Agenda

11:50 a.m.

Adjournment

Noon



Chairman Kloster

Chairman Kloster

Meeting: Transportation Policy Alternatives Committee (TPAC)

Date: Friday, September 3, 2021

Time: 9:30 a.m. to noon

Place: Virtual meeting held via Zoom

	Connect with Zoom Passcode: 349970 Phone: 888-475-4499 (Toll Free)	
9:30 a.m.	Call meeting to order, Declaration of Quorum and Introductions	Chairman Kloster
9:40 a.m.	 Comments from the Chair and Committee Members Committee input form on Creating a Safe Space at TPAC (Chair Kloster) Updates from committee members around the Region (all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) DLCD Climate Friendly and Equitable Communities rulemaking (Kim Ellis) Regional Mobility Policy update schedule (Kim Ellis) 	
10:00 a.m.	Public communications on agenda items	
10:05 a.m.	Consideration of TPAC minutes, July 9, 2021 (action item)	Chairman Kloster
10:10 a.m.	Household Travel Survey Update (discussion item) Purpose: Provide a status report on the schedule and scope of the next household travel survey to be conducted in the region.	Chris Johnson, Metro
10:40 a.m.	Carbon Emission Reduction Project (presentation/discussion item) Purpose: To present information on our solution concept, Last Green Mile Delivery, and get feedback from TPAC members.	Bhavika Buddi, Westview High School Anvitha Mahankali, Jesuit High School
11:10 a.m.	Oregon Toll Program Update (discussion item)	Garet Prior, ODOT Mandy Putney, ODOT Josh Channell, WSP
11:40 a.m.	2024-27 ODOT Administered Funding Program Allocations and Scoping Updates (discussion item)	Chris Ford, ODOT

Committee comments on creating a safe space at TPAC

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សេចក្តីជូនដំណីងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro
ឬដើម្បីទទួលពាក្យបណ្ដឹងរើសអើងសូមចូលទស្សនាគេហទ់ព័រ
www.oregonmetro.gov/civilrights¹
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2021-22 TPAC Work Program

As of 8/27/2021

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

September 3, 2021 9:30 am - noon

Comments from the Chair:

- Creating Safe Space at TPAC (Chair Kloster)
- Committee member updates (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)
- DLCD Climate Friendly & Equitable Communities rulemaking (Kim Ellis)
- Regional Mobility Policy update schedule (Kim Ellis)

Agenda Items:

- Household Travel Survey Update (Chris Johnson; 30 min)
- Carbon emission reduction project (Bhavika Buddi, Westview High School/ Anvitha Mahankali, Jesuit High School; 30 min)
- Oregon Toll Program Update (Garet Prior/Mandy Putney, ODOT/Josh Channell, WSP; 30 min)
- 2024-27 ODOT Administered Funding-Program Allocations/Scoping updates (Chris Ford; 10 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

September 8, 2021 TPAC workshop 10 am - noon

CANCELLED

October 1, 2021 9:30 am - noon

Comments from the Chair:

- Creating Safe Space at TPAC (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)
- UPWP administrative amendment for Tualatin Valley Highway Transit & Development Project (John Mermin)

Agenda Items:

- MTIP Formal Amendment 21-****
 Recommendation to IPACT (Lobeck, 15 min)
- TSMO Strategy (Caleb Winter, Metro/ Scott Turnoy, ODOT/ Kara Hall, Fehr & Peers; 30 min)
- Regional Mobility Policy Update; case study analysis & next steps (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 30 min)
- Regional Flexible Fund Allocations (RFFA)
 Update (Dan Kaempff, 20 min)
- 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

October 20, 2021 - MTAC/TPAC Workshop 10 am - noon

Agenda Items:

- Commodities Movement Study Policy Framework (Tim Collins & Chris Lamm; 40 min)
- Regional Mobility Policy Update: case study findings (Kim Ellis, Metro/Lidwien Rahman, ODOT/Susie Wright, Kittelson; 40 min)
- Scoping Kick-off for 2023 Regional Transportation Plan Update (Kim Ellis, Metro; 40 min)
- Emerging Transportation Trends (Eliot Rose; 30 min)

November 5, 2021 9:30 am - noon

Comments from the Chair:

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

Agenda Items:

- MTIP Formal Amendment 21-****

 Recommendation to JPACT (Lobeck, 15 min)
- TSMO Strategy Recommendation to JPACT (Caleb Winter, Metro/ Kate Freitag, ODOT/ Chris Grgich, Fehr & Peers; 30 min)
- Regional Mobility Policy Update; Shaping the recommended Policy & Action Plan (Kim Ellis, Metro/Lidwien Rahman, ODOT, 40 min)
- DLCD Climate Friendly & Equitable Communities rulemaking (Kim Ellis, Metro; 20 min)
- FFY 2021 Obligation Target performance (Ted Leybold/Ken Lobeck, Metro; 20 min)
- 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

November 10, 2021 - TPAC Workshop 10 am - noon

Agenda Items:

- Federal Legislative Session Update (Tyler Frisbee; 30 min)
- I-5 Bridge Replacement Project Update (Elizabeth Mros-O'Hara; 30 min)
- Rose Quarter Project update (ODOT TBD; 30 min)
- Hwy 26/Westside Transportation Study (Matt Bihn; 30 min)

December 3, 2021 9:30 am - noon

Comments from the Chair:

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

Agenda Items:

- MTIP Formal Amendment 21-****

 Recommendation to JPACT (Lobeck, 15 min)
- 2023 Regional Transportation Plan Update Scoping (Kim Ellis, 30-45 min.)
- Regional Mobility Policy update: Shaping the recommended Policy & Action Plan (Kim Ellis, Metro/Lidwien Rahman, ODOT; 30-40 min)
- DLCD Climate Friendly & Equitable Communities rulemaking (Kim Ellis, Metro; 20 min)
- 2024-27 ODOT Administered Funding-Program Allocations/Scoping updates (Chris Ford; 10 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

<u>December 15, 2021 - MTAC/TPAC Workshop</u> 10 am - noon

Agenda Items:

- 2020 Census Report Update (Chris Johnson, TBD)
- Climate Friendly Rulemaking Updates (Bill Holmstrom, Evan Manvel, Kevin Young, DLCD; 45 min)

<u>January 7, 2022</u> 9:30 - noon <u>Ianuary 12, 2022 - TPAC Workshop</u> 10 am - noon Comments from the Chair: Creating Safe Space at TPAC (Chair Kloster) **Agenda Items:** Committee member updates around the Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) **Agenda Items:** • MTIP Formal Amendment 21-**** Recommendation to IPACT (Lobeck, 15 min) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min) Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) February 4, 2022 9:30 - noon February 16, 2022 - MTAC/TPAC Workshop 10 am - noon Comments from the Chair: Creating Safe Space at TPAC (Chair Kloster) Committee member updates around the Region **Agenda Items:** (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) **Agenda Items:** MTIP Formal Amendment 21-**** Recommendation to JPACT (Lobeck, 15 min) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min) Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) March 4, 2022 9:30 - noon March 9, 2022 - TPAC Workshop 10 am - noon Comments from the Chair: Creating Safe Space at TPAC (Chair Kloster) **Agenda Items:** Committee member updates around the Region (Chair Kloster & all)

- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

Agenda Items:

• MTIP Formal Amendment 21-****

Recommendation to JPACT (Lobeck, 15 min)

- 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

April 1, 2022 9:30 am - noon April 20, 2022 - MTAC/TPAC Workshop 10 am - noon Comments from the Chair: Creating Safe Space at TPAC (Chair Kloster) **Agenda Items:** Committee member updates around the Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) Agenda Items: MTIP Formal Amendment 21-**** Recommendation to IPACT (Lobeck, 15 min) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster: 5 min) May 6, 2022 9:30 am - noon May 11, 2022 - TPAC Workshop 10 am - noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) **Agenda Items:** Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) **Agenda Items:** MTIP Formal Amendment 21-**** Recommendation to IPACT (Lobeck, 15 min) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min) Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) <u>Iune 3, 2022</u> 9:30 am - noon June 15, 2022 - MTAC/TPAC Workshop Comments from the Chair: 10 am - noon Creating Safe Space at TPAC (Chair Kloster) **Agenda Items:** Committee member updates around the Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) **Agenda Items:** MTIP Formal Amendment 21-**** Recommendation to IPACT (Lobeck, 15 min) Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

July 8, 2022 9:30 am - noon <u>Iuly 13, 2022 - TPAC Workshop</u> 10 am - noon Comments from the Chair: Creating Safe Space at TPAC (Chair Kloster) **Agenda Items:** Committee member updates around the Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) **Agenda Items:** • MTIP Formal Amendment 21-**** Recommendation to IPACT (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) August 5, 2022 9:30 am - noon August 17, 2022 - MTAC/TPAC Workshop 10 am - noon Comments from the Chair: Creating Safe Space at TPAC (Chair Kloster) **Agenda Items:** • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Fatal crashes update (Lake McTighe) **Agenda Items:** • MTIP Formal Amendment 21-**** Recommendation to IPACT (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) September 2, 2022 9:30 am - noon September 14, 2022 - TPAC Workshop Comments from the Chair: 10 am - noon Creating Safe Space at TPAC (Chair Kloster) **Agenda Items:** Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe)

Agenda Items:

- MTIP Formal Amendment 21-****
 Recommendation to JPACT (Lobeck, 15 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

October 7, 2022 9:30 am - noon October 19, 2022 - MTAC/TPAC Workshop 10 am - noon Comments from the Chair: Creating Safe Space at TPAC (Chair Kloster) **Agenda Items:** Committee member updates around the Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) **Agenda Items:** • MTIP Formal Amendment 21-**** Recommendation to IPACT (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) November 4, 2022 9:30 am - noon November 9, 2022 - TPAC Workshop 10 am - noon Comments from the Chair: Creating Safe Space at TPAC (Chair Kloster) **Agenda Items:** Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Lake McTighe) **Agenda Items:** MTIP Formal Amendment 21-*** Recommendation to IPACT (Lobeck, 15 min) Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) December 2, 2022 9:30 am - noon December 21, 2022 - MTAC/TPAC Workshop 10 am - noon Comments from the Chair: Creating Safe Space at TPAC (Chair Kloster) Agenda Items: • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken

• Fatal crashes update (Lake McTighe)

Agenda Items:

- MTIP Formal Amendment 21-****
 Recommendation to IPACT (Lobeck, 15 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

Parking Lot: Future Topics/Periodic Updates

- 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
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- 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

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

Memo



Date: August 20, 2021

To: TPAC and Interested Parties

From: Ken Lobeck, Funding Programs Lead

Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted

Amendments

BACKGROUND:

The monthly submitted MTIP formal amendment and administrative modification project lists during July and August 2021 timeframe which represent the end of Federal fiscal year 2021 are attached for TPAC's information.

Formal Amendments Approval Process:

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date.

Administrative Modifications Approval Process:

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

Special Administrative Modifications - End of Federal Fiscal Year Project Phase Slips:

During August ODOT and Metro reviewed all projects with phases planned to obligate by the end of the federal fiscal year. Due to various reason some project phases will not obligate and are required to be "slipped" to the next federal fiscal year. Included with this report is a copy of the FFY 2021 EOY Project Phase Slips list.

SUMMARY OF SUBMITTED FORMAL AMENDMENTS – July 2021 Within Resolutions 21-5188, 21-5191, and 21-5192

Resolution 21-5188

Resolution 21-5188						
Proposed July 2021 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JL21-12-JUL Total Number of Projects: 3						
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes	
Project #1 Key 20808	70808	Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside	Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters to improve safety and accessibility.	COST INCREASE: The formal amendment adds local funding to the ROW phase to address the full costs for the phase. The amendment also advances the ROW to FFY 2021 to be obligated before the ends of FFY 2021.	
Project #2 Key 18841	70782	ODOT	OR217: OR10 - OR99W	On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening. (Combines Key 21179, 20473 and 20474 into Key 18841)	LIMITS UPDATES: The formal amendment updates the project limits prior to moving forward into construction. There is no scope change or cost adjustment required. The MP limit updates ensure the project limits are completely identified	
Project #3 Key 20363 New Project	TBD	ODOT	I-84: Corbett Interchange - Multnomah Falls	Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.	ADD NEW PROJECT: Changes in project limits from this original Non- Metropolitan Planning Area (MPA) project now cross into the MPA which triggers the need to be included in the MTIP	

Amendment status:

- TPAC approval occurred on July 9, 2021
- JPACT approval occurred on July 15, 2021
- Council approval was on August 3, 2021.
- As of August 19, 2021, the Metro approved amendment under Resolution 21-5188 is up with ODOT and FHWA pending final approval.

DATE: AUGUST 20, 2021

FORMAL AMENDMENTS - July 2021 Within Resolution 20-5191

FROM: KEN LOBECK

Proposed July #2 2021 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JL21-13-JUL2 Total Number of Projects: 1

ODOT Key#	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key New Project TBD	TBD	TriMet	Division Transit Project	High capacity transit on Division from Portland Central Business District to Gresham Town Center.	ADD NEW PROJECT: The formal amendment adds the new FTA grant for the Division Transit Project from the American Rescue Plan Act of 2021.

FORMAL AMENDMENTS – July 2021 Within Resolution 20-5192

Proposed July #3 2021 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JL21-14-JUL3 Total Number of Projects: 1					
ODOT Key#	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22467 New Project	TBD	ODOT	I-205 Improvements 1A - OR43 to OR213	Abernethy Bridge improvement segment to include bridge reconstruction/widening, lane widening, roundabout at I-205/OR43 IC construction, OR99 IC reconstruction, sound walls, stormwater improvements, and various paving, signage, and landscaping	ADD NEW PROJECT: The formal amendment adds ODOT's new I-205 Improvements 1A – OR43 to OR213, (also referred to as the Abernethy Bridge improvement segment) to the 2021-2024 MTIP.

Amendment status for Resolutions 21-5191 and 21-5192:

- TPAC approval occurred on July 9, 2021
- JPACT approval occurred on July 15, 2021
- Council approval was on August 3, 2021.
- As of August 19, 2021, the Metro approved amendment under Resolution 21-5188 is up with ODOT and FHWA & FTA pending final approval.

DATE: AUGUST 20, 2021

MTIP ADMINISTRATIVE MODIFICATIONS Submitted from July through the end of August, 2021

FROM: KEN LOBECK

July 2021 Admin Mod Bundle #1, AB21-17-JUL1

Proposed July 2021 Administrative Modification Bundle #1 Modification Number: AB21-17-JUL1 Total Number of Projects: 6					
ODOT Key	Lead Agency	Project Name	Description	Required Changes	
Project #1 Key 22414	ODOT	I-84: Gorge Corridor-Community Engagement and Outreach	On I-84 involving multiple projects, conduct public engagement and information strategy development and implementation to inform community members, travelers and tourists of planned improvements	COMBINE PROJECT: Combine funding and public outreach scope from other I-84 planned improvement projects into a single outreach project	
Project #2 Key 20298	ODOT	I-84: Fairview - Marine Drive	Repave a section of I-84 between Fairview and Marine Dr to repair rutting damage and keep roadway safe. Install a full signal upgrade (including ADA) at NE 238th Ave	SPLIT PROJECT: \$132k of project funding which supports public/community outreach scope elements is split-off from the project and combined into Key 22414.	
Project #3 Key 20410	ODOT	I-84: I-205 - NE 181st Avenue	On I-84 remove/replace asphalt surface to repair rutted pavement & seal the driving surface of four bridges (#07088A, #07044A, #07043A, & #13514F) (HB2017 Project)	\$PLIT PROJECT: \$130k of project funding which supports public/community outreach scope elements is split-off from the project and combined into Key 22414.	
Project #4 Key 21613	ODOT	US30: Sandy River - OR35	Signage and signal improvements to increase the visibility of intersections and improve safety along this highway.	\$PLIT PROJECT: \$78k of project funding which supports public/community outreach scope elements is split-off from the project and combined into Key 22414.	
Project #5 Key 21706	ODOT	US30: Bridal Veil Falls Bridge	Bridge deck strengthening, repairs to cracking, exposed rebar and reinforcement of the embankment to extend the life of this 100 year old structure.	ADD SPLIT PROJECT: Add the uS30 reduced funded project into the MTIP which supports public/community outreach scope elements is split-off from the project and combined into Key 22414.	
Project #6 Key 21710	ODOT	US30: Troutdale (Sandy River) Bridge	Repair significant bridge footing erosion to protect the structure from further damage.	\$PLIT PROJECT: \$99k of project funding which supports public/community outreach scope elements is split-off from the project and combined into Key 22414.	

DATE: AUGUST 20, 2021

July 2021 Admin Mod Bundle #2, AB21-18-JUL2

FROM: KEN LOBECK

Proposed July 2021 Administrative Modification Bundle #2 Modification Number: AB21-18-JUL2 Total Number of Projects: 1					
ODOT Key	Lead Agency	Project Name	Description	Required Changes	
Project #1 Key 20487	ODOT	OR99E Over UPRR at Baldwin Street Bridge	Address safety issues. Perform bridge rail retrofit and add protective screening.	LIMITS CORRECTION Change MP limits back to their original limits of -3.84 to -3.88	

July 2021 Admin Mod Bundle #3, AB21-19-JUL3

	Proposed July 2021 Administrative Modification Bundle #3 Modification Number: AB21-19-JUL3 Total Number of Projects: 7					
ODOT Key	Lead Agency	Project Name	Description	Required Changes		
Project #1 Key 21636	Clackamas County	SE Johnson Creek Blvd: 79th PI - 82nd Ave (Clackamas County)	Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.	MINOR COST DECREASE: The Administrative Modification reduces the ROW phase cost based on the latest project update.		
Project #2 Key 20438	ODOT	OR99W (Barbur Blvd) at SW Capitol Hwy	Prohibit NB left turns from OR99W onto I-5 ramp and redirect traffic flow through jug handle; Install EB right turn lane and new signal at Taylors Ferry; Address median gaps and striping; Add/improve signage; Install reflectorized backplates	MINOR COST DECREASE: The Administrative Modification updates the ROW phase for the actual obligation amount and provides a minor cost adjustment to the construction phase. The net change to the project decreases by \$49,000 which equals 1.65% and is less than the 20% threshold.		
Project #3 Key 21707	ODOT	US30B: St. Johns Bridge US30B: St Johns (Willamette River) Bridge	Repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety for those below and extend the life of the structure.	DELETE PHASE The Administrative Modification deletes the Right-of-Way phase and returns the funds to the Bridge program.		
Project #4 Key 21619	Oregon City	Beavercreek Rd: Molalla Ave - S Maplelane Rd (Oregon City)	Improvements including signals, signs, flashing lights and signal connectivity improvements to increase safety on this road.	SFLP FUND SWAP: The Administrative Modification swaps the federal HSIP for the state funded SFLP program funds.		

Project #5 Key 21624	Portland	W Burnside at SW St Clair Ave (Portland) West Burnside/NW 22nd Vicinity Pedestrian Signal	Install a pedestrian hybrid beacon to increase pedestrian crossing safety.	SLIP and NAME UPDATE: Slip the PE phase to FY 2022 and update the project name. No scope or cost change.
Project #6 Key 20488	Tigard	North Dakota Street: Fanno Creek Bridge	Construct a new single span bridge on the same alignment. Raise the vertical grade line to improve site distance approaching the railroad crossing.	MINOR COST INCREASE The Administrative Modification increases the construction by 2.46% adding \$248,426 based on the cost update for the phase. The increase is less than 20%
Project #7 Key 20849	TriMet	MAX Red Line Extension & Reliability Improvements	Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway.	ADDING FUNDS The Administrative Modification adds a new grant award of \$15,721,739 from the American Rescue Plan Act of 2021 as 5309 funds to the Construction phase

July 2021 Admin Mod Bundle #4, AB21-20-JUL4

Proposed July 2021 Administrative Modification Bundle #4 Modification Number: AB21-20-JUL4 Total Number of Projects: 5					
ODOT Key	Lead Agency	Project Name	Description	Required Changes	
Project #1 Key 20335	ODOT	Central Systemic Signals and Illumination (ODOT)	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations. (PGB-ARTS)	SLIP & FUND SHIFT The Administrative Modification shifts \$36k to the other phase to support plant mitigation needs and slips the construction phase to FY 2022. The ROW phase is updated based on the actual obligation. As a result, the total project cost decreases to \$4,340,300 which equals a 0.69% change to the project	
Project #2 Key 20376	ODOT	West Systemic Signals and Illumination (ODOT)	Illumination, intersection work, bike and pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, utility relocation, and other safety improvements at various locations (PGB-ARTS)	PHASE SLIP: The Administrative Modification updates the ROW phase for actual obligations and slips the construction phase to FY 2022. The ROW phase requirements will not be completed in time to obligated construction by the end of FY 2021.	
Project #3 Key 20451	ODOT	OR8 at River Rd	Construct full signal upgrade with illumination and ADA improvements at SW/SE corner & signal modification at NW/NE corner of OR8 and River Rd in the City of Hillsboro.	CANCEL PHASE: The Administrative Modification cancels the ROW phase and transfers the funds to the construction phase.	

