



600 NE Grand Ave.  
Portland, OR 97232-2736

# Joint Policy Advisory Committee on Transportation (JPACT) agenda

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Thursday, May 20, 2021

7:30 AM

<https://zoom.us/j/91720995437>

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

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

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

## 2. Public Communications (7:35 AM)

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

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

## 3. Updates from the Chair (7:40)

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

- 4.1 Resolution No. 21-5156, 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  
Attachments: [Resolution No. 21-5165](#)  
[Exhibit A to Resolution No. 21-5165](#)  
[Exhibit B to Resolution No. 21-5165](#)  
[Staff Report](#) [COM](#)  
[20-0435](#)
- 4.2 Resolution No. 21-5177, 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)  
Attachments: [Draft Resolution 21-5177](#)  
[Exhibit A - May 2021 Final Amendment Tables](#)  
[JPACT Staff Report - May 2021 Formal MTIP Amendment](#) [COM](#)  
[20-0436](#)
- 4.3 Consideration of the April 15, 2021, JPACT Minutes  
Attachments: [April 15, 2021, JPACT Minutes](#) [COM](#)  
[20-0437](#)

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

- 5.1 JPACT Federal Policy Discussion (7:50 AM) [COM](#)  
[20-0438](#)  
Presenter(s): Tyler Frisbee, Metro  
Attachments: [5.20.21 JPACT Policy Agenda Memo](#)  
[2021 JPACT Policy Agenda](#)

- 5.2 RFFA 2025-27 Program Direction - Discussion (8:10 AM) [COM](#)  
[20-0439](#)

Presenter(s): Daniel Kaempff, Metro

Attachments: [Staff report](#)  
[2025-27 RFFA Step 1 Inv Report](#)  
[RFFA workshop summaries](#)

- 5.3 Regional Mobility Policy Update - Continue discussion of draft mobility policy elements and potential measures to test (8:40 AM) [COM](#)  
[20-0440](#)

Presenter(s): Kim Ellis, Metro  
Glen Bolen, ODOT

Attachments: [JPACTMemo](#)  
[RMP-Draft Mobility Policy Elements and Promising Measures](#)  
[RMP-Spring 2021 Engagement Schedule](#)  
[RMP-Adopted Project Purpose and Objectives](#)  
[Project Factsheet Spring 21](#)  
[RMP Current Examples Factsheets](#)

**6. Updates from JPACT Members (8:55 AM)**

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

Upcoming JPACT Meetings

*June 17, 2021*

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### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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## **2021 JPACT Work Program**

***As of 5/13/21***

*Items in italics are tentative*

<p><b><u>May 20, 2021</u></b></p> <ul style="list-style-type: none"> <li>• Resolution No. 21-5165, For the Purpose of Adopting the Fiscal Year 2021-22 Unified Planning Work Program and Certifying That the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements (<b>consent</b>)</li> <li>• Resolution No. 21-5177, 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) (<b>consent</b>)</li> <li>• JPACT Federal Policy Discussion (Tyler Frisbee, Metro; 20 min)</li> <li>• RFFA 2025-27 Program Direction – proposal (30 min, Daniel Kaempff)</li> <li>• Regional Mobility Policy Update – Introduce draft urban mobility definition and potential measures to test (20 min, Kim Ellis)</li> </ul>	<p><b><u>June 17, 2021</u></b></p> <ul style="list-style-type: none"> <li>• Progress on our Regional Traffic Safety goals – <i>update (20 min. Lake McTighe)</i></li> <li>• Regional Congestion Pricing Study Discussion (30 min, Elizabeth Mros-O’Hara)</li> <li>• TSMO Strategy – Vision and Goals (10 min, Caleb Winter)</li> <li>• <i>Safe Routes to School – update (20, Noel Mickelberry)</i></li> </ul>
<p><b><u>July 15, 2021</u></b></p> <ul style="list-style-type: none"> <li>• TSMO Strategy – Review of findings, draft (30 min, Caleb Winter)</li> <li>• Congestion Pricing-FINAL REPORT &amp; ACTION ( Elizabeth Mros-O’Hara, 30 min)</li> <li>• Final program direction for RFFA 2025-27 – ACTION (30 min, Daniel Kaempff)</li> </ul>	<p><b><u>August 19, 2021</u></b></p> <ul style="list-style-type: none"> <li>• <i>Enhanced Transit Concepts and/or Bus on Shoulder – update (30 min., Matt Bihn)</i></li> <li>• <i>Safe Routes to School – update (20, Noel Mickelberry)</i></li> </ul>

<ul style="list-style-type: none"> <li>• <i>Active Transportation Return on Investment Study (20 min, John Mermin)</i></li> <li>• <i>Transportation Trends – update (20 min., Eliot Rose)</i></li> </ul>	
<p><b><u>September 16, 2021</u></b></p> <ul style="list-style-type: none"> <li>• TSMO Strategy – Final adoption of draft (20 min. Caleb Winter)</li> <li>• Regional Mobility Policy Update – Introduce Case Study Findings and Recommendations – (40 min, Kim Ellis and ODOT staff)</li> </ul>	<p><b><u>October 21, 2021</u></b></p> <ul style="list-style-type: none"> <li>• Regional Mobility Policy Update – (30 min., Kim Ellis and ODOT staff)</li> <li>• Freight Commodity Study – (30 min, Tim Collins)</li> <li>• 2023 Regional Transportation Plan Update Work Plan – Kick-off Scoping Phase (30 min, Kim Ellis)</li> </ul>
<p><b><u>November 18, 2021</u></b></p> <ul style="list-style-type: none"> <li>• Progress on our Regional Traffic Safety goals – <i>update (20 min. Lake McTighe)</i></li> <li>• RFFA 2025-27 Program Direction – final policy framework; call for projects (30 min, Daniel Kaempff)</li> </ul>	<p><b><u>December 16, 2021</u></b></p> <ul style="list-style-type: none"> <li>• Regional Mobility Policy Update – Recommendations for 2023 RTP Update Work Plan and to the OTC - ACTION (30 min., Kim Ellis and ODOT staff)</li> <li>• 2023 Regional Transportation Plan Update Work Plan – ACTION (30 min, Kim Ellis)</li> </ul>

Parking Lot:

- *Freight Commodity Study – (30 min, Tim Collins)*
- *Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT person)*
- *TV Highway Corridor Study – briefing (30 min, Elizabeth Mros-O’Hara)*

**4.1 Resolution No. 21-5156, For the Purpose of  
Adopting the Fiscal Year 2021-22 Unified  
Planning Work Program and Certifying That the  
Portland Metropolitan Area is in Compliance with  
Federal Transportation Planning Requirements**

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, May 20, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ) RESOLUTION NO. 21-5156  
FISCAL YEAR 2021-22 UNIFIED PLANNING ) Introduced by Chief Operating Officer  
WORK PROGRAM AND CERTIFYING THAT ) Marissa Madrigal with the concurrence  
THE PORTLAND METROPOLITAN AREA IS IN ) of Council President Lynn Peterson  
COMPLIANCE WITH FEDERAL )  
TRANSPORTATION PLANNING REQUIREMENTS )

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in Fiscal Year (FY) 2021-22; and

WHEREAS, the UPWP is developed in consultation with federal and state agencies, local governments, and transit operators; and

WHEREAS, the FY 2021-22 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2021-22 UPWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 2021-22 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and has been reviewed through formal consultation with state and federal partners; and

WHEREAS, the FY 2021-22 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, TPAC recommended approval on April 2, 2021 of the FY 2021-22 UPWP and forwarded their recommended action to JPACT;

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro's compliance with federal planning regulations as required to receive federal transportation planning funds; now therefore

BE IT RESOLVED that:

1. The Metro Council adopts JPACT's May 20, 2021 recommendation to adopt the FY 2021-22 UPWP, attached hereto as Exhibit A.
2. The FY 2021-22 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.

4. Staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. Staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this 20st day of May 2021.

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Lynn Peterson, Council President

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Shirley Craddick, Chair of JPACT

Approved as to Form:

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Carrie MacLaren, Metro Attorney



DISCUSSION DRAFT

# 2021-2022 Unified Planning Work Program

Transportation planning in the  
Portland/Vancouver metropolitan area

May 2021

[oregonmetro.gov](http://oregonmetro.gov)

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

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

Unified Planning Work Program website: [oregonmetro.gov/unified-planning-work-program](http://oregonmetro.gov/unified-planning-work-program)

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



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# Unified Planning Work Program (UPWP) overview



# Portland Metropolitan Area Unified Planning Work Program (UPWP) Overview

## **INTRODUCTION**

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds (and regionally significant activities using local funds). The UPWP is developed by Metropolitan Planning Organizations (MPOs) in cooperation with Federal and State agencies, local governments and transit operators.

This UPWP documents the metropolitan planning requirements, planning priorities facing the Portland metropolitan area and transportation planning activities and related tasks to be the regional will accomplish during Fiscal Year 2021-2022 (from July 1, 2021 to June 30, 2022).

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of The Fixing America's Surface Transportation FAST Act, the Oregon Transportation Planning Rule (which implements Statewide Planning Goal 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with the region's land use plans, and meets Federal and state planning requirements.

The UPWP is developed by Metro, as the MPO for the Portland metropolitan area. It is a federally-required document that serves as a tool for coordinating federally - funded transportation planning activities (and locally funded activities of regional significance) to be conducted over the course of each fiscal year, beginning on July 1. Included in the UPWP are detailed descriptions of the transportation planning projects and programs, listings of draft activities for each project, and a summary of the amount and source of local, state and federal funds to be used for planning activities. Estimated costs for project staff (expressed in full-time equivalent, or FTE) include budget salary and benefits as well as overhead costs per FTE for project administrative and technical support.

## **Transportation planning and project development activities**

Metro, as the greater Portland area MPO, administers funds to both plan and develop projects for the region's transportation system. Transportation planning activities are coordinated and administered through the Unified Planning Work Program (UPWP). Project development is coordinated and administered through the Metropolitan Transportation Improvement Program (MTIP).

Following is a description and guidance of what activities will be defined as transportation planning activities to be included in the UPWP and activities that will be defined as transportation project development activities and included in the MTIP.<sup>1</sup> The descriptions are consistent with the Oregon planning process and definitions.

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<sup>1</sup> If federal transportation funds are used for a transportation planning activity, in addition to its UPWP project entry, those funds will have an entry in the MTIP for the purpose of tracking the obligation of those funds. The coordination and administration of the planning work will be completed within the UPWP process.

Agencies using federal transportation funds or working on regionally significant planning and/or project development activities, should coordinate with Metro on their description of work activities and budgets for how to include a description of those activities in the appropriate UPWP or Transportation Improvement Program (TIP) process and documents.

### **Transportation planning activities to be administered or tracked through the UPWP process**

Work activities that are intended to define or develop the need, function, mode and/or general location of one or more regional or state transportation facilities is planning work and administered through the UPWP process. A state agency may declare an activity as planning if that activity does not include tasks defined as project development.

Examples of UPWP type of planning activities include: transportation systems planning, corridor or area planning, Alternatives Analysis, Type, Size and Location (TSL) studies, and facilities planning.

#### *UPWP Definitions*

"System Planning" occurs at the regional, community or corridor scale and involves a comprehensive analysis of the transportation system to identify long-term needs and proposed project solutions that are formally adopted in a transportation system plan, corridor plan, or facility plan.

"Project Planning" occurs when a transportation project from an adopted plan (e.g. system, corridor, etc.) is further developed for environmental screening and design. Often referred to as scoping, project planning can include:

- Problem identification
- Project purpose and need
- Geometric concepts (such as more detailed alignment alternatives)
- Environmental screening analysis
- Agency coordination
- Local public engagement strategy

"Transportation Needs" means estimates of the movement of people and goods consistent with acknowledged comprehensive plan and the requirements of the state transportation planning rule. Needs are typically based on projections of future travel demand resulting from a continuation of current trends as modified by policy objectives, including those expressed in Oregon Planning Goal 12 and the State Transportation Planning rule, especially those for avoiding principal reliance on any one mode of transportation.

"Transportation Needs, Local" means needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.

"Transportation Needs, Regional" means needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties.

"Transportation Needs, State" means needs for movement of people and goods between and through regions of the state and between the state and other states.

“Function” means the travel function (e.g. principle arterial or regional bikeway) of a particular facility for each mode of transportation as defined in a Transportation System Plan by its functional classification.

“Mode” means a specific form of travel, defined in the Regional Transportation Plan (RTP) as motor vehicle, freight, public transit, bicycle and pedestrian modes.

“General location” is a generalized alignment for a needed transportation project that includes specific termini and an approximate route between the termini.

**Transportation project development and/or preliminary engineering activities to be administered or tracked through the Transportation Improvement Program process**

Transportation project development work occurs on a specific project or a small bundle of aligned and/or similar projects. Transportation project development activities implement a project to emerge from a local transportation system plan (TSP), corridor plan, or facility plan by determining the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. Project development addresses how a transportation facility or improvement authorized in a TSP, corridor plan, or facility plan is designed and constructed. This may or may not require land use decision-making. *See table below for a description of how Metro’s various Federal, State, Regional and local planning documents interrelate.*

MPO staff will work with agency staff when determining whether work activities to define the location of a facility is more about determining a general location (planning activity) or precise location (project development activity).

For large transit or throughway projects, this work typically begins when the project is ready to enter its Final Environmental Impact Statement and Engineering phase.

**Role of Metro's Federal, State and Planning Documents**

<p><b>Regional Transportation Plan (RTP)</b></p>	<p>Serves as both our Metropolitan Transportation Plan for federal purposes and our Regional Transportation System Plan (TSP) for Oregon statewide planning purposes. Establishes regional policy, performance measures and targets and a rolling 20-year system of transportation investments for the region. Updated every five years. Local cities and counties are also required by the State to complete their own TSP which, must be consistent with the RTP. The local TSPs and the RTP have an iterative relationship – both influence and inform each other.</p>
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<b>Regional Transportation Functional Plan (RTFP)</b>	Establishes transportation planning requirements for cities and counties in the Metro region that build upon state and federal requirements. Updated periodically, usually in tandem with an RTP update.
<b>Metropolitan Transportation Improvement Program (MTIP)</b>	Four-year program for transportation investments in the Metro region using federal transportation funds. Updated every three years and amended as required.
<b>Unified Planning Work Program (UPWP)</b>	Annual program of federally-funded transportation planning activities in the Metro region (including ODOT planning projects and locally led (and funded) projects of regional significance). Includes Metro's annual self-certification with federal planning requirements.

**Organization of UPWP**

The UPWP is organized into three sections: the UPWP Overview, planning activities by category, and other planning related information including the UPWP for the Southwest Washington Regional Transportation Council.

Planning activities for the Portland metropolitan area are listed in the UPWP by categories to reflect:

- Metro led region wide planning activities,
- Corridor/area plans
- Administrative and support programs;
- State led transportation planning of regional significance, and
- Locally led planning of regional significance.

**Development of UPWP**

When developing the annual UPWP, Metro follows protocols established by ODOT in cooperation with the United States Department of Transportation in 2016. These protocols govern the general timeline for initiating the UPWP process, consultation with state and federal agencies and adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

The UPWP is developed by Metro with input from local governments, Tri-County Metropolitan Transportation District (TriMet), South Metro Area Regional Transit (SMART), Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Additionally, Metro must undergo a process known as self-certification to demonstrate that Metro conducts the region’s planning process in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with the adoption of the MTIP.

This UPWP includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2021 through June 30, 2022. During the consultation, public review and adoption process for the 2020-21 UPWP, draft versions of the document were made available to the public through Metro's website, and distributed to Metro's advisory committees and the Metro Council. The same protocol will be followed for the 2021-22 UPWP.

### **AMENDING THE UPWP**

The UPWP is a living document, and must be amended periodically to reflect significant changes in project scope or budget of planning activities (as defined in the previous section of the UPWP) to ensure continued, effective coordination among our federally funded planning activities. This section describes the management process for amending the UPWP, identifying project changes that require an amendment to the UPWP, and which of these amendments can be accomplished as administrative actions by staff versus legislative action by JPACT and the Metro Council.

Legislative amendments (including a staff report and resolution) to the UPWP are required when any of the following occur:

- A new planning study or project is identified and is scheduled to begin within the current fiscal year
- There is a \$500,000 or more increase in the total cost of an existing UPWP project. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout.

Legislative amendments must be submitted by the end of the 2<sup>nd</sup> quarter of the fiscal year for the current UPWP.

Administrative amendments to the UPWP can occur for the following:

- Changes to total UPWP project costs that do not exceed the thresholds for legislative amendments above.
- Revisions to a UPWP narrative's scope of work, including objectives, tangible products expected in fiscal year, and methodology.
- Addition of carryover funds from previous fiscal year once closeout has been completed to projects or programs that extend into multiple fiscal years.

Administrative amendments can be submitted at any time during the fiscal year for the current UPW.

### **FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING**

The current federal transportation ACT, Fixing America's Surface Transportation (FAST) Act, provides direction for regional transportation planning activities. The FAST Act was signed into law by President Obama on December 4, 2015. It sets the policy and programmatic framework for transportation investments. Fast Act stabilizes federal funding to state and metropolitan regions for transportation planning and project improvements and funding levels for the federal aid transportation program, and among key initiatives adds new competitive grants which promote investments in the nation's strategic freight corridors.

The FAST Act retains the multi-modal emphasis of the federal program by ensuring funding of transit programs as well as the Transportation Alternatives Program. FAST Act builds in the program structure and reforms of the prior federal Transportation Act, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), which created streamlined and performance-based surface transportation program.

Regulations implementing FAST Act require state Department of Transportations and Metropolitan Planning Organizations to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduce project delivery delays

#### A. Planning Emphasis Areas (PEAs)

The metropolitan transportation planning process must also incorporate Federal Highway Administration/Federal Transit Administration Planning Emphasis Areas (PEAs).

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/joint-fta-fhwa-emphasis-planning-areas-pdf> For FY 2021-2022, these include:

- **Models of Regional Planning Cooperation:** Promote cooperation and coordination across MPO boundaries and across State boundaries to ensure a regional approach to transportation planning. Cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination includes the linkages between the transportation plans and programs, corridor studies, projects, data, and system performance measures and targets across MPO and State boundaries. It also includes collaboration between State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, target setting, and system performance reporting in support of performance based planning.
- **Access to Essential Services:** As part of the transportation planning process, identify social determination of transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

- **MAP-21 and FAST Act Implementation: Transition to Performance Based Planning and Programming to be used in Transportation Decision-making:** The development and implementation of a performance management approach to metropolitan transportation planning and programming includes the development and use of transportation performance measures, target setting, performance reporting, and selection of transportation investments that support the achievement of performance targets. These components will ensure the achievement of transportation system performance outcomes. Compliance with MAP-21 reporting requirements is carried out through the MPO Management and Services program, though data for the reporting is generated from programs specific to the measures (e.g., safety, freight, system reliability). The data relationship to these supporting programs is also described in the MPO Services section of the UPWP.

#### **B. Public Involvement**

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for public participation in the planning process.

#### **C. Regional Transportation Plan**

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.
- Recognition of the Coordinated Transportation Plan for Seniors and People with Disabilities
- Addressing required federal planning factors: improving safety, supporting economic vitality, increasing security, increasing accessibility and mobility, protecting the environment and promoting consistency between transportation investments and state and local growth plans, enhancing connectivity for people and goods movement, promoting efficient system management and operations, emphasizing preservation of existing transportation infrastructure, improving resiliency and reliability and enhancing travel and tourism.
- A performance-based planning process, including performance measures and targets.

#### **D. Metropolitan Transportation Improvement Program (MTIP)**

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out

within the MTIP period.

- A financial plan that demonstrates how the MTIP can be implemented.
- Descriptions of each project in the MTIP.
- A performance-based planning process, including performance measures and targets.

**E. Transportation Management Area (TMA)**

Metropolitan areas designated TMAs (urbanized areas with a population of over 200,000) such as Metro must also address the following requirements:

- Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators.
- A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.
- A federal certification of the metropolitan planning process must be conducted at least every 4 years. At least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP. See Appendix A for a table displaying Metro’s progress and future actions to address Federal Corrective Actions.

**F. Air Quality Conformity Process**

As of October 2017, the region has successfully completed its second 10-year maintenance plan and is now in attainment with federal air quality regulations

**STATUS OF METRO’S FEDERALLY REQUIRED PLANNING DOCUMENTS**

<b>Plan Name</b>	<b>Last Update</b>	<b>Next Update</b>
Unified Planning Work Program (UPWP)	Adopted in May 2020	Scheduled for adoption in May 2021
Regional Transportation Plan (RTP)	Adopted in December 2018	Scheduled for adoption in December 2023
Metropolitan Transportation Improvement Program (MTIP)	Adopted in July 2020	Scheduled for adoption in July, 2023
Annual Listing of Obligated Projects Report	Completed at the end of each calendar year	Scheduled for December 31, 2021
Title VI/ Environmental Justice Plan	Updated in July 2017	Scheduled for July 2021

Public Participation Plan	Updated in January 2019	July 2022
ADA Self-Evaluation & Facilities Update Plan	Facilities Update Plan completed in July 2019	ADA Self-Evaluation of Programs underway, scheduled for completion by June 2021.

**METRO OVERVIEW**

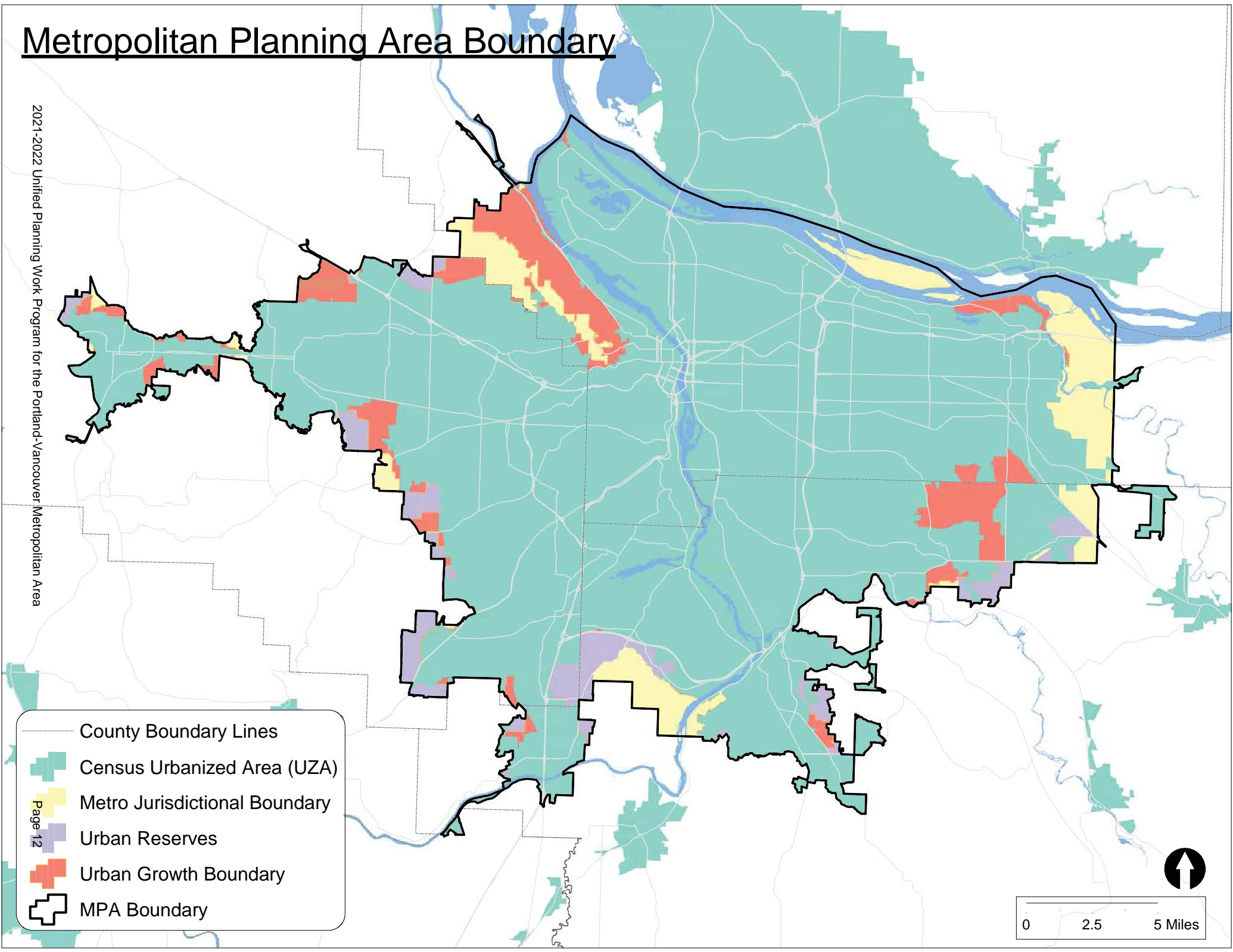
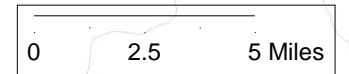
Metro was established in 1979 as the MPO for the Portland metropolitan area. Under the requirements of FAST Act, Metro serves as the regional forum for cooperative transportation decision-making as the federally designated Metropolitan Planning Organization (MPO) for Oregon portion of the Portland-Vancouver urbanized area.

Federal and state law requires several metropolitan planning boundaries be defined in the region for different purposes. The multiple boundaries for which Metro has a transportation and growth management planning role are: Metro Jurisdictional Boundary, Urban Growth Boundary (UGB), Urbanized Area Boundary (UAB), Metropolitan Planning Area Boundary (MPA), and Air Quality Maintenance Area Boundary (AQMA).

# Metropolitan Planning Area Boundary

2021-2022 Unified Planning Work Program for the Portland-Vancouver Metropolitan Area

- County Boundary Lines
- Census Urbanized Area (UZA)
- Metro Jurisdictional Boundary
- Urban Reserves
- Urban Growth Boundary
- MPA Boundary





First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties.

Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region's urban growth boundary.

Third, the Urbanized Area Boundary (UAB) is defined to delineate areas that are urban in nature distinct from those that are largely rural in nature. The Portland-Vancouver metropolitan region is somewhat unique in that it is a single urbanized area that is located in two states and served by two MPOs. The federal UAB for the Oregon-portion of the Portland-Vancouver metropolitan region is distinct from the Metro Urban Growth Boundary (UGB).

Fourth, MPO’s are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities, including development of the UPWP, updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and allocation of federal transportation funding through the Regional Flexible Fund Allocation (RFFA) process. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next twenty years and areas within the Air Quality Maintenance Area Boundary (AQMA) – a fifth boundary.

The federally-designated AQMA boundary includes former non-attainment areas in the metropolitan region that are subject to federal air quality regulations. As a former carbon monoxide and ozone non-attainment region, the Portland metropolitan region had been subject to a number of transportation conformity requirements. As of October 2017, the region has completed and is no longer required to perform transportation conformity requirements for carbon monoxide. Transportation conformity requirements related to ozone were lifted in the late 2000’s due to the revocation of the 1-hour ozone standard, which was the standard the region had been in non-attainment. However, Metro continues to comply with the State Implementation Plan for air quality, including Transportation Conformity Measures.

## **REGIONAL POLICY FRAMEWORK**

The 2018 RTP plays an important role in implementing the 2040 Growth Concept, the region's adopted blueprint for growth. To carry out this function, the RTP is guided by six desired regional outcomes adopted by the Metro Council, which in turn are implemented through the goals and objectives that make up the policy framework of the plan. These are the six desired outcomes:

- Equity
- Vibrant Communities
- Economic Prosperity
- Safe and Reliable Transportation
- Clean Air and Water
- Climate Leadership

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2018 Regional Transportation Plan focuses on key priorities within this broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities described in this UPWP were prioritized and guided by these focus areas as a way to make progress toward the desired outcomes, and each project narrative includes a discussion of one or more of these planning priorities. Regional planning projects included in the UPWP are also described in detail within the 2018 RTP, itself, in terms of their connection to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2018 RTP, which serves as the starting point for Metro's annual work plan for transportation planning.

## **METRO GOVERNANCE AND COMMITTEES**

Metro is governed by an elected regional Council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

### **Joint Policy Advisory Committee on Transportation (JPACT)**

JPACT is a 17-member policy committee that serves as the MPO Board for the region. JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation, (WSDOT). All MPO transportation-related actions are recommended by JPACT to the Metro Council. The Metro Council can ratify the JPACT recommendations or refer them back to JPACT with a specific concern for reconsideration.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

### **Metro Policy Advisory Committee (MPAC)**

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three

citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the transportation plan is developed to meet not only the FAST Act, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

#### **Transportation Policy Alternatives Committee (TPAC)**

TPAC is comprised of technical staff from the same jurisdictions as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee. TPAC makes recommendations to JPACT.

#### **Metro Technical Advisory Committee (MTAC)**

MTAC is comprised of technical staff from the same jurisdictions as MPAC plus community and business members representing different interests, including public utilities, school districts, economic development, parks providers, housing affordability, environmental protection, urban design and development. MTAC makes recommendations to MPAC on land use related matters.

#### **Metro Public Engagement Review Committee (PERC), Committee on Racial Equity (CORE), and Housing Oversight Committee**

The [Metro Public Engagement Review Committee \(PERC\)](#) advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices. The [Committee on Racial Equity \(CORE\)](#) provides community oversight and advises the Metro Council on implementation of Metro's [Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#).

Adopted by the Metro Council in June 2016 with the support of MPAC, the strategic plan leads with race, committing to concentrate on eliminating the disparities that people of color experience, especially in those areas related to Metro's policies, programs, services and destinations.

On November 6, 2018, voters in greater Portland approved the nation's first regional housing bond. The bond will create affordable homes for 12,000 people across our region, including seniors, veterans, people with disabilities, and working families. Housing affordability is a key component of Metro's 2040 growth concept.

Metro Council adopted a [framework](#) to guide implementation and appointed an [Oversight Committee](#) to provide independent and transparent oversight of the housing bond implementation.

## **PLANNING PRIORITIES IN THE GREATER PORTLAND REGION**

FAST Act, the Clean Air Act Amendments of 1990 (CAAA), the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a comprehensive policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt, and implement a multi-modal transportation system. Metro has a unique role in state land use planning and transportation. In 1995, the greater Portland region adopted the 2040 Growth Concept, the long-range strategy for managing growth that integrates land use and transportation system planning to preserve the region's economic health and livability in an equitable, environmentally sound and fiscally-responsible manner. A primary mission of the RTP is implementing the 2040 Growth Concept and supporting local aspirations for growth.

These Federal, state and regional policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- Update of the Regional Transportation Plan (RTP)
- Update to the Metropolitan Transportation Improvement Program (MTIP)
- Implementation of projects selected through the STIP/MTIP updates
- Completing multi-modal refinement studies in the Southwest Corridor Plan and the Powell/Division Transit Corridor Plan.

Among the policy directives in the RTP and state and federal requirements are the region's six desired outcomes:

- Equity – The benefits and burdens of growth and change are distributed equally
- Vibrant communities – People live, work and play in vibrant communities where their everyday needs are easily accessible
- Economic prosperity – Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- Safe and reliable transportation – People have safe and reliable transportation choices that enhance the quality of their life.
- Clean air and water – Current and future generations enjoy clean air, clean water and healthy ecosystems
- Climate leadership – The region is a leader in minimizing contributions to global warming.

Metro's regional priorities not only meet the most critical planning needs identified within our region, but also closely match federal planning priorities, as well:

- The 2018 RTP update refined our outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on desired outcomes, but will also allow us to meet new federal requirements for performance base planning.
- The 2018 Regional Freight Strategy addresses rapidly changing port conditions in our region, including a gap in container cargo service, while also addressing FAST Act goals for implementing a national freight system.
- The 2018 Regional Transportation Safety Strategy responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish measures to help track safety to meet state and federal performance monitoring.

- The 2018 Regional Transit Strategy not only expands on our vision for a strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements.
- The 2018 Emerging Technology Strategy identifies steps that Metro and its partners can take to harness new developments in transportation technology; and the increasing amount of data available to both travelers and planners - to support the regions goals.
- The 2014 Regional Active Transportation Plan makes it easier to walk and ride a bike and access transit to work, school, parks and other destinations by updating and strengthening pedestrian and bicycle policies in the Regional Transportation Plan.
- The 2010 Transportation System Management & Operations Strategy has guided agencies in making coordinated investments in Portland region's transportation systems.

A Climate Smart Strategy was adopted in December 2014, as required by the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, and is currently being implemented through the 2018 RTP. The Congestion Management Process (CMP) was adopted as part of 2018 RTP in December 2018. Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs. Metro staff revised the Regional Mobility Atlas as part of the 2018 RTP update.

Metro's annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the MPO Management and Services section of the work program. Other MPO activities that fall under this work program are air quality compliance, quarterly reports for FHWA, FTA and other funding agencies, management of Metro's advisory committees, management of grants, contracts and agreements and development of the Metro budget. Quadrennial certification review took place in December 2020 and is covered under this work program.

## **GLOSSARY OF RESOURCE AND REQUIREMENT TERMS**

- PL – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPOs).
- STBG– Federal Surface Transportation Block Grant (STBG) Program. Transportation funds allocated to urban areas with populations larger than 200,000. Part of Metro’s regional flexible fund allocation (RFFA) to Metro Planning, or to specific projects as noted.
- 5303 – Federal FTA transportation planning funds allocated to MPOs and transit agencies.
- FTA / FHWA / ODOT Discretionary Grants – Discretionary grants from FTA, FHWA and ODOT.
- Metro Direct Contribution – Direct Metro support from Metro general fund or other sources.
- Match (Metro) – Local required match support from Metro general fund or other sources.
- Local Support – Funding support from local agencies including ODOT and TriMet.
- Interfund Transfers – Covers indirect costs, based on rates that Metro and ODOT negotiate annually.

**Placeholder for Metro Resolution adopting 2021-2022 UPWP, page 1**



**Page 2 Resolution**



# Regional Transportation Planning



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## Transportation Planning

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### Description

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As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for meeting all federal planning requirements for MPOs. These include major mandates described elsewhere in this Unified Planning Work Program (UPWP), such as the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP) that follow this section. In addition to these major mandates, Metro also provides a series of ongoing transportation planning services that complement federal requirements and support other transportation planning in the region. Core transportation planning activities include:

- Periodic amendments to the RTP
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- Policy direction and support for regional corridor and investment area planning
- Ongoing transportation model updates and enhancements
- Policy support for regional mobility and Congestion Management Process (CMP) programs
- Compliance with federal performance measures

Metro also brings supplementary federal funds and regional funds to this program in order to provide general planning support to the following regional and state-oriented transportation planning efforts:

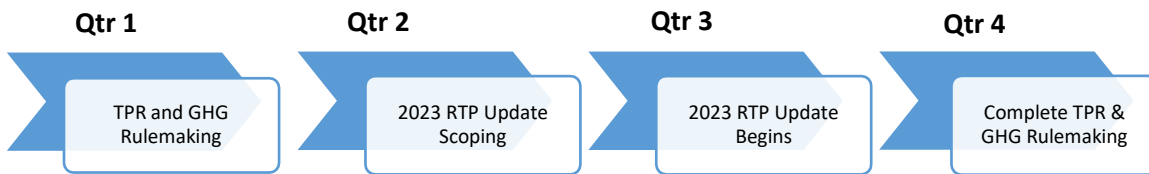
- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Oregon's planning goals and greenhouse gas emission targets
- Policy and technical support for periodic Urban Growth Report updates
- Coordination with local government Transportation System Plan updates
- Engaging in the development of statewide transportation policy, planning and rulemaking
- Collaboration with Oregon's MPOs through the Oregon MPO Consortium (OMPOC)

In 2021-22, other major efforts within this program include representing the Metro region in statewide planning efforts such as Oregon Department of Land Conservation and Development's statewide rulemaking for the Oregon Transportation Planning Rule (TPR) and engaging in several ODOT planning and projects that are of both statewide and regional significance, such as I-5 Rose Quarter, I-5 Bridge Replacement study and I-5 Boone Bridge widening project.

In 2021-22 a periodic update to the Regional Transportation Plan is also scheduled to begin, and is described in a separate narrative in the UPWP.

FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**




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**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 674,283
Materials & Services	\$ 42,500
Interfund Transfer	\$ 393,137

**Resources:**

PL	\$ 890,692
PL Match (ODOT)	\$ 101,944
5303	\$ 105,239
5303 Match (Metro)	\$ 12,045

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**TOTAL \$ 1,109,920**

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**TOTAL \$ 1,109,920**

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## Climate Smart Implementation

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**Staff Contact:** Kim Ellis, kim.ellis@oregonmetro.gov

### Description

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The Climate Smart implementation program is an ongoing activity to monitor and report on the region's progress in achieving the policies and actions set forth in the adopted [2014 Climate Smart Strategy](#) and the Oregon [Metropolitan Greenhouse Gas Emissions Reduction Target Rule](#). The program also includes technical and policy support and collaboration with other regional and statewide climate initiatives to ensure MPO activities, including implementation of the [Regional Transportation Plan](#), support regional and state greenhouse gas (GHG) emissions reduction goals.

The program related work is typically presented and discussed with the Transportation Policy Alternatives Committee (TPAC). Other technical and policy committees, including the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC), and the Metro Council are consulted as appropriate or required.

Key FY 2020-21 deliverables and milestones included:

- Provided technical and policy support for Climate Smart implementation and monitoring at the local, regional and state level.
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to greenhouse gas emissions.

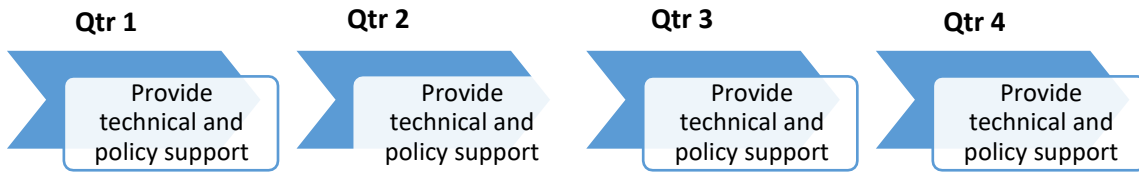
In FY 2021-22, program activities will include:

- Refinement of the modeling tools to measure greenhouse gases; coordination with ODOT's Climate Office on GHG modeling tools
- Participation in the technical committee that supports the Department of Land Conservation and Development's (DLCD's) Transportation Rulemaking that is focused on climate and equity; providing technical support to Metro's member of the rulemaking committee
- Identifying areas of the Climate Smart Strategy that need further progress and refinement prior to the 2023 RTP
- Support local efforts and project-based efforts to measure, analyze and achieve regional GHG goals

More information can be found at [www.oregonmetro.gov/climatesmart](http://www.oregonmetro.gov/climatesmart).

FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**



**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 8,654
Interfund Transfer	\$ 4,915
<b>TOTAL</b>	<b>\$ 13,569</b>

**Resources:**

5303	\$ 12,175
5303 Match (Metro)	\$ 1,393
<b>TOTAL</b>	<b>\$ 13,569</b>

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## Regional Transportation Plan Update (2023)

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**Staff Contact:** Kim Ellis, [kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov)

### Description

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The [Regional Transportation Plan](#) (RTP) is a blueprint to guide local and regional planning and investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The RTP is maintained and updated regularly to ensure continued compliance with state and federal requirements and to address growth and changes in land use, demographics, financial, travel, technology and economic trends. The plan identifies current and future transportation needs and investments needed to meet those needs. The plan also identifies what funds the region expects to have available during a 20-year time horizon to build priority investments as well as maintain and operate the transportation system.

In addition to meeting federal requirements, the plan serves as the regional Transportation System Plan (TSP), consistent with Statewide Planning Goals, the [Oregon Transportation Planning Rule](#) (TPR), the [Metropolitan Greenhouse Gas Reduction Targets Rule](#) and the [Oregon Transportation Plan](#) and its modal and topical plans. The plan also addresses a broad range of regional planning objectives, including implementing the [2040 Growth Concept](#) – the regions’ adopted land use plan – and the [Climate Smart Strategy](#) – the regions’ adopted strategy for reducing greenhouse gas emissions from cars and small trucks.

Federal regulations require an update to the RTP every five years. The last update to the plan was adopted in December 2018. The next update is due for completion by December 6, 2023, when the current plan expires. The 2023 RTP update will continue to use an outcomes-driven, performance-based planning approach to advance RTP policy priorities for advancing equity, improving safety, mitigating climate change and managing congestion. The update also provides an opportunity to incorporate information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2018. The 2023 RTP update will continue into FY 2022-23.

More information can be found at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

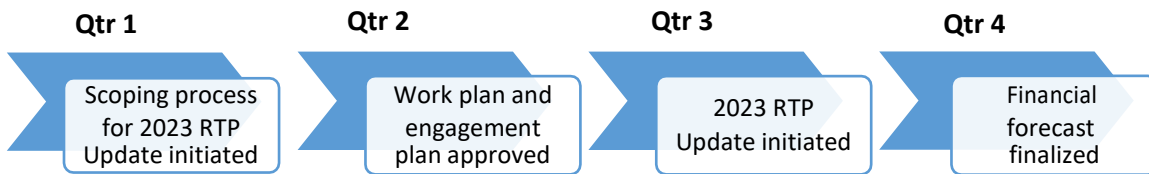
Key FY 2020-21 deliverables and milestones included:

- Provide technical and policy support for 2018 RTP implementation at the local, regional and state level
- Initiate pre-scoping activities for the 2023 RTP update, including:
  - prepare regional data/models/tools and refine system evaluation measures and methods, as needed, to support evaluation process;
  - create inventory of information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2018 to inform development of the work plan and public engagement plan for the 2023 RTP update; and
  - begin update of financially constrained revenue forecast.



FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**




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**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 381,091
Materials & Services	\$ 10,000
Interfund Transfer	\$ 214,605

**Resources:**

PL	\$ 65,028
PL Match (ODOT)	\$ 7,443
5303	\$ 478,464
5303 Match (Metro)	\$ 54,762

**TOTAL \$ 605,696**

**TOTAL \$ 605,696**

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## Metropolitan Transportation Improvement Program (MTIP)

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**Staff Contact:** Ted Leybold, Ted.Leybold@oregonmetro.gov

### Description

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The MTIP represents the first four-year program of projects from the approved long range Regional Transportation Plan (RTP) identified to receive funding for implementation. It ensures that program of projects meet federal program requirements and informs the region on the expected performance of the package of projects relative to adopted performance goals.

The following types of projects are included in the MTIP:

- Transportation projects awarded federal funding.
- Projects located in the State Highway System and awarded ODOT-administered funding.
- Transportation projects that are state or locally funded, but require any form of federal approvals to be implemented.
- Transportation projects that help the region meet its requirements to reduce vehicle emissions (documented as Transportation Control Measures in the State Implementation Plan for Air Quality).
- Transportation projects that are state or locally funded, but regionally significant (for informational and system performance analysis purposes).

A significant element of the MTIP is the programming of funds to transportation projects and program activities. Programming is the practice of budgeting available transportation revenues to the costs of transportation projects or programs by project phase (e.g. preliminary engineering, right-of-way acquisition, construction) in the fiscal year the project or program is anticipated to spend funds on those phases. The revenue forecasts, cost-estimates and project schedules needed for programming ensures the USDOT that federal funding sources will not be over-promised and can be spent in a timely manner. Programming also ensures that the package of projects identified for spending is realistic and that the performance analysis can reasonably rely on these new investments being implemented. To enhance the accuracy of programming of projects in the MTIP, Metro includes a fifth and sixth programming year, though the fifth and sixth years are informational only and programming in those years is not considered approved for purposes of contractually obligating funds to projects.

Through its major update, the MTIP verifies the region's compliance with air quality and other federal requirements, demonstrates fiscal constraint over the MTIP's first four-year period and informs the region on progress in implementation of the RTP. Between major MTIP updates, the MPO manages and amends the MTIP projects as needed to ensure project funding can be obligated based on the project's implementation schedule.

The MTIP program also administers the allocation of the urban Surface Transportation Block Grant (STBG)/Transportation Alternatives (TA) federal funding program and the Congestion Mitigation Air Quality (CMAQ) federal funding program. These federal funding programs are awarded to local projects and transportation programs through the Metro Regional Flexible Fund Allocation (RFFA) process. MTIP program staff work with local agencies to coordinate the implementation of projects selected to receive these funds. The process to select projects and programs for funding followed

federal guidelines, including consideration of the Congestion Management Process. Projects were evaluated and rated relative to their performance in implementing the RTP investment priority outcomes of Safety, Equity, Climate, and Congestion to inform their prioritization for funding.

In the 2021-22 State Fiscal Year, the MTIP is expected to implement the following work program elements:

*Cooperative development of the 2024-27 MTIP.* Metro is actively working with federal transportation funding administrative agencies (ODOT, TriMet and SMART) and the region's transportation stakeholders on the cooperative development of the next TIP. This includes required TIP activities such as developing a funding forecast as well as ensuring funding allocation processes consider the needs and policy priorities of the metropolitan region as defined by the current Regional Transportation Plan.

*Adopt program objectives for regional flexible fund allocation, initiate call for projects.* The process for identifying objectives for the allocation of regional flexible funds is scheduled to be adopted this fiscal year. Upon adoption, Metro staff will initiate a call for candidate project applications. Those applications will be evaluated relative to their performance in implementing the program objectives in preparation for a funding allocation decision.

*Publish the Federal Fiscal Year (FFY) 2021 Obligation report.* All project obligations for federal fiscal year 2020 will be confirmed and documented in the annual obligation report. The obligation report is expected to be published in the second quarter of the fiscal year.

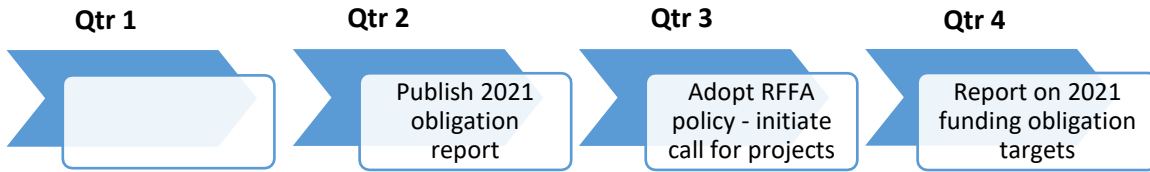
*Report on FFY 2021 Funding Obligation Targets, Adjust Programming.* Metro is monitoring and actively managing an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with ODOT and the other Oregon TMA MPOs. If the region meets its obligation targets for the year, it will be eligible for additional funding from the Oregon portion of federal redistribution of transportation funds. If the region does not meet obligation targets for the year, it is subject to funds being re-allocated to other projects. MTIP staff will report on the region's performance in obligating funds in FFY 2021 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming.

*Implement a new data management system.* As a part of a broad transportation project tracking system, MTIP staff will be working in cooperation with other MPOs in the state, ODOT and transit agencies to develop and implement a new data management system to improve MTIP administrative capabilities.

There are several MTIP work program elements that are on-going throughout the year without scheduled milestones. These include:

- Amendments to project programming for changes to the scope, schedule or cost of projects selected for funding or for updated revenue projections
- Administration of projects selected to be delivered under a fund-exchange of federal RFFA funding to local funding
- Coordination with ODOT, transit agencies, and local lead agencies for project delivery on MTIP administrative practices.

**Key Project Deliverables / Milestones**




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**FY 2020-21 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 682,269
Materials & Services	\$ 89,000
Interfund Transfer	\$ 328,804

**Resources:**

5303	\$ 364,130
5303 Match (Metro)	\$ 41,676
STBG	\$ 502,211
STBG Match (Metro)	\$ 57,480
Metro Direct Contribution	\$ 134,576

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**TOTAL \$ 1,100,073**

**TOTAL \$ 1,100,073**

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## Air Quality Program

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**Staff Contact:** Grace Cho, [grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov)

### Description

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Metro's Air Quality Monitoring program ensures activities undertaken as part of the Metropolitan Planning Organization (MPO), such as the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), carry out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP) and state and federal regulations pertaining to air quality and air pollution. The implementation of the SIP is overseen by the Oregon Department of Environmental Quality (DEQ) and the Environmental Quality Commission (EQC). In addition, the program coordinates with other air quality initiatives in the Portland metropolitan area.

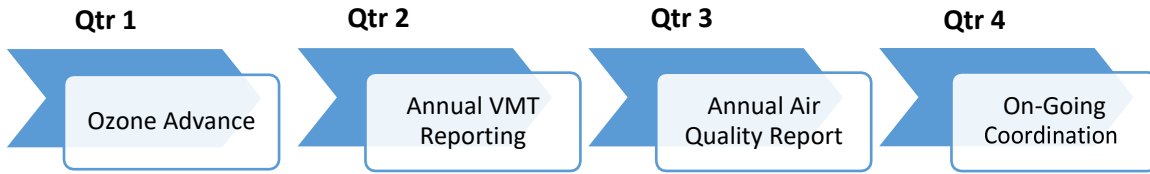
This is an ongoing program. Typical program activities include:

- In collaboration with DEQ, monitor and track regulated criteria and pollutants, particularly ozone, because of the region's history with ozone
- Stay up-to-date on regulations pertaining to the Clean Air Act and on technical tools and resources to assess emissions of air pollutants
- Monitor vehicle miles traveled (VMT) per capita and if key thresholds are triggered (as outlined in the SIP) then undertake the contingency provisions outlined in the SIP
- Facilitate interagency consultation with federal, state, regional, and local partners
- Implement the Transportation Control Measures as outlined, unless a specific date or completion point has been identified in the SIP
- Collaborate with DEQ as issues emerge related to federal air quality standards, mobile source pollution, and transportation
- Collaborate and coordinate with regional partners on other air quality, air pollution reduction related efforts, including the implementation of legislative mandates or voluntary initiatives
- Collaborate in ongoing DEQ and Metro efforts to refine air quality modeling tools and best practices for application to planning and projects

As part of Metro's on-going responsibilities to the State Implementation Plan (SIP), Metro continues to work closely with DEQ on monitoring the 2020 ozone national ambient air quality standard (NAAQS) update, the region's ozone pollution levels, and report on vehicle miles traveled. Additionally, Metro will participate in DEQ's Ozone Advance process starting towards the end of FY2020-2021 and throughout FY2021-2022 to develop and begin implementation of a number of regional strategies to proactively address increasing ozone pollution trends and work to keep the region in attainment status. Air quality monitoring and implementation activities are consistent 2018 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change.

FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**




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**FY 2021-21 Cost and Funding Sources**

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**Requirements:**

Personnel Services      \$ 15,912  
 Interfund Transfer      \$ 9,936

**TOTAL    \$ 25,848**

**Resources:**

5303                              \$ 23,193  
 5303 Match (Metro)      \$ 2,655

**TOTAL    \$ 25,848**

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## Regional Transit Program

**Staff Contact:** Eliot Rose, eliot.rose@oregonmetro.gov

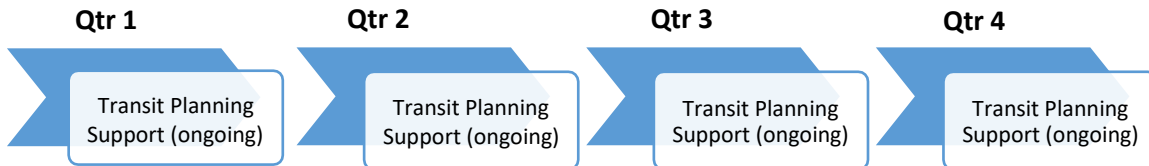
### Description

Providing high quality transit service across the region is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding quality transit in our region is also key to achieving transportation equity, maintaining compliance with state and federal air quality standards and meeting greenhouse gas (GHG) reduction targets set by the State of Oregon. In 2018 Metro adopted a comprehensive Regional Transit Strategy to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes.

Because of rapid growth and rising congestion in our region, significant and coordinated investment is needed to simply maintain the current level of transit service. Increasing the level of transit service and access will require dedicated funding, policies, and coordination from all jurisdictions. The Regional Transit Strategy provides the roadmap for making these investments over time, and the Regional Transit program focuses on implementing the strategy in collaboration with our transit providers and local government partners in the region. An integral part of implementing the Regional Transit Strategy is to support the pursuit of transit funding for the region.

This work includes ongoing coordination with transit providers, cities and counties to ensure implementation of the Regional Transit Strategy through plans and capital projects, periodic support for major transit planning activities in the region and coordination with state transit planning officials. In FY 2021-22, highlights will supporting several transit service planning efforts, consistent with Chapter 8 of the Regional Transit Strategy.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Requirements:**

Personnel Services	\$ 33,239
Interfund Transfer	\$ 21,036
<b>TOTAL</b>	<b>\$ 54,274</b>

**Resources:**

5303	\$ 48,700
5303 Match (Metro)	\$ 5,574
<b>TOTAL</b>	<b>\$ 54,274</b>

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## Regional Mobility Policy Update

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**Staff Contact:** Kim Ellis, kim.ellis@oregonmetro.gov

### Description

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Metro and the Oregon Department of Transportation (ODOT) are working together to update the Regional Mobility Policy which defines and measures mobility for people and goods traveling in and through the Portland area. The update is focused on how mobility is defined and measured in the [Oregon Highway Plan](#) (OHP), Regional Transportation Plan (RTP), local transportation system plans (TSPs) and during the local comprehensive plan amendment process. The region's current mobility policy relies on a vehicle-based measure and thresholds adopted in the [2018 Regional Transportation Plan](#) and Policy 1F (Highway Mobility Policy) of the OHP. The update aims to better align the policy with the comprehensive set of shared regional values, goals and priorities identified in the RTP and [2040 Growth Concept](#), as well as with state and local goals and priorities. The revised mobility policy and measures for the Portland region will support adopted regional and local land use plans and regional and state priorities for equity, safety, climate and congestion.

The process to update the Regional Mobility Policy began in 2019 and will continue through fall 2021. The process will result in policy recommendations to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission (OTC). Pending approval by JPACT and the Metro Council, and concurrence from the OTC, the updated policy for the Portland region will be applied and incorporated in the next update to the RTP. The RTP update is planned to occur from Jan. 2022 to Dec. 2023. The OTC will be asked to consider adoption of the updated mobility policy for the Portland region, including amending Table 7 in Policy 1F in the OHP.

The recommended policy may be refined as it is applied and incorporated in the 2023 RTP and as the policy is considered by the OTC in the context of concurrent statewide updates to the Oregon Transportation Plan (OTP) and the OHP. The OTC will conduct its own statewide stakeholder engagement process to inform those plan updates. This project provides an opportunity for coordination and for the region to help inform those efforts.

Key FY 2020-21 deliverables and milestones included:

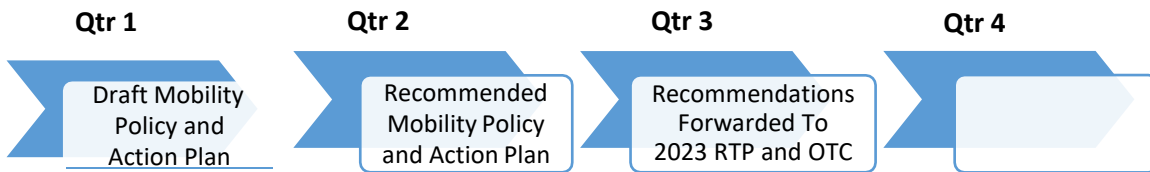
- **Notice to Proceed:** The consultant team received the notice to proceed on July 15, 2020.
- **Project communications and engagement:** Metro maintained a project web page to share project information, including fact sheets, videos, technical reports, engagement reports and other key deliverables. Policymakers, practitioners and other stakeholders identified in the [project engagement plan](#) were provided opportunities to discuss findings from the research and provide input on:
  - what elements (desired outcomes) should be included in the updated urban mobility policy for the Portland region;
  - what evaluation criteria should be used to screen and evaluate potential measures;
  - what measures should be tested at the transportation system plan and plan amendment levels through case studies; and
  - case study analysis findings and recommendations for an updated urban mobility policy and action plan to implement the policy in the Portland region.



- Research Documenting Examples of Current Approaches in the Portland Region.** The project team worked with individual cities and counties and county coordinating committees' technical advisory committees (TACs) to illustrate how the current mobility policy and v/c ratio measure have been applied in the Portland region. Examples covered a range of land use and transportation contexts, including state and regional transportation facilities (e.g., throughways<sup>1</sup> and state- and locally-owned arterials, including state and regional freight routes and enhanced transit corridors), industrial areas and intermodal facilities, mixed-use centers and corridors, and employment areas.
- Research to Inform Potential Mobility Policy Elements and Related Mobility Performance Measures.** The project team reviewed existing state and regional policy documents and past stakeholder input from the 2018 Regional Transportation Plan update, development of the Get Moving 2020 funding measure and the [Scoping Engagement Process](#) for this effort. The research and subsequent stakeholder input were used to identify and select potential policy elements and measures to test through case studies.
- Case Study Analysis and Findings:** The project team tested potential mobility policy elements and related mobility performance measures through transportation system plan and plan amendment case studies. The project team reported findings from the case study analysis and engaged policymakers, practitioners and other stakeholders in discussions that resulted in developing a draft urban mobility policy (and associated measures) for the Portland region and action plan to implement the policy.

More information can be found at [www.oregonmetro.gov/mobility](http://www.oregonmetro.gov/mobility).

**Key Project Deliverables / Milestones**



**FY 2021-22 Cost and Funding Sources**

Requirements:		Resources:	
Personnel Services	\$ 190,163	5303	\$ 275,272
Materials & Services	\$ 7,031	5303 Match (Metro)	\$ 31,506
Interfund Transfer	\$ 109,584		
<b>TOTAL</b>	<b>\$ 306,778</b>	<b>TOTAL</b>	<b>\$ 306,778</b>

<sup>1</sup> Throughways are designated in the 2018 RTP Street Design System and generally correspond to Expressways designated in the OHP.

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## Regional Freight Program

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**Staff Contact:** Tim Collins, tim.collins@oregonmetro.gov

### **General Freight Program Description**

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The Regional Freight Program manages updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and supporting 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 elements of Metro's freight planning program.

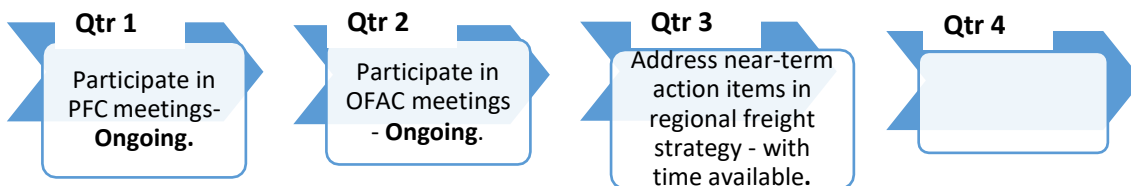
Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other region-wide planning activities. The Regional Freight Strategy has policies and action items that are related to regional safety, clean air and climate change, and congestion; which address the policy guidance in the 2018 RTP.

Work completed in FY 2020-21:

- Developed a draft work plan that outlines which near-term action items within the regional freight action plan (Chapter 8 - Regional Freight Strategy) will be addressed in FY2021-22.
- Completed reviews and ongoing work to adjust the Regional Freight Model to be better calibrated and reflect new information on the movement of commodities.
- Developed a final scope of work and RFP for the Regional Freight Delay and Commodities Movement Study and selected a consultant for the project.

### **Key Project Deliverables / Milestones**

Throughout the 2021-22 FY, near-term action items within the regional freight action plan will be addressed. The following project deliverables and milestone are either ongoing or will be addressed as time becomes available:



### Regional Freight Delay and Commodities Movement Description

In October 2017, the Regional Freight Work Group (RFWG) discussed the need for future freight studies that should be called out in the 2018 Regional Freight Strategy. The RFWG recommended that the Regional Freight Delay and Commodities Movement Study should be included as a future freight study.

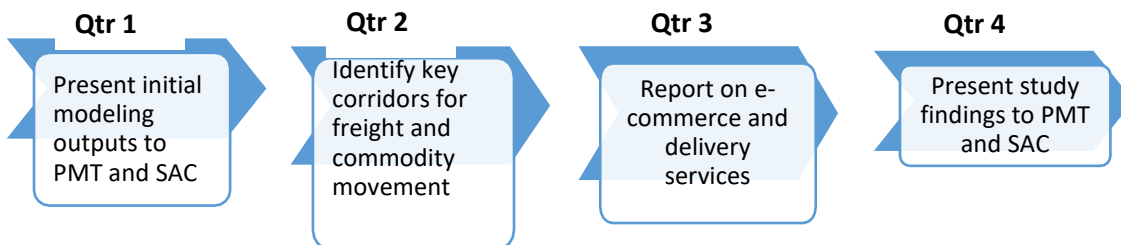
The purpose of the Regional Freight Delay and Commodities Movement Study will be to evaluate the level and value of commodity movement on the regional freight network within each of the mobility corridors identified in the Regional Transportation Plan's Mobility Corridor Atlas. The study will use Metro's new freight model to summarize the general types of commodities, the tonnage of the commodities and the value of the commodities that are using these freight facilities within each of the mobility corridors. The study will also evaluate the need for improved access and mobility to and from regional industrial lands and intermodal facilities.

The study will evaluate how the COVID-19 economic impacts have affected freight truck travel within the Portland region compared to the overall vehicle travel in the region, and the rapid growth in e-commerce and other delivery services during the pandemic, which has greatly accelerated a trend that was already reshaping the freight industry.

### Work to be completed in Fiscal Year 2021-2022

- Finalize the Request For Proposal (RFP) for the Regional Freight Delay and Commodities Movement Study.
- Select a contractor/consultant team to work on the Regional Freight Delay and Commodities Movement Study.
- Select, establish and support the participants in the Stakeholder Advisory Committee (SAC).
- Establish a project management team with partner agencies to manage to Regional Freight Delay and Commodities Study.
- Develop a policy framework for the Regional Freight Strategy.

### Key Project Deliverables / Milestones



FY 2021-22 Unified Planning Work Program

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**General Freight Program Budget**  
**FY 2021-22 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 101,474	STBG	\$ 142,980
Interfund Transfer	\$ 57,872	STBG Match (Metro)	\$ 16,366
<b>TOTAL</b>	<b>\$ 159,346</b>	<b>TOTAL</b>	<b>\$ 159,346</b>

**Regional Freight Delay and Commodities Movement Study Budget**

**FY 2021-22 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Materials & Services	\$ 222,891	STBG	\$ 200,000
		STBG Match (Metro)	\$ 22,891
<b>TOTAL</b>	<b>\$ 222,891</b>	<b>TOTAL</b>	<b>\$ 222,891</b>

## Complete Streets Program

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**Staff Contact:** Lake McTighe, lake.mctighe@oregonmetro.gov

### Description

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Metro's Complete Streets program includes activities related to street design, safety and active transportation. Program activities include sharing best practices and resources, providing technical assistance, developing policies and plans, and monitoring progress towards goals and targets.

Program activities support implementation of regional goals included in the 2040 Growth Concept, the Climate Smart Strategy, the 2018 Regional Transportation Plan (RTP), the 2014 Regional Active Transportation Plan (ATP), and the 2018 Regional Transportation Safety Strategy (RTSS). Program activities are also related to local, regional, state and national programs, plans and policies, including the Regional Safe Routes to School Program, Metro's Planning and Development Departmental Strategy for Achieving Racial Equity, ODOT's Blueprint for Urban Design, transit, city and county design guidelines, and local, state and national safety plans and targets.

FY 2020-21, street design related activities included:

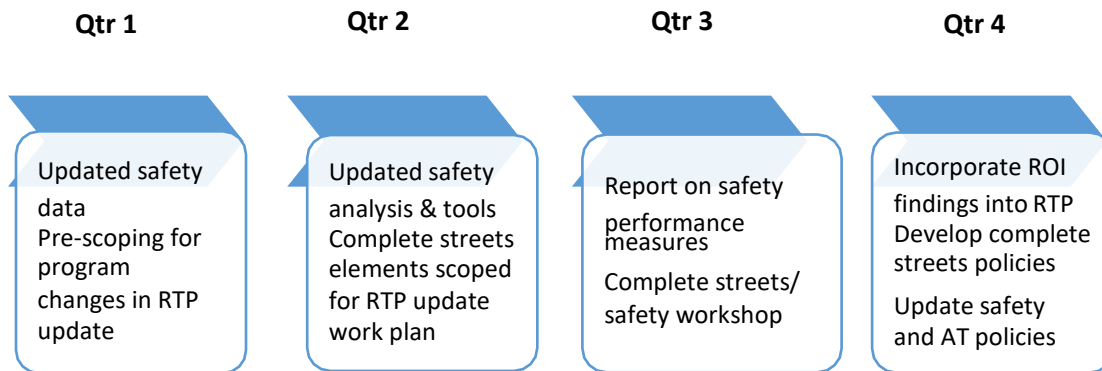
- scoping the work plan for developing new complete streets and green infrastructure policies for the update of the RTP in 2023
- providing internal and external street and trail design technical assistance on transportation projects and plans using the new regional Designing Livable Streets and Trails Guide
- hosting a workshop to share best practices and data to support natural resources in transportation planning and project development.
- collaborating with Portland State University to complete a Return on Investment (ROI) analysis for active transportation in the region to provide research to support policy discussion for the Regional Flexible Funding Allocations; and
- scoping updates to the data and polices related to walking, bicycling and accessing transit in the 2023 RTP update.

In FY 2021-22, the program will deliver:

- focus on continued implementation through technical and policy support
  - training and workshops on street design and safety
  - technical support on MPO-funded projects and programs
  - safety reporting and development of street design and safety elements of an update to the Regional Transportation Plan scheduled to begin in late 2021.
-

FY 2021-22 Unified Planning Work Program

**2021-22 Key Project Deliverables / Milestones**



**FY 2021-22 Cost and Funding Sources**

**Requirements:**

Personnel Services	\$ 60,038
Materials & Services	\$ 2,000
Interfund Transfer	\$ 34,043

**Resources:**

5303	\$ 86,213
5303 Match (Metro)	\$ 9,867

**TOTAL \$ 96,081**

**TOTAL \$ 96,081**

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## Regional Travel Options (RTO) and Safe Routes to School Program

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**Staff Contact:** Dan Kaempff, [daniel.kaempff@oregonmetro.gov](mailto:daniel.kaempff@oregonmetro.gov)

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### Description

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The Regional Travel Options (RTO) Program implements Regional Transportation Plan (RTP) policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying out the travel demand management components of the RTP. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO strategies include promoting transit, shared trips, bicycling, walking, telecommuting and the Regional Safe Routes to School (SRTS) Program. The program is closely coordinated with other regional transportation programs and region-wide planning activities. Approximately two-thirds of the RTO funding is awarded through grants to the region's government and non-profit partners working to reduce auto trips.

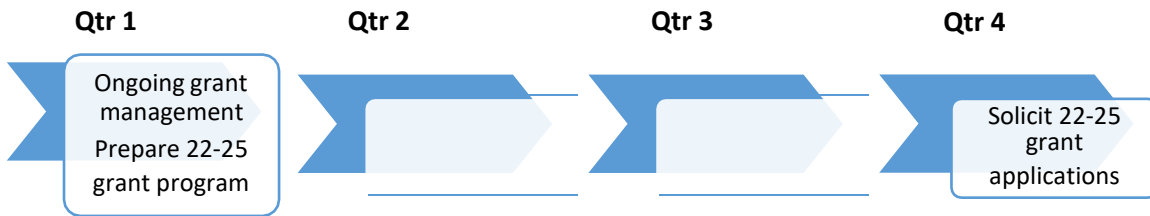
RTO is an ongoing program for over the past two decades. It is the demand management element of the region's Congestion Management Process (CMP) and the Transportation System Management and Operations (TSMO) strategy. Since 2003, the program has been coordinated and guided by a strategic plan, and an independent evaluation occurs after the end of each grant cycle to measure and improve performance. In 2018, the RTO Strategy was updated to better align the program with the updated goals, objectives and performance targets of the 2018 RTP, and to create goals and objectives for the SRTS program. The updated RTO Strategy focuses on equity, safety, addressing climate change and congestion as key policy foci of the program.

Creating a Regional Safe Routes to School (SRTS) program was an additional focus area of the 2018 RTO Strategy. In 2019, seven SRTS grants were awarded to local jurisdictions, school districts, and community based organizations to deliver walking and rolling education and encouragement programs for kids and youth. Metro's SRTS Coordinator also facilitates a regional SRTS practitioner group to support program implementation strategies with a focus on serving students at Title I schools (schools with over 40% of students on free or reduced lunch).

During FY 2021-22, staff will continue to manage existing grants which will expire by the end of FY 2022. Work will also be done to develop and implement a selection process for the 2022-25 grant program. The 2022-25 grant program will be updated to ensure the grants are advancing regional goals for equity, climate, congestion and safety. This will be done using data and lessons learned from the program evaluation as well as other sources of data and community input.

FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**



**FY 2021-2022 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 676,146	FTA Grant	\$ 3,458,394
Materials & Services	\$ 2,772,900	FTA Grant Match (Metro)	\$ 172,642
Interfund Transfer	\$ 403,182	ODOT/FHWA Grant	\$ 198,475
		ODOT/FHWA Grant Match (Metro)	\$ 22,716
<b>TOTAL</b>	<b>\$ 3,852,228</b>	<b>TOTAL</b>	<b>\$ 3,852,228</b>



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## Transportation System Management and Operations – Regional Mobility Program

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**Staff Contact:** Caleb Winter, [caleb.winter@oregonmetro.gov](mailto:caleb.winter@oregonmetro.gov)

### Description

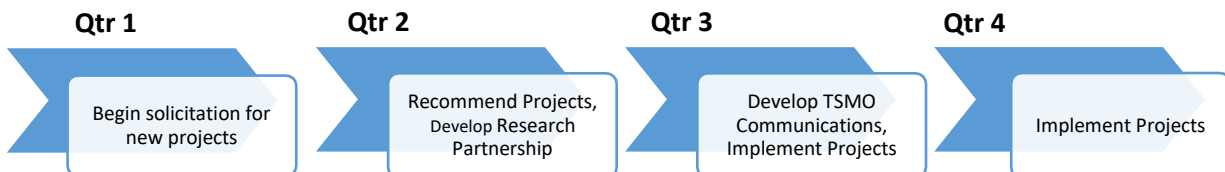
The Regional Transportation System Management and Operations Regional Mobility (TSMO) Program provides a demand and system management response to issues of congestion, reliability, safety and more. The program works to optimize infrastructure investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety. The TSMO Program incorporates racial equity policy throughout its work. The TSMO Program involves local and state agencies in developing increasingly sophisticated ways to operate the transportation system. Operators include ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners.

The TSMO Program engages operators through TransPort, the Subcommittee of Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships, particularly when updating the TSMO Strategy. The region’s 2010-2020 TSMO Plan will be updated by the 2021 TSMO Strategy (separate UPWP entry). The TSMO Program and TransPort will begin carrying out the recommended actions of the TSMO Strategy update. TSMO includes Intelligent Transportation Systems (ITS) as well as in coordination with the Regional Travel Options Strategy.

The program includes key components of Metro’s system monitoring, performance measurement and Congestion Management Process (CMP). Most of the required CMP activities are related to performance measurement and monitoring.

In FY 2021-22, the program will continue convening TransPort and will begin implementing the 2021 TSMO Strategy, soliciting projects and increasing levels of planning support, research partnerships and communications. The TSMO Program is ongoing and more information can be found at [www.oregonmetro.gov/tsmo](http://www.oregonmetro.gov/tsmo).

### Key Project Deliverables / Milestones



FY 2021-22 Unified Planning Work Program

**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services      \$ 153,875  
Materials & Services    \$ 3,500  
Interfund Transfer      \$ 89,267

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**TOTAL    \$ 246,642**

**Resources:**

STBG                              \$ 221,312  
STBG Match (Metro)        \$ 25,330

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**TOTAL    \$ 246,642**

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## Transportation System Management and Operations – 2021 TSMO Strategy Update

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**Staff Contact:** Caleb Winter, [caleb.winter@oregonmetro.gov](mailto:caleb.winter@oregonmetro.gov)

### Description

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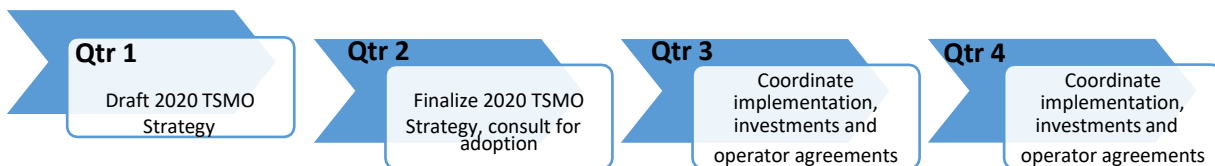
The 2021 TSMO Strategy encompasses regional planning work that will provide an update to the current strategy. The current strategy is titled 2010-2020 TSMO Plan. The update continues from FY2020-21 and is primarily focused on 2018 RTP Goal 4, Reliability and Efficiency, utilizing demand and system management strategies consistent with safety, racial equity and climate policies. Previous work on this Strategy includes a racial equity assessment, developing a participation plan and beginning work with a consultant including stakeholder outreach. Partner work regionally on the Central Traffic Signal System, Connected Vehicle traveler information and Next Generation Transit Signal Priority factor into the strategy. Integrated Corridor Management (ICM) will also inform the corridor actions in the 2021 TSMO Strategy (for example, I-84 Multimodal ICM and Clackamas Connections ICM).

The TSMO Program engages operators through TransPort, the Subcommittee of Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships.

The 2021 TSMO Strategy will be a recommendation from TransPort to the Transportation Policy Alternatives Committee (TPAC) and ultimately considered for regional adoption by Metro Council. The Strategy will provide direction for the TSMO Program, giving a renewed focus on investment priorities. Stakeholders include the operators and supportive institutions in the region: ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners. Components of TSMO connect to the Regional Travel Options Strategy and Emerging Technology Strategy.

The 2021 TSMO Strategy will formalize new concepts among regional TSMO partners including connected and automated vehicles, shared-use mobility, integrated corridor management, decision support systems and more advances in Intelligent Transportation Systems (ITS). The TSMO Program is ongoing and more information can be found at [www.oregonmetro.gov/tsmo](http://www.oregonmetro.gov/tsmo).

### Key Project Deliverables / Milestones



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### FY 2021-22 Cost and Funding Sources

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Note: Included in the program: (TSMO) Regional Mobility Program

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## Enhanced Transit Concepts Pilot Program

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**Staff Contact:** Matt Bihn, matt.bihn@oregonmetro.gov

### Description

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The Enhanced Transit Concepts (ETC) program identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet frequent service bus lines or streetcar lines. The program supports the Climate Smart Strategy, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2014, by helping the region progress toward its sustainability and carbon emissions goals through transit investments.

ETC treatments are relatively low-cost to construct, context-sensitive, and are able to be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions and transit agencies to design and implement ETC capital and operational investments.

In FY 2020-2021, the program, in partnership with TriMet and local partners, initiated designs and implementation for several ETC candidate locations. The ETC program identified locations region-wide for ETC pilots after a series of workshops and engagement of TPAC and JPACT. The City of Portland project were the first to be implemented: projects on NW Everett Street, SW Madison Street, NW Cornell Road at NW 185<sup>th</sup> Avenue, the Burnside Bridge, NE/SE Martin Luther King Boulevard, and NE/SE Grand Avenue were completed. Several of these projects include the application of red paint—the region’s first such treatment after the Federal Highways Administration (FHWA) approved the Portland Bureau of Transportation (PBOT) request to experiment with red-colored pavement to indicate transit-only lanes. Several more projects are in early phases of planning and design in coordination with jurisdictional partners.

ETC program and design work will continue in FY 2021-22. In FY 2021-22 the ETC program will accomplish:

Milestones/deliverables for this reporting period (July 2020 – December 2020):

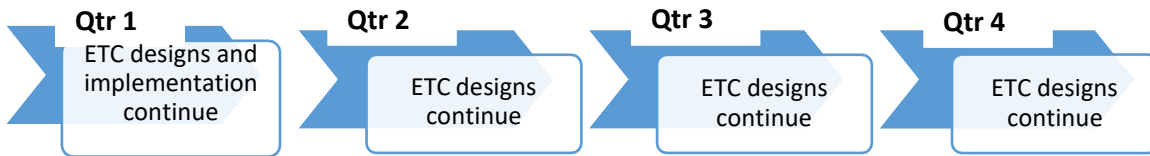
- Designs for Burnside Bridge/ East Burnside submitted to PBOT for review
- Designs for SE Hawthorne/SE Madison submitted to PBOT for review, comments being addressed
- Completed designs for MLK/Grand
- Completed designs in support of Get Moving 2020
- Implementation of Red Paint projects to indicate bus/streetcar only lanes in several locations, including MLK/Grand Boulevards

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Initiate design for transit improvements along NE Couch Street between Sandy Boulevard and NE MLK Boulevard to benefit bus Lines 12, 19, and 20. Advance design to at least 15%.
- Initiate design for transit improvements along SW Alder Street from SW 19th and Burnside to the Morrison Bridge to accommodate the future routing of Lines 15 and 51. Advance design to at least 15%
- Implementation by PBOT of Hawthorne and E Burnside projects

FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**




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**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services      \$ 90,759

Materials & Services      \$ 25,000

**TOTAL    \$ 115,759**

**Resources:**

Metro Direct                      \$ 115,759  
Contribution

**TOTAL    \$ 115,759**

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## Economic Value Atlas (EVA) Implementation

**Staff Contact:** Jeff Raker, jeffrey.raker@oregonmetro.gov

### Description

Metro’s Economic Value Atlas (EVA) establishes tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. The EVA entered an implementation phase in FY 2019-20 that included test applications among partner organizations and jurisdictions, refinements to the tool, and integration into agency-wide activities. This is an ongoing program. In FY 2019-20, the EVA tool provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and was actively used to inform policy and investment – it provides 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 for all. In FY 2020-21, there were final tool refinements and the data platform was actively used to help visualize equitable development conditions in SW Corridor and the region, aligned with agency-wide data and planning projects, including the Columbia Connects and Planning for Our Future Economy projects.

In FY 2020-21, Metro participates in a group of peer regions organized by The Brookings Institution for other regions to benefit from the EVA as a model for their applications and to share best practices. The EVA has informed the conditions assessment of the Comprehensive Economic Development Strategy, is being used similarly to support the Columbia Connects project, and is being integrated into the Comprehensive Recovery Data dashboard under development by Metro’s Data Research Center. Updates to the EVA will reflect both the recently updated Greater Portland Economic Recovery Plan and Comprehensive Economic Development Strategy. Additional data updates or development needs will be implemented and the tool will support policy decisions on an ongoing basis.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Requirements:**

Personnel Services \$ 199,222  
Materials & Services \$ 88,000

**TOTAL \$ 287,222**

**Resources:**

Metro Direct Contribution \$ 287,222

**TOTAL \$ 287,222**





# Regional Corridor/Area Planning





## Corridor Refinement and Project Development (Investment Areas)

**Staff Contact:** Malu Wilkinson, malu.wilkinson@oregonmetro.gov

### Description

Metro’s 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 multijurisdictional 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 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.

In FY 2020-21, Investment Areas staff have supported partner work on TV Highway, Enhanced Transit Concepts, the McLoughlin Corridor, Columbia Connects, additional support for the Southwest Corridor Light Rail Project and the Equitable Development Strategy, Max Redline Enhancements, the Max Tunnel Study, Highway 26/Westside Transportation Alternatives, mobility and transit capacity improvements across the region.

This is an ongoing program, staff will further refine the projects listed above as well as potentially identifying additional projects to further the goals identified for mobility corridors in our region.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 323,230	STBG	\$ 12,175
Materials & Services	\$ 12,500	STBG Match (Metro)	\$ 1,393
Interfund Transfer	\$ 5,258	Metro Direct Contribution	\$ 327,420
<b>TOTAL</b>	<b>340,988</b>	<b>TOTAL</b>	<b>\$ 340,988</b>

## Southwest Corridor Transit Project

**Staff Contact:** Brian Harper, [brian.harper@oregonmetro.gov](mailto:brian.harper@oregonmetro.gov)

### Description

The Southwest Corridor Transit Project extends the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to public roadway, sidewalk, bike, and transit and storm water infrastructure. Program activities include environmental review, collaborative project design, coordination on land use planning, and development of an equitable development strategy to protect and enhance housing options and jobs for all households.

The project supports local land use plans and zoning and is a key element of fulfilling the region’s goals set forth in the 2040 Growth Concept by allowing for compact development in regional town centers. The project advances 2018 RTP policy direction on vibrant communities, shared prosperity, transportation choices, healthy people and climate leadership. It provides near-term progress on travel options and congestion, and is a developing model for incorporating equitable outcomes into transportation projects.

In FY 2020-21, the project released a final draft conceptual design report and completed a Final Environmental Impact Statement, and acquired a Record of Decision from the Federal Transit Administration. The project paused further engineering and funding efforts.

This is an ongoing program. In future years the project will work to continue equitable development strategy work focused on business and workforce support and stabilization.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 99,082	FTA Grant	\$ 343,048
Materials & Services	\$ 262,500	FTA Grant Match (Metro)	\$ 39,263
Interfund Transfer	\$ 35,113	TriMet Grant	\$ 14,384
<b>TOTAL</b>	<b>396,695</b>	<b>TOTAL</b>	<b>\$ 396,695</b>

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## Columbia Connects

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**Staff Contact:** Jeff Raker, jeffrey.raker@oregonmetro.gov

### Description

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Columbia Connects is a regional collaboration between Oregon and Washington planning partners working together to unlock the potential for equitable development and programs that are made more difficult by infrastructure barriers, and state and jurisdictional separation.

Columbia Connects' purpose is to improve the economic and community development of a sub-district of the region near the Columbia River, by developing a clear understanding of the economic and community interactions and conditions within this sub-district; the shared economic and community values of the region; the desired outcomes; and by creating strategies, projects, and programs, as well as an action plan to achieve these outcomes.

In FY 2020-21 the Columbia Connects project:

- Created a multi-jurisdictional Project Management Group to identify shared values, goals, and potential partnerships. (Metro and the Regional Transportation Council of Southwest Washington are leading this effort.)
- Conducted an inventory of bi-state strategies and economic studies
- Hired a consultant
- Applied Economic Value Atlas tools

The Columbia Connects project is consistent with the Regional Transportation Plan (RTP) 2018 goals and Metro's 2040 Vision which supports a healthy economy that generates jobs and business opportunities, safe and stable neighborhoods, improved transportation connections for equity, efficient use of land and resources for smart growth and development, and opportunities for disadvantaged groups. The project is separate and complementary to the I-5 Bridge Replacement Project. The Columbia Connects work will identify projects and programs that will strengthen bi-state connections and institutional partnerships with or without a bridge and high capacity transit project.

### Key Project Deliverables / Milestones

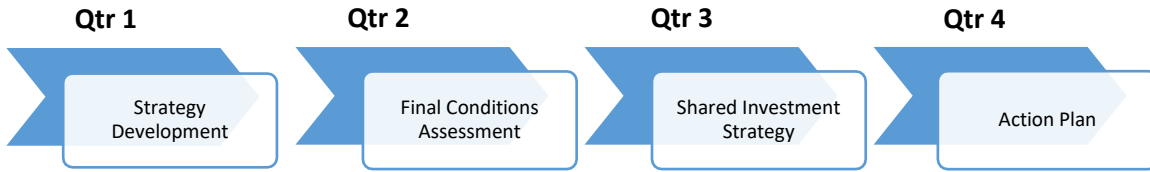
Key projects deliverables and outcomes may include:

- a defined a shared set of desired economic outcomes
- defined values and goals for the area
- defined infrastructure and service needs
- identification of tools, projects, and programs and investments to help realize outcomes
- a strategy and action plan to implement policy commitments, projects, and programs to realize the community's vision for the bi-state region

Columbia Connects will develop a shared strategy to outline specific opportunities for investment based on feasibility, effectiveness, equity, and project champions. Projects and programs will include test approaches and pilot projects. Based on the strategy and coordination with partners, the partners will develop an Action Plan with partner agreements and commitments for implementation and ongoing coordination on resource acquisition.

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FY 2021-22 Unified Planning Work Program




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**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 153,239
Materials & Services	\$ 15,000
Interfund Transfer	\$ 90,618

**TOTAL \$ 258,857**

**Resources:**

STBG	\$ 232,273
STBG Match (Metro)	\$ 26,585

**TOTAL \$ 258,857**

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## MAX Tunnel Study

**Staff Contact:** Matt Bihn, matt.bihn@oregonmetro.gov

### Description

Metro’s MAX Tunnel Study (formerly the Central City Transit Capacity Analysis) is a preliminary study that expands upon previous TriMet work to identify a long-term solution to current reliability problems and future capacity constraints caused by the Steel Bridge. The purpose of the MAX Tunnel study is to lay the groundwork for a much larger study under the National Environmental Policy Act (NEPA). The goals are to identify a representative project that addresses light rail capacity and reliability issues in the Portland central city and improves regional mobility by eliminating major sources of rail system delay; to provide conceptual, preliminary information for stakeholders and the general public; and to determine the resources needed to advance the project through NEPA.

In FY 2020, project staff identified a light rail tunnel between the Lloyd District and Goose Hollow as the option that would best address 2018 RTP policy direction and provide the most benefits with regard to travel time, capacity, reliability, climate, and equity. The study entered the FTA’s Early Scoping process to introduce the concept of a light rail tunnel under downtown Portland to the public and to provide opportunity for comment on the potential project’s purpose and need and the scope of the planning effort. Staff also conducted targeted engagement with regional stakeholder groups.

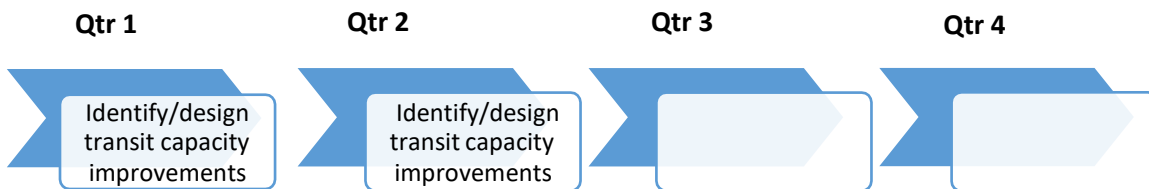
This initial study, focused on a tunnel, concluded this fiscal year, but currently continues to provide information to support decision-makers regarding the potential future phases of the project.

Information can be found on the project’s website:

<https://www.oregonmetro.gov/public-projects/max-tunnel-study>

In the subsequent phase, initiated in January 2021, the study’s focus was broadened to assess other transit service and infrastructure improvements to address Central City transit capacity. In collaboration with the Enhanced Transit Concepts program, this program will identify, evaluate, and design transit priority and access treatments that improve capacity.

### Key Project Deliverables / Milestone



### FY 2021-22 Cost and Funding Sources

**Requirements:**

Materials & Services      \$ 40,000

**Resources:**

Metro Direct                      \$ 40,000  
Contribution

**TOTAL    \$ 40,000**

**TOTAL    \$ 40,000**

# City of Portland Transit and Equitable Development Assessment

**Staff Contact:** Brian Harper, [brian.harper@oregonmetro.gov](mailto:brian.harper@oregonmetro.gov)

## Description

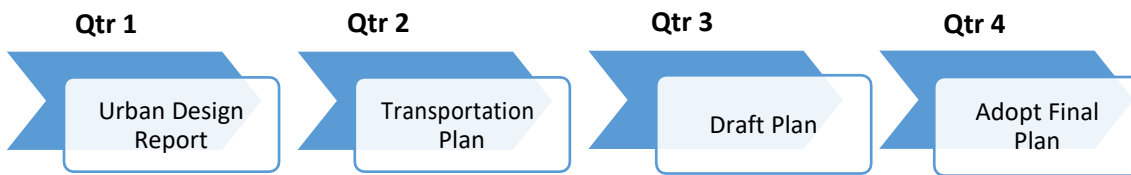
The project seeks to create an equitable development plan for two future transit-oriented districts – one in NW Portland and one in Inner East Portland. This project is intended to complement potential transit improvements to better connect Montgomery Park with the Hollywood District. The project will identify the land use and urban design opportunities, economic development and community benefit desires and opportunities leveraged under a transit-oriented development scenario. The project will now consider how such opportunities could support the City’s racial equity, climate justice, employment and housing goals, and the 2035 Comprehensive Plan.

The study will assess affordable housing, economic development and business stabilization opportunities associated with potential transit investments. The study will evaluate existing or future transit service and a potential 6.1-mile transit extension. An initial Phase 1 transit expansion would extend the streetcar, or other high-quality transit service to Montgomery Park, linking Portland’s Central Eastside to an underserved area of Northwest Portland. Phase 2 will explore alignment options and development potential to extend this line to the Hollywood District.

Project partners will examine how transit alternatives can better support inclusive development, affordable housing and access. Major transit investments are seen as a land use tool to shape the future growth of the Central City and surrounding areas.

This is an ongoing program.

## Key Project Deliverables / Milestones



## FY 2021-22 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 59,821	FTA Grant	\$ 182,776
Materials & Services	\$ 110,000	FTA Grant Match (Metro)	\$ 20,920
Interfund Transfer	\$ 33,875		
<b>TOTAL</b>	<b>203,696</b>	<b>TOTAL</b>	<b>\$ 203,696</b>

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## Tualatin Valley Highway Transit and Development Project

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**Staff Contact:** Elizabeth Mros-O'Hara, [Elizabeth.Mros-OHara@oregonmetro.gov](mailto:Elizabeth.Mros-OHara@oregonmetro.gov)

### Description

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The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to prioritize transportation projects, building on recent work undertaken by Washington County.

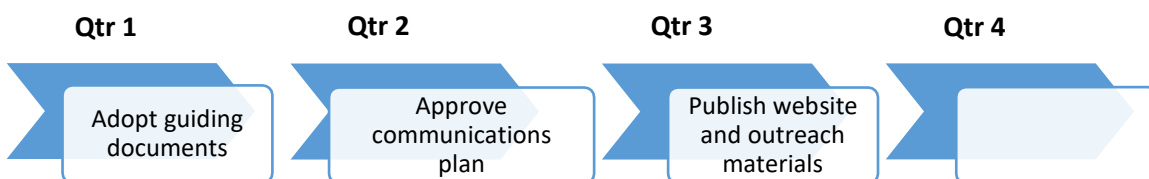
This is a new program commencing in the second half of fiscal year 2020-21. The project's first major task in fiscal year 2020-21 was to establish a steering committee that includes elected officials and community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area. This group is responsible for developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project. The committee's work is informed by input gathered through public engagement efforts that include targeted outreach to communities of concern.

The EDS identifies actions for minimizing and mitigating displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. This effort includes identification of existing conditions, businesses owned by marginalized community members and opportunities for workforce development. The EDS strategy may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory issues to be addressed particularly around land use and development, additional public investments, community-led development initiatives, and leadership training and education for residents.

For the transit LPA, the project will advance conceptual designs enough to apply for entry to federal project development, which may include analysis of alternatives for roadway design, transit priority treatments, transit station design and station placement. This effort will be informed by a travel time and reliability analysis which would utilize traffic modeling software as appropriate, as well as an evaluation of the feasibility of using articulated electric buses in the corridor.

This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project.

### Key Project Deliverables / Milestones





FY 2021-22 Unified Planning Work Program

**FY 2021-22 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 423,719	FTA Grant	\$ 434,727
Materials & Services	\$ 392,967	FTA Grant Match (Metro)	\$ 49,756
Interfund Transfer	\$ 31,803	STBG	\$ 326,622
		STBG Match (Metro)	\$ 37,383
<b>TOTAL</b>	<b>\$ 848,489</b>	<b>TOTAL</b>	<b>\$ 848,489</b>

## TriMet Red Line MAX Extension Transit-Oriented Development (TOD) & Station Area Planning

**Staff Contact:** Jeff Owen, [owenj@trimet.org](mailto:owenj@trimet.org)

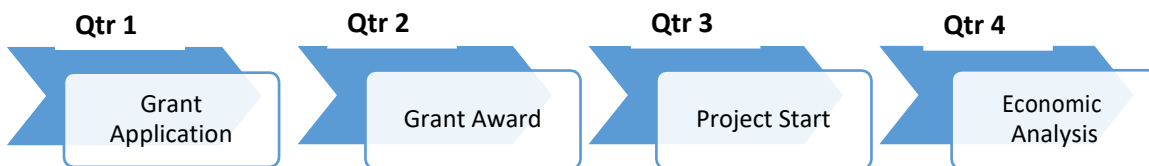
### Description

Through the award of a Federal Transit Administration (FTA) grant, this project will seek to activate under-developed station areas along the west extension of the MAX Red Line and the east portion of the Red Line corridor where increased reliability of MAX service resulting from the proposed Small Starts capital investments provides additional incentive for private and public investments. While the entire extended Red Line corridor includes the alignment between Portland International Airport and the Fair Complex/Hillsboro Airport Transit Center, TriMet is choosing to focus these project activities on two specific segments of the corridor.

The project area is defined as all areas within ¼ of a mile of the MAX alignment east of NE 47th Avenue in Multnomah County and west of SW Murray and east of NE 28th Avenue in Washington County. Focus areas will also be established at the following stations: Parkrose / Sumner Transit Center; Gateway / NE 99th Transit Center; NE 82nd; NE 60th; Millikan Way; Beaverton Creek; Elmonica/SW 170th; Willow Creek/ SW 185th Transit Center; Fair Complex/ Hillsboro Airport. Station areas within the project area that are not focus areas will be included in broader economic and market analysis. Stabilization and economic opportunity development strategies will also be applied to these station areas.

### Key Project Deliverables / Milestones

After project initiation in Q2/Q3 and during the remainder of FY 2020-21, this project plans to complete an economic analysis at focus station areas across the east and west corridor segments; a business stabilization and development taskforce; and begin a resident stabilization and housing growth taskforce. The project will then carry into the following fiscal year.



### FY 2021-2022 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 30,000	Federal grant	\$ 219,213
Materials & Services	\$ 298,820	Local Match	\$ 109,607
<b>TOTAL</b>	<b>\$ 328,820</b>	<b>TOTAL</b>	<b>\$ 328,820</b>

## Westside Corridor Multimodal Improvements Study

**Staff Contact:**

ODOT: Mandy Putney, Mandy.putney@ODOT.state.or.us

Metro: Matt Bihn, matt.bihn@oregonmetro.gov

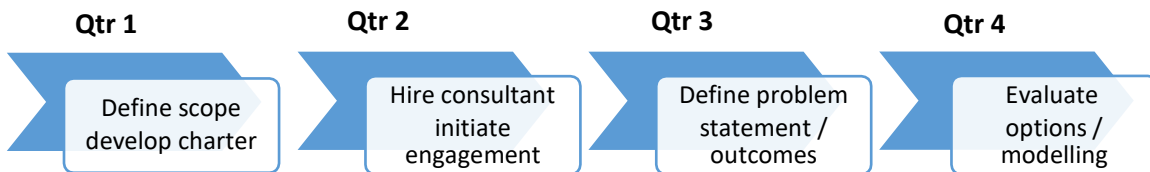
**Disclaimer: This is a new planning effort ODOT is considering for fiscal year 2021-22. Due to the timing of the Agency’s budget development and approval it is subject to change.**

**Description**

This corridor is generally defined by US 26 (Sunset Highway), which extends from the Oregon Coast through the Vista Ridge Tunnel where it intersects with the I-405 loop accessing I-5, and I-84. The 2018 Regional Transportation Plan (RTP) includes this project as 8.2.4.6 Hillsboro to Portland (Mobility Corridors 13, 14 and 16).

The study will identify the multimodal (aviation, transit, freight, auto, etc.) needs, challenges and opportunities in the corridor. Options will be evaluated for their potential to address existing deficiencies and support future growth in freight, commuters, and commercial traffic between Hillsboro’s Silicon Forest, Northern Washington County’s agricultural freight, and the Portland Central City, the international freight distribution hub of I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport. Commute trip reduction opportunities and assumptions about remote workforce will be included. The West Side Corridor Study will evaluate multimodal improvements in support of regional and statewide goals, specifically including climate. Study will begin in the first quarter of FY 2021 and conclude in the second quarter of FY 2022.

**Key Project Deliverables / Milestones**



**FY 2021-21 Cost and Funding Sources**

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021**

**Requirements:**

Personal Services	\$ 250,000
Materials & Services	\$ 750,000
<b>TOTAL</b>	<b>\$ 1,000,000</b>

**Resources:**

Federal grant	\$ 863,636
Local Match	\$ 136,364
<b>TOTAL</b>	<b>\$ 1,000,000</b>



# Regional Administration and Support



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## MPO Management and Services

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**Staff Contact:** Tom Kloster (tom.kloster@oregonmetro.gov)

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### Description

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The Metropolitan Planning Organization (MPO) Management and Services program is responsible for the overall management and administration of the region's responsibility as a federally-designated MPO. These planning responsibilities include:

- creation and administration of the annual Unified Planning Work Program (UPWP)
- periodic amendments to the UPWP
- procurement of services
- contract administration
- federal grants administration
- federal reporting
- annual self-certification for meeting federal MPO planning requirements
- periodic on-site certification reviews with federal agencies
- public participation in support of MPO activities
- convening and ongoing support for MPO advisory committees
- public engagement

As an MPO, Metro is regulated by federal planning requirements and is a direct recipient of federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation Plan (RTP) and other transportation planning activities. The purpose of the MPO is to ensure that federal transportation planning programs and mandates are effectively implemented, including ongoing coordination and consultation with state and federal regulators. The MPO Management team also ensures consistency between the federal regulations, state plans, the RTP and local plans.

Metro's Joint Policy Advisory Committee on Transportation (JPACT) serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. The Transportation Policy Alternatives Committee (TPAC) serves as the technical body that works with Metro staff to develop policy alternatives and recommendations for JPACT and the Metro Council. TPAC's membership includes six members of the public with diverse backgrounds and perspectives.

As the MPO, Metro is also responsible for preparing the annual Unified Planning Work Program (UPWP), the document you are reading now, and which coordinates activities for all federally funded planning efforts in the Metro region.

Metro also maintains the following required intergovernmental agreements (IGAs) and memorandums of understanding (MOUs) with local partners and jurisdictions on general planning coordination and special planning projects:



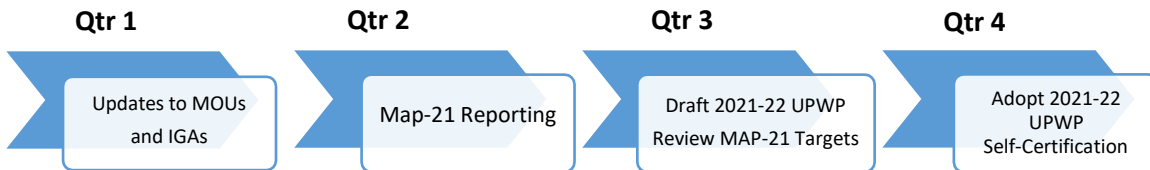
FY 2021-22 Unified Planning Work Program

- ODOT/Metro Local Agency Master Certification IGA and Quality Program Plan (effective through June 30, 2021)
- 4-Way Planning IGA with ODOT, TriMet and SMART (effective through June 19, 2021)
- SW Regional Transportation Council (RTC) MOU (effective through June 30, 2021)
- Oregon Department of Environmental Quality MOU (effective through March 7, 2023)

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened by ODOT. OMPOC is funded by voluntary contributions from all eight Oregon MPOs.

