



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

Meeting: Transportation Policy Alternatives Committee (TPAC) workshop

Date: Wednesday, July 14, 2021

Time: 10:00 a.m. – 12:00 p.m.

Place: Zoom virtual meeting: The recording of the public meeting requires consent by participants

Click the link to join the meeting:

<https://us02web.zoom.us/j/84316290046?pwd=ZFM1Y2R4S241aXZTNDNxRHdhWGJFUT09>

Passcode: 494759

Telephone: 888-475-4499 (toll free)

10:00 am	1.	<b>Call meeting to order</b> <ul style="list-style-type: none"> <li>• Introductions</li> <li>• Committee member updates around the Region (Chair Kloster/all)</li> </ul>	<b>Tom Kloster, Chair</b>
10:10 am	2.	<b>Public Communications On Agenda Items</b>	<b>Tom Kloster, Chair</b>
10:15 am	3.	<b>Metro Legislative Session Recap Update</b> Purpose: To provide an update from State and Congressional sessions on legislative issues relating to significant projects in the Metro Region.	<b>Tyler Frisbee Metro</b>
10:45 am	4.	<b>Tualatin Valley (TV) Highway Project</b> The Tualatin Valley (TV) Highway project, supported by a Federal Transit Administration HOPE (Helping Obtain Prosperity for Everyone) grant will identify a preferred transit investment and produce an community based Equitable Development Strategy defining actions to support broader community needs and minimize displacement	<b>Eryn Deeming Kehe Metro</b>
11:15 am	5.	<b>2024-27 ODOT Administered Funding Program Allocations Updates - Enhance Discretionary Program and Pedestrian and Bicycle Program</b>	<b>Chris Ford, ODOT Susan Peithman, ODOT</b>
12:00 pm	6.	<b>Adjournment</b>  <b>Upcoming meetings and workshops are listed in work programs, included in committee meeting packets.</b>  <b>*Material will be emailed with meeting notice</b>  <b>To check on building closure call 503-797-1700</b> <b>For agenda or schedule information email</b> <a href="mailto:marie.miller@oregonmetro.gov">marie.miller@oregonmetro.gov</a>	<b>Tom Kloster, Chair</b>

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## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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## Metro txoj kev ntxaub ntxaug daim ntawv ceeb toom

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

**2021 TPAC Work Program**

**As of 7/7/2021**

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

<p><b><u>July 9, 2021 virtual meeting</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Creating Safe Space at TPAC (Chair Kloster)</li> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• Reminder: No TPAC meetings in August</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 21-5188</b> <i>Recommendation to JPACT</i> (Lobeck, 10 min)</li> <li>• <b>MTIP Formal Amendment 21-5191</b> <i>Recommendation to JPACT</i> (Lobeck, 5 min)</li> <li>• <b>MTIP Formal Amendment 21-5192</b> <i>Recommendation to JPACT</i> (Lobeck, 15 min)</li> <li>• <b>Regional Congestion Pricing Study, Final Report – Resolution 21-5179</b> <i>Recommendation to JPACT</i> (Elizabeth Mros-O’Hara; 30 min)</li> <li>• <b>Regional Mobility Policy Update: Draft Elements &amp; Measures to Test</b> <i>Recommendation to JPACT</i> (Kim Ellis, Metro/Lidwien Rahman, ODOT; 35 min)</li> <li>• Regional Freight Delay &amp; Commodities Movement Study (Tim Collins, 30 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>	<p><b><u>July TPAC workshops</u></b></p> <p><b>July 14, 2021:</b> <b>TPAC workshop, 10 am – noon</b></p> <ul style="list-style-type: none"> <li>• Metro Legislative Session Recap update (Tyler Frisbee, Metro; 30 min)</li> <li>• Tualatin Valley (TV) Highway Project (Eryn Deeming Kehe, Metro; 30 min)</li> <li>• 2024-27 ODOT Administered Funding Program Allocations Updates – Enhance Discretionary Program and Pedestrian and Bicycle Program (Chris Ford &amp; Susan Peithman, ODOT; 45 min)</li> </ul>
<p><b><u>August 6, 2021 virtual meeting</u></b></p> <ul style="list-style-type: none"> <li>• <b>CANCELLED</b></li> </ul>	<p><b><u>August 18, 2021 – MTAC/TPAC Workshop Virtual Mtg.</u></b></p> <ul style="list-style-type: none"> <li>• <b>CANCELLED</b></li> </ul>
<p><b><u>September 3, 2021 virtual meeting</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Creating Safe Space at TPAC (Chair Kloster)</li> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• Status Report on Household Survey (Chris Johnson; 30 min)</li> <li>• <i>ODOT Tolling Project (TBD; 30 min)</i></li> <li>• 2024-27 ODOT Administered Funding-Program Allocations &amp; Scoping updates (Chris Ford; 30 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)</li> </ul>	<p><b><u>September TPAC workshops</u></b></p> <p><b><i>September 8, 2021 tentative:</i></b> <b><i>TPAC workshop, 10am – noon</i></b></p>