Project #4 Key 20333	Modificat Portland	ion #1 Seventies Neighborhood Greenway	Traffic calming and way-finding elements on local streets; some paving; crossing improvements; and multi-use path through Rose City Golf Course to address a gap in north-south bicycle and pedestrian facilities near 82nd avenue.	CANCEL PHASE: Cancel ROW and UR phases and shift the funds to Construction. Add local funds to construction phase overmatch. The net change increases the project by \$400k which equals a 7.98% increase. The modification to the submission required a small adjustment to the Other and Construction phases to reflect the updated phase totals to equal a total project cost of \$5,210,706. The initial entry had been added incorrectly in the MTIP Worksheet
Project #5 Key 20329	West Linn	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd.	ADVANCE PHASE: Advance ROW phase from FY 2022 to FY 2021 enabling the phase obligation to occur before the end of the fiscal year.

FROM: KEN LOBECK

August 2021 Admin Mod Bundle #1, AB21-21-AUG1

Proposed August 2021 Administrative Modification Bundle #1 Modification Number: AB21-21-AUG1 Total Number of Projects: 7					
ODOT Key	Lead Agency	Project Name	Description	Required Changes	
Project #1 Key 20374	Beaverton	West Systemic Signals and Illumination (Beaverton)	Improvements at various intersections in the City of Beaverton including signals, lighting, signing and curb ramp upgrades to improve safety.	SPLIT & COMBINE: The Administrative Modification splits the construction phase off from Key 20374 and combines it into Key 20376.	
Project #2 Key 20376	ODOT	West Systemic Signals and Illumination (ODOT)	Illumination, intersection work, bike and pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, utility relocation, and other safety improvements at various locations (PGB-ARTS)	COMBINE PROJECTS: The Administrative Modification combines the construction phase from Key 20374 into Key 20376 for delivery efficiencies.	
Project #3 Key 20298	ODOT	I-84: Fairview - Marine Drive	Repave a section of I-84 between Fairview and Marine Dr to repair rutting damage and keep roadway safe. Install a full signal upgrade (including ADA) at NE 238th Ave	SPLIT/COMBINE: The Administrative Modification splits the construction phase and funding from Key 20298 and combines it into Key 20410	

Project #4 Key 20410	ODOT	I-84: I-205 - NE 181st Avenue Marine Drive	On I-84 remove/replace asphalt surface to repair rutted pavement & seal the driving surface of four bridges (#07088A, #07044A, #07043A, & #13514F) (HB2017 Project)	COMBINE PROJECTS: Combine the construction phase from Key 20298 into Key 20410. Scope remains unchanged but overall limits are expanded for newly combined projects.
Project #5 Key 22116	ODOT	OR8 Curb Ramps (Cornelius and Forest Grove)	Pilot project to construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards. (PGB)	CANCEL PHASE: The Administrative Modification cancels the Other/UR phase to the project. As a result, the project decreases by \$329,789 which equals a 12.9% cost decrease to the project.
Project #6 Key 20334	Portland	Central Systemic Signal and Illumination (Portland)	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.	SPLIT PROJECT The Administrative Modification shifts funds to PE to address a PE shortfall. UR is canceled as the phase is not required. Cons is split form Key 20334 and combined into Key 20335 for delivery efficiencies.
Project #7 Key 20335	ODOT	Central Systemic Signals and Illumination (ODOT)	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations.	COMBINE PROJECT: Combine the construction phase from Key 20334 into Key 20335

FROM: KEN LOBECK

DATE: AUGUST 20, 2021

FFY 2021 End of Year Project Phase Slips AB21-22-AUG2

(PGB-ARTS)

The next pages contain ODOT and Metro funded projects with phases that need to slip to FY 2022.

				Prograi	ming Years	Funding Source		Progr	amming Summar	у				Projec	t and phase Ststus plus	Reasons for Slip	
Lead Agency	ODOT Key Num	STIP FP - Project Name	Project Phase	Current Program & Obligation Year	Phase Initial Program STIP Year	ODOT or RFFA Funds	Federal Funds	Programmatic Fund Type Code	State Funds	Local Funds	Phase Total Estimated Cost	Overall Project Status	MTIP Programming Summary Notes	Phase Status	Slip Reason	Slip Comments	ODOT LAL or Project Manager
Beaverton	20374	West Systemic signals and illumination (Beaverton) (No action required)	CN	2021	2020	ODOT	\$970,599	HSIP	\$0	\$81,883	\$1,052,482	Completing ROW phase requirements	1st MTIP:2018-21 Years Active:3 MTIP Amendments: 4	Red - Will not obligate	RW not secured/certified	No action required. Construction has being split from Key 20374 and combined into Key 20376 via August 2021 Admin Bundle #1. Slip Cons to FY 2022. The Construction funds for K20374 will be combined with K20376. Therefore the PS&E and bid let date will be pushed to match K20376 dates. PSE date: 1/31/22 and the bid let date 3/24/21 This project will under go a Formal amendment to add	Reem Khaki
Gresham		SE 242nd/Hogan: NE Burnside - E Powell (Gresham)	CN	2021	2017	ODOT	\$1,025,001	AC-STBGS	\$0	\$1,524,999	\$2,550,000	Completing PS&E	1st MTIP: 2012-15 Years Active: 7 years MTIP Amendments:6	Red - Cons will not obligate	Insufficient funds	monies to the construction phase. Construction will Slip to 2022 Construction anticipated to be awarded March 2022.	Matthew Novak
Metro	20879	Regional Travel Options Program (2020)	ОТ	2021	2020	Metro RFFA 2019-21 RFFA Cycle	\$3,656,869	STBG-U	\$0	\$0	\$418,545	RTO implementation delays	1st MTIP: 2018-21 Years Active: 2 years MTIP Amendments:3	Red - Will not complete flex transfer and be obligated in FY 2021	Delay implementing RTO program	Slip OT phase to FY 2022. Covid-19 has slowed existing RTO program expenditures. The slow down is sufficient to delay the entire FY 2021 program until FY 2022.	Dan Kaempff
Metro	21312	Metro Transportation Options (FFY 18-20)	ОТ	2021	2021	ODOT	\$147,646	AC-STBGS	\$0	\$16,902	\$164,578	Funds obligated. Noaction to slip	1st MTIP: 2018-21 Years Active: 1	Fund obligted	No slip required	No slip. Only \$160k remains to expend. No action required.	Dan Kaempff
		(11110-20)	ОТ	2021	2021	ODOT	\$574,732	State STBG	\$0	\$65,781	\$640,513	rvoaction to slip	MTIP Amendments:0			required.	каетіріі
одот	18758	OR8: SW Hocken Ave - SW Short St	CN	2021	2017	. ODOT	\$1,973,955 \$1,615,497	STP = (RFFA) State STBG	\$0 \$184,901	\$ 4,126,042	\$7,901,395	Currently completing PS&E. Slip Cons to FY 2022	1st MTIP:2015-18 Years Active: 7 years MTIP Amendments 5	Red - Cons will not obligate. Slip to FY 2022	Scope change/split project required	ODOT and Beaverton combined two area related projects in 2017. Problems in the combined project scope and design impacted delivery schedule Project is anticipated to be split back into two projects.	Nate Scott
ODOT	18794	OR8: SW Short Ave - SW 110th Ave (Beaverton)	CN	2021	2018	ODOT	\$2,163,084	(ODOT) Advance Construction	\$50,323	\$1,524,999	\$2,213,407	Completing PS&E	1st MTIP: 2015-18 Years Active:6	Formal amendment required to	Need to ocmbine with Key 18839	Combined project appears not feasible now. Slip construction phase to FY 2022. Project construction phase will be combined with Key 18839	Nate Scott
ОДОТ	20208	US30: NW Saltzman Rd - NW	CN	2021	2019	ODOT	\$7,066,048	(ODOT)	\$808,741	\$0	\$8,874,787	Completing ROW	MTIP Amendments:5 1st MTIP: 2015-18	combine Red - Will not obligate	RW not secured/certified	Slip construction phase to FY 2022 due to ROW phase delay.	Stephanie Turner
ODOI		Bridge Ave	UR	2021	2018	ODOT	\$62,811	NHPP	\$7,189	\$0	\$70,000	phase	MTIP Amendments: 7	Red - Will not obligate	RW not secured/certified	Slip Other/UR phase to FY 2022 due to ROW phase delay	stephanie ramer
ОДОТ	20303	City of Gresham safety project	CN	2021	2021	ODOT	\$997,083	HSIP	\$0	\$84,117	\$1,091,200	Completing ROW phase	1st MTIP:2018-21 Years Active: 3	Red - Will not obligate	RW not secured/certified	ODOT was notified on 7/01/2021 this project will SLIP 2022 due to a delay in ROW appraisal. Should receive	Matthew Novak
			CN	2021	2021	ODOT	\$9,222	ADVCON	\$0	\$778		priase	MTIP Amendments: 3 1st MTIP: 2018-21	obligate	36cured/certified	PCR no later than 7/16/21.	NOVak
ODOT	20328	OR8 corridor safety & access to transit II	RW	2021	2020	ODOT	\$89,730	NHPP	\$0.00	\$10,270	\$100,000	Completing PS&E	Years Active: 3 MTIP Amendments: 4	Red - Will not obligate	Scope change	Coordination with WashCo and Hillsboro needed to align scope with OR8 ped safety priorities.	Scott Nates
ОДОТ	20330	Stark Street multimodal connections	CN	2021	2020	ODOT	\$2,519,127	State STBG (ODOT) State STBG	\$0.00	\$93,331.00		Canceled project. Remove via formal amendment	1st MTIP: 2018-21 Years Active: 3 MTIP Amendments: 1	Red - Will not obligate	Resourcing	Slip ROW and Cons to FY 2022. Multnomah County Cancelled the project. ODOT is finalizing the paper work in order to close the project. The project has been approved by Director Strickler.	Matthew Novak
		Cavantias naishbankas d	RW	2021	2019	ODOT	\$306,669	(ODOT) State STBG	\$0.00	\$60,090.00	\$400,000		1st MTIP: 2018-21	Velley, Neil	Error in specs or plan	TPM anticipates the project may Slip CE to 2022.	Matthew
ODOT	20333	Seventies neighborhood greenway	CN	2021	2020	ODOT	\$1,625,866	(ODOT)	\$0.00	\$2,447,965	\$4,073,831	Completing PS&E	Years Active:3 MTIP Amendments: 2 1st MTIP: 2018-21	Biters	sheets	PM was unable to complete all PS&E tasks. No action required	Novak
ODOT	20335	Central Systemic Signals and Illumination (ODOT)	CN	2021	2020	ODOT	\$2,573,391	HSIP	\$217,100.00	\$0	\$2,790,491	Completing ROW phase requirements	Years Active:4 MTIP Amendments: 5	Red - Will not obligate	Resourcing	Construction slip to FY 2022 as part of July #4 Admin Mod Bundle. No further action required as part of the EOY slip amendment.	Reem Khaki
ОДОТ	20376	West Systemic Signals and Illumination (ODOT)	CN	2021	2020	ODOT	\$4,808,674	HSIP	\$405,677	\$0	\$5,214,351	Completing ROW phase requirements	1st MTIP: 2018-21 Years Active: 4 MTIP Amendments: 5	Red - Will not obligate	RW not secured/certified	No action required. The combining amendment is being completed via the August 2021 Admin Mod bundle. T2. The K20376 & K20374 will be combined for construction	Reem Khaki
ODOT	20522	US30 at Bridge Ave ramps	CN	2021	2021	ODOT	\$2,518,003	State STBG (ODOT)	\$288,197	\$0	\$2,806,200	Completing PS&E	1st MTIP: 2018-21 Years Active: 4 MTIP Amendments: 0	Red - Will not obligate	Environmental permits not received	Slip Construction to FY 2022	Kelly Martin
ОДОТ		OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	CN	2021	2020	ODOT	\$11,742,062	State STBG (ODOT) HSIP ADVCON	\$1,256,243	\$0	\$12,998,305	Completing ROW phase requirements	1st MTIP: 2018-21 Years Active: 4 MTIP Amendments: 6	Red - Will not obligate	RW not secured/certified	Slip Construction phase to FY 2022	Stephanie Turner
ODOT	21219	I-5 over NE Hassalo Street and NE Holladay Street (Portland)	PE	2021	2019	ODOT	\$922,200	NHPP	\$77,800	\$0	\$1,000,000	Project not started	1st MTIP: 2018-21 Years Active:2 MTIP Amendments: 5	Red - Will not obligate	Coordination with othe projects	Slip PE phase to FY 2022. Project was planned to be incorporated into the Rose Quarter improvement project.	Stephanie Turner
ODOT	21500	Cornelius Pass Road Arterial Corridor Management	CN	2021	2021	ODOT	\$1,160,000	ATCMTD (ITS grant funds)	\$0.00	\$0	\$1,455,200.00	ITS project moving towards construction	Years Active:2	Red - Will not obligate	Resourcing	Slip Other and Construction phase to FY 2022. ODOT PM is on approved leave. Interim PM is getting	Kelly Martin
			ОТ	2021	2021	Local	\$0	Local	\$0.00	\$800,700	\$800,700	phase in FY 2022.	MTIP Amendments: 0	Red - Will not obligate	Resourcing	schedule revised to re-start design.	artin
ОДОТ	21800	I-84: NE Martin Luther King Jr Blvd - I-205	PE	2021	2021	ODOT	\$922,000	NHPP	\$0	\$0.00	\$1,000,000	No action required. Project canceled via June Formal Amendment	1st MTIP: 2021-26 Years Active:1 MTIP Amendments: 0	Red - Will not obligate	Consultant contract no in place	No action required. This project is being moved to the 24-27 STIP using a deobligation of the PE phase. Email from 4/21/21 from Colleen Hunter. Please let me know if anything further is needed. Project canceled through the June 2021 Formal Amendment	f Jennifer Bachman

												Drainet · · · · · ·	104 MTID: 0004 00			Slip PE to FY 2022. This project is being combined with	
ODOT	21779	US30: Watson Rd - NW Hoge Ave	PE	2021	2021	ODOT	\$410,246	NHPP	\$46,954	\$0	\$457,200	Project will combined into Key 21128.	1st MTIP: 2021-26 Years Active:1 MTIP Amendments: 0	Red - Will not obligate	Coordination with othe projects	21128. The CMR is complete, but the funds need to be transferred into K21128 before we can obligate the PE funds.	Kelly Martin
ODOT	22075	Columbia Bottomlands mitigation/conservation bank	RW	2021	2021	ODOT	\$0	State General	\$1,000,000	\$0	\$1,000,000	On schedule. No action required	1st MTIP: Years Active: MTIP Amendments	On schedule	No action required	Schedule confirmed. No action required	
ОДОТ	22116	OR8 curb ramps (Cornelius & Forest Grove)	UR	2021	2020	ODOT	\$57,427	AC-STBGS	\$6,573	\$0	\$64,000	UR deleted via August AM Bundle #1	1st MTIP:2018-21 Years Active: 2 MTIP Amendments: 1	See August AM Mod Bundle #1	No action required	Slip of UR not required. August Admn Mod #1 canceling UR phase	
ОДОТ	22411	Westside corridor multimodal improvements study	PL	2021	2021	ODOT	\$863,636	State STBG	\$98,847	\$37,517	\$1,000,000	Green - PR or PS&E Submitted	MTIP Amendments: 0	Status needed	No action required	No slip required. On schedule	
ОДОТ	22315	I-5: Interstate bridge control equipment (Portland)	PE	2021	2021	ODOT	\$0	HB2017 & Local	\$40,000	\$40,000	\$80,000	Red - PE slips	1st MTIP: 2021-26 Years Active: 1 MTIP Amendments: 0	No executed IGA	Slip PE	Slip PE to FY 2022. IGA not developed or executed allowing PE phase to obligate	
ОДОТ	22316	I-5: Interstate Bridge, NB electrical components	CN	2021	2021		\$0	HB2017 & Local	\$230,000	\$230,000	\$460,000	Red - PE slip required	1st MTIP: 2021-2026 Years Active: 1	Red - PE Cons funds won't	Slip Cons	Slip Cons to FY 2022. IGA not developed or executed allowing PE phase to obligate	
		(Portland)	PE	2021	2021		\$0	HB2017 & Local	\$20,000	\$20,000	\$40,000		MTIP Amendments: 0	obligate	Slip PE	Slip PE to FY 2022. IGA not developed or executed allowing PE phase to obligate	
ОДОТ	22317	I-5: Interstate bridges bearing replacement (Portland)	PE	2021	2021		\$0	HB2017 & Local	\$15,000	\$15,000	\$30,000.00	Red - PE slip required	1st MTIP:2021-26 Years Active:1 MTIP Amendments: 0	Status needed	Slip PE	Slip PE to FY 2022. IGA not developed or executed allowing PE phase to obligate	
ОДОТ	22467	I-205 Improvements 1A - OR43 to OR213	CN	201	2021	ODOT	\$375,000,000	ADVCON	\$0	\$0	\$375,000,000	First programming - July 2021 Formal Amendment	1st MTIP: 2021-26 Years Active: 0 Mtip Amendments: 0	Red - Funds won't obbligate	Cons won't obligate before the end of FY 2021	Slip Cons to FY 2022. Cons Bid target date is target for 12/1/2021	
Oregon City	21619	Beavercreek Rd: Molalla Ave - S Maplelane Rd (Oregon City)	PE	2021	2021	ODOT	\$0	SFLP awarded project	\$922,200	\$77,800	\$1,000,000	SFLP project	1st MTIP: 2021-26 Years Active:1 MTIP Amendments: 0	No action required	SFLP amendment completed	No slip action required. SFLP awarded project. Fund conversion completed in July #3 Admin Mod bundle to be S060 in FY 2021. All funds in Construction phase now.	Mahasti Hastings
Portland	20334	Central Systemic Signals and	CN	2021	2019	ODOT	\$735,233	HSIP	\$0	\$62,027	\$797,260	Completing ROW	1st MTIP: 2018-21 Years Active: 3	August AM Bundle #1	RW not secured/certified	No action required. UR and Cons phase adjustments occurring through August 2021 Admin Mod Bundle #1	Reem
		Illumination (Portland)	UR	2021	2018	ODOT	\$16,692	HSIP	\$0	\$1,408	\$18,100	phase requirements	MTIP Amendments: 4	August AM Bubdle #1	Coordination with othe projects	(AB21-21-AUG1). Slip actions no longer required here.	Khaki
Portland	20812	Brentwood-Darlington bike/ped	RW	2021	2020	Metro RFFA	\$153,025	TA-Urban	\$0	\$153,025	\$306,050	Completing PS&E	1st MTIP: 2018-21 Years Active: 3	Red - Will not obligate	Failure to obligate in 2021 negatively	Slip Other/UT and ROW phases to FY 2022.PBOT process to solicit a design consultant and negotiate design contract took several months longer than PBOT	Daniel Ramirez-
rordand	Tuanu 20012	improvements	UR	2021	2021	Metro RFFA	\$44,865	TA-Urban	\$0	\$5,135	\$50,000	Completing Foot	MTIP Amendments: 2	Red - Will not obligate	impacts FY 2021 Obligation Targets	anticipated. ROW will not obligate in 2021 due to schedule. PCR in process.	Cornejo*
Portland	20814	Jade and Montavilla multimodal	RW	2021	2020	Metro RFFA	\$193,075	TA-Urban	\$0	\$193,075.00	\$386,150	Completeing PS&E	1st MTIP: 2018-21 Years Active: 3	Red - Will not obligate	TA-U are older Metro funds. They have an obligation shelf-life date pf the end of FY	Slip ROW and Other/UR phases to FY 2022. PBOT process to solicit a design consultant and negotiate design contract took several months longer than PBOT	Daniel Ramirez-
		improvements	UR	2021	2021	Local	\$0	Local	\$0	\$50,000	\$50,000		MTIP Amendments: 3	Red - Will not obligate	2023 (September 30, 2023) when they will lapse.	anticipated. Design kick off occurred in May 2021 and ROW will not obligate in 2021 due to schedule.	Cornejo*
Portland	21407	OR99W/SW Barbur Blvd area: Sidewalk Infill (Portland)	CN	2021	2021	Metro RFFA	\$1,316,776	STBG-U	\$0	\$150,711	\$1,467,487	Completing PS&E	1st MTIP: 2018-21 Years Active: 3 MTIP Amendments: 4	Red - Will not obligate	Failure to obligate in 2021 negatively impacts FY 2021 Obligation Targets	Slip Construction phase to FY 2022. Portland Water Bureau delay requiring a design exception and pay a fee for relocating their water line delaying moving forward for three months Late submission of comments from ODOT to PBOT cited.	Daniel Ramirez- Cornejo*
	19299	Central City in Motion	CN	2021	2018	Local	\$0	Local	\$0	\$4,346,372	\$4,346,372			Green - No slip required	PBOT update to Metro on 8-11-2021	No slip or action needed for construction phase Project construction implemented and will continue until approximately FY 2023.	
Portland	19299	Central City in Motion	RW	2021	2017	Local	\$0	Local	\$0	\$111,445	\$111,445	Project has implemented construction phase	1st MTIP: 2015-18 Years Active: 6 MTIP Amendments: 5	Red Slip ROW to FY 2022	PBOT update to Metro on 8-11-2021	ROW phase appears not required, but PBOT requests to keep it in the MTIP and slip to FY 2022 in case something emerges impacting delivery. Since this is a locally funded project, Metro does not see any issue with this request. Possible, the ROW phase will be deleted in a later amendment.	Gabe Graf
Portland	21620	SE Mt Scott Blvd:101st Ave - 104th Ave (Portland)	PE	2021	2021	ODOT	\$16,492	HSIP	\$0	\$1,391	\$17,883	Project will be SFLP funded	1st MTIP:2021-26 Years Active: 1 MTIP Amendments: 0	Slip PE to 2022	PBOT signature pending	Slip PE to FY 2022 and then complete SFLP conversion amendment. SFLP Project. IGA with PBOT for signature.	Daniel Ramirez- Cornejo*
Portland	21622	SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)	PE	2021	2021	ODOT	\$28,749	HSIP	\$0	\$2,425	\$31,174	Project will be SFLP funded	4 4 MITID 0004 00		PBOT pending signature	Slip PE phase to FY 2022. SFLP Project. IGA with PBOT for signature.	Daniel Ramirez- Cornejo*
Portland	21624	W Burnside at SW St Clair Ave (Portland)	PE	2021	2021	ODOT	\$105,712	HSIP	\$0	\$8,918	\$114,630	No Action. Amendment to slip via July #3 admin mod	1st MTIP: 2021-26 Years Active:1 MTIP Amendments:0	Red - Will not obligate	No action. Changes made in July #3 admin mod bundle	PBOT and ARTS Funding Manager discussed scope of project in spring 2021. STIP amendment in process to reflect project description/name as a result of discussions. STIP FP amendment status shows draft.	Daniel Ramirez- Cornejo*
Portland	21626	NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)	PE	2021	2021	ODOT	\$64,995	HSIP	\$0	\$5,483	\$70,478	Project will be SFLP funded	1st MTIP: 2021-26 Years Active:1 MTIP Amendments: 0	Slip PE to 2022	PBOT pending signature	Slip PE HSIP to FY 2022, then complete SFLP conversion amendment in fall. SFLP Project. IGA with PBOT for signature.	Daniel Ramirez- Cornejo*
Portland	21627	SE Belmont St: 7th Ave - 34th Ave (Portland)	PE	2021	2021	ODOT	\$48,902	HSIP	\$0	\$4,126	\$53,028	Project will be SFLP funded	1 of MTID:2024 26	Slip PE to 2022	PBOT pendng signature	Slip PE HSIP to FY 2022, then complete SFLP conversion amendment in fall. SFLP Project. IGA with PBOT for signature.	Daniel Ramirez- Cornejo*
Portland	21629	SE Division St: 148th Ave - 174th Ave (Portland)	PE	2021	2021	ODOT	\$444,883	HSIP	\$0	\$37,532	\$482,415	Slip PE to FY 2022	1st MTIP: 2021-26 Years Active:1 MTIP Amendments: 0	Red - Will not obligate	Metro shows no amendment pending	Slip PE phase to FY 2022. PBOT and ODOT ARTS Funding Manager held meetings to discuss scope in spring 2021. PCR signed/submitted and STIP-FP shows amendment status as pending?	Daniel Ramirez- Cornejo*
				l		•	-										