As part of federal transportation performance and congestion management monitoring and reporting, Metro will also continue to address federal MAP-21 and FAST Act transportation performance management requirements that were adopted as part of the 2018 Regional Transportation Plan (RTP). The performance targets are for federal monitoring and reporting purposes and will be coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region’s Congestion Management Process, the 2018 policy guidance on safety, congestion and air quality, and complements other performance measures and targets discussed in Chapter 2 of the 2018 RTP.

**Key Project Deliverables / Milestones**



**FY 2021-22 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 290,610	5303	\$ 421,861
Materials & Services	\$ 19,000	5303 Match (Metro)	\$ 48,284
Interfund Transfer	\$ 160,535		
<b>TOTAL</b>	<b>\$ 470,145</b>	<b>TOTAL</b>	<b>\$ 470,145</b>

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## Civil Rights and Environmental Justice

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**Staff Contact:** Eryn Kehe, [eryn.kehe@oregonmetro.gov](mailto:eryn.kehe@oregonmetro.gov)

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### Description

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Metro’s transportation-related planning policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; Section 504 of the 1973 Rehabilitation Act and Title II of the 1990 Americans with Disabilities Act; the federal Executive Order on Environmental Justice; the United States Department of Transportation (USDOT) Order; the Federal Highway Administration (FHWA) Order; Goal 1 of Oregon’s Statewide Planning Goals and Guidelines and Metro's organizational values of Respect and Public Service.

The Civil Rights and Environmental Justice program works to continuously improve practices to identify, engage and improve equitable outcomes for historically marginalized communities, particularly communities of color and people with low income, and develops and maintains processes to ensure that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability.

This is an ongoing program. Typical activities include receiving, investigating and reporting civil rights complaints against Metro and its sub-recipients; conducting benefits and burdens analysis of investments and decisions to ensure that the burdens do not fall disproportionately on the Region’s underserved populations; conducting focused engagement with communities of color, persons with limited English proficiency and people with low income for transportation plans and programs, providing language resources, including translation of vital documents on the Metro website for all languages identified as qualifying for the Department of Justice Safe Harbor provision, providing language assistance guidance and training for staff to assist and engage English language learners. In FY 2020-21, Metro conducted a Title VI/transportation equity assessment on the investments of the Metropolitan Transportation Improvement Program and Title VI and an equity assessment will be incorporated into the Regional Transportation Plan (RTP) update scheduled to begin in FY 2021-22.

### Key Project Deliverables / Milestones





FY 2021-22 Unified Planning Work Program

**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services      \$ 61,467  
Interfund Transfer      \$ 36,768

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**TOTAL    \$ 98,235**

**Resources:**

5303                              \$ 88,146  
5303 Match (Metro)      \$ 10,089

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**TOTAL    \$ 98,235**

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## Public Engagement

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**Staff Contact:** Eryn Kehe, [eryn.kehe@oregonmetro.gov](mailto:eryn.kehe@oregonmetro.gov)

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### Description

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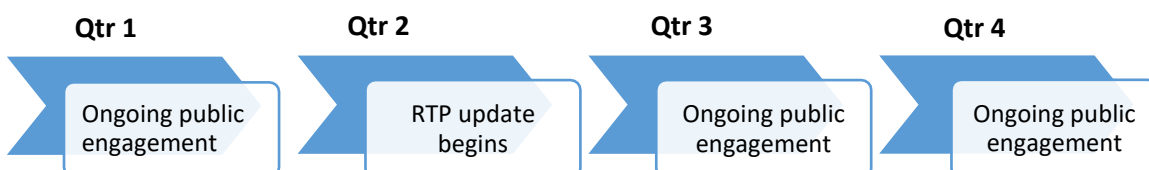
Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials, and integrate, address and respond to the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro is committed to bringing a diversity of voices to the decision making table to inspire inclusive and innovative solutions to the challenges of a changing region. Metro performs focused engagement to hear the perspectives of historically marginalized communities to inform decisions and meet the objectives of its Civil Rights and Environmental Justice program. Metro's public engagement program builds capacity to create more inclusive, transparent and relationship-based public engagement practices. The office serves as a resource for current best practices for public involvement, supports the Diversity Action Plan and the Diversity, Equity and Inclusion work which develops strategies to engage youth and underrepresented communities in regional decision making. This is an ongoing program. Typical activities include strategies for focused and broad engagement in Metro's planning and policy processes. Metro also develops surveys and reports on public engagement to inform decisions before Metro Council and other decision makers. FY 2020-21 activities included engagement on the Metropolitan Transportation Improvement Program and continuing to build our tribal engagement program with new staffing that Metro has recently added. Metro will also conduct public engagement around specific planning activities, such as the Regional Congestion Pricing study. An update to Regional Transportation Plan is expected to begin late in 2021.

[Metro's Public Engagement Guide](#)

[Be Involved in transportation planning: a guide to being involved in a building a better system for getting around greater Portland](#)

### Key Project Deliverables / Milestones



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### FY 2021-22 Cost and Funding Sources

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**Note:** Public Engagement is spread throughout other project budgets. Please refer to the MTIP, Corridor Planning, Civil Rights, MPO Management and services budget summaries.

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## Data Management and Visualization

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**Staff Contact:** Steve Erickson, [steve.erickson@oregonmetro.gov](mailto:steve.erickson@oregonmetro.gov)

### Description

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Metro's Data Research Center provides Metro, regional partners and the public with technical services including data management, visualization, analysis, application development, and systems administration. The Research Center collaborates with Metro programs to support planning, modeling, forecasting, policy-making, resiliency, and performance measurement activities.

The Research Center's work in FY 2021-22 will span all of these disciplines. In the fields of data management and analytics, the Research Center will provide technical expertise and data visualization products for Regional Transportation Planning, including work on the Mobility Policy Update, Metropolitan Transportation Improvement Program, Performance Measures and the Transportation Data Program. The Demographics and Equity Team will move forward with implementing the department's Equity Analytics Strategy.

The Research Center will develop applications and provide systems administration for a variety of tools. Recent examples are: the Regional Barometer, an open-data and performance-measures website that makes key metrics and their associated data available to the public, the Economic Value Atlas, an economic development planning tool, and the Crash Map, a tool for the analysis of transportation safety data. In addition, the program will support its geospatial technology platform, providing a toolset for do-it-yourself mapping and interactive web applications. The program will continue to expand and enhance these products and services.

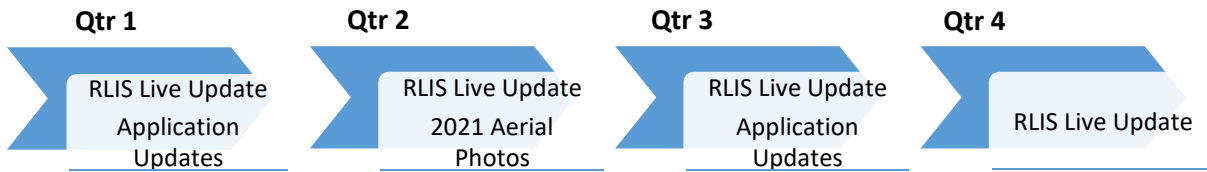
The Research Center will continue adding value to the Regional Land Information System (RLIS) by modernizing its technologies and publishing data on a continual basis. This provides essential data and technical resources to both Metro programs and partner jurisdictions throughout the region. RLIS, Metro's geospatial intelligence program, is an on-going program with a 30+ year history of being a regional leader in GIS and providing quality data and analysis in support of Metro's MPO responsibilities.

For additional information about the Research Center's Data Management and Visualization projects, email [steve.erickson@oregonmetro.gov](mailto:steve.erickson@oregonmetro.gov) or call (503) 797-1595.

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FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**




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**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 1,013,546
Materials & Services	\$ 59,560
Interfund Transfer	\$ 273,876

**Resources:**

PL	\$ 720,939
PL Match (ODOT)	\$ 82,515
Metro Direct Contribution	\$ 543,528

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**TOTAL \$ 1,346,982**

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**TOTAL \$ 1,346,982**

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## Economic, Demographic, and Land Use Forecasting, Development and Application Program

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**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### Description

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The Economic, Demographic, and Land Use Forecasting, Development and Application Program assembles historical data and develops future forecasts of population, land use, and economic activity that support Metro's regional planning and policy decision-making processes. The forecasts are developed for various geographies, ranging from regional (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future. The Economic, Demographic, and Land Use Forecasting, Development, and Application Program also includes activities related to the continued development of the analytical tools that are applied to produce the abovementioned forecasts.

Long-range economic and demographic projections are regularly updated to incorporate the latest observed changes in demographic, economic, and real estate development conditions. Metro staff rely on the forecasts and projections to manage solid waste policy, study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives.

The resources devoted to the development and maintenance of the Metro's core forecast toolkits are critical to Metro's jurisdictional and agency partners. Local jurisdictions across the region rely on the forecast products to inform their comprehensive plan and system plan updates. Because the modeling toolkit provides the analytical foundation for informing the region's most significant decisions, ongoing annual support acts to leverage significant historical investments and to ensure that the analytical tools are always ready to fulfill the project needs of Metro's partners. The analytical tools are also a key source of data and metrics used to evaluate the region's progress toward meeting its equity, safety, climate, and congestion goals.

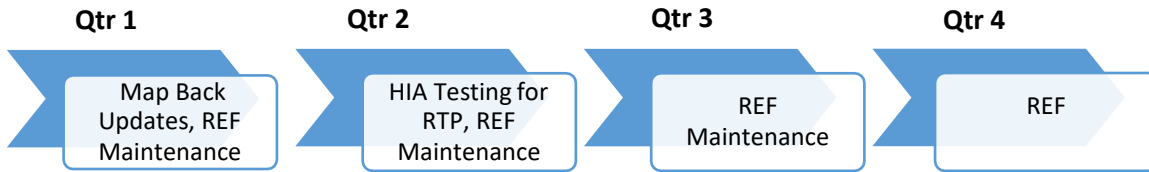
A listing of recent project work completed under the Economic, Demographic, and Land Use Forecasting, Development and Application Program is shown below.

Work completed (July 2020 – June 2021):

- Land Development Monitoring System (Maintenance)
- Census 2020 (Support)
- Regional Economic Forecast (REF--Maintenance)
- Population Synthesizer (Implemented)
- Distributed Forecast (Adopted)
- TAZ-Level Travel Model Inputs (HIA Development)
- Map Back Tool (Updates/Maintenance)
- Housing and Transportation Cost Calculator (Prototype)
- Land Use Model Scoping (Complete)

FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**




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**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 196,435
Materials & Services	\$ 76,300
Interfund Transfer	\$ 104,881

**Resources:**

PL	\$ 163,434
PL Match (ODOT)	\$ 18,706
ODOT Support Funds	\$ 76,885
Metro Direct Contribution	\$ 118,591

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**TOTAL \$ 377,616**

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**TOTAL \$ 377,616**

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## Travel Forecast Maintenance, Development and Application

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**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### Description

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The Travel Forecast Maintenance, Development, and Application Program is a coordinated portfolio of projects and tasks devoted to the development, application, and maintenance of the core analytical toolkit used to inform and support regional transportation policy and investment decision-making. Individual elements of the toolkit include:

- Travel Demand Models (Trip-based, Activity-based)
- Freight Travel Demand Model
- Bicycle Route Choice Assignment Model
- Multi-Criterion Evaluation Tool (Benefit/Cost Calculator)
- Housing and Transportation Cost Calculator
- Dynamic Traffic Assignment Model
- VisionEval Scenario Planning Tool

The resources devoted to the development and maintenance of the travel demand modeling toolkit are critical to Metro's jurisdictional and agency partners. Because the modeling toolkit provides the analytical foundation for evaluating the region's most significant transportation projects, ongoing annual support acts to leverage significant historical investments and to ensure that the modeling toolkit is always ready to fulfill the project needs of Metro's partners. The modeling toolkit is also a key source of data and metrics used to evaluate the region's progress toward meeting its equity, safety, climate, and congestion goals.

A listing of recent project work completed under the Travel Forecast Maintenance, Development, and Application Program is shown below.

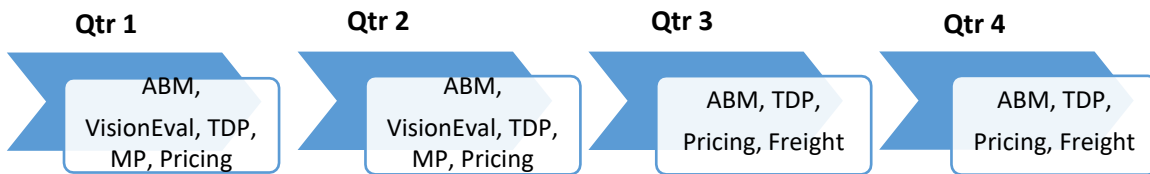
Work to be completed (July 201 – June 2022):

- ODOT I-5/I-205 Tolling (Development, Application, and Analytics)
- Regional Congestion Pricing (Application, and Analytics)
- Mobility Policy Update (Application, and Analytics)
- VisionEval (Regional Prototype Development)
- Regional Freight Delay and Commodities Movement Study (Calibration/Validation)
- Multi-Criterion Evaluation Tool (Development, Application, and Analytics)
- Replica Data Product Pilot Project (Evaluation Completed)
- Transportation Data Program (Implementation)
- CT-RAMP Activity-based Travel Demand Model (Prototype Developed)
- Quick Launch Regional Dynamic Traffic Assignment (Prototype Testing)
- Housing and Transportation Cost Calculator (Prototype Developed)

For more information about the Travel Demand Modeling and Forecasting Program, contact Chris Johnson at [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov).

FY 2021-22 Unified Planning Work Program

**Key Project Deliverables / Milestones**




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**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 968,813
Materials & Services	\$ 81,086
Interfund Transfer	\$ 426,277

**Resources:**

PL	\$ 786,277
PL Match (ODOT)	\$ 89,993
ODOT Support Funds	\$ 148,115
TriMet Support Funds	\$ 245,000
Metro Direct	\$ 206,791
Contribution	

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**TOTAL \$ 1,476,176**

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**TOTAL \$ 1,476,176**



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## Oregon Household Travel Survey

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**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### Description

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Transportation analysts, planners and decision-makers rely on periodic travel surveys to provide a “snapshot” of current household travel behavior. The data collected through household travel survey efforts are also critical for updating and improving travel demand models, the foundational analytical tool used to support transportation planning, as they provide a comprehensive picture of personal travel behavior that is lacking in other data sources. Because of changing population, demographic and travel trends, updated household surveys are completed periodically to ensure a recent and reliable snapshot of travel behavior.

Metro partners with ODOT, the members of the Oregon MPO Consortium and the Southwest Washington Regional Council to conduct a statewide survey, both to share costs and to provide a statewide data set with broader applications and more consistency than would be possible if each of these partners were to complete surveys independently.

The current household survey project will be structured around three major phases:

- Phase I – Scoping
- Phase II – Survey Design
- Phase III – Survey Implementation (Planned for Fall of 2022, FY 2022-2023)

The survey data will be critical for policy and decision-makers across the state. It will be used in the development of a variety of MPO and statewide trip-based and activity-based travel models throughout Oregon, including models in the Portland/Vancouver, WA area and other Oregon metropolitan and non-metropolitan areas. It will also support the development of integrated land use economic transportation models being developed by ODOT.

Work completed (July 2020 – June 2021):

- Work plan development
- RFP development/release
- Contractor evaluation and selection
- Procurement and contracting
- Scoping/design phases initiated

### Key Project Deliverables / Milestones



FY 2021-22 Unified Planning Work Program

**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personnel Services      \$ 92,072

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**TOTAL**                      **\$ 92,072**

**Resources:**

PL                                      \$ 82,616

PL Match (ODOT)              \$ 9,456

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**TOTAL**                      **\$ 92,072**

## Technical Assistance Program

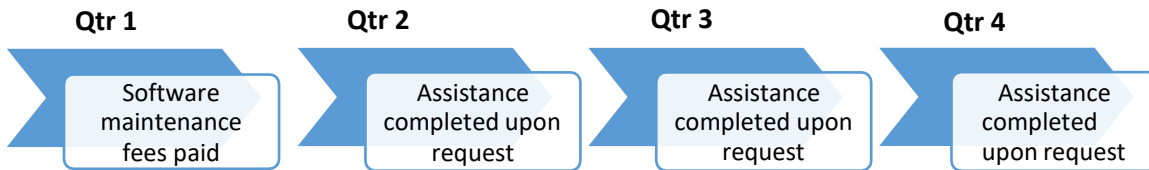
**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### Description

US Department of Transportation protocols require the preparation of future year regional travel forecasts to analyze project alternatives. The Technical Assistance program provides transportation data and travel modeling services for projects that are of interest to local partner jurisdictions. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation, the Port of Portland, private sector businesses and the general public.

Client agencies may also use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. A budget allocation defines the amount of funds available to each regional jurisdiction for these services, and data and modeling outputs are provided upon request. This is an ongoing program.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 50,120	STBG	\$ 94,646
Materials & Services	\$ 30,948	STBG Match (Metro)	\$ 10,833
Interfund Transfer	\$ 24,411		
<b>TOTAL</b>	<b>105,479</b>	<b>TOTAL</b>	<b>\$ 105,479</b>

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## Intergovernmental Agreement Fund Management

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**Staff Contact:** Grace Cho, [grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov)

### Description

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Metro manages the processes and funds that are part of Intergovernmental Agreements with our partners. As a metropolitan planning organization (MPO) for the Portland region, Metro has allocation and programming authority of federal surface transportation funds. Metro documents and develops the schedule of planned expenditure of federal funds in the region through the Metropolitan Transportation Improvement Program (MTIP). The MTIP, approved by Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, monitors expenditure and project delivery. From 2017 through 2020, JPACT and the Metro Council approved and directed Metro staff to pursue a number of contracts with our partners to meet the specific funding needs of our partners and the region. The intent of the IGAs is to create efficiencies in the number of projects undergoing the federal aid process and to support flexibility in project development on a number of active transportation projects and other regional priorities. .

Metro administers the funding and monitors the delivery of the projects associated with the IGAs. The IGAs also outline the scope of work, deliverables, and schedule for the project. A grant management database supports the administration and monitoring for work completed on the project. As necessary, Metro conducts MTIP amendments or UPWP amendments to facilitate any changes.

This is an ongoing program until the final project IGA is completed. Typical program activities include:

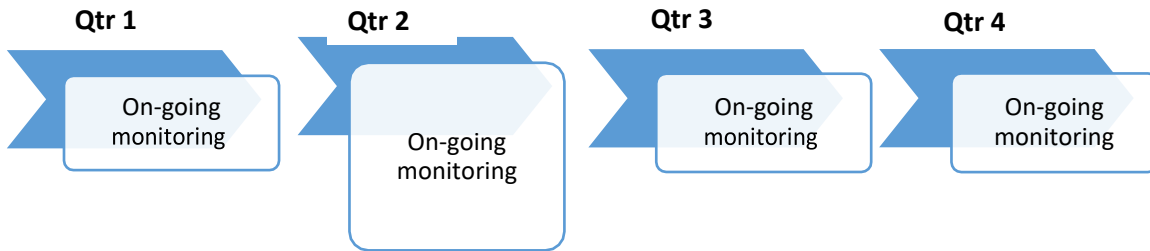
- Monitor project delivery for projects through project progress reports
- Review and approve or conditionally approve project deliverables
- Review and approve or decline invoices
- Problem-solve, review, and make decisions on change management requests
- As requested, participate in technical advisory committees for fund swapped projects
- Keep other Metro staff and departments aware of projects, project progress, and comment opportunities
- Develop and execute IGAs with local jurisdictions
  - Negotiate terms and deliverables
    - Outline reimbursement process and limitations, change management process
    - Outline grantee and grant manager expectations
- Oversee the fund balances of the local funds
  - Ensure scheduled changes line up with anticipated expenditure of funds
- Ensures MTIP or UPWP amendments are undertaken to facilitate funds between the IGA parties and the delivery of those projects identified in the IGAs
- Document the process of administering the funds

In FY 2020-21, Metro continued with program management and monitoring activities. In total, Metro currently manages 22 jurisdiction-led projects and four Metro-led projects through the IGA Fund Management program. Two additional IGAs are anticipated to be signed before the end of FY 2020-

FY 2021-22 Unified Planning Work Program

21, but will be managed throughout FY2021-22. Four projects have been completed as of early November 2020.

**Key Project Deliverables / Milestones**



**FY 2021-22 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 31,825	Metro Direct	\$ 51,696
Interfund Transfer	\$ 19,871	Contribution	
<b>TOTAL</b>	<b>\$ 51,696</b>	<b>TOTAL</b>	<b>\$ 51,696</b>



# State Transportation Planning of Regional Significance



## ODOT Development Review

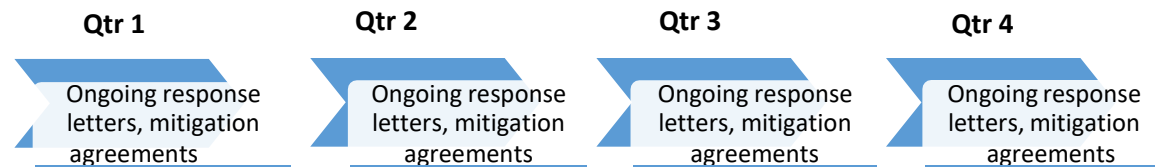
**Staff Contact:** Jon Makler, jon.makler@odot.state.or.us

### Description

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state roadway system, or if they involve access (driveways) to state roadways. This includes work with jurisdiction partners and applicants, and products may include written responses and/or mitigation agreements. This work includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time.

In a typical fiscal year, ODOT Region 1 staff review more than 2,000 land use actions, with approximately 150 written responses and 100 mitigation agreements. In FY 2020-21, Region 1 staff reviewed just roughly 1,940 land use actions, with approximately 210 written responses and 200 mitigation agreements.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.**

#### Requirements:

Personal Services	\$ 287,500
Materials & Services	\$ 0
<b>TOTAL</b>	<b>\$ 287,500</b>

#### Resources:

Federal grant	\$ 248,295
Local Match	\$ 39,205
<b>TOTAL</b>	<b>\$ 287,500</b>



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## ODOT – Transportation and Growth Management

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**Staff Contact:** Glen Bolen AICP, Glen.a.Bolen@ODOT.state.or.us

### Description

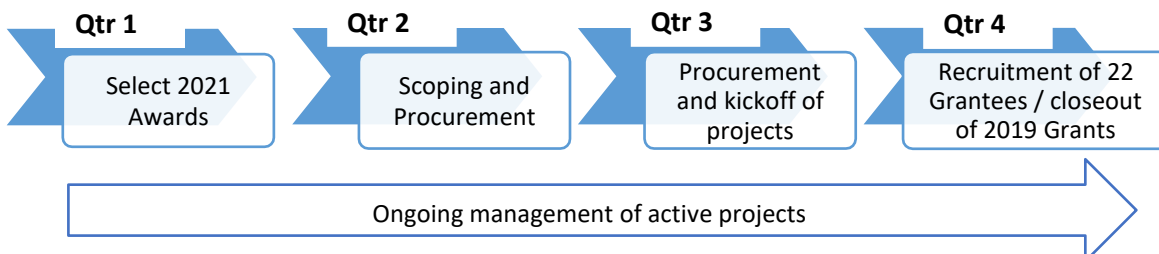
The Transportation and Growth Management (TGM) program is a partnership of the Oregon Department of Land Conservation and Development (DLCD) and Oregon Department of Transportation (ODOT). The program helps governments across Oregon with skills and resources to plan long-term, sustainable growth in their transportation systems in line with other planning for changing demographics and land uses. TGM encourages governments to take advantage of assets they have, such as existing urban infrastructure, and walkable downtowns and main streets.

The goals of the program are:

1. Provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth
2. Create communities composed of vibrant neighborhoods and lively centers linked by accessible transportation
3. Support economic vitality and growth by planning for land uses and the movement of people and goods
4. Save public and private costs with compact land uses and well-connected transportation patterns
5. Promote environmental stewardship through sustainable land use and transportation planning

TGM is primarily funded by federal transportation funds, with additional staff support and funding provided by the State of Oregon. ODOT Region 1 distributes approximately \$600 - \$900 Thousand annually to cities, counties and special districts within Hood River and Multnomah counties plus the urban portions of Clackamas and Washington County. Grants typically range from \$75,000 to \$250,000 and can be used for any combination of staff and consulting services. ODOT staff administer the grants alongside a local agency project manager.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.**

FY 2021-22 Unified Planning Work Program

<b>Requirements: (Est.)</b>		<b>Resources:</b>	
Personal Services	\$ 200,000	Federal grant	\$ 604,545
Materials & Services	\$ 500,000	Local Match	\$ 95,455
<b>TOTAL</b>	<b>\$ 700,000</b>	<b>TOTAL</b>	<b>\$ 700,000</b>

## ODOT Region 1 Active Transportation Strategy

**Staff Contact:** Kristen Stallman, Kristen.Stallman@odot.state.or.us

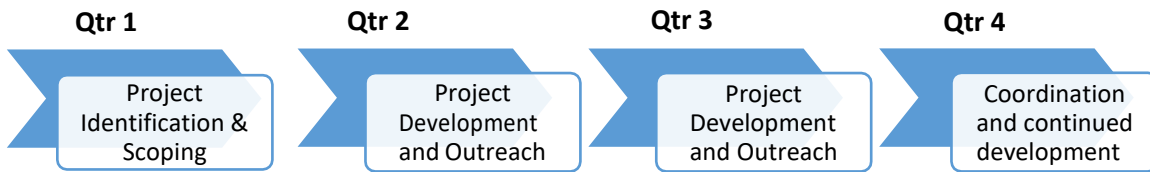
### Description

ODOT’s Active Transportation Needs Inventory (ATNI) implementation will enable ODOT Region 1 to identify gaps and deficiencies on sidewalks and bike facilities in the system and support conceptual planning of projects that increase biking, walking and access to transit including ADA conformance. This data can be referenced across all disciplines and ODOT teams to elevate biking and walking facilities in scoping and program development activities. Primary activities include project identification, scoping for identified needs and gaps, and pairing improvements projects with relevant funding sources to maximize the inclusion of active transportation needs and costs in planning and project development as a proactive rather than reactive effort. ATNI also complements the implementation of ODOT’s Blueprint for Urban Design guidance on best practices for enhancing livability on the arterial highway network.

Education and outreach efforts in coordination with ODOT Region 1 Planning & Development, ODOT Office of Civil Rights, ODOT’s Ped Bike Program, ODOT Traffic Safety and Safe Routes to School, will engage partner agencies and community members in identifying needs and solutions sooner in the planning and project delivery timeline.

The Oregon Transportation Plan sets a goal of completing the state biking and walking network by 2030. The 2016 Statewide Bicycle and Pedestrian Plan and accompanying Implementation Plan establish a framework for pursuing this long-term goal.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.**

Requirements:		Resources:	
Personal Services	\$ 150,000	Federal grant	\$ 150,000
Materials & Services	\$	Local Match	\$
<b>TOTAL</b>	<b>\$ 150,000</b>	<b>TOTAL</b>	<b>\$ 150,000</b>

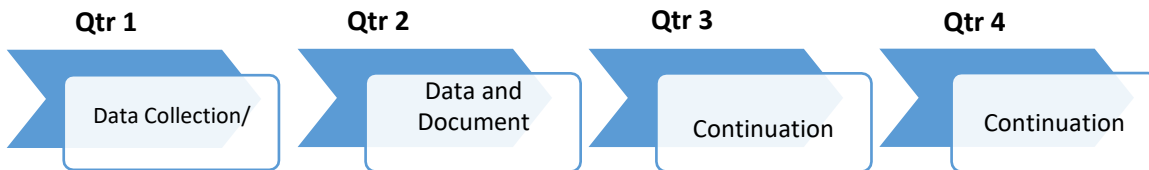
## ODOT- Region 1 Transportation Data, Tools and Reports

**Staff Contact:** Kristen Stallman, [Kristen.Stallman@odot.state.or.us](mailto:Kristen.Stallman@odot.state.or.us)

### Description

In recent years, ODOT has produced several atlas-style documents to support the planning, programming and development of transportation investments around the region. These include the Interchange Atlas, Corridor/Traffic Performance Report, COVID Traffic Reports and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of this project is to ensure that ODOT and its partners always have up to date and useful data available.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.**

#### Requirements:

Personal Services	\$ 137,500
Materials & Services	\$ 62,500

**TOTAL 200,000**

#### Resources:

Federal grant	\$ 200,000
Local Match	\$

**TOTAL \$ 200,000**

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## ODOT Region 1 Planning for Operations

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**Staff Contact:** Kristen Stallman, [Kristen.Stallman@odot.state.or.us](mailto:Kristen.Stallman@odot.state.or.us)

### Description

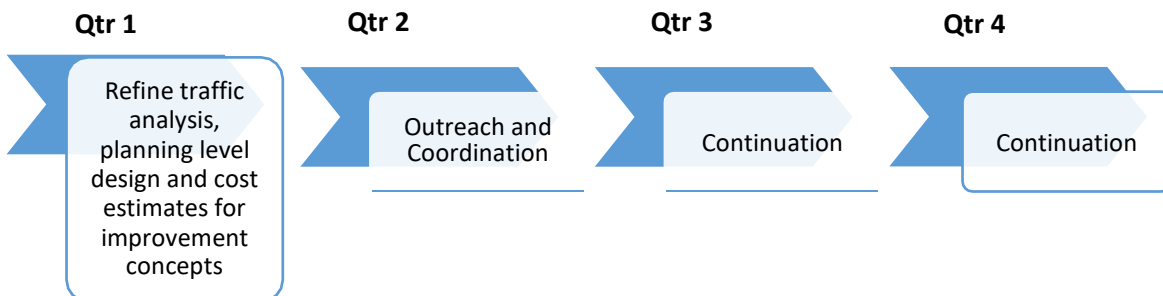
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ODOT seeks to leverage its recent work program investments in diagnosing bottlenecks and developing a strategy for active traffic management (ATM). This project will seek to identify and plan for project investments that support Transportation System Management and Operations (TSMO) on highways throughout the region. These investments are meant to improve safety and efficiency for all users of the transportation system.

Previously, ODOT developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region. In FY 2019-2020, ODOT completed the CBOS 2 Atlas and initiated refinement of certain projects identified in the CBOS 2 Atlas. ODOT also works to identify and prioritize investment opportunities where TSMO can improve safety and efficiency; collaborate with local and regional agencies to find and implement cost-effective TSMO investments; enhance ODOT's ability to support local planning efforts with respect to planning for operations; and support the regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro agreement's identification of opportunities to coordinate, cooperate and collaborate.

Identification of safety and efficiency improvements through planning for operations includes identifying investment opportunities that are focused on improving safety for all users of the transportation system, as well as improving efficiency, which can lead to improvements in congested conditions and climate impacts, which is consistent with 2018 RTP policy guidance related to safety, congestion and climate change. In FY 2021-22 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts, as well as associated outreach and communications. Please contact ODOT staff listed above to learn more detail.

### Key Project Deliverables / Milestones



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### FY 2021-22 Cost and Funding Sources

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.**

FY 2021-22 Unified Planning Work Program

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<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 135,180	Federal grant	\$ 410,048
Materials & Services	\$ 300,000	State Match	\$ 24,132
<b>TOTAL</b>	<b>\$ 435,180</b>	<b>TOTAL</b>	<b>\$ 435,180</b>

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## Project: I-5 and I-205: Portland Metropolitan Value Pricing

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**Staff Contact:** Mike Mason, Michael.W.Mason@odot.state.or.us

### **Description**

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The ODOT Toll Program is advancing the results of a feasibility analysis completed in December 2018. The Value Pricing Feasibility Analysis was conducted using state funding from House Bill 2017; no federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Toll Program is part of the Statewide Transportation Improvement Program and includes two planning projects: Interstate 205 in Clackamas County (OR213 to Stafford Road) and a separate Comprehensive Congestion Management and Mobility tolling study considering the full corridor length of Interstate 5 in the Portland metro area plus on I-205 extending to the north from OR213 to the Glenn Jackson Bridge and to the south from Stafford Road to I-5. The planning/environmental analysis phase is expected to continue into 2023 for these toll projects.

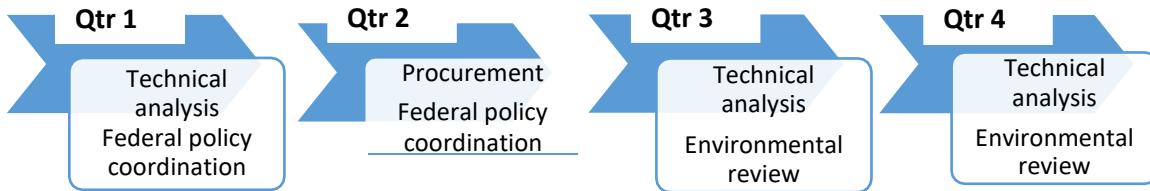
I-205 Tolling: During the period of July 2020 to June 2021, work has been focused on coordination with the Federal Highway Administration and partners, planning for the toll back office system, and coordination with the planned I-205 bridge reconstruction, seismic improvements, and widening on I-205. ODOT initiated an Environmental Assessment for I-205 tolling under the federal National Environmental Policy Act during this period with modeling analysis and public engagement activities.

Comprehensive Congestion Management and Mobility Tolling: From July 2020 to June 2021, ODOT initiated a federal Planning and Environmental Linkage (PEL) process under NEPA along I-5 in the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this study to the full length of I-5 and I-205.

The Oregon Transportation Commission has tolling authority for Oregon's highway system. The project is led by ODOT, which has developed a decision and advisory structure to engage regional partners for technical input as well as an advisory committee to assist in developing an equity framework and equitable process. Regional partners include local, county, and regional agencies, as well as transit service providers including TriMet, Smart, and others. Additionally, ODOT is coordinating with Metro and the City of Portland on concurrent efforts related to congestion pricing.

This project is consistent with RTP Goal 4: Reliability and Efficiency, Objective 4.6 Pricing – Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit. It also is consistent with the RTP's Transportation System Policies: Transportation System Management and Operations Policy 1: Expand use of pricing strategies to manage travel demand on the transportation system; and Regional Motor Vehicle Network Policy 6: In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.

**Key Project Deliverables / Milestones**



**FY 2021-22 Cost and Funding Sources**

**Note: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.**

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 18,897,890	Federal grant	\$ 18,027,064.16
Materials & Services	\$ \$650,000	Local Match	\$ 1,520,825.84
<b>TOTAL</b>	<b>\$ 19,547,890</b>	<b>TOTAL</b>	<b>\$ 19,547,890</b>



# ODOT – Interstate 5 Boone Bridge Seismic Enhancement and Interchange Improvement Study

**Staff Contact:** Kristen Stallman, [Kristen.Stallman@odot.state.or.us](mailto:Kristen.Stallman@odot.state.or.us)

**Disclaimer:** This is a potential planning effort ODOT is considering for fiscal year 2021-22. Due to the timing of the Agency’s budget development and approval it is subject to change.

## Description

In 2017-2018, ODOT and the City of Wilsonville partnered on a Southbound I-5 Boone Bridge Congestion Study. The study led to the adoption of the I-5 Wilsonville Facility Plan, which documented a southbound auxiliary lane concept consistent with implementation recommendations for this corridor (see Project 11990 on the 2018 RTP Financially Constrained List)

As directed by the 2019 Legislature, ODOT hired a contractor to evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway. The report will be completed during Quarter 3 of FY 2020-21.

Along with the engineering analysis of the Bridge, ODOT worked with Metro to analyze the effects bridge widening on travel patterns in the region.

ODOT will consider recommendations from the report as it develops the agency work program for the 2021 – 2023 biennium. This narrative is included in the UPWP to relay the potential for continued planning and analysis during FY 2021-22.

## Key Project Deliverables / Milestones

No deliverable or milestones are known at this time.



## FY 2021-22 Cost and Funding Sources

**Disclaimer:** Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021

### Requirements:

Personal Services	\$	TBD
Materials & Services	\$	TBD
<b>TOTAL</b>	<b>\$</b>	<b>Total Amount</b>

### Resources:

Federal grant	\$	TBD
Local Match	\$	TBD
<b>TOTAL</b>	<b>\$</b>	<b>Total Amount</b>

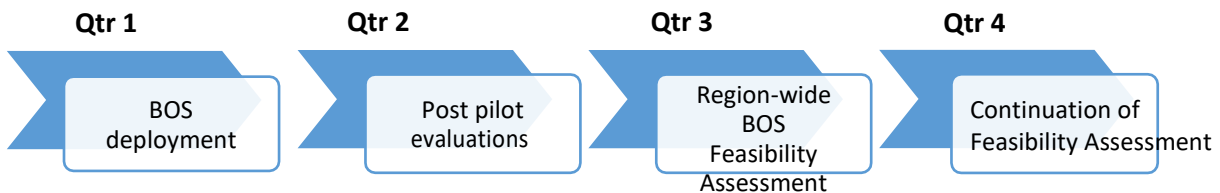
## ODOT Region 1 Bus on Shoulder Pilots and Feasibility Assessment

**Staff Contact:** Kristen Stallman, [Kristen.Stallman@odot.state.or.us](mailto:Kristen.Stallman@odot.state.or.us)

### Description

Demonstrating its commitment to testing innovative multi-modal tools, the Oregon Department of Transportation (ODOT) will evaluate the Portland-area freeway system for Bus-on-Shoulder (BOS) opportunities. Building on a high-level assessment of nearly 100 miles of urban freeways, the Region 1 BOS Feasibility Assessment will assess multiple pilot projects that were deployed in 2020. This effort will be followed by a more in-depth analysis of the freeway network to identify additional opportunities. Supplementing a pre- and post-pilot evaluation, the regional study will identify and prioritize corridors for potential permanent and longer-term BOS deployment. This will involve a more detailed assessment of existing transportation infrastructure and conditions, and coordination with regional transit providers and other stakeholders to assess transit demand. The assessment will build upon previous analyses and congestion mitigation measures including ODOT's bi-annual Traffic Performance Report and Corridor Bottleneck Operations Study efforts, and TriMet's forthcoming Express/Limited Stop Study. ODOT is undertaking this effort in response to internal and partner agency interest in testing BOS in Oregon.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.**

#### Requirements:

Personal Services	\$ 50,000
Materials & Services	\$ 100,000

#### Resources:

Federal grant	\$ 150,000
Local Match	\$

**TOTAL 150,000**

**TOTAL \$ 150,000**

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## ODOT – Oregon City - West Linn Ped-Bike Bridge Concept Plan

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**Staff Contact:** Kristen Stallman, Kristen.Stallman@odot.state.or.us

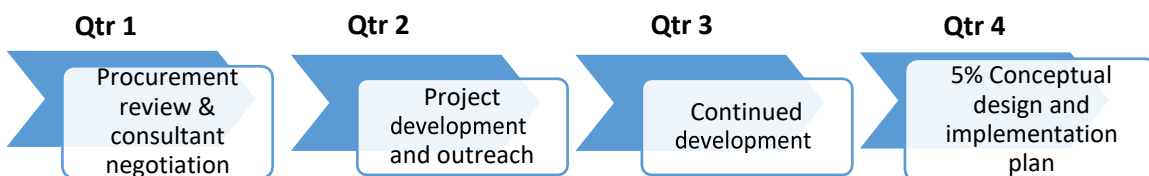
### Description

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ODOT Region 1 is initiating a planning effort with agency partners to assess the need for a pedestrian and bicycle bridge over the Willamette River connecting Oregon City and West Linn, and to identify a preferred bridge alignment. This planning effort supports community desires to connect the regional active transportation network in this area. The existing Arch Bridge (OR 43) does not adequately serve bicycle and pedestrian connectivity within the vicinity. The planned I-205 Abernethy bridge will not allow bicycle and pedestrian use. Further, agency partners are interested in identifying a new option for a low stress connection between the two cities. ODOT, with partner agencies has initiated this planning study in pursuit of providing bicycle and pedestrian travel options between Oregon City and West Linn. The work will rely on ODOT's *I-205: Stafford Road to OR 99E (Abernethy Bridge) Bicycle and Pedestrian Assessment (2016)* and existing local and regional plans, to the greatest extent possible. Today, no existing local or regional plans call for the construction of a new pedestrian and bicycle bridge of the Willamette River between Oregon City and West Linn. There are planned facilities at various stages of development (planned but unfunded, designed but unfunded, funded awaiting construction) within the identified study area on each side of the river. Assessing the need and preferred alignment for a pedestrian and bike bridge will require local agency partnership and community involvement.

ODOT's planning effort aligns with efforts by regional partners to reimagine access to the Willamette River in Oregon City and West Linn. A new pedestrian and bicycle bridge will enhance access for people walking and biking and provide the region opportunities to reconnect with the river and identify a key missing connection in the regional bikeway and pedestrian system. Completing the active transportation network with a bridge creates essential access to and along the Willamette River between Gladstone, Oregon City, and West Linn.

### Key Project Deliverables / Milestones



FY 2021-22 Unified Planning Work Program

**FY 2021-22 Cost and Funding Sources**

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**Requirements:**

Personal Services        \$ 50,000  
Materials & Services    \$ 300,00,000

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**TOTAL    \$ 350,000**

**Resources:**

Federal                    \$ 50000  
Federal                    \$ 300000

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**TOTAL    \$ 350,000**

## ODOT – Region 1 Truck Network Barrier Analysis

**Staff Contact:** Kristen Stallman, Kristen.Stallman@odot.state.or.us

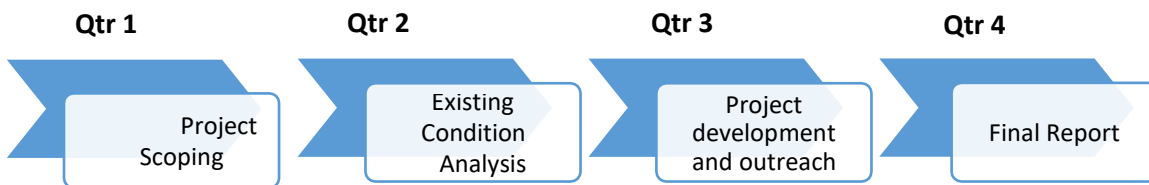
**Disclaimer:** This is a new planning effort ODOT is considering for fiscal year 2021-22. Due to the timing of the Agency’s budget development and approval it is subject to change.

### Description

The ODOT Region 1 Truck Network Barrier Analysis will provide a prioritized list of future strategic long-term and short-term investments to address network barriers on ODOT facilities in Region 1. Building on past work, the Network Analysis will define projects which will preserve and enhance freight function within state facilities. It will include a GIS map and prioritized list of solutions to address the network barriers. The proposed solutions and/or projects will be classified by scale, cost, benefit, constructability, and modal priority and given a score (similar to ODOT’s Active Transportation Needs Inventory) to better inform needs across entire corridors. Using a similar building block approach as the Regional Freight Plan, the Network Barrier Analysis will address straightforward solutions and build to more complex solutions to maximize the operation of the existing system (similar to the Congestion Bottleneck Operations Study). This analysis will be used to inform Region 1’s transportation funding plans to strategically invest in projects that leverage future investments such as preservation, bridge maintenance, and highway operational improvements while minimizing barriers on the freight network.

The Network Barrier Analysis will further evolve the strategies in the 2018 RTP Regional Freight Strategy. Presently, the RTP generally identifies projects that address bottlenecks and improve safety along Region 1’s freeways. The Network Barrier Analysis will provide further refinement of the identified projects and strategies in the RTP to assure consistency with the RTP and to define the projects for future scoping in an effort to ready the projects for funding and implementation.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Disclaimer:** Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.

#### Requirements:

Personal Services           \$ 75,000  
 Materials & Services       \$ 150,000

**TOTAL       225,000**

#### Resources:

Federal grant               \$ 225,000  
 Local Match                 \$ 0

**TOTAL       \$ 225,000**

## ODOT Region 1 Urban Arterials Assessment Strategy

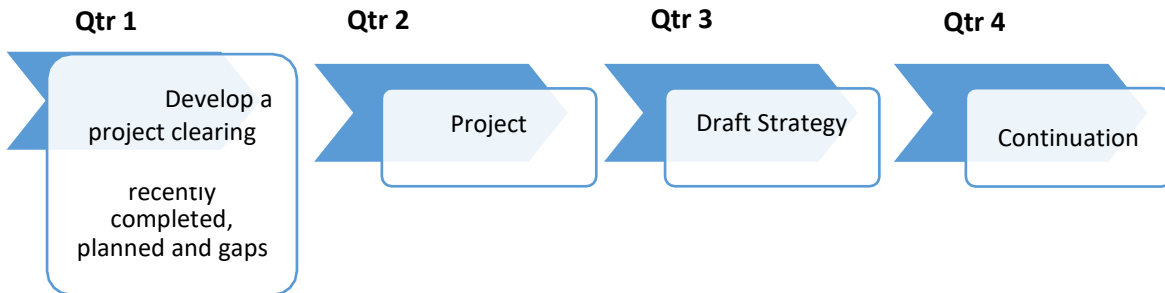
**Staff Contact:** Kristen Stallman, [Kristen.Stallman@odot.state.or.us](mailto:Kristen.Stallman@odot.state.or.us)

**Disclaimer:** This is a new planning effort ODOT is considering for fiscal year 2021-22. Due to the timing of the Agency’s budget development and approval it is subject to change.

**Description**

ODOT seeks to leverage its recent work program investments to improve on corridor projects identified for the 2020 Regional Investment Measure with a focus on addressing safety, transit and multi-modal needs along the region’s urban arterials (state, regional and district highways). This effort will coordinate with local planning and implementation strategies and apply ODOT’s Blueprint for Urban Design. This work supports ODOT and the local jurisdictions’ approach to prioritize equitable and impactful investments for vulnerable users who depending on walking, biking and taking transit along corridors.

**Key Project Deliverables / Milestones**



**FY 2021-22 Cost and Funding Sources**

**Disclaimer:** Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.

Requirements:		Resources:	
Personal Services	\$ 100,000	Federal grant	\$ 300,000
Materials & Services	\$ 200,000	State Match	\$
		Local Match	\$
<b>TOTAL</b>	<b>\$ 300,000</b>	<b>TOTAL</b>	<b>\$ 300,000</b>

# ODOT – Interstate 5 Columbia River (Interstate) Bridge Replacement

**Staff Contact:** Raymond Mabey, Raymond.MABEY@odot.state.or.us

## Description

The Interstate 5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. Replacing the aging Interstate Bridge across the Columbia River with a seismically resilient, multimodal structure that provides improved mobility for people, goods, and services is a high priority for Oregon and Washington. In 2019, governors and legislative leadership in both states directed the Washington Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) to launch the bi-state Interstate Bridge Replacement (IBR) program to continue this work.

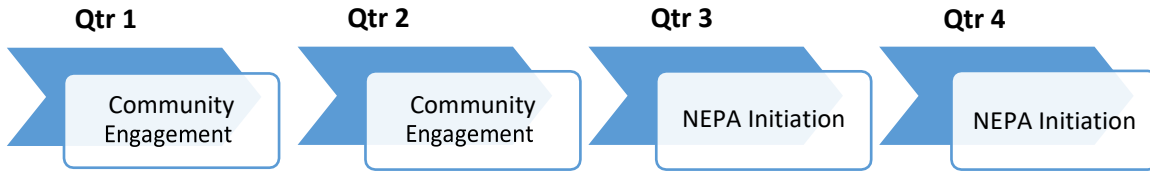
## Key Project Deliverables / Milestones

The IBR program team is actively engaging with the public, legislators, stakeholders, and partner agencies from both states to build consensus in an open and public process. Key to this process is updating the Purpose and Need Statement and establishing the community Vision and Values Statement, which are the transportation problems that need to be addressed and regional perspectives on values that should be considered in identifying a replacement alternative. The range of alternatives that meet the Purpose and Need Statement will be measured against the Vision and Values Statement to determine the best performing alternative.

The next phase of the IBR program will emphasize community engagement and technical analysis, which is some of the initial work needed to identify possible bridge replacement solutions that resolve the unaddressed needs in the current bridge. Upcoming work will focus on:

- Launching two program Advisory Groups, the Community Advisory Group and Equity Advisory Group, to support program development
- Launching a broad range of public engagement tools
- Updating the IBR program Purpose and Need
- Establishing the Community Vision and Values for the IBR program
- Begin to identify a potential range of alternatives for the IBR program
- Coordination with Federal Partners (FHWA/FTA) to begin NEPA documentation

FY 2021-22 Unified Planning Work Program



**FY 2021-22 Cost and Funding Sources**

**Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021**

**Requirements:**

Personal Services	\$ TBD
Materials & Services	\$ TBD
<b>TOTAL</b>	<b>\$ Total Amount</b>

**Resources:**

Federal grant	\$ TBD
Local Match	\$ TBD
<b>TOTAL</b>	<b>\$ Total Amount</b>







# Local Planning of Regional Significance



## Clackamas Connections Integrated Corridor Management

**Staff Contact:** Bikram Raghubansh, BikramRag@clackamas.us

### Description

Clackamas Connections Integrated Corridor Management (ICM) project will develop the Concept of Operations based on Transportation System Management and Operations (TSMO) strategies around better traveler information, smarter traffic signals and efficient incident response to increase reliability. ICM results in a shared Concept of Operations that integrates agencies operationally, institutionally and technologically. This project is funded through Metro’s regional TSMO program and relates to the 2020 TSMO Strategy which stems from the region’s 2010-2020 TSMO Plan and 2018 RTP Goal 4, Reliability and Efficiency utilizing demand and system management strategies. This project generates recommended action for several corridors in Clackamas County, consistent with safety, equity and climate policies.

