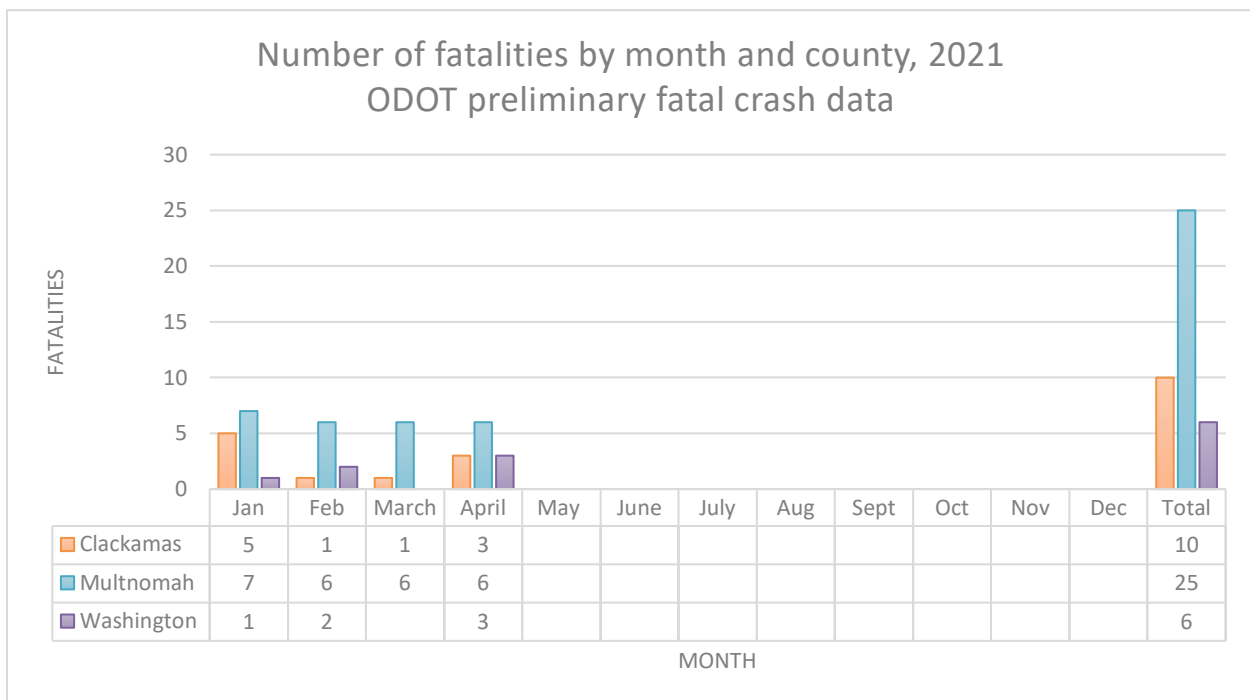
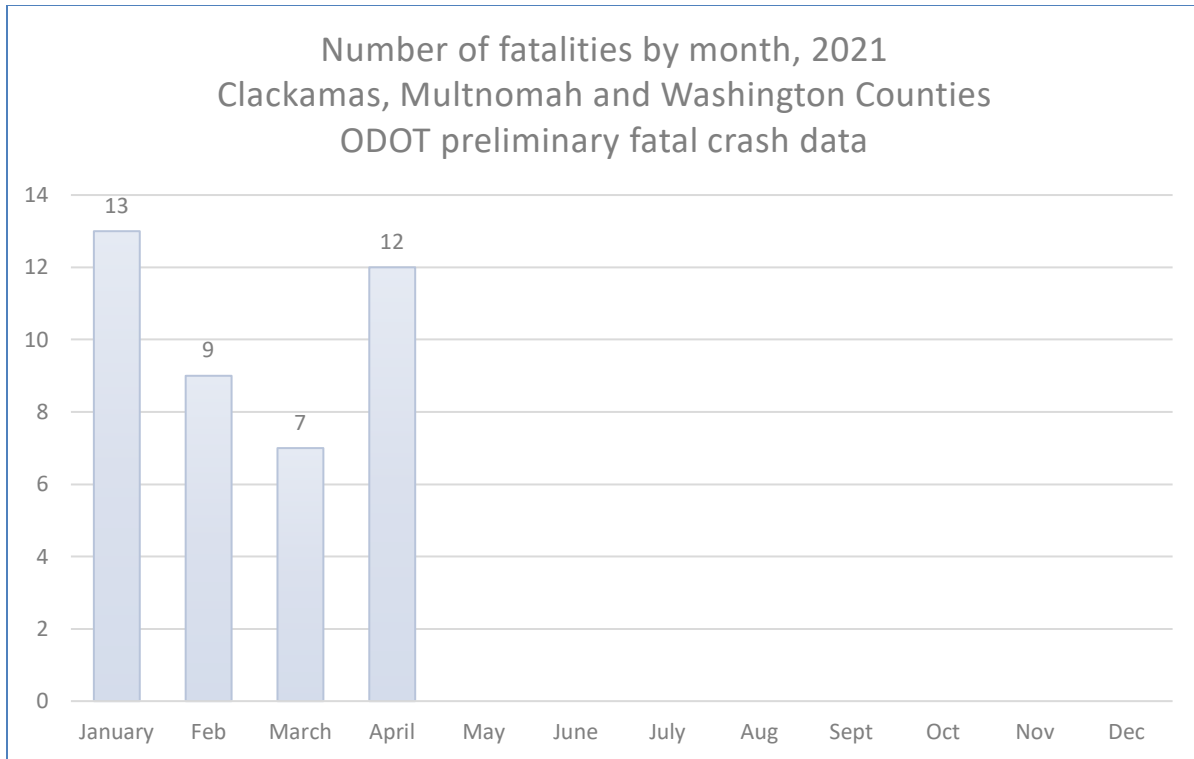
ODOT Preliminary fatal crash data; information is preliminary and subject to change

### 2021 preliminary fatalities

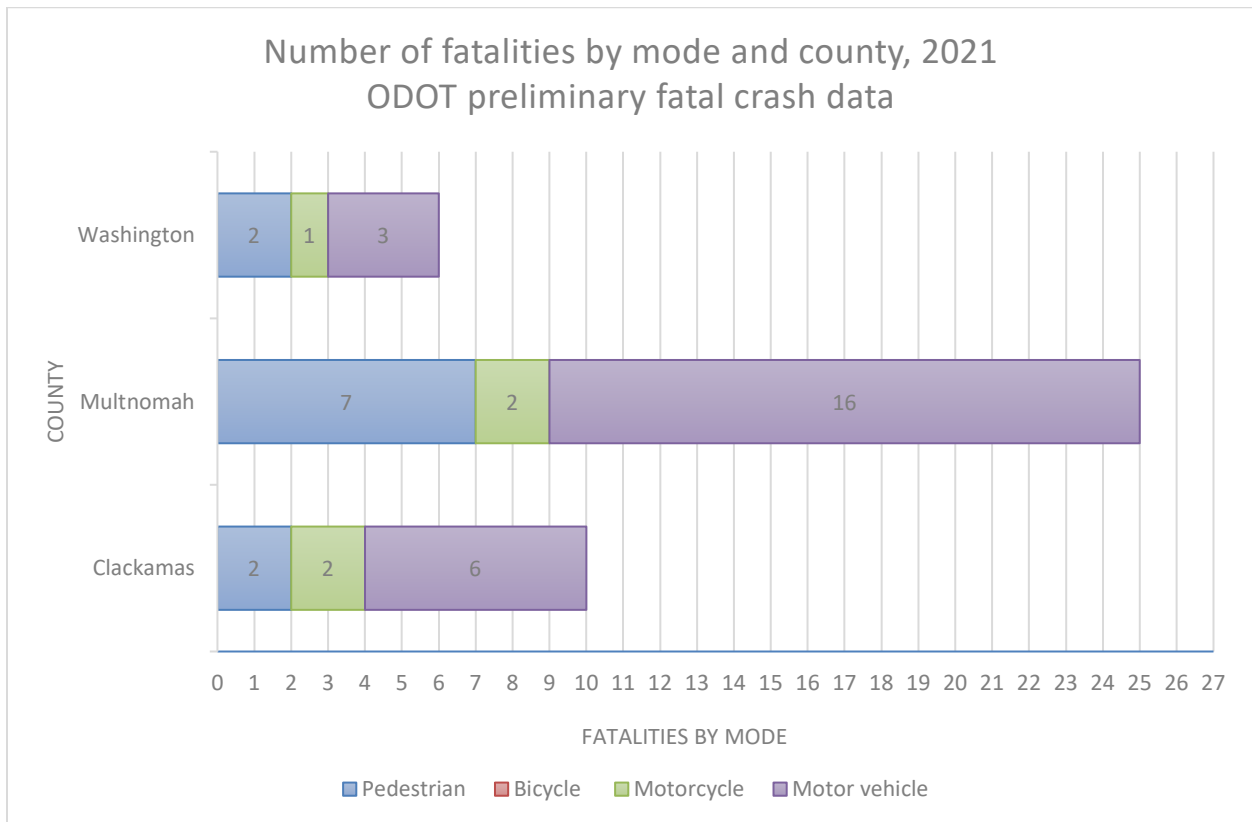
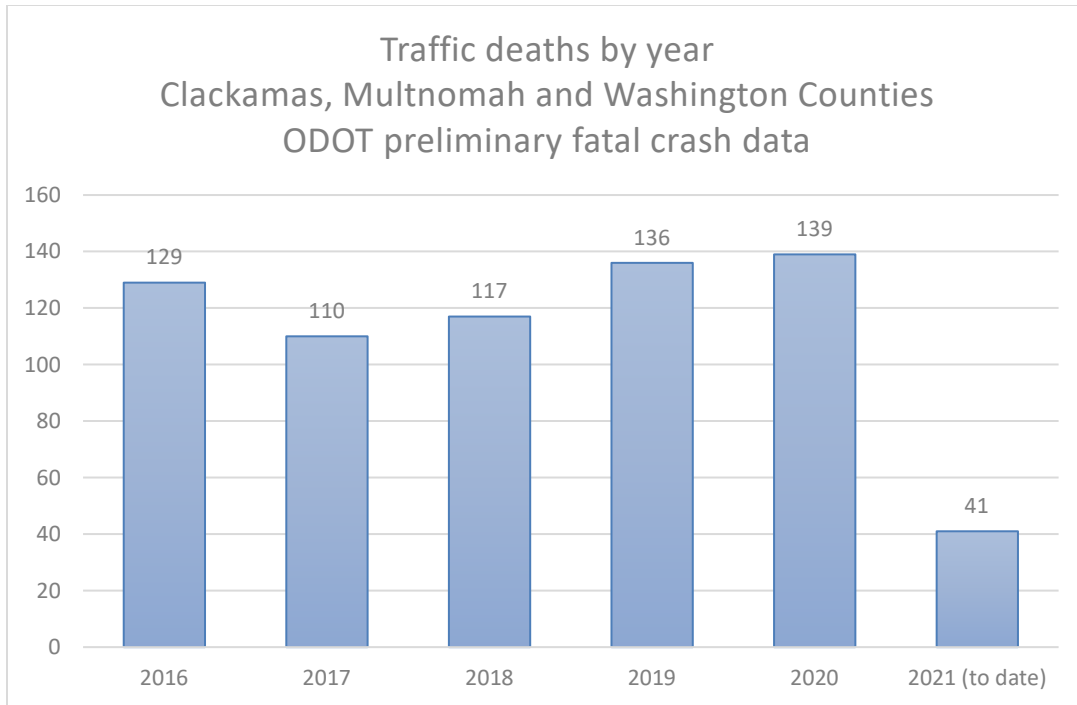
*all data ODOT preliminary fatal crash data as of 4/26/21*



TPAC-MTAC monthly fatal crash update

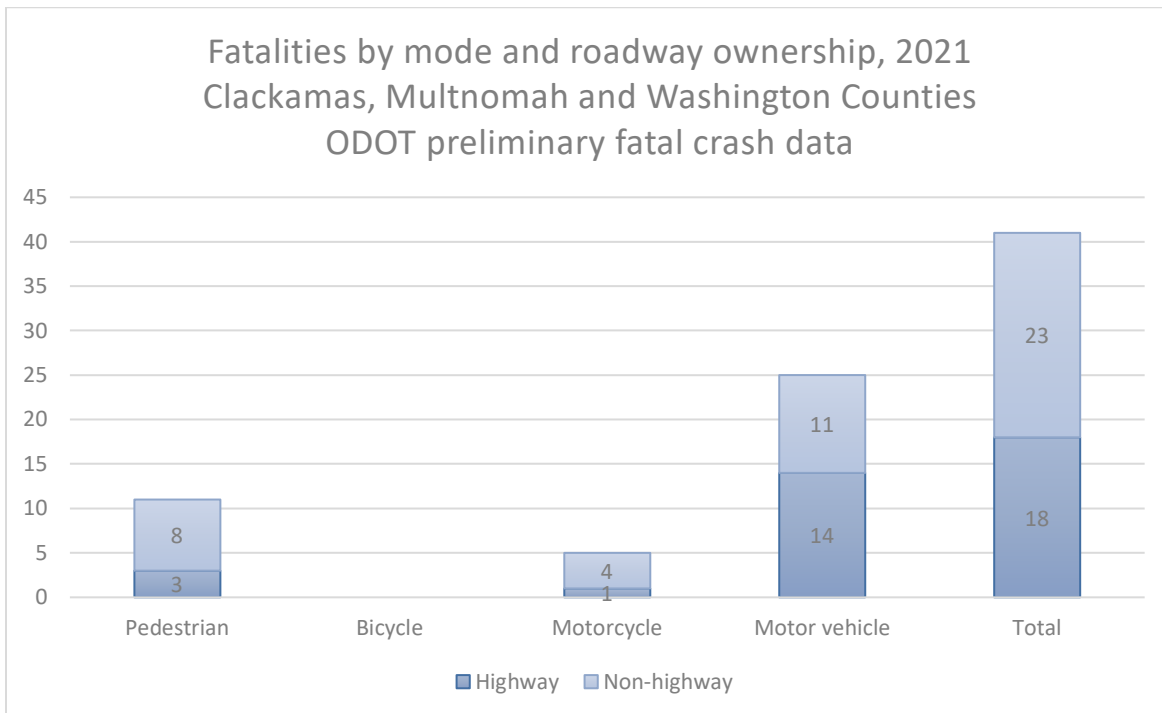
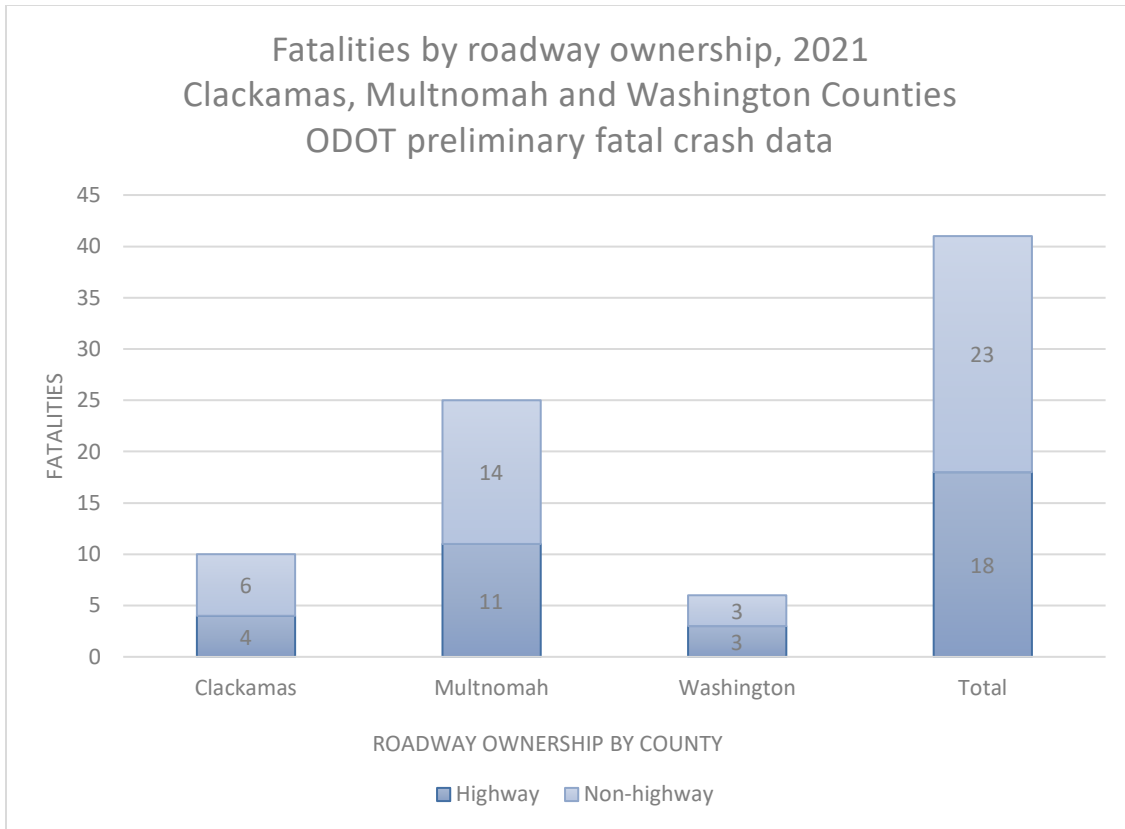


TPAC-MTAC monthly fatal crash update

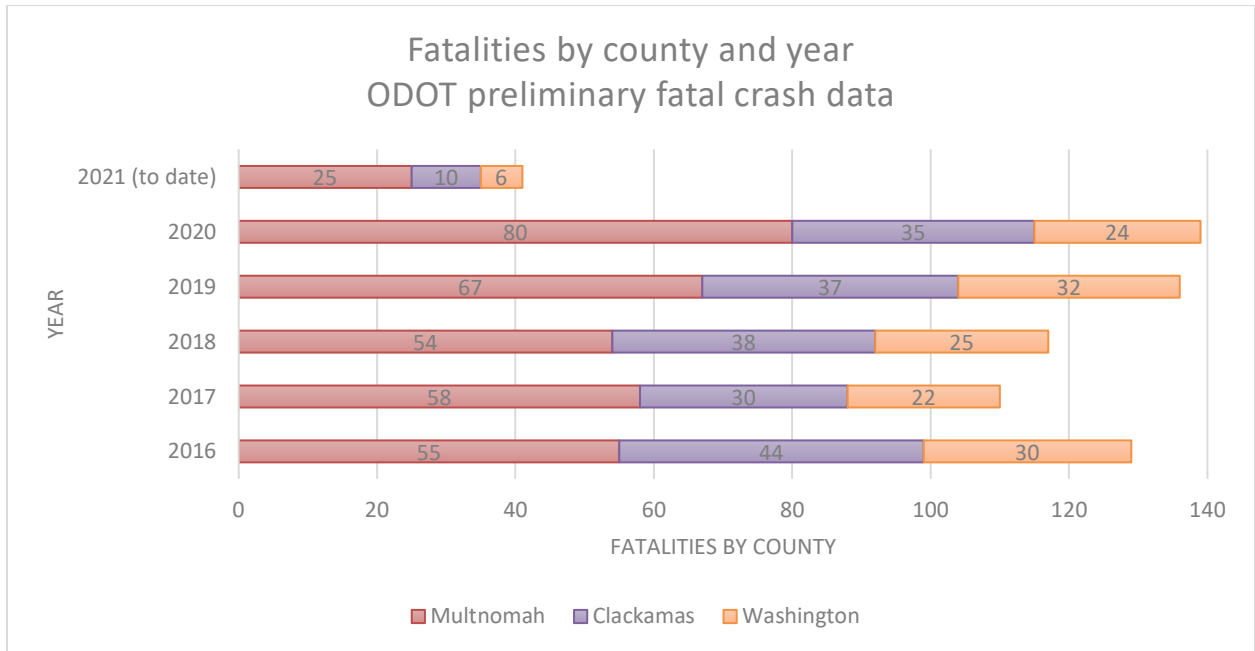




TPAC-MTAC monthly fatal crash update



# TPAC-MTAC monthly fatal crash update





Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: April 30, 2021  
To: TPAC and Interested Parties  
From: Ted Leybold, Metro  
Subject: MTIP topics at TPAC

---

Attached is a summary of options to increase the ability to address Metropolitan Transportation Improvement Program (MTIP), including Regional Flexible Fund Allocation (RFFA) related issues by TPAC and other interested stakeholders. Metro staff is targeting July for an initial kick-off meeting for initiating this work.

Due to a crowded TPAC agenda this month, I would appreciate your providing feedback to me by e-mail rather than at the meeting. Please provide any feedback regarding the options to me by May 14<sup>th</sup> if possible at [Ted.Leybold@oregonmetro.gov](mailto:Ted.Leybold@oregonmetro.gov)

In particular it would be helpful to receive feedback on:

- a strong preference for one of the options,
- whether you would be likely to participate in these meetings,
- whether you have any preferences for meeting dates or times should an option move forward,
- topical issues related to MTIP not listed in the memo you would suggest could be addressed,
- any other observations or ideas you would like to share.



## Proposals for increased engagement on MTIP activities

### Issue Statement:

With an increasing demand of MPO-related topics to address at TPAC and some members expressed desires for further engagement, Metro MPO staff are considering ways to meet those demands. In addition to increased efficiencies of TPAC agenda items and regularly scheduled TPAC workshops, another idea for consideration is to convene a TPAC work group or sub-committee for Metropolitan Transportation Improvement Program (MTIP) work items. This would be outside of regular TPAC meetings to allow deeper engagement while potentially streamlining regular TPAC meeting agendas.

**Proposals:** Pilot one of the following options through 2022 to test the value of a focused concentration on MTIP related work items by a TPAC work group or sub-committee.

### Option 1: Develop MTIP Sub-committee of TPAC

This proposal is to create a formal MTIP subcommittee of TPAC similar to Transport, the subcommittee that provides direction on Transportation System Management and Operations (TSMO) topics, with regularly scheduled meetings. This sub-committee would likely involve agency representatives from disciplines that include funding/finance and project delivery expertise, in addition to planning. It would be more formal than an ad-hoc work group and have by-laws, publicly noticed and regularly scheduled meetings, and published meeting notes.

**Advantages:** This sub-committee could review and make recommendations on proposed MTIP amendments, streamlining the TPAC agenda by moving MTIP amendments to the consent agenda. TPAC members could still discuss any proposed MTIP amendments if desired simply by requesting removal of an amendment from the consent agenda for committee discussion. Additionally, MTIP project delivery items, which occasionally come to TPAC for discussion or action, would get moved to the sub-committee. This would allow for deeper consideration and more the ability to bring more local expertise on topics such as project funding/finance and local project delivery.

**Disadvantages:** This sub-committee approach would require more time of some TPAC members to attend the sub-committee meetings and more support resources by MPO staff.

### Option 2: MTIP workshop series

This proposal is to schedule occasional additional meetings of a work group of interested local parties for engagement on MTIP related items. These would be public meetings but less formal and less regularly scheduled than with a sub-committee. Agenda items would be for education purposes and for Metro staff to receive input on work program items.

**Advantages:** This work group approach would not require as many additional meetings for TPAC members or TPAC support staff, while allowing some additional engagement time for MTIP related items.

**Disadvantages:** This option would not provide for as much streamlining and efficiencies of the regular TPAC agenda as MTIP amendments could not be moved to the TPAC consent agenda. This approach would not develop as high a level of stakeholder engagement and expertise for input on MTIP related items as an MTIP Sub-committee.

### **MTIP related work items:**

Following are MTIP related work items that would benefit from additional engagement with TPAC through an MTIP sub-committee or work group.

#### Cooperative development of the MTIP

- Review and input on revenue forecast development
- Review/input on system performance trends at outset of MTIP development
- Performance evaluation technical approach, methodology, review and agreement
- Performance evaluation results review
- Federal performance targets monitoring and reporting progress
- Congestion Management Process (CMP) affirmation and TIP program direction based on RTP policies, performance trends and previous TIP findings
- Regional Flexible Fund Allocation (RFFA) process - see detailed section below
- Review and input to ODOT and Transit allocation processes on MPO priorities
- Review and input of MTIP performance analysis and conclusions
- Identify new initiatives based on MTIP analysis conclusions

#### Project delivery initiatives

- Review of Project delivery monitoring report
- RFFA application scoping document and related questions
- Sharing of ODOT's Certification User Group announcements/initiatives
- Discuss issues/initiatives related to certified or non-certified local agencies
- Refine Planning project development vs. PE phase approach and definitions (and ODOT approach to lead staff assignments)
- Help launch pre-obligation scoping work and funding
- Discussion forum with ODOT Region 1 local program and local agency staff

#### Review of programming

- Review of draft programming
  - Adjusted programming to set Obligation Target amount by Dec 1 each year
  - Review requests to Exception Committee to meeting obligation schedule
- Obligation targets monitoring
- Annual obligation report
- Amendment requests review (possible recommendation if by sub-committee?)
- Amendment reporting (administrative modifications, formal amendments)
- Discuss/input on potential refinements to TIP procedures manual

#### RFFA

- Input on program direction
- Input on Step 2 project technical analysis development and review of results
- Step 1 program reviews
- RFFA funded Corridor/Area/Topic plan updates
- Coordination on sub-regional priority opportunity and public engagement and outreach

- RFFA awardee programming for entry in to the MTIP
- Review and input on improving conditions of RFFA funding approval
- Project kick off meeting coordination, expectations, prep, announcements

#### Other

- TIP project updates
- Transportation reauthorization and MTIP implications
- USDOT grants (e.g., BUILD) - regional coordination and development of MPO support
- Follow-up on TIP-related federal MPO certification and conditional STIP approval issues
- Other items as identified



# Meeting minutes

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

Date/time: Friday, April 2, 2021 | 9:30 a.m. to 12:00 noon

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

---

## **Members Attending**

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

## **Affiliate**

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

## **Alternates Attending**

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

## **Affiliate**

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

## **Members Excused**

Jessica Berry  
Donovan Smith  
Gladys Alvarado  
Wilson Munoz  
Yousif Ibrahim  
Rachael Tupica  
Rob Klug  
Shawn M. Donaghy  
Jeremy Borrego  
Rich Doenges

## **Affiliate**

Multnomah County  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Federal Highway Administration  
Clark County  
C-Tran System  
Federal Transit Administration  
Washington Department of Ecology



### Guests Attending

Mike Foley  
Jean Senechal Biggs  
Kari Schlosshauer  
Alice Bibler  
Eric Loomis  
Kelsey Lewis  
Anne MacCracken  
Dwight Brashear  
Laura Hanson  
Will Farley  
Sarah Iannore  
Nancy Oliver-Young

### Affiliate

City of Beaverton  
Safe Routes to Schools  
Oregon Department of Transportation  
SMART  
City of Tualatin  
City of Wilsonville  
SMART  
City of Portland  
City of Lake Oswego  
The Street Trust  
TriMet

### Metro Staff Attending

Ken Lobeck, Funding Programs Lead	Dan Kaempff, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Ted Leybold, Resource Manager	Kim Ellis, Principal Transportation Planner
John Mermin, Senior Transportation Planner	Chris Johnson, Research & Modeling
Robert Spurlock, Senior Regional Planner	Noel Mickelberry, Associate Transportation Planner
Tim Collins, Senior Transportation Planner	Marie Miller, TPAC Recorder

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

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

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

- **Committee input form on creating a Safe Space at TPAC** (Chairman Kloster) The link to adding comments and input for creating a safe space at TPAC was noted in the chat area of the meeting, which members are welcome to use at any time during the meeting. Comments will be collected and shared at the end of the meeting.
- **Updates from committee members and around the Region** (Chairman Kloster and all)  
Metro is not planning to open Metro Regional Center until possibly this fall. Meeting and office spaces are being designed for optional formats, with meetings planned as hybrid formats so that attendees and staff have optional methods in participation.

Jess Stetson shared that her stepdad recently passed away, but noted that he appreciated so many of the streets and transportation accessibilities were found in Portland. Acknowledgement was given to staff and planners who made this possible.

Jeff Owen noted a pedestrian fatality this week along the orange MAX line, currently being investigated. These incidents affect TriMet drivers, riders and the public and are not taken lightly. TriMet is still discussing dates for office workers returning to offices and/or working from home, which could resemble Metro's hybrid format as well. Vaccines are now being provided to front line workers including bus and MAX drivers.

Karen Williams noted that DEQ was asked to participate in the I-205 tolling project and recently shared comments with the methodology structure currently being discussed.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) It was noted that in the meeting packet the monthly submitted MTIP formal amendment and administrative modification project lists during March 2021 timeframe were reported. ODOT now publishes approved amendments on the statewide list of approved amendments on their website as well.
- **Fatal crashes update** (Lake McTighe) Referring to the memo in the packet, information on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year was shared. Eight people have died in March, making 30 deaths since 2021 began.

Ms. McTighe announced the Regional Safety Transportation Forum on May 26. Registration will be available soon. The theme of the forum is envisioning safety, health, and justice. The event is co-hosted by REACH and Multnomah County Health with Metro. What to expect: Opportunities to understand the problems and challenges; focus on solutions that are working; elevate experiences of Black community members; generate new ideas and approaches; understand how transportation safety goes beyond crashes; learn what actions partners are committed to taking; create connections for future collaboration.

- **Regional Mobility Policy Update Spring 2021 Engagement** (Kim Ellis) A flyer was shared onscreen and added to the packet following the meeting. Regional Mobility Policy Update Stakeholder and public engagement - spring 2021 provided information on stakeholder forum planned in April – May. Invitations and registration links will be sent to attend. Input from this engagement will be shared with regional decision-makers as they work together to develop the recommended outcomes and measures.
- **Reminder: Upcoming workshops listed on work program** (Chairman Kloster) It was noted that the mentioned forums and workshops are listed in the TPAC work program. Updates to these meetings and monthly workshops added will be provided to everyone in email notices.

### 3. Public Communications on Agenda Items (none)

### 4. Consideration of TPAC Minutes from March 5, 2021

Jeff Owen noted on page 2, TriMet approved current COO to also serve as Interim General Manager as the selection for a new General Manager is recruited.

With this correction to the minutes:

**MOTION: To approve minutes from March 5, 2021 with edit.**

Moved: Jeff Owen

Seconded: Eric Hesse

**ACTION: Motion passed unanimously.**

By consent: Minutes from TPAC Regional Congestion Pricing Study workshop, February 25, 2021 reviewed and approved.

5. **2021-2022 Unified Planning Work Program (UPWP) Resolution 21-5165** (John Mermin) Mr. Mermin reminded TPAC that the UPWP is an annual federally-required document that ensures efficient use of federal planning funds which describes transportation planning tasks, relationship to other significant planning activities in the region, and project budget summaries. Last month TPAC received a draft copy of the UPWP. Following a recommendation to JPACT of this draft, timeline for approval with the UPWP goes to JPACT on May 20 followed by action at Metro Council that same day.

**Comments from the committee:**

- Chris Deffebach asked if there were changes highlighted in track changes from federal or partner comments that were significant to note. Mr. Mermin reported these were covered at the last meeting and only minor edits have been made since then.
- Eric Hesse asked if more was known regarding the Westside Corridor project. It was determined ODOT staff could be contacted as follow up to the status of the project.

**MOTION: Approve Resolution No.21-5165 adopting a Unified Planning Work Program for the Fiscal Year 2021-22 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.**

Moved: Jon Makler

Seconded: Chris Deffebach

**ACTION: Motion passed unanimously.**

6. **Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5169** (Ken Lobeck) Mr. Lobeck provided information on the MTIP Formal Amendment 21-5169 that consists of required updates and changes to two groups of projects totaling eleven projects. First, seven projects involve updates and corrections to the SFY 2022 UPWP projects programmed in the MTIP as revenue placeholders. The second group involves regular changes (add a new project, limits changes, etc.) the usual projects to keep them on their federal delivery timeline.

The inclusion of the SFY 2022 UPWP is new to the MTIP formal amendment process. The purpose of these project amendments is to convert the annual approved UPWP group of projects into MTIP programming logic to enable them to move forward and obligate their federal funds. The conversion process is complex. It involves properly identifying three UPWP classification project types, multiple types of federal funds, an agreed upon carryover amount for two federal funds (PL and FTA 5303), and how the projects are structured and will be implemented.

To help with the updating process, Metro pre-programs UPWP project grouping buckets in the MTIP with annual funding estimates for the major program categories. This occurs for accounting and transparency purposes. Generally, the fund programming for the specific program and obligation year with an accuracy level of 90%-95% of the final authorized amount. Because of timing issues with obtaining a final approved UPWP Master Agreement, this process normally allows for the final updates to occur administratively based on the final approved annual UPWP.

Project 1:

**Project Name: Metro UPWP Regional Travel Options (SFY 2022)**

Amendment Action: **COMBINE FUNDS:**

The formal amendment combines STBG-U (\$1,058,418) plus match (\$121,141) from Key 20880 to fully fund required RTO activities for SFY 2022. Source of funding is the SFY 2022 UPWP

Project 2:

**Project Name: Regional Travel Options (2021)**

Amendment Action: **SHIFT/SPLIT FUNDS:**

The formal amendment shift STBG-U (\$1,058,418) plus match (\$121,141) from Key 20880 to Key 20879 to fully fund required RTO activities for SFY 2022. Source of funding is the SFY 2022 UPWP. Key 20879 and as carried over from FY 20220 unobligated due to the Covid-19 situation.

Project 3:

**Project Name: Westside Corridor Multimodal Improvements Study**

Amendment Action: **ADD NEW PROJECT:**

The formal amend adds the new approved stand-alone UPWP project from the SFY 2022 UPWP

Project 4:

**Project Name: Corridor and Systems Planning (2020)**

Amendment Action: **SPLIT FUNDS:**

The amendment splits off \$12,175 of STBG plus required match and commits the funds to Key 20597 to support the Corridor Refinement and Project Development (Investment Areas) planning project in the SFY 2022 UPWP Master Agreement list of projects.

Project 5:

**Project Name: Regional MPO Planning (2021)**

Amendment Action: **SPLIT FUNDS:**

The formal amendment splits off required STBG-U federal funds and required match and combines them into Key 20597. The amount is determined by the SFY 2022 UPWP Master List of Projects.

Project 6:

**Project Name: Portland Metro Planning SFY22**

Amendment Action: **COMBINE FUNDS:**

The formal amendment updates the SFY 2022 UPWP project Key. The updates are based on the final expected authorized UPWP projects and funding. Key 20597 represents the Master Agreement of UPWP projects that fall into three planning categories: Transportation Planning, Regional Corridor/Area Planning, and Regional Administration/Support.

Project 7:

**Project Name: Metro Transportation Options (FFY 18-21)**

Amendment Action: **ADD NEW PROJECT:**

The formal amendment adds the project to the 2021-24 MTIP and provides supplemental funding for the FY 2021 fiscal year for the Metro Regional Travel Options (RTO) program.

Project 8:

**Project Name: OR141 (Hall Blvd): Scholls Ferry Rd - Locust St**

Amendment Action: **ADD CONSTRUCTION PHASE:**

The formal amendment adds the Construction phase to the project. \$3,525,000 addition to the project allows the construction phase to move forward and be obligated during FY 2022. The total project cost increases to \$5,894,707.

Project 9:

**Project Name: OR99W : Rock Creek Bridge**

Amendment Action: **CANCEL PROJECT:**

The ODOT Bridge program is canceling the project and transferring the funding to the Indian Creek Bridge in Region 2 currently programmed in Key 21118.

Project 10:

**Project Name: OR224: SE 17th Ave - SE Rusk Road**

Amendment Action: **LIMITS CHANGE:**

The current project limits overlap with a separate project to add a third lane on OR 224 from Rusk Rd to OR 213. The third lane capacity project is programmed under Key 19720. The limits adjustment allow the rehabilitation/resurfacing project to proceed separately from the capacity enhancing project.

Project 11:

**Project Name: Local Traffic Signal Controller Replacement**

Amendment Action: **ADD NEW PROJECT:**

The formal amendment adds the new Metro TSMO awarded project to the MTIP.

Comments from the committee:

- Karen Buehrig asked if all projects in the UPWP were in the MTIP, or which project were not included in the MTIP. Mr. Lobeck noted that locally funded projects do not need to be in the MTIP. The federal process of funding requirements for MTIP projects is one of the different factors determining placement. Regional significant projects that are not only locally funded but have federal funding as well are included in the MTIP. It was noted that a reconciliation process is being made between MTIP (funding decisions) and UPWP (planning decisions).
- Jeff Owen supported these efforts. It was suggested to dedicate more time in the future to have evaluations and recommendations with these factors for review moving forward.
- Chris Deffebach asked if more projects will be delayed because of COVID related factors, if the delays were due to projects not completed, or part of the carry over process requirements. Mr. Lobeck noted they were due to all these reasons. RTO expanding on the program will be a big implementation for 2021, the implication for obligation targets for capital projects with changes, and trying to find a balance with budgets listed between UPWP and MTIP are evolving.
- Ted Leybold provided information on an MTIP subcommittee concept that was discussed with Deputy Director Margi Bradway. MTIP related issues with TPAC involved as a subcommittee or workgroup may become a pilot project for a year. Mr. Leybold will bring this proposal to TPAC at the May meeting to gain interest in participation.

**MOTION: Provide JPACT an approval recommendation of Resolution 21-5169 consisting of eleven projects which include required updates to the SFY 2022 UPWP and impacts Metro, ODOT, and Portland.**

Moved: Jeff Owen

Seconded: Don Odermott

**ACTION: Motion passed unanimously.**

**7. Regional Emergency Transportation Routes (ETR) Update: Resolution 21-5160** (Kim Ellis, Metro/Laura Hanson, RDPO) Ms. Ellis presented information on the Regional Emergency Transportation Routes

(ETR) update. The project updates designated Regional Emergency Transportation Routes (RETRs) for the five-county region. The project also improves understanding of resilience of ETRs raises visibility of ETRs, facilitates regional dialogue regarding resilience and recovery, and sets the stage for Phase 2 and future planning and investment.

Project timeline and stakeholders engagement throughout the 2-year project was shown. Noted heard during the review process:

- 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

Comments from the committee:

- Karen Buehrig asked if funding strategies to make routes more resilient in phase 2 have been developed, and if funding has been identified for phase 2. Ms. Ellis noted that a proposal has been submitted to the Urban Areas Security Initiative for federal funding for disaster planning which was approved. It will now be brought forward through a process to the Region to develop staff and resource planning. Regarding funding strategies, the project will look for opportunities with partner agencies, looking at the project pipeline with other federal and state projects, and evaluating tiers of vulnerable routes that provide the degree to resiliency.
- Jeff Owen and Chris Deffebach shared appreciation to the project team on their efforts.

**MOTION: To recommend to JPACT to accept the findings and recommendations in the Regional Emergency Transportation Routes Update Phase One Final Report.**

Moved: Chris Deffebach

Seconded: Jess Stetson

**ACTION: Motion passed unanimously.**

**8. 2025-27 Regional Flexible Funds Allocation (RFFA) Strategic Direction update (Dan Kaempff)**

Mr. Kaempff provided an update on the Regional Flexible Funds Allocation (RFFA) input from workshop one and stakeholders to date, and steps moving forward with planned strategic direction. Emerging themes from engagements have developed; further understanding of Step 1 investments, possible adjustments to Step 2 project categories, funding targets and criteria, and considerations of evaluations to other benefits beyond RTP investment priorities.

RFFA workshop 2, April 8 will review input from workshop 1, discuss ideas for potential changes, and build discussions of draft Program Direction concepts in workshop 3. TPAC will have an update on further input at the May 7 meeting, and then make recommendation to JPACT on the draft in June.

Comments from the committee:

- Don Odermott asked if there were lessons learned from the last cycle or further comments to share in the comment form provided that were being asked by TPAC. Mr. Kaempff noted both workshop and comments to staff are welcome. Mr. Odermott that with scoring projects last cycle between active transportation and freight, the freight projects were inadvertently

penalized due to sensitivity to environmental justice criteria on census tracts and areas where freight had no employment. Criteria scoring was faced with a challenge on safety track records and wages for employment opportunities. It was suggested to look more at scoring criteria during the next cycle.

- Jeff Owen asked what the role of TPAC is as workshops are occurring and if any are missed. Mr. Kaempff noted that the workshops are to gather discussion and feedback, with the draft of the document coming to TPAC in May. There will more time to comment and give feedback on the process and policy direction before TPAC makes its recommendation to JPACT in June.
- Chris Deffebach noted the importance of having input from our TPAC community members in the discussion time at TPAC to weigh in. Asked what direction Metro Council has provided to this strategic direction document, Mr. Kaempff noted they are working on a formal statement currently, but are supportive of taking a deeper look at step 2 and ways of evaluating projects.

**9. 2024-2027 MTIP Transit Budget Process update** (Ted Leybold, Metro/Anne MacCracken & Eric Loomis, SMART, Nancy Oliver-Young & Jeff Owen, TriMet) Mr. Leybold provided an overview of the MTIP transit budget process, that combines budgets with transit agencies and federal funding with program uses and coordination of any MTIP adjustments needed.