Portland	21630	SE Stark St: 148th Ave - 162nd Ave (Portland)	PE	2021	2021	ODOT	\$241,415	HSIP	\$0	\$20,367	\$261,782	Slip PE to FY 2022	1st MTIP:2021-26 Years Active:1 MTIP Amendments: 0		Metro shows no amendment pending	Slip PE to FY 2022. PBOT and ODOT ARTS Funding Manager held meetings to discuss scope in spring 2021. Scope review under way. PCR signed/submitted and STIP-FP shows amendment status as pending?	Daniel Ramirez- Cornejo*
Portland	21631	NE Fremont St: 102nd Ave - 122nd Ave (Portland)	PE	2021	2021	ODOT	\$30,869	HSIP	\$0	\$2,604		Slip PE to FY 2022. Project is SFLP approved	1st MTIP: 2021-26 Years Active: 1 MTIP Amendments: 0	Slip then convert to SFLP	PBOT pending signature	Slip PE phase to FY 2022.SFLP Project. IGA with PBOT for signature. Convert to SFLP funded project in fall.	Daniel Ramirez- Cornejo*
Portland	21633	SW Shattuck Rd at OR10 (Portland)	PE	2021	2021	ODOT	\$180,655	HSIP	\$0	\$15,241	\$195,896	Assumed slip will be needed	1st MTIP: 2021-26 Years Active: 1 MTIP Amendments: 0	Slip PE to FY 2022	SFLP candidate?	IGA with PBOT for signature.	Daniel Ramirez- Cornejo*
Portland	21634	SE Gladstone St at Cesar Chavez Blvd (Portland)	PE	2021	2021	ODOT	\$167,598	HSIP	\$0	\$14,139		Slip PE ot FY 2022. SFLP awarded project	1st MTIP: 2021-26 Years Active:1 MTIP Amendments: 0	Slip PE with HSIP to FY 2022	SFLP, but waiting on PBOT	Slip PE to FY 2022. SFLP Project. IGA with PBOT for signature. Convert to SFLP in fall.	Daniel Ramirez- Cornejo*
Portland	21635	SE Flavel St at 72nd Ave (Portland)	PE	2021	2021	ODOT	\$164,154	HSIP	\$0	\$13,849	\$178,003	Slip PE to FY 2020	1st MTIP:2021-26 Years Active:1 MTIP Amendments: 0	Slip PE to FY 2022	SFLP candiate?	Slip PE to FY 2022 IGA with PBOT for review.	Daniel Ramirez- Cornejo*
Port of Portland	17270	40 Mile Loop: Blue Lake - Sundial & Harlow Rd	CN	2021	2013	RFFA 2010-13 RFFA call	\$2,004,083	STP - Metro	\$0	\$0		Curently in ROW Phase	1st MTIP: 2010-13 Years Active: 9 years MTIP Amendments: 12		RW not secured/certified	There are outstanding ROW files which are needed to received certification. In particular, a property owned by BPA and BPA is refusing to provide the needed TCE. PCR to slip CON phase already submitted.	Jonathan Horowitz
Tigard	19327	Fanno Crk Trail: Woodard Pk- Bonita Rd/85th Ave-Tualatin Br	CN	2021	2017	RFFA 2016-18 RFFA call	\$3,042,724	CMAQ	\$0	\$2,937,276	\$5,980,000	Currently cmpleting ROW phase	1st MTIP: 2015-18 Years Active:5 MTIP Amendments: 8			Due to environmental permitting from Local regulatory agency (CWS) which will affect the ROW, project is delayed. Will not meet current bid date. Metro planning on submitting obligation target exception request.	Justin Bernt
Washington County	21632	NW West Union Rd at Neakahnie Ave (Washington County)	PE	2021	2021	ODOT	\$142,773	HSIP	\$0	\$12,045		Slip PE to FY 2022. Then conver to SFLP	1st MTIP: 2021-26 Years Active: 1 MTIP Amendments: 0	Red - Will not obligate	SFLP awarded project	Slip PE to FY 2022. Entered by Adriana. IGA needs to be executed to covert to SFLP. Recommend slipping PE until SFLP IGA is executed	Justin Bernt

1. Projects identified in red above require phase as part of the EOY Phase Slip Admin Mod. The admin mod addresses only phase slips.

2. Projects identified in green above do not require any action as part of this admin mod as they are part of a previous admin mod or amendment. The required changes are occurring through those amendments or admin mods.

3. The above list reflects a "best-guess" estimate for the status of the project. After the FY 2021 close-out has been completed and additional projects require phase slips, they will occur in fall through a standard admin mod. If an above project is slipped, but actually does obligate, then this will be corrected as well.

Memo



Date: August 24, 2021

To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory

Committee (MTAC) and interested parties

From: Lake McTighe, Regional Planner Subject: Monthly fatal crash update for 2021

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

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

Traffic crash victims in Clackamas, Multnomah and Washington Counties as of 8/23/21

Fatalities	Name(s), age	Travel mode	Roadway	County	Date
1	Unknown	motorcycle	MLK Blvd./ SE Clay	Multnomah	8/22
1	Charles Engblom, 44	motorcycle	I-84	Multnomah	8/19
1	Unknown	walking	NE 33rd/ NE Broadway	Multnomah	8/10
1	Max Denning Chapman, 36	driving	SW Bonita/ SW Sequoia	Washington	8/7
1	Dustin Armogeda, 33	driving	NE 162/ NE Glisan	Multnomah	8/8
1	Kyle Neil Hansen, 45	driving	OR 213 Cascade Hwy.	Clackamas	8/6
1	Unknown	driving	SE Hogan/ Palmquist	Multnomah	8/3
1	Unknown	driving	NW Glisan/ NW 14th	Multnomah	7/31
1	Emilia Barajas, 65	driving	Wilson River Highway	Washington	7/26
1	Mark Ray Trice, 43	driving	SW Greenburg Rd & SW Hall Blvd	Washington	7/14
1	Michael Bute, 34	walking	NE 33rd Drive	Multnomah	7/5
1	Unknown	driving	US 26	Multnomah	7/5
1	Unknown	motorcycling	US 26	Clackamas	7/4
1	Michael L. Bute, 34	walking	NE 33rd Dr.	Multnomah	7/5
1	Joseph Teach, 47	motorcycling	SE Foster/ SE 102nd	Multnomah	7/2

Fatalities	Name(s), age	Travel mode	Roadway	County	Date
1	Michael Gazley-Romney, 31	motorcycling	NE Sandy/NE 162nd	Multnomah	7/1
1	Unknown	motorcycling	SE 172nd Ave near Sager Rd	Clackamas	6/30
1	Delbert Downing, 51	driving	NE MLK/NE Columbia	Multnomah	6/30
1	Edward Dean Anderson Jr., 42	driving	Clackamas Hwy	Clackamas	6/28
1	Jeremy Hudson, 46	driving	NE 148th Ave & NE Halsey St	Multnomah	6/27
1	Kyle Joseph Kinkaid, 34	motorcycling	SW Rood Bridge Road	Washington	6/21
1	unknown woman	walking	NE Marine Drive/NE 13th Ave.	Multnomah	6/14
1	Joshua James Bologna, 34	motorcycling	OR 47, Nehalem Hwy	Washington	6/13
1	Paul David Matthews, 63	driving	SE Louden Rd.	Multnomah	6/2
3	Unknown (triple)	driving	S Springwater/ S Redland	Clackamas	5/30
1	Sergio Hunt, 17	walking	NE Milton/NE 145th	Multnomah	5/23
1	Carl Vernon Holmes, 84	driving	489 NW Burnside	Multnomah	5/19
1	Jose Luis Mendez, 51	walking	Tualatin Valley Highway	Washington	5/12
1	Janell Rene Butler, 46	driving	SW 1st and Washingon	Washington	5/11
1	Martin Ixquiactap- Tambriz, 41	walking	TV Highway	Washington	5/10
1	Megann McComb, 32	scootering	NE Sandy/ NW 149th	Multnomah	5/8
1	David Dentler, 25	driving	NE Sandy/NE Killingsworth	Multnomah	5/6
1	Jamie Pallviny-Brown, 43	driving	Cornfoot Rd.	Multnomah	4/29
1	Anthony L. Tolliver, 30	walking	82nd Ave.	Multnomah	4/24
2	Stephanie Chambers, 52, Blaise McGuire, 21	driving	Willamette Falls Drive/6th/Chestnut	Clackamas	4/21
1	Joe Tavera, 23	Driving	Tualatin Valley Hwy	Washington	4/20
1	Eddy M. Kolb, 23	motorcycling	N Marine	Multnomah	4/19
2	Yotty, 57 and Thomas, 58	driving	I-5	Multnomah	4/17
1	Josue Sanabria, 21	Driving	SW River Road	Washington	4/17
1	Oliver Sevin Frazier-Savoy, 24	Walking	SW Murray	Washington	4/15
1	Thomas Barron,33	driving	I-84	Multnomah	4/15
1	Faustino Jurado, 47	walking	NE 122nd/NE Halsey	Multnomah	4/11
1	Stephen Kelsey Looser, 66	walking	82nd Ave.	Clackamas	4/10

Fatalities	Name(s), age	Travel mode	Roadway	County	Date
1	Gabriel Cook, 46	motorcycling	Amisigger Rd	Clackamas	4/4
1	Richard LeRoy Russell, 84	driving	OR211	Clackamas	4/1
1	Kfir Hen, 47	motorcycling	SE Barbara Welch Road	Multnomah	3/31
2	Inna Danilovna Bosovik, 36, and Susan Kay Sturdavant, 65	driving	I-84	Multnomah	3/25
1	Galdino Salazar Jr.,36	driving	S Cramer/S Barndards	Clackamas	3/7
2	Morise Messiah Smith, 21, and Cecilia R. Hao, 70	driving	I-205, Glenn Jackson Bridge	Multnomah	3/8
1	Baylei Mead, 9	walking	Eastman Parkway/ NW 3rd	Multnomah	3/6
1	Brian Joel Neeley, 61	walking	SE Clover Lane	Clackamas	2/6
1	Jose Ignacio Contreras, 22	driving	SW Barbur Blvd/ SW Hooker St	Multnomah	2/28
1	Donald Ray Harvey, 86	walking	SW Clark Hill Rd/SW Tile Flat Rd	Washington	2/20
1	Antonio Lopez-Amaro, 57	driving	I-205, Glenn Jackson Bridge		2/14
1	Kenna Danielle Butchek, 35	driving	N Columbia/Fiske	Multnomah	2/7
1	Mark Douglas Rosling II, 40	driving	Yeon/ Nikolai	Multnomah	2/7
1	Joshua Stanley, 34	walking	SE Mcloughlin/SE Franklin	Multnomah	2/6
1	Karen McClure, 60	walking	SE Stark/SE 136th	Multnomah	2/6
1	Jerry Ray Jeffries, 73	driving	Hwy 37 Wilson River	Washington	2/3
1	Grant Fisher, 23	driving	Hwy 26/ Stone Road	Clackamas	1/29
1	Mark Lester Auclair, 64	driving	NW Nicolai St near NW 26th Ave	Multnomah	1/28
1	Charles Patton, 43	driving	N Columbia Blvd/N Vancouver	Multnomah	1/28
1	Gabriel Castro, 29	driving	Tualatin Valley Highway	Washington	1/28
1	Veronica Lynn Zearing, 52	driving	S Springwater Rd.	Clackamas	1/25
1	Jean Gerich, 77	walking	SE Stark Street 33rd-13th	Multnomah	1/25
1	Eddie Larson, 48	driving	N Marine Drive	Multnomah	1/24
1	Joshua Brooks Frankel, 27	motorcycling	S Sconce Rd & S Arrow Ct	Clackamas	1/14
1	Brenda Stader, 50	walking	Hwy 26 near Sandy	Clackamas	1/13
1	Elina Marie Inget, 66	driving	OR 213, near Mulino	Clackamas	1/9
1	Andrew Nick Lucero, 50	walking	N Denver Ave/N Columbia	Multnomah	1/9

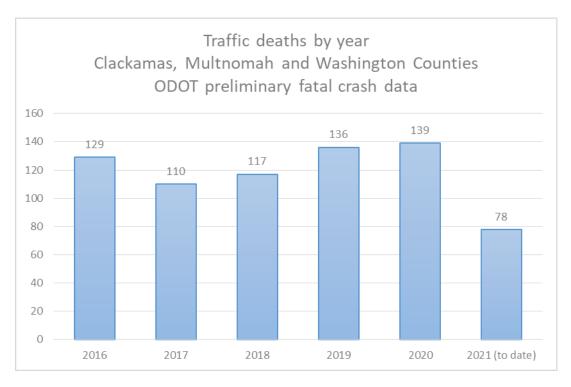
TPAC-MTAC monthly fatal crash update

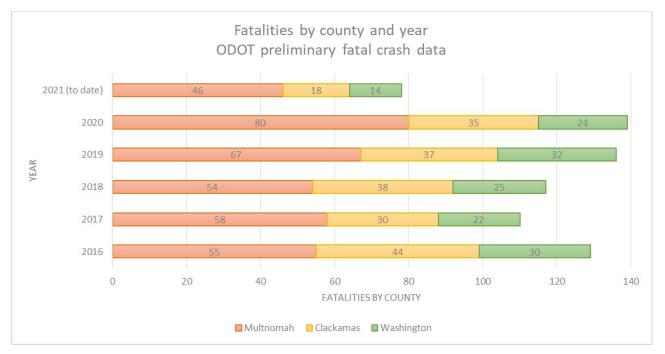
Fatalities	Name(s), age	Travel mode	Roadway	County	Date
1	Charisa Michelle White, 73	driving	SE Powell/SE 24th	Multnomah	1/8
1	Daniel Martinez, 19	driving	SE Division/SE 112th Ave	Multnomah	1/1
78					

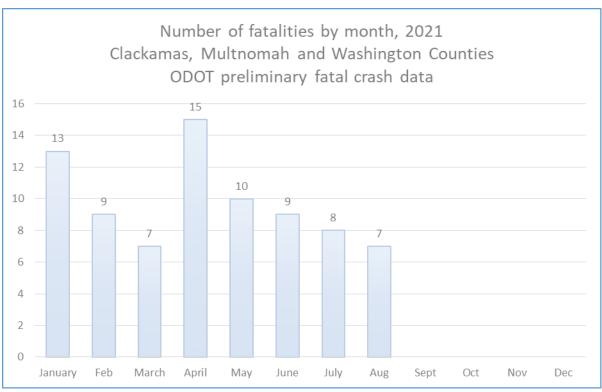
ODOT Preliminary fatal crash data; information is preliminary and subject to change

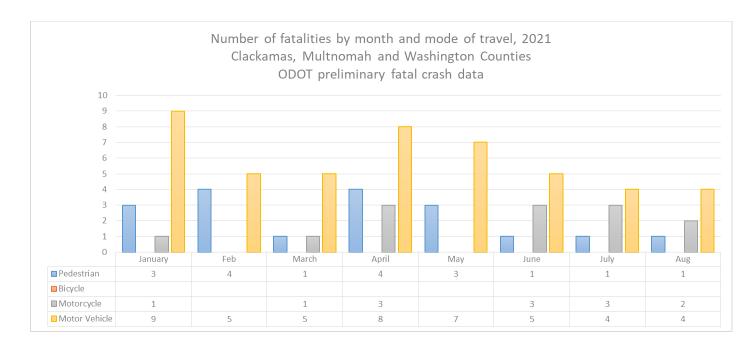
2021 preliminary fatalities

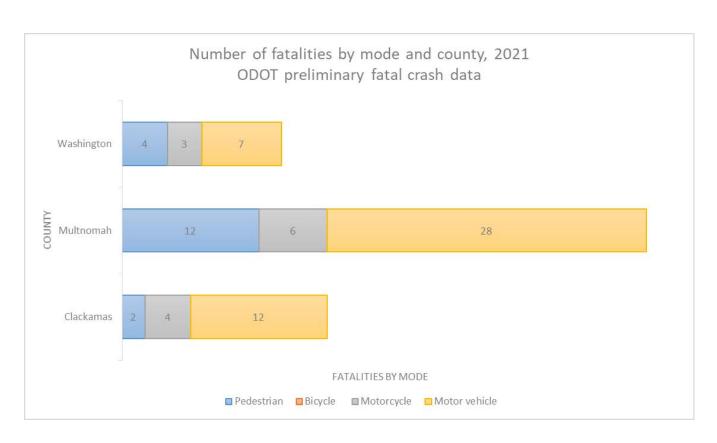
all data ODOT preliminary fatal crash data as of 8/23/21

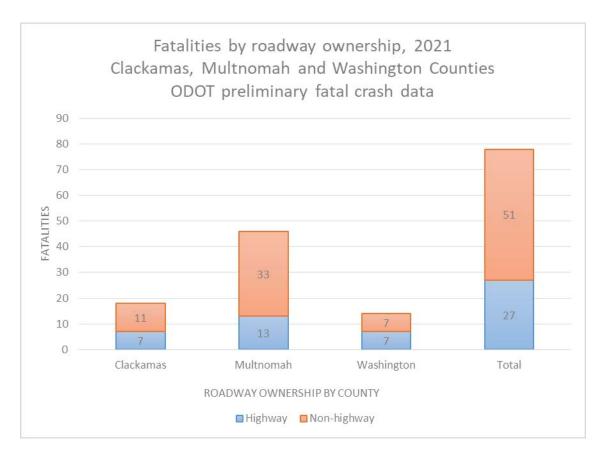


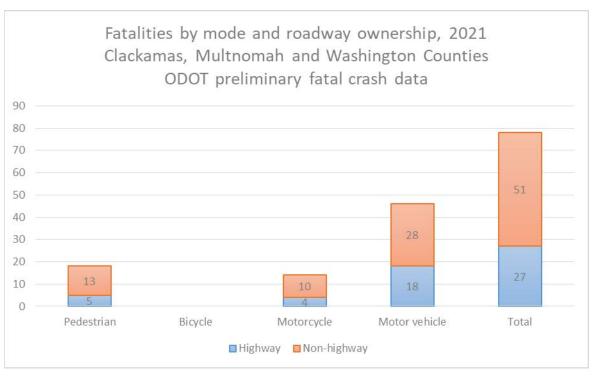














Climate-Friendly and Equitable Communities Rulemaking

Oregon is not meeting its goals to reduce climate pollution. While some sectors have made significant progress, transportation-related climate pollution has increased. If current trends continue, Oregon will come nowhere near to meeting our 2050 goal.