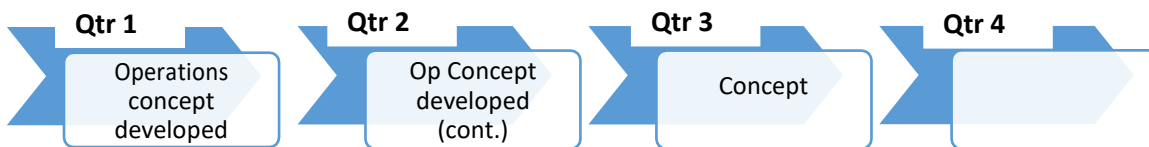
Corridors subject to the initial phase of needs analysis will be sections of Interstate 5 and along Interstate 205, Wilsonville Road, Elligsen Road, Stafford Road, 65th Avenue, Boreland Road, Willamette Falls Drive, 82nd Drive/Avenue, McLoughlin Boulevard (99E) and Highway 224 in Clackamas County. The project will be beneficial for freight drivers as they make route decisions to reach destinations in the region and beyond. It will also make use of the region’s transit investments, improving operations by integrating Intelligent Transportation Systems (ITS).

This project will begin during the second quarter of FY 2020-21 and will extend to the third quarter of FY 2021-22. The project will engage a broad group of stakeholders starting with operator agencies such as TriMet, ODOT, cities within Clackamas County and others.

The following are list of Deliverables/Milestones that are scheduled to completed in FY 2020-21

- Project intergovernmental agreement signed with ODOT for project delivery FY 2020-21 Q1
- Request for Proposal (RFP) for consultant support FY 2020-21 Q2/Q3
- Project kick-off and Stakeholders engagement FY 2020-21 Q3
- Needs assessed FY 2020-21 Q4

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 50,000	Federal grant	\$ 179,460
Materials & Services	\$ 150,000	Local Match	\$ 20,540
<b>TOTAL</b>	<b>200,000</b>	<b>TOTAL</b>	<b>\$ 200,000</b>

## Hillsboro - Oak and Baseline: Adams Ave – SE 10<sup>th</sup> Ave

**Staff Contact:** Karla Antonini, karla.antonini@hillsboro-oregon.gov

### Description

The Oak, Baseline and 10<sup>th</sup> Avenue study will evaluate design alternatives and select a preferred design that creates an environment supporting business investment and comfortable, safe travel for all users in Downtown Hillsboro.

This project seeks to establish a clear vision on how best to improve walkability and provide safer access across the Oak/Baseline couplet, particularly at currently non-signalized intersections, which would allow the City of Hillsboro to pursue other funding opportunities proactively, or in conjunction with private development, to address these access safety deficiencies.

This project seeks to support redevelopment along the Oak/Baseline couplet by providing a more comfortable environment for residents and business customers while at the same time accommodating auto, transit, and truck traffic along the State highway. It also seeks to increase accessibility by persons using all modes of transport to priority community service destinations such as City and County offices, the Health & Education District, the 10<sup>th</sup> Avenue commercial corridor as well as the Main Street district, with its restaurants, retailers and arts and entertainment venues. The project will also enhance access to the regional light rail system located in the heart of the Downtown, as well as bus access to the TriMet Line 57 Frequent Service route, and routes 46, 47, and 48, and the Yamhill County fixed-route bus service at MAX Central Station, located one block north of the Oak-Baseline couplet.

In FY 2020-2021, Hillsboro and ODOT selected a consultant for the work. The consultant submitted draft statement of work and breakdown of costs and then those were finalized. ODOT sent the finalized statement of work and breakdown of costs to OPO and DOJ for review. Regional partners include ODOT, Metro, TriMet, and neighboring cities: Forest Grove and Cornelius and non-governmental groups will provide input throughout the planning process.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 550,000	Federal grant	\$ 500,000
Materials & Services	\$ 7,227	Local Match	\$ 57,227
<b>TOTAL</b>	<b>557,227</b>	<b>TOTAL</b>	<b>\$ 557,227</b>

## Tualatin Hills Parks & Recreation District / Beaverton Creek Trail – SW Hocken Avenue Project

**Staff Contact:** René Brucker, rbrucker@thprd.org

### Description

The Beaverton Creek Trail (BCT) Project will design a 1.5-mile multi-use off-street trail that will parallel the TriMet Light Rail corridor and connect the Westside Regional Trail and SW Hocken Avenue in Beaverton. The feasibility study will identify a preferred route for the trail, preliminary cost estimates, environmental impacts, and potential mitigation issues. This project will require coordination with the Bonneville Power Administration, TriMet, Clean Water Services, Washington County, and City of Beaverton.

In 2020-2021, this project work phase will have completed the Trail Design Alternatives, the Trail Alternatives Evaluation Report, the Preferred Alternative Development and the start of the 30% Concept Plans. The proposed project, located in a high-density employment area with higher density residential to the south and east, will improve walkability and safety in four Metro-identified pedestrian corridors and will lead to an increase in non-auto trips through improved user experience. The BCT Project meets objectives identified in THPRD’s Comprehensive Plan and Trail’s Master Plan, the City of Beaverton’s transportation Plan, the Oregon State Comprehensive Outdoor Recreation Plan that was in place at the time the project was approved, and the Oregon Statewide Planning Goals and Objectives for Recreation.

This is an ongoing project and we anticipate this phase of the project will be completed in early FY 2021-22.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 91,564	Federal grant	\$ 800,000
Materials & Services	\$ 800,000	Local Match	\$ 91,564
<b>TOTAL</b>	<b>\$ 891,564</b>	<b>TOTAL</b>	<b>\$ 891,564</b>

## Willamette River Crossing – Feasibility Study

**Staff Contact:** Karen Buehrig, [karenb@clackamas.us](mailto:karenb@clackamas.us)

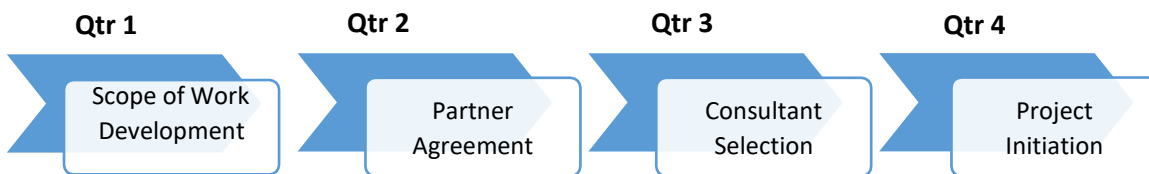
### Description

The purpose of this feasibility study is to identify alternative crossing locations of the Willamette River for pedestrians and bicyclists between Oregon City and the Sellwood Bridge, consistent with the Clackamas County Transportation System Plan project #2022. The project will consider alternatives north and south of Lake Oswego.

The study will begin with coordination with all of the possible project partners to develop a partner agreement. A needs analysis will then be conducted to develop the purpose and need for the Willamette River Crossing, including the entire area between Oregon City and the Sellwood Bridge. Using information from the needs analysis, criteria will be created to guide the identification and evaluation of new alternative crossing locations north and south of Lake Oswego. Alternative crossing locations will include a pedestrian/ bicycle bridge, as well as other manners of crossing the river such as a water taxi. Alternative locations and alignments will be developed and evaluated, including planning level cost estimates.

- No work was completed between July 2020- June 2021 to eliminate confusion with the Oregon City-West Linn Pedestrian/Bikeway project.
- The project will support the work of the Clackamas County Walk Bike Plan.
- The project full cost of the project is anticipated to be \$490,000 (Metro funding) and will continue into the FY 2021-22.
- The project supports the 2018 RTP policy guidance on Equity, Safety, Climate, and Congestion.

### Key Project Deliverables / Milestones



### FY 2021-22 Cost and Funding Sources

**Requirements:**

Personal Services	\$ 10,000
Materials & Services	\$ 240,000
<b>TOTAL</b>	<b>\$ 250,000</b>

**Resources:**

Federal grant	\$ 0
Metro Match	\$ 250,000
<b>TOTAL</b>	<b>\$ 250,000</b>



# Red Rock Creek Trail- Alignment Study

**Staff Contact:** Gary Pagenstecher, garyp@tigard-or.gov

## Description

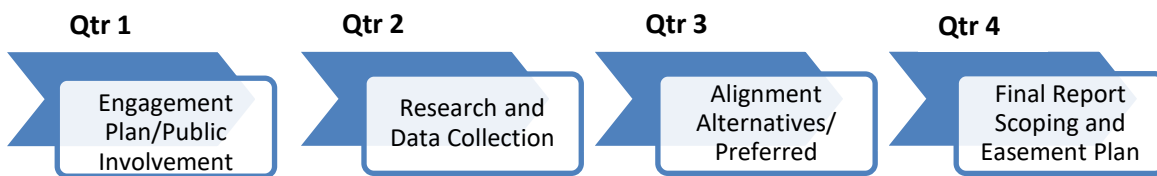
The purpose of the RRCT-Alignment Study project development grant is to fund predesign level of work so that the preferred alignment, section, preliminary design and easement requirements of the trail are available for implementation by the city and its partners during the planning and construction of future capital improvement and private development projects.

The proposed two-mile long Red Rock Creek Trail from Fanno Creek Trail to SW 64<sup>th</sup> Street will provide active transportation options in an urbanizing Metro-designated Town Center area of Tigard and overcome significant barriers to connectivity within the area. The trail is comprised of four distinct trail segments including (1) the Rail Road Crossing MUP Bridge, (2) Hunziker Core Industrial Area, (3) Hwy 217 MUP Bridge, and (4) MUP Bridge, and (4) Tigard Triangle Plan District.

Development of the Study will build on the Metro-funded Tigard Triangle Urban Renewal Equitable Development Plan, TriMet’s SW Corridor LRT, and CWS’s Tigard Triangle Stormwater Implementation Plan. The project is identified in the Metro Bicycle as a future proposed trail, but is located in a defined Employment/Industrial area which makes it a regionally significant UPWP study. The Study is consistent with 2018 RTP policy direction including increasing safety, transportation equity, travel options, and reducing vehicle miles traveled/GHG emissions addressing congestion and climate change.

The project is expected to run one year in FY 2021-22. A project work plan will be available this summer. For more information, please email the staff contact, above.

## Key Project Deliverables / Milestones



## FY 2021-22 Cost and Funding Sources

### Requirements:

Personal Services	\$ \$290,000
ODOT Delivery	\$ \$58,000

### Resources:

Federal grant	\$ \$314,055
Local Match	\$ \$35,945

**TOTAL \$ \$350,000**

**TOTAL \$ \$350,000**







# Appendices



# METRO

	Requirements	Resources												
		PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro)	FTA, FHWA, ODOT Discretionary Grants	FTA, FHWA, ODOT Grants Match (Metro)	Metro Direct Contribution	Local Support	Total		
<b>Regional Transportation Planning</b>														
1 Transportation Planning	\$ 1,109,920	\$ 890,692	\$ 101,944	\$ 105,239	\$ 12,045									\$ 1,109,920
2 Climate Smart Implementation	\$ 13,569			\$ 12,175	\$ 1,393									\$ 13,569
3 Regional Transportation Plan Update (2023)	\$ 605,697	\$ 65,028	\$ 7,443	\$ 478,464	\$ 54,762									\$ 605,697
4 Metropolitan Transportation Improvement Plan	\$ 1,100,073			\$ 364,130	\$ 41,676	\$ 502,211	\$ 57,480			\$ 134,576				\$ 1,100,073
5 Air Quality Program	\$ 25,848			\$ 23,193	\$ 2,655									\$ 25,848
6 Regional Transit Program	\$ 54,274			\$ 48,700	\$ 5,574									\$ 54,274
7 Regional Mobility Policy Update	\$ 306,778			\$ 275,272	\$ 31,506									\$ 306,778
8 Regional Freight Program	\$ 159,345					\$ 142,980	\$ 16,365							\$ 159,345
9 Regional Freight Delay and Commodities Movement	\$ 222,891					\$ 200,000	\$ 22,891							\$ 222,891
10 Complete Streets Program	\$ 96,081			\$ 86,213	\$ 9,867									\$ 96,081
11 Regional Travel Options (RTO) and Safe Routes to School Program	\$ 3,852,228							\$ 3,656,869	\$ 195,359					\$ 3,852,228
12 Transportation System Management and Operations (TSMO) - Regional Mobility Program	\$ 246,642					\$ 221,312	\$ 25,330							\$ 246,642
13 Enhanced Transit Concepts Pilot Program	\$ 115,759									\$ 115,759				\$ 115,759
14 Economic Value Atlas (EVA) Implementation	\$ 287,222									\$ 287,222				\$ 287,222
<b>Regional Transportation Planning Total:</b>	<b>\$ 8,196,326</b>	<b>\$ 955,720</b>	<b>\$ 109,387</b>	<b>\$ 1,393,386</b>	<b>\$ 159,479</b>	<b>\$ 1,066,503</b>	<b>\$ 122,066</b>	<b>\$ 3,656,869</b>	<b>\$ 195,359</b>	<b>\$ 537,557</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,196,326</b>
<b>Regional Corridor/Area Planning</b>														
1 Corridor Refinement and Project Development (Investment Areas)	\$ 340,988					\$ 12,175	\$ 1,393			\$ 327,420				\$ 340,988
2 Southwest Corridor Transit Project	\$ 396,695							\$ 343,048	\$ 39,263		\$ 14,384			\$ 396,695
3 Columbia Connects	\$ 258,857					\$ 232,273	\$ 26,585							\$ 258,857
4 MAX tunnel study	\$ 40,000									\$ 40,000				\$ 40,000
5 City of Portland Transit and Equitable Development Assessment	\$ 203,696							\$ 182,776	\$ 20,920					\$ 203,696
6 Tualatin Valley Highway Transit and Development Project	\$ 848,488					\$ 326,622	\$ 37,383	\$ 434,727	\$ 49,756					\$ 848,488
<b>Regional Corridor/Area Planning Total:</b>	<b>\$ 2,088,725</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 571,070</b>	<b>\$ 65,361</b>	<b>\$ 960,551</b>	<b>\$ 109,939</b>	<b>\$ 367,420</b>	<b>\$ 14,384</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,088,725</b>
<b>Administration &amp; Support</b>														
1 MPO Management and Services	\$ 470,145			\$ 421,861	\$ 48,284									\$ 470,145
2 Civil Rights and Environmental Justice	\$ 98,235			\$ 88,146	\$ 10,089									\$ 98,235
3 Data Management and Visualization	\$ 1,346,982	\$ 720,939	\$ 82,515							\$ 543,528				\$ 1,346,982
4 Economic, Demographic and Land Use Forecasting Program	\$ 377,616	\$ 163,434	\$ 18,706							\$ 118,591	\$ 76,885			\$ 377,616
5 Travel Forecast Maintenance, Development and Application	\$ 1,476,176	\$ 786,277	\$ 89,993							\$ 206,791	\$ 393,115			\$ 1,476,176
6 Oregon Household Travel Survey	\$ 92,072	\$ 82,616	\$ 9,456											\$ 92,072
7 Technical Assistance Program	\$ 105,479					\$ 94,646	\$ 10,833							\$ 105,479
8 Intergovernmental Agreement Fund Program	\$ 51,696									\$ 51,696				\$ 51,696
<b>Administration &amp; Support Total:</b>	<b>\$ 4,018,401</b>	<b>\$ 1,753,267</b>	<b>\$ 200,669</b>	<b>\$ 510,007</b>	<b>\$ 58,373</b>	<b>\$ 94,646</b>	<b>\$ 10,833</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 920,606</b>	<b>\$ 470,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,018,401</b>
<b>GRAND TOTAL</b>	<b>\$ 14,303,452</b>	<b>\$ 2,708,987</b>	<b>\$ 310,056</b>	<b>\$ 1,903,393</b>	<b>\$ 217,852</b>	<b>\$ 1,732,219</b>	<b>\$ 198,261</b>	<b>\$ 4,617,420</b>	<b>\$ 305,298</b>	<b>\$ 1,825,583</b>	<b>\$ 484,384</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 14,303,452</b>

As of 3/17/2021

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Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	<p><b>Recommendation 1:</b> The Federal review team recommends Metro create a corrective action plan and a certification review action team to assist in the successful resolution of corrective actions.</p>	<p>Metro continues to convene an MPO management group within the agency on a bi-monthly basis to ensure ongoing consistency with federal and state regulations and compliance with corrective actions identified through the federal certification process. This group is led by MPO managers within the Planning &amp; Development Department and includes management staff from Metro's Research Center and Communications Department who are responsible for core MPO functions.</p> <p>Metro tracks and annually updates our progress on both corrective actions and recommendations as part of our self-certification process. This self-assessment is documented in Appendix A of the 2020-21 UPWP, found here:</p> <p><a href="https://www.oregonmetro.gov/unified-planning-work-program">https://www.oregonmetro.gov/unified-planning-work-program</a></p>		

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Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
<p><b>Metropolitan Transportation Plan (MTP)</b></p>	<p><b>Corrective Action 1:</b> By December 31, 2018, with the update of the 2018-2040 MTP, Metro must create a financial plan that meets all of the requirements of 23 CFR 450.324(f)(11), including documentation of systems-level operations and maintenance costs, the cooperative revenue estimation process, and a clear demonstration of financial constraint.</p>	<p>Metro recognizes the importance of existing asset maintenance and operations costs relative to forecasted revenues and the context this provides for spending trade-offs for these purposes relative to investing in system expansion to serve growing demand for access and mobility.</p> <p>Metro staff is investigating how to utilize existing Oregon DOT data on system conditions and forecasted maintenance costs for the National Highway System and TriMet/SMART data on transit system operations costs relative to forecasted revenues as part of the current RTP update.</p> <p>We are also monitoring the ODOT efforts to respond to mandates from recent state legislation to standardize and report on pavement management conditions for how that data can be utilized in the long-range planning process.</p> <p>Finally, we are cooperating with ODOT and are leading development within the region on implementation of</p>	<p>12/31/2018</p>	<p>Metro completed a forecast of reasonably expected transportation revenues and systems level costs for adequately maintaining the transportation system for the time period of the 2018 RTP in collaboration with our city, county, regional and state agency partners. This work formed the basis for demonstration of financial constraint in the RTP project solicitation.</p> <p>Metro staff participated in and utilized the cooperative statewide long-range transportation revenue forecast of federal and state generated revenues by the ODOT Long-Range Funding Workgroup. This periodic cooperative process develops statewide revenue control totals and served as the basis for Metro’s 2018 regional transportation plan. The LRFA operates in a cooperative fashion among ODOT, the MPOs, and transit agencies. The group develops expected federal and state revenues, develops and agrees upon revenue growth factors, determines annual inflation rates, and general future revenue expectations (e.g. economic stability, possible impacts from macro-economic impacts (population shifts, population growth, changing funding priorities, etc.), along with a detailed analysis and forecast of future state revenues. Metro staff is also participating in the current update to the cooperative statewide long-range transportation revenue forecast for future plan updates.</p>

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		<p>MAP-21 performance measure and target setting requirements for pavement assets and will be incorporating those measures and targets into the RTP and TIP update processes.</p> <p>The current MTP update will describe the cooperative revenue estimation process that has been undertaken. Metro participated in an ODOT led statewide process to forecast state and federal revenues to the state and MPO levels.</p> <p>Metro led the regional process to forecast local transportation revenues developed within the region. How to account for the impacts of the recent state funding legislation (HB 2017) within the long-range plan is still under development with ODOT estimates of fiscal impacts.</p> <p>The 2018 RTP will demonstrate financial constraint by showing that project costs do not exceed forecasted revenues.</p>		<p>Local transportation revenues were derived from local agency Transportation System Plans (TSPs). A Regional Transportation Plan Finance work group worked with Metro staff to review funding methodologies and served as conduits to facilitate any updates to local revenue forecasts from TSP data.</p> <p>To determine transportation system maintenance and operations costs, the RTP process utilized Oregon DOT data on system conditions and forecasted maintenance costs for the National Highway System and TriMet/SMART data on transit system operations and maintenance costs. Local agency data on systems conditions and forecasted maintenance costs for the locally-owned transportation system assets was derived from local TSPs, updated by local agency staff as needed. The ability to update this data was augmented by new state requirements for local agencies to report on asset conditions in order to be eligible for new state funding provided by HB2017.</p> <p>This data on revenue forecasts and costs to maintain and operate the existing transportation system provided the basis for revenues forecasted as reasonably available for new capital projects and transportation programs. Project and program costs were forecasted in year-of-expenditure dollars by time periods and balanced to the reasonably expected revenue forecast. Tables demonstrating</p>

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				<p>financial constraint are provided in RTP Section 5.3. More detailed information about the forecasting assumptions, sources of funding accounted for, and process used to develop the financially constrained revenue forecast can be found in Appendix H, found here:</p> <p><a href="https://www.oregonmetro.gov/regional-transportation-plan">https://www.oregonmetro.gov/regional-transportation-plan</a></p>
	<p><b>Recommendation 2:</b> To help the public understand Metro’s long-range planning processes and outcomes, the Federal review team recommends Metro:</p> <ul style="list-style-type: none"> <li>• Consider the audience and purpose of the MTP when determining structure, format, and content,</li> <li>• Use plain language and visualization</li> </ul>	<p>Metro continues to explore new ways to make our planning documents and processes more accessible to the public. In 2016, we launched our Regional Snapshot web series, and that continues to be our main forum for creating public awareness on major issues facing the region, including transportation. Our transportation snapshots have used text, photography and video to explore topics like congestion, safety, freight and affordability.</p> <p>We have also made major upgrades to our website to make it simpler and more accessible to the community. We actively use social media and our Opt-in polling program to keep the</p>		



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	<p>techniques to present complex information in an easy to understand format,</p> <ul style="list-style-type: none"> <li>• Document the MTP’s purpose in the introduction of the MTP, and</li> <li>• Describe the relationship between the MTP and the modal plans to help ensure the long-range plan remains multimodal and the full scope of the MTP planning process is understandable to the public.</li> </ul>	<p>public engaged on a continuous basis and connect the community to new web content.</p> <p>These web-based tools will continue to be our main focus for translating complex planning topics and using visualization techniques present our planning documents in understandable terms.</p> <p>Metro formatted the 2018 RTP and 2021-2024 MTIP for increased readability and accessibility.</p> <p>For the RTP, a high level and graphic <a href="#">summary is available</a> on the webpage. Graphics are used throughout the document. The 2018 RTP was significantly reformatted as part of this update, and includes a clear purpose statement of its federal, state and regional purpose in the introduction. Our 2018 RTP adoption also includes a summary document aimed at the broader public (<a href="#">RTP summary</a>).</p>		

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		<p>Similarly, the <a href="#">Executive Summary for the 2021-2024 MTIP</a> uses accessible language and graphics to summarize the purpose and findings of the MTIP.</p> <p><a href="#">Chapter 1 of the 2021-24 MTIP</a> uses plain language to explain the role of the MTIP. Sidebars and visuals are used throughout the document to highlight information.</p> <p>We will also continue to improve the readability of our RTP, MTIP, UPWP, modal plans and other formal documents to the extent possible, given their legal and regulatory function. In most cases, we publish a summary version of these documents as an alternative for interested public and our elected officials.</p> <p>Our 2018 RTP adoption (including the associated transit, freight and safety modal plans) will include summary documents aimed at the broader public.</p> <p>The RTP will be significantly reformatted as part of this update,</p>		

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		and will also include a clear purpose statement of its federal, state and regional purpose in the introduction.		
<b>Transportation Improvement Program (TIP)</b>	<b>Corrective Action 2:</b> By July 1, 2020, with the update of the next TIP, Metro must provide clear documentation of a cooperative revenue estimation process, that ensures adequate funding is available by year to operate and maintain the system, adequate revenue is available to deliver projects on the schedule proposed in the TIP, and all other financial planning and fiscal constraint requirements	Metro will work with ODOT, the region’s transit agencies, FHWA and FTA staff to document the cooperative revenue process and processes to demonstrate fiscal constraint within the TIP. This work will require the active cooperation of the agencies that administer federal funding within the region and guidance from USDOT staff on acceptable practices between Metro as the MPO and the other administrating agencies to prioritize projects for programming in the TIP and to demonstrate fiscal constraint of those projects.	7/1/2020	A cooperative revenue forecasting process to determine the urban-STBG, TAP set-aside, and CMAQ funds expected to be available through the next allocation cycle was performed by ODOT’s finance team and Oregon MPO staff, and is documented in the 2021-24 MTIP. See Chapter 5 pages 104-108, found here:  <a href="https://tinyurl.com/y57a22ew">https://tinyurl.com/y57a22ew</a>  Metro was also able to work with transit agency staff on the forecast of reasonably expected local transit revenues, which are also documented in the 2021-24 MTIP. The detailed fiscal constraint demonstration tables, sorted by fund and by agency, can be found in Appendix IV, pages 1-34, found here:  <a href="https://tinyurl.com/y6fotnbs">https://tinyurl.com/y6fotnbs</a> MPOs are still struggling to effectively participate in a cooperative process under the current construct for ODOT-administered funding. When ODOT defines its

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	<p>identified in 23 CFR 450.326 are met.</p>			<p>funding allocation programs (Fix-It, Non-Highway Enhance, etc.) and distributes forecasted revenues to those allocation programs, the needs of the ODOT-owned system and the ODOT policy objectives are considered, but it is not clear how ODOT actively considers the policy objectives and comprehensive transportation needs of the metropolitan transportation systems or findings from prior MTIP cycle analyses during this process. MPOs request briefings and are given the opportunity to provide public comments. Consideration of MPO comments does not rise to the federal definition of a cooperative process in this important step of determining how ODOT-administered revenues will be distributed to their various funding allocation programs.</p> <p>Active engagement by ODOT regarding both the revenue distribution to funding allocation programs and in the selection of projects within those funding allocations is reserved for their Area Commissions on Transportation (ACTs). ACTs provide a forum for which ODOT staff proactively reach out to gather local agency and stakeholder input on various ODOT activities including the STIP, major projects, and planning activities being undertaken by ODOT.</p> <p>However, ACTs are not planning entities but are public input bodies that are not subject to federal</p>

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				<p>planning or state planning rules. Furthermore, ACT and MPO geographic boundaries overlap, creating confusion among stakeholders, particularly policy/decision-makers who are active members on both the MPO and ACT committees, as to the role of the MPO in the cooperative development of the STIP/MTIP with ODOT. Despite these challenges, some areas of progress were made in the cooperative revenue estimation process during the 2021-2024 MTIP development. In Spring 2018, Metro worked with ODOT and the transit agencies to develop a Portland metropolitan region financial forecast as a starting point to frame the selection and funding allocation to take place between 2018 and 2019. While still constrained with the challenges of the ODOT construct of distributing forecasted revenues to those allocation programs, ODOT and Metro were able to come to an agreement on a forecast with a number of caveats, most significantly that the forecast did not constrain ODOT in its distribution of funds to or within the region. This information was shared at TPAC and JPACT. JPACT took action to formally acknowledge receipt of the forecast. See appendix 2021-2024 MTIP Appendix IV for the spring 2018 forecast materials.</p> <p><a href="https://tinyurl.com/y6fotnbs">https://tinyurl.com/y6fotnbs</a></p>

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				<p>Throughout the OTC discussion of the revenue estimates and allocation of revenues to ODOT-administered funding allocation programs (Fix-It, Non-Highway Enhance, etc.) between summer 2017 to early 2018, the MPO actively commented to the OTC on the various decisions the Commission would make in shaping the STIP, about how those decisions impact the MPO areas. As part of those comment letters, Metro reiterated federal responsibilities related to cooperative development of the STIP and MTIP.</p> <p>Metro will continue to communicate to ODOT staff and the OTC on the need to actively engage with MPOs to consider the needs of the holistic transportation system within the MPO areas before defining the policy direction of their fund allocation programs and the amount and type of revenues distributed to those ODOT funding allocation programs.</p> <p>Additionally, MPOs have requested to participate in the ODOT funding allocation programs administered at the statewide level. If MPOs were provided a better understanding of an order of magnitude forecast of potentially available funds in an MPO area from these statewide funding allocation programs, MPOs could more effectively analyze and communicate MPO area priorities for those ODOT</p>

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				<p>fund allocation programs. A more proactive engagement by ODOT statewide allocation programs to solicit cooperative development of their spending and communicate how they could consider MPO long-range planning goals and performance targets that are relevant to their program purpose would be helpful.</p> <p>Within Region 1, the cooperative process with ODOT in the selection of projects from ODOT allocation programs administered at the Region level was successful in that ODOT was able to provide a financial forecast for the three “Leverage” programs to add Active Transportation, Safety, or Highway elements to “Fix-It” asset management projects during the FFY 2022-2024 allocation process. The Metro MPO boundary contains a large portion of the ODOT Region 1 transportation assets, making it possible for the MPO to analyze and communicate its priorities for these ODOT funding programs. Metro worked with ODOT Region 1 staff to engage at MPO committees on its development and prioritization of the Fix-It and Leverage priorities, by having ODOT staff provide regular updates on process and progress at TPAC and JPACT and to allow for regional discussion. Through this effort, ODOT Region 1 staff were able to be proactive in engaging local agency staff in the project scoping refinement process as a</p>

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				<p>part of the process to define and select priority projects for funding from these allocation programs.</p> <p>All TIP amendments are checked and documented to maintain financial constraint. For ongoing financial constraint of ODOT-led projects and ODOT-administered funding, Metro has instituted a new tool. Metro is now using an Advance Construction fund code programming translation matrix approach. Instead of just programming Advanced Construction to a project, Metro has created multiple Advance Construction fund type codes that contain the expected federal conversion code. Example: If the expected conversion code for Advance Construction is NHPP, then the Advance Construction fund code programmed in the MTIP is "AC-NHPP". The Advance Construction funding is committed against NHPP, enabling a more accurate fiscal constraint of major fund types to be developed and maintained. When the actual conversion code is received, a simple administrative modification occurs to identify the final fund code.</p> <p>Finally, the requirements of the FAST Act and of Oregon HB 2017 have greatly improved the understanding and documentation of adequately</p>



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				<p>operating and maintaining the transportation system by ODOT, transit agencies, and local jurisdictions.</p> <p>ODOT Headquarters has begun to undertake the cooperative revenue forecast for long-range metropolitan planning. We expect this process to not only serve the needs of the long-range forecast but to provide a foundation for a better understanding of how revenues are forecasted, distributed to ODOT fund allocation programs, and then programmed in the TIP on projects. At this time, however, it is not yet clear how these two processes are coordinated.</p>
	<p><b>Corrective Action 3:</b> By May 27, 2018, Metro must update amendment “Exceptions” in the TIP management procedures to clearly distinguish what changes affect fiscal constraint and ensure those happen via a full amendment per 23 CFR 450.328.</p>	<p>The TIP amendment management procedures were updated in March 2018 to be consistent with the statewide matrix developed by ODOT and FHWA to define when a project change affects fiscal constraint. Those that do are processed as a full amendment with public notification and comment period and adoption by Metro Council resolution prior to submission for inclusion in the STIP.</p>	<p>5/27/2018</p>	<p>Compliance with this corrective action, as described in the Metro Response, continues. In addition, Chapter 8 of the 2021-2024 MTIP outlines the administration and implementation of the MTIP. The statewide matrix is included on page 203.</p>
	<p><b>Recommendation 3:</b> The Federal review team recommends</p>	<p>The description of the purpose of the STIP, its relationship to the MTIP, how ODOT projects meet the needs of the</p>		

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	<p>Metro update the STIP discussion in the TIP to accurately reflect the purpose of the STIP, its relationship to Metro’s TIP, and how ODOT projects meet the needs of the Metro area and how they get programmed in the TIP.</p>	<p>Metro area, and how ODOT projects get programmed in the TIP has been updated in the 2021-24 MTIP. The 2021-2024 MTIP focused more on providing a more clear-cut explanation on the role of the MTIP and how the content of the MTIP must be included in the STIP without change. This discussion is spread throughout Chapters 4 and 5 of the 2021-2024 MTIP, in efforts to organize content by partner agency in a consistent predictable manner for the reader.</p> <p>Descriptions of how ODOT projects meet the needs of the Metro area are shown as part of the results of the 2021-2024 MTIP evaluation (see Chapter 3), the discussion of the policy direction to guide the prioritization of ODOT administered funds (see Chapter 4), and in the discussion of the 2021-2024 MTIP policy direction (see Chapter 5). At certain times in the development of the 2021-2024 MTIP, the nature of how the MPO areas needs or the RTP goals were considered in the selection</p>		

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		<p>of projects and programs by ODOT Region 1 is clear and direct. An example is with the ODOT Region 1 ARTS funding selection, Metro staff participated in the evaluation committee as a means of coordinating the region’s safety policy priorities in the allocation. At other times in the development of the 2021-2024 MTIP, the consideration of the region’s transportation needs and goals was implicit, such as with the Fix-It Leverage, where asset management drove the identification of initial priorities and the Metro region provides comments on how the metropolitan region’s goals should get factored into final selection.</p> <p>Additionally, the development of the 2021-2024 MTIP had an interesting challenge as every partner agency – ODOT, SMART, and TriMet had significant staffing changes during its development. The key person working with Metro on MTIP coordination was changed and replaced with a person new to</p>		

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	<p><b>Recommendation 4:</b> The Federal review team recommends Metro clarify the Regional Flex Fund Process in the FY 2018-2021 TIP to clearly document the process and ensure Metro is not sub-allocating Federal funding to individual modes or jurisdictions.</p>	<p>Metro staff updated both the 2018-21 MTIP and the 2021-24 MTIP descriptions of the Regional Flexible Funding Allocation process of the metropolitan STBG, TAP, and CMAQ funds. It is clear from the descriptions that Metro is not sub-allocating Federal funding to individual modes or jurisdictions.</p> <p>There are no geographical or agency/jurisdictional references in the policies or process to distribute funding, other than one policy goal of “funding projects throughout the region” (with a clarifying statement quoting the CFR that sub-allocation of funds is not allowed) that is considered and balanced against other policy goals to achieve desired outcomes by decision makers.</p> <p>Funding targets designated for Active Transportation/Complete Streets and the Freight and Economic Development project categories are guidance to help achieve desired policy outcomes of equity, safety, climate emission reductions, and</p>		

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		<p>congestion relief. Enhancements and modifications to facilities serving all modes are eligible in both categories and as evidenced by the projects funded in the most recent cycle, most projects are multi-modal and include demand and system management elements.</p>		
	<p><b>Recommendation 5:</b> The Federal review team recommends Metro consider the audience(s) and purpose of the TIP so the public can easily understand the TIP's purpose, how the TIP implements the priorities identified in the MTP, and can easily find information they are looking for. Consider using plain language and visualization techniques to present the information in an easy to understand</p>	<p>The 2021-24 MTIP utilized more plain language and incorporated more graphic and visual elements to more clearly and easily communicate the TIP purpose, process and content. It also consolidated documentation of compliance with TIP regulations in a technical appendix to help simplify the main body of the document and ease federal staff review of the TIP for meeting regulations.</p> <p>An executive summary brochure was also created and utilized this cycle for the public comment and MTIP adoption process, to further clarify the purpose and projected impacts of the MTIP, whose link can be found here:</p>		

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	<p>format. This will help the reader understand the processes and outcomes as they read through the document.</p>	<p><a href="https://tinyurl.com/y5z9ezmz">https://tinyurl.com/y5z9ezmz</a></p> <p>This complemented other efforts to make MTIP materials more public friendly, such as updated content on the website and how the public comment process was structured and approached. For example, the public comment survey for the 2021-2024 MTIP focused on communicating the results and outcomes of the MTIP investment package and asked respondents to rate the region's performance by different outcome areas.</p>		
	<p><b>Commendation 1:</b> The Federal review team commends Metro and ODOT for taking initiative to review project proposals for project readiness and to address the local project delivery concern.</p>	<p>Metro staff will continue to work on project readiness and local project delivery issues through continuous improvement of regional reporting tools, participation in the state Certification User Group process, and if additional resources are available will conduct more in-depth risk assessment and readiness review of projects seeking RFFA funds.</p> <p>Metro has worked with ODOT and the other Oregon TMA MPOs to develop</p>		

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		<p>obligation targets and a certification process that incentivize on-time delivery of local federal-aid projects to further address this concern.</p> <p>Metro is also in the process of obtaining ODOT certification for procurement of planning services and delivery of planning products to improve our capabilities for on schedule delivery of planning activities.</p>		
<b>Congestion Management Process (CMP)</b>	<p><b>Recommendation 6:</b> The Federal review team recommends Metro determine what are the basic requirements for CMP evaluation and monitoring and create a sustainable data collection approach that meets the CMP requirements. Metro can then determine any data needs that go above and beyond</p>	<p>Adopted by JPACT and the Metro Council as part of adoption of the 2018 Regional Transportation Plan, <a href="#">Appendix L</a> to the 2018 RTP documents the region’s approach to addressing the federal transportation performance-based planning and congestion management requirements contained in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America’s Surface Transportation (FAST) Act. Appendix L also constitutes the region’s official Congestion Management Process (CMP). The CMP has been updated to address recommendations from the</p>		

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	the basic requirements.	<p>2017 Federal Certification Review and to incorporate federal transportation performance measures and targets identified through MAP-21-related rulemaking. The appendix can be found here: <a href="#">Federal performance-based planning and congestion management process documentation</a></p> <p>Key updates to the CMP include:</p> <ul style="list-style-type: none"> <li>• The addition of: Table 2 (pg. 11) documenting key elements of the region’s congestion management process.</li> <li>• Scaling back the CMP network to a more manageable scope for data collection, management and reporting purposes, focusing on multimodal transportation facilities and services located on the National Highway System (NHS) and the region’s high capacity transit network. The NHS includes the region’s interstates and some state-owned arterials and frequent and enhanced transit corridors. See Figure 4 and text on pg. 16 documenting the Congestion Management Network, and Table 4</li> </ul>		



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		<p>(pg. 24) documenting transportation data to support on-going CMP monitoring and reporting.</p> <ul style="list-style-type: none"> <li>• The addition of Table 5 (pg. 24) documenting the toolbox of strategies to address congestion in the region and Table 6 (pg. 25) documenting RTP performance measures used to forecast potential effectiveness of strategies. These measures are also used in evaluation of future MTIPs.</li> <li>• The addition of Federal MAP-21/FAST Act transportation performance measures and targets in Tables 7 to 14 (pgs. 31-34).</li> <li>• Together, the federal performance targets defined in Appendix L and regional performance targets defined in Chapter 2 of RTP reflect a comprehensive and multimodal performance-based planning approach to address growing congestion and improve mobility options for people and goods movement, while achieving a broader set of land use, economic, equity and environmental</li> </ul>		

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		<p>outcomes. This approach includes modeling tools, analysis and research combined with meaningful public engagement to help quantify and better understand the potential outcomes of policy decisions and investment actions. The framework also guides data collection, tool development and monitoring/reporting activities identified in Chapter 8 (Section 8.5) of the 2018 RTP. The updated CMP continues the region’s transition to using observed data for performance monitoring consistent with federal requirements, and can be expanded in the future as data collection and resources allow. The CMP will be re-evaluated as part of scheduled updates to the RTP to respond to new requirements, information learned through monitoring activities and changes in the availability of data and tools so that they can be refined as necessary.</p> <p>As part of the TIP process, RFFA funding application questions provide</p>		

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		<p>links to relevant CMP data so the applicant can use that data in providing information about their candidate project.</p> <p>As part of the development of the 2021-2024 MTIP, Metro reported on the monitoring data and performance of the federal performance measures and targets. (See Chapter 3 and 5) The MTIP also discussed, in a qualitative manner, how the package of investments is expected to move the region towards established performance targets. This information is expected to assist with other existing conditions data as part of the CMP and inform the prioritization and allocation of funding.</p>		
	<p><b>Recommendation 7:</b> The Federal review team recommends Metro develop a congestion management plan that documents the tools and data used and how they are applied to the MTP</p>	<p><i>(This is addressed in response to Recommendation 6)</i></p>		

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	<p>and TIP to help the public and decision-makers understand how the CMP informs Metro’s processes. This plan could be an effective tool to document a complex process.</p>			
<p><b>Public Participation</b></p>	<p><b>Corrective Action 4:</b> By January 30, 2018, Metro shall update the PPP to meet all requirements of 23 CFR 450.316 and 326(b), including:</p> <ul style="list-style-type: none"> <li>• Identification of key decision points for each major planning process where the MPO requests public comment and the explicit procedures for outreach at these milestones.</li> </ul>	<p>Metro is committed to updating the PPP to meet all requirements of 23 CFR 450.316 and 326(b).</p> <p>To meet this corrective action, Metro has decided to split its Public Engagement Guide to reflect the need for both the public’s understanding of public engagement in transportation planning processes (through a Public Participation Plan) and a best practices guide for practitioners (the focus of the Public Engagement Guide). The update to the Public Engagement Guide portion of this new “split” document is expected to be completed later in 2018.</p>	<p>3/16/2018</p>	<p>Metro completed and posted the updated PPP for transportation planning on Jan. 30, 2019, entitled “Be involved in building a better system for getting around greater Portland.” The document is published on several pages of the Metro website, including the “Public projects” page (<a href="http://oregonmetro.gov/public-projects">oregonmetro.gov/public-projects</a>). The agency’s larger Public Engagement Guide is expected to be updated to incorporate this information and update other engagement practices. Metro also worked to diversify membership in its standing advisory committees during this period, introducing new community leaders as members of MPAC, and most recently to TPAC where a new stipend policy has removed financial barriers that previously limited the socioeconomic diversity in membership. Three new TPAC members and three alternates were appointed in 2020 through a application process. Metro’s current <a href="#">Public Engagement Guide</a> includes evaluation criteria for measuring the effectiveness of</p>

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	<ul style="list-style-type: none"> <li>• Specific outreach strategies to engage traditionally underserved populations.</li> <li>• Criteria or process to evaluate the effectiveness of outreach processes</li> <li>• In each major planning document, a demonstration of how the explicit processes and procedures identified in the PPP were followed and a summary that characterizes the extent to which public comments influenced TIP development.</li> </ul>			<p>outreach processes. The evaluation criteria can be found on pages 36 – 38.</p> <p>The two most recent planning documents, 2018 RTP update and the 2000-20 MTIP demonstrate how the explicit procedures identified in Metro’s Public Engagement Guide and the new “Be involved in building a better system for get around greater Portland” document were followed. Each plan includes a summary of engagement which explains specific activities, including those to engage traditionally underserved populations.</p> <p>For the 2018 RTP, there were nearly 19,000 touch points with community members through discussion groups, community and regional leadership forums, online surveys, committee and organization briefings and workshops—all tools prescribed in Metro’s Public Engagement Guide. (2018 RTP <a href="#">Appendix D</a>)</p> <p>Recognizing that communities of color and other historically marginalized communities are typically under-represented among online survey respondents, Metro’s engagement strategy included discussion groups with members of Russian/Slavic, youth, African Immigrant, Asian Pacific Islander, Native American, Latinx, and African American communities. In addition, community leaders were invited to participate in regional leadership forums and community leader’s forums at key points to further inform the RTP.</p>

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				<p>The projects and programs in the MTIP continue to implement feedback received through these various means. Following the adoption of the 2018 RTP, the region adopted the policy direction for the 2021-2024 MTIP, which reaffirmed the regional priorities of safety, equity, climate and congestion established in the RTP through extensive public comment. The regional policy direction was taken into account for the different funding allocations processes undertaken by each MTIP partner and Metro through its RFFA process. For the 2021-24 MTIP, Metro conducted a performance evaluation to understand if and how the MTIP package of investments are making progress toward the regional priorities defined by the RTP.</p> <p>Public comments received on the 2021-24 MTIP are summarized in Chapter 7 (<a href="#">2021-24 MTIP</a>) together with an explanation of the engagement process (a public hearing and online survey) as prescribed by Metro’s Engagement Guide. The same chapter summarizes major themes from the comments and how they influenced plan development. More detail is available in MTIP <a href="#">Appendix V</a>, p. 54.</p>
	<p><b>Recommendation 8:</b> The Federal review team recommends Metro identify ways to make Metro’s</p>	<p>Metro is following a protocol for removing outdated draft documents and clearly labeling document status (discussion draft, public review draft, final, etc.)</p>		

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	<p>website navigation easier, taking special consideration for populations that have limited skills using the Internet, and ensure all outdated draft documents are removed after final adoption occurs.</p>	<p>Metro is currently scoping and budgeting for an upgrade to its website server, with the project anticipated to start in early 2021. As part of this process, Metro will continue its user testing to improve navigation.</p>		
	<p><b>Commendation 2:</b> The Federal review team commends Metro for providing information on their website in languages other than English. This practice enables constituents with limited English proficiency to learn how to participate in decisions that affect their community.</p>			
<b>Consultation</b>	<p><b>Corrective Action 5:</b> By June 30, 2018, Metro shall develop and document a</p>	<p>Metro will complete this work in tandem with the current UPWP process and self-certification for 2018.</p>	6/30/2018	<p>Metro has continued to use the annual UPWP process as the hub for consultation across the many transportation planning projects and programs across our region.</p>

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	<p>formal consultation process for the MPO to meet all requirements in 23 CFR 450.316(b-e).</p>	<p>Our goal is to more directly connect consultation to the UPWP in order to create a blanket finding for smaller projects that would therefore also be eligible for administrative amendments, thus streamlining maintenance for the UPWP. Under our proposed process, larger projects would require separate consultation from the UPWP and would be subject to a legislative amendment.</p> <p>As part of this reform, we are also seeking FHWA clarification on UPWP convening responsibilities for Metro and ODOT. Our objective is for Metro to carry this responsibility, including meeting logistics, agency notices and public notice to improve upon and streamline our current process.</p>		<p>The role of consultation in developing the UPWP is described on page 6 of the document and referenced in many of the individual project narratives:</p> <p><a href="https://www.oregonmetro.gov/unified-planning-work-program">https://www.oregonmetro.gov/unified-planning-work-program</a></p> <p>Consultation in the UPWP process is also set forth in the statewide protocols for all Oregon MPOs developed by ODOT.</p> <p>Metro's consultation with ODOT and the major transit providers in the region is more specifically set forth in a planning agreement that is updated regularly and enacted as a rolling intergovernmental agreement.</p> <p>Planning projects described in the UPWP must also conduct consultation consistent with the general framework required by the UPWP and statewide protocols. This work must be documented as part of this projects. Most notable are updates to the RTP and MTIP. Consultation in the development of the 2018 RTP can be found on page Chapter 1 (page 1-18) and referenced throughout the plan and Appendix D (Public and stakeholder engagement and consultation summary) and documented in the final public comment report</p>



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				<p>(pages 44-49), located here:  <a href="https://www.oregonmetro.gov/regional-transportation-plan">https://www.oregonmetro.gov/regional-transportation-plan</a></p> <p>Consultation done in the development of the 2021-24 Metropolitan Transportation Improvement Program is described in Chapter 7 (page 196) of the final public review draft of the document, located here:  <a href="https://www.oregonmetro.gov/metropolitan-transportation-improvement-program">https://www.oregonmetro.gov/metropolitan-transportation-improvement-program</a></p> <p>This most recent update to the MTIP followed the same consultation practices with tribes and agencies that was piloted with the 2018 RTP. In this process, participants are asked to identify process stages of MTIP and RTP updates where and how they would like information or consultation. This information is used to continually improve the consultation process in periodic updates to MTIP and RTP.</p> <p>In early 2020, Metro hired a full-time Tribal Liaison to expand our coordination and consultation with tribes across a range of Metro's activities in the region. This includes ensuring the tribes are consulted early and often in our regional transportation planning activities.</p>

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<p><b>Civil Rights and Environmental Justice</b></p>	<p><b>Corrective Action 6:</b> By October 1, 2018, to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, Metro must:</p> <ul style="list-style-type: none"> <li>• Designate an employee who will serve as coordinator for Section 504 and ADA matters.</li> <li>• Conduct an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines.</li> <li>• Develop a Section 504/ADA nondiscrimination</li> </ul>	<p>Metro is committed to coming into full compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, including:</p> <ul style="list-style-type: none"> <li>• designating an employee who serves as coordinator for Section 504 and ADA Titles II and III (the Director of Human Resources will continue to be responsible for Title I) (July 2018).</li> <li>• conducting an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines was completed in July 2018. Work continues on the programs evaluation and engagement. Metro expects to publish the ADA Self-Evaluation &amp; Facilities Update Plan for Metro Regional Center in spring 2021.</li> <li>• developing a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information), which has been posted online and will be included</li> </ul>	<p>10/1/2018</p>	<p>An employee for Section 504 and ADA matters was designated before Oct. 1, 2018 (Mary Rowe, HR director). The new HR Director, Julio Garcia, holds the designation currently.</p> <p>An ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers was completed in July 2018. Many improvements are slated as part of the building's maintenance schedule; a full specified timeline and budget forecast was also completed. The development of the self-assessment and transition plan for the Metro Regional Center building included engagement of staff and the public. The evaluation of programs is underway, the self-evaluation and transition plan is expected to conclude in spring 2021. This process also includes engagement with staff and the public.</p> <p>A Section 504/ADA nondiscrimination notice was developed and posted to the Metro website and included in federal documents.</p>

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	<p>notice, to be posted internally and externally (for employees' and the public's information).</p>	<p>in planning reports and meeting agendas and posted internally in 2018 (March 2018).</p> <ul style="list-style-type: none"> <li>• Metro has completed a review of the region's demographics as part of the 2015-18 MTIP and as part of the 2018 RTP. In early 2019, Metro will use American Community Survey data analysis to assess shifting demographics for communities of color and communities with lower income since the 2010 Census (January 2019).</li> </ul> <p>To inform the 2018 RTP development and adoption, the Transportation Equity Analysis will assess and contrast the benefits and burdens for EJ and non-EJ populations as part of the 2018 RTP development and adoption. This work was piloted in the 2015-18 MTIP and will continue to frame subsequent MTIP updates (December 2018)</p>		
	<p><b>Recommendation 9:</b> The Federal review team recommends Metro ensure they are addressing the</p>	<p>Currently, Metro prepares a biennial summary of community representative demographics for our MPO committees as part of its annual Title VI report to ODOT. Additionally,</p>		

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	<p>needs of underserved populations, particularly when the demographics of the region are changing and to continue to identify how projects and programs would benefit and/or burden environmental justice (EJ) populations compared to non-EJ populations. Metro should consider using the MTP goals, objectives, and indicators as criteria for this EJ benefits and burden analysis. Metro should also review the demographic composition of the MPO Committees and explicitly document how Metro will ensure they are</p>	<p>Metro has proposed 2-year reviews of all Metro committees as part of our Diversity Action Plan.</p> <p>While capacity constraints have limited Metro’s ability to meet this reporting goal agency-wide, we intend to bring this review into the Title VI Plan for all members (rather than just community representatives) of MPO committees as part of the next update to the plan. Metro conducted a pilot processes for collecting demographic information from committee members in 2019, the next survey will occur in 2021.</p> <p>To address benefits and burdens for EJ and non-EJ populations, the 2018 RTP included a transportation equity evaluation of the financially constrained 2018 RTP investment strategy (<a href="#">Appendix E</a> - Transportation equity evaluation).</p> <p>To ensure that recent input from historically marginalized communities informed the equity assessment, and were ultimately reflected in the RTP,</p>		

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	representative of community.	<p>project staff analyzed six public engagement results from transportation-related planning efforts since 2014, focusing on what was heard from people of color and people with lower incomes. The transportation-related planning efforts included the 2014 RTP, the Southwest Corridor Plan, the Powell-Division transit and development strategy, and the early phases of the 2018 RTP development.</p> <p>A civil rights analysis of the 2021-2024 MTIP was undertaken as part of the broader 2021-2024 MTIP performance assessment. The civil rights analysis focused on the outcomes defined in the 2018 RTP transportation equity analysis, which focused on the transportation priorities identified by historically marginalized communities, namely communities of color, people with limited English proficiency, and lower-income households. The discussions of the results and formal determination of findings can be</p>		

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		found in Chapter 5 of the 2021-2024 MTIP.		
	<p><b>Commendation 3:</b> The Federal review team commends Metro for implementing their 2015 LEP Plan by customizing public outreach translation needs based on the geography of projects.</p>			
	<p><b>Recommendation 10:</b> The Federal review team recommends Metro identify stakeholders solicited for public comments on their Title VI Plan, Title VI Analysis Reports and other federally required documentation.</p>	<p>Metro completed a review of changing demographics in the region as part of the 2015-18 MTIP and as part of the 2018 RTP. Metro uses ACS Data analysis to see if communities of color have shifted geographically since the 2010 Census (January 2019).</p> <p>Metro tracks participation in public comment periods for the RTP, MTIP and RFFA as well as other community engagement initiatives. The RTP process involved community members and stakeholders through a</p>		

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		<p>variety of activities (see the <a href="#">Public and Stakeholder Engagement and Consultation summary</a>, p. 3)</p> <p>Participants were asked to provide demographic information during the following activities related to the RTP, MTIP and RFFA to help Metro know if we are hearing from a representative group of people that reflects our diverse communities and a broad range of experiences in our region:</p> <ul style="list-style-type: none"> <li>• <a href="#">2018 Regional Transportation Plan Update Online Quick Poll 1 Report</a> (October 2015)</li> <li>• <a href="#">2018 Regional Transportation Plan Comment summary Winter 2016 comment opportunity</a></li> <li>• <a href="#">2017 Public Comment Report: Priorities For our Transportation Future</a> (May 2017)</li> <li>• <a href="#">2018 Public Comment Report: Building a Shared Strategy: Priorities For our Transportation Future</a> (April 2018)</li> <li>• <a href="#">2018 Public Comment Report: Adopting a Plan of Action</a></li> <li>• <a href="#">2021-24 MTIP Appendix 5.3 2021-2024 MTIP Public Comment Report</a></li> </ul>		

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		<ul style="list-style-type: none"> <li>• <a href="#">Public comments on proposed projects for 2022-24 regional flexible funds (October 2019) (p. 66)</a></li> </ul> <p>Metro uses ACS Data analysis to see if communities of color have shifted geographically since the 2010 Census.</p> <p>Currently, we prepare an annual summary report of community representative demographics for our MPO committees. Metro has proposed 2-year reviews of for all Metro committees as part of our Diversity Action Plan. While capacity constraints have limited Metro’s ability to meet this reporting goal agency-wide, we intend to bring this review into the Title VI Plan for MPO committees as part of the next update to the plan.</p>		
<b>Performance-Based Planning and Programming</b>	<b>Recommendation 11:</b> The Federal review team recommends Metro continue to work with ODOT and TriMet to implement Federal planning requirements for	Metro adopted our first outcomes-based Regional Transportation Plan (RTP) that relies on targets and performance measures to ensure progress toward plan goals. While the range of outcomes and correlating performance measures in the RTP are much more		



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	<p>performance-based planning and programming, including:</p> <ul style="list-style-type: none"> <li>• Discussing the new requirements, identify which processes need updating to meet new requirements and a plan for updates, data collection and sharing requirements to be ready for PBPP.</li> <li>• Making necessary connections to other performance-based plans, including Statewide Plans.</li> <li>• Further develop data needs to ensure that future MTP and TIP updates implement an</li> </ul>	<p>comprehensive than required under new federal regulations, the framework in our RTP closely matches federal requirements where they overlap.</p> <p>In late 2018, Metro will adopt our third performance-based RTP and as part of this major update to the plan, we are conducting a significant overhaul of the plan's targets and performance measures. This work is partly driven by capacity constraints within our agency, and our ability to sustainably monitor, model and report data for performance measures, and the need to align our measures with federal requirements for efficiency.</p> <p>We are still working through our approach to meeting some federal measures, and have been coordinating with ODOT and TriMet to ensure that we can collectively meet these new requirements. Because of our capacity constraints, we expect to rely heavily on ODOT</p>		

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	<p>objective-driven, performance-based planning process</p> <ul style="list-style-type: none"> <li>• Updating Planning Agreements that describe how transportation planning efforts will be coordinated between the agencies and document specific roles and responsibilities each agency has in the performance of transportation planning for the region.</li> <li>• Reviewing MTP and TIP project prioritization and decision-making processes and how they support a performance-based process.</li> </ul>	<p>data in the near term to meet the new requirements.</p> <p>Currently, we expect to have an initial approach and agreement on responsibilities with our agency partners this year, and on schedule to meet minimum federal requirements.</p> <p>As discussed previously, Metro and ODOT plan to follow the 2018 RTP adoption with an update to our regional mobility policy (which regulates both the RTP and the Oregon Highway Plan for the Metro region). Our goal is to continue linking our mobility policy to the 24 mobility corridors that make up our Regional Mobility Atlas, and we believe this approach strongly meets the intent of federal regulations for tailoring our performance-based planning and programming to conditions on the ground. As part of this work, we will likely fine-tune our performance targets and measures as they relate to federal requirements.</p>		

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	<ul style="list-style-type: none"> <li>• Identifying a way to categorize MTP and TIP projects in a way that will assist the MPO in meeting the new performance-based planning and programming requirements.</li> <li>• Reviewing publications, tools, and resources available on FHWA and FTA’s websites for good practices and assistance in implementing Transportation Performance Management and PBPP.</li> </ul>	<p>This work will be completed prior to the next update to the RTP, and will either result in an amendment to the plan or will be incorporated into the 2023 update. Once the new policy has been adopted into the RTP (either through amendment or a scheduled update), it will then apply to subsequent MTIP updates.</p>		



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.