Eric Loomis and Anne MacCracken presented information on the South Metro Area Regional Transit (SMART) budget and programs. The transit fund forecast for 2021-22 was described, with proposed revenue from programs totaling just over \$9 million, of which \$5 million comes from employer payroll tax. The proposed program of projects includes:

**5307 Urbanized Area Formula: \$477,213**

- Preventative Maintenance

**Surface Transportation Program RFFA: \$167,168**

- SMART Options Program

**5310 Urban Formula: \$35,912**

- Demand Response Operations
- Travel Training

**5339 (a) Bus and Bus Facilities: \$57,464**

- Wilsonville Transit Center Design Upgrade
- Bus Shelters and Amenities

**5339 (b) ODOT: \$282,353**

- Bus and Support Vehicle Replacements

Jeff Owen and Nancy Oliver-Young presented information from TriMet's budget process. The budget document was presented online, available at <https://trimet.org/budget/> or the pdf can be downloaded at <https://trimet.org/budget/pdf/2022-proposed-budget.pdf>

Navigation links shown included the budget cycle, calendar, proposed budget that the TriMet Board of Directors will be presented for review in May, capital improvement program, and funding summaries. The total budget proposed is \$1.64 million that comes from passenger revenue (80% of pre-COVID numbers), employer payroll tax, and federal opportunity grants. TriMet has posted a public listening informational session on April 14 for those interested in providing comments.

Comments from the committee:

- Chris Deffebach asked if the State Transportation Improvement Funds (STIP) was not included in the MTIP or was this found in other revenues in these budgets. Ms. Young with TriMet noted that in the budget document under Table of Contents, pass through arrangements, the STIP funding is included. Eric Loomis with SMART added that STIP was included in the Intergovernmental revenue source. Both agencies noted these were federal grants.

**10. Update on 2024-2027 ODOT Funding Allocations and STIP Development** (Grace Cho, Metro/Jon Makler, ODOT) Grace Cho introduced the agenda with background on ODOT's funding allocation discussions and future updates being provided to TPAC. Jon Makler noted several recent discussions at the Oregon Transportation Commission (OTC) where statewide programs with issued funding allocation plans are being reviewed. Currently Region 1 has yet to learn specifics on these funds since estimates on past allocations are difficult to anticipate.

Last year the scoping of projects for the region was delayed. This year the goal is to begin in May to provide more time. Project lists will be developed that include the culvert program, local paving projects, ARTS programs for safety based projects, and operational programs such as signal repair and other ITS projects. As the project lists become available they will be distributed to TPAC. The committee agreed having periodic updates on the funding allocations and project lists would be helpful.

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

**12. Adjournment**

There being no further business, meeting was adjourned by Chairman Kloster at 11:42 am.

Respectfully submitted,

Marie Miller, TPAC Recorder



Attachments to the Public Record, TPAC meeting, April 2, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	4/2/2021	4/2/2021 TPAC Agenda	040221T-01
2	TPAC Work Program	3/26/2021	TPAC Work Program as of 3/26/2021	040221T-02
3	Memo	3/25/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	040221T-03
4	Memo	03/25/2021	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: Monthly fatal crash update	040221T-04
5	Draft Minutes	03/05/2021	Draft TPAC minutes from 03/05/2021 meeting	040221T-05
6	Draft Minutes	02/25/2021	Draft TPAC Regional Congestion Pricing Study workshop minutes	040221T-06
7	Resolution 21-5165	04/02/2021	Resolution 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	040221T-07
8	Exhibit A to Resolution 21-5165	04/02/2021	Exhibit A to Resolution 21-5165 2021-2022 Unified Planning Work Program, draft	040221T-08
9	Exhibit B to Resolution 21-5165	04/02/2021	Exhibit B to Resolution 21-5165 2020 Metro Self-Certification	040221T-09
10	Staff Report	04/02/2021	Staff Report to Resolution 21-5165	040221T-10
11	Resolution 21-5160	04/02/2021	Resolution 21-5160 FOR THE PURPOSE OF ACCEPTING THE FINDINGS AND RECOMMENDATIONS IN THE REGIONAL EMERGENCY TRANSPORTATION ROUTES UPDATE PHASE ONE REPORT	040221T-011
12	Exhibit A to Resolution 21-5160	04/02/2021	Draft Emergency Transportation Routes	040221T-12
13	Exhibit B to Resolution 21-5160	04/02/2021	Draft Emergency Transportation Routes Map	040221T-13
14	Exhibit C to Resolution 21-5160	February 4, 2021	Regional Emergency Transportation Routes Update	040221T-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Memo	03/25/2021	TO: TPAC and Interested Parties From: Kim Ellis, Metro and Laura Hanson, RDPO RE: Regional Emergency Transportation Routes (RETRs) Update: Resolution No. 21-5160 – RECOMMENDATION TO JPACT REQUESTED	040221T-15
16	Attachment 1 Resolution 21-5160	04/02/2021	2021 Regional Emergency Transportation Route (RETR) Update Summary of Comments Received and Recommended Actions	040221T-16
17	Staff Report	03/26/2021	Prepared by Kim Ellis, Metro IN CONSIDERATION OF RESOLUTION NO. 21-5160 FOR THE PURPOSE OF ACCEPTING FINDINGS AND RECOMMENDATIONS IN THE REGIONAL EMERGENCY TRANSPORTATION ROUTES UPDATE PHASE ONE REPORT	040221T-17
18	Memo	03/26/2021	TO: TPAC and interested parties From: Dan Kaempff, Principal Transportation Planner RE: 2025-2027 RFFA Program Direction update	040221T-18
19	Report	April 2019	2022 – 2024 Regional Flexible Funds Allocation (RFFA) policy report	040221T-19
20	Memo	03/26/2021	TO: TPAC and interested parties From: Grace Cho, Metro/Jeff Owen, TriMet/Eric Loomis, SMART RE: 2024-2027 MTIP – Transit Agency Annual Budget Process Update and Programming of Projects	040221T-20
21	Handout	N/A	Public Notice: Provide Comments or Request a Virtual Public Hearing on TriMet’s plan for Federal Transit Administration funding for Fiscal Year 2022	040221T-21
22	Handout	N/A	Public Notice: SMART Programs for Federal Transit Administration Funding Proposed FY2021 (July 1, 2021 to June 30, 2022) Program of Projects (POP)	040221T-22
23	Handout	N/A	March 2021 traffic deaths in Clackamas, Multnomah and Washington Counties	040221T-23
24	Handout	April 2021	Regional Mobility Policy Update Stakeholder and public engagement - Spring 2021	040221T-24
25	Presentation	04/02/2021	2021-22 Unified Planning Work Program	040221T-25
26	RESOLUTION NO. 21-5169	04/02/2021	Resolution 21-5169 FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO CORRECTLY REFLECT THE NEW METRO STATE FISCAL YEAR 2022 UNIFIED PLANNING WORK PROGRAM (UPWP) CONSISTING OF SEVEN PROJECTS PLUS AMENDING FOUR ADDITIONAL PROJECTS TO ENSURE THEIR NEXT FEDERAL APPROVAL STEP CAN OCCUR IMPACTING METRO, ODOT, AND PORTLAND(AP21-09-APR)	040221T-26

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
27	Exhibit A to Resolution 21-5169	04/02/2021	Exhibit A to Resolution 21-5169	040221T-27
28	Memo	03/29/2021	TO: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: April 2021 MTIP Formal Amendment & Resolution 21-5169 Approval Request	040221T-28
29	Presentation	04/02/2021	April 2021 Formal Amendment Summary Resolution 21-5169 Amendment # AP21-09-APR Applies to the new 2021-24 MTIP	040221T-29
30	Presentation	04/02/2021	Regional Emergency Transportation Routes Update	040221T-30
31	Presentation	04/02/2021	2025-2027 Regional Flexible Funds Allocation (RFFA)	040221T-31
32	Presentation	04/02/2021	SMART: Metropolitan Transportation Improvement Program Coordination	040221T-32
33	Handout	04/02/2021	Link to TriMet Online Budget Document	040221T-33

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-24 ) RESOLUTION NO. 21-5177  
METROPOLITAN TRANSPORTATION )  
IMPROVEMENT PROGRAM (MTIP) TO ) Introduced by: Chief Operating Officer  
REPROGRAM UNIFIED PLANNING WORK ) Andrew Scott in concurrence with  
PROGRAM (UPWP) ANNUAL PROGRAM ) Council President Lynn Peterson  
ESTIMATES OUTSIDE THE CONSTRAINED MTIP )  
TO AVOID OBLIGATION TARGET CONFLICTS )  
IMPACTING METRO, PLUS ADD ONE AND )  
CANCEL ONE PROJECT IMPACTING MULTNOMAH )  
COUNTY AND ODOT (MA21-10-MAY) )

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, thirteen of the fifteen May 2021 Formal MTIP Amendment Bundle are future year Unified Planning Work Programming (UPWP) project grouping buckets (PGB) being reprogrammed out to federal fiscal year (FFY) 2025) to ensure the funds do not create conflicts with the annual Obligation Targets program; and

WHEREAS, the UPWP PGBs being reprogrammed consist of Metro Regional Flexible Fund Allocation Step One allocations in support of future UPWP Next Corridor Planning, Freight and Economic Development Planning, Regional MPO Planning, and Regional Travel Options (RTO) planning requirements; and

WHEREAS, each year when the annual UPWP is completed and the actual program funding requirements are identified and approved, the required Surface Transportation Block Grant (STBG) funding will be advanced into current UPWP program year to be obligated and expended appropriately without conflicting with the Obligation Targets program requirements; and

WHEREAS, an updated project delivery review for Multnomah County's Starke Street Multimodal Connections project revealed a significant cost increase to the project that was not anticipated resulting in the decision to cancel the project currently and request funding repurposing from ODOT to another eligible project; and

WHEREAS, ODOT approved the Multnomah County funding repurposing request, authorized funding reprogramming, and will commit additional ODOT funds to the new Cornelius Pass Hwy, US 26 to US30 Intelligent Transportation System (ITS) project which will complete various safety and ITS improvements such as upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety; 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 May 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 May 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 May 7, 2021; and

WHEREAS, JPACT approved Resolution 21-5177 consisting of the May 2021 Formal MTIP Amendment bundle on May 20, 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 June 10, 2021 to formally amend the 2021-24 MTIP to include the required changes identified in the May 2021 Formal MTIP Amendment Bundle and Resolution 21-5177.

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

---

Lynn Peterson, Council President

Approved as to Form:

---

Carrie MacLaren, Metro Attorney



Proposed May 2021 Formal Transition Amendment Bundle  
 Amendment Type: **Formal/Full**  
 Amendment #: **MA21-10-MAY**  
 Total Number of Projects: 15

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
<b>UPWP Project Reprogramming Actions</b>				
Project #1 Key <b>20889</b> MTIP ID 70871	Metro	Corridor and Systems Planning (2021)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets.	Funds contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.
Project #2 Key <b>22154</b> MTIP ID 71111	Metro	Next Corridor Planning (FFY 2022)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets.	Funds contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.
Project #3 Key <b>22155</b> MTIP ID 71112	Metro	Next Corridor Planning (FFY 2023)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	Funds contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.
Project #4 Key <b>22156</b> MTIP ID 71113	Metro	Next Corridor Planning (FFY 2024)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	Funds contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

Project #5 Key <b>22145</b> MTIP ID 71118	Metro	Freight and Economic Development Planning (FFY 2022)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets.	Regional planning to support freight systems planning and economic development planning activities.
Project #6 Key <b>22146</b> MTIP ID 71119	Metro	Freight and Economic Development Planning (FFY 2023)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	Regional planning to support freight systems planning and economic development planning activities.
Project #7 Key <b>22147</b> MTIP ID 71120	Metro	Freight and Economic Development Planning (FFY 2024)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	Regional planning to support freight systems planning and economic development planning activities.
Project #8 Key <b>22151</b> MTIP ID 71131	Metro	Regional MPO Planning (FFY 2022)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	Funding to support transportation planning activities and maintain compliance with federal planning regulations.
Project #9 Key <b>22152</b> MTIP ID 71132	Metro	Regional MPO Planning (FFY 2023)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	Funding to support transportation planning activities and maintain compliance with federal planning regulations.
Project #10 Key <b>22153</b> MTIP ID 71133	Metro	Regional MPO Planning (FFY 2024)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	Funding to support transportation planning activities and maintain compliance with federal planning regulations

Project #11 Key <b>22157</b> MTIP ID 71106	Metro	Regional Travel Options (RTO) Program (FFY 2022)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.
Project #12 Key <b>22158</b> MTIP ID 71107	Metro	Regional Travel Options (RTO) Program (FFY 2023)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.
Project #13 Key <b>22159</b> MTIP ID 71108	Metro	Regional Travel Options (RTO) Program (FFY 2024)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.
<b>End of UPWP Related Project Changes</b>				
Project #14 Key <b>20330</b> MTIP ID 70946	Multnomah County	<b>Stark Street Multimodal Connections</b>	<b>CANCEL PROJECT:</b> The project is being cancelled before implementation due to a projected revised substantial cost increase to the project. The funds are being transferred to ODOT's new project in Key 22421	Revised significant estimated cost increases to the project have become a major barrier in delivering the project.
Project #15 Key <b>22421</b> <b>New Project</b> MTIP ID TBD	ODOT	<b>Cornelius Pass Hwy: US26 to US30 ITS Improvements</b>	<b>ADD NEW PROJECT:</b> The amendments adds this project using funds from Key 20330 which is being cancelled and added funds from ODOT	On Cornelius Pass Hwy, complete various safety and ITS improvements such as upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety.





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

**Formal Amendment**  
**REPROGRAM FUNDS**  
 Push out STBG and match to FY  
 2025

<b>Lead Agency:</b> Metro		Project Type:	Planning			<b>ODOT Key:</b>	<b>20889</b>		
<b>Project Name:</b> Corridor and Systems Planning (2021)	1	ODOT Type	Planning			<b>MTIP ID:</b>	<b>70871</b>		
		Performance Meas:	No			<b>Status:</b>	<b>0</b>		
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No			<b>Comp Date:</b>	<b>12/31/2025</b>		
		Conformity Exempt:	Yes			RTP ID:	11103		
<b>Short Description:</b> Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, <b>and</b> desired outcomes <del>performance measures, investment strategies.</del> <b>(FY 2021 fund allocation Year)</b>		On State Hwy Sys:	No			RFFA ID:	50364		
		Mile Post Begin:	N/A			RFFA Cycle:	2019-21		
		Mile Post End:	N/A			UPWP:	Yes		
		Length:	N/A			UPWP Cycle:	SFY 2021		
		Flex Transfer to FTA	No			Transfer Code	N/A		
		1st Year Program'd:	2020			Past Amend:	1		
		Years Active:	2			OTC Approval:	No		
		STIP Amend #:	TBD			MTIP Amnd #:	MA21-11-MAY		
		<b>Detailed Description:</b> The Corridor and Systems Planning program focuses on completing planning level work in corridors that emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. This work enables jurisdictions and other regional agencies to prioritize investments in the transportation system. The program evaluates priority corridors in the region and identifying investments to improve mobility of all travel modes in these areas.							
		<b>STIP Description:</b> Conduct planning level work that emphasizes the integration of land use and transportation in corridors. The Corridors and Systems Planning Program determines regional system needs, functions, desired outcomes, performance measures, investment strategies.							

Last Amendment of Modification: None: Administrative - AB21-05-DEC2, December 2020 - Reprogram Planning to FY 2022

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2022</del>	<del>\$ 571,070</del>					\$ -
STBG-U	Z230	2025	\$ 571,070					\$ 571,070
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 571,070</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2022</del>	<del>\$ 65,362</del>					\$ -
Local	Match	2025	\$ 65,362					\$ 65,362
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 65,362</b>
Phase Totals Before Amend:			\$ 636,432	\$ -	\$ -	\$ -	\$ -	\$ 636,432
Phase Totals After Amend:			\$ 636,432	\$ -	\$ -	\$ -	\$ -	\$ 636,432
							Year Of Expenditure (YOE):	\$ 636,432

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to void obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Corridor and Systems Planning funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the next UPWP is completed and the actual funding needs are approved, the required funding will be advanced forward to FY 2022 either into a stand-alone project or into the UPWP Master Agreement list of approved project. Until then, Key 20889 will retain the estimated committed UPWP funding from the allocated FY 2021 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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



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

**Formal Amendment**  
**REPROGRAM FUNDS**  
 Push out STBG and match to FY  
 2025

<b>Lead Agency:</b> Metro		Project Type: Planning	<b>ODOT Key:</b> 22154		
<b>Project Name:</b> Next Corridor Planning (FFY 2022)	2	ODOT Type: Planning	<b>MTIP ID:</b> 71111		
		Performance Meas: No	<b>Status:</b> 0		
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing: No	<b>Comp Date:</b> 12/31/2025		
		Conformity Exempt: Yes	RTP ID: 11103		
<b>Short Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)		On State Hwy Sys: No	RFFA ID: 50402		
		Mile Post Begin: N/A	RFFA Cycle: 2022-24		
		Mile Post End: N/A	UPWP: Yes		
		Length: N/A	UPWP Cycle: SFY 2022		
		Flex Transfer to FTA: No	Transfer Code: N/A		
		1st Year Program'd: 2022	Past Amend: 1		
		Years Active: 0	OTC Approval: No		
		STIP Amend #: TBD	MTIP Amnd #: MA21-10-MAY		
		<b>Detailed Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (UPWP RFFA Step 1 STBG allocation)			
		<b>STIP Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.			

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

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2022</del>	<del>\$ 588,202</del>					\$ -
STBG-U	Z230	2025	\$ 588,202					\$ 588,202
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 588,202</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2022</del>	<del>\$ 67,322</del>					\$ -
Local	Match	2025	\$ 67,322					\$ 67,322
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 67,322</b>
Phase Totals Before Amend:			\$ 655,524	\$ -	\$ -	\$ -	\$ -	\$ 655,524
Phase Totals After Amend:			\$ 655,524	\$ -	\$ -	\$ -	\$ -	\$ 655,524
Year Of Expenditure (YOE):								\$ 655,524

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to void obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Next Corridor and Planning project and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the next UPWP is completed and the actual funding needs for the approved Corridor and Systems Planning projects, the required funding will be advanced forward as required either into a stand-alone project or into the UPWP Master Agreement list of approved project. Until then, Key 22154 will retain the estimated committed UPWP funding from the allocated FY 2022 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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



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

**Formal Amendment**  
**REPROGRAM FUNDS**  
 Push out STBG and match to FY  
 2025

<b>Lead Agency:</b> Metro		Project Type:	Planning			<b>ODOT Key:</b>	<b>22155</b>
<b>Project Name:</b> Next Corridor Planning (FFY 2023)	3	ODOT Type	Planning			<b>MTIP ID:</b>	<b>71112</b>
		Performance Meas:	No			<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No			<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes			RTP ID:	11103
<b>Short Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. <b>(FY 2023 UPWP allocation year)</b>		On State Hwy Sys:	No			RFFA ID:	50403
		Mile Post Begin:	N/A			RFFA Cycle:	2022-24
		Mile Post End:	N/A			UPWP:	Yes
		Length:	N/A			UPWP Cycle:	SFY 2023
		Flex Transfer to FTA	No			Transfer Code	N/A
		1st Year Program'd:	2023			Past Amend:	1
		Years Active:	0			OTC Approval:	No
		STIP Amend #:	TBD			MTIP Amnd #:	MA21-10-MAY

**Detailed Description:** Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. **(UPWP RFFA Step 1 STBG allocation)**

**STIP Description:** Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

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

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2023</del>	<del>\$ 605,848</del>					\$ -
STBG-U	Z230	2025	\$ 605,848					\$ 605,848
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 605,848</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2023</del>	<del>\$ 69,342</del>					\$ -
Local	Match	2025	\$ 69,342					\$ 69,342
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 69,342</b>
Phase Totals Before Amend:			\$ 675,190	\$ -	\$ -	\$ -	\$ -	\$ 675,190
Phase Totals After Amend:			\$ 675,190	\$ -	\$ -	\$ -	\$ -	\$ 675,190
							Year Of Expenditure (YOE):	\$ 675,190



**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to void obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Next Corridor and Planning project and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved Corridor and Systems Planning projects, the required funding will be advanced forward either into a stand-alone project or into the UPWP Master Agreement list of approved project. Until then, Key 22155 will retain the estimated committed UPWP funding from the allocated FY 2023 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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



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

**Formal Amendment**  
**REPROGRAM FUNDS**  
 Push out STBG and match to FY  
 2025

<b>Lead Agency: Metro</b>		Project Type: Planning	<b>ODOT Key: 22156</b>
<b>Project Name:</b> Next Corridor Planning (FFY 2024)	4	ODOT Type: Planning	<b>MTIP ID: 71113</b>
		Performance Meas: No	<b>Status: 0</b>
<b>Project Status: 0</b> = No activity (Planning)		Capacity Enhancing: No	<b>Comp Date: 12/31/2025</b>
		Conformity Exempt: Yes	RTP ID: 11103
<b>Short Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. <b>(FY 2024 UPWP allocation year)</b>		On State Hwy Sys: No	RFFA ID: 50404
		Mile Post Begin: N/A	RFFA Cycle: 2022-24
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY 2024
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2024	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: MA21-10-MAY
<b>Detailed Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. <b>(UPWP RFFA Step 1 STBG allocation)</b>			
<b>STIP Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.			

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

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2024</del>	<del>\$ 624,024</del>					\$ -
STBG-U	Z230	2025	\$ 624,024					\$ 624,024
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 624,024</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2024</del>	<del>\$ 71,422</del>					\$ -
Local	Match	2025	\$ 71,422					\$ 71,422
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 71,422</b>
Phase Totals Before Amend:			\$ 695,446	\$ -	\$ -	\$ -	\$ -	\$ 695,446
Phase Totals After Amend:			\$ 695,446	\$ -	\$ -	\$ -	\$ -	\$ 695,446
							Year Of Expenditure (YOE):	\$ 695,446

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to void obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Next Corridor and Planning project and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved Corridor and Systems Planning projects, the required funding will be advanced forward either into a stand-alone project or into the UPWP Master Agreement list of approved project. Until then, Key 22156 will retain the estimated committed UPWP funding from the allocated FY 2024 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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



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

**Formal Amendment**  
**REPROGRAM FUNDS**  
 Push out STBG and match to FY  
 2025

<b>Lead Agency:</b> Metro		Project Type:	Planning			<b>ODOT Key:</b>	<b>22145</b>
<b>Project Name:</b> Freight and Economic Development Planning (FFY 2022)	5	ODOT Type	Planning			<b>MTIP ID:</b>	<b>71118</b>
		Performance Meas:	No			<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No			<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes			RTP ID:	11103
<b>Short Description:</b> Regional planning to support freight systems planning and economic development planning activities. (FY 2022 UPWP allocation year)		On State Hwy Sys:	No			RFFA ID:	50409
		Mile Post Begin:	N/A			RFFA Cycle:	2022-24
		Mile Post End:	N/A			UPWP:	Yes
		Length:	N/A			UPWP Cycle:	SFY 2022
		Flex Transfer to FTA	No			Transfer Code	N/A
		1st Year Program'd:	2022			Past Amend:	0
		Years Active:	0			OTC Approval:	No
		STIP Amend #:	TBD			MTIP Amnd #:	MA21-10-MAY
<b>Detailed Description:</b> Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG allocation)							
<b>STIP Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.							

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

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2022</del>	<del>\$ 74,263</del>					\$ -
STBG-U	Z230	2025	\$ 74,263					\$ 74,263
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 74,263</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2022</del>	<del>\$ 8,500</del>					\$ -
Local	Match	2025	\$ 8,500					\$ 8,500
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 8,500</b>
Phase Totals Before Amend:			\$ 82,763	\$ -	\$ -	\$ -	\$ -	\$ 82,763
Phase Totals After Amend:			\$ 82,763	\$ -	\$ -	\$ -	\$ -	\$ 82,763
Year Of Expenditure (YOE):								\$ 82,763

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to void obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Freight and Economic Development planning and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved Corridor and Systems Planning projects, the required funding will be advanced forward either into a stand-alone project or into the UPWP Master Agreement list of approved project. Until then, Key 22145 will retain the estimated committed UPWP funding from the allocated FY 2022 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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



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

**Formal Amendment**  
**REPROGRAM FUNDS**  
 Push out STBG and match to FY  
 2025

<b>Lead Agency: Metro</b>		Project Type: Planning	<b>ODOT Key: 22146</b>
<b>Project Name:</b> Freight and Economic Development Planning (FFY 2023)	<b>6</b>	ODOT Type: Planning	<b>MTIP ID: 71119</b>
		Performance Meas: No	<b>Status: 0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing: No	<b>Comp Date: 12/31/2025</b>
		Conformity Exempt: Yes	RTP ID: 11103
<b>Short Description:</b> Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)		On State Hwy Sys: No	RFFA ID: 50410
		Mile Post Begin: N/A	RFFA Cycle: 2022-24
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY 2023
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2023	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: MA21-10-MAY

**Detailed Description:** Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG allocation)

**STIP Description:** Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

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



**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2023</del>	<del>\$ 76,491</del>					\$ -
STBG-U	Z230	2025	\$ 76,491					\$ 76,491
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 76,491</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2023</del>	<del>\$ 8,755</del>					\$ -
Local	Match	2025	\$ 8,755					\$ 8,755
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 8,755</b>
Phase Totals Before Amend:			\$ 85,246	\$ -	\$ -	\$ -	\$ -	\$ 85,246
Phase Totals After Amend:			\$ 85,246	\$ -	\$ -	\$ -	\$ -	\$ 85,246
Year Of Expenditure (YOE):								\$ 85,246

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to void obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Freight and Economic Development planning and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved Corridor and Systems Planning projects, the required funding will be advanced forward either into a stand-alone project or into the UPWP Master Agreement list of approved project. Until then, Key 22146 will retain the estimated committed UPWP funding from the allocated FY 2023 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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



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

**Formal Amendment**  
**REPROGRAM FUNDS**  
 Push out STBG and match to FY  
 2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22147</b>
<b>Project Name:</b> Freight and Economic Development Planning (FFY 2024)	7	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71120</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
<b>Short Description:</b> Regional planning to support freight systems planning and economic development planning activities. (FY 2024 UPWP allocation year)		On State Hwy Sys:	No		RFFA ID:	50411
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2024
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	MA21-10-MAY
<b>Detailed Description:</b> Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.						

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

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2024</del>	<del>\$ 78,786</del>					\$ -
STBG-U	Z230	2025	\$ 78,786					\$ 78,786
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 78,786</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2024</del>	<del>\$ 9,017</del>					\$ -
Local	Match	2025	\$ 9,017					\$ 9,017
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 9,017</b>
Phase Totals Before Amend:			\$ 87,803	\$ -	\$ -	\$ -	\$ -	\$ 87,803
Phase Totals After Amend:			\$ 87,803	\$ -	\$ -	\$ -	\$ -	\$ 87,803
Year Of Expenditure (YOE):								\$ 87,803

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to void obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Freight and Economic Development planning and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved Corridor and Systems Planning projects, the required funding will be advanced forward either into a stand-alone project or into the UPWP Master Agreement list of approved project. Until then, Key 22147 will retain the estimated committed UPWP funding from the allocated FY 2024 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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



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

**Formal Amendment**  
**REPROGRAM FUNDS**  
Push out STBG and match to FY  
2025

<b>Lead Agency:</b> Metro		Project Type:	Planning			<b>ODOT Key:</b>	<b>22151</b>
<b>Project Name:</b> Regional MPO Planning (FFY 2022)	8	ODOT Type	Planning			<b>MTIP ID:</b>	<b>71131</b>
		Performance Meas:	No			<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No			<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes			RTP ID:	11103
<b>Short Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2022 UPWP allocation year)		On State Hwy Sys:	No			RFFA ID:	50415
		Mile Post Begin:	N/A			RFFA Cycle:	2022-24
		Mile Post End:	N/A			UPWP:	Yes
		Length:	N/A			UPWP Cycle:	SFY 2022
		Flex Transfer to FTA	No			Transfer Code	N/A
		1st Year Program'd:	2022			Past Amend:	0
		Years Active:	0			OTC Approval:	No
		STIP Amend #:	TBD			MTIP Amnd:	MA21-10-MAY
<b>Detailed Description:</b> Funding to replace former local agency dues system that helps the MPO meet planning requirements and supports the provision of planning tools and services for use by transportation planning agencies. Includes work such as development and data maintenance of the regional travel model and geographic information systems and planning activities to ensure the MPO remains certified as meeting federal planning requirements to maintain the region's eligibility to receive federal transportation funds. (UPWP RFFA Step 1 STBG allocation)							
<b>STIP Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations							

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

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2022</del>	<del>\$ 1,400,673</del>					\$ -
STBG-U	Z230	2025	\$ 1,400,673					\$ 1,400,673
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 1,400,673</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2022</del>	<del>\$ 160,313</del>					\$ -
Local	Match	2025	\$ 160,313					\$ 160,313
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 160,313</b>
Phase Totals Before Amend:			\$ 1,560,986	\$ -	\$ -	\$ -	\$ -	\$ 1,560,986
Phase Totals After Amend:			\$ 1,560,986	\$ -	\$ -	\$ -	\$ -	\$ 1,560,986
							Year Of Expenditure (YOE):	\$ 1,560,986

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to avoid obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Regional Planning funds and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved, the required funding will be advanced forward into the UPWP Master Agreement list of approved projects. Until then, Key 22151 will retain the estimated committed UPWP funding from the allocated FY 2022 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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





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

**Formal Amendment**  
**REPROGRAM FUNDS**  
 Push out STBG and match to FY  
 2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22152</b>
<b>Project Name:</b> Regional MPO Planning (FFY 2023)	9	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71132</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
<b>Short Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2023 UPWP allocation year)		On State Hwy Sys:	No		RFFA ID:	50416
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2023
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2023		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd:	MA21-10-MAY
<b>Detailed Description:</b> Funding to replace former local agency dues system that helps the MPO meet planning requirements and supports the provision of planning tools and services for use by transportation planning agencies. Includes work such as development and data maintenance of the regional travel model and geographic information systems and planning activities to ensure the MPO remains certified as meeting federal planning requirements to maintain the region's eligibility to receive federal transportation funds. (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations						

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

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2023</del>	<del>\$ 1,442,694</del>					\$ -
STBG-U	Z230	2025	\$ 1,442,694					\$ 1,442,694
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 1,442,694</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2023</del>	<del>\$ 165,123</del>					\$ -
Local	Match	2025	\$ 165,123					\$ 165,123
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 165,123</b>
Phase Totals Before Amend:			\$ 1,607,817	\$ -	\$ -	\$ -	\$ -	\$ 1,607,817
Phase Totals After Amend:			\$ 1,607,817	\$ -	\$ -	\$ -	\$ -	\$ 1,607,817
							Year Of Expenditure (YOE):	\$ 1,607,817

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to avoid obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Regional Planning funds and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved, the required funding will be advanced forward into the UPWP Master Agreement list of approved projects. Until then, Key 22152 will retain the estimated committed UPWP funding from the allocated FY 2023 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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



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

Formal Amendment  
 REPROGRAM FUNDS  
 Push out STBG and match to FY  
 2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22153</b>
<b>Project Name:</b> Regional MPO Planning (FFY 2024)	10	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71133</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
<b>Short Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2024 UPWP allocation year)		On State Hwy Sys:	No		RFFA ID:	50417
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2024
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd:	MA21-10-MAY
<b>Detailed Description:</b> Funding to replace former local agency dues system that helps the MPO meet planning requirements and supports the provision of planning tools and services for use by transportation planning agencies. Includes work such as development and data maintenance of the regional travel model and geographic information systems and planning activities to ensure the MPO remains certified as meeting federal planning requirements to maintain the region's eligibility to receive federal transportation funds. (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations						

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

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2024</del>	<del>\$ 1,485,975</del>					\$ -
STBG-U	Z230	2025	\$ 1,485,975					\$ 1,485,975
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 1,485,975</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2024</del>	<del>\$ 170,076</del>					\$ -
Local	Match	2025	\$ 170,076					\$ 170,076
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 170,076</b>
Phase Totals Before Amend:			\$ 1,656,051	\$ -	\$ -	\$ -	\$ -	\$ 1,656,051
Phase Totals After Amend:			\$ 1,656,051	\$ -	\$ -	\$ -	\$ -	\$ 1,656,051
							Year Of Expenditure (YOE):	\$ 1,656,051

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to avoid obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Regional Planning funds and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved, the required funding will be advanced forward into the UPWP Master Agreement list of approved projects. Until then, Key 22153 will retain the estimated committed UPWP funding from the allocated FY 2024 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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



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

**Formal Amendment**  
**REPROGRAM FUNDS**  
 Push out STBG and match to FY  
 2025

<b>Lead Agency:</b> Metro		Project Type:	Planning			<b>ODOT Key:</b>	<b>22157</b>
<b>Project Name:</b> Regional Travel Options (RTO) Program (FFY 2022)	11	ODOT Type	Planning			<b>MTIP ID:</b>	<b>71106</b>
		Performance Meas:	No			<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No			<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes			RTP ID:	11103
<b>Short Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2022 UPWP allocation year)		On State Hwy Sys:	No			RFFA ID:	50417
		Mile Post Begin:	N/A			RFFA Cycle:	2022-24
		Mile Post End:	N/A			UPWP:	Yes
		Length:	N/A			UPWP Cycle:	SFY 2022
		Flex Transfer to FTA	No			Transfer Code	N/A
		1st Year Program'd:	2022			Past Amend:	0
		Years Active:	0			OTC Approval:	No
		STIP Amend #:	TBD			MTIP Amnd:	MA21-10-MAY
<b>Detailed Description:</b> Funding to replace former local agency dues system that helps the MPO meet planning requirements and supports the provision of planning tools and services for use by transportation planning agencies. Includes work such as development and data maintenance of the regional travel model and geographic information systems and planning activities to ensure the MPO remains certified as meeting federal planning requirements to maintain the region's eligibility to receive federal transportation funds. (UPWP RFFA Step 1 STBG allocation)							
<b>STIP Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations							

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

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other FTA/Transit	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2022</del>	<del>-</del>				<del>\$ 2,756,697</del>	\$ -
STBG-U	Z230	2025					\$ 2,756,697	\$ 2,756,697
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,756,697</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2022</del>	<del>-</del>				<del>\$ 315,516</del>	\$ -
Local	Match	2025					\$ 315,516	\$ 315,516
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 315,516</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,072,213	\$ 3,072,213
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,072,213	\$ 3,072,213
							Year Of Expenditure (YOE):	\$ 3,072,213



**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to avoid obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Regional Planning funds and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved, the required funding will be advanced forward into the UPWP Master Agreement list of approved projects. Until then, Key 22157 will retain the estimated committed UPWP funding from the allocated FY 2022 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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



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

Formal Amendment  
 REPROGRAM FUNDS  
 Push out STBG and match to FY  
 2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22158</b>
<b>Project Name:</b> Regional Travel Options (RTO) Program (FFY 2023)	12	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71107</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
<b>Short Description:</b> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility (FY 2023 UPWP allocation year)		On State Hwy Sys:	No		RFFA ID:	50397
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2023
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2023		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd:	MA21-10-MAY
<b>Detailed Description:</b> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices, reduce pollution, and improve mobility.						

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

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (FTA/Transit)	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2023</del>	<del>-</del>				<del>\$ 2,839,398</del>	\$ -
STBG-U	Z230	2025					\$ 2,839,398	\$ 2,839,398
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,839,398</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2023</del>	<del>-</del>				<del>\$ 324,982</del>	\$ -
Local	Match	2025					\$ 324,982	\$ 324,982
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 324,982</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,164,380	\$ 3,164,380
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,164,380	\$ 3,164,380
							Year Of Expenditure (YOE):	\$ 3,164,380

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to avoid obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Regional Travel Options program funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved, the required funding will be advanced forward into the required year. Until then, Key 22158 will retain the estimated committed UPWP funding from the allocated FY 2023 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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



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

**Formal Amendment**  
**REPROGRAM FUNDS**  
 Push out STBG and match to FY  
 2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22159</b>
<b>Project Name:</b> Regional Travel Options (RTO) Program (FFY 2024)	13	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71108</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
<b>Short Description:</b> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility (FY 2024 UPWP allocation year)		On State Hwy Sys:	No		RFFA ID:	50397
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2024
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd:	MA21-10-MAY
<b>Detailed Description:</b> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices, reduce pollution, and improve mobility.						

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

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (FTA/Transit)	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2024</del>	<del>-</del>				<del>\$ 2,924,580</del>	\$ -
STBG-U	Z230	2025					\$ 2,924,580	\$ 2,924,580
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,924,580</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2024</del>	<del>-</del>				<del>\$ 324,982</del>	\$ -
Local	Match	2025					\$ 324,982	\$ 324,982
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 324,982</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,249,562	\$ 3,249,562
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,249,562	\$ 3,249,562
Year Of Expenditure (YOE):								\$ 3,249,562

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to avoid obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Regional Travel Options program funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the RTO program are approved, the required funding will be advanced forward into the required year. Until then, Key 22159 will retain the estimated committed UPWP funding from the allocated FY 2024 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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



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

**Formal Amendment**  
**CANCEL PROJECT**  
Cancel project and move funding to Key

<b>Lead Agency:</b> Multnomah County			<b>Project Type:</b> Active		<b>ODOT Key:</b> 20330
<b>Project Name:</b> Stark Street Multimodal Connections	14		<b>ODOT Type:</b> BikePed		<b>MTIP ID:</b> 70946
			<b>Performance Meas:</b> No		<b>Status:</b> 1
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).			<b>Capacity Enhancing:</b> No		<b>Comp Date:</b> N/A
			<b>Conformity Exempt:</b> Yes		<b>RTP ID:</b> 12095
<b>Short Description:</b> Close the existing east-west gap in bicycle and pedestrian travel by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd.			<b>On State Hwy Sys:</b> No		<b>RFFA ID:</b> N/A
			<b>Mile Post Begin:</b> N/A		<b>RFFA Cycle:</b> N/A
			<b>Mile Post End:</b> N/A		<b>UPWP:</b> No
			<b>Length:</b> N/A		<b>UPWP Cycle:</b> N/A
			<b>Flex Transfer to FTA:</b> No		<b>Transfer Code:</b> N/A
			<b>1st Year Program'd:</b> 2019		<b>Past Amend:</b> 2
		<b>Years Active:</b> 3		<b>OTC Approval:</b> DIR-Yes	
		<b>STIP Amend #:</b> 21-24-0705		<b>MTIP Amnd #:</b> MA21-10-MAY	

CANCEL PROJECT

**Detailed Description:** None

**STIP Description:** Close the existing east-west gap in bicycle and pedestrian travel and improve safety by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd.

Last Amendment of Modification: 1 prior - Administrative - AB21-01-AUG1, August 2020 - Slip ROW to 2021



**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
State-STBG	Z240	2019	-	<del>\$ 328,582</del>				\$ -
State-STBG	Z240	2021			<del>\$ 306,669</del>			\$ -
State-STBG	Z240	2021				<del>\$ 2,519,127</del>		\$ -
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ -</b>
<b>Federal Fund Obligations \$:</b>				\$ 328,582				Federal Aid ID
<b>EA Number:</b>				PE003106				C051(113)
<b>Initial Obligation Date:</b>				4/29/2019				
<b>EA End Date:</b>				N/A				
<b>Known Expenditures:</b>				N/A				
<b>State Funds</b>								
								-
								-
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Local	Match	2019		<del>\$ 37,608</del>				\$ -
Other	OTH0	2019		<del>\$ 62,393</del>				\$ -
Local	Match	2021			<del>\$ 35,100</del>			\$ -
Other	OTH0	2021			<del>\$ 58,232</del>			\$ -
Local	Match	2021				<del>\$ 288,325</del>		\$ -
Other	OTH0	2021				<del>\$ 478,343</del>		\$ -
							<b>Local Total</b>	<b>\$ -</b>
<b>Phase Totals Before Amend:</b>			\$ -	<del>\$ 428,583</del>	<del>\$ 400,001</del>	\$ -	<del>\$ 3,285,795</del>	<del>\$ 4,114,379</del>
<b>Phase Totals After Amend:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
								Year Of Expenditure (YOE): \$ -

**CANCEL PROJECT FROM THE MTIP**  
 Unobligated funds are being transferred to Key 22421

**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.

**Amendment Summary:**

The formal amendment cancels the project and transfers the unobligated funds to Multnomah County's new project in Key 22421 - Also part of this Formal Amendment bundle. Obligated PE were deobligated with the exception of \$36k already expended to the project. Multnomah County has determined that the proposed Stark Street Multimodal Improvements project is significantly underfunded. They have determined the project is not worth delivering based on the revised project cost. The project was awarded State STBG federal funds from ODOT. ODOT has agreed to a substitute project which is being programmed in Key 22421.