# 2021 TPAC Work Program

As of 7/7/2021

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

<p><b>October 1, 2021 virtual meeting</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"><li>• Creating Safe Space at TPAC (Chair Kloster)</li><li>• Committee member updates around the Region (Chair Kloster &amp; all)</li><li>• Monthly MTIP Amendments Update (Ken Lobeck)</li><li>• Fatal crashes update (Lake McTighe)</li></ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"><li>• <b>MTIP Formal Amendment 21-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li><li>• TSMO Strategy (Caleb Winter, Metro/ Scott Turnoy, ODOT/ Kara Hall, Fehr &amp; Peers; 30 min)</li><li>• Regional Mobility Policy Update; case study analysis &amp; next steps (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 45 min)</li><li>• Regional Flexible Fund Allocations (RFFA) Update (Dan Kaempff, 20 min)</li><li>• 2024-27 ODOT Administered Funding-Program Allocations &amp; Scoping updates (Chris Ford; 20 min)</li><li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li></ul>	<p><b>October 20, 2021 – MTAC/TPAC Workshop Virtual Mtg.</b></p> <ul style="list-style-type: none"><li>• Commodities Movement Study Policy Framework (Tim Collins &amp; Chris Lamm; 40 min)</li><li>• Regional Mobility Policy Update: case study findings (Kim Ellis, Metro/Lidwien Rahman, ODOT/Susie Wright, Kittelson; 40 min)</li><li>• Scoping Kick-off for 2023 Regional Transportation Plan Update (Kim Ellis, Metro; 60 min)</li><li>• <i>Emerging Growth Trends work program (Ted Reid, 20 min)</i></li></ul>
<p><b>November 5, 2021 virtual meeting</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"><li>• Creating Safe Space at TPAC (Chair Kloster)</li><li>• Committee member updates around the Region (Chair Kloster &amp; all)</li><li>• Monthly MTIP Amendments Update (Ken Lobeck)</li><li>• Fatal crashes update (Lake McTighe)</li></ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"><li>• <b>MTIP Formal Amendment 21-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li><li>• <b>TSMO Strategy Recommendation to JPACT</b> (Caleb Winter, Metro/ Kate Freitag, ODOT/ Chris Grgich, Fehr &amp; Peers; 30 min)</li><li>• Regional Mobility Policy Update; Shaping the recommended Policy &amp; Action Plan (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 40 min)</li><li>• Emerging Trends Update (Eliot Rose, 30 min)</li><li>• 2024-27 ODOT Administered Funding-Program Allocations &amp; Scoping updates (Chris Ford; 20 min)</li><li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)</li></ul>	<p><b>November TPAC workshops</b></p> <p><b>November 10, 2021</b> <b>TPAC Workshop, 10 am – noon</b></p> <ul style="list-style-type: none"><li>• <i>Rose Quarter Project update (Eliot Rose; 30 min)</i></li><li>• <i>I-5 Bridge Replacement Project Update (Elizabeth Mros-O'Hara; 45 min)</i></li></ul>

## 2021 TPAC Work Program

As of 7/7/2021

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

<b>December 3, 2021 virtual meeting</b>	<b>December 15, 2021 – MTAC/TPAC Workshop</b>
<p>Comments from the Chair:</p> <ul style="list-style-type: none"><li>• Creating Safe Space at TPAC (Chair Kloster)</li><li>• Committee member updates around the Region (Chair Kloster &amp; all)</li><li>• Monthly MTIP Amendments Update (Ken Lobeck)</li><li>• Fatal crashes update (Lake McTighe)</li></ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"><li>• <b>MTIP Formal Amendment 21-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li><li>• 2023 Regional Transportation Plan Update Scoping (Kim Ellis, 30-45 min.)</li><li>• Regional Mobility Policy update: Shaping the recommended Policy &amp; Action Plan (Kim Ellis, Metro/Lidwien Rahman, ODOT; 30-40 min)</li><li>• 2024-27 ODOT Administered Funding-Program Allocations &amp; Scoping updates (Chris Ford; 20 min)</li><li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 10 min)</li></ul>	<ul style="list-style-type: none"><li>• <i>2020 Census Report Update (Chris Johnson, TBD)</i></li></ul>

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

- Hwy 26/Westside Transportation Study (Bihn/ODOT)
- I-205 Project Update
- Update on SW Corridor Transit
- Burnside Bridge Earthquake Ready Project Update (Megan Neill, Multnomah Co)
- Columbia Connects Project
- Best Practices and Data to Support Natural Resources Protection (Lake McTighe, 90 min)
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- Update on US Congress INVEST in America Act and HEROS Act (informational)
- RTO Updates (Dan Kaempff)
- 2021 PILOT Grants Update (Eliot Rose)
- Telework affects post COVID on transportation (TriMet/Eliot Rose)

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

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

Materials following this page were distributed at the meeting.



Metro



# TV Highway HOPE Grant

TPAC Workshop

July 15, 2021

# H.O.P.E.

- Helping Obtain Prosperity for Everyone (HOPE)
- Federal Transit Administration (FTA)
- To address transportation challenges faced by areas of persistent poverty





# Metro's grant – TV Highway

1. Public transit planning
2. Equitable Development Strategy



# Public transit planning

Furthers plans for the **bus rapid transit** components of the Get Moving 2020 concept for TV Highway.

Focused study of **electric vehicles**.

# Equitable development

Ensure community **economic and housing development needs** are reflected.

**Create a coalition** of advocates, community representatives, funders, housing and service providers to participate in ongoing corridor efforts.

Key to ensuring that **existing community and future low-income resident's needs** are integrated in planning.