Transportation accounts for roughly 38% of Oregon's climate pollution. On March 10, 2020, Governor Kate Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. In response, the Oregon Land Conservation and

Development Commission (LCDC) directed the Department of Land Conservation and Development (DLCD) to draft updates to Oregon's <u>transportation and housing planning</u> rules, and to convene a rulemaking advisory committee to help guide rule development.

There are many benefits to reducing greenhouse gas pollution, including better health outcomes, cleaner air and more choices for Oregonians on how to get to places they want to go.

The rulemaking will significantly strengthen Oregon's rules about transportation and housing planning, particularly in the eight areas with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, Salem/Keizer). Some rule changes to reduce greenhouse gas pollution and increase transportation choice may apply to communities outside those areas.

Oregon is committed to increasing equity. Our state has a long history of discrimination and racism, including in our land use and transportation planning decisions. Rulemaking will focus on reducing pollution while also increasing housing choices and creating <u>more equitable outcomes</u> for all Oregonians.

Reducing driving is one of the most important ways to reduce pollution. Communities can reduce the number and length of driving trips by bringing land uses closer together, increasing the walkability of the built environment, and mixing land uses. When done well, this gives Oregonians more choices to take public transit, bike, or walk to get around.

Oregon's planning system is a partnership between state and local governments. State law and rules direct how local governments develop comprehensive plans, including land use and transportation elements. In order to meet Oregon's climate pollution reduction goals, state rules and local land use and transportation plans will have to change significantly. We know:

- Most new development will need to be in neighborhoods where shopping, employment, parks and housing
 are in closer proximity. These include city and town centers, neighborhoods close to centers and services, and
 along corridors with good transit service.
- Public investments in transportation need to be shifted toward increasing transportation options making walking, cycling, and transit safer and more convenient.
- Plans for our transportation systems, at every stage, need to be focused less on ensuring motor vehicle mobility, and more on providing people with access to services and destinations.
- Our policies and how we enact them need to ensure the needs of all
 Oregonians, including historically marginalized populations, are met in an equitable and inclusive way.

The rules will help guide communities toward these outcomes.

Questions?

Kevin Young, <u>kevin.young@state.or.us</u>
Bill Holmstrom, <u>bill.holmstrom@state.or.us</u>



Draft Rulemaking Adoption and Implementation Schedule

September 2020 – Rulemaking initiated

November 2020 - September 2021 – Rulemaking Advisory Committee meetings

Spring 2021 – Community conversations held in each of the eight metropolitan areas (virtually)

Fall 2021 - Draft rules to LCDC

Winter 2021 – Rules adopted by LCDC

2022 – All communities in the eight metropolitan areas adopt plan changes in accordance with rules

2024 – Eugene/Springfield/Coburg and Salem/Keizer/Turner MPOs adopt local plans to meet pollution reduction goals

2025 and beyond – all metropolitan area communities adopt scenario plans to reduce greenhouse gas pollution



Rulemaking Advisory Committee

Aimee Okotie-Oyekan, NAACP Eugene/Springfield Unit #1119

Alex Georgevitch, City of Medford Public Works

Alma Flores, REACH CDC

Ariel Nelson, League of Oregon Cities

Bandana Shrestha, AARP Oregon

Bill Graupp, Oregon School Board

Bradley Clark, City of Grants Pass

Candice Jimenez, Northwest Portland Area Indian Health Board

Cassie Lacy, City of Bend

Ellen Miller, Oregon Home Builders Association

Emma Newman, City of Springfield

Francisco Ibarra, Portland State University

Jairaj Singh, Unite Oregon

Jana Jarvis, Oregon Trucking Association

Julie Warncke, City of Salem

Kaitlin La Bonte Oregon Chapter of the American Planning Association

Kari Schlosshauer, National Safe Routes to School Partnership

Ken Anderton, Single Parent Community Member

Kyle Macadam, Oregon Realtors

LaQuida Landford, Homelessness Research & Action Collaborative, PSU

Lee Helfend, OPAL Environmental Justice Oregon

LeeAnn O'Neill, Allyship in Action and Bend Bikes

Mallorie Roberts, Association of Oregon Counties

Margi Bradway, Metro

Mari Valencia Aguilar, Washington County

Mary Kyle McCurdy, 1000 Friends of Oregon

Michael Szporluk, Disability Consultant

Nancy Evenson, Corvallis Sustainability Coalition

Noel Johnson, Oregon Smart Growth

Oriana Magnera, Verde

Paige West, Roque Valley Transportation District

Paul Bilotta, City of Corvallis

Rebecca Descombes, Native American Youth and Family Center

Rob Inerfeld, City of Eugene

Ron Irish, City of Albany

Sarah Adams-Schoen, University of Oregon

Shane Witham, City of Keizer

Simeon Jacob, Asian Pacific American Network of Oregon

Vivek Shandas, Portland State University

Zack Geary, City of McMinnville

Meeting minutes



Meeting: Transportation Policy Alternatives Committee (TPAC)

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

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

Members AttendingAffiliateTom Kloster, ChairMetro

Karen Buehrig Clackamas County
Allison Boyd Multnomah County

Lynda David SW Washington Regional Transportation Council

Eric Hesse City of Portland

Dayna Webb City of Oregon City and Cities of Clackamas County
Jay Higgins City of Gresham and Cities of Multnomah County
Don Odermott City of Hillsboro and Cities of Washington County

Jeff Owen TriMet

Chris Ford Oregon Department of Transportation

Laurie Lebowsky Washington State Department of Transportation Karen Williams Oregon Department of Environmental Quality

Lewis Lem Port of Portland

Jessica Stetson Community Representative

Alternates Attending Affiliate

Jamie Stasny Clackamas County
Erin Wardell Washington County

Jaimie Huff City of Happy Valley and Cities of Clackamas County
Julia Hajduk City of Sherwood and Cities of Washington County

Jon Makler Oregon Department of Transportation

Members Excused Affiliate

Chris Deffebach Washington County

Donovan Smith

Idris Ibrahim

Community Representative

Community Representative

Community Representative

Community Representative

Community Representative

Community Representative

Federal Highway Administration

Katherine Kelly City of Vancouver, WA

Rob Klug Clark County
Shawn M. Donaghy C-Tran System

Jeremy Borrego Federal Transit Administration
Rich Doenges Washington Department of Ecology

Guests Attending Affiliate

Mike Foley

Guests Attending

Jean Senechal Biggs

Delia Mosier

Mandy Putney Seth Brumley

Bob Kellett

Steve Koper

Chris Smith Aaron Brown

Adah Crandall Adriana Antelo

Isabella (Last name unknown)

Jill Hryck

Joe K. Meyer

Paxton Rothwell

Rachael Dawson

Don Arambula

Cassie Wilson

Anthony L.

Two phone listeners

Affiliate

City of Beaverton

Oregon Department of Transportation Oregon Department of Transportation Oregon Department of Transportation Portland Bureau of Transportation

City of Tualatin

Metro Staff Attending

Ken Lobeck, Funding Programs Lead Lake McTighe, Senior Transportation Planner Caleb Winter, Senior Transportation Planner Elizabeth Mros-O'Hara, Investment Areas Tim Collins, Senior Transportation Planner Bill Stein, Research & Modeler Planner Summer Blackhorse, Program Assistant Kim Ellis, Principal Transportation Planner Grace Cho, Senior Transportation Planner Matthew Hampton, Sr. Transportation Planner Alex Oreschak, Investment Areas Malu Wilkinson, Investment Manager John Mermin, Senior Transportation Planner Marie Miller, TPAC Recorder

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

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

2. Comments From the Chair and Committee Members

- Committee input form on creating a Safe Space at TPAC (Chairman Kloster) The link to adding
 comments and input for creating a safe space at TPAC was noted in the chat area of the
 meeting, which members are welcome to use at any time during the meeting. Comments will
 be collected and shared at the end of the meeting.
- Updates from committee members and around the Region (Chairman Kloster and all) (Chris Ford) ODOT R1 update you may have heard from Regional Manager Windsheimer about ODOT's interest in a proposal related to a focus on safety in the RFFA project criteria / allocation. Because a proposal was not submitted to TPAC and included in its action, the ODOT safety proposal will likely come forward at JPACT as a proposed amendment to the TPAC recommendation. I understand Metro staff may be able to circulate that proposal to JPACT

prior to next week's meeting. Feel free to reach out to me if you wish to discuss the safety program proposal - chris.ford@odot.state.or.us. *The link to this material was sent to TPAC

- Monthly MTIP Amendments Update (Ken Lobeck) Mr. Lobeck referred to his memo in the packet on the monthly submitted MTIP formal amendment and administrative modification project lists during May and June 2021 timeframe. A clarifying note was made on the May MTIP final amendment bundle project list that included Project Key 22409 within Resolution 21-5177. Metro later removed this item from the amendment list, with ODOT subsequently canceling the amendment request. For any questions on the monthly MTIP amendment projects you may contact Mr. Lobeck directly.
- Fatal crashes update (Lake McTighe) Ms. McTighe noted the memo in the meeting packet, which provides an update on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year is already out of date. As of July 1, 2021, within the three counties there were 6 traffic deaths in June, 1 in July, and 63 in 2021. To date, 27% have been people walking, 13% have been people on motorcycles. 33% of the traffic deaths have occurred on state highways, and 90% of the traffic deaths have occurred in Multnomah County. For any questions on the information you may contact Ms. McTighe directly.
- Reminder: No TPAC meetings in August (Chairman Kloster) A reminder was given that no TPAC meetings are scheduled for the month of August.

3. Public Communications on Agenda Items

Joe Meyer, Citizen of Clackamas County. Recommendation to committee to vote no on Resolutions 21-5188 and 21-5192. Full public testimony on recording of meeting.

Cassie Wilson, Citizen of Clackamas County. Recommendation to committee to vote no on Resolution 21-5188 and 21-5192. Full public testimony on recording of meeting.

Paxton Rothwell, Sunrise Movement Portland Hub. Recommendation to committee to vote no on Resolution 21-5188 and 21-5192. Full public testimony on recording of meeting.

Chris Smith, Sunrise Movement Portland Hub. Recommendation to committee to vote no on Resolution 21-5188 and 21-5192. Full public testimony on recording of meeting.

4. Consideration of TPAC Minutes from June 4, 2021

MOTION: To approve minutes from June 4, 2021 as presented.

Moved: Don Odermott Seconded: Chris Ford

ACTION: Motion passed unanimously with no abstentions.

5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5188

(Ken Lobeck) The MTIP formal amendment 21-5188 was presented. The amendment consists of three projects described as such:

1 Key #20808 Lead Agency: Gresham

Project Name: NE Cleveland Ave.: SE Stark St - NE Burnside Change Reason: Cost Increase

Note: Adds local funds to support the Right-of-Way (ROW) phase cost increase.

#2 Key #18841 Lead Agency: ODOT

Project Name: OR217: OR10 - OR99W Change Reason: Limits Updates Note: Updating technical corrections to project limits in prep for construction.

#3 Key #20363 Lead Agency: ODOT

Project Name: I-84: Corbett Interchange - Multnomah Falls Change Reason: Add new project Note: Limits expanded into Metropolitan Planning Area (MPA) Add project to 2021-24 MTIP. Project will repair and replace culverts on I-84.

Staff Recommendation: Provide an approval recommendation to JPACT for Resolution 21-5188 and the 3 projects under MTIP Amendment JL21-12-JUL.

Comments from the committee:

• Eric Hesse noted the comments shared in public testimony and in chat at the meeting. It was noted the importance of policy makers hearing this input as part of conversations leading to funding and pricing decisions in the region.

<u>MOTION</u>: TPAC provides an approval recommendation to JPACT for Resolution 21-5188 and the 3 projects under MTIP Amendment JL21-12-JUL.

Moved: Karen Buehrig Seconded: Jay Higgins **ACTION: Motion passed unanimously with no abstentions.**

6. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5191

(Ken Lobeck) The MTIP formal amendment 21-5191 was presented. The lead agency on this project is TriMet. The project name is the Division Transit Project. This formal amendment:

- The formal amendment adds the latest grant award to the project.
- The \$12,973,076 is from the American Rescue Plan (ARP) Act of 2021.
- Latest grant award to the project which has an estimated total project cost of \$175 million.
- Grant award funding will be added as FTA Section 5309

Staff Recommendation: TPAC to provide an approval recommendation to JPACT for Resolution 21-5191 consisting of TriMet's new American Rescue Plan Act of 2021 FTA grant award for their Division Transit Project under MTIP Amendment JL21-13-JUL2.

Comments from the committee:

 Karen Buehrig asked for clarification on two different funding and if a second MTIP amendment would be coming. Jeff Owen noted that with this fund award it adds to the project already under construction. Ken Lobeck added the second amendment would be made administratively and noted in the full project list when done so.

<u>MOTION</u>: TPAC provides an approval recommendation to JPACT for Resolution 21-5191 consisting of TriMet's new American Rescue Plan Act of 2021 FTA grant award for their Division Transit Project under MTIP Amendment JL21-13-JUL2.

Moved: Laurie Lebowsky Seconded: Chris Ford

ACTION: Motion passed with one abstention: Jessica Stetson.

- 7. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5192 (Ken Lobeck) The MTIP form amendment 21-5192 was presented. Key 22467 is the construction phase of the project. The project name is I-205 Improvements 1A OR43 to OR213 with ODOT the lead agency. The formal amendment:
 - Add the new child project to the I-205 improvement project
 - Preliminary Engineering (PE) and Right-of-Way (ROW) were completed as part of Key 19786.
 - This amendment adds the Construction phase with \$375 million from HB3055
 - Requires Oregon Transportation Commission (OTC) approval as well which is anticipated to occur on July 15, 2021

Staff recommendation: Provide an approval recommendation to JPACT for Resolution 21-5192 consisting of ODOT's I-205 Improvements 1A - OR43 to OR213 construction phase under MTIP Amendment JL21-14-JUL3.

Comments from the committee:

- Karen Buehrig appreciated the public comments provided on this agenda item as we look for supportive ways at how transportation funding is spent. It was asked for more elements of this project to be described, and how legislative and OTC decisions review these technical elements.
- Mandy Putney answered on how ODOT looks at adjacent areas with the project. The I-205 North/South designated corridor is to improve and upgrade the Abernethy Bridge for earthquake ready over the Willamette River, to improve interchange access with a roundabout to simplify ease of one/off ramps, with more improvements planned to eight other river crossings. The Oregon Transportation Commission (OTC) has identified this section in the region as a bottleneck with I-205 a statewide priority. Funding from recent legislation allows for this construction in the 1A phase.
- Don Odermott appreciated the testimony received earlier in the meeting. It was stressed that
 we have a need to make smart transportation and land use decisions and promote less reliance
 on vehicle travel when possible. It was noted how challenging it was to create change from
 interstate freeway travel to transit. We have strategic investment corridors in the region that
 need addressing. It is important we make smart decisions that keep the big picture in mind for
 modes of travel, locations, readily available, safe and smart investment wise with a growing
 population and economy.

<u>MOTION</u>: TPAC provides an approval recommendation to JPACT for Resolution 21-5192 consisting of ODOT's I-205 Improvements 1A - OR43 to OR213 construction phase under MTIP Amendment JL21-14-JUL3.

Moved: Don Odermott Seconded: Karen Buehrig

ACTION: Motion passed with two no votes: Jessica Stetson and Karen Buehrig.

8. Regional Congestion Pricing Study, Final Report – Resolution 21-5179 (Elizabeth Mros-O'Hara) The Regional Congestion Pricing Study, Final Report and proposed Resolution 21-5179 were presented. The Draft Report and Recommendations reflect two years of modeling, analysis, and input from technical staff, subject-matter experts and policy makers. TPAC provided important technical input on a regular basis to shape the findings, and JPACT and the Metro Council provided policy direction and other considerations to shape the study.

Regional Congestion Pricing Study Final Report July 2021 includes a new executive summary and some minor revisions based on TPAC and stakeholder comments. Comments on the recommended considerations were focused on ensuring coordination with other pricing efforts and across different geographic scales, combining considerations that applied to both policy makers and future owners and operators; and making the recommendations more action oriented and succinct. Metro staff has adjusted the recommendations as follows:

List of changes made as a result of feedback:

- Adjusted recommended considerations to have generalized considerations as well as considerations specific to policy makers or future project owners/operators.
- Added reference to other projects in the region
- Adjusted bullet about conversations related to pricing to include the state level when applicable.
- Added language to reflect that various pricing programs in the region should be coordinated.
- Added additional reference to impacts on low-income travelers.
- Modified wording to reflect suggestions from TPAC members.

Recommended Considerations

- Congestion pricing can be used to improve mobility and reduce emissions. This study demonstrated how these tools could work with the region's land use and transportation system.
- Define clear goals and outcomes from the beginning of a pricing program. The program
 priorities such as mobility, revenues, or equity should inform the program design and
 implementation strategies. Optimizing for one priority over another can lead to different
 outcomes.
- Recognize that benefits and impacts of pricing programs will vary across geographies. These
 variations should inform decisions about where a program should target investments and
 affordability strategies and in depth outreach.
- Carefully consider how the benefits and costs of congestion pricing impact different geographic and demographic groups. In particular, projects and programs need to conduct detailed analysis to show how to:
 - o maximize benefits (mobility, shift to transit, less emissions, better access to jobs and community places, affordability, and safety), and
 - o address negative impacts (diversion and related congestion on nearby routes, slowing of buses, potential safety issues, costs to low-income travelers, and equity issues).

Congestion pricing can benefit communities that have been harmed in the past, providing meaningful equity benefits to the region. However, if not done thoughtfully, congestion pricing could harm BIPOC and low-income communities, compounding past injustices. Conversations around congestion pricing costs, revenues, and reinvestment decisions should happen at the local, regional, and when appropriate the state scale, depending on the distribution of benefits and impacts for the specific policy, project, or program being implemented.