> Will Performance Measurements Apply: No

**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 - Other - Bicycle and Pedestrian projects

> UPWP amendment: No

> RTP Goals: N/A

> Goal N/A

> Goal Description: N/A

**Fund Codes:**

> State STBG = Federal Surface Transportation Block Grant funds appropriated to ODOT and then awarded to specific eligible projects under ODOT's management.

> Local = General local funds provided by the lead agency as part of the required match.

> Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

**Other**

> On NHS: No

> Metro Model: No. However

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No

> Located on the CMP: Yes



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

**Formal Amendment**  
**ADD NEW PROJECT**  
 Transfer funds from 20330 to add  
 this new project

<b>Lead Agency:</b> ODOT		Project Type:	TSMO/ITS		<b>ODOT Key:</b>	<b>22421</b>
<b>Project Name:</b> Cornelius Pass Hwy: US26 to US30 ITS Improvements	15	ODOT Type	ITS		<b>MTIP ID:</b>	<b>TBD</b>
		Performance Meas:	ITS		<b>Status:</b>	<b>2</b>
<b>Project Status:</b> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	12095
<b>Short Description:</b> On Cornelius Pass Hwy, complete various safety and ITS improvements such as upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety.		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	0
		Years Active:	0		OTC Approval:	DIR-Yes
		STIP Amend #:	21-24-0705		MTIP Amnd #:	MA21-10-MAY
<b>Detailed Description:</b> On Cornelius Pass Hwy from US 26 to US30, complete various safety and ITS improvements throughout the corridor to upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety, information, and overall corridor operations and management.						
<b>STIP Description:</b> ITS and signage improvements are proposed are along the entire Cornelius Pass corridor.						
Last Amendment of Modification: Initial Programming in the MTIP						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
State TAP	Z300	2021		\$ 1,185,887				\$ 1,185,887
State TAP	Z300	2022			\$ 132,278			\$ 132,278
State TAP	Z300	2023				\$ 53,838		\$ 53,838
Sate TAP	Z300	2024					\$ 1,458,419	\$ 1,458,419
AC-TAS	ACPO	2024					\$ 1,362,660	\$ 1,362,660
							<b>Federal Totals:</b>	<b>\$ 4,193,082</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
State	Match	2021		\$ 135,730				\$ 135,730
State	Match	2022			\$ 15,140			\$ 15,140
State	Match	2023				\$ 6,162		\$ 6,162
State	Match	2024					\$ 166,923	\$ 166,923
State (to AC)	Match	2024					\$ 155,963	\$ 155,963
							<b>State Total:</b>	<b>\$ 479,918</b>
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 1,321,617	\$ 147,418	\$ 60,000	\$ 3,143,965	\$ 4,673,000
Year Of Expenditure (YOE):								\$ 4,673,000

**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.

**Amendment Summary:**

The formal amendment adds the new project to the 2021-24 MTIP. The project represents a repurposed use of funds first programmed on Key 20330. Key 20330 is being canceled as part of this amendment bundle. ODOT agreed to allow Multnomah County transfer the funding from Key 20330 to this new project. The safety ITS project will provide safety and ITS updates throughout the Cornelius Pass Rd corridor. Improvements will complete various safety and ITS improvements such as upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety.

> Will Performance Measurements Apply: Yes - Safety and ITS

**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 - Safety - Traffic control devices and operating assistance other than signalization projects.

> UPWP amendment: No

> RTP Goals: Goal 4 - Reliability and Efficiency

> Goal 4.3 Travel Information

> Goal Description: Increase the number of travelers, households and businesses with access to real-time comprehensive, integrated, and universally accessible travel information.

**Fund Codes:**

> State TAP = Federal appropriated Transportation Alternatives Program funds to ODOT for use on eligible projects

> AC-TAS = Federal Advance Construction placeholder fund type code with the assumption the actual conversion code will be TAP funds.

> State = General state funds provided by the lead agency as part of the required match.

**Other**

> On NHS: Yes, a portion is identified as part of the MAP-21 Principal Arterial

> Metro Model: Yes a portion is identified as a minor arterial within the UGB in the Motor Vehicle network

> Model category: Minor Arterial

> TCM project: No

> Located on the CMP: Yes, a small portion within the UGB is identified part of the CMP



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: April 27, 2021  
 To: TPAC and Interested Parties  
 From: Ken Lobeck, Funding Programs Lead  
 Subject: May 2021 MTIP Formal Amendment & Resolution 21-5177 Approval Request

---

## FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO REPROGRAM UNIFIED PLANNING WORK PROGRAM (UPWP) ANNUAL PROGRAM ESTIMATES OUTSIDE THE CONSTRAINED MTIP TO AVOID OBLIGATION TARGET CONFLICTS IMPACTING METRO, PLUS ADD ONE AND CANCEL ONE PROJECT IMPACTING MULTNOMAH COUNTY AND ODOT (MA21-10-MAY)

## BACKGROUND

### What This Is:

The May 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle which is contained in Resolution 21-5177 and being processed under MTIP Amendment MA21-10-MAY. The bundle contains a total of 15 projects.

### What is the requested action?

**Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 21-5177 consisting of thirteen projects which include required updates to the UPWP impacting Metro, and two additional projects impacting Multnomah County and ODOT.**

Proposed May 2021 Formal Amendment Bundle					
Amendment Type: <b>Formal/Full</b>					
Amendment #: <b>MA21-10-MAY</b>					
Total Number of Projects: 15					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
<b>UPWP Project Reprogramming Actions</b>					
Project #1 Key # <b>20889</b>	70871	Metro	Corridor and Systems Planning (2021)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, and desired outcomes <del>performance measures, investment strategies.</del> (FY 2021 fund allocation Year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 22154	71111	Metro	Next Corridor Planning (FFY 2022)	Funds contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #3 Key 22155	71112	Metro	Next Corridor Planning (FFY 2023)	Funds contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2023 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #4 Key 22156	71113	Metro	Next Corridor Planning (FFY 2024)	Funds contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2024 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #5 Key 22145	71118	Metro	Freight and Economic Development Planning (FFY 2022)	Regional planning to support freight systems planning and economic development planning activities. (FY 2022 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #6 Key 22146	71119	Metro	Freight and Economic Development Planning (FFY 2023)	Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #7 Key 22147	71120	Metro	Freight and Economic Development Planning (FFY 2024)	Regional planning to support freight systems planning and economic development planning activities. (FY 2024 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #8 Key 22151	71131	Metro	Regional MPO Planning (FFY 2022)	Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2022 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

Project #9 Key 22152	71132	Metro	Regional MPO Planning (FFY 2023)	Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2023 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #10 Key 22153	71133	Metro	Regional MPO Planning (FFY 2024)	Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2024 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #11 Key 22157	71106	Metro	Regional Travel Options (RTO) Program (FFY 2022)	Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2022 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #12 Key 22158	71107	Metro	Regional Travel Options (RTO) Program (FFY 2023)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility (FY 2023 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #13 Key 22159	71108	Metro	Regional Travel Options (RTO) Program (FFY 2024)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility (FY 2024 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
<b>End UPWP Related Project Amendments</b>					
Project #14 Key 20330	70946	Multnomah County	<b>Stark Street Multimodal Connections</b>	Close the existing east-west gap in bicycle and pedestrian travel by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd.	<b>CANCEL PROJECT:</b> The project is being cancelled before implementation due to a projected revised substantial cost increase to the project. The funds are being transferred to ODOT's new project in Key 22421
Project #15 Key 22421 New Project	TBD	ODOT	<b>Cornelius Pass Hwy: US26 to US30 ITS Improvements</b>	On Cornelius Pass Hwy, complete various safety and ITS improvements such as upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety.	<b>ADD NEW PROJECT:</b> The amendments adds this project using funds from Key 20330 which is being cancelled and added funds from ODOT



Project #16 Key 22409 New Project	TBD	ODOT	<b>Comprehensive Congestion Mgt/Mobility Plan Public Engagement</b>	Conduct integrated public engagement actions impacting I-205 and I-5 to inform the public about the Urban Mobility Office Comprehensive Congestion Management and Mobility Plan (CCMMP) (Tolling plan)	<b>ADD NEW PROJECT:</b> The amendment adds the new project to the MTIP to initiate public engagement for tolling along I-5 and I-205 corridors in the metro Portland area
-----------------------------------	-----	------	---	--	--

### AMENDMENT BUNDLE SUMMARY AND THE UPWP:

The May 2021 MTIP Formal Amendment bundle consists of required updates and changes to two groups of projects. The first group involves reprogramming several UPWP project grouping buckets out to FY 2025. The UPWP projects are being pushed-out to the MTIP non-constrained year in FY 2025 to avoid possible conflicts with the annual Obligation Targets. The key conflict involves how much Metro allocated Surface Transportation Block Grant (STBG) funds will be needed to support the annual UPWP.

The annual Obligation Targets program is designed on the capital project delivery process which includes multiple project phases, defined scopes, and defined approval steps. This allows the project managers, ODOT Local Agency Liaisons (LAL), and Metro oversight staff the ability to project phase obligation timing and delivery of scope activities six months or more with an 80% or higher confidence level. This is not the case for UPWP planning projects that utilize federal funds.

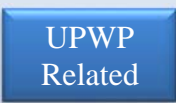
UPWP planning projects are less structured in scope and delivery requirements. They do not fit well into the capital project highway delivery process. Due to these differences, UPWP planning projects are more difficult to estimate their obligation month with 90% or higher certainty factor. As a result, estimating the correct obligation timing for UPWP planning projects is about 50%-50% guess. Unfortunately, with a minimum obligation target of 80%, there is an insufficient error margin for the Metro Annual Obligation Targets project list to absorb the failure of UPWP planning projects to obligate during their identified fiscal year and still meet the 80% minimum obligation requirement.

The solution now being initiated is to reprogram the UPWP pre-positioned project grouping buckets out to the MTIP's non-constrained fiscal year of FY 2025. Once the annual UPWP is developed with the approved list of project, the STBG funds will be advanced through a formal/full amendment to the required obligation year in the MTIP. This action will help avoid identifying UPWP projects prematurely for the annual Obligation Targets program that end not being part of the final UPWP or, due to a need to further scope the project, will not obligate in the current federal fiscal year.

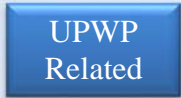
The UPWP reprogramming action occurring through this formal/full MTIP will take two formal amendments to complete. Thirteen projects are identified as part of the May 2021 Formal MTIP. The remaining UPWP reprogramming actions will be completed through the June 2021 MTIP Formal Amendment.

The second group of projects included in the May 221 Formal MTIP Amendment consist of the regular projects that require changes which are significant to trigger the formal amendment. These projects are listed at the end of the bundle.

A detailed summary of the UPWP projects being reprogrammed out to FY 2025 are listed below. They are grouped together based on their purpose and funding categories

<p><b>Projects 1-4:</b></p>	<p><b>Corridor and Systems Planning (2021) (Key 20889)</b>  <b>Next Corridor Planning (FFY 2022) (Key 22154)</b>  <b>Next Corridor Planning (FFY 2023) (Key 22155)</b>  <b>Next Corridor Planning (FFY 2024) (Key 22156)</b></p>		
<p>Lead Agency:</p>	<p><b>Metro</b></p>		
<p>ODOT Key Number:</p>	<p><b>20889</b>  <b>22154</b>  <b>22155</b>  <b>22156</b></p>	<p>MTIP ID Number:</p>	<p>70873  71111  71112  71113</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <u>Metro UPWP Project:</u> <b>Yes</b></li> <li>• <u>Proposed improvements:</u>  The project grouping buckets support regional and corridor based annual UPWP projects. The final developed and approved projects will be identified in the UPWP. The projects will then draw their funding from this bucket and be a stand-alone project in the MTIP, or be included in the Master Agreement list of approved annual UPWP projects.</li> <li>• <u>Source:</u> Existing project.</li> <li>• <u>Amendment Action:</u> Reprogram to FY 2025. (Advance to FY 2022) required funding when identified and approved as part of the SFY 2023 UPWP</li> <li>• <u>Funding:</u>  The funding is federal Step1 Regional Flexible Funding Allocation (RFFA) Surface Transportation Block Grant (STBG)</li> <li>• <u>FTA Conversion Code:</u> Not Applicable</li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: MPO Region wide</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li> <li>• <u>Air Conformity/Capacity Status:</u>  The projects are not defined at this time. However, as planning projects, they will be considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and are exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> </ul>		

	<ul style="list-style-type: none"> <li>• <u>Regional Significance Status:</u> N/A</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: MA21-10-MAY</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for June 10, 2021.</li> </ul> </li> </ul>																														
What is changing?	<p><b><u>AMENDMENT ACTION: REPROGRAM FUNDS</u></b></p> <p>The formal amendment pushes the identified projects Keys from their current allocation year to be in the MTIP's non constrained year of FY 2025. The reprogramming action avoids possible conflicts with the Obligation Targets program. The UPWP funds will remain committed to their project grouping buckets. Each specific year the UPWP is developed and approved, required funds will be advanced into the required obligation year supporting UPWP Next Corridor and Systems Planning needs</p>																														
Additional Details:	A formal MTIP amendment will be required to advance the approved funds to their specific year of obligation once they are identified in the applicable annual UPWP.																														
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, moving funds from a fiscally constrained year to unconstrained year requires a formal amendment.																														
Total Programmed Amount:	<p>Programming remains unchanged for the identified projects</p> <table border="1"> <thead> <tr> <th>Key</th> <th>Prior Programmed Year</th> <th>New Programmed year</th> <th>Federal STBG</th> <th>Match</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>20889</td> <td>2022</td> <td>2025</td> <td>\$571,070</td> <td>\$65,362</td> <td>\$636,432</td> </tr> <tr> <td>22154</td> <td>2022</td> <td>2025</td> <td>\$588,202</td> <td>\$67,322</td> <td>\$655,524</td> </tr> <tr> <td>22155</td> <td>2023</td> <td>2025</td> <td>\$605,848</td> <td>\$69,342</td> <td>\$675,190</td> </tr> <tr> <td>22156</td> <td>2024</td> <td>2025</td> <td>\$624,024</td> <td>\$71,422</td> <td>\$695,446</td> </tr> </tbody> </table>	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total	20889	2022	2025	\$571,070	\$65,362	\$636,432	22154	2022	2025	\$588,202	\$67,322	\$655,524	22155	2023	2025	\$605,848	\$69,342	\$675,190	22156	2024	2025	\$624,024	\$71,422	\$695,446
Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total																										
20889	2022	2025	\$571,070	\$65,362	\$636,432																										
22154	2022	2025	\$588,202	\$67,322	\$655,524																										
22155	2023	2025	\$605,848	\$69,342	\$675,190																										
22156	2024	2025	\$624,024	\$71,422	\$695,446																										
Added Notes:	Key 20888 has Corridor funds for the SFY 2022 UPWP. Remaining unobligated funds were already reprogrammed to FY 2025. These funds will be available if needed as part of the SFY 2023 UPWP.																														

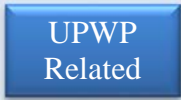
<b>Project 5-7:</b>	<p><b>Freight and Economic Development Planning (FFY 2022) (Key 22145)</b></p> <p><b>Freight and Economic Development Planning (FFY 2023) (Key 22146)</b></p> <p><b>Freight and Economic Development Planning (FFY 2024) (Key 22147)</b></p>		
Lead Agency:	<b>Metro</b>		
ODOT Key Number:	<p><b>22145</b></p> <p><b>22146</b></p> <p><b>22147</b></p>	MTIP ID Number:	<p>71118</p> <p>71119</p> <p>71120</p>

<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <u>Metro UPWP Project:</u> <b>Yes</b></li> <li>• <u>Proposed improvements:</u> Regional planning to support freight systems planning and economic development planning activities.</li> <li>• <u>Source:</u> Existing project.</li> <li>• <u>Amendment Action:</u> Reprogram funding to FY 2025</li> <li>• <u>Funding:</u> The funding is federal Step1 Regional Flexible Funding Allocation (RFFA) supporting UPWP Freight and Economic Development Planning. Committed federal funds are STBG. While separated into its own subcategory, the funding normally supports Metro staff activities and will be included in the Master Agreement list of approved UPWP projects.</li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: MPO Region wide</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> <li>• <u>Regional Significance Status:</u> N/A</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: MA21-10-MAY</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for June 10, 2021.</li> </ul> </li> </ul>
<p>What is changing?</p>	<p style="text-align: center;"><b><u>AMENDMENT ACTION: REPROGRAM FUNDS</u></b></p> <p>The formal amendment reprograms the three constrained UPWP Freight and Economic Development planning projects from their allocation year to the MTIP’s unconstrained year of FY 2025. The reprogramming purpose to avoid possible conflicts with the annual Obligation Targets program requirements.</p>

Additional Details:	A formal MTIP amendment will be required to advance the approved funds to their specific year of obligation once they are identified in the applicable annual UPWP.																								
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, moving funds from a fiscally constrained year to unconstrained year requires a formal amendment.																								
Total Programmed Amount:	<b>Summary of Economic Freight Reprogramming Actions</b>																								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Key</th> <th style="width: 15%;">Prior Programmed Year</th> <th style="width: 15%;">New Programmed year</th> <th style="width: 15%;">Federal STBG</th> <th style="width: 15%;">Match</th> <th style="width: 15%;">Total</th> </tr> </thead> <tbody> <tr> <td>22145</td> <td>2022</td> <td>2025</td> <td>\$72,263</td> <td>\$8,500</td> <td>\$82,763</td> </tr> <tr> <td>22146</td> <td>2022</td> <td>2025</td> <td>\$76,491</td> <td>\$8,755</td> <td>\$85,246</td> </tr> <tr> <td>22147</td> <td>2023</td> <td>2025</td> <td>\$78,786</td> <td>\$9,017</td> <td>\$87,803</td> </tr> </tbody> </table>	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total	22145	2022	2025	\$72,263	\$8,500	\$82,763	22146	2022	2025	\$76,491	\$8,755	\$85,246	22147	2023	2025	\$78,786	\$9,017	\$87,803
	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total																			
	22145	2022	2025	\$72,263	\$8,500	\$82,763																			
22146	2022	2025	\$76,491	\$8,755	\$85,246																				
22147	2023	2025	\$78,786	\$9,017	\$87,803																				
Added Notes:																									

<b>Projects 8-10:</b>	<b>Regional MPO Planning (FFY 2022) (Key 22151)</b> <b>Regional MPO Planning (FFY 2023) (Key 22152)</b> <b>Regional MPO Planning (FFY 2024) (Key 22153)</b>	<div style="background-color: #4a86e8; color: white; padding: 5px; border: 1px solid #4a86e8; display: inline-block;">UPWP Related</div>
Lead Agency:	<b>Metro</b>	
ODOT Key Number:	<b>22151</b> <b>22152</b> <b>22153</b>	MTIP ID Number: 71131 71132 71133
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <u>Metro UPWP Project:</u> <b>Yes</b></li> <li>• <u>Proposed improvements:</u> The STBG funding is reserved to support transportation planning activities and maintain compliance with federal planning regulations. The funds along with the annual allocated PL and 5303 funds are normally committed to the final UPWP Master Agreement list of projects</li> <li>• <u>Source:</u> Existing project.</li> <li>• <u>Amendment Action:</u> Reprogram annual Regional Planning projects (FY 2022 through FY 2024) to FY 2025 to avoid conflicts with the Obligation Targets program</li> <li>• <u>Funding:</u> The funding is federal Regional Flexible Fund Allocation (RFFA) Step 1 "Surface Transportation Block Grant (STBG) funds.</li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: Regional</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li> </ul>	

	<ul style="list-style-type: none"> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies</li> <li>• <u>Regional Significance Status:</u> N/A</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: MA21-10-MAY</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for May 6, 2021</li> </ul> </li> </ul>																								
<p>What is changing?</p>	<p><b>AMENDMENT ACTION: REPROGRAM FUNDS</b></p> <p>The formal amendment reprograms the three UPWP Regional Planning STBG revenue buckets out to FY 2025. The action will eliminate possible conflicts with the development and execution of the annual Obligation Targets program. As each new UPWP is developed and approved, the required funds from each STBG UPWP bucket will be then advanced and combined into the designated project key for the Master Agreement list of UPWP projects.</p>																								
<p>Additional Details:</p>	<p>The FY 2021 STBG UPWP revenue bucket was already combined into Key 20597. This occurred as part of the April 2021 Formal MTIP Amendment.</p>																								
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment complete.</p>																								
<p>Total Programmed Amount:</p>	<table border="1"> <thead> <tr> <th>Key</th> <th>Prior Programmed Year</th> <th>New Programmed year</th> <th>Federal STBG</th> <th>Match</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>22151</td> <td>2022</td> <td>2025</td> <td>\$1,400,673</td> <td>\$160,313</td> <td>\$1,560,986</td> </tr> <tr> <td>22152</td> <td>2023</td> <td>2025</td> <td>\$1,442,694</td> <td>\$165,123</td> <td>\$1,607,817</td> </tr> <tr> <td>22153</td> <td>2024</td> <td>2025</td> <td>\$1,485,975</td> <td>\$170,076</td> <td>\$1,656,051</td> </tr> </tbody> </table>	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total	22151	2022	2025	\$1,400,673	\$160,313	\$1,560,986	22152	2023	2025	\$1,442,694	\$165,123	\$1,607,817	22153	2024	2025	\$1,485,975	\$170,076	\$1,656,051
Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total																				
22151	2022	2025	\$1,400,673	\$160,313	\$1,560,986																				
22152	2023	2025	\$1,442,694	\$165,123	\$1,607,817																				
22153	2024	2025	\$1,485,975	\$170,076	\$1,656,051																				
<p>Added Notes:</p>																									

<p><b>Projects 11-13:</b></p>	<p><b>Regional Travel Options (RTO) program (FFY 2022) (Key 22157)</b>  <b>Regional Travel Options (RTO) program (FFY 2023) (Key 22158)</b>  <b>Regional Travel Options (RTO) program (FFY 2024) (Key 22159)</b></p>		
<p>Lead Agency:</p>	<p><b>Metro</b></p>		
<p>ODOT Key Number:</p>	<p><b>22157</b> <b>22158</b> <b>22159</b></p>	<p>MTIP ID Number: <b>71106</b> <b>71107</b> <b>71108</b></p>	
<p>Projects Description:</p>	<p>Project Snapshot:</p>		

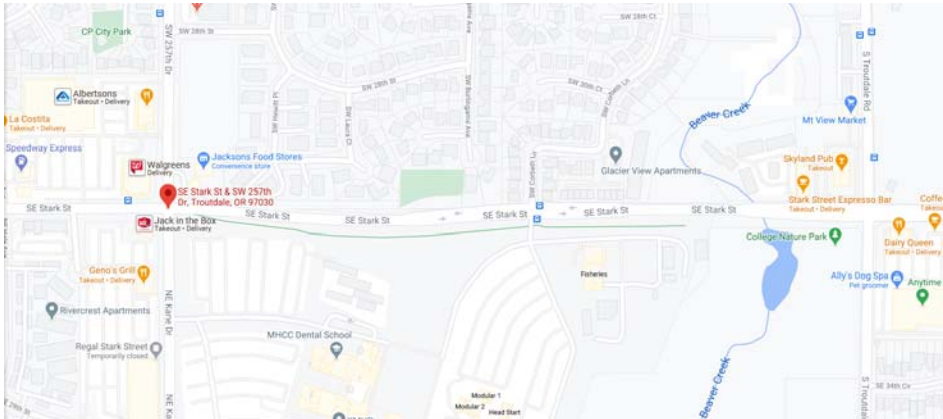
	<ul style="list-style-type: none"> <li>• <u>Metro SFY 2022 UPWP Project:</u> <b>Yes</b></li> <li>• <u>Proposed improvements:</u> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. Source: Existing project.</li> <li>• <u>Amendment Action:</u> Reprogram funds out to FY 2025 to avoid conflicts with the Obligation Targets program</li> <li>• <u>Funding:</u> The funding is federal Step1 Regional Flexible Funding Allocation (RFFA) supporting the Regional Travel Options (RTO) program. The approved funding originates from the SFY 2022 UPWP Funding Summary. This is an annual UPWP recurring project. The project is a UPWP Stand-alone project in the MTIP because the federal STBG funds will be flex-transferred to FTA</li> <li>• FTA Conversion Code: <b>Section 5307.</b></li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: MPO Region wide</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> <li>• <u>Regional Significance Status:</u> N/A</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: MAP21-10-MAY</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for June 10, 2021</li> </ul> </li> </ul>
<p>What is changing?</p>	<p><b><u>AMENDMENT ACTION: REPROGRAM FUNDS</u></b></p> <p>The formal amendment completes reprograms the RTO funds out to FY 2025 to avoid conflicts with the Obligation Targets program.</p>
<p>Additional Details:</p>	<p>The Regional Travel Options (RTO) program guides the region in creating safe, vibrant, and livable communities by supporting programs that increase walking, biking, ride sharing, telecommuting, and public transit use. The RTO program is a critical strategy for getting the most benefit and</p>

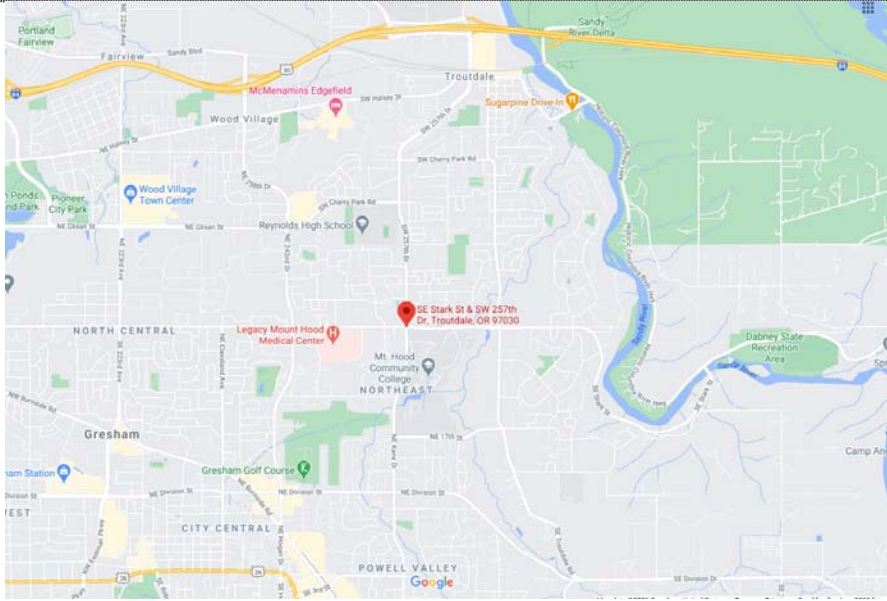

	use from transportation infrastructure investments. Through grants, sponsorships, policy guidance, regional coordination, and technical assistance, the Metro RTO program has been serving the region for over 20 years.																								
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, shifting committed funds from constrained years into unconstrained years requires a formal/full amendment complete.																								
Total Programmed Amount:	<table border="1"> <thead> <tr> <th>Key</th> <th>Prior Programmed Year</th> <th>New Programmed year</th> <th>Federal STBG</th> <th>Match</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>22157</td> <td>2022</td> <td>2025</td> <td>\$2,756,697</td> <td>\$315,516</td> <td>\$3,072,213</td> </tr> <tr> <td>22158</td> <td>2023</td> <td>2025</td> <td>\$1,485,975</td> <td>\$324,982</td> <td>\$3,164,380</td> </tr> <tr> <td>22159</td> <td>2024</td> <td>2025</td> <td>\$2,924,580</td> <td>\$334,731</td> <td>\$3,259,311</td> </tr> </tbody> </table>	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total	22157	2022	2025	\$2,756,697	\$315,516	\$3,072,213	22158	2023	2025	\$1,485,975	\$324,982	\$3,164,380	22159	2024	2025	\$2,924,580	\$334,731	\$3,259,311
Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total																				
22157	2022	2025	\$2,756,697	\$315,516	\$3,072,213																				
22158	2023	2025	\$1,485,975	\$324,982	\$3,164,380																				
22159	2024	2025	\$2,924,580	\$334,731	\$3,259,311																				
Added Notes:																									

**End of UPWP reprogramming Actions**

<b>Projects 14:</b>	<b>Stark Street Multimodal Connections (Cancel Project)</b>		
Lead Agency:	<b>Multnomah County</b>		
ODOT Key Number:	<b>20330</b>	MTIP ID Number:	70946
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li><u>Metro UPWP Project:</u> <b>No</b></li> <li><u>Proposed improvements:</u> The project will close the existing east-west gap in bicycle and pedestrian travel by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd.</li> <li><u>Source:</u> Existing project.</li> <li><u>Amendment Action:</u> Cancel project and transfer funding to Multnomah County’s new project in Key 22145.</li> <li><u>Funding:</u> Key 20330 is primarily funded with ODOT allocated State Surface Transportation Block Grant (STBG) federal funds.</li> <li><u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>Location: On SE Stark Street</li> <li>Cross Street Limits: SE 257<sup>th</sup> Ave to South Troutdale Rd</li> <li>Overall Mile Post Limits: N/A</li> </ul> </li> <li><u>Current Status Code:</u> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).</li> <li><u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from</li> </ul>		

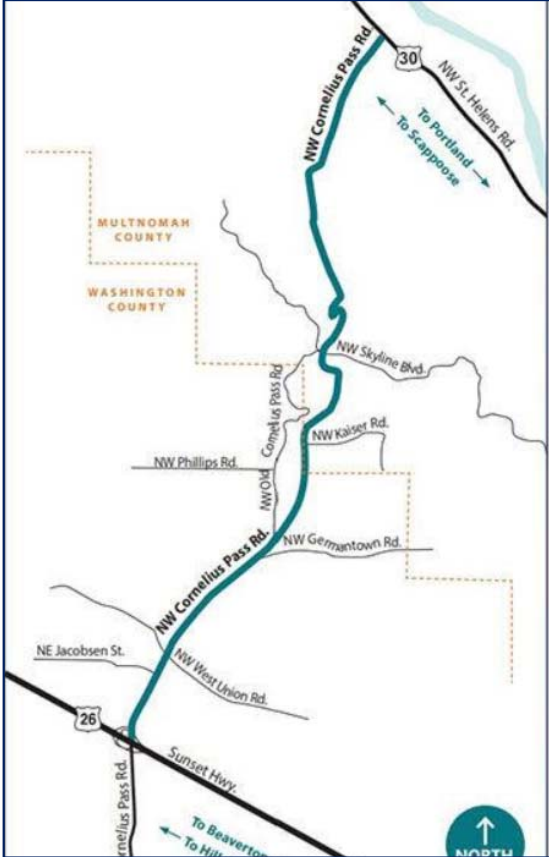


	<p>air quality conformity analysis per 40 CFR 93.126, Table 2 – Air Quality – Pedestrian and Bicycle facilities</p> <ul style="list-style-type: none"> <li>• <b>Regional Significance Status:</b> The project is considered Regionally Significant as Stark Street is identified as a minor arterial in the Metro Motor Vehicle network within the project limits. Stark Street is also a Pedestrian Parkway in the Pedestrian Model.</li> <li>• <b>Amendment ID and Approval Estimates:</b> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: MA21-10-MAY</li> <li>○ OTC approval required: No, but ODOT Director’s approval was required</li> <li>○ Metro approval date: Tentatively scheduled for June 10, 2021</li> </ul> </li> </ul>
<p>What is changing?</p>	<p><b><u>AMENDMENT ACTION: CANCEL PROJECT:</u></b></p> <p>The amendment cancels the project and transfers the remaining unobligated funding to Multnomah County’s new project in Key 22421. As scoping progressed, the a significant increased project cost would impact the project if it moved forward. ODOT and Multnomah County agreed that the funds could be re-purposed and applied to a substitute project The new project is in Key 22421 (next project in the amendment bundle).</p>
<p>Additional Details:</p>	<p style="text-align: center;"><b>Project Location Information</b></p>  <p>The map shows the project location on Stark Street in Troutdale, Oregon. Key landmarks include DP City Park, Albertsons, Walgreens, Jackson's Food Stores, and MHC Dental School. The map also shows Stark Street Expresso Bar, Dairy Queen, and other local businesses. The project location is marked with a red pin at the intersection of SE Stark St and SW 257th Dr, Troutdale, OR 97030.</p>

	 
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project from the MTIP requires a formal/full amendment.</p>
<p>Total Programmed Amount:</p>	<p>Key 20330 decreases in total project funding from \$4,114,379 to \$0</p>
<p>Added Notes:</p>	<p>OTC approval was not required, but approval from the ODOT Director was required.</p>

<p><b>Project 15:</b></p>	<p><b>Cornelius Pass Hwy: US26 to US30 ITS Improvements (New Project)</b></p>		
<p>Lead Agency:</p>	<p><b>ODOT</b></p>		
<p>ODOT Key Number:</p>	<p><b>22421</b></p>	<p>MTIP ID Number:</p>	<p>TBD</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li><b><u>Metro SFY 2022 UPWP Project: No</u></b></li> </ul>		

	<ul style="list-style-type: none"> <li>• <u>Proposed improvements:</u> On Cornelius Pass Hwy, complete various safety and ITS improvements such as upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety.</li> <li>• <u>Source:</u> New project.</li> <li>• <u>Amendment Action:</u> Add new project to the 2021-24 MTIP</li> <li>• <u>Funding:</u> Key 20421 is ODOT funded with State Transition Assistance Program (TAP) funds and the use of Advance Construction for a federal fund placeholder in the Construction phase.</li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: On Cornelius Pass Rd</li> <li>○ Cross Street Limits: US26 in Hillsboro north to US30</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Traffic control devices and operating assistance other than signalization projects.</li> <li>• <u>Regional Significance Status:</u> Regionally Significant project (federal funds + Major Arterial (in the Metro UGB))</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: MA21-10-MAY</li> <li>○ OTC approval required: No, but approval from the ODOT Director was required</li> <li>○ Metro approval date: Tentatively scheduled for June 10, 2021</li> </ul> </li> </ul>
<p>What is changing?</p>	<p><b><u>AMENDMENT ACTION: ADD NEW PROJECT</u></b></p> <p>The amendment the new project to the 2021-24 MTIP. The project includes repurposed funds from Key 20330 which was canceled. ODOT is committing additional funds to fund Key 22421 as well.</p> <p>Jurisdictional Transfer Agreements 844 and 845 approved by the OTC January 21, 2021 transferred ownership and responsibility for Cornelius Pass Highway between US26 - Sunset Highway (US26) and US30 - Lower</p>

	<p>Columbia River Highway from Washington County and Multnomah county to ODOT.</p> <p>The newly acquired Cornelius Pass Highway is in need of operational and safety improvements as soon as eligible funding is identified. The cancellation of the Stark Street Multimodal Connections project will free up \$3,143,965 in federal funds that could be applied to ITS improvements on Cornelius Pass Highway. In addition, Region 1 is adding \$1,518,623 from R1 Fix-It Financial Plan savings to fully fund recommended improvements to be delivered within the 2021-2024 STIP cycle.</p> <p>The new project will upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs. The benefit of adding this project will be improved safety, traveler information, and overall corridor operations and management.</p>
<p>Additional Details:</p>	<p style="text-align: center;">Project Location Information</p> 
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a via a formal/full amendment.</p>
<p>Total Programmed Amount:</p>	<p>Key 22421 total programming is \$4,673,000</p>
<p>Added Notes:</p>	<p>A copy of the approval letter by the ODOT Director is also included</p>



**Oregon**  
Kate Brown, Governor

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

**DATE:** April 14, 2021  
**TO:** Kristopher W. Strickler  
Director

**FROM:** Rian Windsheimer  
Region 1 Manager

**SUBJECT:** Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to cancel Stark Street multimodal connections project in Multnomah County and add a new project for Intelligent Transportation Systems (ITS) Improvements on Cornelius Pass Highway.

**Requested Action:**

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) to cancel the Stark Street multimodal connections project, re-allocate funds, and add additional funds for a new Cornelius Pass Highway: US26 to US30 Intelligent Transportation Systems (ITS) Improvements project.

**STIP Amendment Funding Summary**

Project	Current Funding	Proposed Funding
Stark Street multimodal connections - (Federal Enhance funds only)	\$3,154,377	\$0
Cornelius Pass Hwy. US26 to US30 ITS Improvements	\$0	\$4,673,000
Region 1 Fix-It Financial Plan*	\$1,518,623	\$0
<b>TOTAL</b>	<b>\$4,673,000</b>	<b>\$4,673,000</b>

\* This line is meant to show funds that come from the Region 1 Financial Plan savings.

**Project to cancel:**

Stark Street multimodal connections (K20330)				
PHASE	YEAR		COST	
	Current	Proposed	Current	Proposed
Preliminary Engineering	2019		\$428,582	\$36,376
Right of Way	2021		\$400,000	\$0
Construction	2021		\$3,285,795	\$0
	<b>TOTAL</b>		<b>\$4,114,377*</b>	<b>\$36,376**</b>

\*Federal Enhance: \$3,154,377, Local Contribution: \$960,000

\*\* Local Agency pays for \$36,376 already spent per the Inter-governmental Agreement (IGA)

**Project to add:**

Cornelius Pass Hwy. US26 to US30 ITS Improvements (Key number TBD)				
PHASE	YEAR		COST	
	Current	Proposed	Current	Proposed
Preliminary Engineering	N/A	2021	\$0	\$1,321,617
Right of Way	N/A	2022	\$0	\$147,418
Utilities Relocation	N/A	2023	\$0	\$60,000
Construction	N/A	2024	\$0	\$3,143,965
	<b>TOTAL</b>		<b>\$0</b>	<b>\$4,673,000</b>

**Background:**

**Stark Street multimodal connections**

The Stark Street multimodal connections project was originally awarded \$3,154,377 Federal Enhance funds as part of the 2018-2021 STIP. Per the terms of the award, Multnomah County committed \$960,000 in addition to the match required for the Federal funds.

The intent of the project was to close the existing east-west gap in bicycle and pedestrian travel and improve safety by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd.

On October 12, 2020, ODOT received an official request from Multnomah County for the immediate termination of the local agency supplemental project agreement No. 33003 for the Stark street multimodal connections STIP project.

Multnomah County's reason for cancellation was due to a reduction in gas tax revenues that has resulted in a \$5.4M shortfall in their County Road fund that was triggered by the COVID-19 pandemic. The County is scaling back capital projects to ensure their County Road fund does not run out of money, and is re-focusing their efforts on maintaining existing infrastructure, rather than funding expansions. Multnomah County has declared they do not have budget to perform all planned capital projects and the Stark Street multimodal connections STIP project so the associated agreement needs to be cancelled as a result.

Some funds have been expended on the design phase. Per the agreement, the local agency will provide \$36,376 to close out the project.

**Project Timeline**

- October 2017 - Project approved in 18-21 STIP
- April 2019 - Preliminary Engineering funds authorized
- January 2019 - Right-of-Way phase slips to 2021
- August 2020 - Right-of-Way phase slips to 2022
- October 2020 - Multnomah County requests to cancel project
- January 2021 - Preliminary Engineering funds returned to program

Cornelius Pass Hwy. US26 to US30 ITS Improvements

Jurisdictional Transfer Agreements 844 and 845 approved by the OTC January 21, 2021 transferred ownership and responsibility for Cornelius Pass Highway between US26 - Sunset Highway (US26) and US30 - Lower Columbia River Highway from Washington County and Multnomah county to ODOT. The newly acquired Cornelius Pass Highway is in need of operational and safety improvements as soon as eligible funding is identified. The cancellation of the Stark Street Multimodal Connections project will free up \$3,143,965 in federal funds that could be applied to ITS improvements on Cornelius Pass Highway. In addition, Region 1 requests to add \$1,518,623 from R1 Fix-It Financial Plan savings to fully fund recommended improvements to be delivered within the 2021-2024 STIP cycle.

The new project will upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs. The benefit of adding this project will be improved safety, traveler information, and overall corridor operations and management.

Project Timeline

- January 2021 - OTC Approves Cornelius Pass Highway jurisdictional transfer from Washington County and Multnomah County to ODOT
- February 2021 - Region Manager approves use of Stark Street funds and additional region funds for Corn Pass Highway improvements
- March 2021 - Transfer to ODOT recorded
- March 2021 - Region 1 tech center provides estimates for priority operations improvements

Options:

With approval, the agreement will be terminated and the project will be cancelled from the STIP. The County will be paying the amount required to close the project. Federal funds will be re-allocated to the Cornelius Pass Hwy. US26 to US30 ITS Improvements project.

Without approval, Multnomah County will not be able to meet the terms of the agreement.