# Corridor needs

48% of corridor residents identify as people of color



**TOTAL POPULATION: 181,630**

**PEOPLE OF COLOR: 71,880**

**4,270** BLACK/AFRICAN AMERICANS

**48,540** HISPANIC/LATINOS

**10,410** ASIANS

**320** AMERICAN INDIAN/ALASKA NATIVES

**800** NATIVE HAWAIIAN/PACIFIC ISLANDERS

**7,540** MULTIRACIAL/OTHERS

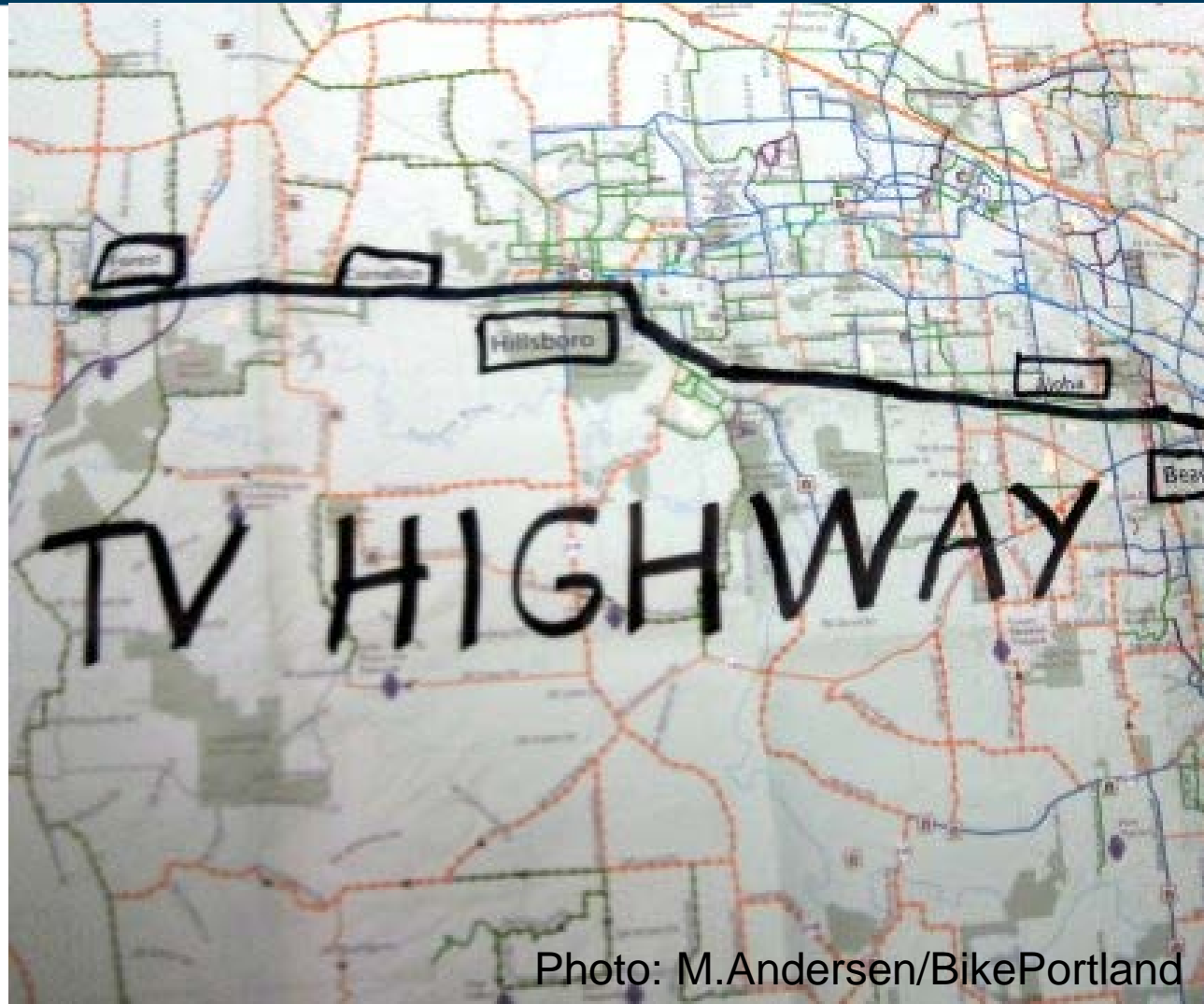
**TV Highway Corridor  
People of Color Populations**

# Corridor needs

- 40% of the population below 200 percent of the poverty line
- Over 30,000 jobs in the area—54% pay less than \$40,000 per year
- Line 57 is 10<sup>th</sup> in TriMet system providing access to communities of concern, jobs, affordable housing, and social services

# Corridor needs

Roadway geometry creates conflicts between automobiles, transit, freight, pedestrians and bicycle users.



# Corridor needs

- 204 serious injuries and fatalities on this corridor between 2007 and 2017.
- Significant transit delay and travel time costs for transit dependent riders.

# Long history of planning

- Aloha Reedville Community plan (2013)
- TV Highway Corridor Plan (2013)
- Aloha Tomorrow (2017)
- Moving Forward TV Highway (2019)
- Get Moving 2020 transportation measure





# Grant details

Federal funds:  
\$850,000

Local match  
(Metro): \$94,450

Total: **\$944,450**

Start: August, 2021  
(anticipated)

Complete: Summer  
2023



# Work products

1. Equitable Development coalition & Steering Committee
2. Equitable Development Strategy
3. Transit travel time & reliability analysis
4. Electric bus feasibility study
5. Transit investment conceptual design

# Committee structure (draft)

1. Tualatin Valley Highway Coordinating Committees (tech & policy)
2. Equitable Development Coalition
3. TV Hwy Steering Committee



Photo: Steve Morgan -  
<https://commons.wikimedia.org/w/index.php?curid=27462860>

# Questions

Thank you for your interest in this important work.

**Learn more**

[oregonmetro.gov/news/metro-receives-850000-grant-federal-transit-administration](https://oregonmetro.gov/news/metro-receives-850000-grant-federal-transit-administration)

**oregonmetro.gov**



# Overview of Public and Active Transportation in 24-27 STIP

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TPAC, July 14th, 2021

Susan Peithman, Public Transportation Division

Oregon Department of Transportation

# Strategic Action Plan Outcome: Improve Access to Active and Public Transportation

Implementing Actions	
Year	Actions
2021	Develop baseline understanding of funding currently dedicated to walking, biking, and transit.
2021	Develop and implement a funding prioritization process to existing pedestrian, bike, and transit investments to improve access for marginalized communities.
2022	Define a priority multimodal network to enable more strategic and equitable selection of future projects and programs.
2023	Integrate priority multimodal network needs into existing investment programs prioritization

## Metric:

*By the end of 2023, increase the percentage of agency funding dedicated to projects and programs that improve equitable access to walking, biking, and transit*

# STIP Funding Allocation

Approved December 15, 2020

Category	Amount in Millions
Fix-It	\$800
Public and AT	\$255
Enhance Highway	\$175
Safety	\$147
Local Programs	\$404.5
ADA	\$170
Other Functions	\$161.4
<b>Total</b>	<b>\$2.1 billion</b>





# Process and Considerations for Public and Active Transportation Sub-allocations

- Advisory Committee and stakeholder feedback
- Needs from modal plans and Strategic Action Plan priorities
- Relative availability of other funding options
- PTD and agency staff capacity to deliver



# Public Transportation and Transportation Options Funding

Program	Amount	Required/ Discretionary
Mass Transit	\$12m	Required
Older Adults and People with Disabilities	\$50m	Required
Transit Vehicle Replacement	\$15m	Discretionary
Transportation Options	\$7.5m	Discretionary
Passenger Rail Facility Planning and Design	\$1m	Discretionary