Specifically For Policy Makers

- Congestion pricing has a strong potential to help the greater Portland region meet the priorities
 outlined in its 2018 Regional Transportation Plan, specifically addressing congestion and mobility;
 climate; equity; and safety.
 - Technical analysis showed that all four types of pricing analyzed improved performance in these categories;

- Best practices research and input from experts showed there are tools for maximizing performance and addressing unintended consequences.
- Given the importance of pricing as a tool for the region's transportation system, policy makers should include pricing policy development and refinement as part of the next update of the Regional Transportation Plan in 2023, including consideration of other pricing programs being implemented in the region.

Specifically For Future Project Owners/Operators

- The success of a specific project or program is largely based on *how* it is developed and implemented requiring detailed analysis, outreach, monitoring, and incorporation of best practices.
- Coordinate with other pricing programs, including analysis of cumulative impacts and consideration of shared payment technologies, to reduce user confusion and ensure success of a program.
- Conduct meaningful engagement and an extensive outreach campaign, including with those who
 would be most impacted by congestion pricing, to develop a project that works and will gain
 public and political acceptance.
- Build equity, safety, and affordability into the project definition so a holistic project that meets the need of the community is developed rather than adding "mitigations" later.
- Establish a process for ongoing monitoring of performance, in order to adjust and optimize a program once implemented.

TPAC was reminded the purpose of the study was to educate and inform on the issue for future development considerations with projects, but not recommend or propose specific projects at this time. TPAC is being asked by staff for approval of Resolution 21-5179 and to accept the final report with the discussed revisions and recommended considerations.

Comments from the committee:

- Laurie Lebowsky asked if there was mention in the report of coordination with existing projects that could have potential impacts from this study. Ms. Mros-O'Hara confirmed recommended consideration language is included for coordinating projects both current and future, within the region.
- Jamie Stasny noted her elected representatives have concerns on the timing of the resolution, with staff having not enough time to review the materials and findings, with lack of clarity on language/specifics from the study leading to policy and how incorporated into the RTP. Karen Buehrig added that the report notes considerations say more work is need to be done.
 - Ms. Mros-O'Hara noted the findings were not included in the high level resolution so that the report would only include the current data and recommendations. The recommendations from findings are intended to be used to help us reach our goals and inform the 2023 RTP process.
- Chris Ford asked for clarification in the resolution on language concerning the findings from the study; "by accepting the report, the Metro Council hereby recognizes the value in using the findings to inform planning, policy, investment priorities and ongoing efforts to manage congestion, advance equity, improve safety and reduce greenhouse gas emissions..." and "directs staff to build upon existing policy in the RTP by incorporating the findings and recommendations from the study in the 2023 RTP..."

- Ms. Mros-O'Hara noted the report is intended to inform RTP considerations with investments, with the study creating a foundational level with higher analysis for pricing. It was noted that once the RTP was adopted, new updates could be made.
- Lewis Lem asked for more information on the expert review panel and where this material could be found. Ms. Mros-O'Hara noted the APPENDIX B: SUMMARY OF THE EXPERT REVIEW PANEL EFFORT pages from the report for this information, with a link shared in chat: https://www.oregonmetro.gov/regional-congestion-pricing-study

Mr. Lewis added in chat "Thank you for information as shared on the Expert Review Panel. Just a brief comment that these topics are not without potential controversy, especially as they move toward wider public and stakeholder discussion. In the case of the San Francisco congestion pricing study, for example, there was some political controversy that I recall between San Francisco County and San Mateo County, as related to who might bear the burden of increased costs (as v. benefits) geographically."

<u>MOTION</u>: To approve adoption of the findings and recommendations in the Regional Congestion Pricing Study Final Report, and recommend approval of Resolution 21-5179.

Moved: Eric Hesse Seconded: Jeff Owen

Discussion on the motion:

- Don Odermott noted that as we take this added tool forward, engagement hasn't been done
 well outreaching into the business communities. It was hoped that we include significant
 consumers of mobility further as we move forward with the RTP.
- Eric Hesse noted comments on concerns expressed with the timing of this resolution. It was noted the study was called for in the last RTP, which would bring lessons learned and further information leading toward policy actions.
- Lynda David acknowledged that SW WA Regional Transportation Council met to review the study and confirmed the importance of having the study to educate and inform so that policies can be put in place from the RTP.
- Karen Buehrig acknowledged the study provides good information. However, under current
 draft she could not support the resolution due to specific language contained in it. Concerns
 expressed included not sufficient time to review and move forward to JPACT in a weeks' time.
 Noting that staff have mentioned similar projects, such as the Emergency Transportation
 Routes and Jurisdictional Transfer projects with strong foundation in the RTP, her
 understanding that pricing is under the TSMO policy, with concerns for types of edits that
 might be made. The investment priorities listed in the resolution are not a part of
 consideration to policy makers. Suggested language was provided in chat.

Be it resolved 2. The Metro Council hereby directs staff to use the findings and considerations from the study to inform policy development and to return to JPACT and Metro Council for further direction prior to updating the 2023 RTP.

- Chris Ford noted that ODOT is appreciative of the study and acknowledged the comments and concerns from the committee. With future amendments and edits it was suggested this might not be the right time for approval of this resolution.
- Erin Wardell acknowledged that Washington County appreciated the information from the study but didn't feel the need to approve this now. More time on the language could be helpful with perhaps action taken in September.

• Ms. Mros-O'Hara acknowledged the comments and compared the two drafts provided from first presented and Ms. Buehrig's Be it resolved 2. Discussion was held on the timing of the resolution, how the study aligns with the 2023 discussions and considerations and specific edits. Asked why there was an urgency on this resolution with the study, Ms. Mros-O'Hara noted there was not a certain deadline, but the study findings were completed and were prepared to move forward with the resolution at this time.

Eric Hesse withdrew his motion. Jeff Owen withdrew his second to the motion.

MOTION: To approve adoption of the findings and recommendations in the Regional Congestion Pricing Study Final Report, and recommend approval of Resolution 21-5179 with amended wording on page 3, BE IT RESOLVED THAT 2. The Metro Council hereby direct staff to build upon existing policy in the RTP by incorporating the findings and recommendations from the study in the 2023 RTP and to use them to inform the 2023 RTP Update.

Moved: Eric Hesse Seconded: Jeff Owen

ACTION: Motion passed with three abstentions: Chris Ford, Karen Buehrig and Lewis Lem.

9. Regional Mobility Policy Update: Draft Elements & Measures to Test (Kim Ellis, Metro/ Lidwien Rahman, ODOT) Information on the Regional Mobility Policy Update: Draft Elements and Measures to Test was presented by Ms. Ellis. The project purpose was reviewed and the focus of the efforts related to State, Regional and Local decisions. It was noted the updated mobility policy must advance 2040 plan and these overarching RTP priorities; equity, safety, climate and congestion. The Oregon Transportation Commission Strategic Action plan also calls out the priorities of safety, accessibility, mobility and climate change, and congestion relief.

The Stakeholders Engagement Report, provided in the meeting packet, provided feedback on shaping the mobility policy elements:

Equity and climate should be explicit in the updated mobility policy

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

Quality connections between travel options are important to mobility

Heard on shaping the mobility measures:

Ensure that all elements are reflected across the measures

Ensure measures are focused on people and places, many seem vehicle-focused

Avoid redundancy in the measures

Ensure flexibility to allow for different measures in different contexts (land use and transportation functions), without being overly complex

A selected case study map to test mobility measures was shown. It was noted not all measures would be tested in every location. The criteria for evaluating the measures was shown. Limiting the number of recommended measures will be challenging but significant effort is finding consensus and purpose. The projected schedule for the next 9 months was provided:

July 2021 – Seek JPACT and Metro Council direction to move forward with testing measures through case studies

Summer to Fall 2021 – Test mobility policy measures through case studies and report findings for further input

Late 2021 to Early 2022 – Seek input on recommended mobility policy (and measures)

Spring 2022 – Seek JPACT and Metro Council direction to carry recommended mobility policy forward to 2023 RTP

Staff recommends a motion to Recommend that Metro and ODOT staff:

- move forward to the next phase of research for the project
- test the potential mobility policy measures in Attachment 1 through case studies, and
- report the research findings this Fall

Comments from the committee:

Eric Hesse asked for more information on the case studies and how the measures might be
used outside jurisdictions and locally. Ms. Ellis noted the consultant team is looking at these
now. Regional and National work has been done on similar measures which are being
reviewed. The formation of best practices to be applied which can be manageable, create
significant impacts, and provide option to policy makers is being pursued.

<u>MOTION</u>: TPAC recommends that Metro and ODOT Staff move forward to the next phase of research for the project, test the potential mobility policy measures in Attachment 1 through case studies, and report the research findings this fall.

Moved: Karen Williams Seconded: Eric Hesse

ACTION: Motion passed unanimously with no abstentions.

10. Regional Freight Delay & Commodities Movement Study (Tim Collins) Tim Collins presented an informational presentation on the Regional Freight Delay & Commodities Movement Study. Reasons for the study were noted: Developed as part of the 2018 Regional Freight Strategy, Regional Freight Strategy is part of the 2018 RTP, Top priority in Regional Freight Strategy Action Plan, and the new Regional Freight Model has the capability to look at Commodity Movement in our region. It was noted this is a federally funded study and the first Metro study to be ODOT certified.

The main study objectives are:

- Identify which mobility corridors are carrying the highest volumes and highest tonnage values of commodities
- Explore how increases in e-commerce are impacting the transportation system and regional economy
- Examine how congestion and unreliability on the regional transportation system impacts commodity movement
- Make recommendations for future regional policy and planning efforts to improve commodity movement; while addressing equity, safety and climate when applicable

Mr. Collins presented the tasks in the scope of work:

- Task 1 Select a Project Management Team (PMT) and define their roles and responsibilities.
 PMT consists of representatives from ODOT, PBOT, the 3 counties, Port of Portland, SWRTC and Port of Vancouver.
- Task 2 Select a Stakeholder Advisory Committee with representatives from trucking and rail industries, marine and air freight operations, electronics, manufacturing, e-commerce and delivery

services, and community members that would represent environmental, equity and safety concerns.

- Task 3 Policy Framework
- Task 4 Regional Freight Modeling Work and Measures
- Task 5 Growth Trends in E-commerce and Delivery Services (includes logistics solutions and Covid-19 impacts on ecommerce and delivery services)
- Task 6 Policy Findings and Recommendations
- Task 7 Final Report and Presentations

The next steps in the study will include signing the consultant contract, completing the Local Certification Program Agreement with ODOT, complete the refinement of the Regional Freight Model, and kick of the 20-22 month long study with regular updates provided to TPAC.

Comments from the committee:

- Don Odermott expressed interest in helping populate the Stakeholder Advisory Committee group with Sunset Corridor business interests. Laurie Lebowski also expressed interest in having a member of Washington State DOT serve on the committee. Mr. Collins agreed and will follow up with both members.
- Karen Buehrig asked if the study is aligned with the update for the 2023 RTP. Mr. Collins agreed, with the recommendations coming from the results of the study being in time to include in the 2023 RTP.
- Don Odermott showed the Regional Freight Map in the 2018 RTP, which is dated for the 2015 model. It was recommended to incorporate and utilize smart tools with current data that provide valuable data that backups cause with diversions and delays. It was noted that not all freight commodities come from large trucks/tonnage but have small deliveries made from businesses. Mr. Collins noted the new model will be using travel time data to look at reliability in this system.
- Jeff Owen noted that lots of changes have occurred in freight movement regarding size of vehicles and emerging trends to deliveries. Mr. Collins noted the start of this work will come from the Project Management Team and TPAC informational presentations/workshops to get a better understanding of the model.
- Eric Hesse noted the work done on the City of Portland's 2040 Freight Study which can be shared. The importance of supporting connections for significant benefit to regional economy and other elements in transportation was encouraged.
- **11.** Committee comments on creating a safe space at TPAC (Chairman Kloster) none received.

12. Adjournment

There being no further business, meeting was adjourned by Chairman Kloster at 12:00 pm. Respectfully submitted,

Marie Miller, TPAC Recorder

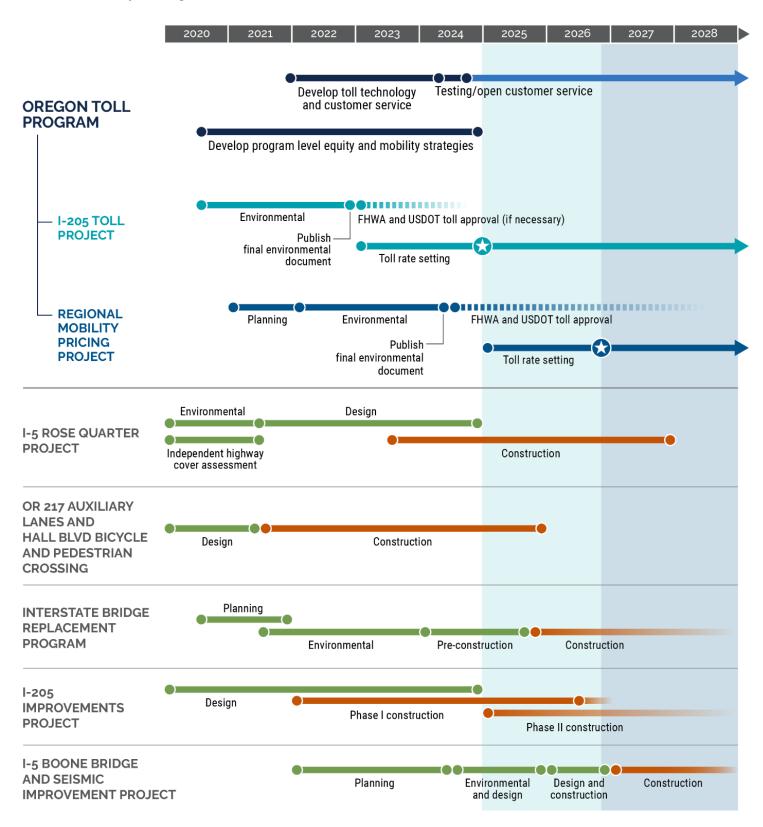
Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1	Agenda	7/9/2021	7/9/2021 TPAC Agenda	070921T-01
2	TPAC Work Program	7/2/2021	TPAC Work Program as of 7/2/2021	070921T-02
3	Memo	7/1/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	070921T-03
4	Memo	7/1/2021	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: Monthly fatal crash update for 2021	070921T-04
5	Draft Minutes	6/4/2021	Draft TPAC minutes from June 4, 2021	070821T-05
6	RESOLUTION NO. 21-5188	7/9/2021	Resolution 21- 5188 FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO AMEND OR ADD THREE PROJECTS IMPACTING GRESHAM AND ODOT ENSURING REQUIRED FEDERAL APPROVALS AND PHASE OBLIGATIONS CAN OCCUR BEFORE THE END OF THE FEDERAL FISCAL YEAR (JL21-12-JUL)	070921T-06
7	Exhibit A to Resolution 21-5188	7/9/2021	Exhibit A to Resolution 21-5188 2021-24 Metropolitan Transportation Improvement Program	070921T-07
8	Staff Report	6/25/2021	Staff Report to Resolution 21-5188	070921T-08
9	RESOLUTION NO. 21-5191	7/9/2021	Resolution 21-5191 FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD TRIMET'S DIVISION TRANSIT PROJECT WHICH WAS AWARDED \$12,963,076 FROM THE AMERICAN RESCUE PLAN ACT OF 2021 (JL21-13-JUL2)	070921T-09
10	Exhibit A to Resolution 21-5191	7/9/2021	Exhibit A to Resolution 21-5191 2021-24 Metropolitan Transportation Improvement Program	070921T-010
11	Staff Report	6/28/2021	Staff Report to Resolution 21-5191	070921T-11
12	RESOLUTION NO. 21-5192	7/9/2021	Resolution 21-5192 FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD ODOT'S INTERSTATE 205 – ABERNETHY BRIDGE IMPROVEMENT SEGEMENT WHICH INCLUDES \$375 MILLION OF CONSTRUCTION PHASE FUNDING (JL21-14-JUL3)	

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
13	Exhibit A to Resolution 21-5192	7/9/2021	Exhibit A to Resolution 21-5192 2021-24 Metropolitan Transportation Improvement Program	070921T-13
14	Staff Report	6/30/2021	Staff Report to Resolution 21-5192	070921T-14
15	Attachment 1	June 2021	I-205 Improvements Flyer	070921T-15
16	Attachment 2	July 15, 2021	ODOT July 15, 2021 OTC Draft Staff Report	070921T-16
17	Memo	7/9/2021	TO: TPAC and interested parties From: Elizabeth Mros-O'Hara, RCPS Project Manager RE: Regional Congestion Pricing Study –Discussion of final Regional Congestion Pricing Study Report and Resolution to Accept the Report Findings and Recommendations	070921T-17
18	Attachment 1	July 2021	Regional Congestion Pricing Study Final Report July 2021	070921T-18
19	Attachment 2	7/9/2021	Resolution 21-5179 For the Purpose of Adopting the Findings and Recommendations in the Regional Congestion Pricing Study	070921T-19
20	Attachment 3	7/1/2021	Resolution 21-5179 Staff Report	070921T-20
21	Memo	6/30/2021	TO: TPAC and interested parties From: Kim Ellis, Metro Project Manager Lidwien Rahman, ODOT Project Manager RE: Regional Mobility Policy Update: Recommendation to Test Potential Mobility Policy Measures Through Case Studies - RECOMMENDATION TO JPACT	
22	Attachment 1	6/16/2021	Mobility Policy Elements and Potential Measures Recommended for Testing	070921T-22
23	Attachment 2	6/30/2021	Definitions of Potential Mobility Measures	070921T-23
24	Attachment 3	N/A	Criteria for Evaluating Potential Mobility Measures in Case Studies	070921T-24
25	Attachment 4	N/A	Case Study Locations to Test Potential Mobility Measures	070921T-25
26	Report	June 2021	REGIONAL MOBILITY POLICY UPDATE Stakeholder Engagement Report	070921T-26
27	Presentation	7/9/2021	Regional Freight Delay and Commodities Movement Study	070921T-27
28	Slide	7/9/2021	June 2021 traffic deaths in Clackamas, Multnomah and Washington Counties	070921T-28

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
29	Presentation	7/9/2021	July 2021 Formal Amendments Summary Resolution 21-5188, 21-5191, and 21-5192	070921T-29
30	Presentation	7/9/2021	Regional Congestion Pricing Study	070921T-30
31	Presentation	7/9/2021	Regional mobility policy update	070921T-31

Toll collection could begin on I-205 toll corridor

Soonest toll collection could begin on Regional Mobility Pricing Project identified toll corridor





Oregon Toll Program

Equity and Mobility Documents



PURPOSE

The purpose of this one-pager is to capture the work-to-date in developing an equitable toll program for Oregon.

EQUITY AND MOBILITY ADVISORY COMMITTEE (EMAC)

The Oregon Toll Program's Equity and Mobility Advisory Committee (EMAC) was convened to advise ODOT and the Oregon Transportation Commission (OTC) on the following:

- Promote a shared understanding of social justice, equity, and trauma-informed perspectives
- Provide input during the technical and environmental review process to ensure that project developments are grounded in the Equity Framework
- Provide input on the following mobility and equity strategies:
 - Availability of transit and other transportation options
 - o Impacts to affordability
 - o Impacts to neighborhood health and safety
- Develop an equitable engagement plan that will result in ongoing participation from communities that have been historically and are currently underrepresented in transportation planning

Further detail is provided in the **EMAC** charter and on the **committee's** webpage.

Foundational and Process Equity Documents

- Equity Framework
- Equity Framework Step 1 Memo (I-205 Toll Project)
- Equitable Engagement Plan (I-205 Toll Project)
- Process Equity Performance Measures
- Toll Revenue Guardrails and History
- Tolling Terms Definition Sheet

Equity and Mobility Policy and Strategy Documents

As identified in the EMAC Game Plan, ODOT has been coordinating with the committee to address equity and mobility policy and strategies by providing research documents that include a literature review, examples of toll projects throughout the United States, and feedback received from EMAC and Equity Framework identified communities The policy and strategy options are documents that were written by ODOT, but reflect the explicit direction of EMAC. Performance measures have been reviewed by EMAC and have led to direct changes in ODOT's approach to developing the I-205 Toll Project.