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

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## **2020 Metro Self-Certification**

### **1. Metropolitan Planning Organization Designation**

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of federal planning rules as defined in Title 23 of U.S. Code Part 450 Subpart C and Title 49 of U.S. Code Part 613 Subpart A, the Oregon Transportation Planning Rule, which implements Statewide Planning Goal 12, and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with and supports the region's land use plans, and meets federal and state planning requirements.

Metro is governed by an elected regional council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

### **2. Geographic Scope**

The Metropolitan Planning Area boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

The Metropolitan Planning Area (MPA) boundary is a federal requirement for the metropolitan planning process. The boundary is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

The current boundary was updated and approved by the Governor of Oregon in July 2015 following the release of the new urbanized area definitions by the Census Bureau. The planning area boundary includes the urbanized area, areas within the Metro jurisdictional boundary, urban reserve areas representing areas that may urbanize within the next 20 years, and the areas around 5 key transportation facility interchanges adjacent to and that serve the urban area.

### **3. Responsibilities, Cooperation and Coordination**

Metro uses a decision-making structure, which provides state, regional, and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

#### **Joint Policy Advisory Committee on Transportation**

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

#### **Bi-State Coordination Committee**

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use.

#### **Metro Policy Advisory Committee**

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management

- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the Regional Transportation Plan is developed to meet Federal transportation planning guidelines such as FAST Act and MAP-21, the Oregon Transportation Planning Rule, and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation, land use, and environmental concerns.

#### **4. Metropolitan Transportation Planning Products**

##### **a. Unified Planning Work Program**

The Unified Planning Work Program (UPWP) is developed annually by Metro as the MPO for the Portland metropolitan area. It is a federally - required document that serves as a tool for coordinating federally-funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, Port of Portland, FHWA and FTA. Additionally, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with annual adoption of the UPWP.

##### **b. Regional Transportation Plan (RTP)**

The RTP must be prepared and updated every 4 years and cover a minimum 20-year planning horizon with air quality conformity and fiscal constraint.

##### **Scope of the planning process**

The metropolitan planning process shall provide for consideration of projects and strategies that will:

- a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety of the transportation system for motorized and non-motorized users;
- c. increase the security of the transportation system for motorized and non-motorized users;
- d. increase the accessibility and mobility of people and for freight;
- e. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- g. promote efficient system management and operation; and
- h. emphasize the preservation of the existing transportation system.

Metropolitan planning organizations (MPOs) must establish and use a performance-based approach to transportation decision making and development of transportation plans to support the national goal areas:



- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

#### **Elements of the RTP**

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A description of the performance measures and performance targets used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities

#### **c. Metropolitan Transportation Improvement Program**

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects

in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality regulations. These activities require special coordination with staff from U.S. Department of Transportation, U.S. Environmental Protection Agency, Oregon Department of Environmental Quality, Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies.

The 2021 -24 MTIP was adopted in July 2020 and was incorporated into the 2021 -24 STIP. Amendments to the MTIP and development of the 2024 -27 MTIP are included as part of the Metropolitan Transportation Improvement Program work program.

The short-range metropolitan TIP includes the following required elements:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors and making progress toward adopted transportation system performance targets.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2020. All prior year obligation reports are available on the Metro website.

**D. Congestion Management Process (CMP)**

The 2007 SAFETEA-LU federal transportation legislation updated requirement for a Congestion Management Process (CMP) for metropolitan planning organizations (MPOs) in Transportation Management Areas (TMAs – urban areas with a population exceeding 200,000), placing a greater emphasis on management and operations and enhancing the linkage between the CMP and the long-range regional transportation plan (RTP) through an objective-driven, performance-based approach. MAP-21 retained the CMP requirement while enhancing requirements for congestion and reliability monitoring and reporting. The most recent federal transportation legislation, FAST Act, retained the CMP requirement set forth in MAP-21.

A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region's CMP will continue to advance the goals of

the 2014 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

The goal of the CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. As part of federal transportation performance and congestion management monitoring and reporting, Metro also continues to address federal MAP-21 and FAST Act transportation performance monitoring and management requirements that were adopted as part of the 2018 Regional Transportation Plan (RTP). The performance targets are for federal monitoring and reporting purposes and are coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region's Congestion Management Process, the 2018 policy guidance on safety, congestion and air quality, and complements other performance measures and targets contained in Chapter 2 of the 2018 RTP.

#### **E. Air Quality**

The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

While the region is no longer an active Maintenance Area for Ozone precursors or Carbon Monoxide (CO) and therefore is not required to complete air quality conformity analysis and findings for those pollutants for each RTP and MTIP update, the region is still required to comply with the State Implementation Plan (SIP) requirements that were developed and adopted in response to previously being out of compliance for those pollutants. The SIP requirements still in effect include the Transportation Control Measures (TCMs) adopted within the Ozone and CO SIPs.

Most immediately relevant of the TCMs is the requirement to annually monitor the region's motor vehicle miles traveled (VMT) per capita and institute spending and planning requirements if the rate increases significantly. Specifically, if the rate increases by 5% in a year, planning requirements are instigated to investigate the cause and propose remedies to reduce the VMT per capita rate. If the rate increases again in the second year by 5% or more, mandatory spending increases on programs that help reduce VMT would be instituted, potentially redirecting funds from other projects.

Metro also has agreements with the Oregon Department of Environmental Quality to cooperate on monitoring and analyzing emissions for all of the federal criteria pollutants and for other emissions known to impact human health as a part of the transportation planning and programming process. To do so, Metro keeps its transportation emissions model current to federal guidelines.

### **5. Planning Factors**

*Moving Ahead for Progress in the 21st Century* (MAP-21), passed by U.S. Congress and signed into law by the President in 2012, defines specific planning factors and national goal areas to be considered when developing transportation plans and programs in a metropolitan area. MAP-21 creates a streamlined and performance-based surface transportation investment program and

builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991. The most recent federal transportation funding act, *the Fixing America's Surface Transportation (FAST) Act* continues all of the metropolitan planning requirements that were in effect under MAP-21.

Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, eleven factors defined in federal legislation:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improving transportation system resiliency and reliability;
10. Reducing (or mitigating) the storm water impacts of surface transportation; and
11. Enhancing travel and tourism.

**Table 1: Federal Transportation Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
<p>1. Support Economic Vitality</p>	<ul style="list-style-type: none"> <li>• 2018 RTP policies are linked to land use strategies that promote economic development.</li> <li>• Industrial areas and intermodal facilities identified in policies as “primary” areas of focus for planned improvements.</li> <li>• Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period.</li> <li>• Highway LOS policy tailored to protect key freight corridors.</li> <li>• The 2018 RTP recognizes need for freight linkages to destinations beyond the region by all modes.</li> </ul>	<ul style="list-style-type: none"> <li>• All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities.</li> <li>• Special category for freight improvements in Metro allocation process calls out the unique importance for these projects.</li> <li>• Coordinate with ODOT allocations to support their Transportation Plan Goal 3 of Economic Vitality for all investments, and includes a specific project funding program, the Immediate Opportunity Fund, that supports local development projects which demonstrate job growth.</li> </ul>	<ul style="list-style-type: none"> <li>• 2018 Regional Transit Strategy designed to support continued development of regional centers and central city by increasing transit accessibility to these locations.</li> <li>• HCT improvements identified in the 2018 Regional Transit Strategy for major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.</li> </ul>
<p>2. Increase Safety</p>	<ul style="list-style-type: none"> <li>• The 2018 RTP policies call out safety as a primary focus for improvements to the system.</li> <li>• Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy).</li> </ul>	<ul style="list-style-type: none"> <li>• All Metro allocation projects rated according to specific safety criteria.</li> <li>• All Metro allocation projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.</li> <li>• Coordinate with ODOT</li> </ul>	<ul style="list-style-type: none"> <li>• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.</li> </ul>

**Table 1: Federal Transportation Planning Factors**

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
		All Roads Transportation Safety funding program select projects with proven safety elements to address high crash sites/corridors.	
3. Increase Security	<ul style="list-style-type: none"> <li>The 2018 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system.</li> </ul>	<ul style="list-style-type: none"> <li>Coordinate with ODOT on implementation of their Transportation Plan Goal 5 of Safety and Security.</li> <li>Looking to incorporate recommendations from the current Metro area Emergency Transportation Routes technical study and any follow-up studies into funding programs.</li> <li>TriMet has updated its approach and investments in public safety and security utilizing recommendations from its Transit Public Safety Advisory Committee to address racial justice issues.</li> </ul>	<ul style="list-style-type: none"> <li>System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.</li> </ul>

**Table 1: Federal Transportation Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
4. Increase Accessibility	<ul style="list-style-type: none"> <li>• The 2018 RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system.</li> <li>• The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects.</li> <li>• The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.</li> </ul>	<ul style="list-style-type: none"> <li>• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers.</li> <li>• Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.</li> </ul>
5. Protect Environment and Quality of Life	<ul style="list-style-type: none"> <li>• The 2018 RTP is constructed as a transportation strategy for implementing the region’s 2040-growth concept. The growth concept is a long-term vision for retaining the region’s livability through managed growth.</li> <li>• The 2018 RTP system has been "sized" to minimize the impact on the built and natural environment.</li> <li>• The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species.</li> <li>• The 2018 RTP conforms to the Clean Air Act.</li> </ul>	<ul style="list-style-type: none"> <li>• The MTIP implements the Transportation Control Measures (TCMs) of the air quality SIP for CO and Ozone related emissions..</li> <li>• The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP).</li> <li>• Bridge projects in lieu of culverts have been funded through the MTIP and other regional sources to enhance endangered salmon and steelhead passage.</li> </ul>	<ul style="list-style-type: none"> <li>• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region’s most congested corridors and centers.</li> <li>• HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.</li> </ul>

**Table 1: Federal Transportation Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
5. Protect Environment and Quality of Life (continued)	<ul style="list-style-type: none"> <li>• Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability.</li> <li>• 2018 RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system.</li> <li>• Metro coordinates its system level planning with resource agencies to identify and resolve key issues.</li> </ul>		
6. System Integration/ Connectivity	<ul style="list-style-type: none"> <li>• The 2018 RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy.</li> <li>• The 2018 RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities.</li> <li>• The 2018 RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity.</li> <li>• The 2018 RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region.</li> <li>• The intermodal management system identifies key intermodal links in the</li> </ul>	<ul style="list-style-type: none"> <li>• Projects funded through the MTIP must be consistent with regional street design guidelines and the RTP that has resolved system integration and connectivity issues..</li> <li>• Freight improvements are evaluated according to resolving potential conflicts with other modes.</li> </ul>	<ul style="list-style-type: none"> <li>• Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.</li> </ul>



**Table 1: Federal Transportation Planning Factors**

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
7. Efficient Management & Operations	<ul style="list-style-type: none"> <li>• The 2018 RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation.</li> <li>• Proposed 2018 RTP projects include many system management improvements along regional corridors.</li> <li>• The 2018 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.</li> </ul>	<ul style="list-style-type: none"> <li>• The regional travel options (RTO) and TSMO programs are funded through Metro allocations,</li> <li>• TDM/TSMO is encouraged to be included in the scope of capital projects to reduce SOV pressure on congested corridors.</li> <li>• ODOT also provides funding support to TDM and TSMO programs.</li> <li>• TriMet and SMART both operate TDM and Employer commute reduction programs.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.</li> </ul>
8. System Preservation	<ul style="list-style-type: none"> <li>• Proposed 2018 RTP projects include major roadway preservation projects.</li> <li>• The 2018 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.</li> </ul>	<ul style="list-style-type: none"> <li>• Reconstruction projects that provide long-term maintenance are identified as a funding priority.</li> <li>• The ODOT Fix-It program and TriMet and SMART Preventive Maintenance programs that fund system preservation are two of the largest investment areas in the MTIP.</li> </ul>	<ul style="list-style-type: none"> <li>• The 2018 RTP financial plan includes the 30-year costs of HCT maintenance and operation for planned HCT systems.</li> </ul>
9. Resilience and Reliability	<ul style="list-style-type: none"> <li>• The 2018 RTP policy chapter includes specific system resilience and reliability policies aimed at promoting predictable system management and operation needed to meet broader RTP outcomes,</li> </ul>	<ul style="list-style-type: none"> <li>• Projects funded through the MTIP must be adopted as part of the 2018 RTP and thereby found to be consistent with RTP policies for resiliency and</li> </ul>	<ul style="list-style-type: none"> <li>• HCT projects defined in the 2018 RTP are part of a regional reliability strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.</li> </ul>

**Table 1: Federal Transportation Planning Factors**

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	such as economic vitality and transportation equity.	reliability through systems analysis of proposed RTP investments. <ul style="list-style-type: none"> <li>• MTIP coordination with ODOT’s efforts to incorporate resilience into the Fix-It funding program including the effects of climate change on asset management approach to their maintenance projects.</li> </ul>	
10. Stormwater Mitigation	<ul style="list-style-type: none"> <li>• The 2018 RTP policy chapter includes specific stormwater management policies that shaped the projects and programs in the plan.</li> <li>• Street design best practices for implementing the 2018 RTP stormwater policies were published in the 2019 Designing Livable Streets guidelines.</li> </ul>	<ul style="list-style-type: none"> <li>• Projects funded through the MTIP must be consistent with regional street design policy for stormwater management in the 2018 RTP and the 2019 Livable Streets guidelines that implement the policy.</li> </ul>	<ul style="list-style-type: none"> <li>• HCT projects funded through the MTIP must be designed to be consistent with regional street design policy for stormwater management in the 2018 RTP and the 2019 Livable Streets guidelines.</li> </ul>
11. Enhanced Travel and Tourism	<ul style="list-style-type: none"> <li>• The 2018 RTP policy chapter includes specific system management policies aimed at promoting economic vitality, including travel and tourism as key components of the regional economy.</li> <li>• Proposed 2018 RTP projects were evaluated for consistency with regional policies as part of plan adoption.</li> </ul>	<ul style="list-style-type: none"> <li>• Projects funded through the MTIP must be adopted as part of the 2018 RTP and thereby found to be consistent with RTP policies for promoting economic vitality, including enhancing travel and tourism.</li> </ul>	<ul style="list-style-type: none"> <li>• HCT projects defined in the 2018 RTP are part of a regional economic vitality strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.</li> </ul>

- \* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

MAP-21 also requires state DOTs and MPOs to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The MAP-21 national goal areas are:

1. Safety
2. Infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement and economic vitality
6. Environmental sustainability
7. Reduce project delivery delays

## **6. Public Involvement**

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not historically been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for the public to participate in the planning process.

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials and address the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro's public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the federal transportation authorization act, MAP-21. Metro's public involvement policies establish consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

In 2012, Metro created a new public engagement review process, designed to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices.

**Title VI** – In July 2017, Metro completed and submitted its Title VI Plan to ODOT. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning and other agency activities in the region. It includes both a non-discrimination policy and complaint procedure. In December 2019, Metro submitted its updated Limited English Proficiency Plan as part of an updated Title VI Program to FTA. The next Title VI Plan will be released in 2021. The most recent Title VI Annual Compliance Report for ODOT, covering a 12 month period from July 1, 2018, through June 30, 2020 was accepted by ODOT December 30, 2020. The next annual report will be due Oct. 1, 2021, covering July 1, 2020 to June 30, 2021.

**Environmental Justice** – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes.

**Title VI and Environmental Justice in action** – The information from and practices for engaging underserved communities were applied to the 2018 Regional Transportation Plan (RTP) update and the 2018-21 Metropolitan Transportation Improvement Program (MTIP), particularly in the civil

rights assessment, which sought to better assess the benefits and burdens of regional, programmatic investments for these communities. Using the information from the RFFA process and engaging advocates helped define and determine thresholds for analysis of effects on communities of color, with limited English proficiency and with low-income as well as communities of older and younger adults.

Diversity, Equity and Inclusion – In 2010, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro’s diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. Metro initiated the Equity Strategy Program, with the objective of creating an organizing framework to help Metro consistently incorporate equity into policy and decision-making. In 2014 as a result of the work of the diversity action team, Metro’s communication department explicitly identified a community engagement division, with a focus on better engaging historically underrepresented communities. These efforts aim to go beyond current regulations and guidance for engaging and considering the needs of and effects on communities of color, with limited English proficiency and with low incomes, but work in coordination with Metro’s Title VI and Environmental Justice civil rights program. The *Strategic Plan to Advance Racial Equity, Diversity, and Inclusion* was adopted in June 2016.

## **7. Disadvantaged Business Enterprise**

The Metro Disadvantaged Business Enterprise (DBE) seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Ensure that only firms that fully meet 49 CFR 26 eligibility standards are permitted to participate as DBE's;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the market place outside the DBE program.

### **Policy Statement**

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Assistant Director of Administrative Services and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro

nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro  
Contracts Division  
600 NE Grand Avenue  
Portland, Oregon 97232

#### **8. Americans with Disabilities Act**

Metro is committed to ensuring its programs, services, facilities and events are inclusive and accessible to people with disabilities. Over the last two decades Metro has completed reviews of its facilities and periodically reviews its policies and practices for compliance with a variety of laws, including the Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act. Metro also systematically reviews new policies and practices for conformance to the requirements of federal and state civil rights and employment laws and requires design professionals, construction contractors and in-house maintenance staff to follow accessible design and construction standards, including the ADA Standards for Accessible Design and the Oregon Structural Specialty Code, during all new construction and renovations.

Metro provides services for people with disabilities –services include: devices and systems assistive listening devices, signage, American Sign Language or audio described interpretation, open captioning, Braille, etc.

An ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers was completed in July 2018. Many improvements are slated as part of the building's maintenance schedule; a fully specified timeline and budget forecast was developed the following year. The development of the self-assessment and transition plan for the Metro Regional Center building included engagement of staff and the public. The evaluation of programs is underway this year, the self-evaluation and transition plan is expected to conclude in 2021. This process also includes engagement with staff and the public.

#### **9. Lobbying**

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system and will file the Disclosure of Lobbying Activities form pursuant to 31 USC 1352. A Metro employee outside of the Planning & Development Department and MPO staff does provide support to local elected officials who communicate regional priorities for updates to federal transportation policy and project funding to members of Congress (and potentially federal staff in the future). No federal funds are used to support these activities.

## **STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO.21-5165, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2021-22 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

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Date: May 20, 2021

Prepared by: John Mermin  
John.Mermin@oregonmetro.gov

## **BACKGROUND**

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning July 1.

The UPWP is developed by Metro with input from local governments, TriMet, ODOT, the Port of Portland, FHWA, and FTA. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities.

As an MPO, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements, as a prerequisite to receiving federal funds. The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No.21-5156

Additionally, every four years, Metro undergoes a quadrennial certification review (with the Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The most recent quadrennial certification review occurred in December 2020. Metro has provided a table in Appendix A of the 2021-22 UPWP that describes progress in addressing the Federal Corrective Actions included in the 2020 review.

## **ANALYSIS/INFORMATION**

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – this resolution adopts a UPWP for the Portland Metropolitan area, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 420 and title 49, of the Code of Federal Regulations, Part 13. This resolution also certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.
3. **Anticipated Effects** – Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2021 in accordance with established Metro priorities.
4. **Budget Impacts** – Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

## **RECOMMENDED ACTION**

Approve Resolution No.21-5156 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.



**4.2 Resolution No. 21-5177, 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)**

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, May 20, 2021

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.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program  
 Exhibit A to Resolution 21-5177



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> 20889
<b>Project Name:</b> Corridor and Systems Planning (2021)	1	ODOT Type: Planning	<b>MTIP ID:</b> 70871
		Performance Meas: No	<b>Status:</b> 0
		Capacity Enhancing: No	<b>Comp Date:</b> 12/31/2025
		Conformity Exempt: Yes	RTP ID: 11103
		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>	<b>22154</b>
<b>Project Name:</b> Next Corridor Planning (FFY 2022)	2	ODOT Type	Planning			<b>MTIP ID:</b>	<b>71111</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 2022 UPWP allocation year)</b>		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. <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>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
<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>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:</b> Metro		Project Type: Planning	<b>ODOT Key:</b> 22156		
<b>Project Name:</b> Next Corridor Planning (FFY 2024)	4	ODOT Type: Planning	<b>MTIP ID:</b> 71113		
		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 2024 UPWP allocation year)		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. (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>\$ 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:</b> Metro		Project Type:	Planning	<b>ODOT Key:</b> 22146
<b>Project Name:</b> Freight and Economic Development Planning (FFY 2023)	6	ODOT Type	Planning	<b>MTIP ID:</b> 71119
		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> 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		

**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> 22157
<b>Project Name:</b> Regional Travel Options (RTO) Program (FFY 2022)	11	ODOT Type: Planning	<b>MTIP ID:</b> 71106
		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
<b>Short Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2022 UPWP allocation year)		Conformity Exempt: Yes	RTP ID: 11103
		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>Project Name:</b> Stark Street Multimodal Connections	14	<b>ODOT Type:</b> BikePed	<b>ODOT Key:</b> 20330
		<b>Performance Meas:</b> No	<b>MTIP ID:</b> 70946
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).  <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>Capacity Enhancing:</b> No	<b>Status:</b> 1
		<b>Conformity Exempt:</b> Yes	<b>Comp Date:</b> N/A
		<b>On State Hwy Sys:</b> No	RTP ID: 12095
		<b>Mile Post Begin:</b> N/A	RFFA ID: N/A
		<b>Mile Post End:</b> N/A	RFFA Cycle: N/A
		<b>Length:</b> N/A	UPWP: No
		<b>Flex Transfer to FTA:</b> No	UPWP Cycle: N/A
		<b>1st Year Program'd:</b> 2019	Transfer Code: N/A
		<b>Years Active:</b> 3	Past Amend: 2
		<b>STIP Amend #:</b> 21-24-0705	OTC Approval: DIR-Yes
			MTIP Amnd #: 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>
Phase Totals Before Amend:			\$ -	<del>\$ 428,583</del>	<del>\$ 400,001</del>	\$ -	<del>\$ 3,285,795</del>	<del>\$ 4,114,379</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: May 10, 2021  
To: JPACT and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: May 2021 MTIP Formal Amendment & Resolution 21-5177 Approval Request

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## 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?

**TPAC received their official notification and summary overview on May 7, 2021, and now is providing their approval recommendation to JPACT for 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
UPWP Project Reprogramming Actions					
Project #1 Key 20889	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

**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.

**SUPPLEMENTAL TPAC DISCUSSION CONCERNING THE STARK ST PROJECT CANCELATION:**

During their May 7, 2021 meeting, TPAC members raised several questions about how ODOT determined the new Cornelius Pass Hwy ITS project (also part of this amendment bundle) was an acceptable replacement project. As requested by TPAC members, the following provides additional details about the Stark Street cancellation and decision to commit the funding to the Cornelius Pass Hwy ITS project.

1. The Multnomah County Starke Street Multimodal Connections project received a discretionary funding award from ODOT. The discretionary ward originates from ODOT's Enhance program. The programmed federal funds are not from Metro or the Regional

Flexible Fund Allocation (RFFA) program. The project is programmed in the MTIP and STIP in Key 20330.

2. The project's scope and purpose was to 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.
3. As with other discretionary funded projects, the MTIP and STIP programming is based on early cost estimates before the Preliminary Engineering (PE) began. Subsequent reviews and updates to the project indicated the project cost would be significantly higher than the current budget and STIP and MTIP programming showed. The County's ability to cover the additional costs was not guaranteed.
4. Follow-on discussion between Multnomah County and ODOT resulted in Multnomah County requesting that the Stark Street Multimodal Connections project be canceled. The project had not progressed far through the federal transportation delivery process and expenditures against the project were low.
5. Normally, when the lead agency requests cancelation of a transportation grant award, the funds are relinquished back to the grantor. In this case, the grantor is ODOT. Once the funds are relinquished, the grantor can re-purpose the funds contingent upon need, eligibility of the funds, geographic balancing, or other factors which are under the control of the grantor. For ODOT, their options basically ranged from re-purposing the funds to another project across the state, allocating the funds to a project within Region 1, or plan on committing the funds to a future STIP project.
6. Because federal transportation funds possess various eligibility requirements (e.g. shelf-life obligation requirements, and/or other restrictions or use parameters), the grantor has to address the eligibility and restrictions for the funds when considering their repurposing. No black-and-white standardized repurposing process usually exists for the grantor to follow when funds are relinquished. The grantor will weigh fund use eligibility, shelf-life obligations, ease of reimbursement, location, and other factors when determining their repurposing options.
7. For the Stark Street Multimodal Connections project, once ODOT approved the funds to be relinquished, their re-purposing process considered of the following:
  - a. The ODOT Region 1 Manager in conjunction with the Area Manager West, based on recommendations from Traffic and Operations team, decided this was best use of funds to keep money in the county and improve the safety and operational issues that need to be addressed on the acquired highway.
  - b. Specifically, the ODOT Region 1 Traffic section looked at this stretch of highway and determined several safety and operational improvements (ITS, signing, striping) that could be made for the benefit of the traveling public. These could be designed and installed relatively quickly so travelers will see the safety benefits soon. This has the added benefit of building upon the current ITS project immediately already under design in this corridor (K21500).
  - c. Region 1 did not get additional resources to manage this new state highway in the near term, so this is an opportunity to invest in safety there before more funds become available in the 24-27 STIP cycle.



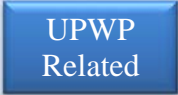
8. In this specific case, ODOT determine the best repurposing use for the funds was to keep them in Region 1 within Multnomah County, but re-allocate them to support a more direct safety improvement project on Cornelius Pass Hwy.

**PROJECT SUMMARY OVERVIEWS**

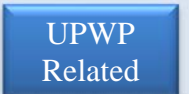
A detailed summary of the UPWP projects being reprogrammed out to FY 2025 are listed below. They are grouped together based on their purpose and funding categories. They are followed by the Multnomah County Stark Street cancelation and the new Cornelius Pass Hwy project.

<b>Projects 1-4:</b>	<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>		UPWP Related
Lead Agency:	Metro		
ODOT Key Number:	20889 22154 22155 22156	MTIP ID Number:	70873 71111 71112 71113
Projects Description:	Project Snapshot: <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></li> </ul>		

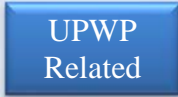
	<p>The projects are not defined at this time. However, as planning projects, they will be considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and are exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.</p> <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>																														
<p>What is changing?</p>	<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>																														
<p>Additional Details:</p>	<p>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.</p>																														
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, moving funds from a fiscally constrained year to unconstrained year requires a formal amendment.</p>																														
<p>Total Programmed Amount:</p>	<p style="text-align: center;"><b>Programming remains unchanged for the identified projects</b></p> <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>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
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<p>Added Notes:</p>	<p>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.</p>																														

<p><b>Project 5-7:</b></p>	<p><b>Freight and Economic Development Planning (FFY 2022) (Key 22145)</b>  <b>Freight and Economic Development Planning (FFY 2023) (Key 22146)</b>  <b>Freight and Economic Development Planning (FFY 2024) (Key 22147)</b></p>		
<p>Lead Agency:</p>	<p><b>Metro</b></p>		
<p>ODOT Key Number:</p>	<p><b>22145</b>  <b>22146</b>  <b>22147</b></p>	<p>MTIP ID Number:</p>	<p>71118  71119  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><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>																														
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<p><b>Projects 8-10:</b></p>	<p><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></p>	
<p>Lead Agency:</p>	<p><b>Metro</b></p>	
<p>ODOT Key Number:</p>	<p><b>22151</b>  <b>22152</b>  <b>22153</b></p>	<p>MTIP ID Number: 71131  71132  71133</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 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> </ul>	

	<ul style="list-style-type: none"> <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>   <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><u>AMENDMENT ACTION: REPROGRAM FUNDS</u></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>																								
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<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:</p>	<p>71106  71107  71108</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>• <b>FTA Conversion Code: 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> </ul> </li> </ul>		

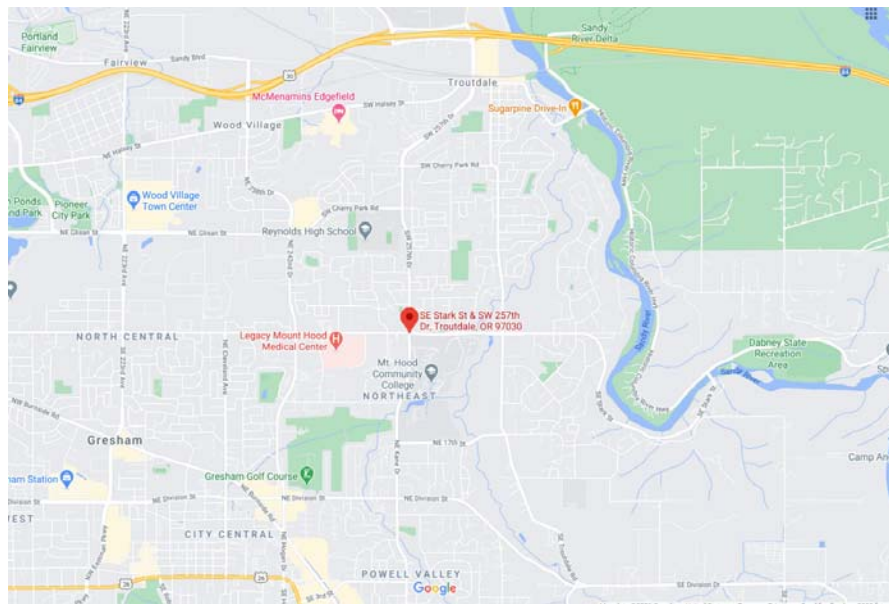
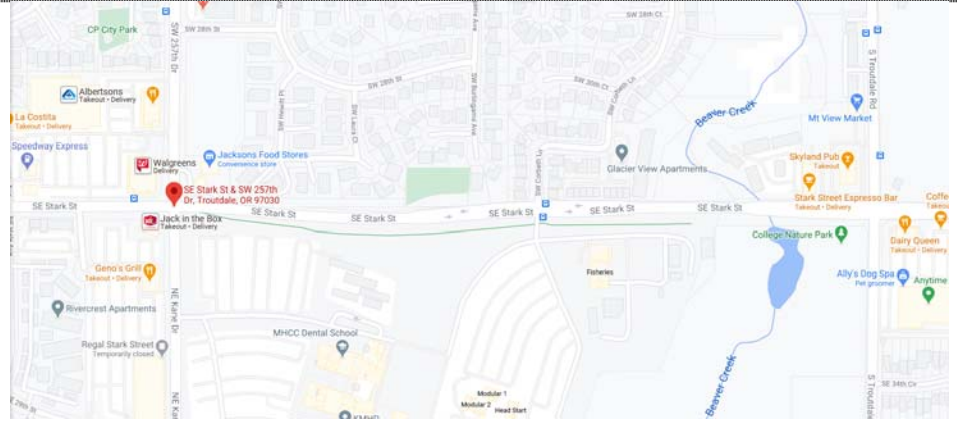
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What is changing?	<p><b>AMENDMENT ACTION: REPROGRAM FUNDS</b></p> <p>The formal amendment completes reprograms the RTO funds out to FY 2025 to avoid conflicts with the Obligation Targets program.</p>																								
Additional Details:	<p>The 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 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.</p>																								
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, shifting committed funds from constrained years into unconstrained years requires a formal/full amendment complete.</p>																								
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**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> No</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></li> </ul>		

	<p>Key 20330 is primarily funded with ODOT discretionary federal funds awarded from their Enhance program.</p> <ul style="list-style-type: none"> <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 air quality conformity analysis per 40 CFR 93.126, Table 2 – Air Quality – Pedestrian and Bicycle facilities</li> <li>• <u>Regional Significance Status:</u> 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>• <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 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>Project Location Information</p>





Why a Formal amendment is required?

Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project from the MTIP requires a formal/full amendment.

Total Programmed Amount:	Key 20330 decreases in total project funding from \$4,114,379 to \$0
Added Notes:	OTC approval was not required, but approval from the ODOT Director was required.

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

- o Metro approval date: Tentatively scheduled for June 10, 2021

**AMENDMENT ACTION: ADD NEW PROJECT**

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.

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.

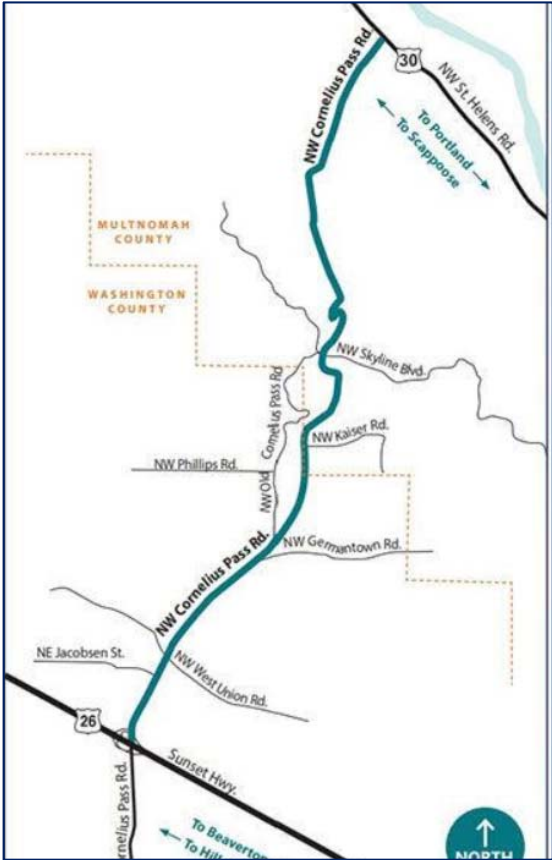
The newly acquired Cornelius Pass Highway is in need of operational and safety improvements as soon as eligible funding is identified. The cancellation of the Stark Street Multimodal Connections project will free up \$3,143,965 in federal funds that could be applied to ITS improvements on Cornelius Pass Highway. In addition, Region 1 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.

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.

What is changing?

For the Stark Street Multimodal Connections project, once ODOT approved the funds to be relinquished, their re-purposing process considered of the following:

- a. The ODOT Region 1 Manager in conjunction with the Area Manager West, based on recommendations from Traffic and Operations team, decided this was best use of funds to keep money in the county and improve the safety and operational issues that need to be addressed on the acquired highway.
- b. Specifically, the ODOT Region 1 Traffic section looked at this stretch of highway and determined several safety and operational improvements (ITS, signing, striping) that could be made for the benefit of the traveling public. These could be designed and installed relatively quickly so travelers will see the safety benefits soon. This has the added benefit of building upon the current ITS project immediately already under design in this corridor (K21500).
- c. Region 1 did not get additional resources to manage this new state highway in the near term, so this is an opportunity to invest in safety there before more funds become available in the 24-27 STIP cycle.

<p>Additional Details:</p>	<p style="text-align: center;">Project Location Information</p>  <p>The map displays the project location in the northwest corner of Multnomah County, Oregon, which is adjacent to Washington County. The project route is highlighted in green and follows NW Cornelius Pass Rd. Key roads shown include NW St. Helens Rd, NW Skyline Blvd, NW Kaiser Rd, NW Phillips Rd, NW Gemantown Rd, NW West Union Rd, and Sunset Hwy. Highway shields for 30 and 26 are visible. Directional arrows indicate routes 'To Portland / To Scappoose' and 'To Beaverton / To Hillsboro'. A north arrow is located in the bottom right corner of the map.</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	
<b>Type of Change</b>	
<b>FULL AMENDMENTS</b>	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> <li>• Change in project termini - greater than .25 mile in any direction</li> <li>• Changes to the approved environmental footprint</li> <li>• Impacts to AQ conformity</li> <li>• Adding capacity per FHWA Standards</li> <li>• Adding or deleting worktype</li> </ul>	
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> <li>• FHWA project cost increase/decrease:                             <ul style="list-style-type: none"> <li>• Projects under \$500K – increase/decrease over 50%</li> <li>• Projects \$500K to \$1M – increase/decrease over 30%</li> <li>• Projects \$1M and over – increase/decrease over 20%</li> </ul> </li> <li>• All FTA project changes – increase/decrease over 30%</li> </ul>	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
<b>ADMINISTRATIVE/TECHNICAL ADJUSTMENTS</b>	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

- 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      |
| ● TPAC notification and approval recommendation.....            | May 7, 2021         |
| ● <b>JPACT approval and recommendation to Council.....</b>      | <b>May 20, 2021</b> |

- 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:**

**TPAC received their official notification and summary overview on May 7, 2021, and now is providing their approval recommendation to JPACT for 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.**

- TPAC notification and approval recommendation date: May 7, 2021

Attachments: None



### **4.3 Consideration of the April 15, 2021 JPACT Minutes**

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, May 20, 2021



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

April 15, 2021

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)  
Juan Carlos González  
Christine Lewis  
Roy Rogers  
Jessica Vega Pederson  
Paul Savas  
Temple Lentz  
Anne McEnerny-Ogle  
Rian Windsheimer  
Curtis Robinhold  
Nina DeConcini  
  
Steve Callaway  
Travis Stovall  
Kathy Hyzy  
Sam Desue

AFFILIATION

Metro Council  
Metro Council  
Metro Council  
Washington County  
Multnomah County  
Clackamas County  
Clark County  
City of Vancouver  
Oregon Department of Transportation  
Port of Portland  
Oregon Department of Environmental Quality  
(ODEQ)  
Cities of Washington County  
Cities of Multnomah County  
Cities of Clackamas County  
Trimet

MEMBERS EXCUSED

Jo Ann Hardesty  
Carly Francis

AFFILIATION

City of Portland  
Washington State Department of Transportation

ALTERNATES PRESENT

Kathryn Harrington  
Scott Langer  
JC Vannatta  
Chris Warner  
Jef Dalin

AFFILIATION

Washington County  
Washington State Department of Transportation  
TriMet  
City of Portland  
Cities of Washington County

OTHERS PRESENT: Caleb Winter, Chris Smith, Grace Cho, Erin Doyle, Matt Ransom, Mike Bezner, Nafisa Fai, Shoshana Cohen, Stephen Roberts, Tom Ellis, Will Farley, Chris Fick, Glen Bolen, Jaimie Huff, Jeff Gudman, Jeff Owen, John Williams, Jon Makler, Katherine Kelly, Kelsey Lewis, Kim Bria, Lake McTighe, Lisa Hunrichs, Sarah Iannarone, Will Farley

STAFF: Alex Oreschak, Margi Bradway, Carrie MacLaren, Dan Kaempff, Tyler Frisbee, Kim Ellis, Elizabeth Mros-O'Hara, Kate Fagerholm, Connor Ayers, and Jaye Cromwell.

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

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

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

**2. PUBLIC COMMUNICATION ON AGENDA ITEMS**

There were none.

**3. UPDATES FROM THE CHAIR**

Chair Craddick announced that some adjustments would be made to the meeting in an effort to make it run more efficiently. The member updates would be moved to the end of the meeting and the chat function was activated. She asked for JPACT members to send any suggestions they may have to make the meetings run smoothly.

She asked Metro Staff Margi Bradway to read the names of those that have died in traffic accidents in Clackamas, Multnomah, and Washington Counties.

Ms. Bradway shared the names and ages of victims during the month of March:

Inna Danilovna Bosovik, 36, Susan Kay Sturdavant, 65, Galdino Salazar Jr., 36, Morise Messiah Smith, 21, Baylei Mead, 9, and three unknown persons.

Chair Craddick announced that this would be Commissioner Roy Rogers' last meeting and introduced a letter written by Congresswoman Susan Bonamici.

Chair Harrington honored Commissioner Rogers for his decades of service in the field of transportation. She highlighted some of the work he has done in the region and thanked him for his service.

Chair Craddick thanked her and asked if members would like to make a comment.

Mayor Steve Callaway acknowledged Commissioner Roger's years of experience and expressed gratitude for his advice early in the Mayor's career.

General Manager Sam Desue thanked Commissioner Rogers for his long partnership with TriMet.

Manager Rian Windsheimer noted Commissioner Roger's leadership on numerous committees and expressed appreciation for his teamwork.

Commissioner Jessica Vega Pederson expressed appreciation for the way that Commissioner Rogers shares his experience on JPACT.

Councilor Juan Carlos Gonzalez thanked Commissioner Rogers for his service and leadership in Washington County.

Commissioner Paul Savas acknowledged that he has been a great asset to the region and expressed appreciation for his statesman conduct.

Councilor Christine Lewis thanked Commissioner Rogers for his years of service.

Administrator Nina DeConcini thanked Commissioner Rogers for his helpfulness and guidance.

PBOT Director Chris Warner thanked Commissioner Rogers for his mentorship.

Mayor Travis Stovall expressed appreciation for the strong foundation that Commissioner Rogers has laid for the region.

Chair Craddick added that Commissioner Rogers is a highly respected statesman in the region. She thanked him for his kindness and support throughout the region.

Commissioner Rogers thanked members for their comments. He advised members to speak as a region and stick together.

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

**MOTION:** Mayor Callaway moved to accept the consent agenda. Mayor Anne McEnery-Ogle seconded the motion.

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

#### **5. INFORMATION AND DISCUSSION ITEMS**

##### **5.1 Regional Congestion Pricing Study, Findings**

01/21/2021 JPACT

Minutes 3

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Chair Craddick introduced Metro Staff Elizabeth Mros O'Hara and Metro Staff Alex Oreschak. She explained that it is a technical study to evaluate congestion pricing as a tool to accomplish regional transportation priorities.

*Key elements of the presentation included:*

Ms. Mros-O'Hara explained that the goal of the presentation was to go over the findings of the study and to get feedback from JPACT members. The study is starting to show results of different types of pricing and their impacts. The overall goal of the study is to inform and educate people on how congestion pricing can be used to meet traffic demand and climate goals. The study does not recommend a project, but the expected outcomes will inform future discussions and efforts of PBOT and ODOT. Ms. Mros-O'Hara gave an overview of the key performance measures of the study. She listed the key measures of vehicle miles traveled, percentage of people using different modes of travel, accessibility to jobs, vehicle delay, emissions, and costs. She acknowledged that the model is not the best for understanding safety.

Mr. Oreschak explained the four tools used in the study of vehicle miles traveled fee, cordon pricing, roadway pricing, and parking pricing. He gave an overview of the 8 scenarios that the study looked at to compare effects of charges and the amounts charged. He highlighted maps of the region which displayed the effects of different charge scenarios. He summarized the scenario performances and the tradeoffs for implementing different pricing scenarios. He noted that VMT and parking scenarios were the most successful at meeting regional goals, while cordon and roadway scenarios had more mixed results.

Ms. Mros-O'Hara discussed the upcoming Congestion Pricing Expert Review Panel that will discuss congestion pricing. She shared the panel members and the form of the panel.