# Pedestrian and Bicycle Funding

Program	System	Amount	Required/ Discretionary
ODOT Ped/Bike 1% (SWIP)	State	\$25.5m	Required
Community Paths (Off-System Ped/Bike)	Local	\$36m	Discretionary
ODOT Ped/Bike Strategic	State	\$45m	Discretionary
HB 2017 SRTS Infrastructure	Local	\$45m	Required
ODOT SRTS Infrastructure	State	\$10m	Discretionary
SRTS Education	n/a	\$4m	Discretionary



# Ped/Bike Strategic and ODOT SRTS

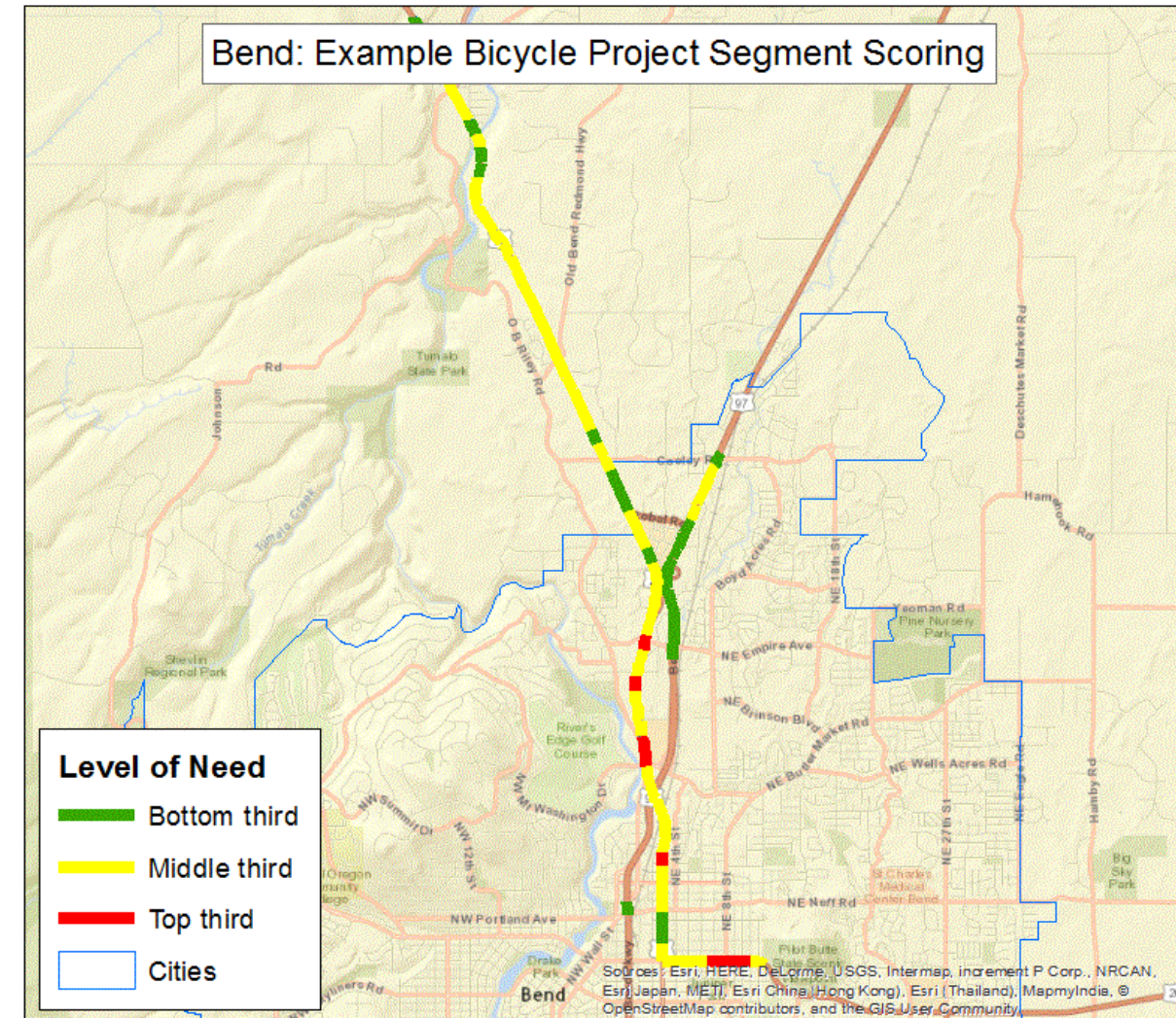
- Data driven approach to project selection
- Utilize ATNI to prioritize project locations
- Examples of projects:
  - Sidewalks
  - Bike facilities including buffered and physically protected bike lanes
  - Pedestrian crossings
  - Multiuse path crossings
  - Off-street paths if parallel to an ODOT facility\*
  - Illumination



# Active Transportation Needs Inventory (ATNI)

## A management system that informs investments

- Inventory of the existing pedestrian, bicycle and shoulder facilities on state highways
- Assessment of the existing facilities relative to ODOT's minimum design standards
- An evaluation of gaps and deficiencies using evaluation criteria to prioritize system needs



# ATNI Considerations

- Crash history and crash risk factors
- Level of traffic stress (bicycle only)
- Access to transit & essential destinations
- Fills gap in system
- Transportation disadvantaged communities
- Health – Respiratory hazards
- Tourism/economy (recreational routes)
- Needs identified in local plans
- Existing facility presence & condition



# ATNI Prioritization

Factor	Weight (1-10)	Evaluation Criterion
Safety	8	Ped/bike crash frequency
		Ped/bike crash risk factors
Equity	7	Transportation disadvantaged communities
Connectivity	6	Bicycle Level of Traffic Stress
		Fills a gap in an area surrounded by existing facilities
Demand	4	Access to transit
		Access to essential destinations
		Bicycle tourism routes
Existing Conditions	4	Presence of existing conditions
Stakeholder Input	2	Local Plans/TSP Priorities

# Ped/Bike Strategic and ODOT SRTS Project Selection Strategy

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- Overall – highest need locations first, ensure appropriate for federal funds, consider cost-effectiveness, project readiness
- Leverage - identify leverage projects with Fix-It programs, ADA and ARTS at high need locations (top 10%)
- Stand-alone – develop stand-alone projects at highest need locations (top 1-5%). Emphasis on bundling for projects such as crossings
- SRTS – utilize unfunded SRTS applications at high need locations (top 20%)