Oregon Toll Program Equity and Mobility Documents

Transit and multimodal transportation

- Transit and Multimodal Research
- Transit and Multimodal Policy and Strategy Options (1st Round)
- Transit and Multimodal Policy and Strategy Options (2nd Round Preferred Options)
- Transit and Multimodal Performance Measures
- Transit and Multimodal Workshop (Video)
- Transit and Multimodal Meeting Preferred Options (Video)

Neighborhood health and safety

- Neighborhood Health and Safety Research
- Neighborhood Health and Safety Policy and Strategy Options (1st Round)
- Neighborhood Health and Safety Policy and Strategy Options (2nd Round Preferred Options)
- Neighborhood Health and Safety Performance Measures
- Neighborhood Health and Safety Workshop (Video)
- Neighborhood Health and Safety Meeting Preferred Options (Video)

Affordability

- Affordability Research
- Affordability Policy and Strategy Options (1st Round)
- Affordability Performance Measures
- Affordability Workshop (Video)



Regional Mobility Pricing Project

Draft Purpose and Need Statement

The Regional Mobility Pricing Project needs your input on this draft Purpose and Need Statement, as well as the included Goals and Objectives. With your input, this draft Purpose and Need Statement will be enhanced over time and will guide the formation of Project alternatives, which will later be refined to advance into NEPA. Read on and please share your thoughts by emailing the project team at OregonTolling@odot.state.or.us. Please put "Purpose and Need Statement" in the subject line and send us your comments by [September 30, 2021].

INTRODUCTION

In 2016, the Governor's Transportation Vision Panel held a series of regional forums across the state to better understand how the transportation system affects local economies. The negative effect of congestion in the Portland metropolitan area was consistently identified as one of the key themes across Oregon. Congestion in the Portland region affects commuters and businesses, as well as producers who move their products across the state.

In response to the input from stakeholders across the state, House Bill (HB) 2017 Section 120 directed the Oregon Transportation Commission to develop a congestion relief fund and to seek approval from the Federal Highway Administration to implement congestion pricing (also referred to as value pricing or tolling) on the I-5 and I-205 corridors to reduce traffic congestion in the Portland metropolitan area.

In 2018, the Oregon Transportation Commission and the Oregon Department of Transportation (ODOT) conducted the Portland Metro Area Value Pricing Feasibility Analysis to study how and where congestion pricing could be applied. Substantial public input and a Policy Advisory Committee informed the final recommendations

What is a toll?

A toll is a fee imposed to drive on a road or bridge. Bridge tolls and roadway tolls have been used for centuries to pay for construction and maintenance of the facility. Historically, travelers had to stop and pay in cash, but that is no longer necessary with modern technology (FHWA, n.d.)

Is congestion pricing the same thing?

The term congestion pricing describes a type of tolling where drivers are charged a higher price during peak traffic periods. The higher fee encourages some drivers to consider using other travel options such as carpools or transit, or change their travel time to other, less congested times of the day, or not make the trip at all. If a small percentage of drivers choose another mode of travel or time of travel, it can reduce traffic congestion for those who can't modify their trip and improve traffic flow for the entire system. Congestion pricing is a proven tool to manage congestion based on the experience of multiple congestion pricing projects in operation across the country (FHWA 2017).



to implement congestion pricing on all lanes on the I-205 and I-5 corridors in the Portland metropolitan area.¹

ODOT is currently pursuing three toll projects: the Regional Mobility Pricing Project, the I-205 Toll Project, and the Interstate Bridge Replacement Program². ODOT first initiated the I-205 Toll Project in 2019, which at the time proposed congestion pricing on all I-205 lanes on some or all freeway segments between Stafford Road and Oregon Route 213. During a public comment period for the I-205 Toll Project, many commenters and local agencies expressed concerns about fairness, diversion, equity, climate change, and congestion management associated with planning the I-205 Toll Project. ODOT has incorporated that input into this Regional Mobility Pricing Project (the Project), which proposes to implement congestion pricing on all I-5 and I-205 lanes in the Portland metropolitan area, consistent with the longer-term vision that stakeholders advocated for and the Oregon Transportation Commission adopted in 2018.

PURPOSE

The purpose of the Regional Mobility Pricing Project is to implement congestion pricing on I-5 and I-205 in the Portland, Oregon metropolitan area in order to manage traffic congestion on these facilities and to generate revenue for priority transportation projects.

NEED FOR THE PROPOSED ACTION

Daily traffic congestion is negatively affecting the quality of life in a growing region.

Traffic congestion on I-5 and I-205 creates long backups of vehicles traveling at slow speeds—a scenario that many people experience daily while traveling during the morning and evening rush hours. Some of the most significant bottlenecks in the Portland metropolitan area are found on I-5 and drivers experience traffic congestion through these segments that lasts more than 7 hours each weekday:

- Northbound I-5: Broadway to Capitol Highway (6.0 miles, 7.75 hours each weekday)
- Southbound I-5: The Rose Quarter area from Broadway to Rosa Parks Way (3.0 miles, 9.25 hours each weekday)

Between 2015 and 2017, these queues increased 1 hour (ODOT 2018). Free-flow travel time is typically 25 minutes on the I-5 corridor. In 2017, evening peak travel time on southbound I-5 was 100 minutes—a four-fold increase versus free flow.

² In partnership with the Washington Department of Transportation. Please go to https://www.interstatebridge.org/ for more information on the Interstate Bridge Replacement Program.



¹ Please go to https://www.oregon.gov/odot/tolling/ResourcesHistory/20180705_VP-PAC-Rec-to-OTC.pdf for more information on the recommendations from the Policy Advisory Committee.

Reoccurring bottlenecks that occur on I-205 last between 3.5 and 4.75 hours (ODOT 2018):

Northbound I-205: Glenn Jackson Bridge to Powell Boulevard (5.8 miles, 4.75 hours each weekday) Northbound I-205: Abernethy Bridge to I-5 (8.5 miles, 3.6 hours each weekday)

• Southbound I-205: Division to Glenn Jackson Bridge (5.3 miles, 3.75 hours each weekday)

Congested conditions on I-5 and I-205 result in traffic rerouting to other freeways in the region (I-405, US 26, etc.), local streets, and arterial streets. This rerouting results in additional traffic congestion and creates potential safety conflicts. Accident frequency on both freeways and arterials tends to increase with the congestion levels and stop-and-go traffic. The conditions caused by traffic congestion make travel unreliable such that drivers and transit riders cannot predict how long it will take them to get to work, home, services, or childcare arrangements.

COVID-19 Pandemic Traffic

Traffic volumes decreased significantly during the early days of the COVID-19 pandemic, and rush-hour traffic congestion has not been as severe as it was before the pandemic. With the economy reopening, vehicle numbers are increasing. As of July 2021, the Portland metro area statehighway volumes are only 3% to 5% below pre-pandemic levels for weekday traffic and 4% to 7% below weekend traffic. ODOT expects that traffic levels will continue to return to pre-pandemic levels and grow in the future. (ODOT 2021)

Forecasts for the region show that population and employment will continue to steadily grow. The Portland metropolitan area population is expected to grow from approximately 2.5 million residents in 2018 to more than 3 million by 2040 (23%) and more than 3.5 million by 2060 (43%) (Census Reporter 2018; Metro 2016). Since 2011, job growth in Portland has outpaced the nation year over year: In 2019, Portland grew at an average annual rate of 2% compared to the U.S. average of 1.6% (Portland Business Alliance 2020). By 2039, the number of vehicles travelling along the I-5 corridor in the Portland region is projected to be between 127,200 and 192,900, depending on the corridor segment (ODOT 2020), which is an approximate increase of 18% from 2017 traffic counts. Planned roadway projects, improvements in transit, and increased use of active transportation modes (bicycles, walking, etc.) will not fully address the increase in daily trips and hours of traffic congestion (Metro 2018).

Traffic congestion is slowing down economic growth.

Traffic congestion affects the Portland metropolitan area economy through slow and unpredictable travel times for freight, services, small businesses, employers, employees, and low-income earners. From 2015 to 2017, drivers in the Portland region experienced an 18.5% increase in the number of hours of traffic congestion. In 2015, the daily cost of traffic congestion in the Portland metropolitan area was \$1.7 million, which increased to \$2.0 million in 2017. These numbers reflect the economic burden of trucks and cars being delayed on the roadway but do not reflect the environmental and health costs related to motor vehicles, such as vehicle collisions, air pollution, and roadway noise (ODOT 2018).



Of the interstate freight routes in the region, I-5 carries the highest freight volume, ranging from 10,000 to 19,000 trucks per day, while I-205 carries the second-highest freight volume, ranging from 7,800 to 14,000 trucks per day (ODOT 2018).

Our transportation system must reduce greenhouse gas emissions by managing congestion.

Climate change is a significant threat to Oregon's economy, environment, and way of life (Gov. Kate Brown 2019). To reduce the negative effects of climate change, Oregon has committed to reducing greenhouse gas emissions by at least 45% below 1990 levels by the year 2035, and by 80% by 2050 (EO 20-04 2020). The transportation sector—particularly personal cars and light trucks—creates approximately 36% of greenhouse gas emissions in Oregon (Oregon Global Warming Commission 2020). Traffic congestion leads to an increase in fuel consumption and carbon dioxide emissions. During congestion, vehicles spend more time on the road, idling or crawling, and undergoing numerous acceleration and deceleration events that leads to an increase in emissions.

To meet the state's goals for greenhouse gas reduction, total vehicle emissions must be reduced by decreasing the number of hours vehicles spend stuck in traffic, the amount of stop-and-go traffic, and the number of miles traveled by motor vehicles in the state.

Revenues from the gas tax are not sufficient to fund transportation infrastructure needs.

Available funding for transportation has not kept pace with the costs of maintaining Oregon's transportation system or constructing new transportation and traffic congestion relief projects. ODOT revenue comes from a mix of federal and state sources. The Federal Highway Trust Fund provides states with roughly 25% of public spending for federal highway and transit projects and is funded primarily by the federal fuel taxes (Sargent 2015). The federal gas tax has not been adjusted since October 1993, and the share of federal contributions to state transportation projects has greatly decreased. On the state level, escalating expenditures to maintain aging infrastructure, the need to perform seismic upgrades for the state's bridges, and rising construction costs have greatly increased financial needs.

Compounding this problem is a substantial increase in travel demand as the state experiences strong population growth, particularly in the Portland metropolitan area. ODOT must explore every possible method for getting the most out of its existing infrastructure, funding traffic congestion relief projects in the region to ease traffic congestion, and planning for increased earthquake resiliency.

Our transportation system must support multimodal travel to reduce congestion.

Multimodal travel accommodates a wide range of travel methods including walking, bicycling, driving, and public transportation. Multimodal streets can increase transportation system efficiency and accommodate more trips in the same amount of space. When effectively integrated, multimodal travel can help advance various environmental, health, and congestion-mitigating benefits for communities. This can result in a reduction of vehicle emissions, which will improve air quality and reduce greenhouse gas emissions (USDOT 2015). Multimodal



travel provides additional access to populations who do not drive, such as young children, seniors, people with disabilities, low-income residents, and those who do not own a car. (Litman 2021)

The Portland metropolitan area's transportation networks have resulted in inequitable outcomes for historically and currently excluded and underserved communities.

Many urban interstate highways and major civic centers were deliberately built through neighborhoods with concentrations of people experiencing low incomes and communities of color, often requiring the destruction of housing and other local institutions (Federal Register 2021). In the eastern Portland metropolitan area, the construction of I-205 exemplifies these outcomes where the planned highway alignment was changed due to political motivation and public protest (Fackler 2009). The alignment was moved away from Lake Oswego, farther east and south into Clackamas County and farther east in Portland, away from majority white and wealthier cities, reinforcing social and economic inequity (Invisible Walls 2019). In Central Portland during the 1950s and 1960s, the construction of I-5, the Veterans Memorial Coliseum, Emanuel Legacy Hospital, the Portland Public School Blanchard site, and urban renewal programs divided and displaced communities in North and Northeast Portland, affecting and burdening communities of color—especially Black communities—in the historic Albina neighborhood (Gibson 2007).

Because of these discriminatory transportation policies and politics, a geographic mismatch exists between job locations, essential resources, community services, and housing that is affordable (Oregonian 2012). This disproportionality affects communities of color, immigrant communities, people experiencing low income, lesbian, gay, bisexual, transgender, gender nonconforming, and queer (LGBTQ+) individuals and people living with a disability (Federal Register 2021). Members of these communities have fewer transportation options and travel farther between destinations, which increases transportation costs and dependence on unreliable travel options and adds significantly more time in traffic congestion. Collectively, these transportation and land use decisions, and the systems that led to them, have resulted in discrimination and unequal investment in these communities. This leads to lasting trauma and continued economic, social, and health impacts for historically and currently excluded and underserved individuals and communities (Federal Register 2021).

Within denser urbanized areas, there is a greater risk of concentrated air pollutants and heat islands from transportation-related activities. Communities located near major roads can experience increased air pollution from cars, trucks, and other motor vehicles, and can have an increased incident and severity of health problems associated with air pollution exposures (EPA 2014). Higher amounts of traffic, congestion, stop-and-go movement, or high-speed operations can increase the emissions of certain pollutants (EPA 2014).

Managing congestion on the I-5 and I-205 corridors and providing for multimodal transportation options would increase access to valuable community resources for historically



underserved and dispersed communities. It would also improve air quality within concentrated neighborhoods located along the I-5 and I-205 corridors.

The Project will also implement mitigation measures to avoid additional and compounding negative impacts to these communities.

GOALS AND OBJECTIVES

Project goals and objectives are desirable outcomes of the Project beyond the Purpose and Need Statement. The following goals and objectives reflect input collected during the I-205 Toll Project's Summer-Fall 2020 engagement and from the Value Pricing Feasibility Analysis Policy Advisory Committee, partner agencies, the Equity and Mobility Advisory Committee, and other Project stakeholders; these goals and objectives will be considered when comparing potential congestion pricing alternatives to each other against the future No Build (no congestion pricing) Alternative.

ODOT acknowledges that past land use and transportation investments have resulted in negative cultural, health, economic, and relational impacts to local communities and populations and that these investments have disproportionately affected historically and currently excluded and underserved communities. Additionally, ODOT recognizes that these communities have historically been left out of transportation planning and the decision-making process. These practices, along with more recent gentrification in Portland and surrounding cities, have resulted in a mismatch between job locations and housing in areas with few transportation options.

The draft goals and objectives below, along with input from the Equity and Mobility Advisory Committee, will prioritize equity throughout the Project development process. The Project team will engage communities who use or live near the Project area, especially those who have been historically and are currently excluded and underserved, to participate throughout the formation of conceptual alternatives, development and narrowing of alternatives, decision-making, and Project implementation, monitoring, and evaluation process.

- Goal: Provide benefits for historically and currently excluded and underserved communities.
 - Maximize benefits and minimize burdens associated with implementing congestion pricing.
 - Support equitable and reliable access to job centers and other important community places.
 - Support equitable and reliable access to health promoting activities.
 - Design the congestion price system to support travel options for people experiencing low incomes.
- Goal: Limit additional traffic diversion from congestion pricing on I-5 and I-205 to adjacent roads and neighborhoods.



- Design the congestion pricing system to limit rerouting from of trips away from I-5 and
 I-205
- Design the congestion price system to minimize impacts to quality of life factors, such as health, noise, safety, job access, travel costs, and environmental quality for local communities from traffic rerouting.
- Goal: Support multimodal transportation choices to provide travel options and reduce congestion.
 - Support shifts to higher occupancy vehicles (including carpooling) and other modes of transportation (for example, taking transit, walking, biking, teleworking).
 - Collaborate with transit providers to support availability and enhancements to transit
 and other transportation services parallel to the congestion priced corridors, especially
 for historically and currently excluded and underserved communities.
- Goal: Support safe travel regardless of the transportation mode.
 - Enhance vehicle safety on I-5 and I-205 by reducing congested conditions.
 - Support safe multimodal travel options (for example, walking, bicycles, transit, and automobiles) on roadways affected by congestion pricing.
- Goal: Contribute to regional improvements in air quality that reduce contributions to climate change effects.
 - Contribute to reduced vehicle air pollutants and greenhouse gas emissions in the Portland metro area by reducing congestion, therefore resulting in more consistent vehicle speeds, less vehicle idling, and fewer overall motor vehicle emission hours on I-5 and I-205 and on local roadways affected by congestion pricing.
 - Reduce localized air pollutants by reducing congestion and improving travel efficiency, particularly in community areas where pollutants may be concentrated due to traffic congestion.
- Goal: Support regional economic growth.
 - Provide for reliable and efficient regional movement of goods and people through the congestion priced corridors.
 - Provide for reliable and efficient movement of goods and people on local roadways affected by congestion pricing.
 - Improve regional access to jobs and employment centers, especially for historically and currently excluded and underserved communities.
- Goal: Support management of congestion and travel demand.
 - Design the congestion price system to improve efficient use of roadway infrastructure and improve travel reliability.



- Goal: Maximize integration with future congestion price systems and other transportation systems.
 - Design a congestion price system that can be expanded in scale, integrated with congestion pricing on other regional roadways, or adapted to future congestion price system applications.
 - Design a congestion price system that is interoperable with other transportation systems in the region and nearby states.

Consistent with the requirements of 23 U.S.C. 168, the information in this document, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of the National Environmental Policy Act.

Americans with Disabilities Act and Title VI of the Civil Rights Act of 1964

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

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For Americans with Disabilities Act or Title VI of the Civil Rights Act of 1964 accommodations, translation/interpretation services, or more information call 503-731-4128, TTY (800) 735-2900 or Oregon Relay Service 7-1-1.

References

Consistent with 23 CFR 450.212 (a)-(c) and 23 CFR 450.318(a)-(d), the following documents and studies were used in preparation of this Statement of Purpose and Need and are incorporated by reference. These materials are publicly available using the weblinks provided.

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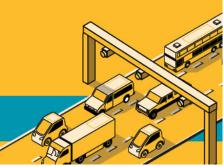
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I-205 Toll Project

PURPOSE AND NEED STATEMENT



REVISED FINAL 8/18/2021

INTRODUCTION

In 2016, the Governor's Transportation Vision Panel held a series of regional forums across the state to better understand how the transportation system affects local economies. The negative effect of congestion in the Portland Metropolitan Region was consistently identified as one of three key themes across Oregon. Congestion in the region affects commuters and businesses, as well as producers who move their products across the state.

In response to the input from stakeholders across the state, House Bill (HB) 2017 Section 120 directed the Oregon Transportation Commission (OTC) to develop a congestion relief fund, and to seek approval from the Federal Highway Administration (FHWA) to implement tolling (also referred to as value pricing or congestion pricing) on the Interstate 5 (I-5) and Interstate 205 (I-205) corridors to reduce traffic congestion in the Portland metro area.

In 2018, the OTC and the Oregon Department of Transportation (ODOT) conducted the Portland Metro Area Value Pricing Feasibility Analysis to study how and where congestion pricing could be applied. Substantial public input and a Policy Advisory Committee informed the final recommendations. For I-205, the Policy Advisory Committee recommended implementing variable-rate tolls¹ on all lanes of I-205 on or near the Abernethy Bridge as a potential funding strategy and for congestion management. In December of 2018, the OTC submitted a proposal to the FHWA outlining the findings of the feasibility analysis and seeking approval to continue the process of implementing tolls on I-5 and I-205 (ODOT 2018a). In January 2019, FHWA provided guidance to move into the next phase of evaluation and study (FHWA 2019). In 2020, FHWA and ODOT determined that an environmental assessment (EA) would be the appropriate NEPA documentation for the I-205 Toll Project (Project).

ODOT identified the I-205 Improvements Stafford Road to OR 213 Project (I-205 Improvements Project) as a priority project for ODOT. The I-205 Improvements Project includes seismic bridge upgrades, adding a third lane north and south, and interchange improvements. The project received NEPA clearance in 2018 and will be constructed in phases. In 2021, HB 3055 provided financing tools that allow construction on the first phase of the I-205 Improvements Project to begin in 2022, which includes replacement of the Abernethy Bridge and adjacent interchanges. Tolls are needed to fund subsequent phases of the I-205 Improvements Project.

¹ Variable-rate tolls are user fees that vary in amount based on certain conditions (e.g. time of day, day of the week, direction of travel). Variable-rate tolls can occur on a fixed schedule that is known to travelers.



PURPOSE

The purpose of the I-205 Toll Project is to use variable-rate tolls on the I-205 Tualatin River and Abernethy Bridges to raise revenue to fund portions of the I-205 Improvements Project and manage congestion.