Attachments:

- Attachment 1 – Location & Vicinity Maps

Copies to:

Jeri Eohard	Karen Rowe	Rian Windstheimer	Sam Hunaidi
Travis Brouwer	Mac Lynde	Tova Peltz	Matt Freitag
Cooper Brown	Jeff Flowers	Ted Miller	
Lindsay Baker	Arlene Santana	Chris Ford	
Jess McGraw	Amanda Sandvig	Talena Adams	
Tom Fuller	Alice Bibler	Adriana Antelo	

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

## METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
  - Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP

- If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- 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:

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

- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
- Is eligible for special programming exceptions periodically negotiated with USDOT.
- Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts.
- MPO responsibilities completion:
  - Completion of the required 30 day Public Notification period:
  - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
  - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the May 2021 Formal MTIP amendment (MA21-10-MAY) will include the following:

- | <u>Action</u>   | <u>Target Date</u> |
|---|--------------------|
| ● Initiate the required 30-day public notification process..... | April 30, 2021     |
| ● <b>TPAC notification and approval recommendation.....</b>     | <b>May 7, 2021</b> |
| ● JPACT approval and recommendation to Council.....             | May 20, 2021       |

- Completion of public notification process..... May 31, 2021
- Metro Council approval..... June 10, 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.....	June 15, 2021
• Submission of the final amendment package to USDOT.....	June 15, 2021
• ODOT clarification and approval.....	Early July, 2021
• USDOT clarification and final amendment approval.....	Mid-Late July, 2021

**ANALYSIS/INFORMATION**

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

**RECOMMENDED ACTION:**

**Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 21-5177 consisting of thirteen projects which include required updates to the UPWP impacting Metro, and two additional projects impacting Multnomah County and ODOT.**

Attachments: None





# Memo

**Date:** April 30, 2021  
**To:** TPAC and Interested Parties  
**From:** Dan Kaempff, Principal Transportation Planner  
**Subject:** Input on DRAFT 2025-2027 Regional Flexible Funds Allocation Program Direction

---

## **Introduction**

This memorandum summarizes the input received during the Regional Flexible Fund Allocation (RFFA) workshop process to consider updates to the Program Direction for the 2025-2027 RFFA process and poses discussion questions for TPAC to provide additional input to Metro staff as we develop a draft Program Direction for your consideration and recommendation to JPACT and the Metro Council at your June meeting.

A report detailing the purposes, outcomes and future direction for each of the Step 1 investment programs is included in the materials for this meeting. This document follows through on RFFA process to provide TPAC with a report on Step 1 investments prior to the adoption of the Program Direction. While the workshop input did not identify any specific discussion questions for this item, please raise any questions or discussion items you may have during your discussion.

## **Weighting**

The existing RFFA evaluation procedures evaluate and rate candidate project performance in each of the four RTP Investment priority categories. That rating is then shared with the public, stakeholders and decision makers for their information and use in advocating for and selecting priority projects with available funding. There is no program direction made ahead of the evaluation and selection process to define the relative importance or weighting of categories relative to one another. The rating information is provided to inform the selection process and decision makers use the ratings as they are to help them with their selections.

Comments made in the first two workshops indicated that some participants had an interest in emphasizing certain priorities. In response to that interest, the first question posed in the third workshop was to get a more definitive sense of people's opinions on weighting of investment priority categories. Based on input from the workshop attendees, it does not appear that there is a strong interest to weight any of the four RTP priorities.

In response, staff is not recommending any weighting occur in the Step 2 project technical evaluation. The technical evaluation report will be structured in a manner that provides information to TPAC and JPACT that allows them to consider selecting a set of projects that focus on one or more of the RTP priorities, should they choose to do so.

### *Discussion question:*

- Does TPAC support the staff-recommended approach to not weight the RTP priorities in the Step 2 project technical evaluation?

## Economic or other considerations

The second question asked for input on the four RTP priority areas. This question was included in the discussion to ensure the RFFA investments advance not only the four RTP priorities<sup>1</sup> but also are achieving the 11 RTP goals<sup>2</sup> as well.

Economic considerations are identified in the 2018 RTP through **Goal 2, Shared Prosperity**. This goal includes four objectives, as illustrated below.



**Goal 2. Shared Prosperity**  
Objective 2.1 Connected Region  
Objective 2.2 Access to Industry and Freight Intermodal Facilities  
Objective 2.3 Access to Jobs and Talent  
Objective 2.4 Transportation and Housing Affordability

All 11 RTP goals were addressed in the identification of the four RTP investment priorities of Equity, Safety, Climate and Congestion. These priorities were developed by regional policymakers and leaders as the first of seven key recommendations they identified to guide development of the 2018 RTP project lists. The intent of the region's near-term<sup>3</sup> investment priorities – as stated in Chapter 6 of the 2018 RTP – is to:

*“Make more near-term progress on key regional priorities – equity, safety, travel options, Climate Smart Strategy implementation and congestion.”*

This is accomplished by:

*“(Advancing) projects that address these outcomes to the 10-year list to make travel safer, ease congestion, improve access to jobs and community places, **attract jobs and businesses to the region, save households and businesses time and money, and reduce vehicle emissions.**”<sup>4</sup>*

Workshop participants indicated an interest in measuring the anticipated economic outcomes of proposed projects. There are two approaches that staff has identified that could be followed to evaluate projects in this manner.

1. **Include In The Four:** Include outcomes and measures within the four RTP priorities for recognizing how they are advancing economic outcomes, as defined by the RTP Goal 2, its related objectives, and the Investment Priorities defined in RTP Chapter 6. This approach recognizes the inclusion of economic considerations in the investment priorities used in developing the 2018 RTP project lists. Outcomes and measures would reflect the identified policy language related to attracting jobs and businesses, and saving time and money. A project's technical evaluation would reflect that economic outcomes were considered as part of the overall evaluation. Economic considerations would not receive a separate rating along with ratings in the four priority areas.

---

<sup>1</sup> [Chapter 6, 2018 RTP](#)

<sup>2</sup> [Chapter 2, 2018 RTP, Figure 2.3](#)

<sup>3</sup> “Near term” is defined as the first 10 years of the RTP timeframe (2018-2027)

<sup>4</sup> [Chapter 6, 2018 RTP, Table 6.2](#)

2. **Four Plus One:** Develop an additional category in addition to the four RTP priorities to enable measurement of how a project is advancing economic outcomes as identified in the 2018 RTP.<sup>5</sup> In addition to the above economic aims, maintaining reasonably good transportation access is identified as being an important part of keeping and growing traded sector industries. Traded sector industries have been identified in the RTP as the primary enabler of economic growth in the region.

*“Because traded industries depend on the movement of freight, reasonably good transportation access must be maintained if those industries are to remain and grow and in the Portland area in the years to come.”<sup>6</sup>*

Following this option, a fifth rating area would be identified that would show a project’s economic impact along with the four RTP priority areas.

*Discussion questions:*

- Should clear economic considerations be measured and included in Step 2 project evaluation?
- If so, does TPAC have a preference between the two approaches identified above? Or is there another approach to consider?
- In addition to economic outcomes, are there other outcomes that TPAC wishes to consider in the Step 2 project evaluation, and if so, in what form?

### **Step 2 Category Targets**

Input received throughout the workshop process indicated support to eliminate the Step 2 categories of Active Transportation/Complete Streets and Freight/Economic Development and their associated funding targets in favor of a process that allows projects to be proposed of any mix of mode and function improvements that best advance the Investment Priority categories. Metro staff intends to present a Program Direction recommendation to TPAC that is responsive to this input. This may require additional emphasis of evaluating projects or ensuring there is an adequate pool of projects that will be eligible to utilize the different sources of federal funding allocated to projects in the RFFA/MTIP process, particularly the use of Congestion Mitigation/Air Quality (CMAQ) funds.

*Discussion question:*

- Is TPAC supportive of eliminating the Step 2 Category Targets?

### **Outcomes-based Approach**

Based on the input related to elimination of the existing Step 2 categories, for workshop 3, staff asked for input on a draft Step 2 single project category evaluation approach. This approach is aimed at identifying quantifiable project outcomes, tied to the four RTP priorities. This approach reflects participant and stakeholder feedback following the previous RFFA cycle indicating the need for a more clear connection between RTP priorities and the project evaluation methodology. The intent with this approach is to provide more clarity to how projects will be evaluated and assist local jurisdictions in advancing projects for consideration that most completely meet RTP investment priorities.

The following draft list of potential outcomes to be used as criteria for Step 2 project evaluation was shared at workshop 3 and has been updated with input heard at that workshop. Additions to the

---

<sup>5</sup> [Chapter 4-32, 2018 RTP](#)

<sup>6</sup> [Chapter 4.4.1, 2018 RTP](#)

workshop 3 list are underlined, deletions are ~~struck through~~. These outcomes are derived from the 11 goals and 43 related objectives in the 2018 RTP and are reflective of the 2022-2024 RFFA criteria.<sup>7</sup> Metro staff believe data and evaluation methods can be developed to measure or rate expected candidate project performance of these outcomes.

<b>DRAFT Outcome</b>	<b>Advances these Investment Priorities</b>
Improves affordable access to community services, jobs, <u>high value habitats</u> , <u>location-efficient housing</u>	Equity, Safety
Removes <u>barriers to housing and transportation</u> faced by BIPOC and Historically Marginalized Communities <sup>8</sup>	Equity, Safety
Reduces fatalities, severe injuries	Equity, Safety
Improves regional networks with new, multi-modal route, <u>filling an identified network gap</u> or improved transit service	<u>Equity</u> , Safety, Climate, Congestion
Improves reliability and travel times, and reduces delay (particularly for transit?)	<u>Equity</u> , Climate, Congestion
Creates new travel choice(s) <u>or increases trips using alternative modes</u>	<u>Equity</u> , Safety, Climate, Congestion
Improves access <u>and reduces delay at</u> <del>to</del> freight <u>sites, industrial centers</u> , and intermodal facilities	<u>Safety</u> , Congestion
(Other ideas to add to the list?)	

If this approach is used, further work would follow the adoption of the 2025-2027 RFFA Program Direction to identify specific measures for each outcome. The goal is to create a transparent project application and evaluation process that is clear to proposers and provides decision-makers with a thorough understanding of how proposed projects advance the RTP Investment Priorities.

During the Summer of 2021, Metro will convene a project evaluation work group comprising a representative cross section of regional agency staff and community leaders. This work group will assist in the creation of these measures and evaluation tools and conduct the evaluation in Spring 2022. Staff will present the evaluation methodology and framework to TPAC for their input prior to the opening of the project call in November 2021.

<sup>7</sup> [Chapter 2, 2018 RTP](#)

<sup>8</sup> The 2018 RTP defines Historically Marginalized Communities as “groups who have been denied access and/or suffered past institutional or structural discrimination in the United States, including: people of color, people with low English proficiency, people with low income, youth, older adults and people living with disabilities.” [Chapter 3-12, 2018 RTP](#)

The RTP identifies specific Equity Focus Areas as the plan’s emphasis and focus for investments that advance the four RTP priorities. Chapter 3.2.2.3 defines Equity Focus Areas as “Census tracts where the rate of people of color, people in poverty and people with low English proficiency is greater than the regional average and double the density of one or more of these populations.”

*Discussion questions:*

- Does this approach provide an improved method for understanding up front how projects will be evaluated?
- Are there recommended refinements to the draft outcomes that would better reflect the Investment Priority areas?

**ETC Approach**

Workshop participants were asked for their input on how the region should consider a request from TriMet for another round of regional funds to advance the Enhanced Transit Corridors concept. Staff has identified two possible approaches to the TriMet request.

1. Metro staff would work with TriMet to develop an application for a one-time, programmatic allocation of funds. The application would include information on specific locations identified for improvements, define how TriMet and local jurisdictions would coordinate on project delivery, etc.
2. TriMet would work with local jurisdictions on one or more Step 2 applications for specific projects.

*Discussion questions:*

- Does TPAC support creating a means to consider ETC being funded in this RFFA cycle?
- If so, is one of the above-identified approaches preferable?

**Next Steps**

Staff will present this approach for the 2025-2027 RFFA Program Direction to JPACT at their May 20 meeting. JPACT materials are due to be submitted by May 6, one day prior to today's TPAC discussion on the matter. Based on TPAC's input from this meeting, staff will update the JPACT materials prior to the May 20 meeting.

Staff will present a draft 2025-2027 RFFA Program Direction to TPAC for their discussion and recommendation to JPACT at the June 4 TPAC meeting. JPACT will consider and take action on a TPAC recommendation at their July 15 meeting.

Following JPACT approval, Metro Council will consider a request to adopt the 2025-2027 RFFA Program Direction at an upcoming meeting (date TBD).



## **2025-2027 Regional Flexible Funds Allocation program direction - Workshop 3 discussion summary**

Participants were asked a series of questions for their breakout group discussions. The following is a summary of the main points of feedback we heard.

### **Q1: Should the RTP investment priorities be weighted for the 2025-27 RFFA?**

Most people seemed to be opposed or uncertain. If people indicated they supported any priorities were to be weighted, Equity and Safety seemed to be the ones most mentioned. Climate also mentioned. Congestion seemed to be a lower priority, mainly because it's a challenge to demonstrate how a RFFA-scale project can make a positive impact.

People expressed uncertainty around the mechanics – how weighting would be implemented, how much weight, etc.

Any weighting should be done prior to project call, so applicants can understand how their projects will be evaluated. OR, let JPACT decide if to weight.

### **Q2: Are there other investment priorities we should consider?**

Opening regionally identified industrial lands, leading to job growth, supporting businesses

Supporting job growth in general, particularly sustainable, living wage jobs beyond construction

Needing to recognize the different economic situations in developed vs. developing areas; impacts of improving existing facilities vs. creating new facilities

Recognize importance of RFFA dollars in leveraging other funding

### **Q3: Series of questions on a draft list of outcomes**

**Do you have feedback on these outcomes?**

**What other outcomes could help to measure RTP priorities?**

**What other outcomes could help to measure other investment priorities such as economic development or [insert any other investment priorities your group discussed]?**

Seemed that people supported the general idea of illustrating alignment with priorities through measurable outcomes.

Lots of discussion around the draft list of outcomes. Some said it's too long a list. Some questioned why a certain priority wasn't included for a specific outcome.

Don't make the application too burdensome, particularly for smaller jurisdictions.

Network gap filling/completion/multi-modal connectivity were themes brought up in one of the groups; measure both filling the gap and the quality of the improvements.

Recognize these funds are needed for project types that don't have dedicated funding sources (like trails).

**Q3: What do you want to know about potential ETC investments to help decision-makers consider this proposal relative to other investments?**

**What information is needed? (Ex. should TriMet identify locations for improvements in their proposal)**

Based on comments, there isn't yet a clear consensus on how high a priority ETC is for the flexible funds.

Portland seems to be generally supportive; other jurisdictions less so.

Need more understanding of the cost efficiencies – why this is an efficient means to improve transit?

Need more understanding of the opportunities – where are priority locations for projects and what are specific benefits?

Need more understanding of how coordination with local jurisdictions would occur.

Multiple questions on if it would be a Step 1 or Step 2 investment. If any preference, it would be for an ask through Step 2.

## Topic 1: Priorities

As Dan explained in his presentation, the current RFFA evaluation process does not weight the four RTP investment priorities (equity, safety, climate change, congestion). We've heard some interest in allowing the RFFA evaluation process to weight RTP priorities. We would like to get clear direction on this. Please use the chat to respond to this question,

Sarah Iannarone – asked how regional mobility policy update would influence RFFA

- **“Should the RTP investment priorities be weighted for the 2025-27 RFFA? “ Reply yes or no in the chat.**

1 Yes,, 2 not sures, 2 lean towards no,

Follow up questions (*We don't want to spend a ton of time on this; but we do want to allow for some conversation.*)

- **Would anyone like to explain why they feel it is important to weigh the investment priorities?**  
*You can call names of people who voted in the chat and invite them to respond.*

Sarah – if we were to weight – focus on geographies with trauma-impacted communities, e.g. 82<sup>nd</sup> ave which just had 2 fatalities within a couple weeks just recently.

Monica – if we do weight – do safety and equity

- **Would anyone like to explain why the investment priorities should not be weighted?**

Unsure folks: Jean – how are we going to weight them? Wants to understand tool/mechanism before deciding on whether to weight. Unsure how objective, data-driven we can get for some of the proposed measures/outcomes.

Jonny – still taking the discussion in.

Glen – safety and equity oriented projects did well last cycle. Is that still the priority going forward?

We've heard there are other things that are important for RFFA projects to advance, such as equitable economic development and investing in developing areas.

Justin answered his question (shown in the chat).

- **Are there other investment priorities we should consider?**

Jean: ddThere are other rtp measures byond the 4 priorities. E.g. economy. – but addin in more, makes it harder to evaluate projects. Is there a threshold for when project needs to be evaluated.



## Topic 2: Measurable outcomes

- **Do you have feedback on these outcomes?**
- **What other outcomes could help to measure RTP priorities?**
- **What other outcomes could help to measure other investment priorities such as economic development or *[insert any other investment priorities your group discussed]*?**

Jean – 3<sup>rd</sup> one down (reducing fatalities/serious injuries) – she’s unsure how to get fine-grained to show reduction in fatality/serious injuries in their application. How do they show this beyond – we’re putting I crossing, that will help. Or climate – we’re putting in bike lanes, that will help.

Wants to create categories of projects for pipeline – has more interactions for future RFFA cycles. design/engineering funds now...construction later....

How well can you evaluate a project not is not very far in its development?

Justin – see comment in chat – re: level of detail provided in project scope.

Jeff – outcomes should be addressed an adopted plan already.

He thinks the list of outcomes should be shorter.

On the right said of table – picking the priorities each outcome addresses seems arbitrary, e.g why doesn’t transit get equity checked in the column?

### **Theme Lake summary: simplifying measurable outcomes. Make sure its something that can be tracked and measured**

Jean – star with priorities thane look for outcomes that get at them. Make it clear and simple how we’re evaluating projects. More specificity

Lorraine: make it more like comp plan language.

Dominique: are what we doing make it easier/harder for good projects to get through, especially for a small agency. E.g. would weighting help prioritize ?

Jeff: agrees with dominique. Don’t want to make it an arduous process that discourages small agencies from applying. It’s a tough balance, but the simpler the better for the outcomes.

Glen agrees.

## Topic 3: Questions on Regional Enhanced Corridors

- **What do you want to know about those investments to help decision-makers consider this proposal relative to other investments?**
- **What information is needed? (Ex. should Trimet identify locations for improvements in their proposal)**

Jean – she gets idea of making it programmatic/step 1, but TriMet can't do these projects on its own. It's gone well in Portland. Lots of opportunities in WA county. She still thinks they should partner with a local agency to make an application in step 2. Since that would be a partnership approach.

Jeff – if we wait till step 2 – risk that only projects that advance will be Portland – since they have a transit corridor pushing this.

Dominique and Lorraine thinks ETC should still be step-2. Thinks coordination is possible

Lake: what info is needed for this idea?

Glen – etc supports ohp priorities.

Jean – non-portland jurisdictions aren't there yet to get ETC going regionwide. More work needed.

## Regional Flexible Funds Allocation Workshop 3 (April 28, 2021)

### High level takeaways:

- Majority said 'no' to weighting, want to focus on balance and moving forward all priorities, as long as we don't leave any priority areas out without weighting
- Interest in economic viability as a priority, but conversation was primarily about how projects are measured on their impact on sustainable, living wage jobs
- More ways to measure equity than just equity focus areas – connectivity projects can improve access to communities of color, even when project may not be specifically in a census tract with higher populations of communities of color
- Outcomes – increase trips using alternative modes, ensuring planning/design projects are competitive, filling gaps/making connections in regional AT Network/SRTS Network, improving travel time competitiveness of different modes, access to regionally significant employment/industrial lands,

### Participants

Amber – City of Troutdale  
Will – City of LO  
Don – City of Hillsboro  
Alison – MultCo  
Maya – City of Portland Parks  
Shaun – WashCo  
Caleb – Metro  
Jim – 40 mile loop  
Jamie – ClackCo  
Kari – SRTS  
Karen – Tualatin housing analysis

### Topic 1: Priorities

**“Should the RTP investment priorities be weighted for the 2025-27 RFFA? “ Reply yes or no in the chat.**

7 no, 1 learn more, 1 maybe

NO – 2025-2027

To scarce of dollars. Score projects based on multiple outcomes, not creating a hierarchy

Maybe – making sure nothing is left out, not sure whether the answer is in weighting or not but wanting to be flexible and creative. Don't want to get zero safety projects or zero congestion projects.

- Might get more of certain projects with weighting, might not get any projects in some areas without weighting

Learn more – If we provide criteria and people apply based on those criteria, and then decisionmakers change that – is that changing the rules halfway through the game?

- No, the intention would be to look at the projects together as a whole package, decisionmakers would weigh things to make sure we are meeting our priorities with the overall project.

4/27/2021

**Are there other investment priorities we should consider?**

Don: Economic development – opening up industrial land that’s been regionally identified for employment (example of project from last cycle that didn’t score well) – growing jobs, supporting business

Jamie: Economic viability – main priority discussed in RTP, somehow capture that. Not sure how to frame it but it should be focused on job creation (potential measure) Focus on sustainable jobs, not just short term construction

Kari: These 4 investment priorities were lifted up because of their impact on economic development – the means to more than 4 ends.

How the priorities are measured are what needs to be addressed

Jim: Connectivity as an important factor for active transportation. Is there a way to create heat maps of the pillars, geographic impact? Applicants have access to that

Maya: Systemwide assessment of equity, not just census tract

Alison: Criteria for existing vs. new facilities, having something that targets jobs under existing priorities

Shaun: Economic development being specific to living wage and sustainable jobs. We also need to keep it simple, and solution may be in how they are interpreted and scored.

Karen: Within investment priorities, there should be objectives that would help narrow down what we are looking for.

Topic 2: Measurable outcomes

Outcome	Advances these Investment Priorities
Improves affordable access to community services, jobs, high value habitats (high value habitats maybe need protection!) Add housing	Equity, Safety
Removes barriers (to housing and transportation) faced by BIPOC and Historically Marginalized Communities, Add low-income (calling specific groups out - missing special needs, people with disabilities)	Equity, Safety
Reduces fatalities, severe injuries - safety and crash analysis is backwards looking. Proactive management of future conflict	Equity, Safety
Improves regional networks with new, multi-modal route or improved transit service	Safety, Climate, Congestion
Improves reliability, travel time/reduce delay (particularly for transit?)	Climate, Congestion, Safety (outcome of delay can impact safety)
Creates new travel choice(s) - feasibility of travel choices (time/reliability/safety). Travel time competitiveness of modes. This feels a little vague.	Safety, Climate, Congestion
Improves access to freight and intermodal facilities	Congestion
Filling gaps/making connections in AT Network & SRTS Networks	
Relationship between efficiency and climate benefits (making transit competitive/more viable);	
Increase trips using alternative modes	
Viable, marketable access to regionally significant employment/industrial land	
Move a project forward in planning/design that could accomplish these outcomes? How would that be scored.	

Commented [NM1]: What does this mean? Code for access to nature?

## Small Group Notes

### Participants

- Karen Buehrig – Clackamas County
- Jeff Lang – Business Owner, Willamette Greenway, board of NP Greenway
- Steve Williams – Clackamas County
- Izzy Armenta – Transportation Justice and Communications, Oregon Walks
- Ray Atkinson – Transportation Systems Analyst, Clackamas Community College
- Mark Lear – City of Portland
- Dayna Webb – Oregon City
- Eric Loomis – City of Wilsonville, SMART

### Metro Staff

- Matthew Hampton
- Dan Kaempff
- Kim Ellis - facilitator
- Grace Cho

Reporting Back: Izzy Armenta

### **Discussion Question #1: Should the RTP investment priorities be weighted?**

Mixed bag of poll results. Some yes to weighting, some maybe, some no.

Karen B – Prefer no weighting. Last RFFA cycle did not have weighting or direction to weight from Metro Council. Difficult to understand the results and how to get there.

Eric L – Equity and safety should have some additional priority. Maybe not super high, but equity and safety to have some additional weighting.

Jeff L – Bring issues to the tent equally. Consideration of time, weighting can help compress the time

Steve W – Want to have an understanding of the weighting prior to the release of the application to the potential applicants

Mark L – Gut feeling, the public and elected officials want equity and safety weighted more. But how do we do that? Communicate how scoring is going to work and let folks know how they can game the system. This is what we need to hear

Ray A – Clackamas County is more interested in congestion relief compared to equity or safety. In everyday advocacy work equity and safety is where Ray would personally lean, but from a work perspective, it would be more focused on congestion relief. So struggling with this question on weighting.

## Discussion Question #2: Should other priority factor/goals from the RTP be considered?

Steve W – Previous grants, economic development was a criteria, but it was always hard to project the economic development/impact of a project; hard to quantify.

Ray A – How do you evaluate future economic development potential when it doesn't currently exist

Mark L – Traditionally the focus on economic development tended to focus on the new, but there is clearly a need for economic development for the existing; want to understand what project other jurisdictions are thinking about that economic development impacts are going to be a major driver. RFFA is not a large pot of money

Steve W – Are there other priorities that other people have suggested? Dan responds: economic development is the example that continually comes up that sits outside the four RTP priorities. The RTP priorities did consider economic development within the priorities; essentially if you address these four areas then you are also addressing economic development both personally and at a macro level. But since it keeps coming up, put back the question for people.

Izzy A – Interested in sticking to the four existing priorities; do not want to see those get watered down; sticking with the four for now makes sense, but revisit later on

Dayna W – Also support sticking to the four priorities, especially since we are not talking about a large pot of money in the RFFA

Jeff L – stick with the current four priorities

### Summary of Discussion Questions 1 and 2

- Generally weighting to be okay
- Weight equity and safety
- If there is weighting, it needs to be at the front end of the process and communicated clearly
- And sticking with the four RTP priorities

## Discussion Question #3: Do you have feedback on these outcomes/measures of evaluation?

Mark L – Make clear how the outcome is being helped by the measure. What do you mean by reducing fatalities and injuries? Of BIPOC individuals as well as in equity focus areas? How do we achieve both

Karen B – Want an outcome that specifically addresses equity and a measurement, but it is not integrated into safety, congestion, climate. Example safety being important regardless. Follow up questions on outcome: improve affordable access to community services, jobs, and high value habitats; can someone clarify? Why are these things related to equity? Dan and Grace clarify.

Ray A – Since freight and intermodal facilities are included in regional networks, how is "freight and intermodal facilities" different from "improves regional networks"? How are regional networks, freight

and intermodal facilities are different? Kim responds about regional designations and some overlap in the networks.

Steve W – This list looks really hard to quantify and measure. Going in the right direction and support objective-based scoring system. Suggest extend the process and take some applications from previous cycles and test out different methods of scoring to get a better feeling of what works and doesn't work. What does the best job and what measures give a better idea of the distinctives.

Mark L – The improves access to freight – I am interested in maybe adding in safety into that outcome; again we are talking about a small amount of money, so addressing multiple outcomes; equity element should be embedded into each outcome; Mark notes he is looking at the problem, but wanting to operationalize in the measures; for example, if I am talking the freight advisory committee, it helps to say "if you do not have project that cannot make a connection and case for equity, then it probably won't make it"

Jeff L – We are all working towards making equity be a primary objective; but looking at the national picture; the most successful project are those coming up from the grassroots and are born from the activists and communities, not from the engineers. What would be helpful is to understand how a project nominated by a jurisdiction, how is it reflected as a desire of community

Eric L – Overall, feel like the outcomes list is a pretty good list. Understand the measurement is going to be a challenge. Need to understand the measurements in the context of comparisons between projects; feel like economic development is already being embedded in these outcomes. Reliability and travel time is a significant barrier to equity as well as economic development; improving regional networks – could be macro impacts; improving access to freight – looking to be more micro impacts

Izzy A – Don't want to see any of these outcomes potentially come at the expense of another outcome; example about access to freight should not have negative impacts to safety

Ray A – Reliability – have it not focus solely in the urban context; look at the suburban and rural, focus on activity areas in the suburbs like main streets, outlying lower income areas

### Summary of Discussion Questions 3

- Want to understand how the outcomes will be measured because how they get measured will be key
- Should equity be embedded across all measures of outcomes? Should economic development? Or should you just have separate measures for each RTP priority area?
- Don't have the measurement of one outcome potential counterbalance the measurement and outcome of another. Generally do not have an outcome come at the expense of another.



Discussion Question #4: What do you want to know about the ETC proposal to help decision-makers consider this proposal relative to other investments? Questions? Things you want to see?

Mark L – There isn't enough money to do ETC work? Would regional money make things more efficient? Help us understand this?

Jamie S - The existing regional program has been able to move first three projects from concept to construction; context sensitive and targeted. Working in partnership. Desire to do this across the region. We've been able to prove the concept. So how do we do this on McLoughlin or out in Cornelius. Improvements maybe local, but have regional impacts. Local and systemwide benefits

Mark L – Can be a resource beyond the City of Portland. The program can be incredibly efficient especially in context of knowing RFFA is a small portion of the funding in the MTIP and there is other money out there

Ray A – Could be identifying a whole new set of projects that support speed and reliability of transit.

Jamie S – The idea that transit can be a part of the conversation for any capital improvement project and by having some money on the table, that can help facilitate that conversations to get some striping and paint on the roadway to move buses during a repave project

Dayna W – Need to understand whether there is a set aside pot of money with its own competitive process or is it completing in step 2?

Jamie S – Explains the existing process, but notes it wasn't a competitive process, but more driven by data and willingness of partnership. Desired improvements is to do more projects throughout the region and also center equity with the project. Findings for the first 3 – 40 to 1:30 in travel time savings; perceived value by the transit riders is 5-8 minutes; overall increase is upwards of 70%; 11% increase of riding

Ray A – Do motorists see ETC as a benefit to them? Has TriMet done surveying to drivers?

Jamie S – No surveying of drivers; thought there would be traffic problems with taking a lane on Everett, but the data doesn't more this out

#### Summary of Discussion Question 4

- Help explain the value of the program
  - o Explain the cost efficiencies
  - o Explain the opportunities

#### Closing Thoughts and Questions

Eric L – Appreciate the conversation; appreciate the zooming out to consider the entire region



## RFFA Workshop #3 Notes (group 4 facilitated by Molly)

- **The current RFFA evaluation process does not weight the four RTP investment priorities. Should the 2025-27 RFFA program direction weight certain categories?**
  - Should they be equally weighted? First chat question
  - Congestion is the most complicated
  - Steph: It depends: Should put equity safety and climate as the weighted; not congestion because if those are tackled, congestion would most likely be handled
  - Cindy: depends on how much we're weighting; would be interested in scenarios; doubling/tripling?
  - Lenny: remind people, this is a limited amount of money, and one of the only pots of money that can be used for non-road related projects; addressing safety is not just for folks who are driving; it's the job of jurisdictions to handle safety, not necessarily these RFFA funds; I would add job access to this, by providing multimodal off road access, you hit a couple of these targets; I think congestion is a sort of "whack-a-mole"
  - Erin: unsure response is how you'd do the weighting; it'd come down to the technical exercise; like Chris' response to let JPACT and public response determine the weighting based on their feedback
  - Francie: as a trail advocate, I echo Lenny that it's difficult to quantify trails or off-road units based on safety, but trails do benefit communities for many reasons like access to nature and jobs; it would be difficult for trails to compete equitably with other projects for this limited amount of money
  - Bradley: You can do analysis of congestion on corridors; wanted to emphasize, if the corridors and trails fall on line of affordable housing, it should be considered
  - Robert: I like that we have the 4 we have, but I wanted to point out that while RTP is not an old document, the world around us has changed really quickly since it was adopted; we can deemphasize congestion compared to the other three
  - Jamie: it seems like it would prioritize areas more than others; some solutions may be more readily available and applicable than others in different areas; maybe some nexus that tells us whether the project fits the context of the area and fills deficits
  - Priorities might not fit well depending
- **What are people's thoughts on outcomes relative to investment priorities? Do these outcomes adequately address the four RTP priority areas? Are there other outcomes we should consider (see examples in Exhibit A)**
  - Steph: should there be a priority dedicated to transportation projects that don't get funded elsewhere, like trails
  - Bob: I'd say that sometimes these funds are important for last dollar; consideration for the shades of money
  - Robert: I really like Steph's point; ODOT recognizes that so much of the funding wasn't eligible for projects that were in need; created stand-alone funding to fit projects like trails
  - Chris: I want to push back on that a little; there are a lot of need; these funds are also good for first dollar, not just last dollar;
  - Project development as a criteria
- **Should Step 2 project outcomes be focused solely on the four RTP investment priorities, or should additional outcomes be created?**

- Robert: last workshop, I was in a group that talked about gaps in the biking/walking network; I think it's important to remember, folks trying to make these trips in low carbon emission means, will encounter gaps; so we should have a focus on completing gaps
- Jamie: Building on Robert's, not only filling the gap, but also looking at the quality at which the gaps are filled; for example a sidewalk: does it have visibility, does it have a crosswalk?
- Francie: I have a problem with the last on freight; it puts congestion really high, even though the world has changed much since the RTP was adopted; I don't think that's a good one
- Chris: I don't love the outcomes; they're too specific, but not specific enough; I like where Jamie was going with completing networks; thinking ahead to the regional mobility policies and how that will change how we design system needs; how will it change how we prioritize standards?; I think completeness is a theme through these, but I still think we should give some freedom to let people decide how a project fits the criteria; I'm not loving this
- Lenny: following up on Robert's comments; we have a freeway network that's been there for 50 years, an almost complete railway, we don't have a complete trailway; you have to have separated first class facilities/trails that get you from place to place off road in a safe and timely manner; the network that needs improving connecting people of color and marginalized communities; a separate trail transportation regional network should be the priority; improve is problematic for a system that doesn't exist
- Bob: I agree with completeness, using funds to find important gaps that lead to the outcomes we see here; there are opportunities to improve the things we all have; one of the challenges we face, when talking about travel times, most modes are at disadvantages to cars, how do we reduce disparities for travel time? Not reducing time of cars but making other modes more efficient
- Erin: wanted to comment on the congestion policy and why it's important; on TV highway, we've been trying to improve Bus transit and congestion from automobile delay; auto congestion matters because it's holding up buses;
- Bradley: maybe number 4 should say regional and local networks to aid in the connections and filling gaps; completing trails (using funds to begin these projects), there's federal infrastructure money coming down the pipeline soon to push these farther faster, for design
- Jamie: these outcomes can be very specific but not specific enough, but I also want to take it bit farther...are we putting ourselves in a box with these outcomes? How are projects impacting people's lives and creating a higher quality of life? Rather than outcomes we can frame it better by thinking of impact and really talk about what it means for community.
- Jamie: something to consider, is there mention of multi-modal transfers? How do different modes connect together? For example, someone going from a bike to on foot
- Robert: on reducing fatalities, sever injuries; we should go a little further on equity about this; it's something we can't ignore and we have to elevate this; Black pedestrians are 4 x more likely to be killed in a traffic incident; we should change the line or add another to address BIPOC, houselessness, disabilities
- Steph: make sure trails are also include in the definition of the multi-modal routes; how can we use the public engagement from the transportation measure that was not passed to inform outcomes/impacts for RFFA
- Lenny: likely to see more strain on bikeways and trails because of electric scooters and other changes
- Bob: connection to the 2040 growth plan; access is important; can these projects support the areas the region's trying to growth
- Francie: would like to see improving regional trail network

-

- **TriMet has proposed a region-wide program of Enhanced Transit Corridor (ETC) investments. Since this is not a location specific project as is typical for Step 2, what do you want to know about those investments to help decision-makers consider this proposal relative to other investments?**
  - Chris: It just raises a question about how we fit this in? I've got lots of question
  - Jay: sounds like TriMet is really trying to fit in RFFA and make it palatable, it doesn't really fit in with RFFA criteria
  - Molly to group: email me your questions



Metro



# 2025-2027 Regional Flexible Funds Allocation

## Step 1 Investments Report

April 2021

**Nondiscrimination Notice to the Public**

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at [www.oregonmetro.gov](http://www.oregonmetro.gov) or call 503-797-1536.

## TABLE OF CONTENTS

<b>Introduction.....</b>	<b>1</b>
<b>Metropolitan Planning Organization (MPO) Services.....</b>	<b>2</b>
<b>Metro Transit-Oriented Development (TOD) Program .....</b>	<b>5</b>
<b>Regional Travel Options (RTO).....</b>	<b>9</b>
<b>Transportation Systems Management &amp; Operations (TSMO) Program.....</b>	<b>14</b>
<b>Metro System and Corridor Planning Program.....</b>	<b>19</b>



## **Introduction**

Investing in the region's transportation system requires a thoughtful and balanced approach to funding a wide range of needs. As transportation planning has evolved since passage of the federal Intermodal Surface Transportation Efficiency Act in 1991, urban areas are required in their planning processes to consider and address a variety of factors, including supporting the economy, safety and security, accessibility and mobility, integration and connectivity, the environment, and efficiently managing, operating, and preserving the existing system.

The 2018 Regional Transportation Plan (RTP) identifies a multi-modal approach to addressing the Portland metropolitan area's transportation needs for the next 25 years. A set of goals, objectives and performance targets inform the region's investment priorities, and define how the RTP responds to federal and state legislation and regional policy direction.

Through the Regional Flexible Funds Allocation (RFFA) process, the region has identified a series of ongoing investments that help ensure our funding decisions align with our requirements and commitments, and that our transportation system is meeting the needs of everyone who lives, works, or visits in the region. These investments – along with commitments to repay bonds used for capital investments – comprise Step 1 of the RFFA framework. The following reports provide details on regionally funded investments that support specific transportation system and planning needs.

## Metropolitan Planning Organization (MPO) Services

### Program Purpose

The MPO Services program encompasses a broad range of planning functions that ensure ongoing compliance with state and federal mandates and implementation of regional transportation planning policy. Funding from this allocation contributes to a broad range of activities within Metro that are linked to regional policy making and local planning support. These include:

- Regional Transportation Planning (RTP)
- Climate Smart Strategy
- Best Design Practices in Transportation
- Regional Freight Planning
- Unified Planning Work Program (UPWP)
- Metropolitan Transportation Improvement Program (MTIP)
- Federal Grant Management & Coordination
- Regional Model Development
- Technical Assistance Program for Cities and Counties
- Economic, Demographic & Land Use Forecasting
- Local Project Development

The transportation planning, climate, freight and best design practices programs are policy-level activities that combine to provide a comprehensive approach for implementing the Region 2040 Concept through transportation planning and investments. Consistent with the RTP, this work is conducted with a specific analysis of climate and racial equity implications. These programs also ensure continued compliance with state and federal regulations, providing an “umbrella” of compliance for the cities and counties in the region.

The MTIP program is an ongoing activity that is required for all federally funded projects in the region to move into design and construction. Each MTIP update concludes the periodic allocation of federal flexible funds in the region, and also incorporates ODOT and transit allocations of federal funds in the region. Like the RTP, the MTIP adoption includes a performance analysis relative to adopted targets and goals, including impacts to racial equity implications.

The regional model development and forecasting programs provide a continually updated set of nationally recognized planning tools and data to ensure that our plans and funding decisions are based upon best information. The local assistance program ensures that cities and counties in the region are supported in their use of these tools.

The grants management program provides for the flow of federal funds to local projects and planning through Metro's coordination with ODOT and the Federal Transit Administration. This work includes administration and support for the Joint Policy Advisory Committee on Transportation (JPACT), where

funding decisions are made in partnership with the Metro Council, and the Transportation Policy Alternatives Committee (TPAC), which provides policy support to JPACT.

Each of these programs are reviewed and certified every four years by the U.S. Department of Transportation and Metro self-certifies our compliance annually, as well. The UPWP ensures that our annual efforts to implement these policies are coordinated across agencies in the region.

**Outcomes** Since adoption of the 2018 Regional Transportation Plan, the MPO Administration program has focused on implementation of the plan, as well as ongoing compliance with state and federal requirements. This includes:

- Adoption of the 2021-24 Metropolitan Transportation Improvement Program in 2020.
- Completion of a quadrennial on-site Federal Certification Review of the MPO's programs and process by the U.S. Department of Transportation (USDOT) in 2020.
- Ongoing federal performance reporting on safety and congestion.
- Transportation contract certification by the Oregon Department of Transportation in 2020-21.
- Major update to the region's best design practices tools, now available as an interactive web resource on Metro's website in 2019.
- Completion of the Jurisdictional Transfer toolkit to better facilitate the transfer of state-owned arterial streets to cities and counties in the region in 2020.
- Completion of the Active Transportation Return-on-Investment report in 2021 to provide policy makers with new information on the economic value of bicycle and pedestrian infrastructure projects.
- Initiated Regional Mobility Policy update in partnership with the Oregon Department of Transportation in 2020 (scheduled for completion in 2022).
- Initiated the Oregon Household Activity Survey (OHAS) in partnership with the Oregon Department of Transportation, Oregon's MPOs and the Southwest Washington Regional Transportation Council (RTC) in 2020 (scheduled for completion in 2022).
- Completed development of a freight module for use with the regional travel demand model. The new module will be applied in both the Regional Freight Delay Study and an upcoming update to the Regional Transportation Plan (scheduled to begin in late 2021).
- Initiated a Regional Freight Delay study in 2021 (to be completed in 2023) to understand the impacts of rapid growth in goods movement in the region on freight delivery, including the "Amazon effect" of small consumer deliveries and emerging long-term implications of the pandemic on goods movement.