# Ped/Bike Strategic and ODOT SRTS Project Selection Strategy - continued

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- Review of 300% list - working with agency funding program managers, ATLS, regions (DMs, AMs)
- Project readiness - review project concepts for readiness and if project large and complicated enough to use federal funds
- Identify strategies to speed construction in 24-27 such as PE in 21-24

# Public Involvement

- Ped/Bike Strategic and ODOT SRTS
  - Inform
    - Transparency in project selection process
    - Website with FAQ, program background, updates
    - Presentations to ACTs, OMPOC, PTD ACs, AOC, LOC on program overview
  - Consult
    - Online open house with 150% list of projects (Sept-Oct)
    - Discussions with ACTs and ACs (Aug-Oct)



# Key Contact

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- Susan Peithman, Strategic Investments Manager, Public Transportation Division
- [susan.peithman@odot.state.or.us](mailto:susan.peithman@odot.state.or.us)

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Wednesday, July 7, 2021  
To: Transportation Policy Alternatives Committee and Interested Parties  
From: Grace Cho, Senior Transportation Planner  
Subject: 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Development – Update on ODOT Funding Programs

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## **Purpose**

To provide TPAC an update on several of the transportation funding programs ODOT administers and make members aware of upcoming public comment opportunities. Also provide the region an opportunity to provide input and feedback regarding Portland metropolitan regional considerations to inform the prioritization of the candidate projects for funding.

## **Introduction and Background**

As part of Metro’s responsibilities as the metropolitan planning organization (MPO) for the Portland region, the agency is responsible for the development and administration of the Metropolitan Transportation Improvement Program (MTIP). The MTIP is the four-year, near-term capital improvement plan-strategy for the metropolitan region.<sup>1</sup>

The MTIP is cooperatively developed by the MPO, state department of transportation, and transit agencies, as these agencies directly receive and administer or have allocation authority over federal transportation funding. While each agency undertakes its own processes to identify and select capital projects for funding, each MTIP partners in the Portland region – ODOT (Region 1 and headquarters), TriMet, SMART, and Metro work closely together to develop their respective portions of the near-term capital improvement plan. Upon determining the list of near-term capital improvements, Metro collects the project information and conducts an analysis and works with MTIP partners to demonstrate how the region is working together to achieve the common goal of implementing the Regional Transportation Plan (RTP) and complying with applicable federal regulations to remain eligible for funding.

Throughout the development of the MTIP, Metro coordinates with MTIP partners to provide periodic updates on the development of their respective portions of the capital improvement plan. Annually, the transit agencies provide an overview of the annual budget. The most recent transit agency presentations were in spring 2021. ODOT has continued to provide short regularly updates on their funding programs each month at TPAC.

## **ODOT Funding Programs and Processes – Update**

The Oregon Department of Transportation (ODOT) began its process in July 2020 to allocate estimated revenues available for fiscal years 2025 through 2027 to different ODOT programs. In January 2021, the Oregon Transportation Commission approved funding levels for ODOT’s various funding programs statewide. Since January, ODOT staff working on the ODOT programs began the processes to identify and select capital improvements to fund to support the transportation system based on the funding program goals and criteria. ODOT staff will provide an update on three of the

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<sup>1</sup> The MTIP includes some maintenance-related investments, such as federal transportation monies restricted for the use pavement maintenance activities on the interstate system and transit bus replacement.

funding programs of interest to TPAC and MTAC members: Region 1 Enhance, Statewide Bicycle-Pedestrian Strategic, and Statewide Safe Routes to School Infrastructure programs.

#### ODOT Region 1 Enhance – Program Summary

The Enhance Highway Discretionary Program (Enhance Program) has \$65 million available statewide for transportation projects through a statewide competition. The intent of the Enhance Program is make operational enhancements to state highways which improve the movement of people and goods in order to enhance the economy of Oregon. Enhance funds will be distributed around the state to eligible projects that can make tangible improvements and at least 30% of the funds are dedicated to rural areas, defined as areas outside Metropolitan Planning Organization (MPO) boundaries.

Project proposals must come from ODOT Regions or central program staff (e.g. Fix-It program, Freight program, Commerce and Compliance, Public Transportation, etc.). Regions can gather input on possible projects or project ideas from other stakeholder groups including to Area Commissions on Transportation (ACTs) and MPOs. While projects may receive recommendations from the ACTs, MPOs, local governments, tribes, and other stakeholder groups, but ultimately project proposals will be developed, selected, and submitted by ODOT staff.

For further information on the ODOT Region 1 Enhance process, contact:

Chris Ford  
Policy & Development Manager, ODOT Region 1  
Chris.Ford@odot.state.or.us

Further information regarding the ODOT Region 1 Enhance program or process, please refer to the following website and presentations:

<https://www.oregon.gov/ODOT/Regions/Pages/Region-1-STIP.aspx>

[https://www.oregon.gov/odot/Get-Involved/OTCSupportMaterials/Agenda\\_J\\_Attach\\_01\\_Enhance\\_Highway\\_Discretionary\\_Program.pdf](https://www.oregon.gov/odot/Get-Involved/OTCSupportMaterials/Agenda_J_Attach_01_Enhance_Highway_Discretionary_Program.pdf)

[https://www.oregon.gov/odot/Get-Involved/ACT/060721\\_R1ACT\\_STIP-presentation-Enhance.pdf](https://www.oregon.gov/odot/Get-Involved/ACT/060721_R1ACT_STIP-presentation-Enhance.pdf)

#### ODOT Bicycle-Pedestrian Strategic & ODOT Safe Routes to School Infrastructure – Program Summaries

A new funding program, the ODOT Bicycle-Pedestrian Strategic is the result of an increased focused investment statewide on public and active transportation to address meeting the goals of the Oregon Transportation Commission’s Strategic Action Plan. The program goals are:

- Address pedestrian and bicycle gaps on the state system such as missing sidewalks, bike lanes and crossings.
- Prioritize projects at locations that provide an equity and safety benefit.
- Identify cost savings through leveraging with other ODOT projects such as repaving or curb ramp replacement at high priority pedestrian or bicycle locations.