NEED FOR THE PROPOSED ACTION

Critical congestion relief projects need construction funding

Available funding for transportation has not kept pace with the cost of maintaining the transportation system or the cost of construction of new transportation and congestion relief projects. ODOT revenue comes from a mix of federal and state sources, including fuels taxes, taxes on heavy vehicles, and driver and vehicle licensing and registration fees. The federal gas tax has not been adjusted since October of 1993 and the share of federal contributions to state transportation projects has greatly decreased. On the state level, escalating expenditures to maintain aging infrastructure, the need to perform seismic upgrades for state's bridges, and rising construction costs have greatly increased financial needs.

Compounding this problem is a substantial increase in travel demand as the state experiences strong population growth, particularly in the Portland metro area. ODOT must explore every possible method for getting the most out of its existing infrastructure, funding projects to ease congestion, and planning for increased earthquake resiliency. The I-205 Improvements Project would provide congestion relief for the recurring bottleneck on I-205 between I-5 and the Abernethy Bridge. ODOT is in the process of obtaining permits and developing a financial plan to support construction of Phase 1A² (reconstruction of the Abernethy Bridge and adjacent interchanges at OR 43 and OR 99E), which is expected to begin in 2022. Other phases are currently unfunded;³ toll revenue is needed to fund construction on future phases of the improvements.^{4,5}

⁵ The Oregon Constitution (Article IX, Section 3a) specifies that revenues collected from the use or operation of motor vehicles is spent on roadway projects, which could include construction or reconstruction of travel lanes, as well as bicycle and pedestrian facilities or transit improvements in or along the roadway.



² A description of the I-205 Improvements Project construction phases is located https://i205corridor.org/.

³ <u>HB 3055</u> provides ODOT the ability to finance construction of Phase 1A of the I-205 Improvements Project using state backed borrowing or bonding. If approved, pending environmental review and development of a toll program, tolls could be used long term to pay back loans.

⁴ Net toll revenue for capital projects represents the available cash flow from tolling after covering an allowance for revenue leakage, the costs of toll collection operations and maintenance (O&M), and the costs of roadway facility O&M. Net toll revenues may be used to pay for capital improvement directly and/or they may be used to pay the principal and interest on borrowed (financed) funds.

Traffic congestion results in unreliable travel

A 3.3 percent population increase in the Portland metro area from 2015 to 2017 and strong economic growth during these years contributed to a 20.1 percent increase in vehicle hours of delay and 13.4 percent increase in hours of congestion on the highway and regional corridor system. On I-205, daily vehicle hours of delay increased by 25 percent in each direction from 2015 to 2017, indicating that the extent and duration of congestion in the corridor continues to increase and that travel continues to become less and less reliable (ODOT 2018b).

In 2018, more than 100,000 vehicles used the section of I-205 between Stafford Road and OR 213 each day (ODOT 2019). Northbound I-205 from I-5 to the Abernethy Bridge has been identified as one of the region's top recurring bottlenecks during the evening commute. In 2017 this section of I-205 experienced 3.5 hours of congestion in the evening, from 2:45 p.m. to 6:15 p.m. Southbound I-205 from OR 212 to the Abernethy Bridge experienced over 3 hours of congestion in the morning from 6:00 a.m. to 9:15 a.m. (ODOT 2018b). In total, the section of I-205 between Stafford Road and OR 213 experienced approximately 6.75 hours of congestion daily.⁶

The population of the Portland metro region is expected to grow from 2.5 million residents in 2018 to over 3 million in 2040 (23 percent) and over 3.5 million in 2060 (43 percent), further exacerbating existing congestion problems (Census Reporter 2018; Metro 2016b).

Traffic congestion impacts freight movement

Movement of people and goods is critical to support a growing economy. Freight tonnage in the Portland region is expected to double by 2040, with 75 percent of total freight tonnage moved by truck (Metro 2018). I-205 is a designated north-south interstate freight route in a roadway network that links Canada, Mexico and major ports along the Pacific Ocean. Trucks represent 6 to 9 percent of total traffic on I-205 (ODOT 2018b).

Congestion on I-205 affects the ability to deliver goods on time, which results in increased costs and uncertainty for businesses. The cost of congestion on I-205 increased by 24 percent between 2015 and 2017, increasing to nearly half a million dollars each day in 2017 (ODOT 2018b). Increasing congestion and demand for goods will result in more delay, costs, and uncertainty for all businesses that rely on I-205 for freight movement.

Traffic congestion contributes to climate change

Greenhouse gas emissions from cars and trucks have been rising since 2013 and represented 39 percent of total statewide emissions in 2016 (Oregon Global Warming Commission 2018). Idling vehicles sitting in congested conditions contribute to these emissions. In March 2020, the Governor signed an executive order to reduce greenhouse gas emissions 45 percent below 1990 levels by 2035 and 80 percent below 1990 levels by 2050.

⁶ The coronavirus pandemic (COVID-19) has dramatically altered current traffic levels. Future traffic volumes on I-205 are unknown, but as the risks of COVID-19 are reduced, traffic congestion is expected to return.



GOALS AND OBJECTIVES

Project goals and objectives are desirable outcomes of the project beyond the purpose and need statement. The following goals and objectives reflect input collected during the Project's Summer-Fall 2020 engagement and from the Value Pricing Feasibility Analysis Policy Advisory Committee, partner agencies, the Equity and Mobility Advisory Committee, and other Project stakeholders. Through detailed performance measures, these goals and objectives will be considered when comparing potential tolling alternatives to each other and to the future No Build (no tolling) Alternative.

ODOT acknowledges past land use and transportation investments have resulted in negative cultural, health, economic and relational impacts to local communities and populations and that these investments have disproportionately affected historically and currently excluded and underserved communities. Additionally ODOT recognizes these communities are often left out of transportation planning and decision-making process. These practices, along with more recent gentrification in Portland and surrounding cities have resulted in a mismatch between job locations and housing in areas with few transportation options.

The goals and objectives below, along with input from the Equity and Mobility Advisory Committee, will prioritize equity throughout the Project development process. The Project will engage communities who use or live near the segment of I-205 between Stafford Road and OR 213, especially those that have been historically and currently excluded and underserved, in participation throughout the project design, development, implementation, monitoring, and evaluation processes.

- Goal: Provide benefits for historically and currently excluded and underserved communities
 - Maximize benefits and minimize burdens associated with implementation of tolling
 - Support equitable and reliable access to job centers and other important community places, such as grocery stores, schools, and gathering places
 - Support equitable and reliable access to health promoting activities (e.g. parks, trails, recreation areas) and health care clinics and facilities
 - Design the toll system to support travel options for people experiencing low incomes
- Goal: Limit additional traffic diversion from tolls on I-205 to adjacent roads and neighborhoods
 - Design the toll system to limit rerouting from tolling
 - Design the toll system to minimize impacts to quality of life factors, such as health, noise, safety, job access, travel costs, and environmental quality for local communities from traffic rerouting

⁷ As defined in the Oregon Toll Program's <u>Equity Framework</u>, these communities include: people experiencing low-income or economic disadvantage; Black, Indigenous and People of Color (BIPOC); older adults and children; persons who speak non-English languages, especially those with limited English proficiency; persons living with a disability; and other populations and communities historically excluded and underserved by transportation projects.



- Goal: Support safe travel regardless of mode of transportation
 - Enhance vehicle safety on I-205 by reducing congested conditions
 - Support safe multimodal travel options (e.g., pedestrians, bicycles, transit, and automobiles) on roadways affected by tolling
- Goal: Contribute to regional improvements in air quality and support the State's climate change efforts
 - Support reduced vehicle air pollutants and greenhouse gas emissions in the Portland metro area through reducing congestion, resulting in more consistent vehicle speeds, less vehicle idling, and fewer overall motor vehicle emission hours on I-205 and on local roadways affected by tolling
 - Reduce localized air pollutants through reduced congestion and improved travel efficiency, particularly in community areas where pollutants may be concentrated due to traffic congestion
- Goal: Support multimodal transportation choices
 - Support shifts to higher occupancy vehicles (including carpooling) and other modes of transportation (transit, walk, bike, telework)
 - Collaborate with transit providers to support availability and enhancements to transit and other transportation services in the I-205 corridor, especially for historically and currently excluded and underserved communities
- Goal: Support regional economic growth
 - Provide for reliable and efficient regional movement of goods and people through the I-205 corridor
 - Provide for reliable and efficient movement of goods and people on local roadways affected by tolling
 - Improve regional access to jobs and employment centers, especially for historically and currently excluded and underserved communities
- Goal: Support management of congestion and travel demand
 - Design the toll system to improve efficient use of roadway infrastructure and improve travel reliability
- Goal: Maximize integration with future toll systems
 - Design a toll system that can be expanded in scale, integrated with tolling on other regional roadways, or adapted to future toll system applications
- Goal: Maximize interoperability with other transportation systems
 - Design a toll system that is interoperable with other transportation systems in the region



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Purpose and Need Statement 8/18/2021

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Regional Mobility Pricing Project

Memo	Decisions Advanced from Value Pricing Feasibility Analysis
Date	July 26, 2021

PURPOSE OF THIS MEMORANDUM

This memorandum summarizes the project decisions made in the 2017-2018 Portland Metro Area Value Pricing Feasibility Analysis (VPFA) that the Regional Mobility Pricing Project will use for its analysis.

BACKGROUND: VALUE PRICING FEASIBILITY ANALYSIS PHASE

In 2017, the Oregon Transportation Commission directed the Oregon Department of Transportation (ODOT) to begin the VPFA. The VPFA explored the available tolling options, determined how and where tolling could help improve congestion on I-5 or I-205 during peak hours, and studied potential benefits and impacts to travelers and nearby communities.

Policy Advisory Committee

The Oregon Transportation Commission established a Policy Advisory Committee to provide input during the VPFA. The committee was designed to bring a diversity of perspectives and provide recommendations to the Oregon Transportation Commission on key project elements.

Table 1. Policy Advisory Committee Members

Name	Affiliation
Tony DeFalco	Verde
Craig Dirksen	Metro
Phil Ditzler	Federal Highway Administration
Marie Dodds	AAA Oregon/Idaho
Chris Hagerbaumer	Oregon Environmental Council
Marion Haynes	Portland Business Alliance
Matt Hoffmann	Kroger Co.
Katrina Holland	Community Alliance of Tenants
Jana Jarvis	Oregon Trucking Association
Gerik Kransky	The Street Trust
Bernie Bottomly	TriMet
Anne McEnerny-Ogle	City of Vancouver
Sean O'Hollaren	Oregon Transportation Commission
Eileen Quiring	Clark County
Curtis Robinhold	Port of Portland
Roy Rogers	Washington County



Date: July 26, 2021

Name	Affiliation
Brendan Finn	City of Portland
Vivian Satterfield	OPAL Environmental Justice Oregon
Paul Savas	Clackamas County
Alando Simpson	Oregon Transportation Commission
Kris Strickler	Washington State Department of Transportation
Pam Treece	Westside Economic Alliance
Jessica Vega Pederson	Multnomah County
Park Woodworth	Ride Connection, Inc
Rian Windsheimer	Oregon Department of Transportation

Public Engagement

During the VPFA, ODOT conducted extensive public and stakeholder engagement in multiple counties in the Portland metro area, including Multnomah, Washington, and Clackamas Counties in Oregon, and Clark County in Washington. This process included eight open houses, six discussion groups with historically excluded and underserved communities, three online surveys, and one listening session that the Oregon Transportation Commission hosted. Members of the public also provided comments to the Policy Advisory Committee. More than 5,000 comments were received and considered as part of the final recommendations.

VALUE PRICING FEASIBILITY ANALYSIS RECOMMENDATIONS

The VPFA evaluated the impact of various tolling measures on I-5 and I-205 in the Portland metro area. The analysis considered five concepts that combined different tolling options:

- Which highway would be tolled: I-5, I-205, or both?
- Which parts of each highway would be tolled?
- How many lanes on each highway would be tolled?

The Policy Advisory Committee recommended moving forward with an initial pricing project on I-5 through the central Portland area and on I-205 on or near the Abernethy Bridge. The committee also recommended advancing a broader study of tolling on all lanes of I-5 and I-205 within the Portland metro area, referred to as Concept C (Figure 1, page 3). The Oregon Transportation Commission accepted these recommendations during their meeting on August 16, 2018.



Date: July 26, 2021

This broader toll concept is being carried forward as the Regional Mobility Pricing Project. Building on the work from the VPFA, the Regional Mobility Pricing Project is advancing two key recommendations.

Recommendation 1: Stop analysis on single managed lane concepts because they would not effectively manage corridor congestion or raise revenue. They would result in higher toll rates that benefit fewer people and vehicle types.

The VPFA compared two ways to implement the toll: 1) tolling the whole highway; and 2) tolling a single lane, either by tolling an existing lane or constructing a new tolled lane in each travel direction (called "single managed lane" tolling). The analysis showed that the disadvantages of



Figure 1. Selected Concept C for Implementation

the single managed lane outweighed its benefits in the following ways:

- Reduced total number of vehicles moved. Converting one existing lane to a single managed lane (tolled lane) would largely eliminate congestion in that lane. However, some vehicles might switch to a non-tolled lane to avoid the toll, making congestion worse in the non-tolled lanes. In considering both tolled and non-tolled lanes, tolling just one lane would likely worsen traffic conditions for the whole highway, compared to not tolling at all.
- Requires three through-travel lanes. Single managed lanes would make driving more difficult where there are only two travel lanes, and several I-5 and I-205 segments have only two travel lanes. If these lanes were converted to one managed lane and one non-tolled lane, the ability of drivers to maneuver and change lanes would be very limited.
- No benefits to large or heavy vehicles, including freight trucks. Single managed lanes would need to be in the left-most lane. Because the State of Oregon limits or restricts large and heavy vehicles in the left-most lane, freight vehicles would not benefit from travel time savings and reduced congestion.¹
- **Higher toll costs for single managed lane users.** A single tolled lane is more sensitive to traffic conditions compared to multiple tolled lanes for example, one tolled lane could

¹ Oregon Revised Statute 2017 Edition. Chapter 811.325: Failure to keep camper, trailer or truck in right lane, applies to any vehicle with a trailer and any vehicle with a registration weight of 10,000 pounds or more.



Date: July 26, 2021

become quickly overwhelmed by an influx of traffic. Therefore, a single managed lane would require higher toll rates to maintain vehicle speeds and to accommodate changes in demand.

• Similar implementation costs but lower revenue. Implementing tolling on one lane would cost about the same as tolling all lanes but would produce less revenue to compensate for infrastructure and operational costs.²

The main goals for the Regional Mobility Pricing Project are to reduce corridor congestion and to raise funds for transportation infrastructure. Tolling just one lane (single managed lane) would clearly not meet this goal. Therefore, the Regional Mobility Pricing Project is only analyzing tolling options that toll all lanes.

Recommendation 2: Continue to evaluate VPFA Concept C (regional tolling on I-5 and I-205) and include Boone Bridge in the evaluation.

The original Concept C would toll all lanes on both I-5 and I-205, from the Columbia River to the split of I-5 and I-205 in Tualatin, south of Portland. The next phase of the Regional Mobility Pricing Project will incorporate this recommendation and will also extend the I-5 study area south to the Boone Bridge for the following reasons:

• Greater flexibility to manage congestion. In general, the larger the area tolled, the better traffic can be managed. Even though some tolled areas are less congested, the larger total area gives more flexibility to the whole network to redistribute vehicles. Therefore, tolling more I-5 and I-205 segments would mean more effective congestion management.



Figure 2. Concept C including Boone Bridge

• There is no benefit to analyzing I-5, including
Boone Bridge, separately from I-205. The VPFA showed that many drivers can use I-5 or I205 interchangeably, meaning they can choose which interstate to use for the most efficient
route to reach their destination. Furthermore, drivers can choose other transportation modes
to travel in and through the region, including public transit, walking, and biking. This all
means that evaluating I-5, Boone Bridge, and I-205 separately ignores the fact that the
transportation system is all connected, and travelers have options to meet their travel needs.
For this reason, including Boone Bridge in the analysis for I-5 and I-205 together would

² Capital cost would include developing back-office systems to collect tolls, building toll gantries along the tolled facilities, and restriping lanes and improving signage to delineate the tolled facilities.



Date: July 26, 2021

produce a more comprehensive and clearer analysis of how tolls might affect travel across the region and across travel modes.

- **Per-trip toll rates may potentially be lower.** Tolling more vehicles in a larger area instead of fewer vehicles on a smaller segment of I-5 means that the cost of the tolls would be shared more evenly and that rates could be set lower while generating similar revenue.
- Most of the vehicles that cross the Boone Bridge from the south travel through the
 Regional Mobility Pricing Project study area. Therefore, extending the tolling area
 southward to include the Boone Bridge would not notably change the conclusions from the
 VPFA.

Consistent with the requirements of 23 U.S.C. 168, the information in this document, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of the National Environmental Policy Act.

Americans with Disabilities Act and Title VI of the Civil Rights Act of 1964

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Regional Mobility Pricing Project

Fact Sheet

Fall 2021

Traffic causes more than delays — it's time we address it.

Traffic and crowded highways are a critical problem around Portland. When highways are in daily gridlock, traffic backs up on local streets impacting air quality, safety, and neighborhood access to schools, medical services, and the grocery store. Time spent in traffic leaves people behind the wheel instead of with family.

Tolls could help address transportation problems on I-5 and I-205. ODOT has two toll projects underway in the Portland metro area – the I-205 Toll Project and the Regional Mobility Pricing Project – to manage traffic on I-205 and I-5 in a way that is equitable and addresses climate change and safety. While separate projects, they inform each other. Toll prices will be higher at peak traffic times, a concept known as "congestion pricing." In addition to managing traffic, congestion pricing will raise money for investments that improve travel. With both projects:

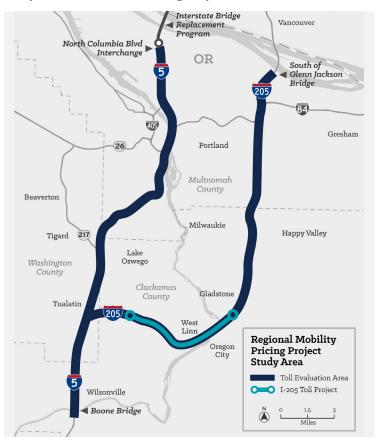
- Drivers only pay for what they use.
- Tolls help traffic move more smoothly.
- Tolls provide a more reliable trip.
- Toll prices will not be a surprise.







By 2040, Portland-metro households will spend an average of 69 hours each year stuck in traffic on the highways.



ODOT is studying how tolling on I-5 and I-205 can meet regional values. We'll also look at the best way to plan how to roll out tolling over time

Equity is guiding our work

Equity is a priority for ODOT. Our goal is to create better solutions for those historically and currently excluded and underserved. For the toll projects, we are:

- Collaborating with community partners.
- Using an Equity Framework to guide Project development.
- Engaging an Equity and Mobility Advisory
 Committee for the projects to improve outcomes for
 communities.

ODOT holds monthly meetings with the Equity and Mobility Advisory Committee and invites ongoing participation with community members. These meetings are open to the public. Learn more at OregonTolling.org

What's next?

We are currently in the initial planning phase for the Regional Mobility Pricing Project. Through spring 2022, ODOT will study tolling options, identify strategies to make tolling easier on travelers and historically excluded and underserved communities, and invite public input.

Stay involved



Make sure your voice is heard! Follow ODOT on Twitter, Instagram, and Facebook for program updates and ways to get involved. Questions and comments can be submitted at any time to the Project team.

Web: OregonTolling.org

Sign up for e-News: OregonTolling.org. Click on

"Contact Us."

Email: oregontolling@odot.state.or.us

Phone: 503-837-3536

Twitter:

ODOT: @OregonDOT

ODOT Urban Mobility Office (new!): @UrbMobilityOfc

Facebook: www.facebook.com/OregonDOT

Instagram: @OregonDOT



*May require federal approval

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Materials following this page were distributed at the meeting.