*Member discussion included:*

Commissioner Savas asked if there was a map that considered the economic impacts on businesses.

Ms. Mros-O'Hara answered that the project is very high level. She agreed that a congestion pricing project would need to take economic impacts into account, and it would be something to explore in the future.

Commissioner Savas noted that in his experience as a business owner getting people to work easily is very important.

Commissioner Rogers agreed that congestion pricing would have a major impact on businesses. He noted that businesses vote with their feet and could potentially leave the region. He also expressed uncertainty of the legal implications of charging for road use.

Director Curtis Robinhold expressed enthusiasm for the range of options and an interest in hearing panelists talk about mitigation strategies.

Councilor Kathy Hyzy expressed an interest in asking panelists about workforce housing's role in congestion pricing. She also asked for the panel to bring in thinking about climate goals and creating a successful system outside of cost considerations.

Mayor Stovall emphasized the necessity of discussing how equity and access to jobs can be implemented.

Mr. Windsheimer noted the importance of pricing measures and emphasized that this study would inform future work on the impacts of diversion, the economy, equity, and workforce.

Ms. Mros-O'Hara thanked everyone for their comments.

## **5.2 JPACT Federal Policy Discussion**

Metro Staff Tyler Frisbee informed members that she has been working with their staff to update the federal policy agenda and that more information could be found in the slideshow distributed to members.

## **5.3 Regional Mobility Policy Update**

Chair Craddick explained that Metro and ODOT are working to redefine mobility when creating plans. She introduced Metro Staff Kim Ellis and ODOT Staff Glen Bolen.

*Key elements of the presentation included:*

Ms. Ellis explained that today they would be reintroducing JPACT members to the project and seeking direction from engagement opportunities. The project purpose is to redefine mobility in a more holistic way and to find better ways of measuring mobility

in the region. She explained that the work is focused on the system planning level as well as comprehensive plan amendments and zoning changes. Ms. Ellis then gave an overview of the timeline of the project. The goal is to finish the work by March of next year so that it can be used in the next regional transportation plan update.

Ms. Ellis noted that the Oregon Transportation Commission has been developing their strategic action plan priorities. The work done aligns with the commissions goals of equity, modernization, and transportation funding. She noted that the commission considers accessibility, mobility, climate, and congestion relief key aspects of a modern transportation system.

She noted that there are factsheets online that explain how current mobility policy is being used throughout the region. She gave an overview of the key themes and observations gained from the project. She noted that a focus should be to ensure local plans are consistent with the broader system plan.

Ms. Ellis highlighted the engagement that has been done in the past and stakeholder definitions of mobility. She emphasized that people have different definitions of mobility and gave an overview of the elements included in the draft mobility policy. She highlighted the key aspects of the work which included reliable predictions of how long it would take people to travel, safety, and options for travel. She noted that the streets serve many different functions that can vary depending on the land use context, which could change how mobility is measured. She gave an overview of the draft measures that the project had gone through that align with policy goals. In the near future staff would be testing different measures and examining their impacts more closely.

*Member discussion included:*

Commissioner Savas expressed appreciation that mobility is a major lens for looking at transportation in the region. He noted that congestion is a symptom and wondered if the emphasis should focus more on throughput. He stated that the number of vehicles on the road shows a growth in the economy, but there are fewer emissions, indicating we are in a transition period.

Mayor Callaway noted emissions were previously a part of the key elements of consideration and wished for more of a focus on it. He asked how the region is being thoughtful about emissions that disproportionately affect BIPOC communities.

Ms. Ellis responded that they had gotten feedback to match up to priority areas and thanked Mayor Callaway and Commissioner Savas for the input.

## **6. UPDATES FROM JPACT MEMBERS**

*There were none.*

**7. AJOURN**

Chair Craddick adjourned the meeting at 8:57 am.

Respectfully Submitted,

*Connor Ayers*

Connor Ayers  
Recording Secretary



**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 15, 2021**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
3.0	Presentation	04/15/21	March Traffic Fatalities	041521j-01
5.1	Presentation	04/15/21	Regional Congestion Pricing Study Presentation	041521j-02
5.2	Presentation	04/15/21	JPACT Federal Policy Update	041521j-03
5.3	Presentation	04/15/21	Regional Mobility Policy Update Presentation	041521j-04



## **5.1 JPACT Federal Policy Discussion**

*Information/ Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, May 20, 2021

Date: May 20, 2021  
To: Members of the Joint Policy Advisory Committee on Transportation  
From: Tyler Frisbee, Deputy Director of Government Affairs and Policy Development  
Subject: JPACT Federal Policy Agenda

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## **I. Previous JPACT Policy Agendas**

JPACT typically adopts a federal legislative policy agenda in addition to regional project requests. In recent years, that agenda has focused on supporting increased multimodal investment, local flexibility and funding, investments in safety, transportation investments to reduce greenhouse gas emissions, and resiliency. The goal has been to support federal level policy that better aligns with the needs and goals of the region and help position jurisdictions in the region to better compete for federal funds.

## **II. Development of the 2021 JPACT Policy Agenda**

During the Trump-Pence Administration, there was considerable uncertainty surrounding federal transportation legislation and the obligation of already-appropriated dollars. Reflecting that reality, JPACT's policy agendas focused on making sure that appropriated federal funding was actually obligated. However, the Biden Administration as well as Senate and House Leadership have made it clear that Infrastructure Week might actually be coming soon. Oregon's congressional delegation is extraordinarily well-positioned to help bring federal monies home to the region and to advance federal transportation policies that support and amplify our successes in Oregon and the greater Portland region. The JPACT Policy Agenda was developed by local and regional staff to advocate for policy and programmatic changes within the federal transportation program that will help our region achieve its goals.

The policy agenda was developed using the following questions:

- What federal transportation policies need to change in order to help the region meet its goals?
- What key needs does the region have that need to be met at the federal level and that other entities across the country share?
- What policy changes are being supported by other, national organizations where JPACT can play a strong supporting role?
- How can the region support a robust transportation bill that helps improve the functionality of our transportation system and helps us meet our racial equity, safety and Climate Smart Strategy goals?

## **III. 2021 JPACT Policy Agenda Updates**

Given the new political landscape, regional and local staff have been working with our lobbying teams to identify potential updates to the JPACT federal transportation legislative

agenda. Staff have updated the document to reflect new policy approaches, based on JPACT's adoption of the 2018 Regional Transportation Plan, and the new political environment in Washington.

The structural change to the policy agenda is that policies are no longer grouped by legislative title, but are instead grouped under major principles. This is intended to better communicate JPACT's values and to make it easier for congressional staff to navigate. The principles, and the maintained and updated policies that fall under each principle, are highlighted below:

- **Robustly fund multimodal transportation projects and transportation planning**
  - Maintained from previous documents
    - Continue JPACT's support for a robust, multimodal transportation bill
    - Support local and state innovative funding mechanisms such as the mileage based user fee
    - Support the Projects of National and Regional Significance program
    - Increase the federal match for the Capital Investment Grants program
  - 2021 Updates
    - Decrease focus on user-fee revenue mechanisms (such as the gas tax) as the preferred funding method for transportation
- **Use transportation investments to reduce greenhouse gas emissions from the transportation sector, improve safety on our roads, and improve the resiliency and functionality of our transportation system**
  - Maintained from previous documents
    - Support reinstatement of greenhouse gas emissions performance targets, and create vehicle-miles-travelled performance target for states and metropolitan regions
    - Continue to provide funding and policy support for multimodal projects
    - Increase investment in transit and active transportation projects
    - Continue to support national Vision Zero program
    - Incorporate resiliency and adaptation as higher priorities in federal grant programs
    - Support multi-jurisdictional and multi-disciplinary regional and state disaster planning efforts
  - 2021 Updates
    - Sub-allocate Highway Safety Improvement Program to direct funding to the local level to target data-driven safety concerns and support capital safety projects
    - Increased focus on disaster response, not just disaster planning, and broaden focus to include fire and landslide disasters, not just earthquake resiliency

- **Ensure that transportation investments support improved outcomes for everyone, particularly people of color, who have historically been underinvested in or harmed by transportation funding and policy**
  - 2021 Updates
    - Support required racial equity analysis in federal grant applications and tolling programs
    - Support efforts at increasing apprenticeship and workforce training as part of federalized transportation projects
    - Support incentives in Capital Investment Grant program for increased affordable housing options along transit lines
- **Invest locally and support local engagement, direction, and planning of the transportation system**
  - Maintained from previous documents
    - Increase suballocation at the local and regional level
    - Create grant program to facilitate improvements on, maintenance and jurisdictional transfer of orphan highways
    - Support local and state flexibility in developing projects and policies regarding autonomous vehicles, pricing programs, regional freight systems, data collection, and system management
  - 2021 Updates
    - Emphasize the need for the CMAQ program to support areas that have moved from nonattainment to attainment
- **Improve transit access and impact, and help build more transit projects across the country**
  - Maintained from previous documents
    - Increase maximum federal contribution to Small Starts projects, and expand Small Starts project eligibility to include system improvements, rather than specific bus lines
    - Recognize the past performance of agencies in delivering Capacity Investment Grant programs
    - Support multimodal projects that combine transit system improvements
    - Accelerate the transition to zero-emission bus fleets
    - Support technology improvements for fare payments, system management, etc.
  - 2021 Updates
    - Modify Core Capacity thresholds for light rail vehicles

### III. Next Steps

Given the ongoing COVID-19 pandemic, the traditional JPACT Washington DC trip will not take place this year. That trip has historically been the time when JPACT discusses its policy

agenda and project priorities with our delegation. Assuming that JPACT supports the policy agenda, staff will work with congressional offices to set up virtual meetings with our congressional delegation in early June, depending on the legislative calendar.

# Joint Policy Advisory Committee on Transportation Federal Policy Agenda

JPACT appreciates the Oregon delegation's advocacy for a more robust, safe, and sustainable transportation system. We are excited by clear signaling from congressional leaders and the Biden Administration on their commitment to a large transportation and infrastructure bill. We appreciate their clear acknowledgment and agree that these types of investments can put people back to work, rebuild our economy, reduce greenhouse gas emissions, and improve the quality of life for all Americans, particularly individuals and communities traditionally and historically harmed by previous policies and investments.

## Policy Principles

JPACT's federal agenda is focused around five key themes. We are excited to see many of these themes already reflected in the Moving Forward Act and President Biden's Build Back Better proposal, and look forward to working with you to turn these principles into policy:

1. Robustly fund multimodal transportation projects and transportation planning
2. Use transportation investments to reduce greenhouse gas emissions from the transportation sector, improve safety on our roads, and improve the resiliency and functionality of our transportation system
3. Ensure that transportation investments support improved outcomes for everyone, particularly people of color, who have historically been underinvested in or harmed by transportation funding and policy
4. Invest locally and support local engagement, direction, and planning of the transportation system
5. Improve transit access and impact, and help build more transit projects across the country

JPACT's policy requests for each principle are detailed below.

### [Robustly fund multimodal transportation projects and planning](#)

The greater Portland area is demonstrative of the power of transportation investment to help nurture, grow, and support communities and economic development. JPACT has long supported efforts to increase transportation funding. Now, more than ever, those efforts are needed to help put people back to work; building a more efficient, affordable, greener, transportation system that helps everyone access the transportation system they need. JPACT supports all proposals on the table to increase transportation funding.



In particular, JPACT supports policies that will:

- Implement increased long-term, stable funding that supports maintaining and upgrading the federal highway and transit system
- Fund multi-modal transportation projects, through formula funding and competitive grant programs such as RAISE and INFRA
- Provide dedicated funding for complex, multi-modal, hard to finance bridge projects such as the proposed Projects of National and Regional Significance grant program
- Incorporate innovative financing mechanisms, including Build America Bonds and the TIFIA program, recognizing that these provisions are helpful adjuncts to, but do not replace the need for, robust federal funding
- Provide financial support and flexibility for state and local efforts to pilot and implement innovative funding mechanisms such as congestion pricing and mileage-based user fees
- Increase the federal match on transit projects and roadway projects in order to jumpstart building back better and put people back to work
- Dedicate funding to support the facilitation and transfer of orphan highways to local ownership and to ensure that the condition of and infrastructure on these roads reflects their current use

Of particular interest to our region is a need to provide new, significant funding to restore and rehabilitate roads commonly called “orphan highways”. These roads were once farm-to-market highways and state highways that connected population centers, but now serve as roadways that include businesses, transit, neighborhood centers, and main streets. As a result, they have become roads with higher safety risks as conflicts between cars and people walking, biking and taking transit have increased. Creating a new fund to prioritize improvements to these roads that reflect their current, urban uses is vital to meeting climate, safety, and economic development goals.

Use transportation investments to reduce greenhouse gas emissions from the transportation sector, improve safety on our roads, and increase the resiliency and functionality of our transportation system

Transportation is a tool to achieve policy goals, it is not a policy goal in and of itself. The greater Portland region is focused on making our transportation system safer, more affordable, and more accessible. At the federal level, there are key areas where federal help is needed in order to reduce greenhouse gas emissions, increase the resiliency of our transportation system, and improve safety.

Reduce Greenhouse Gas Emissions

In the US and in Oregon, the transportation sector is the largest greenhouse gas contributor. Any meaningful action on climate change must involve the transportation system.

There are many meaningful policy actions that will help address climate change through transportation policy. In particular JPACT supports policies to:

- Reinstatement performance metrics that require the tracking of greenhouse gas emissions, as outlined in the Moving Forward Act, and develop new metrics to track vehicle miles travelled as key indicators of state progress in tackling climate change
- Incentivize the development of regional climate change plans at the metropolitan planning organization level
- Increase investments in electrification of the transportation system including electric vehicles, micro mobility options, and zero emissions transit vehicle infrastructure

Our region has already developed a plan to reduce greenhouse gas emissions created by our transportation system. The Climate Smart Strategy emphasizes the necessity of encouraging people to forgo driving for transit, walking or biking in order to reduce greenhouse gas emissions. These transportation options are only viable options for people when the systems are safe, affordable, efficient, and available. Decades of underfunding our transit and active transportation systems has made it difficult for many people to choose to walk, bike, or take transit. JPACT urges Congress to work to increase the funding available for transit capital, transit operations and service, and walking and biking projects, in order to give people true climate-friendly options.

#### Increase the Resiliency of Our Transportation System

The last year has demonstrated just how vulnerable the greater Portland region's transportation system is to natural disasters and emergency conditions. As the understanding of and concern for a possible Cascadia subduction zone earthquake increases, we must prepare our system to withstand and recover post-earthquake. We also need funding and support to respond to wildfires, landslides, flooding, and other natural disasters, and to undertake the planning to increase our resiliency and improve recovery. There are many ways the federal system interacts with bridges, roadways and other infrastructure in the greater Portland region which serve as critical lifelines in case of natural disasters and other emergencies. JPACT asks Congress to advance resiliency as a key outcome in federal grant programs, dedicate funding to support capital projects to improve resiliency, and acknowledge that resiliency needs differ across the country, from flooding and coastal degradation, to earthquake preparedness and fire safety.

Last year our region experienced unprecedented wildfires in close proximity to our urban areas. We recognized failures within our transportation system in the midst of the crisis as our notifications systems and evacuation routes were bombarded with desperate users. Research and experience also demonstrate that climate change and natural hazards have a disproportionate effect on historically marginalized communities, including Black, Indigenous and people of color (BIPOC); people with limited English proficiency; people with low income; youth; seniors; and people with disabilities. These historically marginalized people and

communities typically have fewer resources and more exposure to environmental hazards, and are, therefore, the most vulnerable to displacement, adverse health effects, job loss, property damage and other effects of climate change and other natural disasters

As a region, we are refining our emergency route planning and we require resources to insure reliable, sufficient transportation routes during these events. We need dedicated funds for planning, interagency coordination, maintenance and capital improvements to strengthen designated lifelines. This type of coordinated, multi-jurisdictional planning is complicated, expensive, and valuable because it helps jurisdictions identify and prioritize needs. In our region, identified needs include the reconstruction of critical bridges (such as the Burnside Bridge and the Abernethy Bridge), building a resilient runway at PDX, and shoring up critical connections across the region to help provide emergency medical treatment, food, water and services after natural disasters. These are big projects that emerge from multi-disciplinary collaboration of emergency management with transportation planning, engineering, operations, transit, port, and public works staff. Local jurisdictions and emergency management agencies need to integrate community resilience building into their planning efforts, which often requires funding beyond what is available. This also means including all communities in this work to ensure that a broad cross section of community voices are represented and that these communities are provided meaningful opportunities to shape the outcomes.

JPACT encourages the federal government to support these types of planning projects with resiliency planning grants, and to help fund the projects that are prioritized through these coordinated planning efforts to make our region's transportation system more resilient. Investing now will also help accelerate response and recovery times within the region and help ensure equitable outcomes.

### Improve Safety

The last ten years have seen a significant increase in the number of people hit or killed on roadways in the greater Portland area. Our region has a Vision Zero goal and a safety plan, and we believe that the federal government should be a partner to local, regional, and state governments that are working to protect lives. The region supports the American Jobs Plan \$20 billion to improve road safety for all users, including increases to existing safety programs and a new Safe Streets for All program to fund state and local 'vision zero' plans and other improvements to reduce crashes and fatalities, especially for people walking and biking. Skyrocketing numbers of people killed while walking or using mobility-assistive devices means that we must ensure that there is adequate funding to address long standing need. In order to address these needs, JPACT supports:

- An increase in Highway Safety Improvement Program (HSIP) dollars so that jurisdictions can undertake complex, multi-modal safety improvements

- Sub-allocation of Highway Safety Improvement Program dollars, to enable local jurisdictions to address safety needs, particularly as the rate of fatal and life-changing crashes on local roads continues to increase
- A rewriting of the MUTCD to prioritize and reflect the safety and mobility needs of multimodal users on US roadways and streets

Ensure that transportation investments support improved outcomes for everyone, particularly people of color, who have historically been underinvested in or harmed by transportation funding and policy

There is a growing awareness of the negative impacts of past transportation investments on the BIPOC community. The Moving Forward Act incorporates several concrete steps that the federal government can take to help transportation agencies consider the impact of projects on people of color, and to create better understanding of the impact that decades of underinvestment and harmful investments have had on communities of color. JPACT supports the policies in the Moving Forward Act that will:

- Require racial justice analysis in tolling/pricing, grant applications, and the national freight and highway system. This analysis should include both wealth development opportunities resulting from contracting and property ownership as well as how investments improve outcomes for the system user.
- Increase apprenticeship funding and workforce training for the construction, maintenance, and operations of transportation systems
- Require grant applications to discuss alignment with needs of BIPOC communities; and
- Propose incentives in the Capital Investment Grant program for increased density and a range of federally, state, and locally funded affordable housing options near transit stations, in order to increase the availability of high quality, transit-accessible affordable housing and affordable transportation opportunities
- Provide support for local anti-displacement efforts that, in tandem with Capital Investment Grant projects, address the impact of transit investment of households and minority-owned businesses.

The region also supports the American Job Plan proposal to allocate \$20 billion for a new program that will reconnect neighborhoods cut off by historic investments and ensure new projects increase opportunity, advance racial equity and environmental justice, and promote affordable access.

Invest locally and support local engagement, direction, and planning of the transportation system

Cities, counties and regional agencies are often uniquely suited to develop, engage with, or identify the transportation needs of the people they serve. Recent transportation authorization bills have acknowledged that a ‘one-size fits all’ policy does not work across a country as vast

and diverse as the United States, and that local funding with appropriate accountability is likely to result in transportation investments that are tailored to local needs and challenges.

As our region has worked to update its Regional Transportation Plan, put together a regional transportation ballot measure, and address increasing congestion, safety, and inequity issues, we have identified several areas where the local and regional role is particularly critical. JPACT requests that any transportation authorization bill:

- Continue and increase the proportion of sub allocated formula funds to local and regional jurisdictions, including CMAQ, TAP and some portion of STBG funds
- Support local and state flexibility in developing, piloting and implementing projects, including data collection and regulation of autonomous vehicles
- Provide federal financial assistance in bringing orphan highways up to a state of good repair and transferring ownership to support better safety, transit, and economic development outcomes
- Require local and regional support for proposed changes or designations to the National Highway System
- Maintain CMAQ's support for attainment areas, in order to ensure that these areas stay in attainment and do not jeopardize the health of current residents

#### [Improve transit access, impact, and help build more transit projects](#)

As our region grows, we are more dependent on efficient, reliable, convenient ways to move people around our region. Increasing the accessibility, frequency, reliability, and speed of our transit system is a key priority as we work to expand the reach and access of transit as a viable option for the community of greater Portland. In addition, we know that increasing transit ridership is critical to helping our region reach our goal of reducing greenhouse gas emissions from the transportation sector by 20% by 2035. Transit is also an economic and social lifeline for many people of color, who are disproportionately likely to be dependent on transit and also have inadequate transit access. JPACT supports the following legislative changes to support a more comprehensive approach to improving transit systems, and ensure that federal funding keeps up with current need:

- Increase the maximum federal contribution to Small Starts projects, and expand Small Starts project eligibility to include systems improvements, rather than just specific bus lines.
- Recognize the past performance of agencies in delivering CIG projects on time and on or under budget when making risk assessments and setting contingency levels for New and Small Starts projects.
- Support multimodal projects that combine transit system improvements alongside significant safety and access improvements.

- Accelerate the transition away from diesel buses to upgrade facilities and infrastructure necessary to purchase, accommodate and maintain zero emission bus fleets.
- Advance the future of mobility by leveraging innovative, transferable and technology agnostic solutions for extended payment, an improved travel experience for all customers, and data frameworks for assessing impacts, improvements and efficiencies in transportation.
- Modify Core Capacity threshold calculations of light rail vehicle loads for square footage available to passengers to recognize variations in design of light rail vehicles, including the distinction of double-ended vehicles.

## Tax Incentives and Transportation

People make decisions based on convenience, safety, accessibility, and affordability. While the tax code itself often unfairly impacts people of color, tax incentives, particularly those applied at the employer level, can help make accessing different transportation options more affordable for everyone. JPACT supports efforts to

This includes:

- Create parity between the employer-tax benefit for transit and parking
- Increase the current limit for the Bicycle Commuter Act, to better reflect the costs of bike commuting
- Make it more affordable for individuals to purchase electric modes of transportation, whether those are vehicles, bicycles, or other electric transportation options

JPACT deeply thanks the Oregon delegation for their work on behalf of the region and the state of Oregon and we look forward to supporting you as best we can in our joint efforts towards a more sustainable, more equitable, and more accessible transportation system.

## **5.2 RFFA 2025-27 Program Direction - Discussion**

*Information/ Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, May 20, 2021

# Memo

**Date:** May 6, 2021  
**To:** JPACT and Interested Parties  
**From:** Dan Kaempff, Principal Transportation Planner  
**Subject:** Input on DRAFT 2025-2027 Regional Flexible Funds Allocation Program Direction

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## **Introduction**

This memorandum summarizes the program direction topics identified from outreach conducted to date and requests any additional input from JPACT at this May meeting prior to a scheduled JPACT action on the Regional Flexible Fund Allocation (RFFA) Program Direction at its July meeting. To date, the significant issues of potential change from the previous cycle, which are described in more detail below, include:

- Refinements to the framework of investment priorities of Equity, Safety, Climate, and Congestion, including how other related project benefits such as Economic Prosperity are considered
- Elimination of the two Step 2 project categories and their associated funding targets
- Inclusion of investment priority Outcomes in the Program Direction that will be measured and evaluated for Step 2 candidate projects

These topics reflect input received during the RFFA workshop process and the retrospective outreach of the previous RFFA cycle. Three workshops were held in Spring 2021 to discuss potential updates to the Program Direction for the 2025-2027 RFFA process.

Staff is requesting JPACT to provide additional input to TPAC and Metro staff in developing a draft Program Direction for action at your July 2021 meeting.

Included in the materials for this meeting is a report detailing the purposes, outcomes and future direction for each of the Step 1 investment programs. This document follows through on established 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 issues relative to Step 1, please raise any questions you may have during the meeting discussion for this item.

**(Please note that this memo is prepared prior to the May 7 TPAC meeting. Staff may bring updated information to JPACT's May 20 meeting, based on TPAC's input.)**

## **Workshop input**

Metro conducted three workshops earlier this year to solicit input on potential updates to the RFFA Program Direction. Workshops were open to the public, and community stakeholders were encouraged to participate, along with TPAC and JPACT members, and elected officials from around the region. Workshop dates were March 10, April 8, and April 28.



Over the course of the three workshops, the discussion evolved from a broad starting point to a more focused discussion. This process was aimed at ensuring all participants had a common understanding of the flexible funds’ purposes and allocation process, listening to participants’ ideas for RFFA program improvements, then working towards creating more specificity around those ideas for use by TPAC in creating a draft RFFA Program Direction document for your consideration.

The primary points of feedback gathered through the workshop process are summarized as follows:

Discussion of RTP Priorities – The four 2018 Regional Transportation Plan (RTP) Investment Priorities should continue as the framework for evaluating RFFA investments. The Step 2 project evaluation should consider projects for how they advance Equity, improve Safety, implement the Climate Smart Strategy, and manage Congestion. Per the 2018 RTP, none of these four priorities is weighted above the others. Workshop feedback did not indicate a clear preference to weight any of the categories in the technical evaluation.


Weighting may occur after the technical evaluation is completed, should TPAC and JPACT wish to do so. 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. 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.

Considering additional project benefits – Workshop participants were asked for their thoughts on considering additional project benefits beyond 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.

*Regional trends and challenges*

Technological change, housing and transportation affordability and displacement, changing demographics and an aging population, and social inequities and disparities are major societal trends and shifts which impact and are impacted by investments in the regional transportation system.

Policies, projects and programs in the RTP seek to address these regional trends and challenges in ways that help achieve the region’s six desired outcomes and make progress on near-term regional priorities for improving safety, advancing equity, implementing the Climate Smart Strategy and managing congestion.



Participants indicated an interest in seeing economic benefits measured. The 2018 RTP identifies economic considerations **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

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

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

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>*

Staff prepared two possible approaches for TPAC's discussion 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.
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>*

If this second option is followed, a fifth rating area would be identified that would show a project's economic impact along with the four RTP priority areas.

Single Step 2 Project Category – Workshop input indicated support to eliminate the Step 2 project categories of Active Transportation/Complete Streets and Freight/Economic Development and their associated funding targets (75%/25%). Participants supported a process that allows projects to be proposed of any mix of mode and function improvements that best advance the RTP 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

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<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](#)

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

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

sources of federal funding allocated to projects in the RFFA/MTIP process, particularly the use of Congestion Mitigation/Air Quality (CMAQ) funds.

*Outcomes-Based Evaluation 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 project 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 clearer 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. 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, location-efficient housing	Equity, Safety
Removes barriers to housing and transportation 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, filling an identified network gap or improvements to transit	Equity, Safety, Climate, Congestion
Improves reliability and travel times, and reduces delay (particularly for transit?)	Equity, Climate, Congestion
Creates new travel choice(s) or increases trips using alternative modes	Equity, Safety, Climate, Congestion
Improves access and reduces delay at to freight sites, industrial centers, and intermodal facilities	Safety, Congestion

<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.”

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.

*Enhanced Transit Corridors* – 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 (ETC) concept. Metro staff is working with TriMet staff to explore possible approaches to leverage resources.

### **Discussion**

- Are there questions on any of these proposed approaches or updates to the RFFA Program Direction?
- What input does JPACT wish to provide on these proposed updates to the RFFA Program Direction?

### **Next Steps**

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).



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.

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## **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.

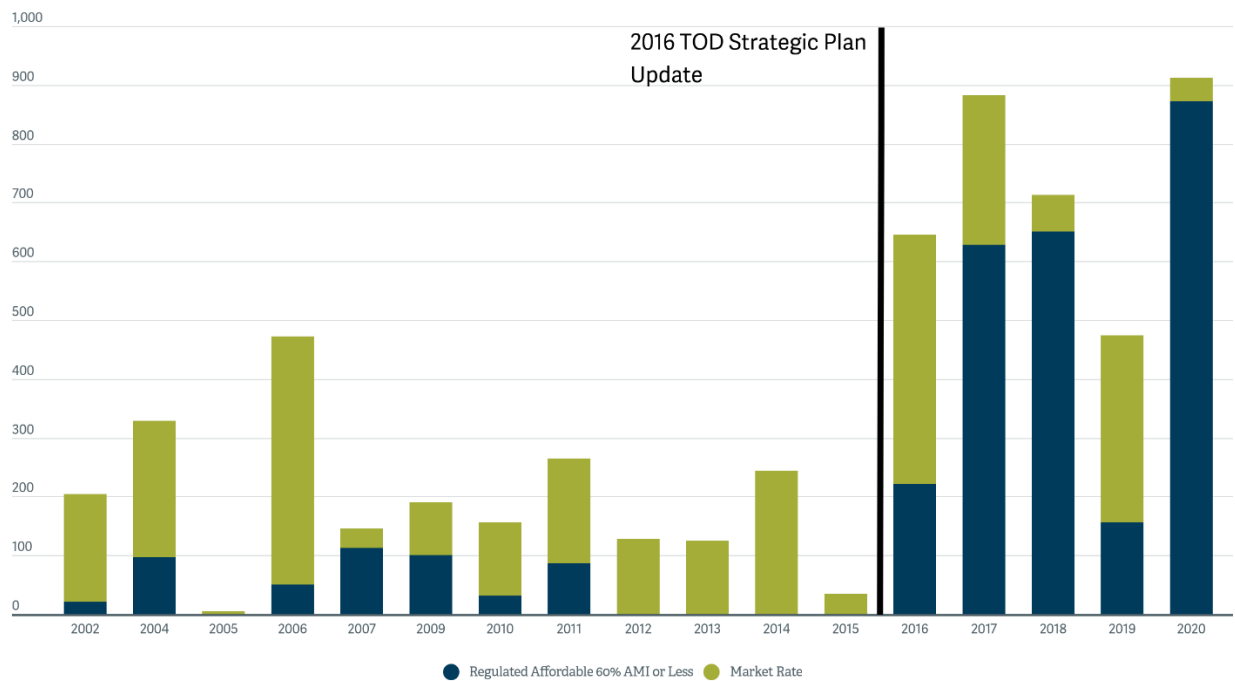
Since 1998 the Program has supported the creation of over 7,300 housing units (of which 3,200 are affordable), and 76,000 square feet of commercial space. Metro estimates that the more efficient development pattern of TOD Program-supported projects preserves over 1,100 acres of land when compared to 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.

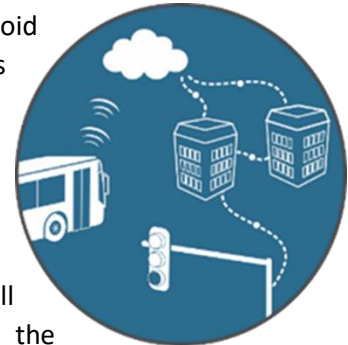
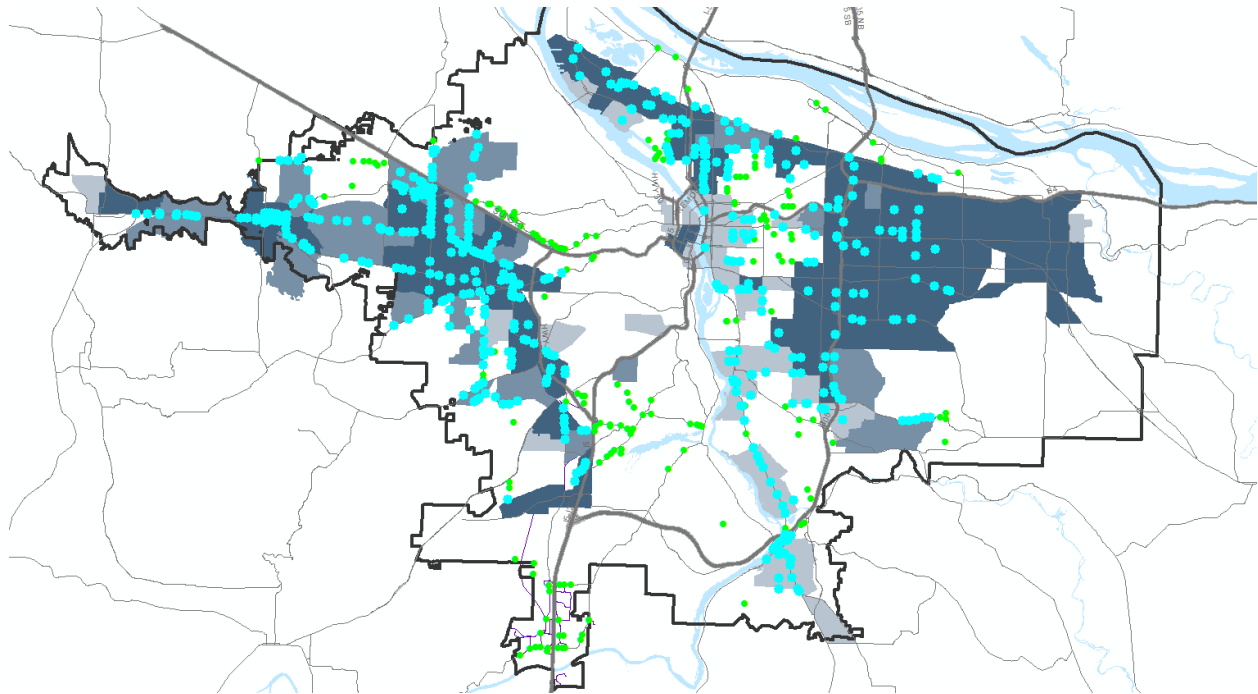


Figure 1 – Map showing over 450 signalized intersections (blue dots) receiving TSMO Program support (green dots reflect intersections that were lower priority based on criteria).



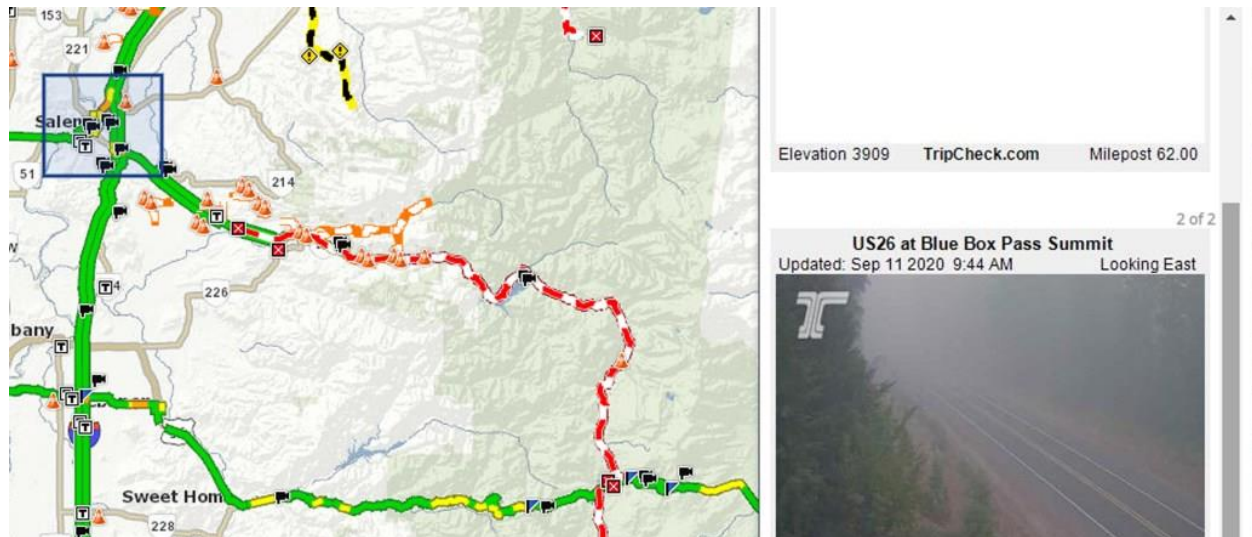
TSMO Outcome #2 - TSMO Program funds supported an upgrade to traveler information and continued data archiving with new data visualizations.

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.

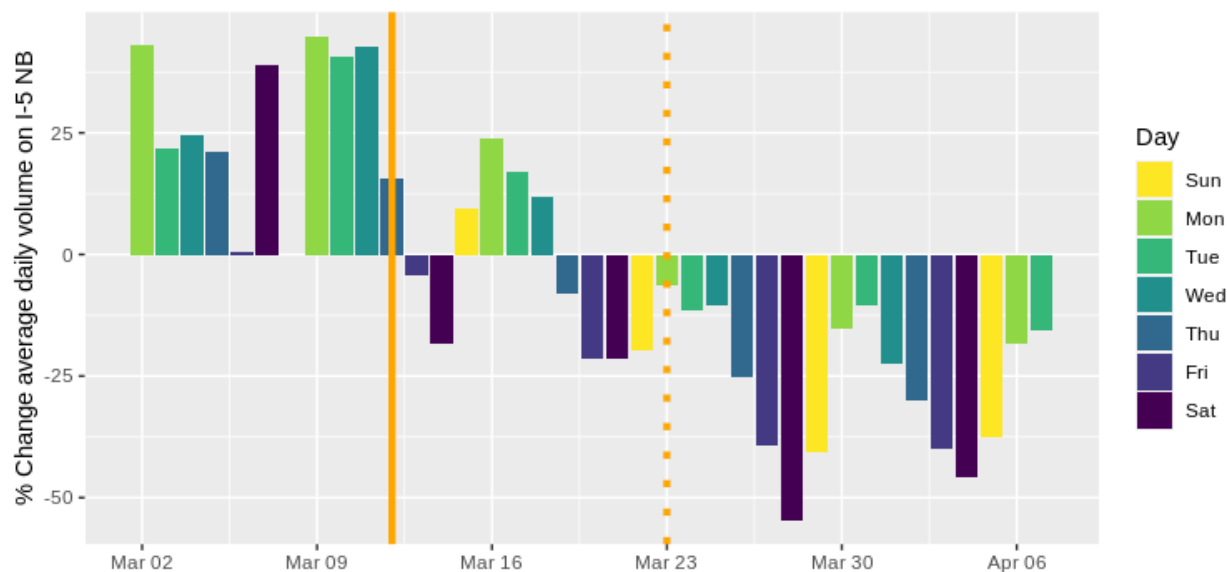
Figure 2 – ODOT TripCheck Traveler Information during September 2020 wildfires in and around Clackamas County



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.

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# Meeting minutes

Meeting: **Regional Flexible Funds Allocation Workshop 1**  
Date/time: Wednesday, March 10, 2021 | 9:00 a.m. to 12:00 noon  
Place: Virtual online meeting via Web/Conference call (Zoom)

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Attendance:

<b>Last Name</b>	<b>First Name</b>	<b>Affiliate</b>
Agarwal	Maya	Portland Parks and Recreation
Atkinson	Ray	Clackamas Community College
Barnes	Austin	Marion County
Bellia	Michelle	Metro
Blackhorse	Summer	Metro
Bolen	Glen A.	Oregon Department of Transportation
Boyd	Allison	Multnomah County
Brashear	Dwight	South Metro Area Regional Transit (SMART)
Brumley	Seth	Oregon Department of Transportation
Buehrig	Karen	Clackamas County
Burgel	William (Bill)	CEIC
Calvert	Lance	City of West Linn
Chaille	Adrienne	Central Eastside Together & Central Eastside Industrial Council
Cho	Grace	Metro
Coburn	Malik	
Collins	Tim	Metro
Craddick	Shirley	Metro Councilor, per Kate Fagerholm
Dauer	Cindy	Tualatin Hills Park and Recreation District
Deffebach	Christina	Washington County
Dennis	Patrick	Metro
Duke	Marne	Metro
Eisenbeis	Dan	City of Portland
Ellis	Kim	Metro
Farley	William	City of Lake Oswego
Gonzales	Alejandra	B-line Urban Delivery
Gresham	Doug	City of Hillsboro
Griffin	Lakeeyscia	Metro
Gutmann	Steve	Forth Mobility
Hajduk	Julia	City of Sherwood
Hampton	Matthew	Metro
Hawkins		
(Wihtol)	Katherine (Kate)	ODOT Region 1
Hesse	Eric	City of Portland, Bureau of Transportation
Higgins	Jay	City of Gresham



Hill	Edward	Black Food NW
Houck	Angela	Metro
Huffman	Dominique	City of Wilsonville
Ibrahim	Idris	TPAC community member
Jimenez	Armando	Clackamas County Public Health
Johnson	Chris	Metro
Kaempff	Dan	Metro
Keye	Eryn	Metro
Kloster	Tom	Metro
Lear	Mark	City of Portland, Bureau of Transportation
Lem	Lewis	Port of Portland
Lewis	Kelsey	City of Tualatin
Leybold	Ted	Metro
Lobeck	Ken	Metro
Lorenzini (Huff)	Jaimie	City of Happy Valley
McDade	Patrik	People-Places-Things Portland
McLaughlin	Patrick	Metro
McTighe	Lake	Metro
Mermin	John	Metro
Mickelberry	Noel	Metro
Miletich	Emily	Multnomah County
Miller	Marie	Metro
Moland	Abraham (Abe)	Clackamas County Public Health
Owen	Jeff	TriMet
Perkins	Brad	Perkins Realty
Phillips	Nicole	
Pierce	Johnathon	City of Wood Village
Purdy	Lloyd	City of Tigard
Raker	Jeffrey	Metro
Reister	Rhonda	Beaverton Round Executive Suites
Rooney	Erica	City of Lake Oswego
Rose	Eliot	Metro
Roth	Dave	City of Tigard
Sandhu	Satvinder	Federal Highway Administration
Senechal Biggs	Jean	City of Beaverton
Shackelford	Amber	City of Troutdale
Simpson	Ashton	Oregon Walks
Spurlock	Robert	Metro
Stasny	Jamie	Clackamas County
Thompkins	Josh	
Tupica	Rachael	Federal Highway Administration
Vannatta	JC	TriMet
Wagner	Zef	Portland Bureau of Transportation
Wardell	Erin	Washington County

Webb	Dayna	Oregon City
Whitman	John	Ride Connection
Williams	Steve	Clackamas County
Williams	Jonathan	Metro

**Welcome and introductions – Ted Leybold, Dan Kaempff, Eryn Kehe**

The workshop began with a welcome by Dan Kaempff and Ted Leybold. Facilitator Eryn Kehe reminded attendees of Zoom features to use during the workshop. A poll was taken to show what kind of organization attendees came from for the workshop. A wide range of organizations and interest was represented at the workshop. A second poll was taken to show how much experience attendees had with RFFA cycles. Many attendees reported this was their first time or had little experience with the program, others had many years working with the program. Break out groups would pair the first time attendees with more experienced programmers to have full participation and perspectives.

**Regional Flexible Funds Allocation 101 – purpose, schedule, current policy direction, step 1 investments, TPAC’s role, funding forecast – Dan Kaempff**

Dan Kaempff provided an overview of the workshop series:

Workshop #1: Gain understanding of Regional Flexible Funds, process for gathering ideas

Workshop #2: Review, discuss ways to refine ideas

Workshop #3: Discuss refined ideas, discuss how to evaluate investments

The 2025-2027 RFFA process timeline was shown.

Background information on the Regional Flexible Funds Allocation (RFFA) was provided. Six desired outcomes from projects were named: Vibrant Communities, Economic Competitiveness and Prosperity, Safe and Reliable Transportation Choices, Leading on Climate Change, Clean Air and Water, Healthy Ecosystems, and Equity.

Dan Kaempff described Regional Flexible Funds Allocation as

- Regional - Federal transportation dollars allocated to every Metropolitan Planning Organization
- Flexible - Federal guidance permits a wide spectrum of uses
- Funds - Allocated every three years
- Not a lot of funding - only 5% of the current transportation funding in the region
- Approximately \$144 million was provided for the last allocation, 2022-2024
- Very competitive

After reviewing how past allocation funds were spent, with the challenges and opportunities for reaching outcomes, the RFFA program direction development was to:

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

Currently the 2022-24 RFFA framework shows Step 1 and Step 2 with these projects:

Step 1 (ongoing investments) \$98.9M

Step 2 (capital projects) \$45.1M

Before break out groups began, Step 1 was further defined for ongoing investments:

- Transit capital construction bonds
- Project development bonds
- Region wide investment categories
- Corridor & system planning

Break out groups were then formed to discuss these questions with more input and ideas encouraged. Questions on the four investment priorities? Questions on the ongoing investments? Are there ideas for how Step 1 investments could better focus on these priorities and meet regional obligations?

**Comments/questions that stayed in the main room as break outs were held:**

- Investments amounts directed to the tier one categories, versus tier two. We had about 140 \$4 million available in the last cycle, and about 99 million of that went to these tier one investment. That was over the three year cycle. Out of that 99 million about 68 million is to repay our bonding commitments. Other 30 million or so, went into the investment areas and into regional planning.
- (From Ride Connection) We're in demand responsive and shuttle Transportation provided throughout the region, and we're really starting to think about what the future of the community looks like after the pandemic, and how that's going to impact transportation investments throughout the region and kind of like how our service fits with this and the next question is based on needed changes and the transportation network makes based on changes.
- In particular, people who are unable to telework or work remotely. What are their transportation needs going to be, what are the transportation needs of companies that have decided to downsize their workspace and have people work more remotely, that's also going to change our existing transportation patterns and habits and behaviors.
- It sounds like a few years back the 2022-24 funding projects have been identified. And where do we find a list of those projects for the three counties. And then I'm guessing that there's project lists that don't get approved and get on to a specific funding list. So what happens, do they just fall to the wayside, do they carry over to potentially 2025-27 funding. How does that evolve because priorities are going to change too throughout those future years and we don't know what the future is right now?
- (Response from Metro) Those are up on our website, our website needs a bit of a refresh so we're working on that right now; we'll make that more clearly available to you but I can send that out to participants in the workshop. After the workshop today so you can see a list of that each cycle is specific in the projects that gets considered. So if a project was applied for funding in the last cycle and didn't receive funding, they would need to reapply in a subsequent cycle to be funded. All of the projects that we fund though are already on this larger Regional Transportation Plan project list.
- One of the challenges where there's a large impact with communities of color, missing a lot of sidewalks on key criteria roads, especially with the south to be written and Hillsboro developments where people are now cutting through neighborhoods. The reasons for why that is are, big, but just looking at the data, most of the equity focus areas as we've determined them, are these are census tract areas that are largely populated or great and more greatly populated by communities of color, or low income people. These are also the areas that have seen lower levels of transportation investment over the years. Not a lot of sidewalks have interconnected street networks there so it's more difficult for people to walk and bike. And there's also high speed arterial cutting through those neighborhoods. So cars are moving faster

and people walking and biking are more vulnerable showing trends that are more vulnerable in those types of areas.

### **Break out groups – Eryn Kehe.**

RFFA First Timer Group Notes

#### **Step 1 Breakout Notes:**

- John Whitman - Ride Connection - RTO - shuttle transportation provider
  - Looking at how future of commuting will look like after pandemic.
  - How will our priorities change?
  - Dan - not really sure how that's going to look like. We will need to evaluate that as we look into investments
  - Chris Johnson - scoping for household travel survey. Will be asking if changes to commute due to COVID are lasting. This is partially funded by RFFA.
- Maya Agarwal - Portland Parks and Rec - trails, etc.
  - Is this too early to offer thoughts and feedback on criteria?
  - Dan - we will be looking into that later in the process
- Eryn - asked about how the decision making process
  - TPAC and JPACT make recommendation to council
- Brad Perkins - Cascadia High Speed Rail / Sullivan's Gulch trail
  - Gap between community organizations and government
  - Had some funding for a plan in Sullivan's Gulch - but lost on it.
- Rhonda - property management firm - working in downtown Beaverton - central Beaverton round station
  - 2022-2024 funding - projects identified? Where can we find those projects?
  - Assuming there are projects that don't get approved - do they carry over or what happens to them?
  - Dan - projects would need to reapply. RFFA projects need to be in larger RTP list first.
  - One of challenges - why are BIPOC neighborhoods more impacted?
    - This is a big question! Equity areas with are those with typically lower investments in transportation investments.

#### **Session #1 - Notes:**

Introductions Provided.

Past experience with RFFA:

Glen – Appreciation of 4 pillars of RTP... Compared to years past this means certain projects didn't score well... Emphasis on safety – meant that trails didn't score as well even though they provide alternatives to crossing major roadways at conflict points.

Ashton – general support

Jean – Bond commitments are already there... TSMO, TOD, SRTS... efficient, effective, and equitable... 4 pillars... the solutions to congestion mean different things to different people... More user focused...

Rachael - To address congestion, we have the congestion management process (CMP) that analyzes congestion on the system and potential strategies to address.

Nicole – Concern about timing... Metro good job in trying to correct things that were done wrong in past... more real time impact? Efficiency in the process... Not just 10 years, but 6-7 years...

Dominique – Question about how ongoing investments are established- we weren't able to answer her question, but I believe it was answered in the larger session. Someone may want to check with her next time.

Glen – Transfer assessment... overlapping safety and equity issues in interaction between highway travel and other localized modes...

Jean – Corridor project emphasis, priority... lots of questions about how distributed in region... leads to transit investments – New Starts and Small Starts... Local level pipeline is important to be ready for opportunities that come up... Links to Get Moving measure and work should be pulled from this...

Kelsey – Expand needs relevant to suburban communities...

Glen – Pilot project funds for rapid response – fast, quick and see impact... Links to Nicole's idea...

Stephen - Concern over these funds being federal...