The Bicycle-Pedestrian Strategic Program has \$45 million available statewide for transportation projects which look to address bicycle and pedestrian gaps on the state-owned system. Functioning similarly to the Fix-It programs, the Bicycle-Pedestrian Strategic Program will not solicit grant applications for projects, but rather rely on the Active Transportation Needs Inventory top 10% of priority locations as well as other considerations such as funding leveraging opportunities to identify candidates for funding.

Another new funding program is the ODOT Safe Routes to School Infrastructure program. Intended as a supplement to the competitive Safe Routes to School grant program funded through House Bill 2017, the new program focuses on identifying Safe Routes to Schools projects utilizing past ODOT Safe Routes to School applications that demonstrate strong community support, are priority locations as defined by the Active Transportation Needs Inventory, and located in rural communities. The ODOT Safe Routes to School Infrastructure program will not solicit for program applications.

For more information about the ODOT Bicycle-Pedestrian Strategic & ODOT Safe Routes to School Infrastructure programs, contact:

Susan Peithman  
ODOT Public Transportation Division  
Strategic Investments Manager  
Susan.Peithman@odot.state.or.us

Further information regarding the ODOT Bicycle-Pedestrian Strategic & ODOT Safe Routes to Schools Infrastructure programs or processes, please refer to the following website and presentations:

<https://www.oregon.gov/odot/STIP/Pages/PBS.aspx>

#### **Discussion Question**

1. Are there regional plans, policies, or unique considerations which ODOT program staff should consider when projects for funding?

# 2024-2027 STIP Enhance Highway Discretionary



Transportation Policy Alternatives Committee workshop

July 14, 2021



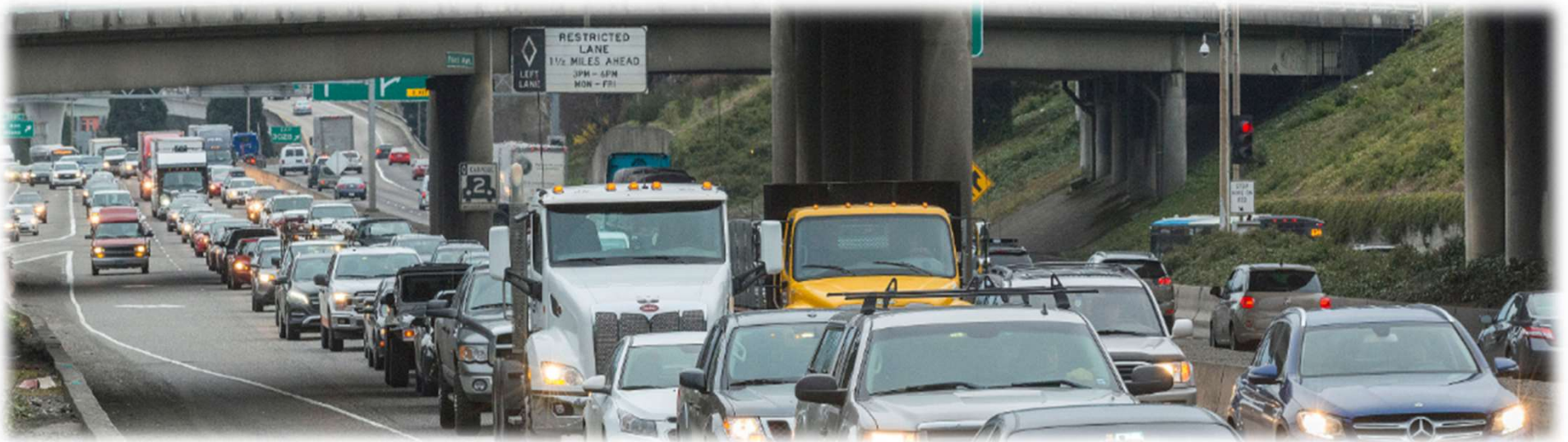
# 2024-27 STIP Enhance Highway Discretionary





## Overview

1. STIP Enhance Highway – *What is this program?*
2. Developing the draft Region 1 proposal – *How the was the draft list created?*
3. Review Region 1 concepts for consideration – *What is on the list?*
4. Identify additional opportunities not considered – *Is there anything we left off the list?*
5. Schedule - *What is next? How will the ACT be involved?*





## STIP Funding Allocations

Category	24-27 STIP	21-24 STIP
Fix-It	\$800m	\$850m
Public & Active Transportation	\$255m	\$158m
Enhance Highway	<i>\$65m*</i>	\$687m
Safety	\$147m	\$147m
Local Programs	\$404.5m	\$406m
ADA	\$170m	--
Other Functions	\$161.4m	\$159m
<b>Total</b>	<b>\$2.1 billion</b>	<b>\$2.4 billion</b>



## What is Enhance Discretionary?

- **\$65M highway operational enhancements** in 24-27 STIP
  - **30%** dedicated to rural areas (outside MPOs)
  - Improve **congestion** or **freight** conditions
    - Benefit safety, accessibility, equity and/or climate outcomes
  - Communication with ACTs, MPOs, other stakeholders
  - Projects that **leverage matching funds** may have advantage



## How was the draft Region 1 list created?

### Region 1 Proposed Strategy:

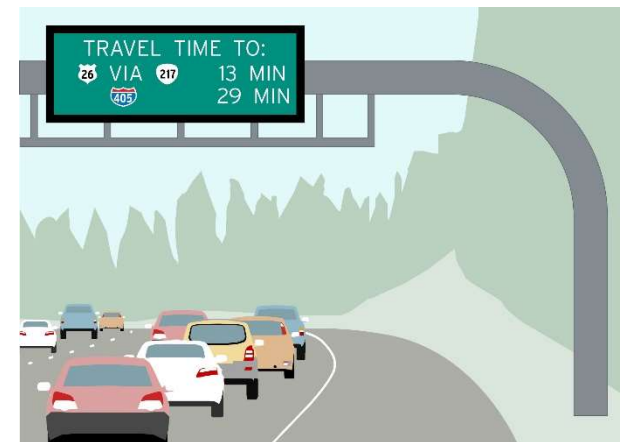
- Identify approximately \$30M of highway investments
  - Geographically distributed throughout Region 1
  - Include rural projects
- Apply STIP Enhance Highway Discretionary requirements and considerations
- Consider project cost and readiness