## **Direction**

Over the next three years, the MPO program will shift toward another federally required update to the Regional Transportation Plan that will incorporate policy direction from several of the studies listed above and provide updated direction for planning and projects in the region. This and other upcoming work in the MPO Services programs includes:

- Update to the Regional Transportation Plan (2020-23)
- Completion of the 2022-23 Unified Planning Work Program
- Completion of the Regional Mobility Project (2022)
- Completion of the Regional Freight Delay Study (2023)
- Allocation of the 2025-27 Regional Flexible Funds (2022)

- Adoption of the 2024-27 Metropolitan Transportation Improvement Program (2023)
- Completion of the Oregon Household Activity Survey (2023)
- Ongoing federal self-certifications and reporting on federal performance measures
- Ongoing planning, modeling and project development support for cities and counties

## **Metro Transit-Oriented Development (TOD) Program**

### **Program Purpose**

Metro's Transit-Oriented Development (TOD) Program is an important regional tool that links land-use and transportation plans to the actual implementation of real estate projects on the ground. The TOD Program provides a unique and unmatched opportunity to invest in higher density, mixed-use, and affordable development near high-frequency transit corridors and within urban centers. These financial incentives help maintain the Urban Growth Boundary (UGB) thereby implementing the 2040 Growth Concept, help provide equitable access to transit investments, reduce congestion, and reduce greenhouse gas emissions.

One way the TOD Program achieves these goals is by providing gap funding for private real estate development projects located along high-frequency transit corridors or within Metro-designated urban centers. The Program is structured to encourage new developments to "push the envelope" by providing incrementally more density, affordability, and a mixture of land uses beyond what the market in an area would typically provide absent TOD program participation. Projects are evaluated based on the Program's Competitive Investment Criteria and a financial model that measures additional transit trips, cost per trip and the net present value of estimated transit fares paid by residents over 30 years. These are compared to a lower-density or market-rate baseline project that the market would expect to build without additional assistance. The TOD Program also uses funds to purchase and land bank properties near transit, absorbing risk and reducing private sector landholding costs. As a land-owner, the TOD Program can ensure appropriate densities and additional affordability requirements as part of developer solicitations. The final component of the TOD Program is the Urban Living Infrastructure program, which was created in 2007 to help fit out ground floor retail space. This relatively small funding stream is generated by interest from the rest of the TOD Program funding.

Over time, TOD Program incentives have led to more efficient development patterns and more affordable housing units within urban centers and along transit corridors. TOD Program supported projects serve as a proof-of-concept for higher density projects with lower parking ratios that leverage their proximities to high frequency transit. This has ensured that transit-investments are accessible to as many households as possible while more efficient development patterns reduce single occupancy vehicle trips, greenhouse gas emissions from those trips, and pressure to expand the UGB.

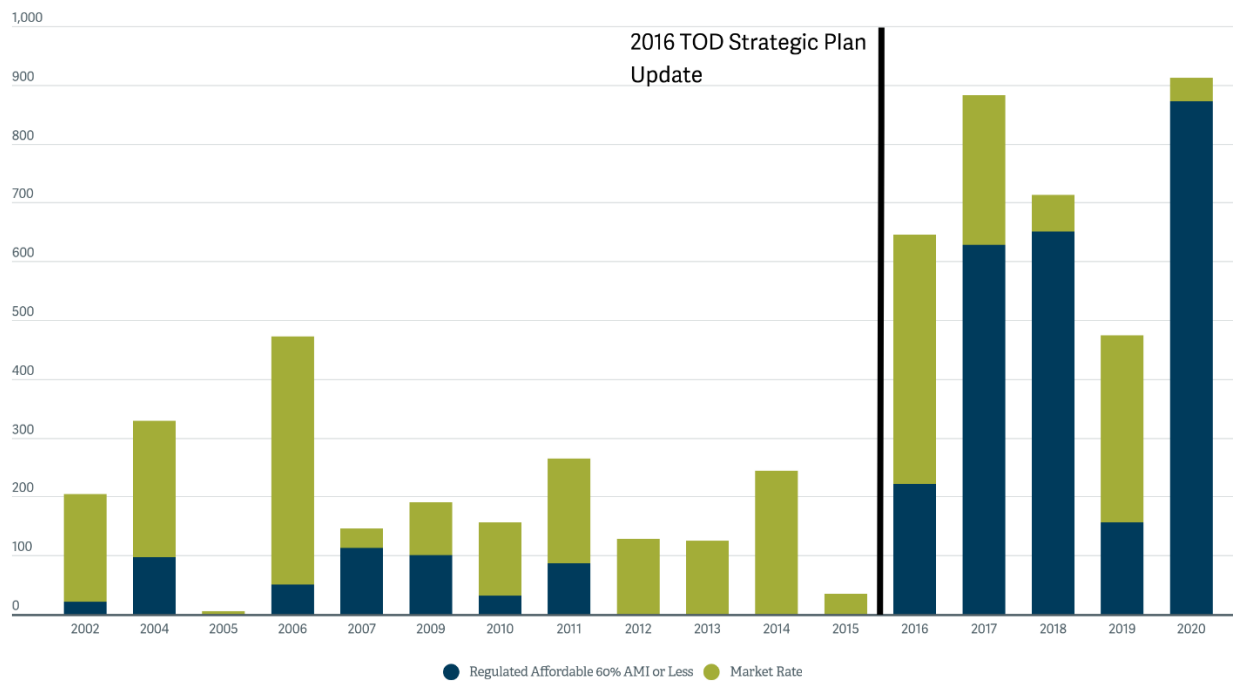
Since 1998 the Program has supported the creation of over 7,300 housing units (of which 3,200 are affordable), and 76,000 square feet of commercial space. Metro estimates that the more efficient development pattern of TOD Program-supported projects preserves over 1,100 acres of land when compared to more traditional development projects. The program has calculated an increase in 1.7 million annual transit trips associated with these projects and an increase in walking and bicycling trips due to their lower parking ratios, affordability, and locations in walkable, transit-oriented areas. There is a corresponding reduction in motor vehicle trips and their emissions and infrastructure expansion cost impacts to the region.

Due to its ability to reduce emissions, the TOD Program is included as part of a Transportation Control Measure in the region's element of the State Implementation Plan for Air Quality. This plan is regulated by the Oregon Department of Environmental Quality and was created to ensure the region's compliance with federal air quality standards. If the region's motor vehicle miles traveled (VMT) per capita increases

by more than 5% per year for 2 straight years, the region would be required to consider increasing investments into the TOD program as one means to demonstrate it could reverse that trend and decrease growth in VMT.

The TOD Program’s investments are guided by the region’s 2040 Growth Concept and the TOD Strategic Plan, originally written in 2011 and updated in 2016. Investments are prioritized based on typologies defined in the plan, which are a function of expected transit ridership generation and market value. The 2016 update to the Strategic Plan expanded eligibility and increased the competitiveness of affordable housing projects located near high-frequency transit. Since that update, the TOD Program has invested in many more affordable projects and has assumed a vital role in ensuring that those who need transit the most can have access to it. The result is a significant increase in annual project volume, illustrated below.

### TOD Program Unit Type by Affordability



The passing of Metro’s Affordable Housing Bond in 2018 allowed Metro to further invest in providing equitable access to transit. The Housing Bond reserves \$65 million for Metro to purchase sites for the development of future affordable housing via the Site Acquisition Program (SAP). The SAP can utilize sites owned by the TOD Program and leverage additional housing bond funds for increased affordability subsidy. The TOD Program and SAP are two important Metro tools working together to reduce the region’s 48,000 affordable housing unit deficit. So far, two Housing Bond-funded projects will be developed on TOD Program purchased land. The TOD Program has also provided gap funding for several projects that also use Metro Housing Bond funds. The two programs are supported by the same program staff and are closely coordinated. For projects to utilize TOD and SAP funds, the criteria of both programs need to be satisfied.

While there is some overlap between TOD and SAP, they each have distinct goals and tools. In addition to affordable housing, the TOD Program can invest in some workforce housing and commercial properties depending on location, but ultimately those investments need to be within a fixed distance to high frequency transit or in an urban center and create more transit trips. The SAP must invest in affordable housing projects that help jurisdictions reach the Housing Bond's deep affordability goals for 30% AMI units, family unit counts, and other goals described in each implementing jurisdiction's local implementation strategy. While highly desired, proximity to high frequency transit is not a strict requirement. SAP funds are distributed based on population in each jurisdiction and must be spent in those jurisdictions. The SAP expects to purchase or fund projects on approximately 6-7 sites throughout the life of the Affordable Housing Bond. The TOD Program maintains the flexibility to invest throughout the region and can support up to ten or more projects each year.

### Outcomes

Despite disruptions from the COVID-19 pandemic, this period has been one of the most productive in the Program's history with the opening of twelve TOD supported developments and the issuance of funding commitments to thirteen new projects. The program's commitment to affordable housing continued with regulated units in ten of the newly opened projects and eleven of the newly approved projects.

In addition to grant making activities, TOD staff has been leveraging sites previously acquired by the program to support the goals of the Affordable Housing Bond. In September 2019, Metro acquired the former Trinity Broadcast Network Studio site, a 1.4 acre parcel in northeast Portland. Metro has since leased the studio building on interim basis to African Youth and Community Organization (AYCO) for use as its offices and a community center while working with Portland Housing Bureau to offer the site for affordable housing development. In November 2020, Metro and City of Beaverton issued a joint RFQ for a 1.07 acre TOD owned property near the Elmonica MAX Station for redevelopment as affordable housing.



*Willow Creek Crossing Apartments, Hillsboro*

The newly opened projects are located across the region. ***Cedar Grove Apartments*** will bring 48 regulated affordable housing units to **Beaverton**. In **Gresham**, ***Sunrise at Rockwood*** will bring a Head Start program and new family sized unregulated housing to the Rockwood neighborhood. In **Hillsboro**, ***Willow Creek Crossing Apartments*** opened on 185<sup>th</sup> and Baseline Avenue. The project will provide 120 affordable units and resulted from a partnership between Washington County and the City of Hillsboro. In downtown **Milwaukie**, ***Axletree Apartments*** will bring 106 market rate units to a site just a block from the downtown Milwaukie MAX station. In **Portland's** Kenton neighborhood, ***Argyle Gardens*** will provide 72 permanent affordable single room occupancy apartments to individuals transitioning from homelessness, while ***Renaissance Commons*** will serve low-income individuals and families with 203 units including 47 two-bedroom and 18 three bedroom units. ***The Blackburn Building*** on 122<sup>nd</sup> Avenue and Burnside Street in

Portland offers medical care, addiction treatment and housing for people transitioning from homelessness. In Portland's Elliot neighborhood, the **North Williams Center** will provide 60 permanently affordable apartment homes rented through the City of Portland's North-Northeast Portland Preference Policy. **Perch PDX** is a predominately market rate project on N Interstate Avenue with affordable units with extended affordability secured with TOD program funds. The **Buri BLD** will bring 159 regulated affordable housing units to Portland Gateway neighborhood. **Kaya Camilla** opened in Portland's Overlook neighborhood, providing 28 market rate apartment units plus 7 regulated affordable units developed under the City of Portland's Inclusionary Zoning policy. In **Tigard, Red Rock Creek Commons** will provide 47 regulated affordable units.

## Direction



*Red Rock Creek Commons, Tigard*

Over the next three years, the TOD Program anticipates updating the Strategic Plan to better reflect its commitment to meeting Metro's equity, land use, and transportation goals by focusing investments on projects that expand the number of workforce and affordable housing units in proximity to high-frequency transit. Engagement with Metro's local jurisdictional partners and other TOD Program stakeholders will be a key component of the Strategic Plan Update. The TOD Program also

expects to make more funding available to specifically invest in spaces that benefit residents and community. The TOD Program includes a separate Urban Living Infrastructure (ULI) fund created in 2007 that TOD Staff will recommend be modified in 2021. The ULI fund was initially intended to support the development of mixed-use buildings with ground floor retail that would provide services for residents in urban centers. TOD Staff have proposed initial changes to the ULI fund that will respond to shifting needs in the region as gentrification and other pressures have made it more difficult to locate community serving spaces (such as early childhood education, community event space, art space, and after school programs) in the neighborhoods where they are needed. TOD Program staff have identified several obstacles to bringing community serving uses into TOD projects, including the fact that community serving spaces are typically not eligible for funding through most available funding sources such as Low-Income Housing Tax Credits and that tenants often cannot afford high enough rent payments to support the capital costs associating with building these spaces. With the proposed changes, staff expects to be able to better support community serving ground floor uses in TOD and Regional Affordable Housing Bond projects.



## Regional Travel Options (RTO)

### Background

The Regional Travel Options (RTO) program represents the region's primary investment in transportation demand management (TDM) efforts. RTO promotes travel options throughout the Metro region that make its communities safer, more vibrant, and more livable. Regional flexible funds are invested through a series of coordinated grants to local jurisdictions and partners, regionwide organizations, and initiatives that collectively help achieve regional goals.

The roots of the current RTO program lie in the early 1990s, when Regional Flexible Funds first supported an employer-focused effort by TriMet to shift peak hour, drive-alone commute trips to other modes. Over time, the region has followed a multi-modal approach to transportation system development in recognition of state land use planning regulations regarding overreliance on automobiles. In response, RTO's scope has expanded to help people find and use travel options for needs beyond the commute trip.

The RTO investments respond to increased planning emphasis and commitment to managing demand on the vehicle network. The 2018 RTP identifies TDM as a component of the regional transportation system. In RTP Goal 4, it lists TDM as one of the region's identified actions towards managing congestion. TDM is included as an element of the Climate Smart Strategies, the regional Congestion Management Process, and the State Implementation Plan for Air Quality.

To ensure the RTO program is aligned with this regional direction, it follows a program strategy. In November 2003, Metro Council adopted the first RTO program strategic plan. The plan has been updated multiple times since. The most recent update occurred in 2018. The 2018 RTO Strategy was developed with input from stakeholders and was adopted by Council as a strategy document aligned with the policy direction of the 2018 RTP. In support of the Six Desired Outcomes and the four RTP investment priorities, the [2018 RTO Strategy](#) defines four program goals and related objectives. The four goals are:

- Increase access to and use of travel options to reduce vehicle miles traveled, provide cleaner air and water, improve health and safety, and ensure people have choices for traveling around the region.
- Reach existing and new participants more effectively by expanding the RTO program and working with new partners.
- Encourage families to walk and bicycle to school safely by implementing a regional Safe Routes to School (SRTS) program.
- Measure, evaluate, and communicate the RTO program's impacts to continually improve the program.

In the 2019-2021 RFFA cycle, JPACT and Metro Council expanded the RTO program role to create a regional Safe Routes to School program. This was in recognition of the fact that making communities safer for children inherently improves safety for all age groups. Safe Routes to School programs are a proven way to change travel behaviors and shift modes toward active transportation options. Safe Routes to School programs can increase physical activity, reduce congestion, boost academic performance, improve health, save families money, and provide environmental benefits in an equitable way.



Metro’s Regional Safe Routes to School program focuses on providing grant funding to new and existing SRTS programs in the region, coordinating efforts and establishing SRTS best practices, and providing technical assistance opportunities to enhance program development and reduce administrative costs.

## **RTO Program Outcomes**

### Evaluation

The results below present a snapshot of the evaluation of grant projects and funded programs in the 2015-2017 and 2017-2019 grant cycles. An evaluation summary can be found on the [RTO Research webpage](#).

- RTO grant recipients delivered more than 1,700 group rides, clinics, seminars, street events, personalized trip planning, and more during both grant cycles.
- Between grant cycles 2015-2017 and 2017-2019, there was a significant increase in number of reported walking and biking trips, vehicle miles auto trips reduced/prevented, and dollars saved by participants.
  - 10,102,026 new walking and biking trips
  - 17,882 metric tons of CO2 reduced or prevented
  - 3,943,484 auto trips reduced or prevented
  - 36,847,660 vehicle miles reduced or prevented
  - \$134,793,893 dollars saved
- Partnerships among organizations delivering projects increased by 137%. This is a key goal of the RTO program.
- RTO’s strategic focus on equity, environment, economy, and health is reflected in funded projects. Roughly 60 percent of grant projects incorporated ways to address equity by partnering with key community-based organizations or delivering programming for low-income communities of color, students, or people with disabilities. In addition, 7 out of 9 wayfinding and infrastructure projects fell in high need areas as defined in the TDM Needs and Opportunities Assessment (see below).
- Reported participants in RTO programs increased by nearly three times, from 55,323 in 2015-17 to 219,868 in 2017-19.



### Research

#### *RTO Survey*

In Fall 2019, RTO worked with DHM Research to conduct a phone/text hybrid survey and two focus groups of Metro residents. The purpose of the research was to make comparisons between low-income and high income residents, white residents and residents of color, and gain insights into the TDM strategies residents find the most motivating.

#### *TDM Inventory*

In 2018, Steer was contracted by Metro to assist in the development of a regional TDM inventory. This involved defining strategies, collecting data on active programs within the Metro jurisdiction, and mapping them. The purpose of the inventory is to help develop a better picture of how programs and services are distributed across the region. The information assembled was used by Metro staff to build a [TDM Inventory Storymap](#), an open and interactive resource, to share information about activities and inform a regional TDM assessment.

#### *TDM Needs and Opportunities Assessment*

The TDM Needs and Opportunities Assessment builds on the work of the TDM Inventory by synthesizing information about the spatial distribution of programs and services, infrastructure, new mobility options, and strategic partners in the region. The findings of this assessment can be used to compare geographic areas of relative need and opportunity with respect to future TDM programs.

Full reports can be found on the [RTO Research](#) webpage.

#### **Current RTO Projects**

A status dashboard of the current grant cycle can be found on the RTO webpage. Since 2019, RTO has funded 53 projects totaling \$6,038,765.

#### **RTO Program Direction**

##### Changes to RTO Program During COVID-19

While COVID-19 has disrupted many daily routines, the RTO program is also planning for the impending opening of schools and society through a Back to School and Back to Work campaign.

- The Back to School campaign has provided a toolkit to area Safe Routes to School coordinators with messaging and strategies to make the transition back to school trip safe for all students. The Safe Routes program conducted a regional survey in 2020 to better understand transportation needs and barriers when school does re-open. With over 1,500 responses from across the region in four languages we learned a lot about travel changes to expect from families and their concerns around safe transportation for their children. In 2021, in anticipation for a full return to school in the Fall – the SRTS program will provide a menu of support for programs and schools.
- The Back to Workplace marketing and outreach campaign will provide resources and a central messaging platform for partners to communicate to employers and commuters about the trip to work post-COVID. Advertising will point commuters to places where they can find the right travel option for them when returning to worksites and campuses. The project will use the Get There platform as a central location for local employers to find what they need to work with their employees to mitigate the impacts of the predicted increase in drive alone trips.

Additionally, the RTO program has broadened the scope of options available for partners to apply for in the RTO Sponsorship & Program Support funding to include items that can provide safety from coronavirus while traveling – including PPE like face coverings and hand sanitizer as well as messaging on public health guidelines for different transportation options.

##### Changes to RTO Program to Advance Racial Equity

[Metro](#), and the [Planning and Development Department](#), have developed racial equity strategies that identify key actions at a high level for our agency to focus efforts on advancing racial equity within all aspects of our work serving the public. Within the RTO program, we have committed to work to achieve racial equity in travel options to ensure that all residents in the Portland Metro region can get to where they need to go safely, affordably, and efficiently, but we have not yet defined the outcomes and actions necessary to measure and evaluate the impact of our investment toward this goal. Based on existing research and prior engagement with partners and input from communities of color; the following are what staff has identified as ways in which the Regional Travel Options program can advance racial equity:

- Addressing known burdens on BIPOC community members in accessing travel options; which includes cost, personal safety from harassment/bias, and physical access to travel options
- Investing in culturally specific organizations and partnerships to develop travel options programming by and for BIPOC communities
- Co-creating grant selection processes and review of investment outcomes with BIPOC communities
- Generating long-term opportunity for BIPOC communities to grow wealth by improving access to opportunity through transportation investments
- Working with existing partners to learn together on how to adapt and develop programming that is inclusive of and meets the needs of BIPOC community members in all parts of the region



We have shared a statement with existing RTO partners to make them aware of this commitment and to provide an initial notification that we intend to work with them on bringing about changes to the program. We are bringing on a racial equity facilitation expert in 2021 to advance this work in three priority areas of the Regional Travel Options program:

- Funding and Grantmaking – investing in programming that has a direct and positive impact on BIPOC communities, and empowering members of those communities in the grantmaking process; with a focus on the 2022-2025 funding cycle.
- Research and Evaluation – using data to ensure our program investment priorities are aligned with the needs of the communities we serve, and that we are effectively measuring our success toward achieving racial equity outcomes
- Collaboration and Communications – working with our partners to learn, understand and advance racial equity within transportation demand management programs

#### Identified improvements from Program Evaluation

Metro continues to refine the grant application and reporting process to increase transparency and accountability in the RTO program. The evaluation identified the following ways that Metro can strengthen the RTO grant program:

1. Clarify expectations for Employer Support, Programs/Campaigns, Safe Routes to School and Wayfinding/Infrastructure as unique project types to improve future project evaluation.

2. Provide grantees with more guidance on how to set measurable targets to collect more information about long-term travel behavior change.
3. Align the grant program with Metro's Racial Equity Strategy by elevating projects to expand access to travel options in communities of color.
4. Maintain diversity in the RTO project portfolio between project types to encourage creative and innovative projects from broad group of partners.
5. Build connections between the RTO grant program and other Metro-led studies and initiatives to achieve a cohesive plan of action for the region.

### 2021-2023 Marketing and Outreach

#### *ECO rule*

Metro staff is partnering with travel options professionals from around the state to support DEQ's role in updating and expanding the Employer Commute Option (ECO) rule. As part of Governor Brown's directive to state agencies to collaborate and act to fulfill the Oregon Statewide Transportation Strategy for Greenhouse Gas Reduction, ECO can play an important role to reduce greenhouse gas emissions through reduced drive alone trips. The current program is implemented in the region by DEQ, Metro, TriMet, Westside Transportation Alliance, GoLloyd, City of Portland and Wilsonville SMART. The program assists employers with more than 100 employees at a site to complying with the rule and report to DEQ.

#### *Reward and incentive Research*

Working with partners, Metro staff is starting a research project to inform a vision for rewards and incentives as a component in the regional employer program. Previous Metro research has consistently shown that incentives are integral to meaningful and lasting mode shifts, especially with lower income residents. We also know that historically, commute incentive and rewards are often not offered or available to low-income, shift workers and part-time workers, those most in need of travel support. This work will lead with how to serve these communities as a baseline for a program.

#### *2022 Marketing Grants*

Beginning in July 2021, two projects will be funded through the RTO Marketing Grant and assisted by Metro staff. The Community Cycling Center will be reviving their Barriers to Biking study with a special focus on East Portland as they prepare to expand from their North Portland base and provide services in the area. Oregon Walks is expanding their successful We Walk - A Black Walking Initiative program. A successful series of walks during Black History Month has led to a year-round program to build fellowship and community for Black residents interested in walking safely in our region.

## **Transportation Systems Management & Operations (TSMO) Program Purpose**

Our region's Transportation System Management and Operations (TSMO) Program was created to coordinate and grow the capabilities between operators and provide travelers the information they need to travel reliably and safely. The origins of the TSMO program are grounded in the region's ethic of working together, going back to a group of traffic engineers from different agencies who collectively were interested in making traffic signals work better for congestion, safety and transit. Their ad hoc efforts have grown since 1993, when a collection of Intelligent Transportation Systems (ITS) tools were recognized as vital to running an efficient transportation system. At the core, today's TSMO convenes people to plan for operations, coordinate a systems approach, equip travelers with information and to innovate methods to make everyone's trip safe and reliable.

Metro and regional partners formalized TransPort as a Subcommittee of TPAC in 2005. TransPort and TSMO stakeholders developed the 2010-2020 Regional TSMO Plan. This plan began the region's investment to implement TSMO as a program, utilizing \$3 million in Regional Flexible Funds in the 2010-2013 cycle. TSMO was identified early as a key strategy and investment priority to reduce the need for costly and impactful expansion of motor vehicle capacity, and to provide for travel reliability. Scenarios tested for the Climate Smart Strategy showed TSMO among the actions to reduce greenhouse gas emissions and the commitment to invest more was reflected in the 2019-2021RFFA cycle. TSMO is a component of the region's compliance with the Congestion Management Process. Step 1 program funds since 2010 energizes collaboration and keeps momentum on the vision of corridor-focused system management and region-wide TSMO capabilities shared across agencies, transit operators and travelers.

TransPort plays a key role in convening public agency experts, private consultant experts, academic researchers and technology developers. TransPort updates the criteria used to prioritize projects based on the current TSMO strategy and regional policy priorities. Metro leads the TSMO project solicitation and review process. TransPort recommends projects for funding. In the 2019 TSMO Project solicitation, applicants wrote how their projects would address equity and Metro staff were able to map many projects based on 2018 RTP equity focus areas. Projects were also mapped to show where they support safety, transit reliability, freight reliability or reliability in a corridor that needs integrated and shared capabilities between operators. TransPort's process worked through reducing project scopes, cutting \$2.3 million from requested funds at which point they unanimously recommended eight (8) of the projects.

The TSMO Program is part of our region's Congestion Management Process and works directly on the 2018 RTP Goal 4, Reliability and Efficiency.

### **TSMO Program Outcomes**

Among many TSMO Program outcomes, three highlights include:

1. Asset improvements at signalized intersections to improve reliability for transit and freight, creating a platform for reducing crashes and coordinating efforts through a regional system.
2. Traveler information with data supplied by cities, counties, TriMet and ODOT that is in daily use by travelers to adjust to changes, particularly critical during September 2020 wildfire evacuations and February 2021 ice storms. Data is also archived for planning, research and visualizing patterns as recent as yesterday.
3. Regional coordination between engineers, planners, operators and incident responders shows results in leveraging additional federal funds to accelerate the TSMO Program.

TSMO Outcome #1 - Since the previous outcomes report in the 2022-2024 RFFA cycle, TSMO Program-funded projects will improve over 450 signalized intersections throughout the region. Based on TransPort criteria described above, this collection of intersections will soon support reliable transit, reliable freight, safer travel (based on speeds and queues) and a platform for innovations on all these fronts. This infrastructure will allow the scaling up of today’s promising pilots using radar-based sensing to detect freight in a “dilemma zone” and holding all lights red to avoid crashes; and, radar to improve detection of bicycles at signals. These upgrades connect to the region’s investment in fiber-optic data communications and a shared Central Traffic Signal System. Shared assets are a focal point for transportation engineers to coordinate solutions and detect issues in hours rather than every two years of an on-site inspection. These assets are also soon to be leveraged by the Next Generation of Transit Signal Priority (Next Gen TSP) beginning with the Division Transit Project in 2022. Next Gen TSP will also start on many frequent service transit routes, complementing the implementation of Enhanced Transit Corridor tools to get transit riders reliably to their destination and saving transit operations costs.

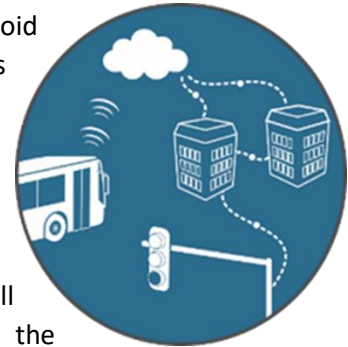
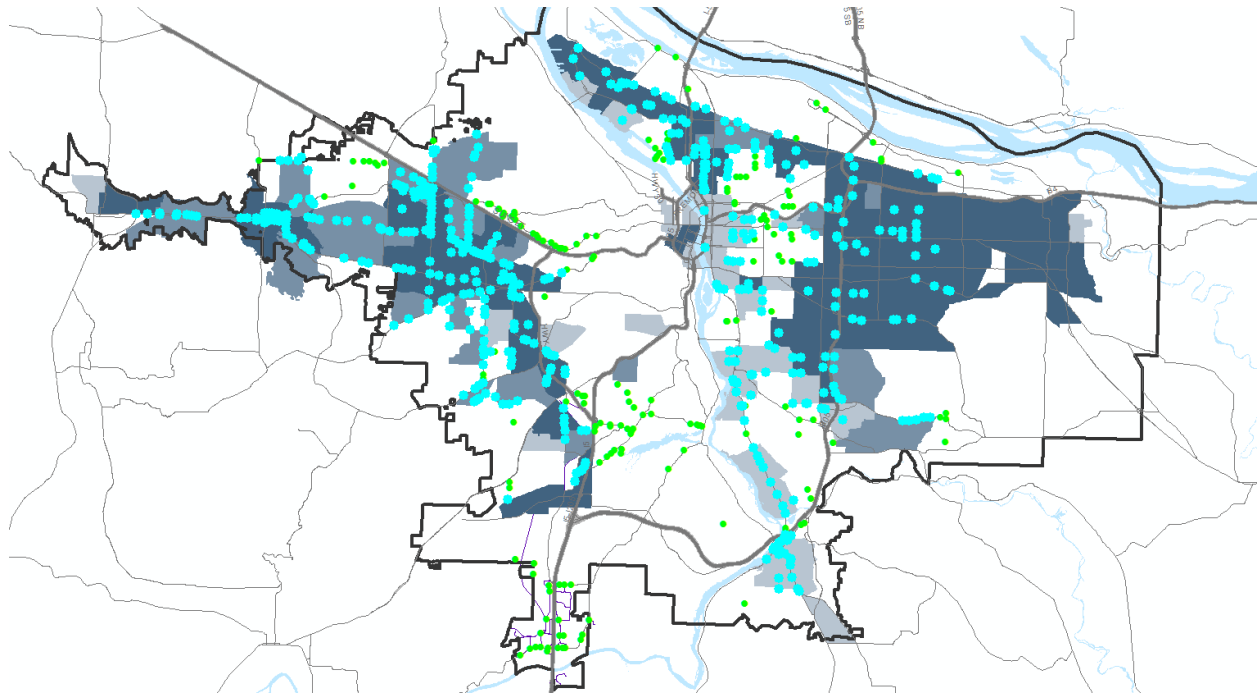


Figure 1 – Map showing over 450 signalized intersections (blue dots) receiving TSMO Program support (green dots reflect intersections that were lower priority based on criteria).

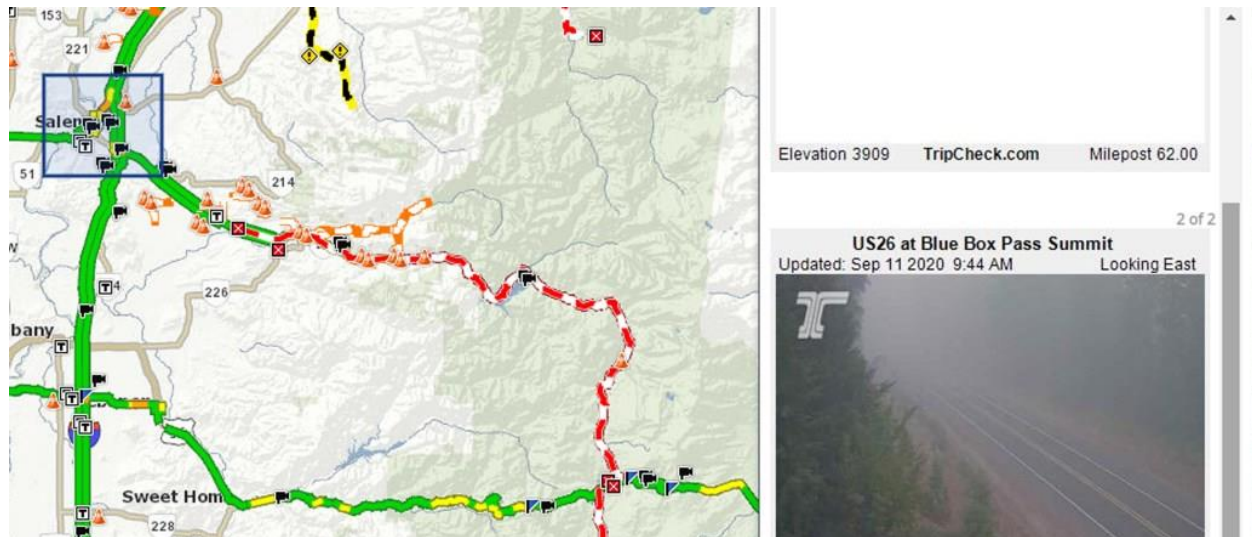


TSMO Outcome #2 - TSMO Program funds supported an upgrade to traveler information and continued data archiving with new data visualizations.

The TSMO Program helped fund ODOT’s partnership with Oregon State University (OSU) to update the TripCheck platform (our region and state’s 511 information system). TripCheck Local Entry (TLE) was updated with TSMO Program funds to make it easier for cities and counties to post construction, crashes

and major events. ODOT and OSU trained transportation engineers and public information officers on the new system. Tracking from April 2019, 41 organizations across the state have contributed 1,600 entries. TLE was vital during the September 2020 wildfires when 233 events were entered during to inform travelers and agencies about the changing status of road closures (compared to the 53 events added in September 2019). TripCheck had 2.8 million visits in September 2020; five times more than September 2019. TripCheck shares data through an Application Programming Interface (API) (<https://www.tripcheck.com/Pages/API>) and partners with Waze to include crowdsourced incidents.

Figure 2 – ODOT TripCheck Traveler Information during September 2020 wildfires in and around Clackamas County

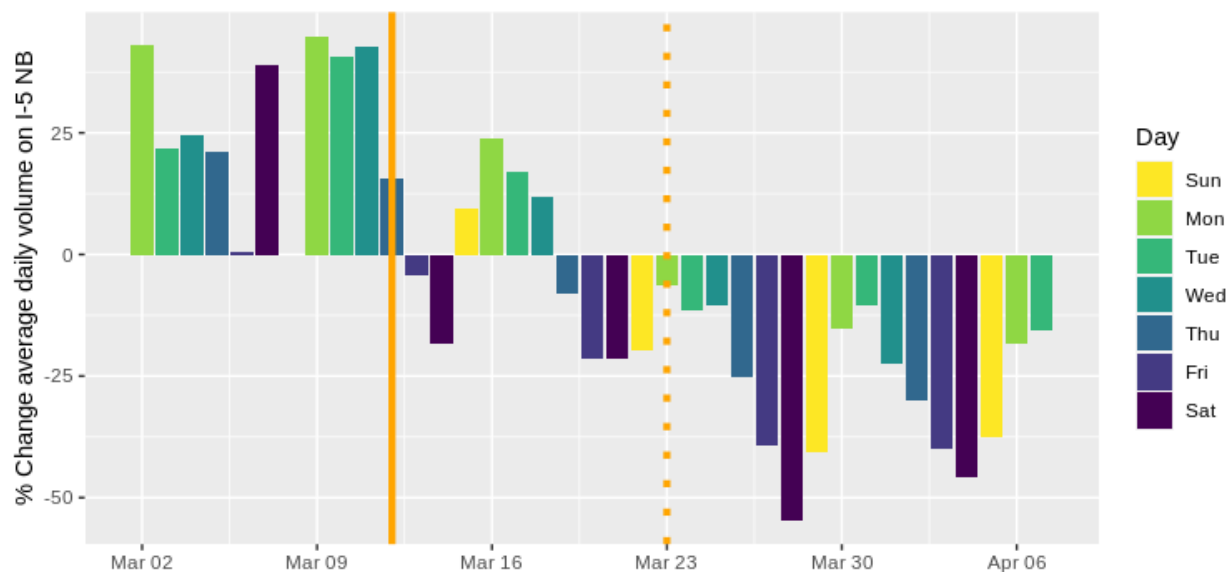


The TSMO Program supported ODOT with seed funds to take its first steps toward a Connected Vehicle Ecosystem (CVE) by connecting live traffic-light data to vehicle dashboards. The CVE platform will grow to alert more travelers to hazards like isolated icy patches, helping agencies deploy maintenance to prevent crashes.

The TSMO Program invests in PORTAL, an archive with more than 10 terabytes of data collected from the transportation system in the Portland and Southwest Washington region. PORTAL (<http://portal.its.pdx.edu/>) is housed in Portland State University's (PSU) Computer Science Department and staffed in part by PSU's Transportation Research and Education Center (TREC). PORTAL has always been a source for agencies, researchers and the public to download historical data sets useful to validating models and testing commercial data products. In recent years, PORTAL formalized the API (<https://adus.github.io/portal-documentation/documents/>). In 2020, PORTAL reported changes in traffic patterns related to COVID-19 (<https://trec.pdx.edu/news/just-when-you-got-used-sitting-portland-oregon-traffic>) and began work on transit data visualizations to improve our understanding of transit vehicle capacity and on-time performance. PORTAL staff are reviewing these visualizations with stakeholders and will make them available later this year. TSMO Program funds will also support a connection to PSU's national BikePed Portal (<http://bikeped.trec.pdx.edu/>) to connect 24/7 count data useful to multimodal planning for operations. PORTAL staff host monthly meetings for users to learn more about PORTAL, showcase their work (agencies, consultants and students) and invite guest speakers on data dashboards and new data sources.



Figure 3 – TREC analysis of PORTAL data showing the percent change of average daily volume along I-5 NB corridor in the Portland-Vancouver region. The solid orange line (Mar 12) represents the first social distancing measure of closing down public schools. The dotted line (Mar 23) represents the “stay-at-home” policy announcement.



TSMO Outcome #3 - Regional coordination between engineers, planners, operators and incident responders resulting in successes in accelerating the TSMO Program.

The TSMO Program funds a part-time planning staff person at Metro to convene regional voices at TransPort, hosting and participating in many related groups including:

- Metro Traffic Incident Management (TIM) Team
- ITS Network Management Team (secure data exchange between public agencies)
- Cooperative Telecommunications Infrastructure Committee (CTIC; sharing fiber optics)
- PORTAL Users Group (PUG)

TransPort operates under Bylaws refreshed by applying equity guidance, and approved by TPAC in May 2019. Metro TSMO staff work in close coordination with TransPort member-agencies (ODOT, TriMet, Clackamas County, Multnomah County, Washington County and City of Portland) and frequent contributors (including FHWA, Port of Portland, Portland State University, Clark County, SW RTC, WSDOT, C-Tran, Cities of Beaverton, Gresham, Hillsboro, Lake Oswego, Tigard, Tualatin, and Wilsonville).

Through discussions, the region has come to consensus around interoperable technologies and systems. The coordination is essential to increasing the region’s abilities to implement Next Gen TSP, real-time traveler information and incident response. Highlighting regional coordination led us to success in competing for federal funding including \$12M for a collection of projects on I-205, OR 212/224, NE Airport Way, Cornelius Pass Road, implementation funds for Next Gen TSP and a plan for data sharing in real-time. All these projects are part of the Oregon Smart Mobility Network award from US DOT.

## TSMO Program Direction

RFFA Step 1 Program funds for 2025-2027 of the TSMO Program would be guided by the 2021 TSMO Strategy. This strategy is in development and will include the collection of priority strategies all agencies in our region can and should act on. Actions will be developed through spring and early summer with a workshop, conversations at TransPort and other opportunities for input. Actions will reflect the Vision, Goals and Objectives informed by a bi-state, Director-level Stakeholder Advisory Committee. Technical advisors will draft actions to achieve performance levels. Once adopted, these actions will utilize TSMO Program resources to invest directly in meeting equity needs, provide safety solutions and manage a reliable and efficient transportation system.

The first task of the TSMO Strategy was to take an equity focus. Metro DEI staff, Fehr&Peers consultants and leaders of Community Based Organizations helped develop a racial equity assessment tool for TSMO called the Equity Decision Tree. Starting at the roots, the assessment begins with seeking an understanding of the context, choices and voices that define a problem experienced on the transportation system. A series of connecting branches asks specific questions to arrive at an equity-focused solution, and then evaluate and be accountable to the result.

Stakeholders' Vision for TSMO states that we will: Collaborate to provide reliable, agile, and connected travel choices so that all users are free from harm, and to eliminate the disparities experienced by people of color and historically marginalized communities.

2021 TSMO Goals draw from the current TSMO planning document, 2018 RTP and ODOT OTP. They are:

Free from Harm: Create a transportation system where all users are free from harm.

Regional Partnerships/Collaboration: Collaborate as effective stewards of the transportation system.

Eliminate Disparities: Eliminate the disparities in the transportation system experienced by people of color and historically marginalized communities.

Connected Travel Choices: Connect all people to the goods, services, and destinations they need through a variety of travel choices.

Reliable Travel Choices: Provide a transportation system that is reliable for all users.