### Key Themes

- Dave Roth: Good to think about how this limited funding source can evolve to better meet our policy goals.
- Jay Higgins: Question regarding bonding and when some of those funds will be available for Step 2 projects.
  - Response: bond commitments are ~\$23 million/year through 2027 and then drops to ~\$19 million/year through 2034 (assuming no new bonding)
  - Eric noted the scale of the reduction in bonding commitments is equal to the amount of annual funding provided to regional programs.
- Eric Hesse: appreciate how Metro has addressed trying to advance all of the RTP priorities at once – make investments that address all four priorities rather than designating X\$ per RTP priority.
- Jay Higgins: the criteria should be set up so those projects that address multiple priorities rise to the top and look forward to having discussions about how the criteria are set up in
- Idris Ibrahim: How does the RFFA allocate and determine the general funding for the 4 RTP categories, primarily equity and climate?
- Eric Hesse: New Enhanced Transit Concept program is a new opportunity that could be considered to help seed investments to improve speed and reliability of transit – funding was provided as part of the Step 2 process in last cycle.
- Idris Ibrahim: That sounds really great. I will definitely keep an eye out for the different funding programs. I do hope that there is an added focus to the already present equity portion of things.
- Regional programs have strategic plans that are important places to direct how and where investments are made to advance those programs.
- Eric Hesse - Know it's more challenging, but think it could be great if we could also understand who is working somewhere and impacted by that (referring to equity, ETC and evaluation criteria).
- Lance Culvert: Appreciate the funding opportunity. Small communities don't have the resources and important to balance how RFFA funds are being spent over different cycles. Some communities don't have success getting awarded projects.

Large group discussion:

It has been successful to focus on AT (Karen B. and Zef)

Karen Buehrig– Challenge for freight projects has been to scale size of projects relative to the smaller amount of funding available for

Zef Wagner: Maybe criteria could give extra points for AT projects that are located on freight routes

Mark Lear: 75/25 split has been valuable

- Helps tell the story
- don't just throw out the freight portion, but work to evolve so it works better
- Encourage us to talk about the other 45% that is spent in our MTIP in addition to this RFFA process and community should have an opportunity to provide input on all the projects included in the TIP (look at all the revenues), recognizing

Brad Perkins – the types of projects that should be priorities for RFFA funding are ones that provide congestion relief, pollution reduction, improved safety, continue project that has already be funded, private investment leveraging. Can also look at completing pieces of projects rather than building complete projects. Trails and other active transportation investments that are an important part of what should be invested.

Nicole Phillips – disparity in transportation investment – a higher level direction on where projects are being funded (seems to go to

Chris Deffebach: Construction costs have created at a greater rate than Step 2 project funding has grown. It is important to continue readiness evaluation as part of this process given then length of time from being awarded funding and final design, which often results in a higher cost to deliver the project. The evaluation process focuses on what we believe the project will deliver, but because of increased constructions costs, the final project delivered may have to change. Step 2 pot needs to be adjusted to reflect this issue.

Dan Kaempff –This is a real issue, and we also have to meet federal obligation deadlines so the region isn't penalized.

Ashton Simpson– the biggest gaps in the AT system is in east Portland and the crash rates are also higher in east Multnomah Co. One of the reasons the costs are high, is because of the lack of investment in some parts of the region for so long.

Dan Kaempff: Trails play an important connectivity role.

Lake: It is also important to build 'trail like' facilities on roadways that provide near to the same level of safety and comfort, so that the distinction begins to fades. We don't want trails to provide the only safety benefits.

Glen Bolen: We should have a more accurate picture of project costs in the future given the cost estimation work that was done as part of the last cycle. Also, project criteria to inform selection also did a good job of tying this program directly to how it implemented the RTP priorities. Support continued use of the 4 RTP pillars to prioritize investments.

Dan Kaempff: Third workshop will focus on the evaluation criteria for the 4 RTP areas – we want your ideas for how to do a better job of evaluating projects relative to these 4 priorities:

- What is/are the problem being addressed?
- Who benefited the most from the project?
- How large of a benefit is accrued?

**Lots of questions on how are STEP 1 program investments evaluated for how well they address 4 RTP priorities.**

Jeff Raker: Important to incorporate equity into all priority areas. There is a missing focus on economic issues that really is essential to respond to given the new realities affiliated with the largely low-wage and BIPOC recession and accelerated disruptions and trends that need to be addressed. It would be great to see the RFFA reflect the priorities in both the 5-year Comprehensive Economic Development Strategy and more immediate Greater Portland Economic Recovery Plan:

<https://www.oregonmetro.gov/tools-partners/guides-and-tools/greater-portland-economic-recovery-plan> An example might include criteria clarifying how RFFA investments support job training and business development outcomes.

Nicole Phillips: How are completed projects measured for their success?

- Ted – assessment is done for each program (Step 1)
- Mixed bag for Step 2 projects:
  - Sometimes projects are a pilot, such as storm water improvements, and
  - Not a post-construction evaluation to assess whether the project achieved desired outcomes; often data is limited so not always possible to conduct a comprehensive evaluation on the back-end
  - Design guidelines provide a best practices guide for evaluating benefits/impacts of projects in terms of support achievement of broader outcomes

**Breakout Group #2 – Washington County**

Glen Bolen: what's the path for projects identified through studies funded through TGM if they aren't already identified in the RTP financially constrained list.

- Kim Ellis: Typically projects need to be in the RTP constrained list, or an amendment to the RTP would be needed concurrent with RFFA and/or MTIP approval. To be in the RTP, projects must be adopted in a local transportation system plan through a public process.

Erin Wardell: on the RTP priorities question – this will be a great way to prioritize

Adjustments to Step 2 categories – even projects framed as freight were active transportation projects. It may make sense to reframe the freight bucket – maybe it doesn't need to be a separate bucket – given the size of the pot of funding, active transportation projects seem like a good fit. Generally going down the right path

Kelsey Lewis: Being based on the RTP priorities makes sense, and important to incorporate equity into all of the priorities. Don't have enough experience with the past processes to comment on adjustments that would make sense for freight. Maybe less focus on freight in the naming and instead focus on economic recovery.

Erin Wardell: There is also strong connection between active transportation and the economic benefits they provide. Supported earlier comments on bringing concept of economic recovery/economic development into the criteria for this cycle.

Glen Bolen: While the last process did a good job lining up a lot of things round the RTP priorities, projects in newly developing areas (Greenfields) and trail projects didn't score well in the safety criteria



category – this is something that could be addressed better in this cycle. e.g., US 26 trail crossing provides an important safety benefit/

Lake McTighe: We could look at this as part of updating criteria – e.g., if the trail provides an alternate route to a route that has existing safety issues. We want to have a better assessment of how projects benefit marginalized communities outside the equity focus areas.

Glen Bolen: Need to identify users of trail to help inform evaluation process.

Lake McTighe: Thoughts coordinating with the regional trails bond measure?

Cindy Dauer: Whether funds are de-federalized vs. federalized is always a big question and should be considered when thinking about leveraging regional bond measure funding (non-federal). For trails, it increases the expense.

Lake McTighe: Thoughts on last cycle and funds set aside for project development for active transportation projects – to help create a pipeline for capital projects funding? Helpful?

Cindy Dauer: THPRD received project development funding in last cycle, which helped accelerate getting the project ready for construction funding. This approach is helpful and critical for advancing trail projects in the region.

Robert Spurlock: \$20 million will be available, not federalized, can be used for planning, design and construction. Likely to require a higher level of match than RFFA requires. Also trying to time trail funding process to maintain clarity between RFFA and Parks bond program.

Steve Gutmann: Has been talking with Beaverton because there is a new entity being created – Cascadia Mobility – the open software platform will be available to all communities (starting with Ashland, Corvallis and Salem) that want to do bike share without starting/running the whole program from scratch.

Lake McTighe: That type of project and coordinating investments to support a successful bike share program could be a focus of Step 2.

Robert Spurlock: Important for trail projects to continue to be a focus of the program. There have been many successful projects. The need hasn't gone away and is not being fully addressed despite ODOT funding trail projects through the community pathways program.

Steve Gutmann: Any program that gets SOV trips off freight corridors/shift to bikes, walking, trails, etc., should count as a freight enhancement project. Maybe the split or scoring needs to be different. Maybe there is a project to encourage employees to use bike share or other non-auto modes in freight areas - getting people out of the right-of-way benefits freight movement. Active transportation investments are in the spirit of enhancing freight mobility but also benefit walking and biking by completing gaps in the active transportation network.

**Big takeaways:**

Want more info on Step 1 program areas from Metro: how much money in each program, how those programs allocate funding, how the programs operated historically vs now, etc.

Small projects aren't the most efficient use of these funds, larger and fewer projects. Managing the expectations on costs to deliver projects.

Plan for future federal funding using this framework – do we want to just fund more of the same, or have a different set of criteria for if we get more money? Don't want to scramble if new money becomes available and make sure it meet regional priorities.



## Comments:

Karen: How much flexibility is there in shifting money within Step 1 category? How do we make more informed decisions about whether or not that's a good idea to move money around?

Lloyd: Nexus with employment or industrial lands – does that still exist? (Step 2)

Mark: Assumption from Dan about the same amount of revenue. Once a generation opportunity for more money likely coming from feds that we should use this policy framework for.

Zef: New money comes in mid cycle and we scramble. Use same policy to scale up programs/projects

Mark: More detail on debt service. TOD program has likely changed a lot and how we want to do better – understand more about what it was before and what it's doing now.

Karen: Regional programs allocate money differently. Learn more about how they interact with housing streams (TOD). How are corridor plan funding choices made?

Erin: Managing expectations. Money we have needs to be strategically spent. What do we think is available right now and what we're already committed to. If \$ is what it was last year, here's what we can deliver. If we get more \$ maybe we have a different approach.

Jamie: 150% list for if there is more funding?

Mark: Bridge between big projects and this process

When is the financial forecast coming and will we have time with it at TPAC?

What good outcomes have you seen in past RFFAs? What would you like to see more of/less of?

- Glen: are we focused on Step 1 or whole process?
  - Marne: RFFA in general.
- Glen: appreciate tie to four outcomes in RTP. Seems like freight projects and trail projects, which would've scored well in the past, didn't perform well w/r/t safety because they didn't address known safety issues – but they do create safer facilities. E.g., crossings between Nike and Columbia,
- Ashton: in listening mode – this is the first time participating in the process.
- Jean: Bond payment is done. TSMO/TOD/RTO – those are important overall steps in making the system more equitable. But when we go back to 4 pillars, congestion solutions mean different things to different people. More than one answer.
- Nicole: first RFFA I've done. Participated in RTP. Would like to see timing move from government timing to people timing. The problems build up more quickly than we can address them. Would like to see efficiency become a real focus.
- Dominique: how do ongoing investments get set up? Are MAX line projects the only ongoing investments that we have?
  - Marne: no, bonds are on transit projects. Other ongoing investments are on programs through Metro.
- Glen: jurisdictional transfer projects are a priority – make those serve function of community streets.
- Jean: second that. I know there's always a question about how those dollars get distributed around the region, but they are the foundation for good transit projects.
- Kelsey: general question about how those funds apply to Tualatin.
- Glen: What if we had some regional pilot fund to support quick-turnaround projects like Rose Lanes @ PBOT?
  - Steve – you are remembering that these are federal funds, right?
  - Glen – good point; fed \$ can be used for research

## Open conversation re: reflections on Step 2

- Karen B.: limited funding for freight has limited us to find projects that fit within the small funding amount available.
- Zef Wagner: agree. Most freight projects are de facto active transportation projects that focus on separating active users from freight traffic. Distinction is not useful. Would be great to have funding for active transportation but allow points for projects on freight routes.
- Mark Lear: 75/25 split is effective in telling the story of the program. Need to build on that with any changes that we make. Our responsibility is to allocate federal funds for MTIP. 55% of funds go to region for RFFA – communities should have direct input on other 45% that does directing into the MTIP.
- Brad Perkins: Think climate change is a high priority criteria. Congestion reduction, pollution reduction, safety, building on projects that are already in planning... all priorities. A lot of trails are in suburban areas instead of central cities. Can we have trails in central cities? Can we leverage private funding to build Sullivan's Gulch trail and connect new Blumenauer Bridge. Can we raise priority level of climate change?
- Nicole Phillips: There are great projects and there's a lot being accomplished, but it still seems like there's gaps in who gets what and how communities are connected. BIPOC people tend to have long travel times and yet lack sidewalks in communities. Funding seems to go to easier places to build projects or places that are more visible.
- Chris Deffebach: constructions costs have increased at a much higher rate than step 2 funding has. Need to further the work started in the last round re: readiness. By the time and IGA and contracts are in place costs escalate. Either need to increase Step 2 funding or consider only having bigger projects in Step 2 that can really accomplish what they set out to do. A lot of projects RFFA funds don't get built.
- Ashton: want to second what I'm hearing about construction costs. But East Portland is where we have need and the most crashes. Any money toward solving those disparities is important.
  - Dan: trails are often most cost-effective way to fill gaps in the bike-ped network
- Glen: last time we had a consultant come and do an independent evaluation of costs. That helped get more realistic estimates. Generally felt that evaluation focused on RTP priorities was well done in the last cycle.
- Dan: last time we looked at project opportunity in each RTP priority area: what are % of BIPOC people in an area? How dangerous is the facility that is being improved? How many auto trips are being made in that area? What is congestion like? What is the problem being solved, who benefits from the project and how large are those benefits going to be? 3<sup>rd</sup> workshop will focus on how we evaluate these criteria?
- Edward Hill: Is TOD funding available for equitable food-oriented development?
  - Pat: I'll follow-up individually on that?
- What about disparities w/r/t women using the transportation system?
  - Lake: we have looked at disparities in safety among women cyclists. That's the main mode where we see disparities between women and men.
- Nicole: how are completed projects measured for success?
  - Eryn: will respond after the break.

- Ted: A couple of different answers. Step 1 programmatic investments have evaluations as part of their programmatic approach; those are available if you'd like to look at them. Step 2 capital projects – if we're piloting something new (like storm water mgmt. a few cycles ago) we might conduct specialized evaluation, but there's not a post-project evaluation for most projects after the fact. By the time that these get built we're typically a few cycles down the road. So we don't have robust evaluation data.
- Lake: street design guidelines also include best practices for evaluation, as well as project guidance.
- Ted: that's right – we work up front to push local agencies to incorporate those known best practices into projects, and incentivize those projects that do.
- Dan: process for considering changes to the program: submit ideas for discussion using the form, focus on achieving outcomes, next workshop is 4/8 @ 9AM
  - Eryn will provide follow-up form and email address. (Marie)
- Rhonda: If I'm filling out the form should I be working w/ Beaverton?
  - Eryn: conversation now is about priorities and program structure, not projects. Definitely need to work w/ the city on projects, and it may be helpful to work w/ them on priorities, but you can give feedback independently as well on high-level stuff. Will connect you w/ Jean from Beaverton

**Deeper dive into “step 2” – how it has worked in the past, concerns, ideas for changes – Dan Kaempff**

Dan Kaempff provided an overview of Step 2 (capital projects), that includes Active Transportation projects (75%; complete streets, trails), and Freight projects ((25%). Step 2 discussion questions were presented before next break out groups:

- What adjustments could be made to the Step 2 project categories to better reflect RTP priorities?
- How could we use the four RTP priorities to identify and prioritize projects?

**Comments/questions from the main room:**

- How do you determine essentially dollar amounts or the allocation amounts that go into step one? How are the four investment priorities applied to the step one programs? Essentially how are the step one programs demonstrating the four investment priorities.
- There's been all different types of projects throughout the region that we've been able to invest in. And I know that in Clackamas County we've really benefited from having that program. With respect to supporting the economy that's something that has been a priority for folks but it's been challenging, because there really isn't much money available. And so being able to find the projects that are the right size for the money available I think has limited the types of projects that are in that category. So I think that's something that it's important for us to think about how much money is available in these categories, and will that get us the type of projects that we need to have constructed.
- I agree active transportation has been the best use of these funds, I think it's been challenging to find freight projects that sort of fit into such a small funding amount and most of the freight projects in recent years have been mostly active transportation, in reality and the distinction just seems to be blurred. A lot of times the best freight projects. A lot of the money is spent on separating active transportation users from freight. I think last round was really indicative of that most of the projects that ended up in the freight category started out as active transportation. And then eventually were funded by the freight category because they were on

freight routes and they separated users so I think that distinction is not super useful, it'd be great to have the funding be mainly for active transportation. I think there's a way to do it and still have freight projects qualify but sort of acknowledge the multimodal nature of these projects.

- It's been really valuable and I think also just in Metro telling the story. I think it to me at least in my 25 years of sort of doing this, it was sort of an epic moment where different interests sort of got together and said we want to focus more on some of these critical safety issues on some of our busiest streets and also some modal issues. I just want to put it out there that I think this process that we're involved in is great and more people at the table is awesome, is really focused on all the federal money that's coming into the MTA right now is our responsibility.
- So I would really encourage us to figure out a way, when we're talking to community about projects that are going to end up in that other 45% of the money that's coming back to the state that's going to get spent. I think something that we really should be taking into account, and community should have a chance to provide feedback on that.
- Raising the level of priorities towards real climate change issues related to who gets the money. That's kind of the direction of the comments we've been hearing so far is that investing in active transportation is a really important use for these funds.
- There's a lot of things that are being accomplished, but it seems like there's still gaps and who gets what and how things are connected throughout the community. People call our communities and low income communities tend to have a farther travel time, but things like getting to work and going to the grocery store, and that's great but they also tend to be the last ones to get things like sidewalks.
- Construction costs and all costs have really increased at a much greater rate than the pot of funding available for step two, has increased. Either we need to increase the amount of funding available for step two and better recognize these increased costs, or we may want to consider limiting this size. In other words, only having bigger projects in step two, so that we can realistically accomplish what is set out to do.
- The Metro Equity Map provides insights into disparities and disproportionate impacts on low income , seniors, and people of color. <http://www.equityatlas.org/>
- It's not easy to get to trails from Downtown if you don't drive.
- Where area does TOD fall under for funding? And is EFOD (equitable food oriented development) included in allowable investment lines?
- As we talk about equity as a priority, do we look at impacts to women, such as relative income burden or potential barriers to travel mode choices?
- I'll echo the need to incorporate equity into all priority areas. There is a missing focus on economic issues that really is essential to respond to given the new realities affiliated with the largely low-wage and BIPOC recession and accelerated disruptions and trends that need to be addressed. It would be great to see the RFFA reflect the priorities in both the 5-year Comprehensive Economic Development Strategy and more immediate Greater Portland Economic Recovery Plan: <https://www.oregonmetro.gov/tools-partners/guides-and-tools/greater-portland-economic-recovery-plan>

### **Proposal process – schedule and process for adjustments to the current policy direction – Dan Kaempff**

Before the group left on break outs, Dan Kaempff noted the next workshop was scheduled for April 8 starting at 9 am. The proposal form would be sent to everyone attending and registered for the

workshops that ask for ideas for discussion at the next workshop, and focus on achieving outcomes. The forms are due by March 31.

### **Break out groups – Eryn Kehe**

Maya – Note system level connections from trail connections that serve broader area... tweaking how equity criteria is scored would be good to understand geographic connection from investments that aren't directly adjacent to equity focused communities. They could be important destinations or thoroughfares for those communities.

Eric – would be good to have data to understand use of projects and facilities – where people live and work... travel shed of trails system... Not at PBOT

Nicole – Demographics are interesting... gender and transportation options... not reaching people like they should... inter-sectionalist of demographics among transportation users.

Mark – Challenges in using data... desire to lean in with community... process flow of public involvement is later and technical analysis with great ideas being way to late – the public involvement is after ideas are submitted ... Earlier process to get feedback on what agencies are looking at in terms of investment...

Eliot – Measuring equity is challenging and in a region as fast moving as ours... Can this be accomplished more with outreach vs. analysis... what if applicants had to show Community engaged in full slate of proposals... another way to achieve this is to show us result of community visioning and outreach in the proposals... emphasis on this... able to demonstrate this?

Mark – Or show it is built on existing engagement, like Get Moving. We've asked this question in the past, but need to be more intentional around how to do this more effectively... Could we go to community in the June to November timeline to get them in earlier in the process and before they are presented to CCC and others.

Jeff – SW Corridor equitable development strategy as model...

Eric – leverage good work we are already doing on this... what is the threshold... within this process there is a gap between build on workshop approach June-November... may be a concrete opportunity to directly engage... not fully cooked...

Brad – Really hard to keep a community together on a plan... major burnout after 6 years... Sullivan's Gulch group... got to point of conceptual planning... reward time investment by community in approaches that are already there... paying for their own studies... we will support community-based organization in their efforts to see them over into implementation... neighborhood and business associations... Green loop and bridge over I-84 – bridge to nowhere... need to see government respond. What do community advocates do... priorities for government restructuring what they do...

- Ask private sector to participate financially... culture is challenging here... Providence... show there is funding beyond early engineering/design is necessary to attract private sector resource.
- Cutting the amount of time to get things done... Shouldn't be a two year delay on approval.

Mark – Establish opportunities before we do all technical work... could we have pre-submittal of projects... Zoom meetings with slide shows from other agencies on their work with RFFA and other funding. Need to show community how we all fit together and more robust budget alignment across

agencies... Cascadia High Speed Rail... upcoming EIS study – How do we structure involvement in discussion equitably and efficiently across different agencies...

Nicole – Community engagement can be cumbersome... and it provides an amazing guide to reach everyone and keep building on this...

Eric – Layers and timing matter... How do we think about timing... layers of government – another table to work through? Which pot to be targeting for which projects... 2024-2026. Streamlining the federal process is most onerous... Without funding, financing is useless. Don't gut our environmental protections... Federal \$ is also expensive... Quick and dirty doesn't happen from this resource.

Mark – potential allocation through RFFA for \$ that is available now through COVID or Recovery money... could be \$ that happens now... Next big federal bill – Is Oregon ready for it.

## Step 2: Breakout Notes

- Robert Spurlock - was there a different process for projects that applied for project development vs project construction?
- Unfortunately we don't have demographics of people who use the investments (like trails) and need to fall back on the demographics of who is in the geography.
- **Clackamas County breakout**
- **Big takeaways:**
- They want to see some priority given to projects that close a gap in the regional network, or help move a project that has been funded in phases toward completion.
- There is concern about economic development getting lost without freight category
- How can Metro help small jurisdictions or those who have never received funding develop competitive applications?
- **Comments:**
- Jamie: Interested in Metro Council's conversation on 75/25. (answer: open to changes, no direction)
- Karen: How to make safety a higher priority. Concept of investing in the economy or projects that support economic development. Freight was supposed to do that, how will new rubric capture that?
- Jamie: peer workshops for partners to submit more competitive applications
- Ray: Emerging technology suitability mapping, will it impact funding in RFFA? (Answer: this research will go into RTP, but it isn't picked up specifically in RFFA).
- Jamie: regional targets program impacting RFFA applications. In application questions about project readiness spectrum – if we fund at requested level, will you be able to deliver? (Answer: If project meets policy goals, support on how to mitigate risk. We might give early access to limited funds to answer some of those risk questions for projects selected, first year.)
- Steve: RFFA not big enough for entire infrastructure for a new facility, you end up doing it in pieces. Advance a project that has been funded with RFFA previously (a segment that was funded before, and then next cycle fund the next). Get a bump in scoring for projects like that. Previous projects have had broad variety of benefits, the way the scoring has been structured those multiple benefits don't get credited.
- Criteria set up for adding the next phase of a regional amenity – not necessarily tied to RFFA funding specifically.
- More focused investment strategy on Metro's part.
- Dayna: higher scoring based on 'type' of facility – regional trail network, etc.?

- Jamie: Impacts to women. Income disparities and burden of transportation costs. Lens that could enrich our view of how communities are benefiting or being burdened by system. Could we use Oregon Household Survey?
- Glen: Appreciate extra benefit or equity focus areas
- Steve: Questions were asked in last cycle but we didn't have the info needed to calculate. Daily usage, trip purpose, etc.

What adjustments could be made to Step 2 categories to better align w/ RTP priorities? How do we align projects w/ priorities?

- Maya: w/ equity criteria, they don't take into account that a trail that serves a broader area can also provide equitable access. That's something that we want to provide feedback on.
- Eric: Equity maps are focused on where people live, not where people work. Do we have data on that?
  - Maya: not really.
- Nicole: demographic criteria are interesting. I don't bike – it's not that I don't enjoy it, but my experience doing it is different. If projects are reaching people like they should, demographics are important and inter-sectionalists is important.
- Mark: really want to lean in w/ community – give feedback. Process flow doesn't work for listening to community – need a process before agencies submit projects to get feedback on them.
- Eliot: would jurisdictions be able to demonstrate community involvement when proposing a project so we could use it as a criteria for distributing \$?
  - Mark: might be a little too open-ended. Should consider being more directive and referring back to known research and outreach – e.g., Get Moving prioritized these projects in your jurisdiction. How are you advancing those?
  - Jeff: evaluation quality of community engagement is hard – and community engagement takes time, lengthening impacts.
  - Eric: intrigued by Mark's idea. Not sure we're talking about parallel process. But once we have more of a process, we could ask community to weigh in on prioritizing applications. Needs to feel county coordinating processes.
- Brad: it's hard to keep a community together to support funding on a plan. There's major burnout. We got to a point w/ Sullivan's Gulch to get funding for concept plan. We felt that we did our part and it's now in government's court. Is it on us to keep hounding government? When does government carry that work forward?
  - Mark: that's why I think that checking in before we open up the technical work is a good idea. Make sure that we're thinking about this in a way that's working for communities.
  - Brad: we should be restructuring how we do things. Ask private industry to fund things and you'll be surprised at what you get. Need to cut the amount of time it takes to get things done. Took 2-3 years to get MTIP funds to hire people after the funds were awarded.
  - Jeff: private involvement in civic issues has been not that robust across the US, particularly in this region. It's hard w/ federal dollars.



- Marne: feels like culture re: lack of private involvement in civic decisions is changing in Portland.
- Mark: through meetings, we could ask community for take on projects, let proponents describe out they meet goals and have them respond. Focus and concentrate community outreach.
  - Brad: think it's a good idea. Citizens and private companies are limited in how we can get our noses under the tent.
- Nicole: community engagement can be cumbersome, but it's valuable if done right.
- Eric: there are also so many layers of government and it's confusing. We need to keep in mind that we're looking years out – we're planning for money that isn't available until 2026. "Streamlining" has lately been code for rolling back environmental and other regulations. Need to have it about federal funding, but in a way that supports out goals. Conversations need to include both funding and finance – what is companies' stake in the region's transportation system? How do we streamline federal processes while maintaining oversight?
- Mark: that's why I'm talking about bringing other \$ into RFFA process. Because of COVID relief and reauthorization there might be \$ available sooner than 2026.
- Brad: are we ready for infrastructure bill?
  - Mark: I think that we are. Regional funding measure is well-aligned with federal priorities.

Jeff: I think that transportation side of federal connecting is strong. Economic connection is not. Need to make those other connections.

**Wrap up, workshop adjourned.**

The workshop ended at noon.



Attachments to the Public Record, RFFA workshop, March 10, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	3/10/2021	3/10/2021 Regional Flexible Funds Allocation Workshop 1 Agenda	031021T-01
2	Presentation	3/10/2021	2025-2027 Regional Flexible Funds Allocation Workshop #1	031021T-02
3	Handout	3/10/2021	2025-2027 Regional Flexible Funds proposal form	031021T-03



## **2025-2027 Regional Flexible Funds Allocation program direction - Workshop 2 discussion summary**

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

### **Q1: Retain existing Step 2 structure, funding targets, or revise?**

Consensus of attendees supported a single-category Step 2 Capital projects category.

Support for continuing to fund same types of projects – Complete Streets, Trails, Freight Mobility.

Continue funding project development. Important that projects are properly scoped to ensure adherence to scope, schedule, budget.

We heard a variety of opinions on the subject of prioritization within the existing structure that can be summarized as either prioritizing projects that can achieve multiple outcomes, OR emphasizing specific outcomes via weighting or other means?

### **Q2: Should additional outcomes be considered besides 4 RTP Priorities?**

Support for including economic outcomes. Access to jobs, particularly low-wage or other jobs that can support economic prosperity for BIPOC residents.

Look at additional ways to evaluate 4 RTP Priorities? Ways to measure equity outcomes besides Equity Focus Areas. Consider if safety is improved by creating an alternative route to a dangerous street, or a new route that provides new opportunity for safer AT travel. How do projects not in EFAs demonstrate equity benefits?

Consider context. Projects may have factors – political, geographical, financial, etc. – that limit the extent of what can be built.

Also support for not expanding beyond 4 Priorities. Refine, fine tune how we measure in these four areas.

### **Q3: Discussion of Enhanced Transit Corridors**

Cautious interest, but concerns or uncertainty of how great a priority ETC is for RFFA. May not be a top priority for jurisdictions?

Is there enough of a shared regional vision for ETC to warrant a Step 1 allocation?

Concern about geographic equity; not all parts of region have robust levels of service, frequent service routes.

There may be more interest in suburban areas in funding transit service expansion than ETC.

Need for competitive process in selecting investments, eligibility to receive funding.

Need to understand value of ETC investments relative to other RFFA investments.

Maybe consider funding ETC projects as part of Step 2?



## **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.

**5.3 Regional Mobility Policy Update – Continue  
discussion of draft mobility policy elements and  
potential measures to test**

*Information/ Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, May 20, 2021

# Memo

Date: May 13, 2021  
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties  
From: Kim Ellis, Metro Project Manager and Lidwien Rahman, ODOT Project Manager  
Subject: Regional Mobility Policy Update: Potential Mobility Policy Elements and Most Promising Measures for Testing

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## ACTION REQUESTED

Staff requests that JPACT continue discussion of the key policy elements and most promising measures identified to date for testing.

In June, staff will report back on stakeholder feedback received on the elements and measures and seek direction on testing potential elements and measures through case studies during the summer.

## POLICY QUESTIONS FOR DISCUSSION

[See Attachment 1](#)

Thinking about the different ways that people travel and goods move in our region:

1. Are the elements identified the most important elements of mobility to include in an updated state and regional mobility policy for the Portland region?  
Anything missing?
2. Do any of the measures stand out as being especially important to measuring mobility? Anything missing?
3. Which mobility elements and measures are most important in these different contexts:
  - downtowns and other mixed-use areas
  - industrial areas
  - major urban travel corridors (e.g., McLoughlin Blvd., 82<sup>nd</sup> Ave., Tualatin Valley Highway)
  - throughways (I-5, I-205, I-84, US 26, OR 217)?

## BACKGROUND

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how we define and measure mobility in the Portland region in the Oregon Highway Plan (OHP), Regional Transportation Plan (RTP), local transportation system plans (TSPs) and corridor plans, and during the local comprehensive plan amendment process.

### What is the Regional Mobility Policy?

State, regional and local transportation plans have many policies; the mobility policy is just one of them.

Last updated in 2000, the region's mobility policy relies on a vehicle-based measure of mobility and thresholds adopted in the Regional Transportation Plan (RTP) and Policy 1F of Oregon Highway Plan (OHP). The measure is referred to as the volume-to-capacity ratio (v/c ratio).

In the past, people often thought of mobility as our system of roads and how we use them—the way traffic flows throughout the day. And, historically, planners and engineers have evaluated performance of transportation systems using the v/c measure for these purposes:

- System planning for the future\*
- Evaluating impacts of local comprehensive plan amendments\*
- Mitigating development impacts
- Managing and designing roads

That is limiting for a growing region and transportation system that is far more complex. An improved mobility policy should consider and balance mobility for people riding a bus or train, biking, walking or moving goods. It should consider why, where, and when people need to travel, how long it takes to reach a destination, how reliable the trip is and if the system is safe for all users.

\* The focus of this update.

**MEMO TO JPACT: REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY ELEMENTS AND MOST PROMISING MEASURES FOR TESTING**

The current 20-year old mobility policy is contained in both the 2018 [Regional Transportation Plan](#) (RTP) and Policy 1F (Highway Mobility Policy) of the [Oregon Highway Plan](#) (OHP). The policy relies on a vehicle-based measure of mobility (and thresholds) to evaluate current and future performance of the motor vehicle network during peak travel periods. The measure, also known as the v/c ratio, is the ratio of motor vehicle volume to motor vehicle capacity of a given roadway.

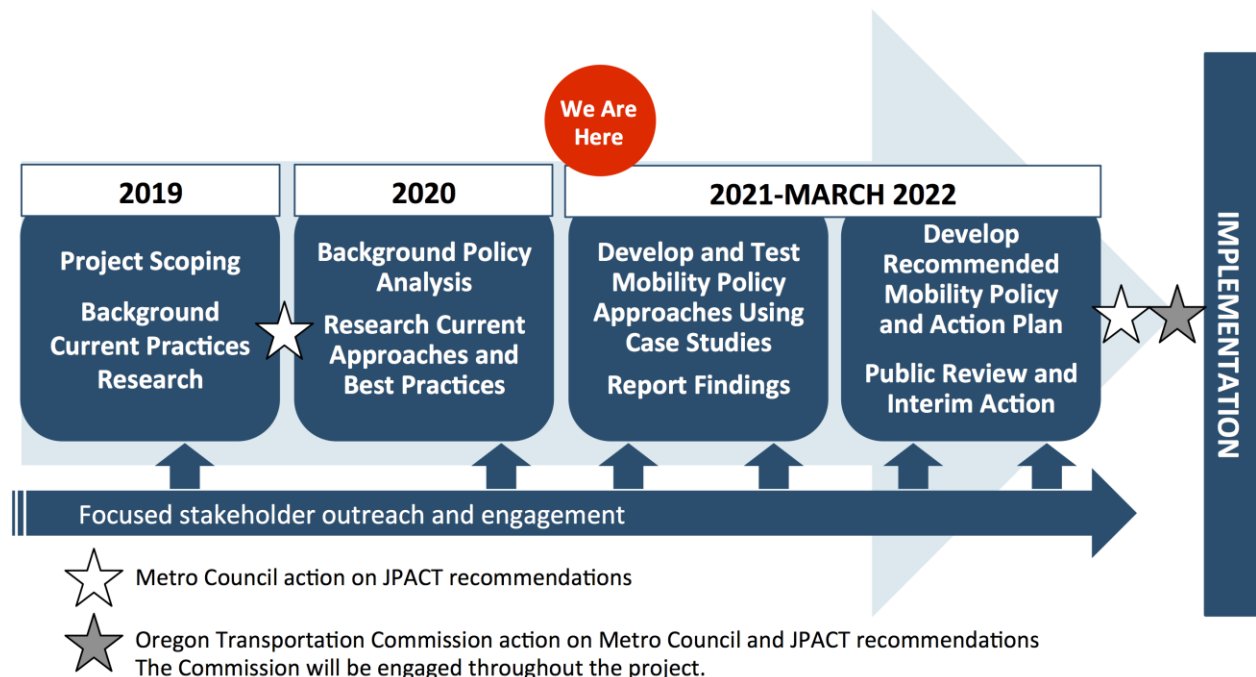
The 2018 RTP failed to meet state requirements for demonstrating consistency with the OHP Highway Mobility Policy (Policy 1F) under the current mobility targets for the region. As a result, ODOT agreed to work with Metro to update the mobility policy for the Portland metropolitan area in both the 2018 RTP and OHP Policy 1F.

The 2018 RTP is built around four key priorities of advancing equity, mitigating climate change, improving safety and managing congestion. When the mobility policy update was defined and adopted unanimously in Chapter 8 of the 2018 RTP, JPACT and the Metro Council recognized this work must better align how we measure mobility and adequacy of the transportation system for people and goods with RTP policy goals for addressing equity, climate, safety, and congestion as well as support other state, regional and local policy objectives, including implementation of the 2040 Growth Concept and the region’s Climate Smart Strategy. This comprehensive set of shared regional values, goals and related desired outcomes identified in the RTP and 2040 Growth Concept, as well as local and state goals are guiding to this update.

**Project timeline**

Shown in **Figure 1**, the Regional Mobility Policy update began in 2019 and will be completed March 2022.

**Figure 1. Project Timeline**





## MEMO TO JPACT: REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY ELEMENTS AND MOST PROMISING MEASURES FOR TESTING

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A summary of activities and products completed to date follows.

### 2019 Activities and Products

From April to Dec. 2019, Metro and ODOT worked closely together and with local, regional and state partners to scope the project, seeking feedback on the project objectives and proposed approach. JPACT and the Metro Council approved the project work plan and engagement plan for this effort in November and December 2019, respectively.

A [Scoping Summary factsheet](#) describing the process and key themes from stakeholder feedback and a [Stakeholder Interviews Report](#) posted on the project website at: [oregonmetro.gov/mobility](http://oregonmetro.gov/mobility).

Overall, there is broad support and enthusiasm for an updated policy that accounts for all modes of travel and a broader array of outcomes beyond the level of vehicle congestion. Stakeholders also broadly supported the project objectives and the need for an updated policy. See **Attachment 3** for the project objectives adopted in the work plan by JPACT and the Metro Council in 2019 with MPAC support.

### 2020 Activities and Products

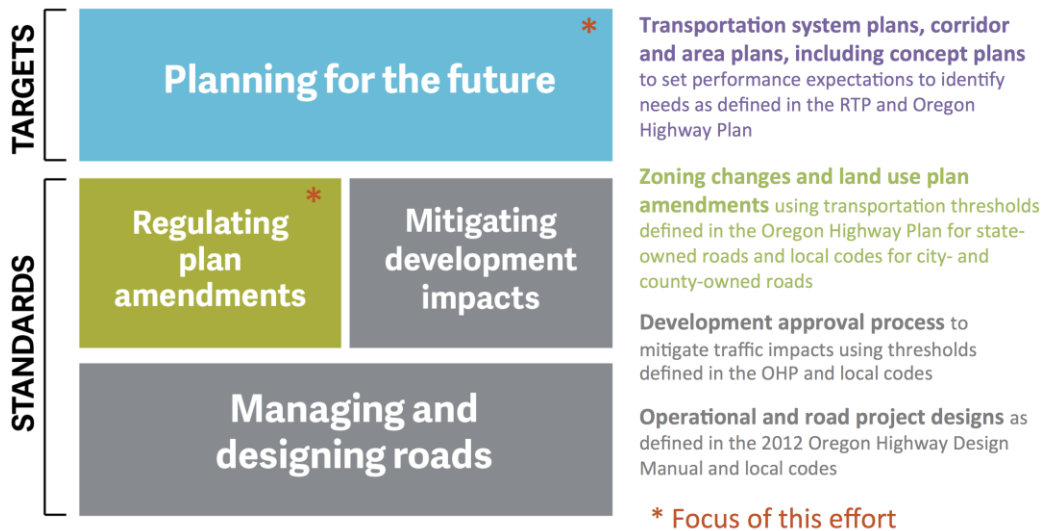
Several activities were completed in 2020 that will serve as foundational resources for the remainder of the project:

- **Consultant Selection Process.** From January to July, Metro and ODOT finalized an Intergovernmental Agreement (IGA) and completed the consultant selection process. Led by Kittelson and Associates, the selected consultant team also includes land use and transportation planners, engineers, attorneys and engagement specialists from several firms, including Fehr and Peers, Angelo Planning Group, Equitable Cities LLC, Bateman Seidel and JLA Public Involvement.
- [Portland State University's Synthesis Research on Current Measures and Tools](#). From late Fall 2019 to June 2020, the Transportation Research and Education Center (TREC)/Portland State University documented current mobility-related performance measures and methods being used in the Portland region, statewide and nationally. The report reviews the existing mobility policy and summarizes current practices in measuring multimodal mobility. Intended to serve as a starting point, key findings from this work include:
  - There is no single definition of mobility throughout the transportation industry. The definition of mobility and the types of measures, methods and thresholds chosen will have significant impacts on the outcomes.
  - A variety of measures and methods are available to consider that are already used locally, regionally and by ODOT; no single measure emerged that could clearly apply to all applications (i.e., system planning, plan amendments, development review, roadway design and management/operations).
  - There is a need to consider measures that can show progress toward multiple RTP goals, including transportation equity, safety, climate leadership, accessibility, system completeness, and reliability.
  - Methods and thresholds should be well-documented and based on substantial evidence (i.e., academic/scientific research).

MEMO TO JPACT: REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY ELEMENTS AND MOST PROMISING MEASURES FOR TESTING

- Existing data and tools cannot account for all the things we want to account for – particularly pedestrian travel and transportation demand management. The updated policy, measures and methods will drive future data collection and analysis tool development/refinement.
- It is important that legal, planning, development review and engineering practitioners be engaged throughout the process and especially around how the policy gets implemented.
- [ODOT Oregon Highway Plan Mobility Policy White Paper](#). The Oregon Transportation Commission (OTC) will be updating the Oregon Transportation Plan and Oregon Highway Plan during the next couple of years and will conduct its own statewide stakeholder engagement process to inform those plan updates. This project provides an opportunity for coordination and for the region to help inform those efforts. In August 2020, ODOT prepared a complementary white paper documenting the history and current use of the mobility policy statewide as well as considerations and potential approaches for updating the policy. The white paper includes a summary of stakeholder interviews.
- **Research on Examples of Current Approaches in the Portland Area.** Since the 1990’s, the current regional mobility policy has guided how streets and highways are planned for and managed in communities in the greater Portland area. The project team worked with individual cities and counties and county coordinating committees technical advisory committees (TACs) to identify and document examples of how the current mobility policy has been applied in the Portland region – in transportation system plans (TSPs), a corridor plan, several comprehensive plan amendments, local development review proposals with a transportation impact analysis and project design.

Figure 2. Applications of the current mobility policy



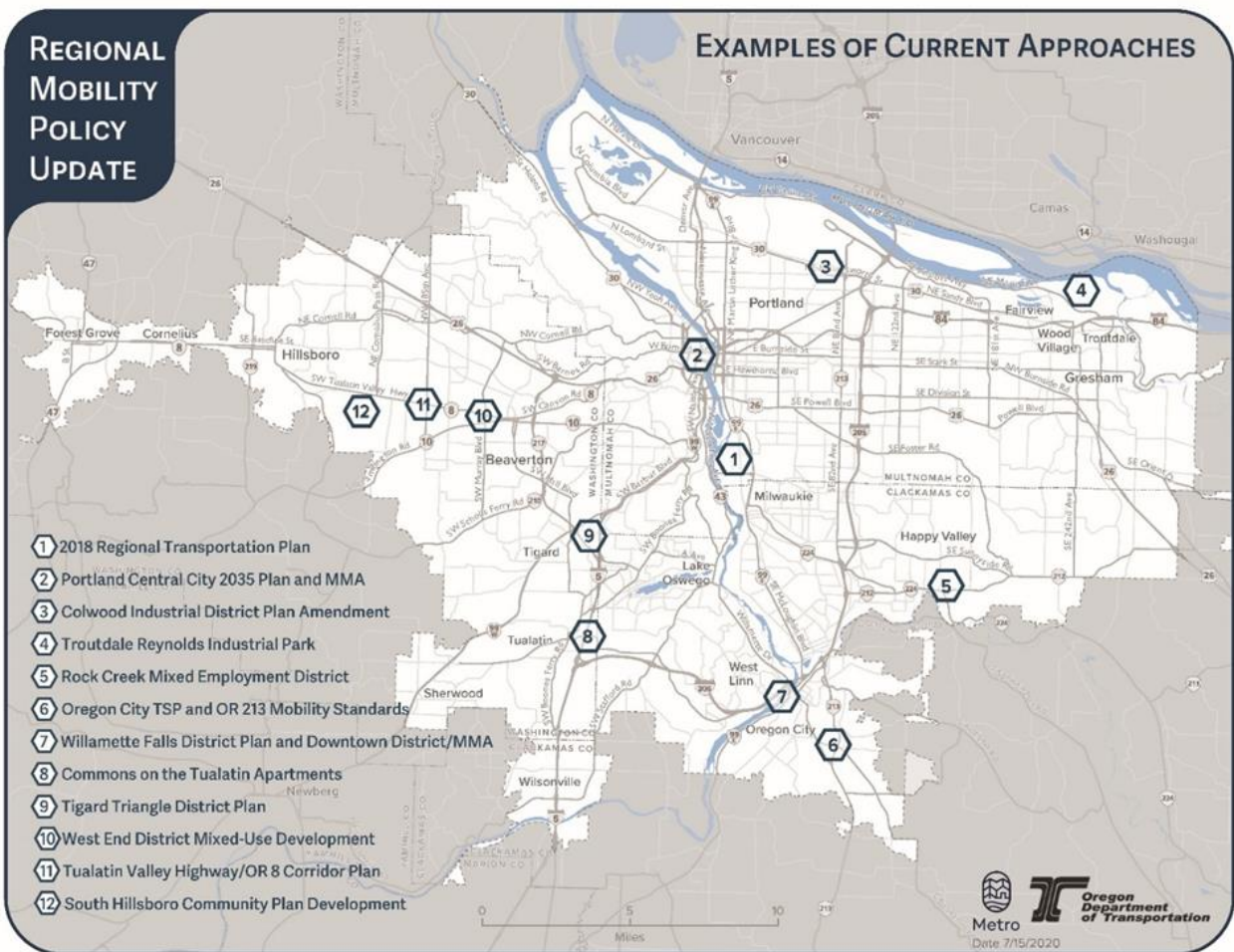
The research found the v/c ratio is more strictly applied as we move from system planning to plan amendments to development review to project design. It is a target in system plans and but often used as a standard in the other three applications.

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Shown in **Figure 3**, the selected examples cover a range of state and regional transportation facilities (i.e., throughways<sup>1</sup> and state- and locally-owned arterials, including state and regional freight routes and enhanced transit corridors), 2040 land use contexts, geographies and availability of travel options. The research identifies strengths and weaknesses of the current v/c measure and policy as well as opportunities for improvement to be addressed with the updated mobility policy for the Portland area.

**Figure 3. Locations of Examples of Current Approaches**



The series of individual factsheets are included in the meeting packet and published on the Metro [project website](#). The examples will provide a starting point for testing potential measures and updated policy approaches this summer through 4 to 6 case studies.

<sup>1</sup> Throughways are designated in the 2018 RTP and generally correspond to Expressways designated in the OHP.

Key findings from this work include:

### Transportation system planning

- The current mobility policy and v/c measures are typically used in combination with other multimodal policies and measures in the development of transportation system plans and are not a barrier to good decision-making in transportation system plans.
- The v/c ratio as the only measure of mobility is not consistent with the current view of mobility being about people and goods, not just motor vehicles. The updated mobility policy and measures need to reflect the many aspects of mobility, including all users' ability to get to the places they want or need to go by a range of modes. Flexibility is needed to apply different approaches in different areas based on land use and transportation contexts and multimodal functions of transportation facilities.
- The financially constrained RTP project list developed during system planning serves as the basis for local governments making subsequent plan amendment decisions affecting State Highways under the Transportation Planning Rule (Section 0060). Unlike the RTP, local TSPs are not required to include a financially constrained project list, though some jurisdictions choose to do so.
- Metro applies the RTP RMP v/c targets on arterial roadway links during development of the RTP while local governments and ODOT apply the RTP and OHP v/c targets at both the roadway link and intersection levels. The OHP v/c targets are applied to state transportation facilities.

### System Planning

Under Oregon's land use program, system planning results in a land use decision that integrates land use and transportation to provide long-range direction on the development of transportation facilities and services for all modes to serve adopted land use plans. System planning includes regional and local transportation system plans, corridor plans, ODOT facility plans and other area plans.

### Plan amendments

- ODOT and local agencies would like more multi-modal measures that could be applied to plan amendments.
- Plan amendments should focus more on consistency with an adopted local transportation system plan not just consistency with the mobility policy v/c standard as the primary evaluation method.
- While the TPR provides more flexibility in evaluating plan amendments than is being utilized (Section -0060 references the facility owner' or operators' performance standards), many local governments evaluate transportation impacts of plan amendments using the OHP v/c standard because it constitutes the best known, most easily used and widely accepted measure.

### Plan Amendments

Under Oregon's land use program, plan amendments are city or county land use decisions that change a comprehensive plan or zoning text or map within their boundary. Plan amendments must comply with the Oregon Transportation Planning Rule (Section -0060). This means a jurisdiction must determine if there are any significant impacts to planned transportation facilities and if so, mitigate those impacts.



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- The OHP Policy 1F Table 7 mobility policy v/c thresholds are applied as standards to determine whether the plan amendment has a significant effect on state transportation facilities.
  - There are a variety of mitigation options available (provided in Section -0060) to help meet the mobility policy when the OHP Table 7 v/c standard cannot be met on state transportation facilities, including safety improvements, multimodal improvements, and transportation system and demand management actions. However, the process of agreeing on methods and assumptions in pursuing these options can be time-consuming and costly.
  - The v/c target used during system planning is often not met in many locations in financially constrained TSPs. This makes it difficult for subsequent plan amendments to meet the adopted mobility standard.
  - In effect, the OHP v/c standard has more importance in plan amendments than during system planning.
- **Research on State and Regional Policy Framework and Past Stakeholder Input on Mobility Shape Key Policy Elements and Potential Measures to Consider for Testing.** The project team reviewed existing state and regional policy documents and [past stakeholder input](#) from the 2018 Regional Transportation Plan update, development of the Get Moving 2020 funding measure and the [Scoping Engagement Process](#) for this effort.