# Concepts for Consideration - Regional

## I-5 Active Traffic Management/Intelligent Transportation Systems

- **Location:** NB (Boone Bridge to Marquam Bridge)  
SB (OR 217 to Boone Bridge)
- **Need:** Freeway segments experience frequent rear-end crashes, often due to congested conditions
  - This portion of I-5 contains 10 Top 10% SPIS sites and several congestion bottlenecks
- **Improvements/Benefits:** Add variable message signs and variable advisory speed signs
  - Reduce crashes
  - Manage congestion
  - Provide more uniform speeds
  - Improve travel time reliability
- **Cost:** Project options span tri-county area and cost up to \$15M if NB and SB improvements are bundled

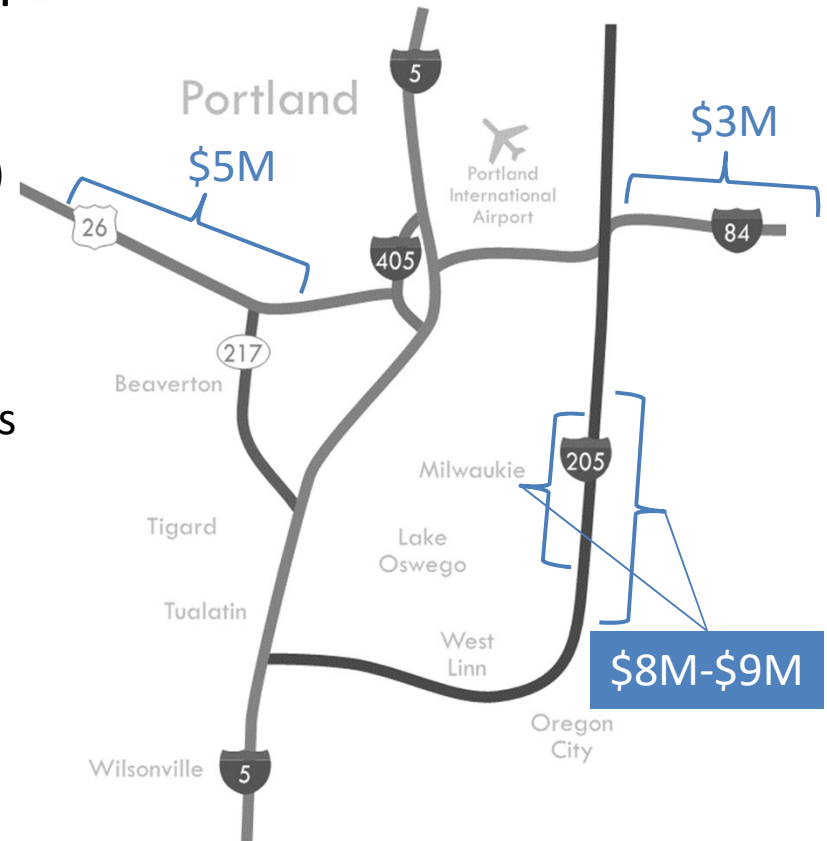




# Concepts for Consideration - Regional

## Additional Active Traffic Management opportunities

- **Location:** I-84 WB (Troutdale to I-205)  
I-205 NB (82<sup>nd</sup> Dr to Flavel St)  
I-205 SB (Johnson Creek Blvd to OR 212)  
US 26 WB (Sylvan to Cornelius Pass Rd)
- **Need:** Freeway segments identified experience frequent rear-end crashes, unreliable travel times and unsafe stop-and-go traffic during peak periods
- **Improvements/benefits:** Add queue warning, variable message and variable advisory speed signs
  - Reduce rear-end crashes
  - Manage congestion
  - Provide more uniform speeds
  - Improve travel time reliability





## Concepts for Consideration – Clackamas County

I-5 NB Charbonneau auxiliary lane extension  
(\$8M-\$10M) - Rural

- Increase merging distance to **improve safety, freight mobility** and **address congestion** in this segment of I-5

US 26/Timberline Road intersection  
improvement (\$2M) - Rural

- Clearly define the intersection to slow southbound right-turn movement; rebuild Timberline Highway alignment with US 26

OR 224 WB third lane/right turn lane  
(\$18M-\$20M) - Metro

- Address congestion, safety and freight mobility on OR 224 WB from I-205 to Rusk Rd

Government Camp rest area development  
advanced investigations - Rural





# Concepts for Consideration – Hood River County

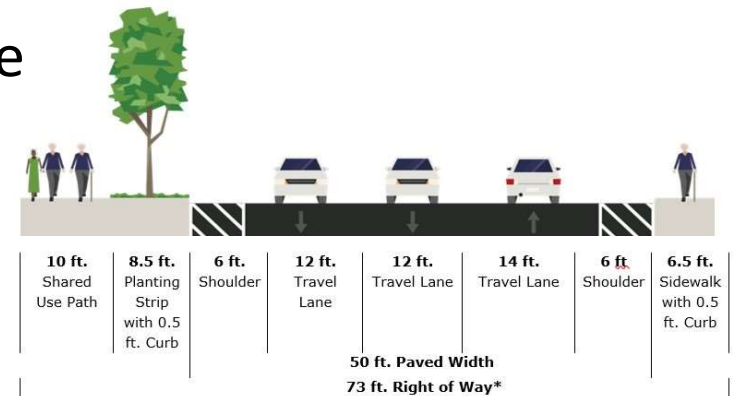
## Cascade Locks: WaNaPa/Toll Booth Road (\$4M) - Rural

- Signal/roundabout to control turning movement and speeds, improve safety and freight mobility



## Hood River: I-84 EB Exit 62 to Mt Adams Ave (\$2M-\$4M) - Rural

- Add EB right turn lane and channelized connection to Mt. Adams Ave.
- Add pedestrian improvements to connect with HCRH State Trail.