Prepare for Change: Manage the system to be agile in the face of growth, disruptions, and changing technology.

These goals sharpen the TSMO Program focus on delivering results to the region's highest priority outcomes with the toolset and near-term innovations that will guide our actions and investments. For more information, visit [www.oregonmetro.gov/tsmo](http://www.oregonmetro.gov/tsmo).

## **Metro System and Corridor Planning Program**

### **Program Purpose**

Metro's System and Corridor Planning Program works with regional partners to implement projects and policies identified in the implementation chapter of the Regional Transportation Plan, moving from regional scale planning through project development. This Program focuses in three areas: Investment Areas corridor projects, economic development and regional freight planning. This work supports achieving the regional goals outlined in the RTP and the 2040 Growth Concept, as well as helping our local partners make efficient use of land within the Urban Growth Boundary while supporting a robust and equitable regional economy.

The **Investment Areas** program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit oriented development (TOD) in the region's mixed use areas, conducting multi-jurisdictional planning processes to evaluate high capacity transit and other transportation improvements, and integrating freight and active transportation projects into multimodal corridors.

The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. In recent years, Investment Areas staff have focused on projects directly related to completion of corridor refinement planning and project development activities in regional transportation corridors outlined in the RTP. Metro works to develop formal funding agreements with partners in an Investment Area, leveraging regional and local funds to get the most return. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies.

Metro's Investment Areas program has been connecting the planning for major transportation projects with the community's broader goals and needs by providing a process to leverage the strengths of multiple partners to accomplish shared goals. While each area's conditions and needs are different, the approach of bringing together government, community, and business partners provides a framework to produce a shared plan of action to guide the investments and decisions of multiple agencies. Including a broader set of stakeholders in a collaborative decision making process allows for decisions that once seemed unclear or unfair to stakeholders to be more transparent. This approach improves our ability to involve and include those who are affected by these decisions and investments.

Investment areas can set the stage for a range of major capital investments beyond high capacity transit. Other Metro investment areas have focused on freight routes connecting major highways through small communities, redevelopment of brownfields in employment areas, and leveraging the opportunities of a regionally significant riverfront destination.

Metro's **Economic Development Program** establishes tools and analysis that align planning, infrastructure and economic development to build agreement on investments to strengthen the region's economy. The Economic Value Atlas (EVA) is a decision support mapping tool that was developed in partnership with the Brookings Institution. The EVA tool helps decision makers understand the regional economic landscape to inform investment choices. The tool helps to link investments to local and regional economic conditions and outcomes, providing a foundation for decision makers to understand the impacts of investment choices to support growing industries and create access to family wage jobs and opportunities. Program staff also work to develop criteria to analyze the economic impact of transportation investments, particularly focused on economic equity. More information can be found here: <https://www.oregonmetro.gov/tools-partners/guides-and-tools/economic-value-atlas>

The **Regional Freight Program** manages updates to and implementation of multimodal freight elements in the RTP and supporting the Regional Freight Strategy. The program provides guidance to jurisdictions in planning for freight movement on the regional transportation system. The program supports coordination with local, regional, state and federal plans to ensure consistency in approach to freight-related needs and issues across the region. Ongoing freight data collection, analysis, education and stakeholder coordination are also key program elements.

Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC) and the Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state and regional funding programs. The program is closely coordinated with other regional planning activities. The Regional Freight Strategy has policies and action items that are related to regional safety, clean air, climate change and congestion.

## Outcomes

The **Investment Areas Program** has been collaborating with regional partners to further work in a number of areas, including the Southwest Corridor, Columbia Connects and the MAX Tunnel Study. Program staff have been supporting partner work on the Tualatin-Valley Highway, Enhanced Transit Concepts, the McLoughlin Corridor, Division Transit Project, Max Redline Enhancements, and mobility and transit capacity improvements across the region.

The *Southwest Corridor Transit Project* would extend the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. Program staff have been working with partners to complete federal environmental review for the light rail project while also partnering with the community to define and implement a community driven equitable development strategy. Program activities also include collaborative project design and coordination on land use planning. More information can be found here: <https://www.oregonmetro.gov/public-projects/southwest-corridor-plan> The Southwest Corridor Equitable Development Strategy has been funded through a Corridor-based Transit Oriented Development Grant from the Federal Transit Administration as well as a number of grants from non-profit groups. This work provides a model for the region to incorporate equitable outcomes into transportation projects. More information can be found here: <https://swcorridorequity.org/>

*Columbia Connects* is a regional project with Oregon and Washington planning partners collaborating to unlock the potential for equitable economic development and coordinated investment to support shared

values and goals for the areas north and south of the Columbia River with a shared investment strategy and action plan. The project is consistent with the RTP and the 2040 Vision with a focus on a healthy and equitable economy that generates jobs and business opportunities, improved transportation connections and efficient use of land. Program staff have completed an existing conditions analysis and worked to coordinate efforts with the Comprehensive Economic Development Strategy update and an Economic Recovery Plan to address the economic impacts of the Covid-19 pandemic.

The *MAX Tunnel Study* is a preliminary study to identify a long-term solution to current reliability problems and future capacity constraints for the MAX system caused by the Steel Bridge. The goal was to define a representative project to address light rail capacity and reliability issues in the Portland central city and to improve regional mobility by eliminating major sources of rail system delay. Program staff, working collaboratively with regional partners, identified a light rail tunnel between the Lloyd District and Goose Hollow as the option that would address 2018 RTP policy direction through providing the most travel time, capacity, reliability, climate and equity benefits. The study entered Early Scoping under the National Environmental Policy Act (NEPA) to introduce the concept to the public and provide an opportunity for public comment on the purpose and need and project scope. Staff also conducted targeted engagement with regional stakeholder groups. More information can be found on the project website: <https://www.oregonmetro.gov/public-projects/max-tunnel-study>

Program staff also work to help our partners succeed by applying for grants to support local work. An example is the City of Portland's *Montgomery Park to Hollywood Transit and Land Use Development Study*, funded by an FTA Corridor Based Transit-Oriented Development Pilot Program Grant. This project is assessing affordable housing, economic development and business stabilization opportunities associated with potential transit investments. The study is evaluating existing and future transit service along with a potential 6.1 mile extension. Project partners are examining how transit alternatives can better support inclusive development, affordable housing and access. More information can be found here: <https://www.portland.gov/bps/mp2h>

The **Economic Development Program** has been completing refinements to the data mapping tool to make it more user friendly and allow for comparison of different geographies. The data platform was refined to be used to help visualize equitable development conditions in the Southwest Corridor and the region. Program staff have been providing support to a national cohort of peer regions as part of the Brookings Institution's efforts to support the ability of regional agencies to better align public land use policy and transportation investments with economic development to support an equitable economy.

The **Regional Freight Program** has been focused on representing our region's interests in a multi-state context as well as defining a work scope to ensure our regional freight needs are both understood and addressed. For example, program staff participated in the West Coast Collaborative – Medium and Heavy-duty Alternatives Fuel Infrastructure Corridor Coalition (AFICC) Oregon Champions Planning Group. A focus of work has been developing a work plan to outline which near-term action items within the regional freight action plan will be addressed in upcoming years. Working with partners, staff have defined a scope and procured consultant support for the Regional Freight Delay and Commodities Movement Study. This study will include a summary of the impacts of e-commerce on freight movement.

## **Direction**

Over the next three years, the **Investment Areas Program** staff will support a number of projects, including Tualatin Valley Highway Transit and Equitable Development Study, Westside Multimodal

Corridor Study, Division Transit Project, MAX Redline Enhancements, Columbia Connects, Better Bus (ETC), Interstate Bridge Replacement Project, and other regional mobility projects.

Program staff will be collaborating with local and regional partners on the *Tualatin Valley Highway Transit and Equitable Development Study*, partially funded with a grant from FTA's Helping Obtain Prosperity for Everyone (HOPE) Program. This work will build from the foundation provided by the technical work completed over the last few years, with a focus on defining an implementable transit project and an equitable development strategy shaped by the community.

Metro and ODOT will partner on the *Westside Multimodal Corridor Study*, focused on defining the problems and identifying solutions to improve the movement of people and goods between Hillsboro's Silicon Forest, Northern Washington County's agricultural areas, and the Portland Central City, I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport. The project will document the transportation problems identified in the corridor and recommend which solutions should move forward, as well as future lead agencies. It will describe the preferred strategy and next steps for inclusion in the upcoming Regional Transportation Plan, and the potential next steps for future agency efforts to implement the strategy. The plan will be endorsed by partners and shared with stakeholders.

The *Better Bus* (or Enhanced Transit Concepts) Program establishes partnerships between Metro, TriMet, and local jurisdictions to plan, design, and construct relatively low-cost and quickly implementable transit capital projects to improve transit travel time, reliability and capacity, and pedestrian and bicyclist safety.

Better Bus builds upon the success of the Enhanced Transit Concepts (ETC) program, a \$5 million pilot program initiated in 2018 that has successfully made improvements to provide faster, more reliable travel for riders of 15 transit lines. Projects in the Portland Central City on SW Madison Street, NW Everett Street, NE Grand Avenue, NE MLK Boulevard and on the Burnside Bridge improve the outbound trips for over 4,300 riders every weekday evening on Lines 4, 6, 8, 10, 12, 14, 16, 19, 20, 30, 35, 44, 77, and Portland Streetcar A Loop and B Loop. Together these lines serve riders in Portland, Beaverton, Gresham, Troutdale, Tigard, Lake Oswego, Milwaukie, Oregon City, Fairview, and Wood Village. The Madison and Everett projects together save over 37 hours of total rider travel time daily, or about 8,300 hours annually. A project at the NW 185th Avenue and NE Cornell Road intersection in Beaverton improves travel time and reliability for Lines 48 and 52, which also benefit riders in Hillsboro and unincorporated Washington County. The Better Bus program would provide similar projects across the region.

The **Economic Development Program** will continue to update and refine the Economic Value Atlas to help inform regional and local policy and investment decision to support more alignment with an equitable and robust regional economy.

The **Regional Freight Program** will use the Regional Freight Delay and Commodities Movement Study, once complete, to help inform discussions of the lasting impact of the Covid-19 pandemic on goods movement. This work will support decisions on project priorities in the next RTP update.

Metro's System and Corridor Planning Program staff will continue to work with regional partners to implement prioritized projects and policies. Staff have leveraged the last allocation of RFFA funds to successfully apply for over \$4 million in competitive grants to help further our region's goals as defined in the RTP and the 2040 Growth Concept. This work has also allowed community partners to successfully procure over \$1 million in private and non-profit resources to implement equitable development

strategies. Staff will apply lessons learned in community-driven equitable development strategies and implementation from past efforts to future transportation investments across the region, in collaboration with communities, local, regional and state partners.

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](http://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 González, District 4

Mary Nolan, District 5

Bob Stacey, District 6

**Auditor**

Brian Evans

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700



# Memo

Date: Thursday, April 29, 2021  
To: TPAC and interested parties  
From: Caleb Winter, Metro and Scott Turnoy, ODOT  
Subject: Vision and Goals for the 2021 Transportation System Management & Operations Strategy Update

---

The purpose of this memo is to update TPAC on the Vision and Goals developed to guide an update of the region's Transportation System Management and Operations Strategy (2021 TSMO Strategy).

Metro, Oregon Department of Transportation (ODOT), and their partner agencies are collaborating to develop the 2021 TSMO Strategy. The 2021 TSMO Strategy will position the region to collaboratively manage the transportation system in a rapidly changing environment while achieving regional goals such as safety, equity, vibrant communities, shared prosperity, and a healthy environment.

The first task of the TSMO Strategy was to bring an equity focus to the update. Metro DEI staff, Fehr&Peers consultants and leaders of Community Based Organizations helped develop a racial equity assessment tool for TSMO called the Equity Decision Tree (attached). Starting at the roots, the assessment begins with seeking an understanding of the context, choices and voices that define a problem experienced on the transportation system. A series of connecting branches asks specific questions to arrive at an equity-focused solution, and then evaluate and be accountable to the result.

The equity focus informed the region's TSMO vision and goals. The **vision** is an aspirational statement of what is achievable, and **six goals** provide strategic direction.

Before presenting the vision and goals, it is important to highlight the input gathered during the first Stakeholder Advisory Committee (SAC) workshop that was used to inform and draft them. During the meeting, committee members were asked to share what components of the existing transportation system the Strategy should protect, what it should create, and what it should avoid. Input provided during the workshop resulted in the identification of four themes that the vision and goals should address:

- **Equity:** all people can travel and all voices are heard
- **Safety:** all people can travel without harm
- **Access and Choice:** all people can access and choose different modes when traveling
- **Coordination and Collaboration:** continued communication across agencies and state lines, within agency departments, and with the public

## 2021 TSMO Strategy Vision

Following the SAC workshop, several vision statements were developed for consideration by the Project Management Team (PMT). Collaboration with the PMT, resulted in this shared vision:



**Collaborate to provide reliable, agile, and connected travel choices so that all users are free from harm, and to eliminate the disparities experienced by people of color and historically marginalized communities.**

## 2021 TSMO Strategy Goals

With Metro staff input, Fehr & Peers developed six goals to provide broad strategic direction for what TSMO stakeholders are trying to achieve through investments and collaboration. The goal themes and statements presented in **Table 1** were drafted to advance the vision for the 2021 TSMO Strategy. The table shows how they align with other regional plans, contributing to consistent policy within the region and state. Two goals, **Eliminate Disparities** and **Plan for the Future** were not part of the 2010-2020 TSMO Plan; however, they are supported by the State's Oregon Transportation Plan (OTP) and Oregon Highway Plan (OHP) and/or the 2018 Regional Transportation Plan (RTP).

**Table 1. Draft Goals**

2021 TSMO Strategy Goals	Similar Goals	2018 RTP Pillar
<i>Free from Harm:</i> Create a transportation system where all users are free from harm.	<ul style="list-style-type: none"> <li>• 2010 TSMO Plan</li> <li>• Metro RTP</li> <li>• ODOT OTP</li> </ul>	<ul style="list-style-type: none"> <li>• Safety &amp; Equity</li> </ul>
<i>Regional Partnerships/Collaboration:</i> Collaborate as effective stewards of the transportation system.	<ul style="list-style-type: none"> <li>• 2010 TSMO Plan</li> <li>• Metro RTP</li> <li>• ODOT OTP</li> </ul>	<ul style="list-style-type: none"> <li>• Accountability, Safety, &amp; Reliability</li> </ul>
<i>Eliminate Disparities:</i> Eliminate the disparities in the transportation system experienced by people of color and historically marginalized communities.	<ul style="list-style-type: none"> <li>• Metro RTP</li> </ul>	<ul style="list-style-type: none"> <li>• Equity</li> </ul>
<i>Connected Travel Choices:</i> Connect all people to the goods, services, and destinations they need through a variety of travel choices.	<ul style="list-style-type: none"> <li>• Metro RTP</li> <li>• ODOT OTP</li> <li>• ODOT OHP</li> </ul>	<ul style="list-style-type: none"> <li>• Congestion &amp; Climate</li> </ul>
<i>Reliable Travel Choices:</i> Provide a transportation system that is reliable for all users.	<ul style="list-style-type: none"> <li>• 2010 TSMO Plan</li> <li>• Metro RTP</li> <li>• ODOT OHP</li> </ul>	<ul style="list-style-type: none"> <li>• Reliability &amp; Congestion</li> </ul>
<i>Prepare for Change:</i> Manage the system to be agile in the face of growth, disruptions, and changing technology.	<ul style="list-style-type: none"> <li>• Metro RTP</li> <li>• ODOT OTP</li> </ul>	<ul style="list-style-type: none"> <li>• Climate &amp; Resilience</li> </ul>

# Equity Decision Tree

DRAFT

By addressing the barriers experienced by people of color, we will effectively also identify solutions and remove barriers for other disadvantaged groups.

This equity decision tree is intended to help guide the team updating **Metro's TSMO Strategy**. As TSMO leadership, stakeholders, and project management staff craft a vision statement, goals and policies, and a work plan, equity will be considered throughout.

This decision tree is not meant to be prescriptive, setting hard boundaries for inclusion of a particular policy or project. It is instead meant to foster a thorough examination through an equity lens. In 2016 Metro created their Strategic Plan to Advance Racial Equity, Diversity and Inclusion. The definitions and guiding ideas in this equity tree are meant to be consistent with and help implement the plan.

## Definitions

- **Transportation Equity:** The removal of barriers to eliminate transportation-related disparities faced by and improve equitable outcomes for historically marginalized communities especially communities of color.
- **Racial Equity:** The removal of barriers with a specific focus on eliminating disparities faced by and improving outcomes for communities of color. Race can no longer be used to predict life outcomes and outcomes for all groups are improved.
- **People of Color and Communities of Color:** For the purposes of this plan, communities of color are Native Americans, African Americans, Asian Americans and Pacific Islanders, Latinos or Hispanics, and immigrants and refugees who do not speak English well, including African immigrants, Slavic and Russian speaking communities, and people from the Middle East.

## Navigating the Tree



At the tree top, **evaluate and refine** actions, being accountable to the result



Continue through the Strategies level to **develop a solution** to a problem



Follow the branches and leaves of the tree through the Plans level to **identify keys** to solving a problem



Start at the root and **define a problem**

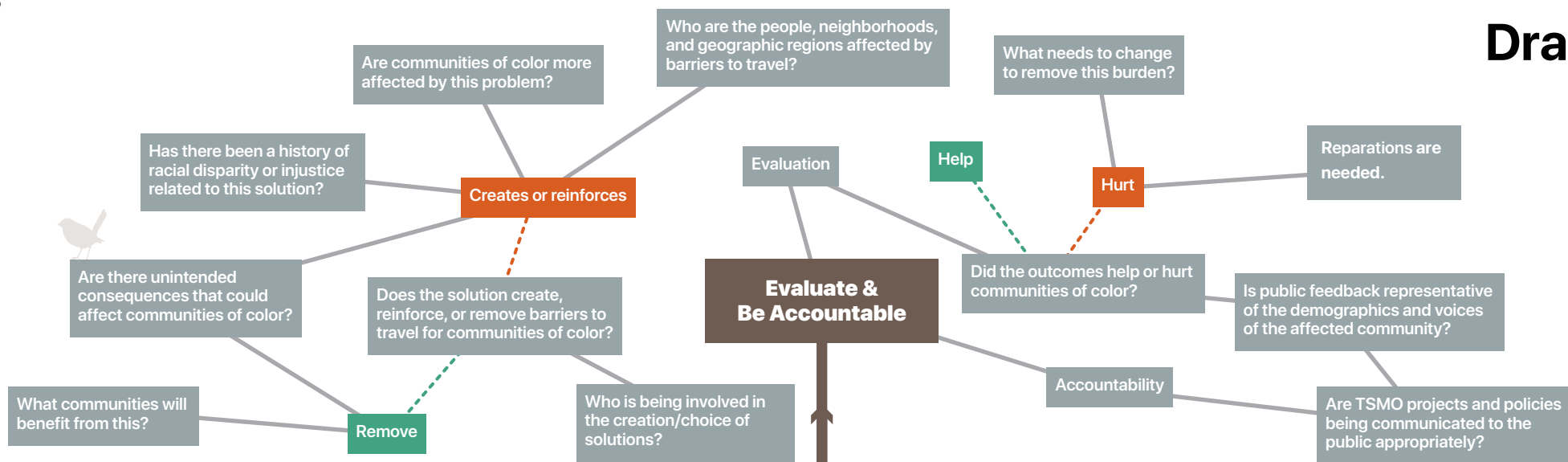
## Why Equity?

- Pedestrian fatality rates for African Americans are **60%** higher than for non-Hispanic whites, and **43%** higher for Hispanics than whites.
- More than **1 in 10** Americans has a mobility disability such as serious difficulty walking or climbing stairs.
- Nearly **24%** of African-American households, **17%** of Latino households, and **13%** of Asian households live without a car.
- People who are African American, Asian, Native American, Pacific Islander or Latino-origin are **4 times** more likely to rely on transit for their work commute than people who are White."
- Households in the bottom **90%** income bracket spend twice the amount on transportation that households in the top **10%** income bracket spend each year.

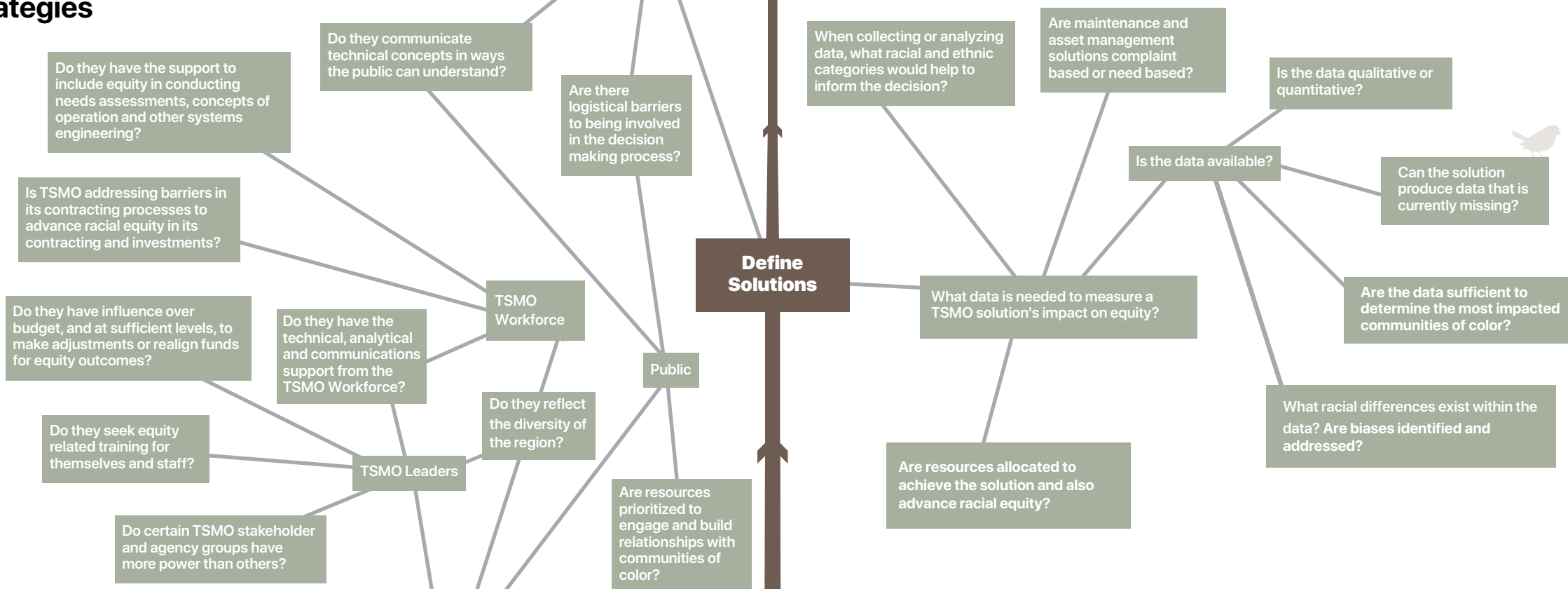
*Source: Smart Growth America; Centers for Disease Control and Prevention; Census; Treasury*

**Actions**

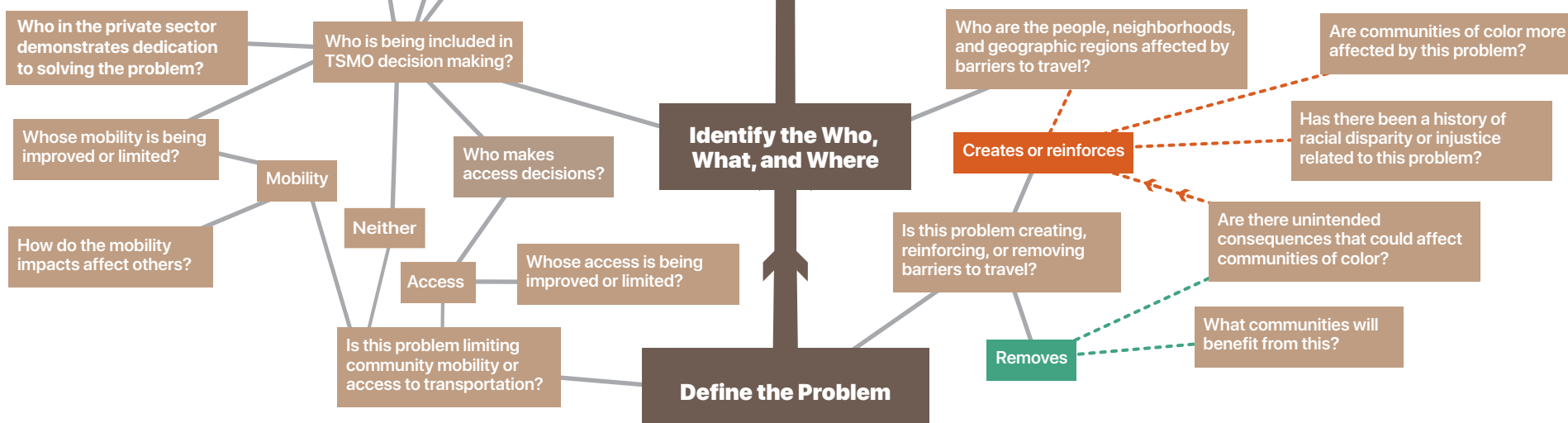
**Draft**



**Strategies**



**Plans**



**Context**

What are the transportation disparities or inequities that exist in the context of TSMO that affect quality of life?

**Choices**

How can TSMO affect transportation choices broadly and meet individual needs in historically marginalized communities, expanding access to economic, health and recreational opportunities?

**Voices**

Who is voicing a problem and related impacts? What steps can we take to help ensure that participation is broad enough to include those who lack formal organization or influence?

Materials following this page were distributed at the meeting.

# March 2021 traffic deaths in Clackamas, Multnomah and Washington Counties\*

Jamie Pallviny-Brown, 43, driving, Multnomah, 4/29

Anthony L. Tolliver, 30, walking, Multnomah 4/24

Stephanie Chambers, 52 and Blaise McGuire, 21, driving, Clackamas, 4/24

Joe Tavera, 23, driving, Washington, 4/20

Eddy M. Kolb, 23, motorcycling, Multnomah, 4/19

Yotty, 57, and Thomas, 58, driving, Multnomah, 4/17

Josue Sanabria, 21, driving, Washington, 4/17

Oliver Sevin Frazier-Savoy, 24, walking, Washington, 4/15

Thomas Barron, 33, driving, Multnomah, 4/15

Faustino Jurado, 47, walking, Multnomah, 4/11

Stephen Kelsey Looser, 66, walking, Clackamas, 4/10

Gabriel Cook, 46, motorcycling, Clackamas, 4/10

Richard LeRoy Russell, 84, driving, Clackamas, 4/1



*\*ODOT preliminary fatal crash report and news reports, as of 5/3/21*





## Agenda Item 5:

# May 2021 Formal Amendment Summary

**Resolution 21-5177**

**Amendment # MA21-10-MAY**

**Applies to the 2021-24 MTIP**

### Agenda Support Materials:

- Draft Resolution 21-5177
- Exhibit A to Resolution 21-5177 (amendment tables)
- Staff Report

May 7, 2021

Ken Lobeck

Metro Funding Programs Lead



# May 2021 Formal MTIP Amendment Overview

- Summary overview of the May Formal MTIP Amendment bundle contains 15 projects:
  - 13 reprogramming corrections to Unified Work Planning Program (UPWP) prepositioned projects
  - One canceled project
  - One new project
- Open to questions or project discussions
- Staff motion: Request approval recommendation to JPACT for Resolution 21-5177

# May 2021 Formal MTIP Amendment

## UPWP Project Pre-Positioning in the MTIP

- Established several annual UPWP projects and funding categories in the MTIP:
  - Regional Travel Options
  - Planning project grouping bucket for the final Master Agreement list of projects (PL and 5303)
  - Corridor and Systems Planning
  - STBG commitment for UPWP projects
- Allows final allocation updates and MTIP changes to occur administratively
- Obligation Targets program added complications that now require program changes

# May 2021 Formal Amendment UPWP Related Next Corridor Planning Projects (20889, 22154, 22155, & 22156)

#	Key	Lead Agency	Project Name	Change Reason	Note
1	20889	Metro	Next Corridor Planning Projects	Push out to FY 2025	Eliminates conflicts with annual Obligation Targets
2	22154				
3	22155				
4	22156				

The formal amendment:

- Pushes out the remaining unobligated FY 2021 corridor planning project along with the pre-positioned FY 2022, 2023, and FY 2024 projects to the MTIP's unconstrained FY 2025 fiscal year.
- Project Grouping bucket revenues will be advanced to the appropriate UPWP implementation year as required.
- Keys 20889, 22154, 22155, and 22156 are STBG funded and subject obligation target goals

STBG = Federal Surface Transportation Block Grant funds

# May 2021 Formal Amendment UPWP Related Freight & Economic Development (Keys 22145, 22146, & 22147)

#	Key	Lead Agency	Project Name	Change Reason	Note
5	22145	Metro	Freight and Economic Development Planning	Push out to FY 2025	Eliminates conflicts with annual Obligation Targets
6	22146				
7	22147				

The formal amendment:

- Pushes out the pre-positioned FY 2022, 2023, and FY 2024 UPWP Freight and Economic Development Planning project grouping buckets to the MTIP's unconstrained FY 2025 fiscal year.
- Project Grouping bucket revenues will be advanced to the appropriate UPWP implementation year as required.
- Keys 22145, 22146, and 22147 are STBG funded and subject obligation target goals

# May 2021 Formal Amendment UPWP Related Regional MPO Planning (Keys 22151, 22152, & 22153)

#	Key	Lead Agency	Project Name	Change Reason	Note
8	22151	Metro	Regional MPO Planning	Push out to FY 2025	Eliminates conflicts with annual Obligation Targets
9	22152				
10	22153				

The formal amendment:

- Pushes out the pre-positioned FY 2022, 2023, and FY 2024 UPWP Regional MPO Planning project grouping buckets to the MTIP's unconstrained FY 2025 fiscal year.
- Project Grouping bucket revenues will be advanced to the appropriate UPWP implementation year as required.
- Keys 22151, 22152, and 22153 are STBG funded and subject obligation target goals

# May 2021 Formal Amendment UPWP Related Regional Travel Options (Keys 22157, 22158, & 22159)

#	Key	Lead Agency	Project Name	Change Reason	Note
11	22157	Metro	Regional Travel Options	Push out to FY 2025	Eliminates conflicts with annual Obligation Targets
12	22158				
13	22159				

The formal amendment:

- Pushes out the pre-positioned FY 2022, 2023, and FY 2024 UPWP Regional Travel Options project grouping buckets to the MTIP's unconstrained FY 2025 fiscal year.
- Project Grouping bucket revenues will be advanced to the appropriate UPWP implementation year as required.
- Keys 22157, 22158, and 22159 are STBG funded and subject obligation target goals

# May 2021 Formal Amendment

## Key 20330: Stark Street Multimodal Connections

#	Key	Lead Agency	Project Name	Change Reason	Note
14	20330	Multnomah County	<b>Stark Street Multimodal Connections</b>	<b>Cancel Project</b>	Funds to be transferred to new Cornelius Pass Hwy ITS project

The formal amendment:

- Cancels and removes the project from the 2021-24 MTIP.
- Revised estimated project costs degraded the ability to deliver the project.
- The funds are being transferred to the new Cornelius Pass Hwy ITS project (See next project)
- Project is funded with federal Transition Assistance Program (TAP) funds allocated by ODOT

# May 2021 Formal Amendment

## Key 22421: Cornelius Pass Hwy: US 26 to US 30 ITS

#	Key	Lead Agency	Project Name	Change Reason	Note
15	22421	ODOT	Cornelius Pass Hwy: US26 to US30 ITS Improvements	Add New Project	Funds from Stark Street project plus added ODOT funds

The formal amendment:

- Adds the new project to the 2021-24 MTIP.
- The new project will upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs.
- Replacement project for the Stark Street Multimodal Improvements project.

ITS =Intelligent Transportation System



# MPO CFR Compliance Requirements

## MTIP 8 Review Factors

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

# May 2021 Formal Amendment

## Public Notification Period

30 Day Public Notification/Opportunity to Comment period is  
April 30, 2021 to May 31, 2021

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

### AMENDMENTS

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

To comment, contact Summer Blackhorse at [summer.blackhorse@oregonmetro.gov](mailto:summer.blackhorse@oregonmetro.gov).

### FFY 2020 formal amendments

 [May 2021 formal MTIP amendment, Resolution 21-5177](#)

Comment by Monday, May 31

1.5 MB Adobe Acrobat PDF | Published Apr 30, 2020

# May 2021 Formal Amendment

## Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	April 30 2021
TPAC Notification and Approval Recommendation	May 7, 2021
JPACT Approval and Recommendation to Council	May 20, 2021
30 Day Public Notification Period Ends	May 31, 2021
Metro Council Approval of Resolutions 20-5169	June 10, 2021
Amendment Bundle Submission to ODOT	June 15, 2021
ODOT & USDOT Final Approvals	Mid-July 2021

# May 2021 Formal Amendment

## Approval Recommendation & Questions

### **TPAC Approval Recommendation:**

- Provide an approval recommendation for Resolution 21-5177 and the 15 projects under MTIP Amendment MA21-10-MAY
- Correct typos, etc. in support materials as needed
- Questions, Comments, and/or Project Discussions as Needed?

# 2025-2027 Regional Flexible Funds Allocation Program Direction

Presentation to TPAC  
May 7, 2021



# Today's purpose

- Review input from workshops
- Discuss 2025-2027 Program Direction development



# RFFA Program Direction

- Statement of intent to target regional funds to achieve regional priorities
- Sets objectives and outcomes for allocation process
- Defines funding categories, amounts (Steps 1 & 2)



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

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

April 2019

[oregonmetro.gov/rffa](https://oregonmetro.gov/rffa)

# Three workshops

#1 – RFFA Program Direction overview;  
introduced process for advancing discussion  
topics (Steps 1 or 2)

#2 – Reviewed, discussed proposals

#3 – Discussed how proposed changes could be  
incorporated into RFFA Program Direction



# Step 1 Investments report

- Overview of Step 1 RFFA-funded investments
- Covers activities since last RFFA cycle, provides a look ahead



# Q1: Step 2 categories & targets

- Is TPAC supportive of eliminating the Step 2 categories & targets?
  - Active Transportation/  
Complete Streets – 75%
  - Freight Mobility – 25%



# Q2: Should any priorities be weighted?

- RTP gives no policy direction to weight
- Technical evaluation process allows for weighting by decision-makers, if desired
- Staff recommendation is to not weight



# Q3: Consider other evaluation areas?

- Should there be an additional priority area beyond the four RTP priorities?
- If so, is one of two identified options preferred?
  - Include In The Four
  - Four Plus One

# Q4: Input on Outcomes-based approach

- Criteria that establishes what RFFA projects should accomplish as a result of them being built
- Based on existing data; quantitative measures
- Can also allow for qualitative evaluation
- Create measures with work group, review with TPAC prior to Call for Projects

# Example of Outcome (criterion) & possible measures

Reduces fatalities, severe injuries

- Inclusion on High Crash Network, crash history
- Completeness of design (# of elements, appropriateness for location)
- Creation of new route to provide safer alternative
- Provides safer access to transit

# Q5: Enhanced Transit Corridors

Two approaches to considering TriMet's funding request:

1. Develop a specific programmatic request; one-time, not an ongoing funding commitment
2. TriMet and local jurisdictions work together to apply for project-specific funding through Step 2

# 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.





Metro

# Discussion

# Equity Decision Tree

DRAFT

By addressing the barriers experienced by people of color, we will effectively also identify solutions and remove barriers for other disadvantaged groups.

This equity decision tree is intended to help guide the team updating **Metro's TSMO Strategy**. As TSMO leadership, stakeholders, and project management staff craft a vision statement, goals and policies, and a work plan, equity will be considered throughout.

This decision tree is not meant to be prescriptive, setting hard boundaries for inclusion of a particular policy or project. It is instead meant to foster a thorough examination through an equity lens. In 2016 Metro created their Strategic Plan to Advance Racial Equity, Diversity and Inclusion. The definitions and guiding ideas in this equity tree are meant to be consistent with and help implement the plan.

## Definitions

- **Transportation Equity:** The removal of barriers to eliminate transportation-related disparities faced by and improve equitable outcomes for historically marginalized communities especially communities of color.
- **Racial Equity:** The removal of barriers with a specific focus on eliminating disparities faced by and improving outcomes for communities of color. Race can no longer be used to predict life outcomes and outcomes for all groups are improved.
- **People of Color and Communities of Color:** For the purposes of this plan, communities of color are Native Americans, African Americans, Asian Americans and Pacific Islanders, Latinos or Hispanics, and immigrants and refugees who do not speak English well, including African immigrants, Slavic and Russian speaking communities, and people from the Middle East.

## Navigating the Tree



At the tree top, **evaluate and refine** actions, being accountable to the result



Continue through the Strategies level to **develop a solution step** to a problem



Follow the branches and leaves of the tree through the Plans level to **identify keys** to solving a problem



Start at the root and **define a problem**

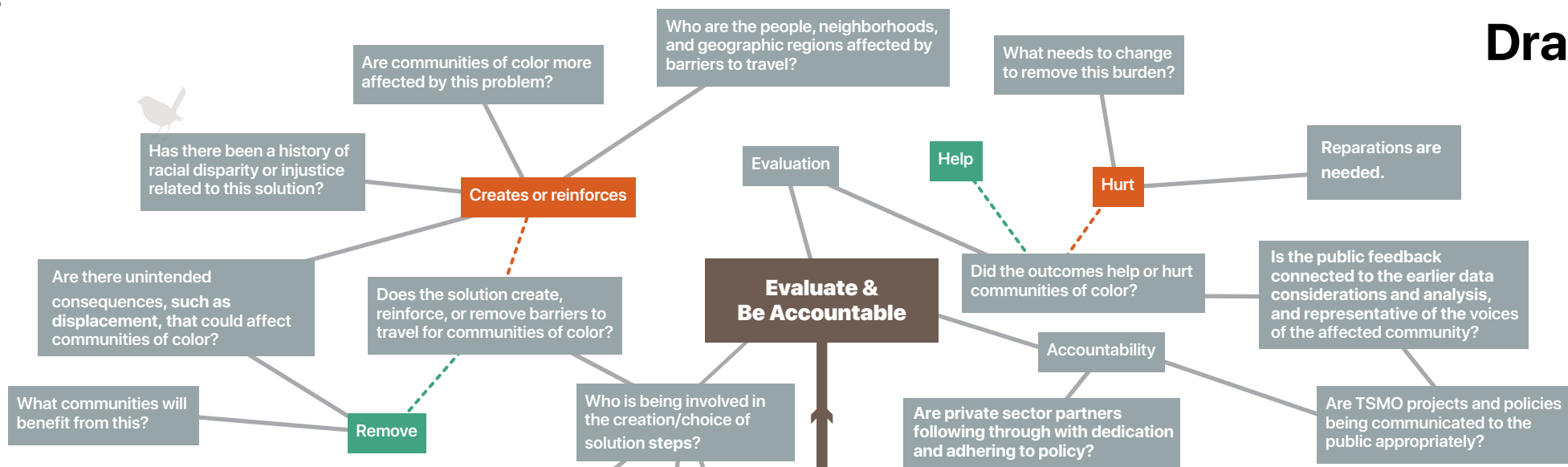
## Why Equity?

- Pedestrian fatality rates for African Americans are **60%** higher than for non-Hispanic whites, and **43%** higher for Hispanics than whites.
- More than **1 in 10** Americans has a mobility disability such as serious difficulty walking or climbing stairs.
- Nearly **24%** of African-American households, **17%** of Latino households, and **13%** of Asian households live without a car.
- People who are African American, Asian, Native American, Pacific Islander or Latino-origin are **4 times** more likely to rely on transit for their work commute than people who are White."
- Households in the bottom **90%** income bracket spend twice the amount on transportation that households in the top **10%** income bracket spend each year.