Based on this review and subsequent feedback received through two workshops with the Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) in fall 2020, five key transportation outcomes were identified as integral to how we view mobility in the Portland region:

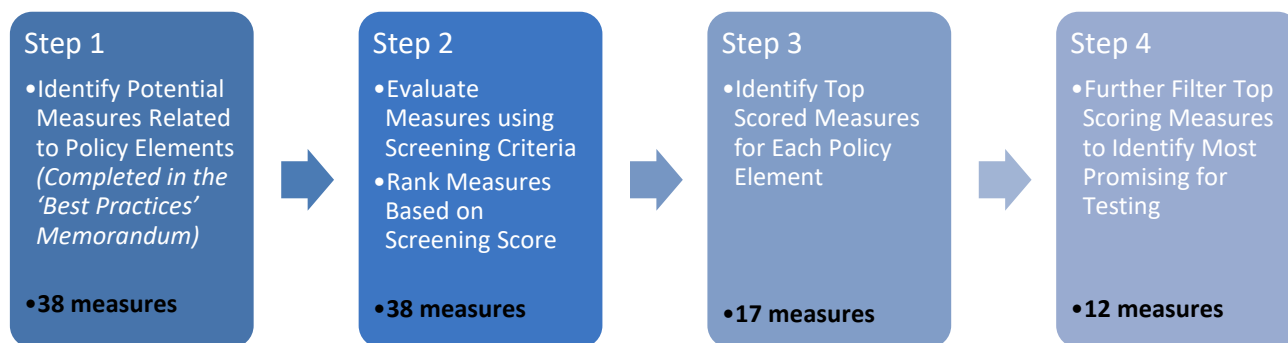
### Potential Mobility Policy Elements

- **Access** – All people and goods can get where they need to go.
- **Time Efficiency** – People and goods can get where they need to go in a reasonable amount of time.
- **Reliability** – Travel time is reliable or predictable for all modes.
- **Safety** – Available travel options are safe for all users.
- **Travel Options** – People can get where they need to go by a variety of travel options or modes.

TPAC and MTAC also provided feedback on criteria to be used to screen and select potential mobility performance measures for testing that address one or more mobility policy elements. Since January 2021, the Consultant team applied the criteria through a four-step process (shown in **Figure 4**) to narrow a list of 38 potential mobility measures to 12 potential mobility measures that appear most promising for testing through case studies this summer.

MEMO TO JPACT: REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY ELEMENTS AND MOST PROMISING MEASURES FOR TESTING

Figure 4: Screening Process to Inform Selection of Potential Mobility Measures for Testing

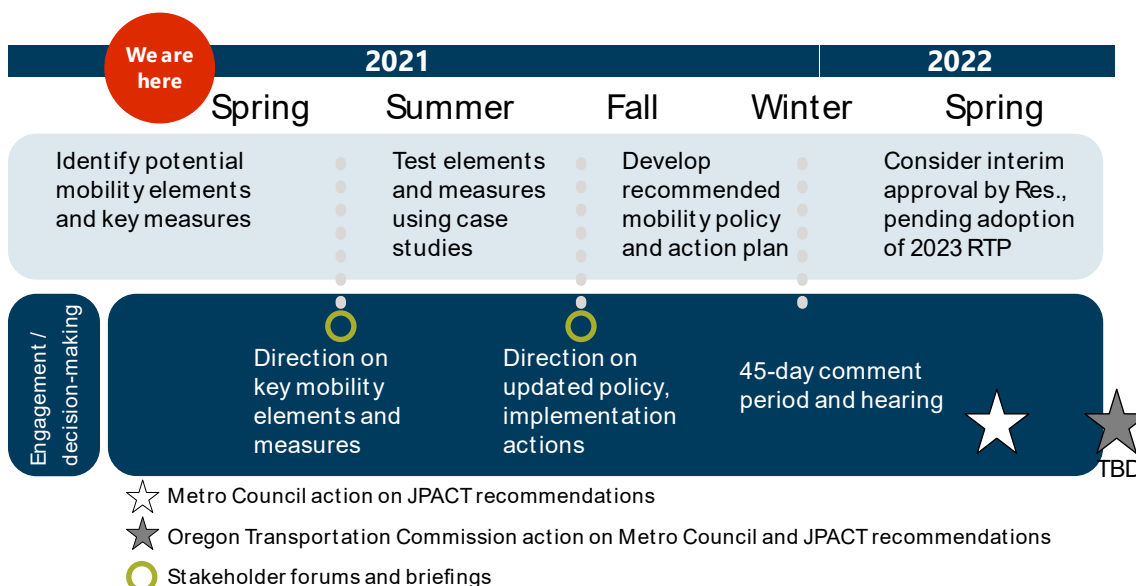


**Attachment 1** summarizes the potential mobility policy elements and most promising measures identified for testing that will be the focus of upcoming engagement activities. The most promising measures from this screening process are in order from highest to lowest screening score. A separate memo (and supporting appendices) documenting each step of the screening process is available on the [project website](#).

**NEXT STEPS**

As shown in **Figure 5** and **Attachment 2**, throughout April and May, Metro and ODOT will engage regional advisory committees, county coordinating committees (staff and policy-levels), and other stakeholders to seek feedback on the key policy elements and most promising measures identified to date.

Figure 5: Key Engagement Opportunities



**June 2021** – Together, the technical screening process and stakeholder input will help shape staff’s recommendation to JPACT and Metro Council on the key policy elements and measures to be further evaluated and tested through case studies. In June, staff will report back on stakeholder feedback received on the elements and measures and seek JPACT and Metro Council direction on testing potential elements and measures through case studies during the summer.

## MEMO TO JPACT: REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY ELEMENTS AND MOST PROMISING MEASURES FOR TESTING

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**Summer 2021** – In summer 2021, the project team will test the elements potential measures through case studies. Through the case studies, the team will evaluate which measures are most feasible and useful in measuring mobility.

Considerations for the case studies include:

- Measures may be used differently for different applications (i.e. system planning versus plan amendments).
- Although there can be multiple targets that the region is measuring against, it is recommended to only have one standard per specific planning context. When there are multiple standards, it becomes more difficult to meet all.
- Not all measures are easily applied as a standard. At the system planning-level, a measure may be applied as a target, with assessment whether a system is trending appropriately or if a project is projected to move the system closer to the target.

**Fall 2021** – In Fall 2021, staff will report the results of the case studies to stakeholders and decision-makers. Staff will continue to engage TPAC and MTAC in developing an updated regional mobility policy and implementation plan for public review and discussion in early 2022 by JPACT, MPAC, and the Metro Council. This work will include crafting draft policy language and guidance related to use and applicability of the recommended performance measures.

**Jan. – March 2022** – This project will recommend amendments to the mobility policy contained in the 2018 RTP and Policy 1F of the OHP for the Portland metropolitan region for consideration by JPACT, the Metro Council and the OTC.

In addition, this project will develop guidance to jurisdictions on how to balance multiple policy objectives and document adequacy, i.e. consistency with the RTP and OHP, in both transportation system plans (TSPs) and plan amendments, when there are multiple measures and targets in place. Finally, the project will recommend considerations for future local, regional and state actions outside the scope of this project to implement the new policy and to reconcile differences between the new TSP and plan amendment measures and targets and those used in development review and project design processes.

Pending “tentative” approval and direction by the JPACT, the Metro Council and expressed support from the OTC in early 2022, the updated policy will be applied in the next update to the RTP (due in Dec. 2023). In addition, the recommended policy will be forwarded to the OTC for consideration as an amendment to the OHP 1F (Table 7 and related policies for the state-owned facilities in the Portland region).

Pending adoption in the 2023 RTP by JPACT and the Metro Council and amendment of the OHP by the OTC, the updated policy will guide development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes subject to the Transportation Planning Rule.

MEMO TO JPACT: REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY  
ELEMENTS AND MOST PROMISING MEASURES FOR TESTING

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**Packet material:**

**Attachment 1.** Potential Mobility Policy Elements and Most Promising Performance Measures for Testing

**Attachment 2.** Stakeholder and Public Engagement - Spring 2021

**Attachment 3.** Project Objectives

**Project Factsheet** (Spring 2021)

**Examples of Current Approaches Factsheets** (April 2021)





**Potential Mobility Policy Elements and Most Promising Performance Measures to Consider for Testing**

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how we define and measure mobility in the Portland region in the Oregon Highway Plan (OHP), Regional Transportation Plan (RTP), local transportation system plans (TSPs) and corridor plans, and during the local comprehensive plan amendment process. This document summarizes the potential mobility policy elements and most promising performance measures being considered for testing through case studies. Throughout April and May, Metro and ODOT will engage the Metro Council, regional advisory committees (JPACT and the Metro Policy Advisory Committee), county coordinating committees (staff and policy-levels), and other stakeholders to seek feedback on the key policy elements and most promising measures. In June, staff will report back on stakeholder feedback received on the elements and measures and seek JPACT and Metro Council direction on the measures to be recommended for testing.

**Potential Mobility Policy Elements**

The project team reviewed existing state and regional policy documents and [past stakeholder input](#) from the 2018 Regional Transportation Plan update, development of the Get Moving 2020 funding measure and the [Scoping Engagement Process](#) for this effort. Based on this review and subsequent feedback received through two workshops with the Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) in fall 2020, five key transportation outcomes were identified as integral to how we view mobility in an urban environment, specifically in the Portland region:

- **Access** – All people and goods can get where they need to go.
- **Time Efficiency** – People and goods can get where they need to go in a reasonable amount of time.
- **Reliability** – Travel time is reliable or predictable for all modes.
- **Safety** – Available travel options are safe for all users.
- **Travel Options** – People can get where they need to go by a variety of travel options or modes.

TPAC and MTAC also provided feedback on criteria to be used to screen and select potential mobility performance measures for testing that address one or more mobility policy elements. Since January 2021, the Consultant team applied the criteria through a four-step process to narrow a list of 38 potential mobility measures to 12 potential mobility measures that appear most promising for testing through case studies this summer. The screening process is summarized on page 2.

**Most Promising Performance Measures to Consider for Testing**

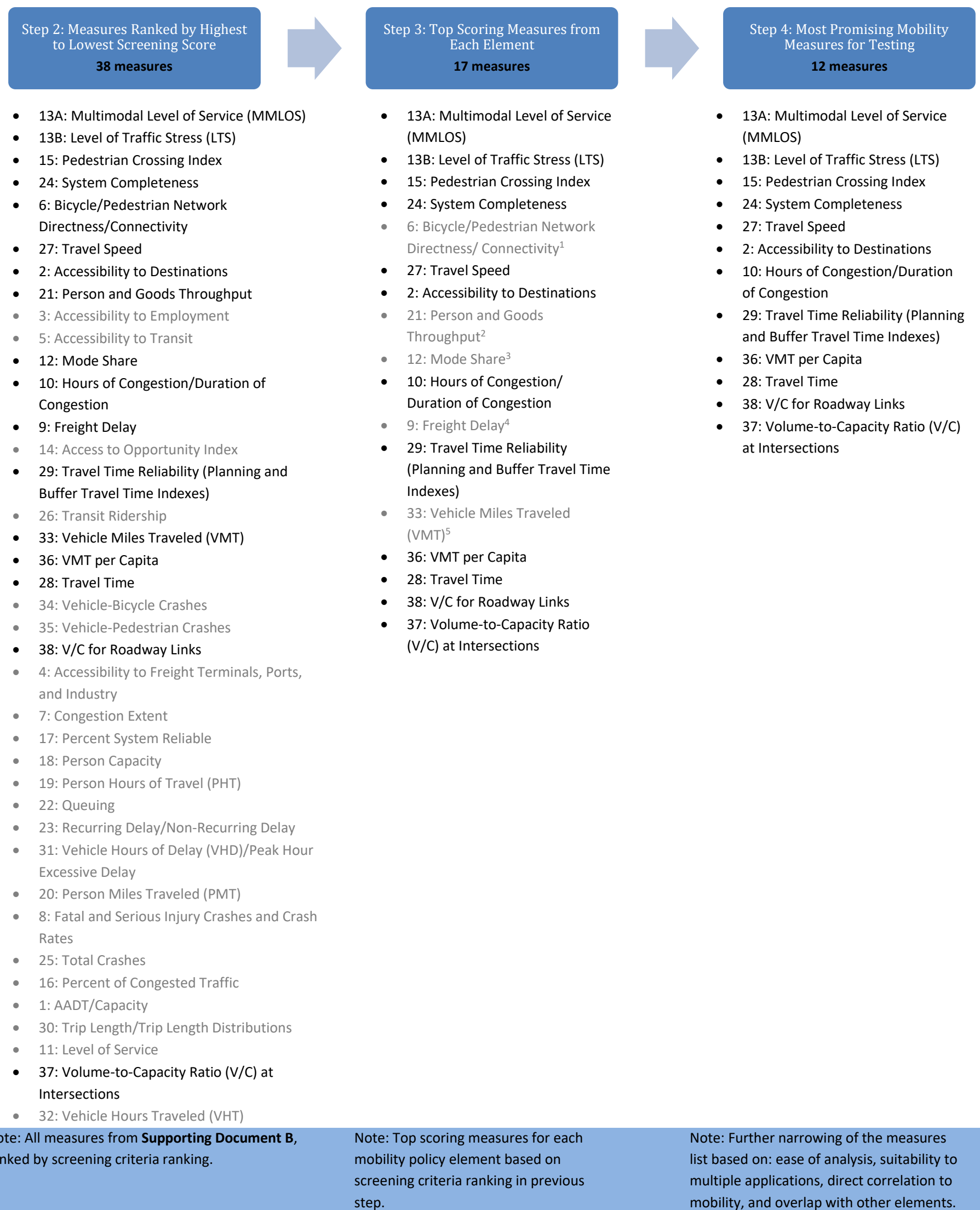
The most promising performance measures to consider for testing are shown below, listed in order from highest to lowest screening score. As a group, the measures cover all modes. Seven of the 12 measures relate to more than one mobility policy element. Seven of the measures can be used for both system planning and plan amendments, the focus of this regional mobility policy update.

ID	Measure	Definition	Mobility Policy Elements					Planning Applications		
			Access	Time Efficiency	Reliability	Safety	Travel Options	System Performance/ Scenario Testing/Target	Needs Identification/ Project Identification	Plan Amendments/ Standard
13A	Multimodal Level of Service (MMLOS)	MMLOS is a level of service (LOS) system that measures the quality and level of comfort of facilities per mode based on factors that impact mobility from the perspectives of pedestrians, cyclists, and transit riders, respectively.	●			○	All modes	●	●	●
13B	Level of Traffic Stress (LTS)	Level of traffic stress (LTS) classifies points and segments on routes into different categories of stress ranging from 1 (low stress) to 4 (high stress) based on factors that correlate to the comfort and safety of the bicyclist or pedestrian using that facility.	●	○		●	Bike, Pedestrian	●	●	●
15	Pedestrian Crossing Index	The distance between pedestrian crossings compared to a target maximum distance.	●	●		●	Pedestrian	●	●	●
24	System Completeness	The percent of planned facilities that are built within a specified network	●	○		○	All modes	●	●	●
27	Travel Speed	Average or a percentile speed for a network segment or between key origin-destination pairs, during a specific time period.			○	●	Vehicle, Freight, Transit	●	●	●
2	Accessibility to Destinations	The number of essential destinations within a certain travel time or distance, by different modes.	●	○	○		All modes	●	●	●
10	Hours of Congestion/ Duration of Congestion	The number of hours within a time period, most often within a weekday, where a facility's congestion target is exceeded.		●	●		Vehicle, Freight, Transit	●	●	●
29	Travel Time Reliability (Planning and Buffer Travel Time Indexes)	Indicators of congestion severity that assess on-time arrival and travel time variability.		○	●		Vehicle, Freight, Transit	●	●	●
36	VMT per Capita	The number of miles traveled by motorists within a specified time period and study area, per the study area's population.	○	●		○	Vehicle, Freight, Transit	●	●	●
28	Travel Time	Average or a percentile time spent traveling between key origin-destination pairs, during a specific time period.		●			All modes	●	●	●
38	V/C for Roadway Links	The ratio of traffic volume to the capacity of a roadway link during a specified analysis period.		●	○		Vehicle, Freight	●	●	●
37	Volume-to-Capacity Ratio (V/C) at Intersections	The ratio of traffic volume to the capacity of an Intersection during a specified analysis period.		●	○		Vehicle, Freight	●	●	●

● = direct measure    ○ = indirect measure

Together, the technical screening process and stakeholder input will help shape staff's recommendation to JPACT and Council on the key policy elements and measures recommended for testing through case studies.

### Screening Process Leading to Most Promising Mobility Measures For Testing



Gray measures are not moved forward in the next screening process step.

The measures above are listed in order from highest to lowest screening score for each step. A memo documenting each step of the screening process is available on the project website.

<sup>1</sup> Removed because of its similarities to System Completeness and Accessibility to Destinations.

<sup>2</sup> Although a useful corridor-level metric, removed because it is difficult to apply.

<sup>3</sup> Removed because it is an outcome and goal for the region, rather than a direct measure of mobility.

<sup>4</sup> Removed because of its similarity to Hours/Duration of Congestion.

<sup>5</sup> Removed because VMT per capita better reflects impacts to mobility.

## REGIONAL MOBILITY POLICY UPDATE 2021 SPRING ENGAGEMENT SCHEDULE

Dates are subject to change pending availability of agenda time.



### Metro Council and Regional Committees

Who	Date
Metro Council	April 13
TransPort Subcommittee to TPAC	April 14
Joint Policy Advisory Committee on Transportation (JPACT)	April 15
Metro Policy Advisory Committee (MPAC)	April 28
County Coordinating Committees	Various dates from April to June
Stakeholder Forums	
JPACT	May 20
Transportation Policy Alternatives Committee (TPAC)	June 4
JPACT	June 17
Metro Council ( <i>requested</i> )	June 29

### County Coordinating Committees

Who	Date
Clackamas County TAC	April 27
East Multnomah County Transportation Committee TAC	May 5
Washington County Coordinating Committee TAC	May 6
East Multnomah County Transportation Committee (policy)	May 17
Clackamas County C-4 subcommittee (policy)	May 19
Washington County Coordinating Committee (policy)	June 14

### Stakeholder Forums

Who	Date
Practitioner Forum 1*	April 21, 10 a.m. - noon
Freight and Goods Forum	April 23, 9 - 11 a.m.
Practitioner Forum 2*	April 30, 9 - 11 a.m.
Community Leaders Forum	May 14, 9 - 11 a.m.

\* The two practitioner forums will be the same format/content to provide an option for stakeholders to participate on the date that works best for their schedule.



## Metro/ODOT Regional Mobility Policy Update

### Project purpose and objectives

*(as identified in work plan approved by JPACT and the Metro Council in 2019)*

July 24, 2020

#### Project purpose

The purpose of this project is to:

- Update the regional transportation policy on how the Portland area defines and measures mobility for people and goods to better align how performance and adequacy of the transportation system is measured with broader local, regional and state goals and policies.
- Recommend amendments to the Regional Transportation Plan and Policy 1F of the Oregon Highway Plan (Table 7 and related policies for the state-owned facilities in the Portland metropolitan planning area boundary).

The updated policy will be considered for approval by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council as an amendment to the Regional Transportation Plan (RTP) as part of the next RTP update (due in 2023). The updated policy for state owned facilities will be considered for approval by the Oregon Transportation Commission (OTC) as an amendment to Policy 1F of the Oregon Highway Plan.

The updated policy will be applied within the Portland area metropolitan planning area boundary and guide the development of regional and local transportation system plans and the evaluation of the potential impacts of plan amendments and zoning changes on the transportation system as required by Section 0060 of the Transportation Planning Rule (TPR). In addition, the updated policy will provide a foundation for recommending future implementation actions needed to align local, regional and state codes, standards, guidelines and best practices with the new policy, particularly as it relates to mitigating development impacts and managing, operating and designing roads.

#### Project objectives

The 2018 RTP is built around four key priorities of advancing equity, mitigating climate change, improving safety and managing congestion. The plan recognizes that our growing and changing region needs an updated mobility policy to better align how we measure the performance and adequacy of the transportation system for both people and goods. The comprehensive set of shared regional values, goals and related desired outcomes identified in the 2018 RTP and 2040 Growth Concept, as well as local and state goals will provide overall guidance to this work.

The following project objectives will direct the development of the updated mobility policy that meets these broad desired outcomes for the Portland metropolitan region.

The project will amend the RTP and Policy 1F of the OHP to:

1. Advance the region's desired outcomes and local, regional and state efforts to implement the 2040 Growth Concept and 2018 RTP policy goals for advancing equity, mitigating climate change, improving safety and managing congestion.
2. Support implementation of the region's Climate Smart Strategy, the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and related policies.

3. Provide a clear policy basis for management of and investment in the throughway<sup>1</sup> and arterial system to better manage growing motor vehicle congestion in the region in order to maintain interstate and statewide mobility on the throughway system while providing for intra-regional mobility and access by transit, freight and other modes of travel on the arterial roadway system and other modal networks.
4. Develop a holistic alternative mobility policy and associated measures, targets, and methods for the Portland region that focuses on system completeness for all modes and system and demand management activities to serve planned land uses. The updated policy will:
  - a. Clearly and transparently define and communicate mobility expectations for multiple modes, users and time periods, and provide clear targets for local, regional and state decision-making.
  - b. Provide mobility equitably and help eliminate disparities historically marginalized communities<sup>2</sup> face in meeting their travel needs.
  - c. Address all modes of transportation in the context of planned land uses.
  - d. Be innovative and advance state of the art practices related to measuring multimodal mobility.
  - e. Use transportation system and demand management to support meeting mobility needs.
  - f. Help decision-makers make decisions that advance multiple policy objectives.
  - g. Address the diverse mobility needs of both people and goods movement.
  - h. Balance mobility objectives with other adopted state, regional and community policy objectives, especially policy objectives for land use, affordable housing, safety, equity, climate change and economic prosperity.<sup>3</sup>
  - i. Distinguish between throughway and arterial performance and take into account both state and regional functional classifications for all modes and planned land uses.
  - j. Evaluate system completeness and facility performance for all modes to serve planned land uses as well as potential financial, environmental, greenhouse gas and community impacts of the policy, including impacts of the policy on traditionally underserved communities and public health.
  - k. Recognize that mobility into and through the Portland region affects both residents across the region and users across the state, from freight and economic perspectives, as well as access to health care, universities, entertainment and other destinations of regional and statewide importance.
  - l. Be financially achievable.
  - m. Be broadly understood and supported by federal, state, regional and local governments, practitioners and other stakeholders and decision-makers, including JPACT, the Metro Council and the Oregon Transportation Commission.
  - n. Be legally defensible for implementing jurisdictions.
  - o. Be applicable and useful at the system plan, mobility corridor and plan amendment scales.

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<sup>1</sup> Throughways are designated in the 2018 RTP and generally correspond to Expressways designated in the OHP.

<sup>2</sup> Historically marginalized communities are defined as people of color, people who do not speak English well, low income people, youth, older adults and people living with disabilities.

<sup>3</sup> Including the Oregon Transportation Plan, state modal and topic plans including OHP Policy 1G (Major Improvements), Oregon Transportation Planning Rule, Metro 2040 Growth Concept, Metro Regional Transportation Plan, Metro Regional Transportation Functional Plan and the Metro Congestion Management Process.

### Project requirements and considerations

The project will address these requirements and considerations:

1. Comply with federal, state and regional planning and public involvement requirements, including Oregon's Statewide Planning Goals, ORS 197.180, the process set forth in OHP Policy 1F3 and associated Operational Notice PB-02.
2. Consider implications for development review and project design.
3. Consider implications for the region's federally-mandated [congestion management process](#) and related performance-based planning and monitoring activities.
4. Coordinate with and support other relevant state and regional initiatives, including planned [updates to the Oregon Transportation Plan and Oregon Highway Plan](#), the ODOT Region 1 Congestion Bottleneck and Operations Study II (CBOS II), the [ODOT I-205 Tolling Project](#), the [ODOT I-5 Tolling Project](#), [Metro Regional Congestion Pricing Study](#), the Metro [Regional Transportation System Management and Operations \(TSMO\) Strategy](#) update and the [Metro jurisdictional transfer framework](#) effort.
5. Document data, tools and methodologies for measuring mobility.
6. Provide guidance to jurisdictions on how to balance multiple policy objectives and document adequacy, i.e. consistency with the RTP and OHP, in both transportation system plans (TSPs) and plan amendments, when there are multiple measures and targets in place.
7. Recommend considerations for future local, regional and state actions outside the scope of this project to implement the new policy and to reconcile differences between the new system plan and plan amendment measures and targets and those used in development review and project design.





## Regional mobility policy update

*This joint effort between Metro and the Oregon Department of Transportation will update the way the region defines mobility and measures success.*

### **Project overview**

The purpose of this project is to update how mobility is defined and measured in the Regional Transportation Plan (RTP) and local transportation system plans (TSPs), and during the local comprehensive plan amendment process in the Portland area. The updated policy (and associated measures, targets and standards) will guide the development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes on the transportation system.

### **What is the regional mobility policy?**

The region's current mobility policy relies on a vehicle-based measure and thresholds adopted in the RTP and Policy 1F (Highway Mobility Policy) of Oregon Highway Plan (OHP). The measure is referred to as the volume-to-capacity ratio (v/c ratio). As the primary way of measuring vehicle congestion on roads and at intersections, the current measure is used to calculate the number of motor vehicles relative to the motor vehicle capacity of a given roadway during peak weekday travel times (currently defined as being from 4 to 6 p.m.).

### **Why update the policy now?**

We are a region on the move – and a region that is rapidly growing. More than a million people need to get to work, school, doctor's appointments, shopping, parks and home again each day. With a half-million more people expected to live in the Portland area by 2040, it's vital to our future to have a variety of safe, affordable and reliable options for people to get where they need to go – whether they're driving, riding a bus or train, biking, walking or moving goods.



## Key terms

**Policy:** a statement of intent and direction for achieving desired outcomes at the regional and system level.

**Measure:** a metric that is used to set targets and standards and to assess progress toward achieving the policy. The current measure for mobility is defined as a ratio of vehicle volume-to-capacity (v/c ratio).

**Target:** a specific level of performance that is desired to be achieved within the time horizon of transportation system plans. The RTP and OHP define v/c-based targets of .99 and 1.1

**Standard:** a performance threshold that is less flexible than a target. ODOT and local governments use the v/c ratio to regulate plan amendments, mitigate development impacts and determine road design requirements at a local or project level.

The 2018 RTP identified the need to update the plan's 20-year old "interim" mobility policy so that it better aligns with the comprehensive set of shared regional values, goals and desired outcomes identified in the RTP and 2040 Growth Concept, as well as with local and state goals.

There are several reasons why the time is right to begin an update to the mobility policy and associated measures for the Portland region.

- The current policy and measure focus solely on vehicles and do not measure mobility for people riding a bus or train, biking, walking or moving goods.
- The targets and standards in the current policy do not reflect the fiscal capacity of ODOT and local governments to construct transportation projects necessary to meet the mobility policy. This is especially true in planned growth areas including urban growth boundary expansion areas.
- Projects that are built to the current adopted targets and standards may have undesirable land use, housing, air quality and environmental impacts.
- The 2018 RTP failed to meet the current target, particularly for the region's throughway system, triggering the need to consider alternative approaches for measuring mobility and success under state law.
- The Oregon Transportation Commission (OTC) will be updating the Oregon Transportation Plan and Oregon Highway Plan during the next couple of years and will conduct its own statewide stakeholder engagement process to inform those plan updates. This project provides an opportunity for coordination and for the region to help inform those efforts.

## What are our expected outcomes?

The project's primary outcome is to recommend an updated mobility policy, measures and performance targets for the greater Portland region that clearly define mobility expectations for people and goods.

The process will result in policy recommendations to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission (OTC). Pending approval by JPACT and the Metro Council and concurrence from the OTC, the updated policy for the Portland region will be applied and incorporated in the next update to the RTP (due in 2023). The OTC will be asked to consider adoption of the updated mobility policy for the Portland region, including amending Table 7 in Policy 1F (highway mobility policy) in the OHP.



# Current uses of the volume-to-capacity ratio in the Portland region



\* focus of this update

## Planning for the future

**Who:** Metro, ODOT, cities, counties and consultants.

**What:** Evaluate traffic performance of roads and intersections given current and projected population and jobs.

**When:** Updates to transportation system plans (TSPs) and development of corridor or area plans, including concept plans, using thresholds defined in the RTP, OHP and local transportation plans.

**Why:** Diagnose the extent of vehicle congestion to identify deficiencies and projects to address them, and determine consistency of the RTP with the OHP for state-owned facilities.

## Regulating plan amendments

**Who:** Cities, counties and consultants, in coordination with ODOT.

**What:** Evaluate the potential impacts of land use zoning changes on roads and intersections, including state-owned roads as required by the TPR during development review.

**When:** Amendments to land use zoning designations using thresholds defined in the OHP.

**Why:** Identify mitigation measures to address transportation impacts anticipated from a new or changed land use designation.

## Mitigating development impacts

**Who:** Cities, counties and developers.

**What:** Collect fees based on the development of or use of land or identify needed transportation project(s) in-lieu of fees. Projects typically include expanding capacity to add new travel lanes, turn lanes and/or signals.

**When:** Development approval process using thresholds defined in local transportation plans and the OHP.

**Why:** Mitigate traffic impacts from new development.

## Managing and designing roads

**Who:** Cities, counties, ODOT and consultants.

**What:** Calculate anticipated volume-to-capacity ratio of project area using thresholds defined in the 2012 Oregon Highway Design manual and criteria in ODOT's 2020 Blueprint for Urban Design for state-owned roads.

**When:** Operations and project design, including preliminary engineering.

**What:** Inform the design of roads and intersections, such as the number of travel lanes and turn lanes, and signal operations.

## Potential new measures to be explored

The volume-to-capacity (v/c) ratio has been the primary way to measure the region's mobility. We will continue to explore different approaches to applying v/c in addition to other ways to measure the health and success of the transportation system, including:

- Multimodal level of service (MMLOS)
- Level of traffic stress (LTS)
- Pedestrian Crossing Index
- System completeness
- Travel speed
- Accessibility to Destinations
- Hours of congestion/duration of congestion
- Travel Time Reliability (Planning and Buffer Travel Time Indexes)
- Vehicle miles traveled (VMT) per capita
- Travel time

To sign up for project updates and learn more, visit [oregonmetro.gov/mobility](http://oregonmetro.gov/mobility)

### Project contacts:

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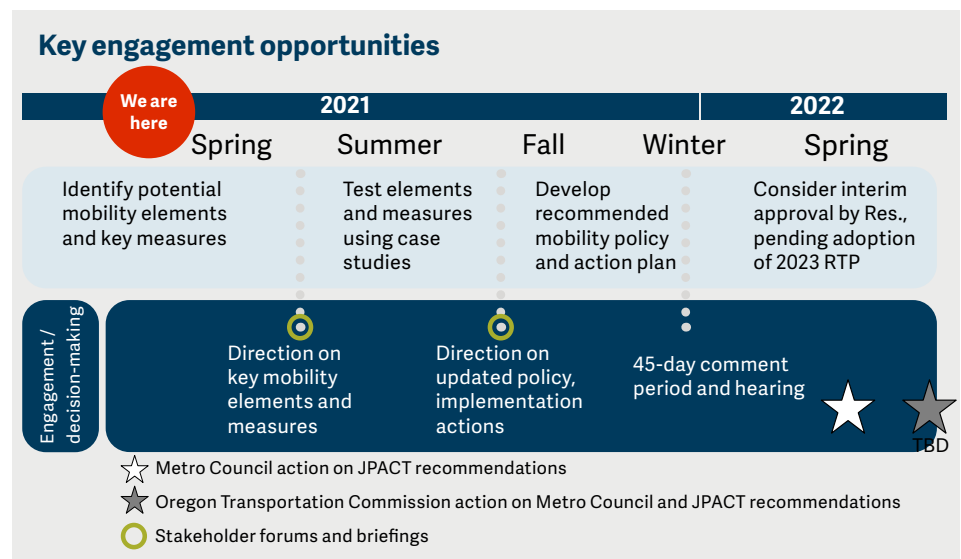
#### Lidwien Rahman

ODOT project manager  
Lidwien.Rahman@odot.state.or.us

## Where are we now?

Informed by research and input from stakeholders, the project team has identified five key transportation outcomes that are integral to how we view mobility in the Portland region. This spring, Metro and ODOT are engaging policymakers, practitioners, community leaders and other stakeholders to help shape the potential elements and measures to include in the updated mobility policy. Regional decision-makers will work together to develop the recommended outcomes and measures. In June, JPACT and the Metro Council will be asked to direct staff on the measures to be tested through case studies this summer.

The process to update the regional mobility policy started in 2019 and will continue through spring 2022.



## Next steps

### Spring 2021

Report on examples of current approaches

Seek input on potential policy elements and potential mobility measures to test

### Summer 2021

Test measures with case studies

### Fall 2021

Report findings

Draft policy and implementation plan

### Winter - Spring 2022

Public review and refinement

Final policy recommendations go to JPACT, the Metro Council and the Oregon Transportation Commission

## Potential Mobility Policy Elements

**Access** - All people and goods can get where they need to go.

**Time Efficiency**- People and goods can get where they need to go in a reasonable amount of time.

**Reliability**- Travel time is reliable or predictable for all modes.

**Safety**- Available travel options are safe for all users.

**Travel Options**- People can get where they need to go by a variety of travel options or modes.

**5.3 Regional Mobility Policy Update – Continue discussion of draft mobility policy elements and potential measures to test:**

**Attachment: [Current Examples Factsheet](#)**

*Information/ Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, May 20, 2021

Materials following this page were distributed at the meeting.

# April 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*





Metro

# JPACT Federal Policy Agenda

JPACT | May 20, 2021



# What we know: Federal Transportation

Earmarks are submitted- the region did very well!

Build Back Better/American Jobs Plan

Transportation Reauthorization





**Greater Portland starts strong.**



# Why have a federal policy agenda?

- Speak with one voice
- Support each other
- Money and policy are two sides of the same coin
- Policy matters

# Key reauthorization values

Reduce climate pollution

Improve safety and transit

Create jobs and access opportunity,  
especially for people of color

**Strong alignment**  
2018 RTP  
Get Moving 2020

# **JPACT Policy Principle 1**

Robustly fund multimodal transportation projects and transportation planning

## **Continue:**

- More funding overall
- Support local and state innovative funding mechanisms, such as the road user fee
- Bridges of National and Regional Significance program
- Larger federal match for all programs, particularly Capital Investment Grants

## **Change:**

- decreased focus on gas tax, bigger focus on more funding regardless of source

# **JPACT Policy Principle 2**

Use transportation investments to reduce greenhouse gas emissions from the transportation sector, improve safety on our roads, and improve the resiliency and functionality of our transportation system

# Reduce greenhouse gas emissions

## Continue:

- Support reinstatement of greenhouse gas emissions performance targets, develop VMT performance targets
- Focus on multimodal projects and support for transit
- Support investments in active transportation

# Improve Safety

## Continue:

- Support for national Vision Zero efforts

## Change:

- Increase Highway Safety Improvement Program (HSIP) funds and support local allocation

# Resiliency and Functionality

## Continue:

- Incorporate resiliency and adaptation as higher priorities in grant programs, investments, etc.
- Support regional and state disaster planning efforts

## Change:

- Increased focus on disaster response particularly for fire and landslide disasters, not just disaster planning



# **JPACT Policy Principle 3**

Ensure that transportation investments support improved outcomes for everyone, particularly people of color, who have historically been underinvested in or harmed by transportation funding and policy

**Change:** these would all be new components of the JPACT Legislative agenda, they are drawn from the DeFazio H.R. 2 framework

- Support racial equity analysis in federal grants and federal programs
- Support efforts at increasing apprenticeship funding and workforce training
- Support policy to require racial equity analysis as part of grant applications and tolling projects
- Support incentives in Capital Investment Grant program for increased density and range of housing affordability options along transit lines

# **JPACT Policy Principle 4**

Invest locally and support local engagement, direction, and planning of the transportation system

## **Continue:**

- Increase sub allocation to the local and regional level
- Create grant program to facilitate jurisdictional transfer
- Support local and state flexibility in developing projects and policies regarding autonomous vehicles, pricing programs, regional freight systems, and data collection and management

## **Change:**

- Protect CMAQ funding for areas in attainment

# **JPACT Policy Principle 5**

Improve transit access and impact, and help build more transit projects across the country

## **Continue:**

- Increase federal match for Capital Investment Grant program
- Expand Small Starts eligibility to include systems improvements, rather than specific bus lines and increase Small Starts cost limits
- Support transition away from diesel busses
- Recognize past performance of agencies in delivering projects on or under budget when making risk assessments for Capital Investment Grant program

## **Change:**

- light rail vehicle size requirements

# Where we go from here

## **Today:**

JPACT feedback/approval

## **Next:**

Congressional action

Congressional JPACT briefings

# Thanks to the staff

Michelle, Shoshana, Kristin, Nils, Mark L, Dan, Taylor, Jessica, Tia, Chris F, Brendan, Trevor, Tom, Jeff, Aaron, Jamie, Mike, Chris L, Chris F, Chris D, Erin, Stephen, Emerald, Ann, Jean, Brian, Mark O, Don, Ben, Jeannine, Julia, Dave, Dana, Kelly, Kelsey, John, Lance, Margi, Craig, Marielle, Kim, Ted



[oregonmetro.gov](http://oregonmetro.gov)



# 2025-2027 Regional Flexible Funds Allocation (RFFA) Program Direction

Presentation to JPACT  
May 20, 2021



Metro



# Today's purpose

- Review input from workshops and May 7 TPAC meeting
- Discuss draft 2025-2027 Program Direction development



# 2025-27 RFFA process timeline

## 2021: Program Direction

Council work session: Mar. 9

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

TPAC:  
Feb. 5, Apr. 2, May 7  
**June 4: recommendation**

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

Council:  
**July/Aug.: action**

## 2021-22: Step 2 Project Solicitation & Evaluation

Project call:  
November 2021

Proposals due:  
February 2022

Technical Analysis,  
Risk Assessment:  
March, April

## 2022: Deliberation & Adoption

Public comment,  
CCC priorities:  
May, June

TPAC/JPACT discussion:  
June-Sept.

JPACT  
recommendation,  
Council action: Oct.

# RFFA Program Direction

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



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

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

# Three workshops

**March 10** – RFFA Program Direction overview; introduced process for proposing discussion topics (Steps 1 or 2)

**April 8** – Reviewed, discussed proposals

**April 28** – 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



# Step 2: What we heard

- Support for one project category, focus on multiple outcomes
- Continue RTP Investment Priority focus, no weighting
- Refine draft criteria, demonstrate economic benefits
- Consider ETC (Better Bus) investments through Step 2 projects



# Q 1: Step 2 categories & targets

- TPAC supported eliminating the Step 2 categories and targets
- Continue to support active transportation and economy



# Q 2: Should any priorities be weighted?

- RTP gives no policy direction to weight
- Project evaluation process allows for weighting by decision-makers, if desired

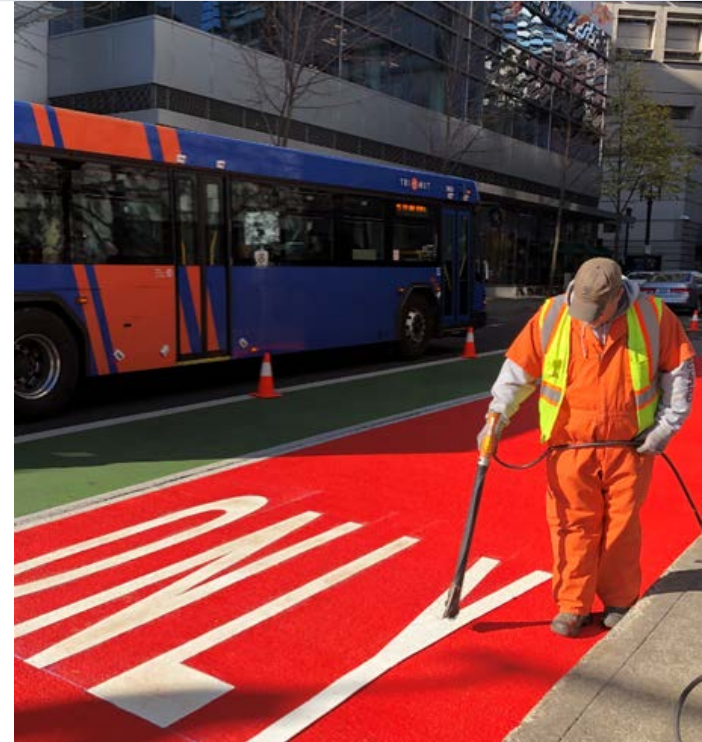


# Qs 3, 4: Investment Priority and Criteria refinements

- Ensure criteria aligns with RTP Investment Priorities and shows economic outcomes
  - Two approaches to showing economic benefits
- Describe how criteria will be measured and used in the project evaluation
- Create evaluation measures with work group, review with TPAC prior to Call for Projects

# Q 5: Enhanced Transit Corridors (Better Bus)

TPAC preference for TriMet and local jurisdictions to work together to apply for project-specific funding in Step 2



# Next steps

- Draft RFFA Program Direction document to TPAC in June for recommendation
- Present TPAC recommendation for JPACT action in July
- Council adoption – July, August

# Discussion

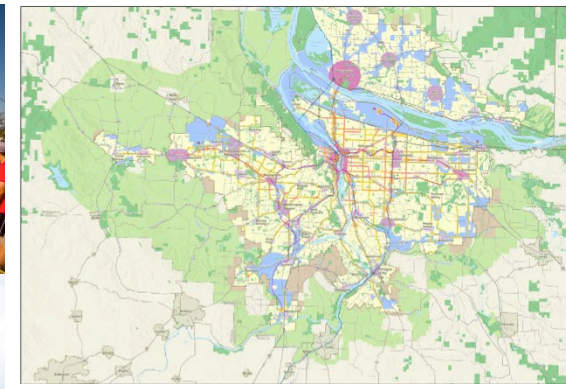
- Are there questions regarding the input received to date?
- What additional input does JPACT wish to provide?



# Regional mobility policy update

JPACT  
May 20, 2021

Kim Ellis, Metro  
Glen Bolen, ODOT



# Project purpose

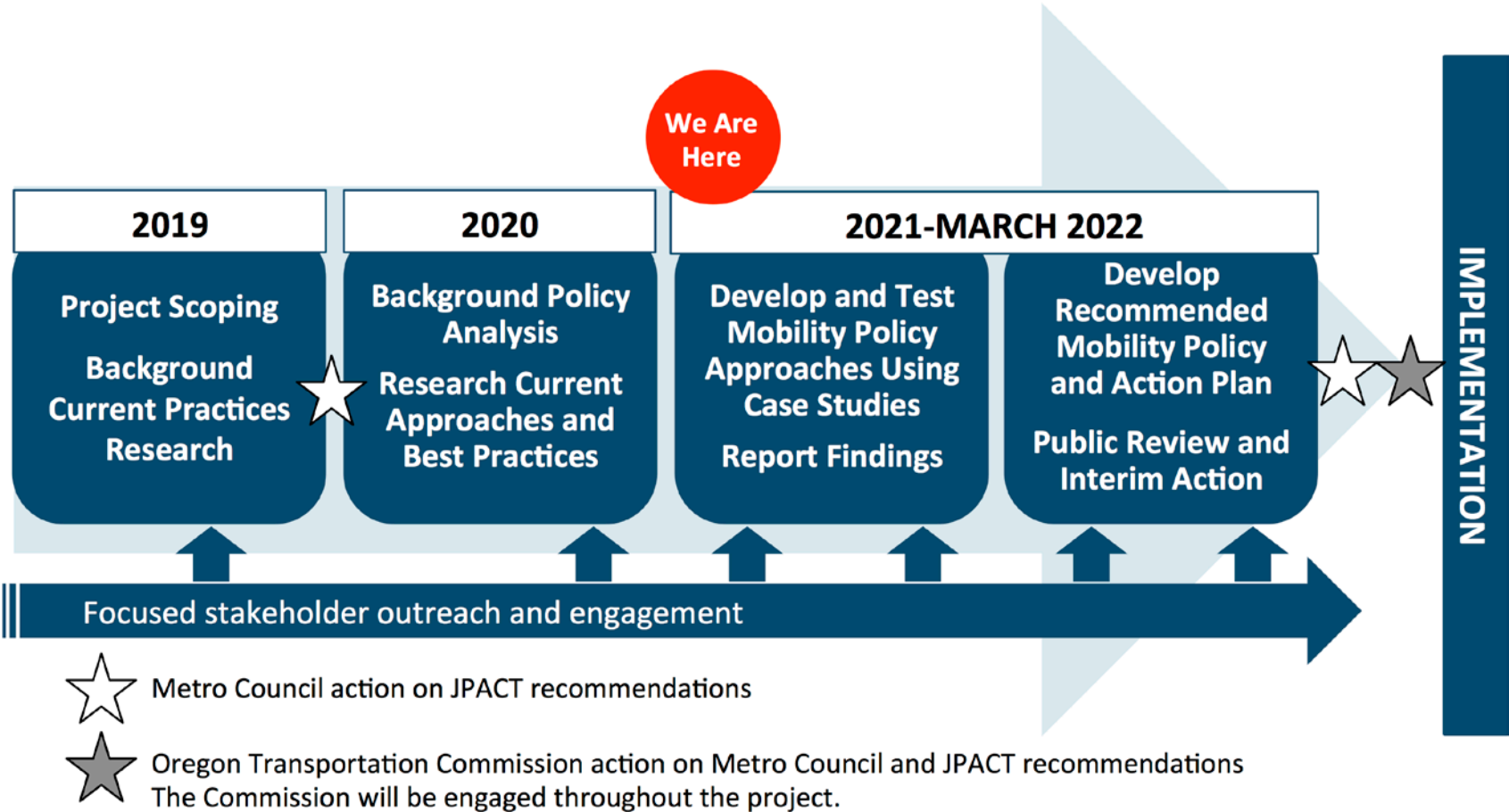
- Update the policy on how we define and measure mobility for the Portland area transportation system
- Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area



Visit [oregonmetro.gov/mobility](https://oregonmetro.gov/mobility)



# Project timeline



# 2018 Regional Transportation Plan priorities

The updated mobility policy must advance 2040 plan and these overarching RTP priorities.



Equity



Climate



Safety



Congestion

# Draft Mobility Policy Elements

## Access

- All people and goods can get where they need to go.

## Time Efficiency

- People and goods can get where they need to go in a reasonable amount of time.

## Reliability

- Travel time is reliable or predictable for all modes.

## Safety

- Available travel options are safe for all users.

## Travel Options

- People can get where they need to go by a variety of travel options or modes.

# Draft Potential measures

Being considered  
for testing and  
refinement

Listed in order  
from highest to  
lowest screening

Information about the screening process is available on the project website: [oregonmetro.gov/mobility](https://oregonmetro.gov/mobility)

Measure	Mobility Policy Elements				
	Access	Time Efficiency	Reliability	Safety	Travel Options
Multimodal Level of Service (MMLOS)	●			○	All modes
Level of Traffic Stress (LTS)	●	○		●	Bike, Pedestrian
Pedestrian crossing index	●	●		●	Pedestrian
System completeness	●	○		○	All modes
Travel speed			○	●	Vehicle, Freight, Transit
Accessibility to destinations	●	○	○		All modes
Hours of congestion/ duration of congestion		●	●		Vehicle, Freight, Transit
Travel time reliability		○	●		Vehicle, Freight, Transit
Vehicle miles traveled (VMT) per capita	○	●		○	Vehicle, Freight, Transit
Travel time		●			All modes
Volume-to-capacity ratio for roadway links		●	○		Vehicle, Freight
Volume-to-capacity ratio at Intersections		●	○		Vehicle, Freight

● direct measure ○ indirect measure

# How should we consider mobility in different contexts?



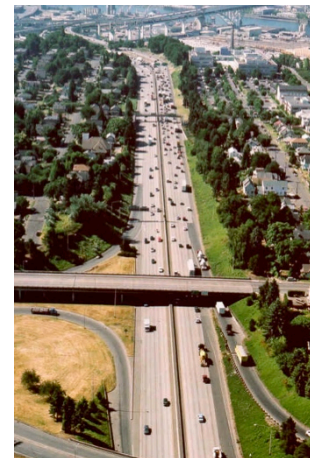
**Downtowns & business districts**



**Major urban corridors**



**Industrial areas**



**Throughways**

Source: Metro Designing  
Livable Streets Guide

# What we've heard so far – themes

**Climate and equity need to be explicit** in the updated mobility policy

Define mobility to **be flexible and responsive to different contexts**

**Ensure measures are focused on people and places**, not vehicles

**Quality connections between travel options** are important to mobility

**Many aspects of access** are important to mobility:

- Access to places
- Access to travel options
- Affordability is key to access

**Efficient use of the transportation system** is important to mobility



# Looking ahead: next 6 months



**April to May 2021 – Seek input** on mobility policy elements and measures for testing

Stakeholder forums, briefings to Metro Council, regional advisory committees and county coordinating committees



**June 2021 – Seek JPACT and Council direction** on mobility elements and measures to test



**Summer 2021 – Test mobility policy elements and measures** through case studies



**Fall 2021 – Report findings and develop draft mobility policy and measures** for further review and input

Stakeholder forums, briefings to Metro Council, regional advisory committees and county coordinating committees

# Discussion

Looking at the draft mobility elements and measures:

1. Anything missing?
2. Which elements or measures are most important in different contexts:
  - downtowns and business districts
  - urban travel corridors
  - industrial areas
  - throughways



# Thank you!

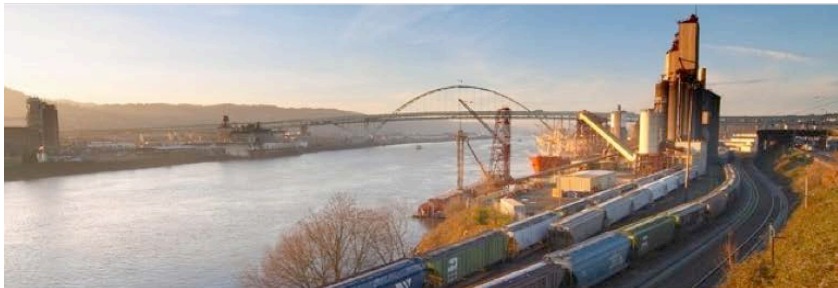
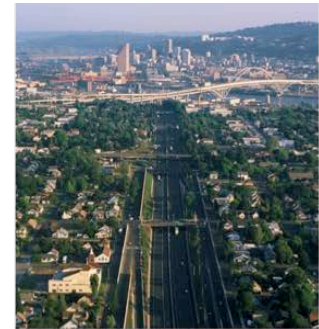
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