*\*Prior to construction of the outer westbound travel lane, the City and ODOT will demonstrate the need for the lane based on updated traffic projections and will present the findings to the Historic Columbia River Highway Advisory Committee, ROW = 87 ft.*

FIGURE 1: CASCADE AVENUE (I-84 EASTBOUND TO MT. ADAMS) TYPICAL CROSS-SECTION (SOURCE: STREETMIX)

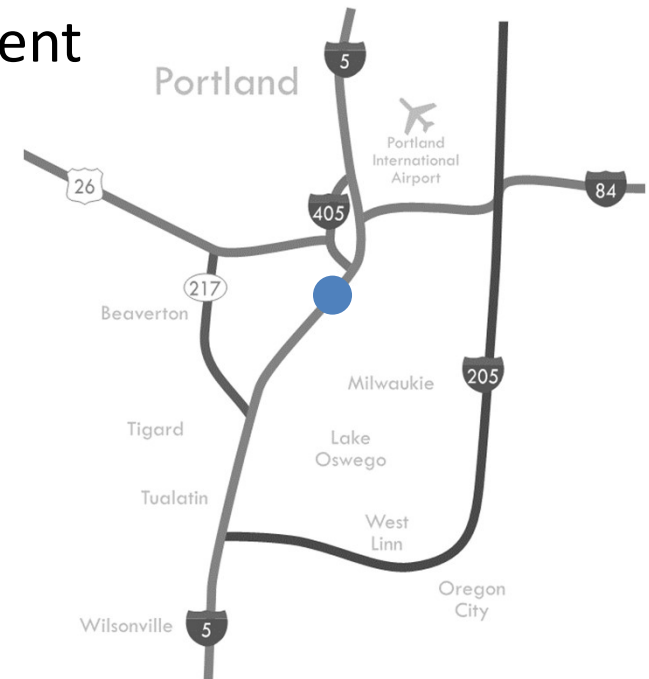




# Concepts for Consideration – Multnomah County

## I-5 NB at Corbett Ave: Active Traffic Management

- **Location and Need:** Two closely spaced left side exits may create driver confusion and creates additional friction in a congestion bottleneck
- **Improvements/Benefits:**
  - Reduce driver confusion with dynamic advanced directional signage
  - Reduce collisions by directing drivers to position in the correct lane further upstream of exits
  - Reduce friction and improve travel time reliability
- **Cost:** \$1M using planned ATM network variable advisory speed signs

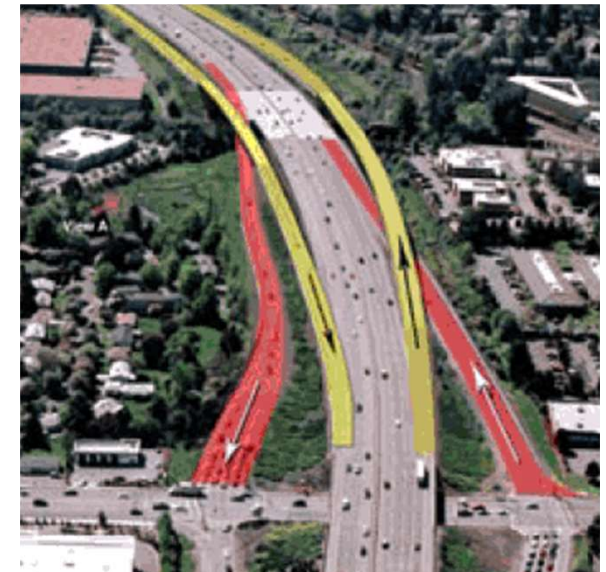
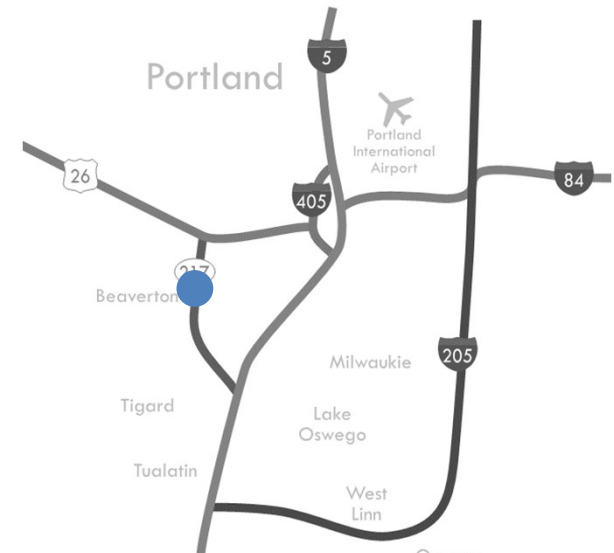




## Concepts for Consideration – Washington County


OR 217 SB braided ramps, auxiliary lane and third lane extension (planning)

- **Location:** Walker Rd entrance to Allen Blvd exit
- **Need:** Closely spaced interchanges, short merging distances and congestion contribute to safety conflicts, unsafe weaving and speed differentials between ramp lanes and the mainline
- **Benefits:**
  - Address Top 5% SPIS location by eliminating unsafe weaving at Allen Blvd exit and Beaverton-Hillsdale Highway entrance
  - Increase peak hour speed and improve reliability from Wilshire St to Allen/B-H Hwy braided ramps
- **Cost:** \$3M-\$5M (planning/design/environmental phase)





## Schedule

Process Step	Timeframe
 ODOT seeks input from ACTs, MPOs on possible projects	June - August
Proposals due from ODOT staff	End of August
ODOT will generate a draft project list totaling about \$80 million	Early September
Project scoping and GHG analysis	September-November
Input from ACTs, MPOs on scoped projects	December-January 2022
Final project list totaling \$65 million	February-March 2022

A worker in an orange safety suit and hard hat is positioned on a blue scissor lift, working on a steel bridge structure. The background consists of a dense forest of evergreen trees. The scene is dimly lit, suggesting dusk or dawn.

Questions, comments, or  
suggestions?

A worker in an orange safety suit and hard hat is standing on a blue lift bucket, working on a bridge structure. The background shows a dense forest of evergreen trees under a dark sky. The text is overlaid on the image in white.

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Provided by Chris Ford, Policy & Development Manager, ODOT Region 1

2024-27 STIP Region 1 website:

<https://www.oregon.gov/ODOT/Regions/Pages/Region-1-STIP.aspx>