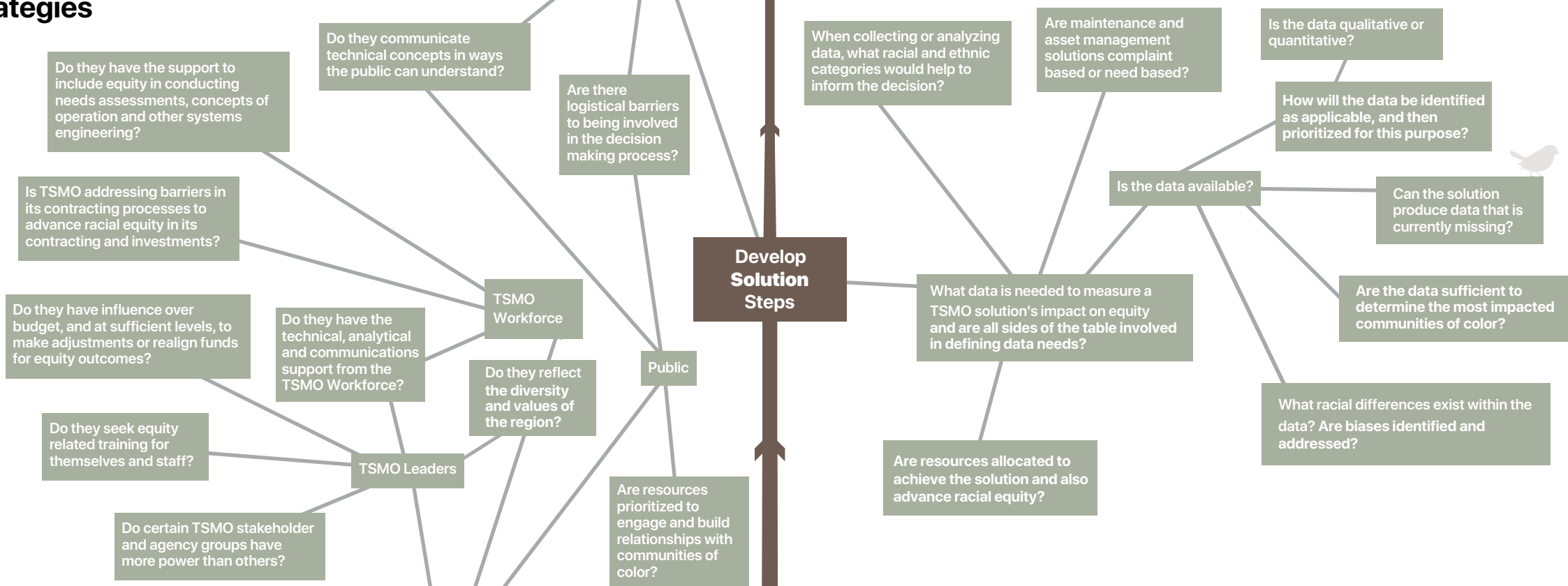
*Source: Smart Growth America; Centers for Disease Control and Prevention; Census; Treasury*

**Actions**

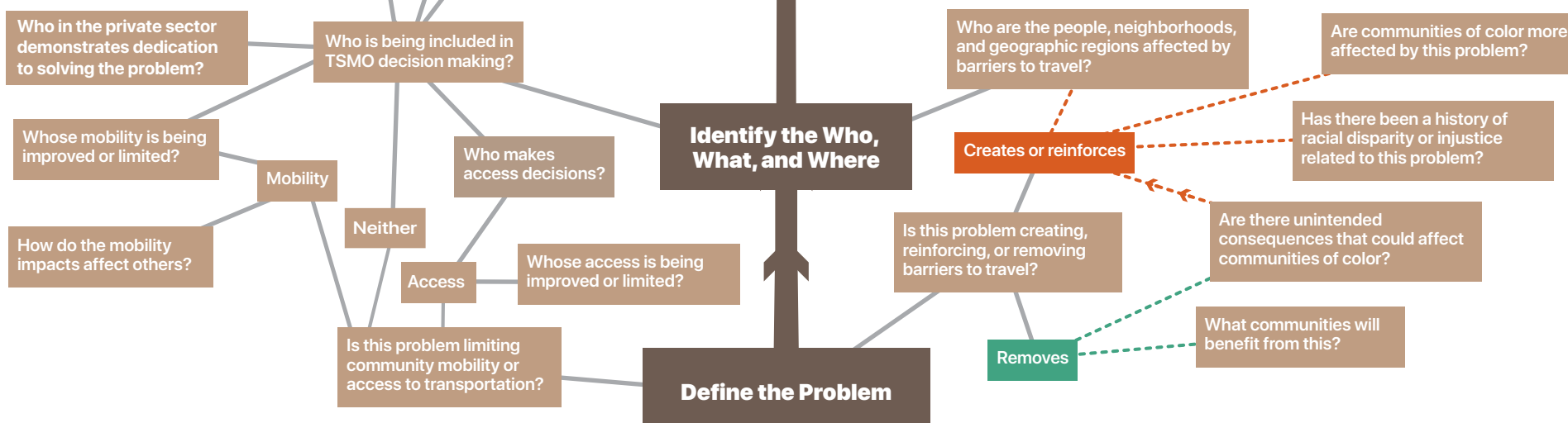
**Draft**



**Strategies**



**Plans**



**Context**  
 What are the transportation disparities or inequities that exist in the context of TSMO that affect quality of life?

**Choices**  
 How can TSMO affect transportation choices broadly and meet individual needs in historically marginalized communities, expanding access to economic, health and recreational opportunities?

**Voices**  
 Who is voicing a problem and related impacts? What steps follow regional efforts to build capacity to meaningfully participate, that include people without formal organization or influence?



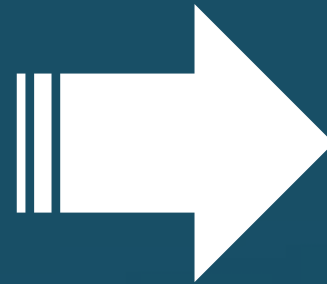
---

# 2021 Transportation System Management and Operations Strategy Update

Caleb Winter, Metro  
Kara Hall, Fehr & Peers

Purpose: Provide an update at the mid-point of the 2021 TSMO Strategy Update.

- Strategy Overview
- The Process
- What's New?
- The Equity Tree
- Vision & Goals
- What's Next



- A Strategy is a series of actions to get to desired outcomes.

- Project Roles - Metro & ODOT

- Stakeholder Advisory Committee

- Margi Bradway, Metro's Deputy Director of Planning & Development
- Kate Freitag, ODOT's Region 1 Traffic Engineer, TransPort Chair
- Millicent Williams, Portland Bureau of Transportation's Deputy Director
- Joe Marek, Clackamas County's Transportation Safety Program Manager
- Lisha Shrestha, Division Midway Alliance's Executive Director
- Debra Dunn, Synergy Resources Group's President and Founder, Oregon Environmental Council Board Member
- Avi Unnikrishnan, Ph.D., Portland State University's Professor, Dept. of Civil and Environmental Engineering
- Matt Ransom, Southwest Washington Regional Transportation Council's Executive Director
- Geoff Bowyer, ODOT's Region 1 Traffic Management Operations Center
- Jon Santana, TriMet's Interim Executive Director of Transportation

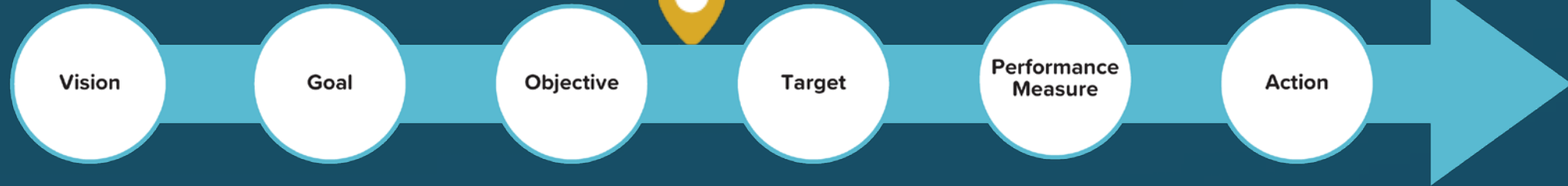


# The Process

Aspirational statement of what the region is trying to achieve over the long-term through policy and investment decisions

Identifies a measurable outcome and means for achieving a goal(s) to guide future policy and investment decisions within the plan period

Tracks progress toward meeting target(s)



States a desired outcome or end result toward which efforts are focused

Provides broad strategic direction for policy and investment decisions to make progress toward the vision over the long-term

Defines a specific level of performance required to achieve objective(s) in the near- and medium-term to ensure we achieve the long-term goal(s) and vision

Discrete steps in policy and investment decisions to move toward vision and goals

The Process

## What Is New?

### Building on 10 years of TSMO Progress.

- How can TSMO address the climate crisis and equity issues?

### Develop a Strategy with more, diverse set of voices.

- SAC provides input at each key milestone.
- Focus groups and interviews will inform targets, performance measures and actions.

### Approach TSMO with an equity focus.

- Equity Tree to align actions with social and racial equity.
- Strategy goals that are rooted in equity.



## Navigating the Tree



At the tree top, **evaluate and refine** actions, being accountable to the result



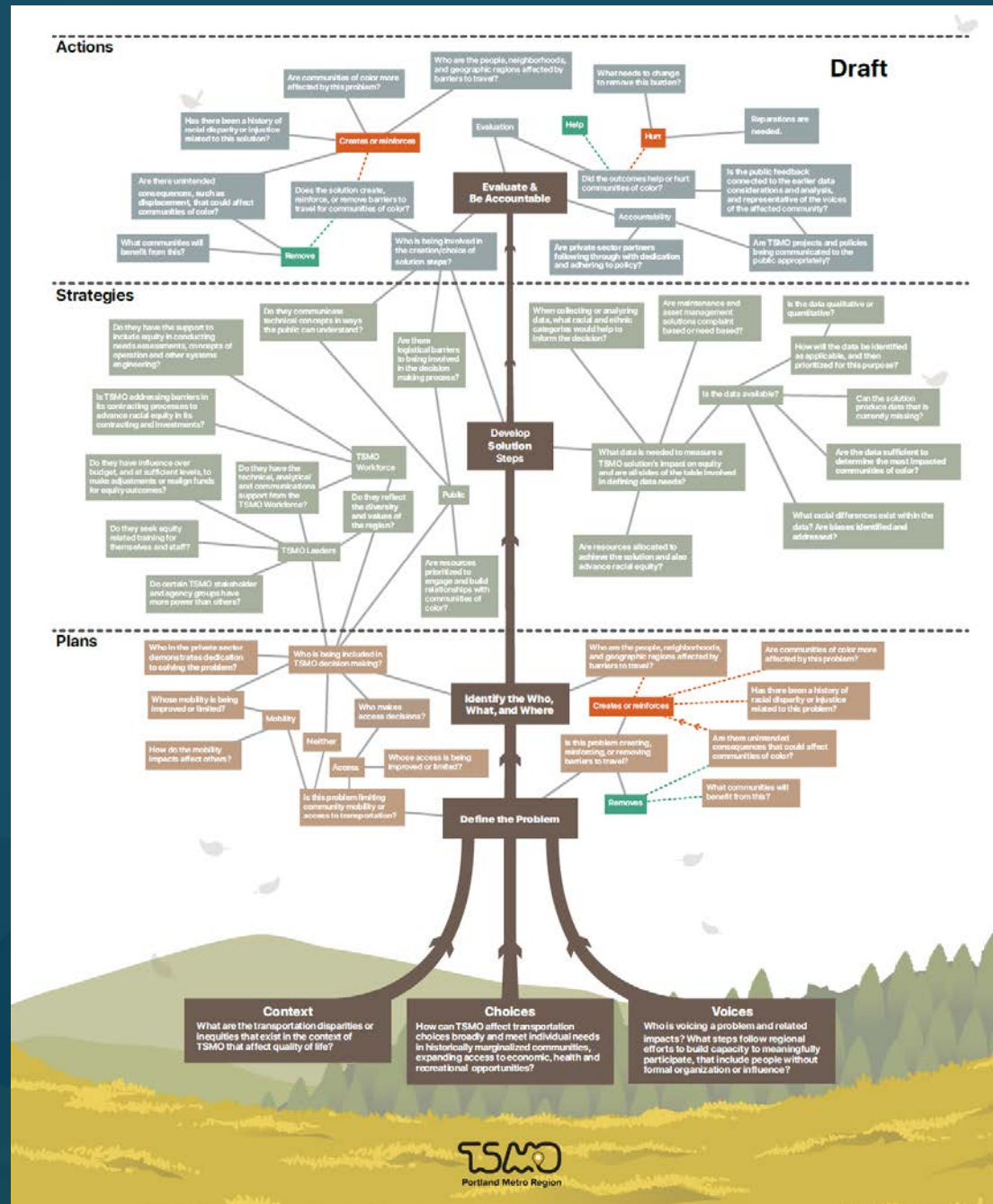
Continue through the Strategies level to **develop a solution step** to a problem



Follow the branches and leaves of the tree through the Plans level to **identify keys** to solving a problem



Start at the root and **define a problem**



“Collaborate to provide reliable, agile, and connected travel choices so that all users are free from harm, and to eliminate the disparities experienced by people of color and historically marginalized communities.”

### Goals:

1. Free from Harm
2. Regional Partnerships/Collaboration
3. Eliminate Disparities
4. Connected Travel Choices
5. Reliable Travel Choices
6. Prepare for Change

## Free From Harm

Create a transportation system where all users are free from harm.

## Regional Partnerships/Collaboration

Collaborate as effective stewards of the transportation system.

## Eliminate Disparities

Eliminate the disparities in the transportation system experienced by people of color and historically marginalized communities.

## Connected Travel Choices

Connect all people to the goods, services, and destinations they need through a variety of travel choices.

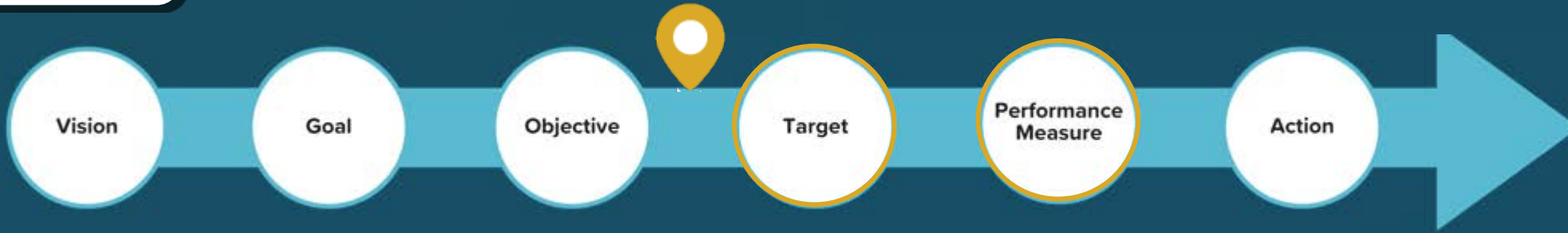
## Reliable Travel Choices

Provide a transportation system that is reliable for all users.

## Prepare for Change

Manage the system to be agile in the face of growth, disruptions, and changing technology.

## Next Steps



### Free From Harm

#### Objective:

Ensure historically marginalized communities and people of color benefit from safety improvements. (Example)

#### Target:

Complete   # or %   by 2030.

.  
.

#### Performance Measure:

The number/percent of ...

### Regional Partnerships/Collaboration

#### Objective:

(Example)

.  
.

#### Target:

.  
.  
.

#### Performance Measure:

.

### Connected Travel Choices

#### Objective:

(Example)

.  
.

#### Target:

.  
.  
.

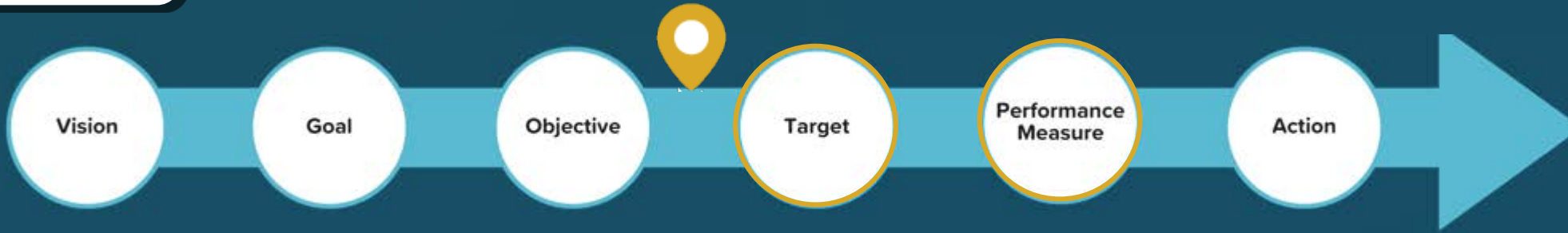
#### Performance Measure:

.

What would you like to see us consider as we go through this part of the planning process?

What do we need to apply to TSMO?

## Next Steps



### Free From Harm

#### Objective:

Ensure historically marginalized communities and people of color benefit from safety improvements.

#### Target:

Complete investments starting with high-injury intersections in equity focus areas and employment/industrial areas by 2030.

#### Performance Measure:

The number of high-crash intersections assessed with crash-prediction tools, starting in equity focus areas.

### Regional Partnerships/Collaboration

#### Objective:

Collaborate to achieve multimodal integrated corridor management across multiple agencies.

#### Target:

All construction zones lasting more than 1 day are shared in real-time closure information by 2030.

#### Performance Measure:

The percent of construction zones that share real-time information.

### Connected Travel Choices

#### Objective:

Integrate payment and scheduling systems to improve traveler experience during multimodal trips.

#### Target:

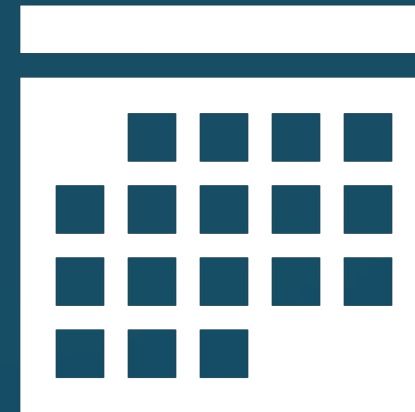
One payment tool is all that is needed to complete a journey in the Greater Portland Metro Region by 2030.

#### Performance Measure:

The number of payment tools to complete a journey that integrate cash and electronic payment.

## Next Steps

- Second half of the Strategy Update will focus on defining how far we can go in 10 years.
- Upcoming Presentations & Opportunities for Input
  - Regional Leadership Forum May 14 briefing
  - JPACT June 17 presentation
  - Stakeholder focus groups and interviews this spring
  - Technical Workshops happening this summer
- Consideration for adoption in late summer/early fall



# Q&A

Thank You!



## Project Team

### Metro

Caleb Winter  
Eryn Kehe  
Lakeeyscia Griffin  
Margi Bradway  
Molly Cooney-Mesker  
Summer Blackhorse  
Ted Leybold

### ODOT

Kate Freitag  
Scott Turnoy

### Fehr&Peers

Briana Calhoun  
Cheryl Croshere  
Chris Grgich  
Kara Hall  
Katie Miller  
Ron Milan

## Contacts

Caleb.Winter@oregonmetro.gov  
Scott.Turnoy@odot.state.or.us  
C.Grgich@fehrandpeers.com  
K.Hall@fehrandpeers.com

Next Steps







Metro

# Emerging trends study

Transportation Policy  
Alternatives Committee

May 7, 2021

# About the emerging trends study

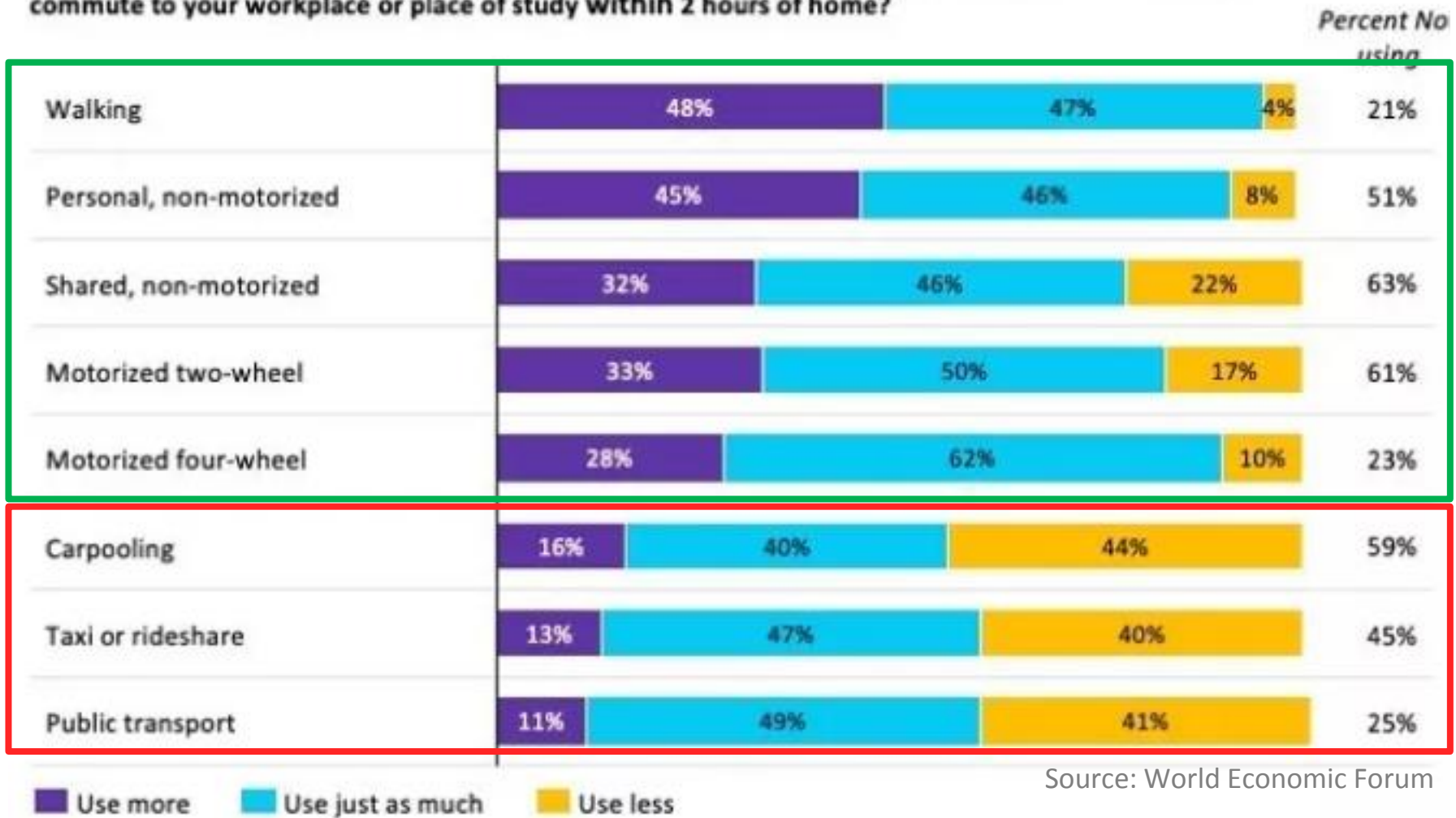
The Emerging Trends Study will outline how Metro and our partners should respond to the **major transportation trends** that we expect to face in the Portland region **during the coming decade** following the COVID-19 pandemic and other recent disruptions.

Metro is carrying out the study over the next year so that it can **inform the 2023 RTP update**.

Today we'll share information on the **scope and schedule** of the study with TPAC.

# Will health concerns drive mode shift?

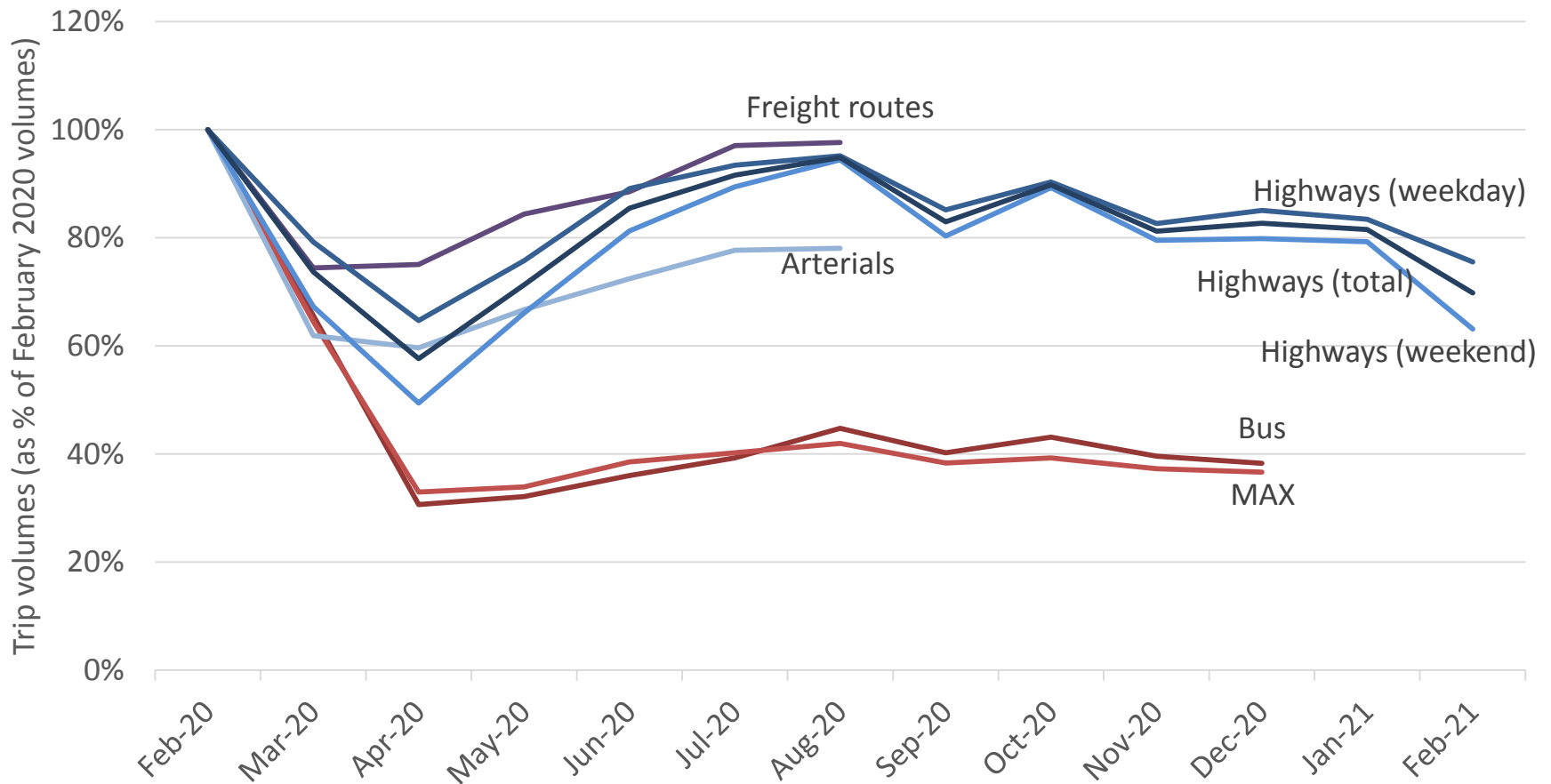
When the pandemic ends, which mean(s) of transport do you plan on using for your daily or weekly commute to your workplace or place of study within 2 hours of home?



Active transportation and driving appear likely to be popular post-pandemic – other modes, not so much.

# How do we close the “transit gap?”

Trips by mode/facility type during the pandemic



Source: data from ODOT, PBOT, and TriMet

Compared to vehicle trips, transit ridership declined more sharply and recovered more slowly during the pandemic. Climate events are also impacting how people travel.

# How do concerns about racism and personal safety affect travel?

WHAT MAKES WALKING DIFFICULT IN PORTLAND?	WALKING WHILE BLACK	CITYWIDE
Poor Lighting	5.00	3.62
Sidewalks / walking paths missing on BUSY streets	4.94	4.66
People driving too fast on BUSY streets	4.82	4.29
Not enough safe places to cross busy streets	4.78	4.46
People driving too fast on RESIDENTIAL streets	4.74	4.44
Sidewalks / walking paths missing on RESIDENTIAL streets	4.71	4.29
Drivers not stopping for pedestrians crossing the street	4.47	4.29
Buckled / cracked / uplifted sidewalks, or other tripping hazards	4.47	3.46
Missing curb ramps at Intersections	4.00	3.22
Not enough time to cross the streets	3.91	3.08

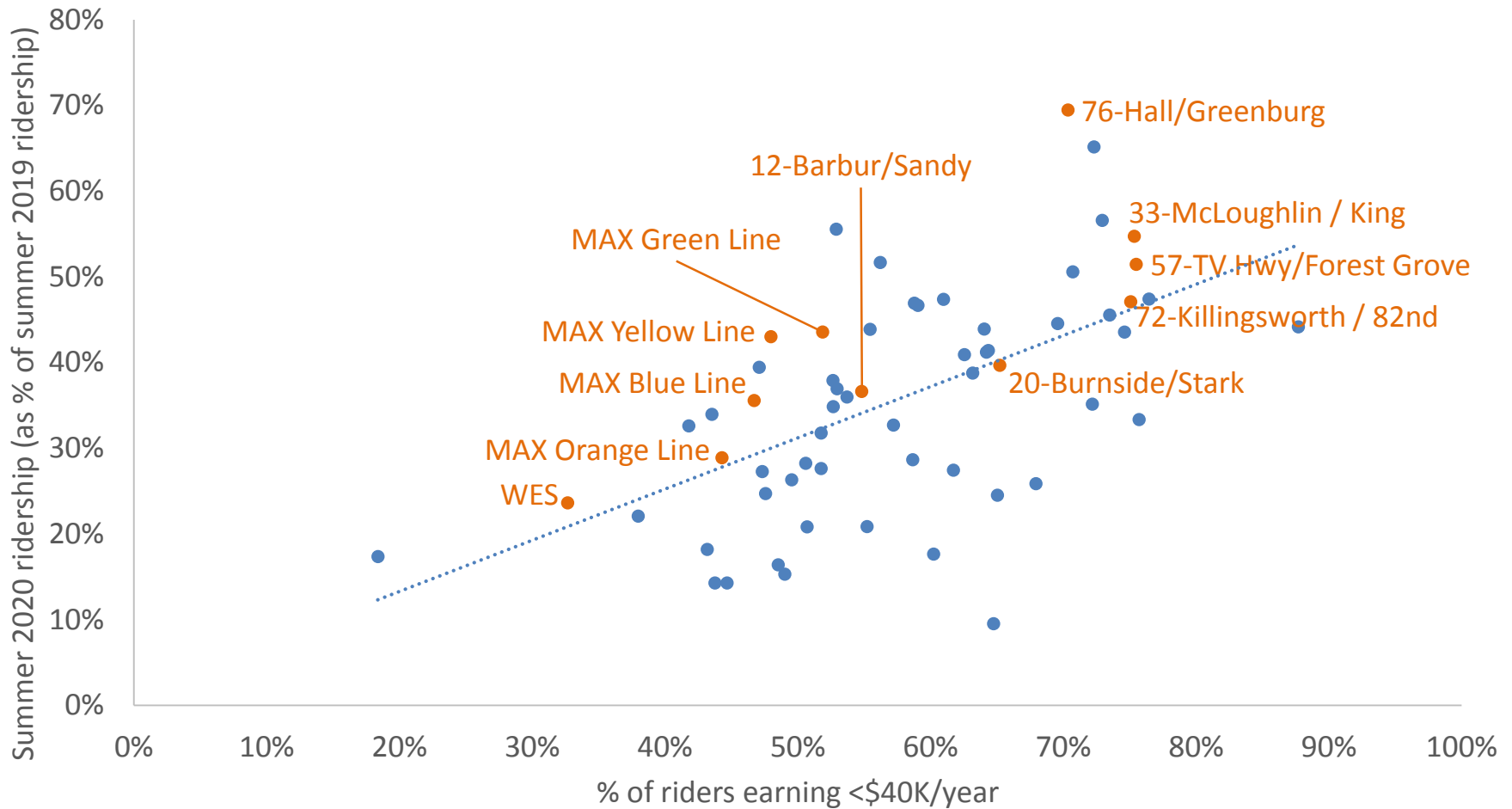
Figure 1. Which kinds of places are the most important to improve for walking in Portland?

Source: PBOT

Increased concerns about racism and personal safety, as well as fear of exposure to COVID and other diseases, could have a long-term impact on people's choices.

# Which transit routes are now essential?

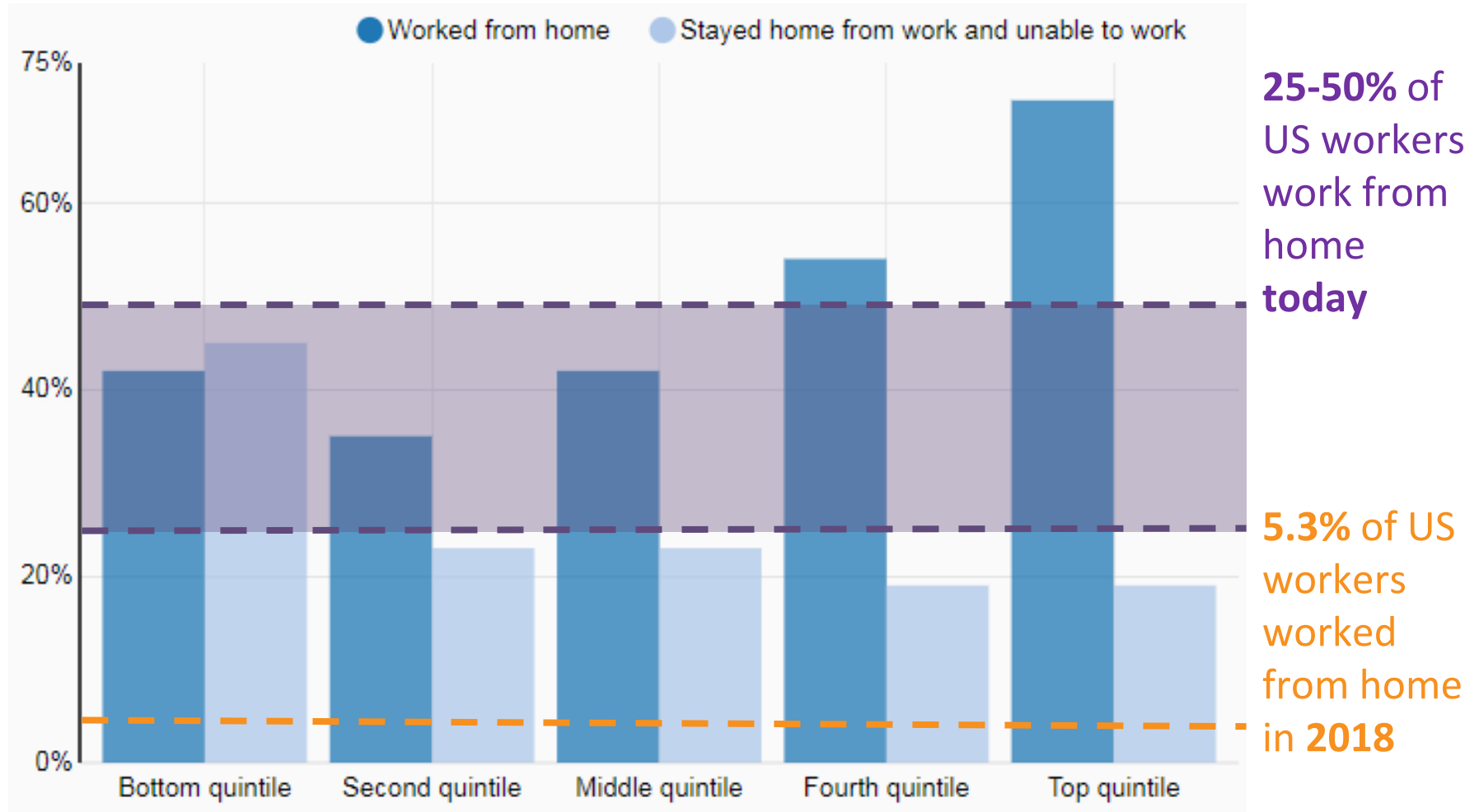
Pandemic-era bus ridership vs. % low-income riders, by TriMet route



Source: TriMet ridership and survey data

Ridership on bus lines with a greater share of low-income riders held steadier during the pandemic.

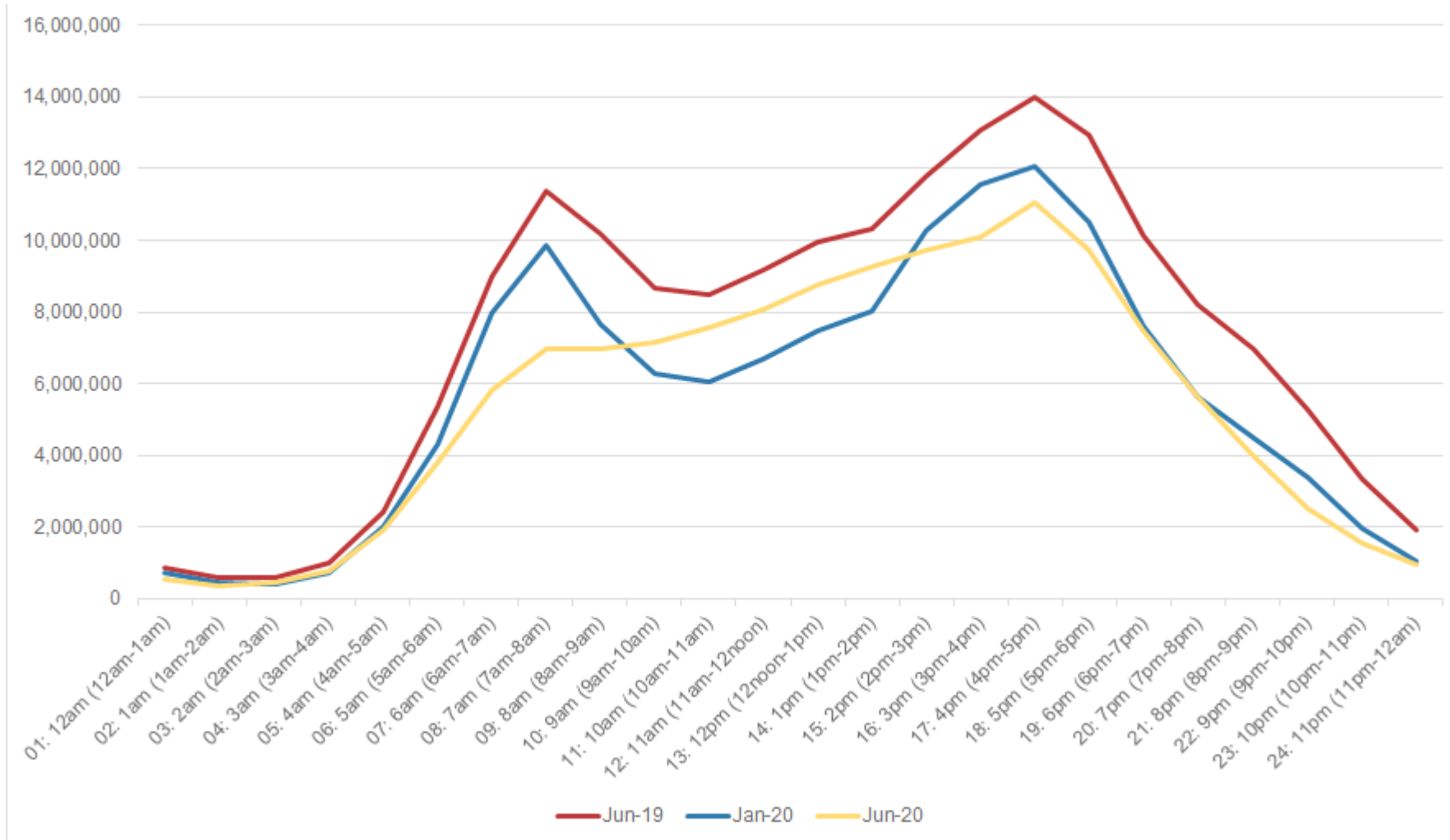
# Is this the teleworking revolution?



Source: Brookings Institute

Teleworking appears to be here to stay, but we don't know to what extent. Higher-income workers are much more likely to be able to work from home.

# Do teleworkers travel less – or just later?



Source: StreetLight Data via SSTI

Early data suggest that teleworkers replace peak commutes with non-work trips during the day.



# Is this the e-commerce revolution?

Table 1. U.S. Retail Sales in First and Second Quarters from 2015 through 2020 (in \$millions)

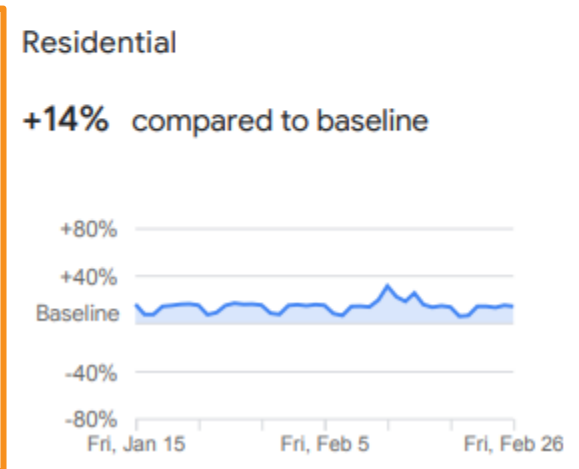
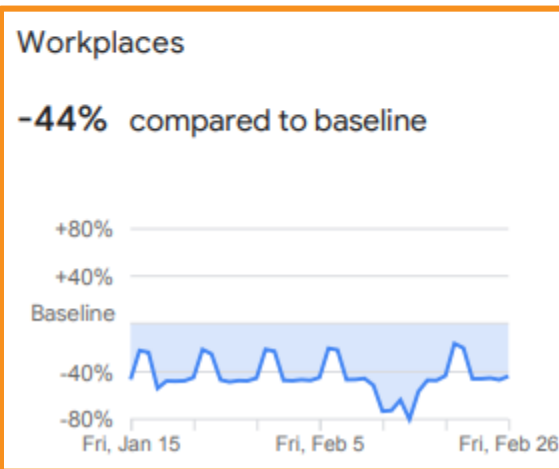
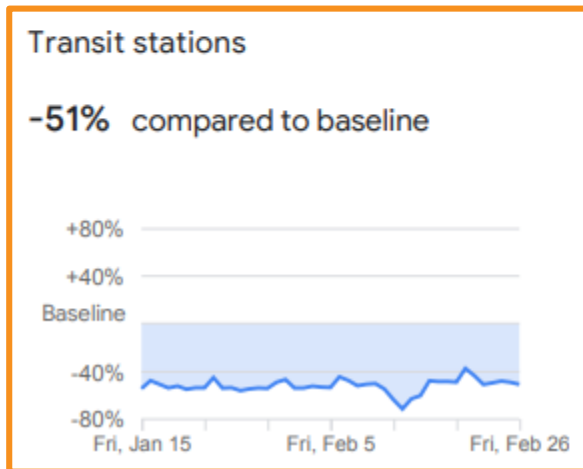
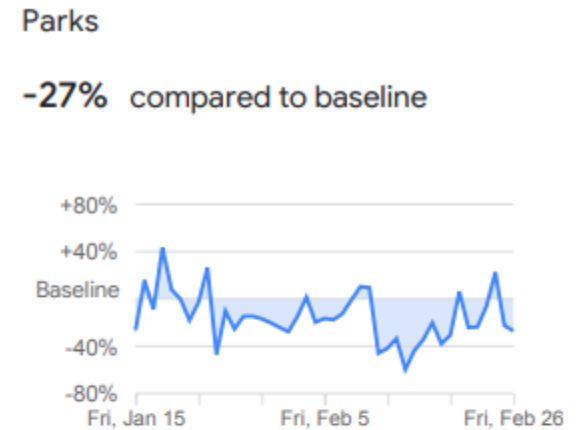
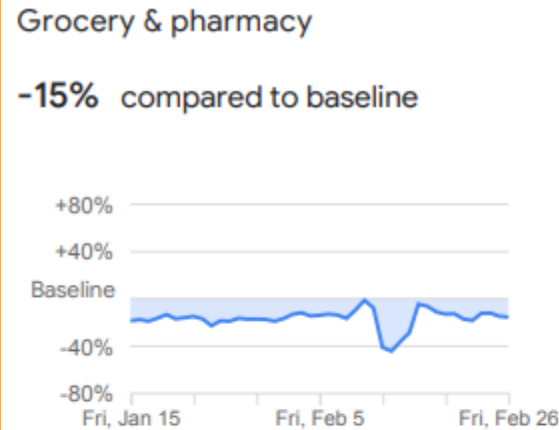
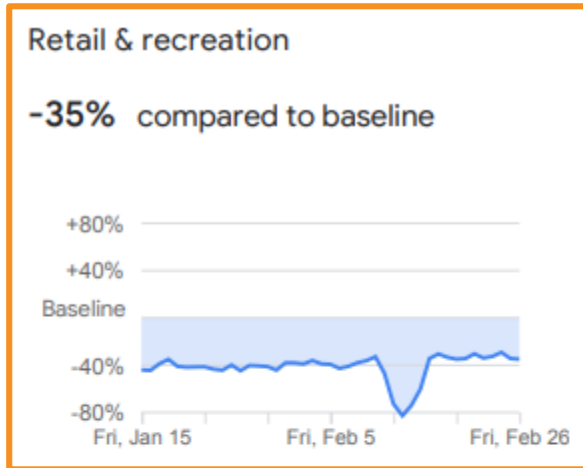
	January-June 2015	January-June 2016	January-June 2017	January-June 2018	January-June 2019	January-June 2020
<b>In Stores</b>	\$2,168,572	\$2,194,064	\$2,288,652	\$2,410,525	\$2,410,340	\$2,404,090
<b>Via E-commerce</b>	\$164,786	\$190,438	\$217,576	\$257,053	\$286,061	\$407,711
<b>Total</b>	\$2,333,358	\$2,384,502	\$2,506,228	\$2,667,578	\$2,696,401	\$2,811,801
<b>% E-commerce</b>	7.06%	7.99%	8.68%	9.64%	10.61%	14.50%

Source: Quarterly Retail E-Commerce Sales, U.S. Department of Commerce <https://www2.census.gov/retail/releases/historical/ecommm/19q>

Via Sorin Garber Associates

E-commerce appears to be here to stay - how much did the pandemic accelerate its growth? How will that growth impact our streets and our communities?

# Are regional centers still central?



Source: Google location data for Multnomah County

Trips to the places that anchor regional centers – stores, offices, and transit stations – fell sharply during the pandemic.

# Project timeline

**Mar-May 2021**

Develop scope of work

**May-Jun 2021**

Select consultant and develop contract

**Jul 2021-Jun  
2022**

Consultant completes the Emerging Trends study

**Jul-Dec 2022**

Study findings inform RTP policy development and investment strategy

# Scope of work: tasks

1. Advise on **which trends and evidence to focus** on using background research and stakeholder interviews
2. **Tell the story and estimate the impacts** of each trend using detailed local data and primary research
3. Recommend **changes to travel model and planning processes**
4. Recommend **changes to RTP policies and projects** for Metro and partners to consider based on RTP review, stakeholder workshops, and committee feedback

[oregonmetro.gov](http://oregonmetro.gov)



# Statewide Transportation Improvement Program

Presentation to TPAC

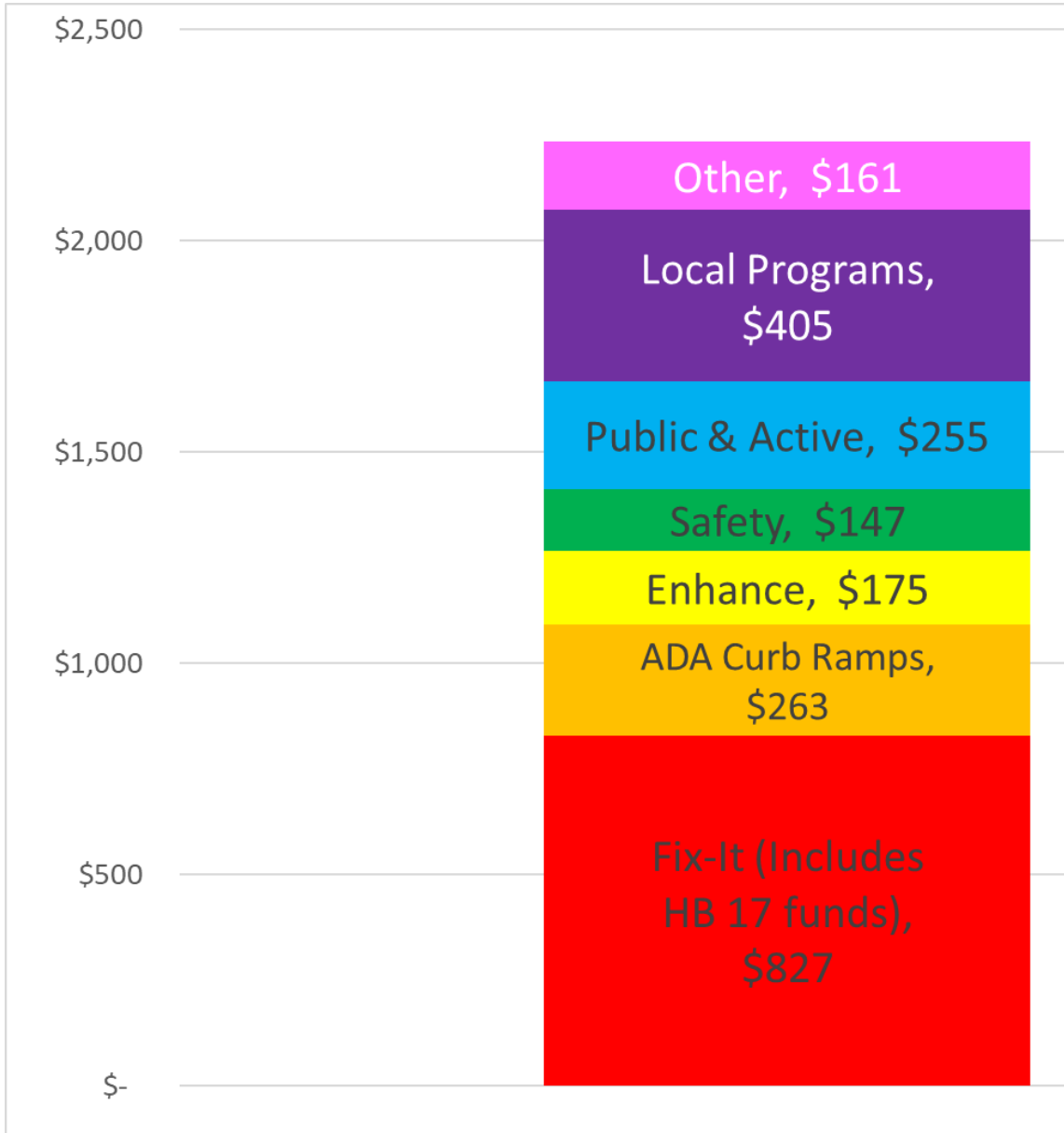
Friday, May 7, 2021

# May '21 TPAC STIP Update

1. An overview of statewide funding programs
2. An update on scoping of projects in Region 1

- STIP = Statewide Transportation Improvement Program
- Scoping = a cost and risk estimating process for future projects

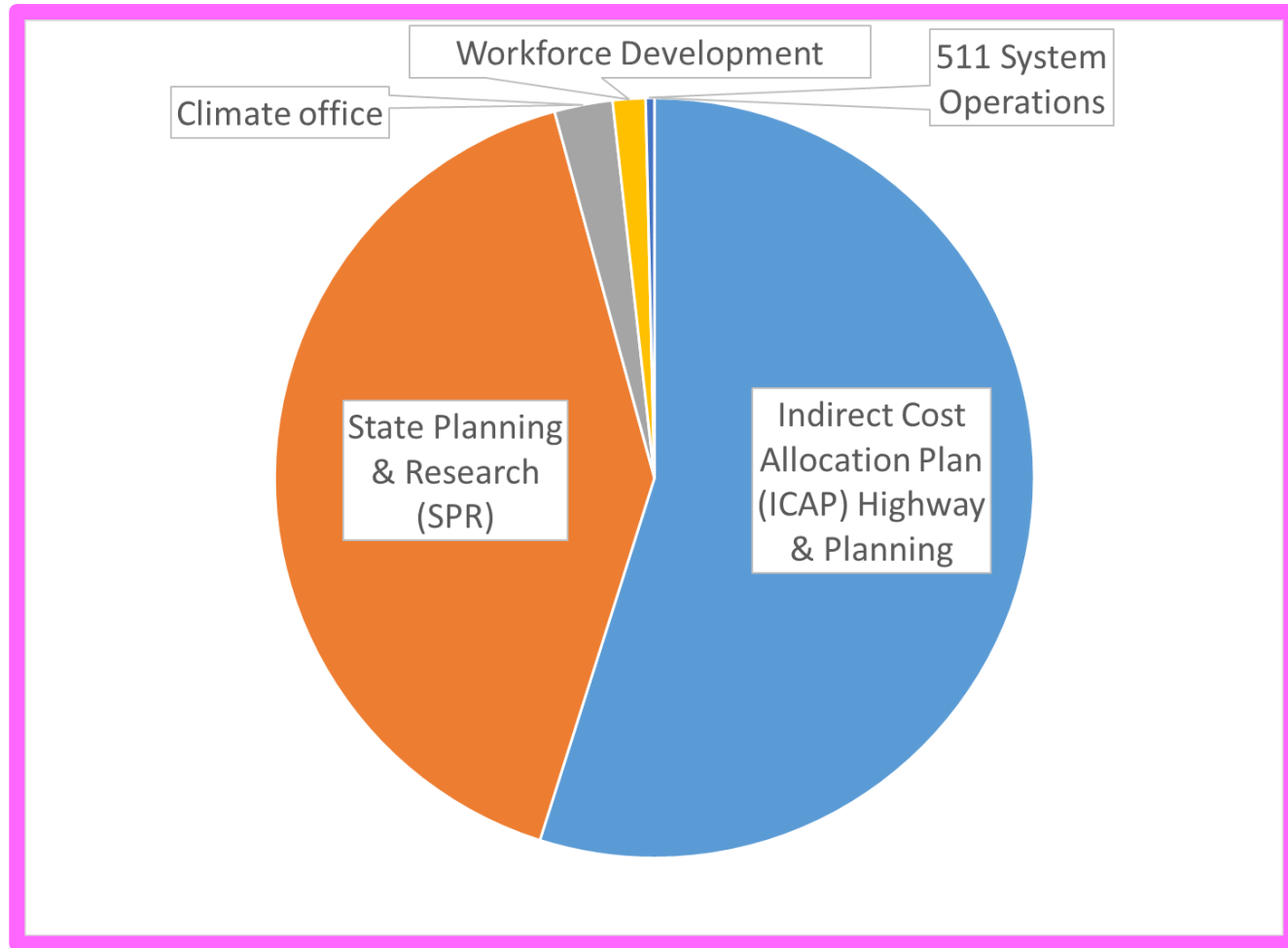
# 24-27 STIP: OTC Allocations



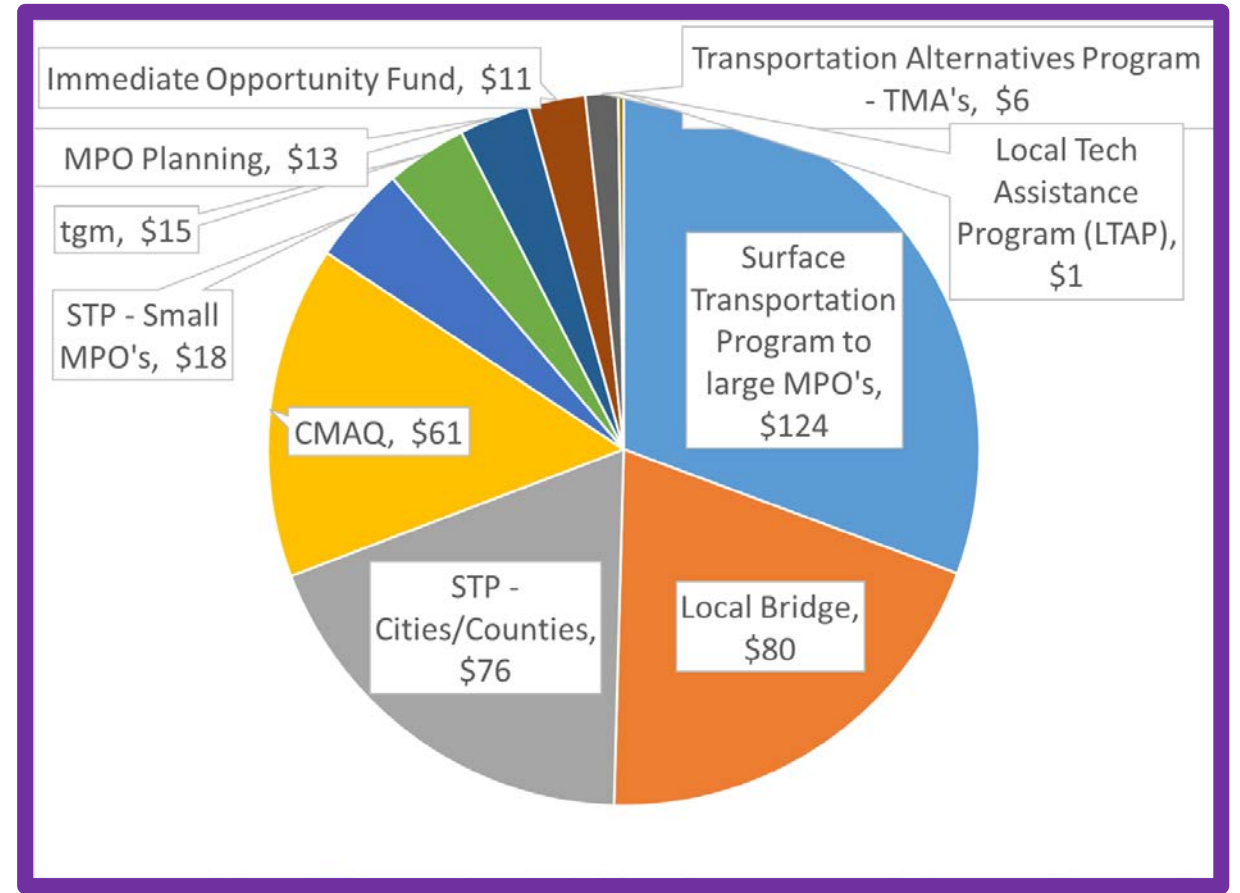
- The Oregon Transportation Commission (OTC) adopted “programmatic allocations” for the 2024-27 Statewide Transportation Improvement Program (STIP) in January 2021.
- These funds are for Federal Fiscal Years ‘25, ‘26 and ‘27
  - *FFY25 begins on 10/1/24*



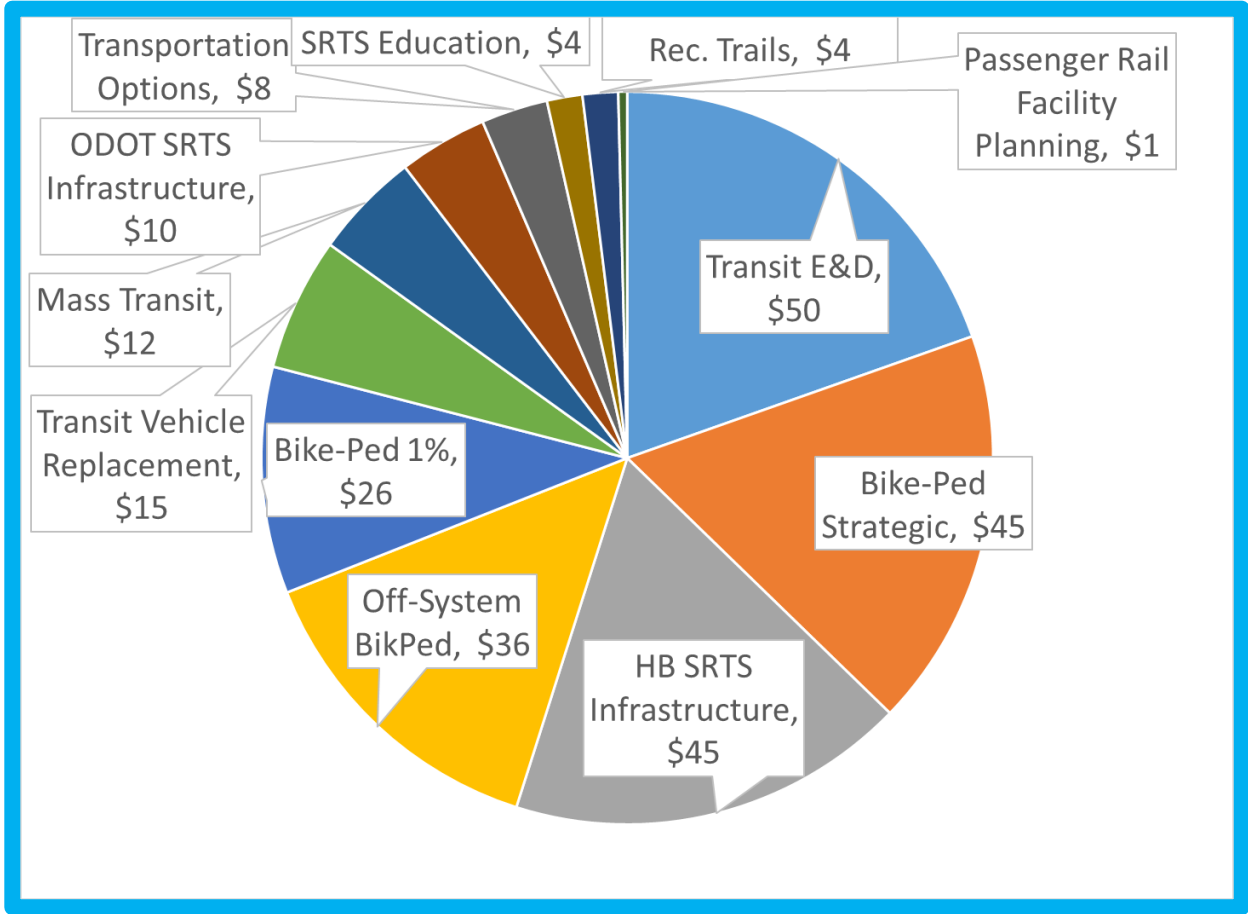
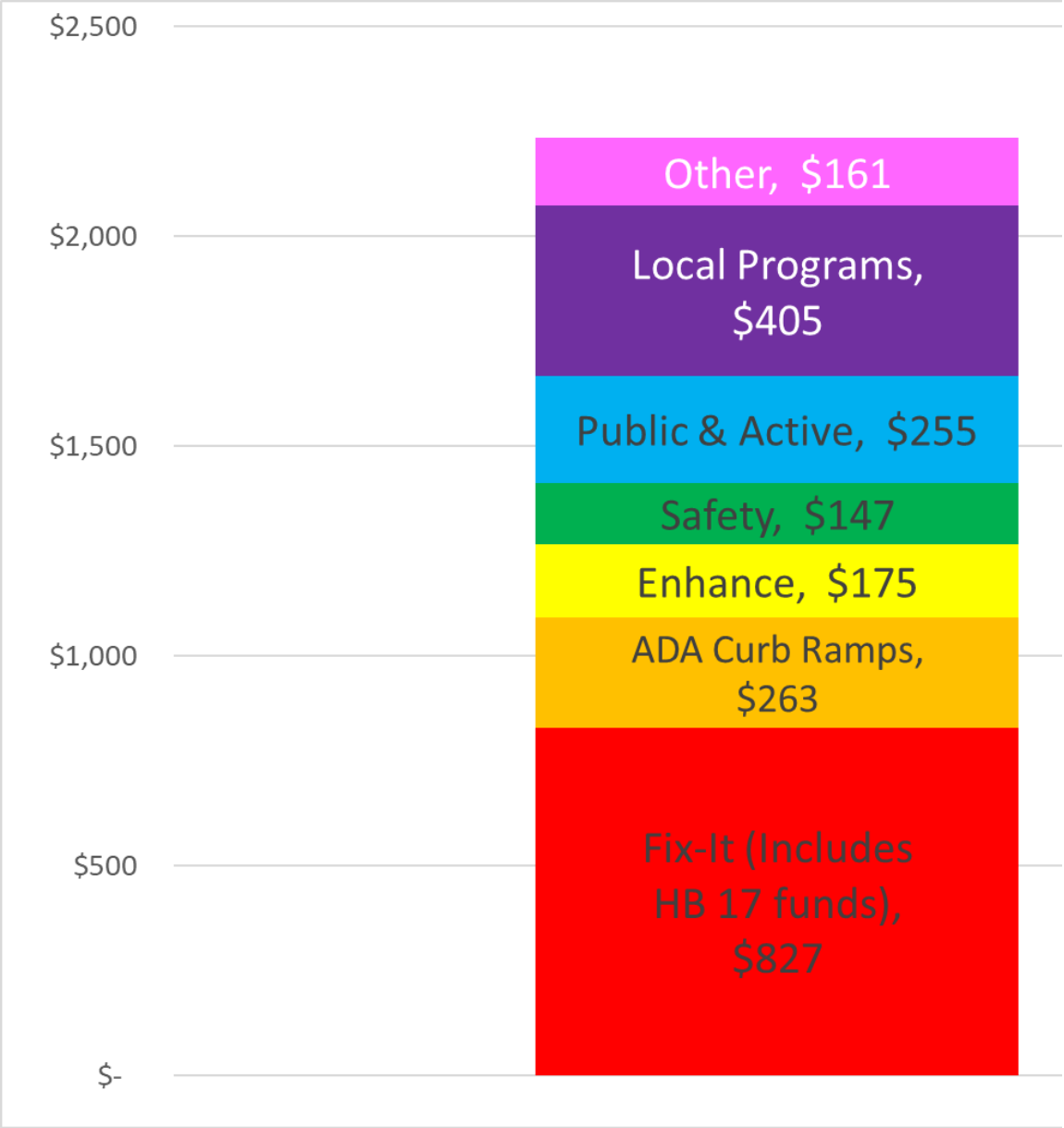
# 24-27 STIP: "Other" Programs



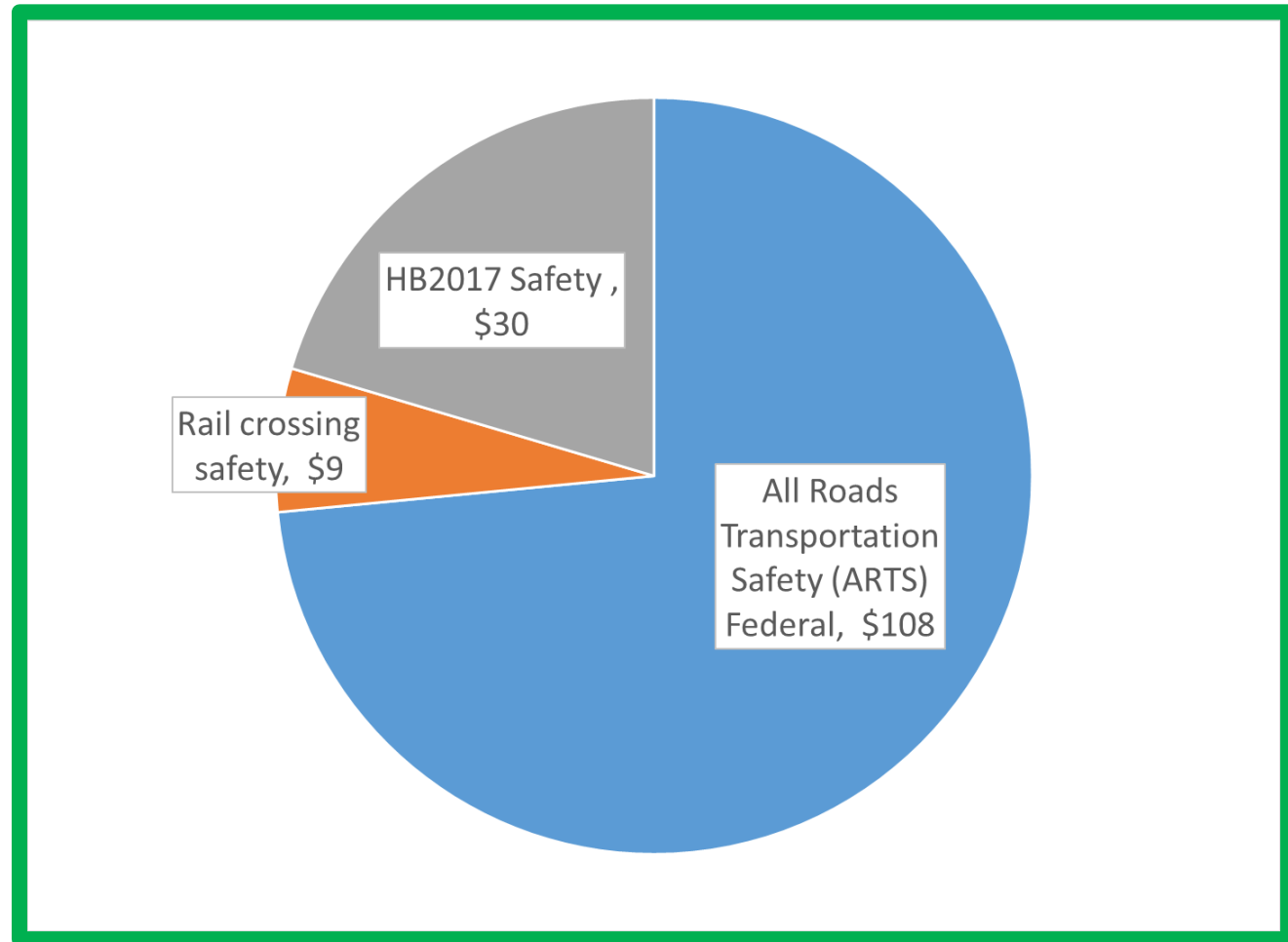
# 24-27 STIP: Local Programs



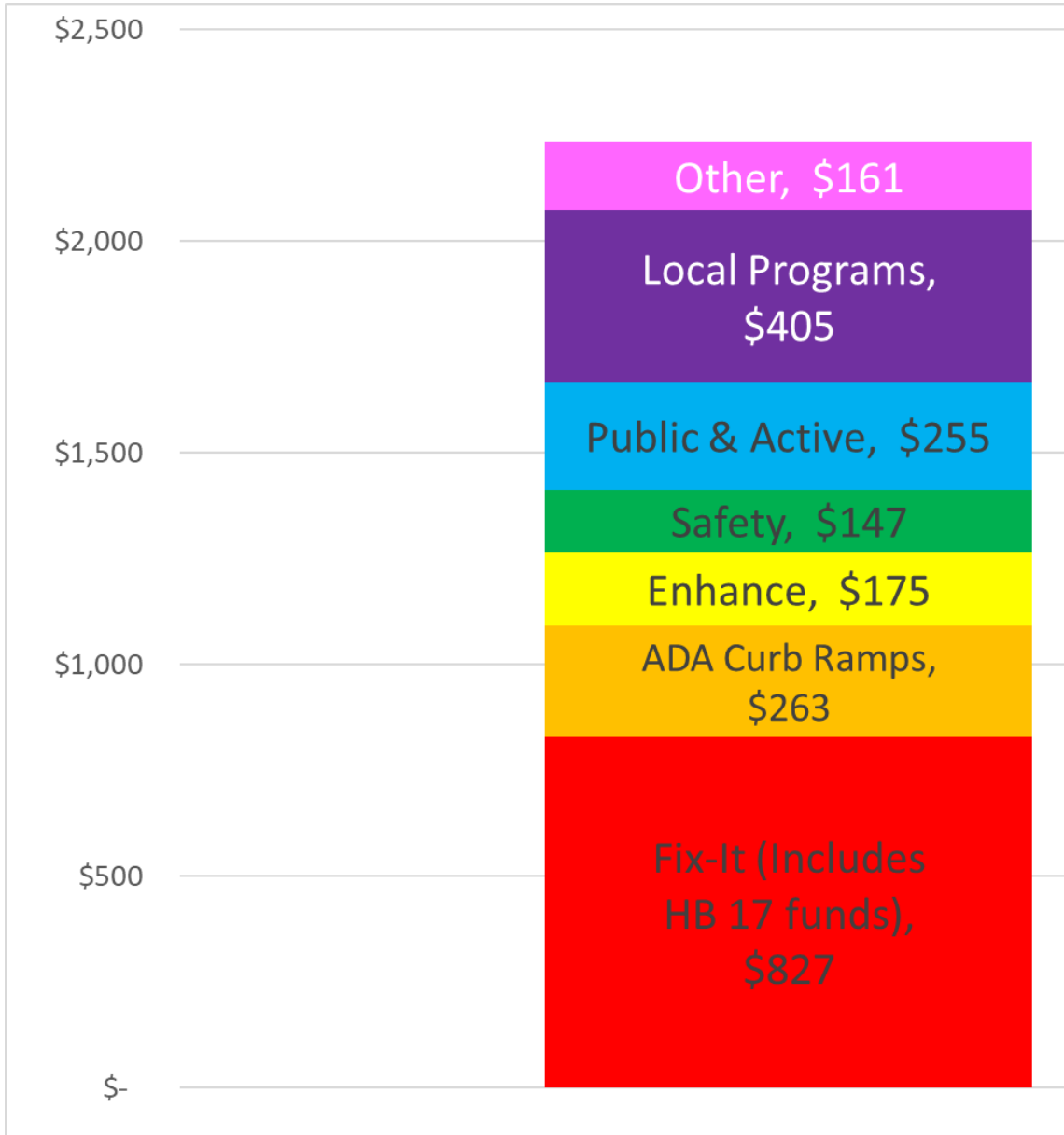
# 24-27 STIP: Public & Active Transportation



# 24-27 STIP: Safety Programs

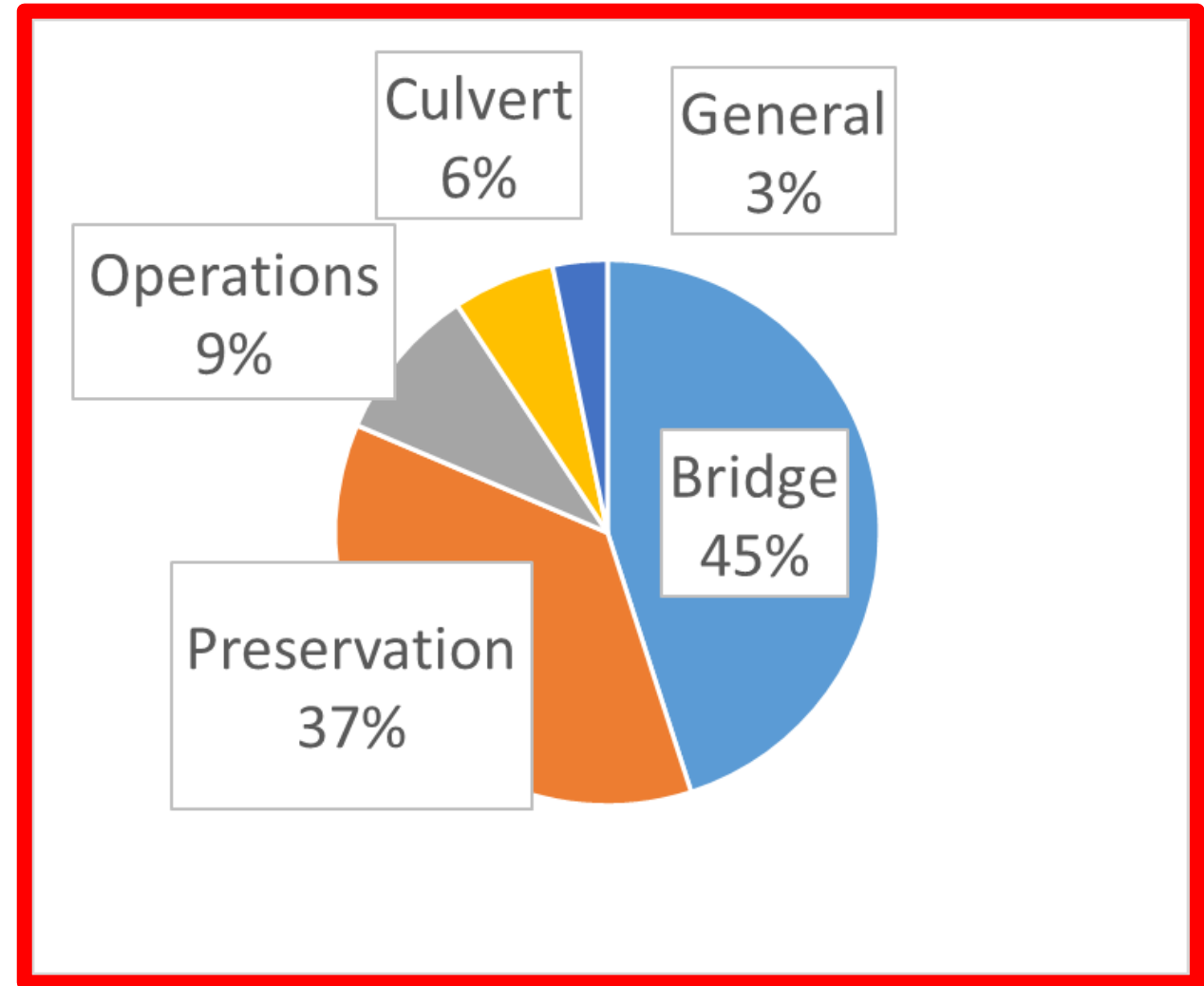
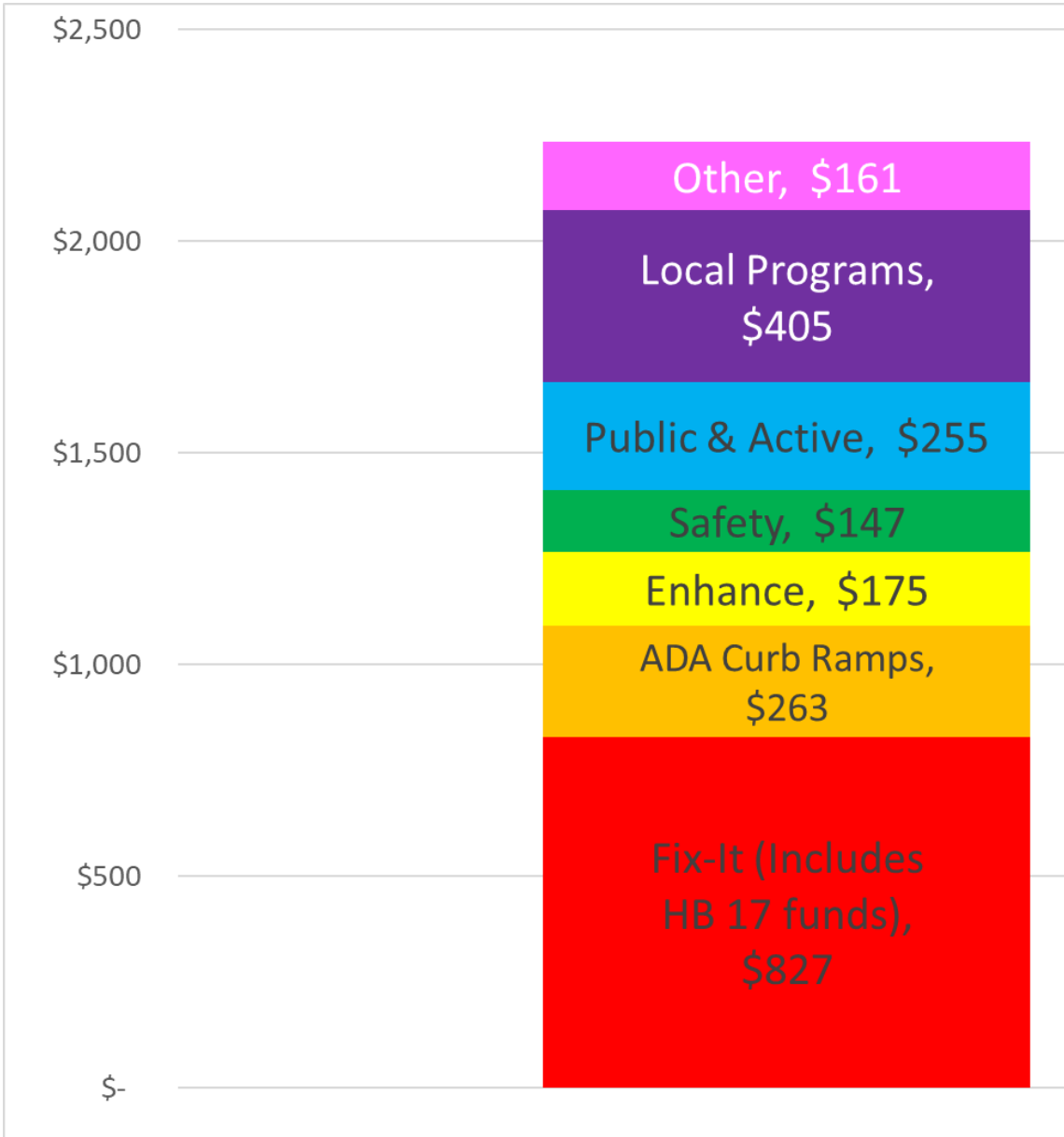


# 24-27 STIP: ADA & Enhance



- Enhance:
  - \$110m from HB2017
  - \$65m new OTC grants
- ADA: No breakdown

# 24-27 STIP: Fix-It



# Want more?

- Future TPAC presentations will dig into the individual programs
- ODOT is planning a workshop for the Region 1 Area Commission on Transportation this summer

# Status of Region 1 Scoping

- Managers of programs (“Bridge”) produce lists for scoping.
- Technical teams investigate (“scope”) batches of projects on a rolling basis.
- In Region 1, the first batch kicked off this week.
- The process will stretch through the remainder of 2021.
- ODOT will share scoping lists once program managers approve their release.