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

Knyshya Latreace Wesley, 24 and Gregory James Beuving, 50, driving, Multnomah, 8/28 William Harold Kavanaugh, 65, driving, Clackamas, 8/26 Unknown, motorcycle, Multnomah, 8/22 Charles Engblom, 44, motorcycle, Multnomah, 8/19 Kevin C. Ford, 48, walking, Multnomah, 8/10 Dustin Armogeda, 33, driving, Multnomah, 8/8 Max Denning Chapman, 36, driving, Washington, 8/7 Kyle Neil Hansen, driving, Clackamas, 8/6 Unknown, driving, Multnomah, 8/3



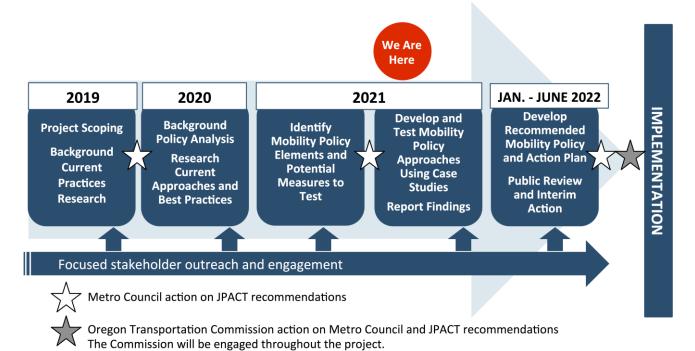


REGIONAL MOBILITY POLICY UPDATE

UPDATED PROJECT TIMELINE AND FALL 2021 ENGAGEMENT SCHEDULE







What	Who	Date	
September – December 2021			
	Transportation Policy Alternatives Committee (TPAC)	Sept. 3	
Project update and overview	Metro Technical Advisory Committee (MTAC)	Sept. 15	
	Region 1 Area Commission on Transportation (R1ACT)	Oct. 4 - requested	
Report what we learned from case studies	TPAC/MTAC Workshop	Oct. 20	
analysis:	Metro Council	Oct. 12 - requested	
 How does each measure compare to the current measure and approach? What are the pros/cons of new measures and approaches relative to 	Stakeholder Forums – housing and land development, business and freight, land use and transportation practitioners and community leaders	Various dates in Nov.	
current measure and approach?	County Coordinating Committees	Various dates in Oct. and Nov.	
Shape recommended policy based on what we learned:	TransPort Subcommittee to TPAC	Nov. 10	
- What combination of measures best	MTAC, if needed	Nov. 17	
achieve our project objectives/criteria?	Joint Policy Advisory Committee on Transportation (JPACT)	Nov. 18	
	TPAC	Dec. 3	
	R1ACT	Dec. 6 - requested	
	Metro Policy Advisory Committee (MPAC)	Dec. 8	
	JPACT	Dec. 16	

Stakeholder Forums (Fall 2021)

Who	Tentative Date/Time
Housing and Land Development Forum	Nov. 2, 1-3 PM
Freight and Goods Forum	Nov. 3, 3-5 PM
Land Use and Transportation Practitioners Forum	Nov. 8, 1-3 PM
Community Leaders Forum	Nov. 17, 3-5 PM

Note: The forums will be held via Zoom. Registration will open in mid-September.

County Coordinating Committees (Fall 2021)

Who	Tentative Date
Clackamas County TAC	Oct. 26
East Multnomah County Transportation Committee TAC	Nov. 3
Washington County Coordinating Committee TAC	Nov. 4
East Multnomah County Transportation Committee (policy)	Nov. 15
Washington County Coordinating Committee (policy)	Nov. 15
Clackamas County C-4 subcommittee (policy)	Nov. 17

Oregon Household Travel Survey Update



METRO TPAC MEETING
SEPTEMBER 3RD, 2021

Agenda

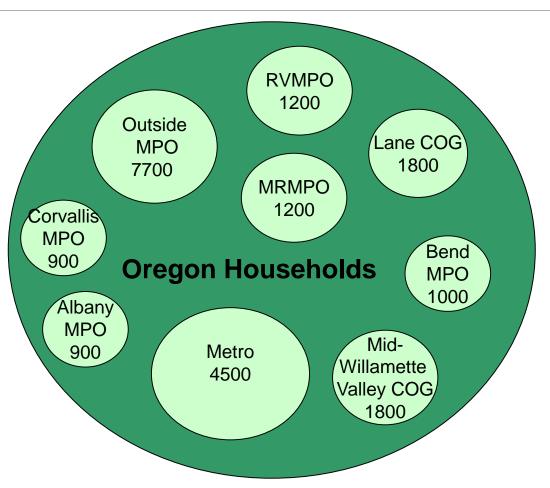
- ➤ Survey Basics/Background
- Project Approach:
 - Management
 - Phases
 - Funding
 - Timeline
- > Questions/Discussion

Survey Basics/Background

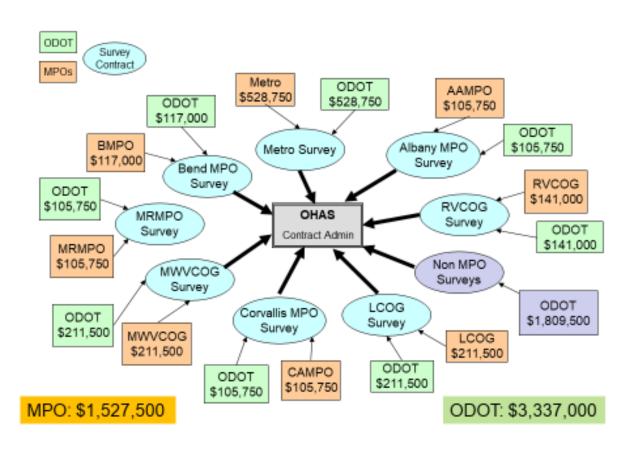
- > Households Recruitment
- Demographic/Other Info
- ➤ Daily Travel Diaries
- ► Rich Dataset
- Collaborative Approach
- > Prior Efforts in 1994, 2009



Project Goal



Project Administration



Project Funding

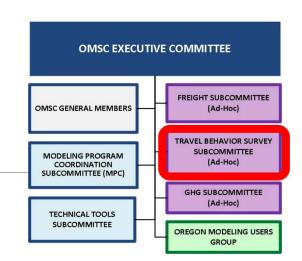
Orego Sample Size and	n Household A	=	=	ase On	ıly			
Survey Region	2009-11 Actual Sample Size	Samp	commended le Size ample)	Co	-22 Estimated st ⁴ : \$235 per lousehold			
ODOT Region 2 ¹	3,577	3!	500	\$	822,500			
ODOT Region 3 ²	1,951	1:	800	\$	423,000			
ODOT Region 4	1,210	1:	200	\$	282,000			
ODOT Region 5	1,220	1:	200	\$	282,000			
		Non-MPO	Sample Cost	\$	1,809,500			
ODOT Region 1/ Portland Metro ³	4,516	4500	(33000)	\$	1,057,500			
Central Lane	1,786	1800	(5300)	\$	423,000			
Salem/Keizer	1,821	1800	(5300)	\$	423,000			
RVMPO	1,061	1200	(3600)	\$	282,000			
MRMPO	0	900	(1200)	\$	211,500			
Bend	765	1000	(2000)	\$	235,000			
Albany MPO	0	900	(1300)	\$	211,500			
Corvallis MPO	0	900	(1400)	\$	211,500			
Sample Size Totals	17,907	20,700	(53100)					
		MPO Sa	mple Cost	\$	3,055,000			
Statewide Total	\$	4,864,500						
Estimated ODOT Cost Share (assume) 69% of Total	\$	3,337,000					
1) Includes small samples of Albany	and Corvallis met	ropolitan areas	in 2009-11;	•				
2) Includes small sample of Grants P	ass in 2009-11;							
3) Defined as Clackamas, Multnoma	h, and Washingto	n counties.	-		-			

4) Estimates represent minimum recommended sample size, does not include oversampled populations; sample size recommendations based on statistical sampling plan from 2009-11 project. Statistical approach would be to sample 2% of households, with strategic sampling the information needed can be obtained using

smaller sample sizes.

⁶

Project Management: Travel Survey Subcommittee





Chair: Chris Johnson, Metro

Purpose: "Develop a Planning Framework for Conducting a '2020-ish' Household Travel Behavior Survey"

- ➤ Gather Information, Experiences, and Lessons Learned from National Peers
- Work Collaboratively to Prepare for the Next Oregon Household Activity Survey

Project Team

- ➤ Travel Survey Subcommittee Reps:
 - MPO
 - ODOT/OHA/OHCS
 - TriMet
 - FHWA
 - Academics
- ➤ Consultant Team:
 - RSG/Ipsos/MacroSys/Multi-Cultural Collaborative

Project Phasing/Timeline

Dhace /Teel:			202:							_	22					2023			2024																	
Phase/Task	Α	S	0	N	D	J	FN	VI A	1	1 J	J	Α	S	O N	D	J	F	М	Α	М	J	J .	Α	s (1 C	l D	J	F	М	Α	М	J	Α	S	0	N
Phase I																																				
Project Management & Coordination																																				
Survey Work Planning																																				
Phase II																																				
Project Management & Coordination																																				
Develop Sampling Approach & Recruitment Strategies																																				
Develop Weighting Scheme																																				
Develop Stratification Strategies																																				
Develop Methodology & Sample Sizes																																				
Develop & Test Survey Instrument																																				
Phase III																																				
Project Management & Coordination																																				
Implement Survey																																				
Delivery Survey Data & Results																																				

- ➤ Scoping and Design (Summer 2021 Summer 2022)
- ➤ Implementation (Fall 2022 Spring 2024)

Potential Scoping Topics

Equity

- ➤ Oversampling
- > Passive Data

Outreach

- Under Reporting > Cross-Sectional

- ➤ Contingencies
- **Incentives**

Continuous

> Privacy

≻ Recruitment

Weekend Travel

Frequency

➤ Fatigue

Long Distance Trips

➢ Big Data

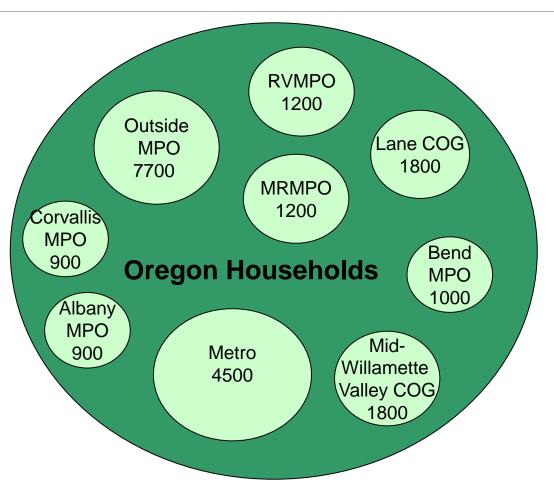
E-Commerce

- Emerging Modes
- ➤ Special Markets ➤ Non-Motorized
- > Attitudinal Qs

Scoping/Design Deliverables

- Detailed Work Plan
- >State of the Practice
- Partner Agency Work Sessions
- >Sampling/Recruitment Approach
- ➤ Weighting/Stratification/Sample Size Recommendations
- ➤ Instrument Testing
- ➤Outreach

Implementation Deliverables



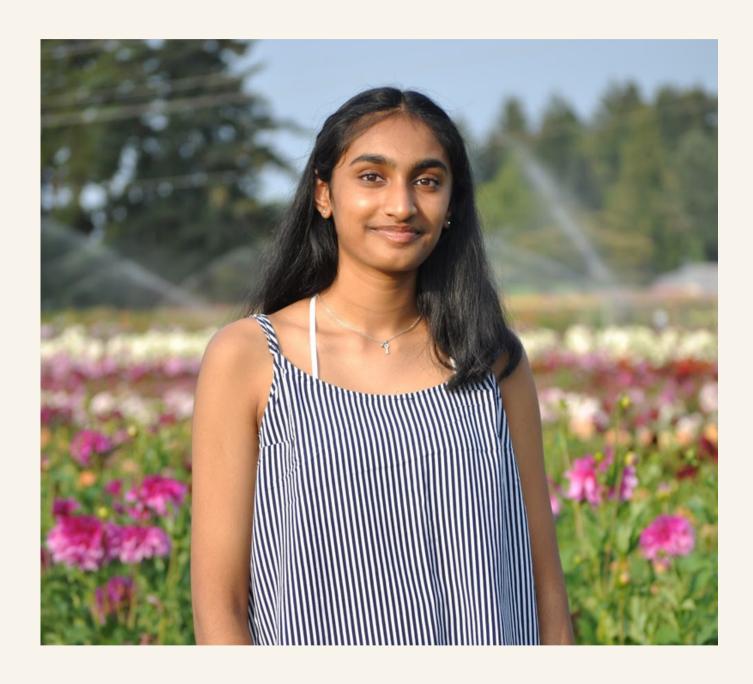
Questions/Discussion

Project Contacts:

Chris Johnson, chris.johnson@oregonmetro.gov

Maribeth Todd, maribeth.todd@oregonmetro.gov

ABOUT US



ANVITHA MAHANKALI



BHAVIKA BUDDI

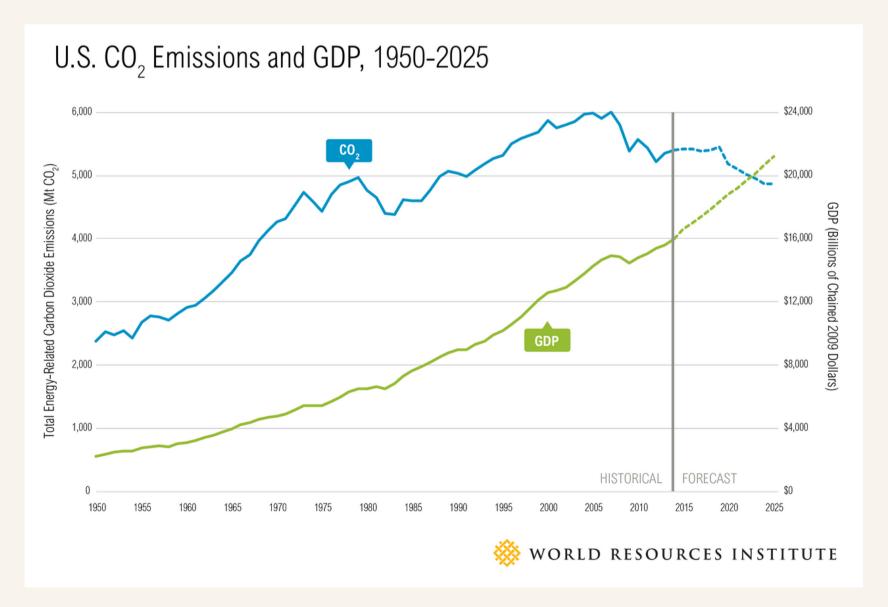
54.6% reduction in truck miles

0.146 metric tons of GHG reduced per year*

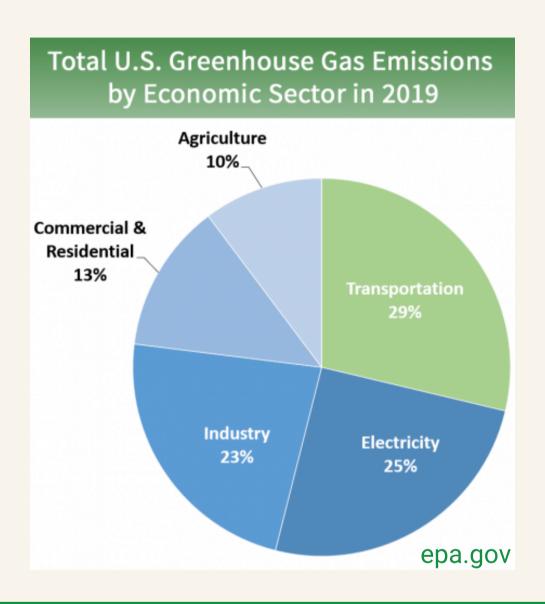
*sample neighborhood of 700-750 houses

PROBLEM: CLIMATE CHANGE

- Human activities increase GHG emissions and global warming
- Carbon emissions contribute to global warming and severe weather events
- Directly affects humans and the environment



PROBLEM: TRANSPORTATION



- 28.2% of greenhouse gas emissions in the US come from transportation
- "Last mile" of delivery—expensive and inefficient

What if we could reduce the travel distance of delivery trucks in neighborhoods in order to reduce the amount of carbon emissions produced?

SOLUTION

- Localized Delivery System for Emission Reduction
- Funded by delivery companies and cities







FEWER STOPS MANY BENEFITS

Reduced GHG emissions

Job opportunities

Save \$\$ and increase efficiency



SOLUTION DETAILS



ZEVs

- Bikes,
- Electric golf carts



LASTMILERS

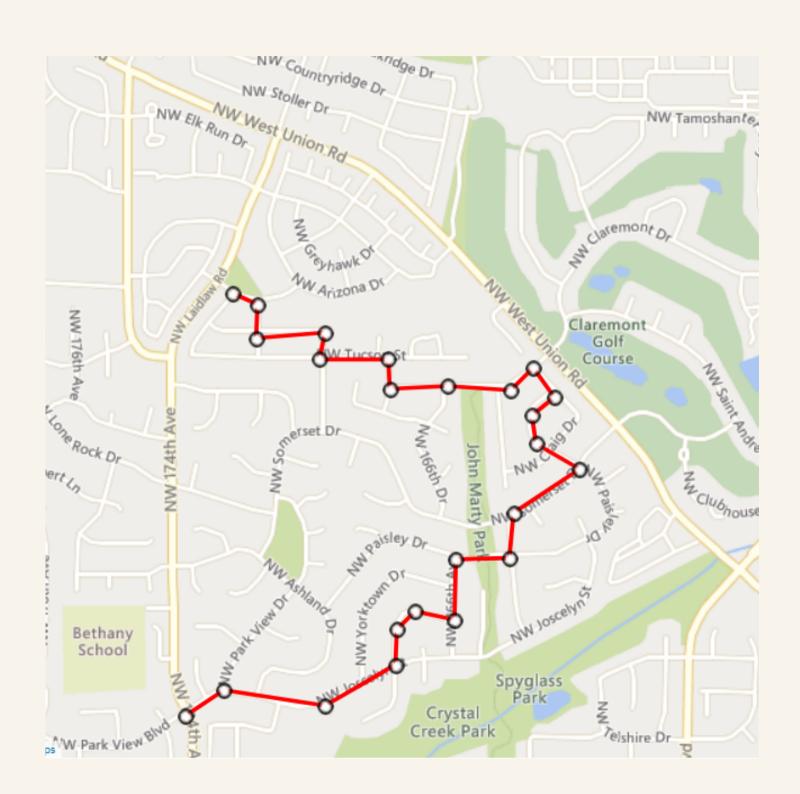
People in the neighborhood looking for part-time jobs

JOB OPPORTUNITIES!

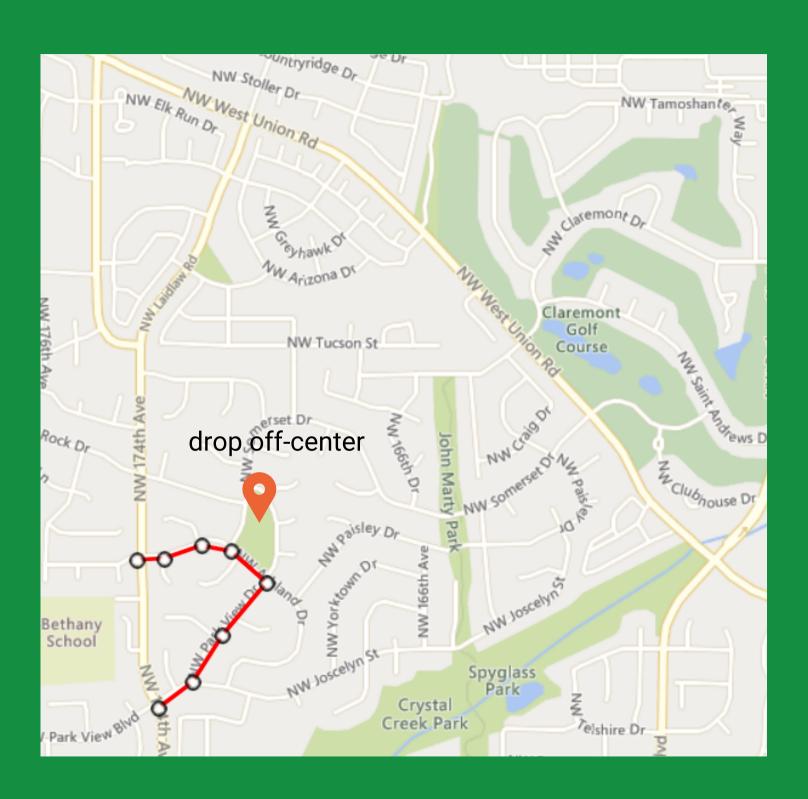
SECURITY

- App
- Notifications
- Same-day delivery
- Video surveillance
- Background checks

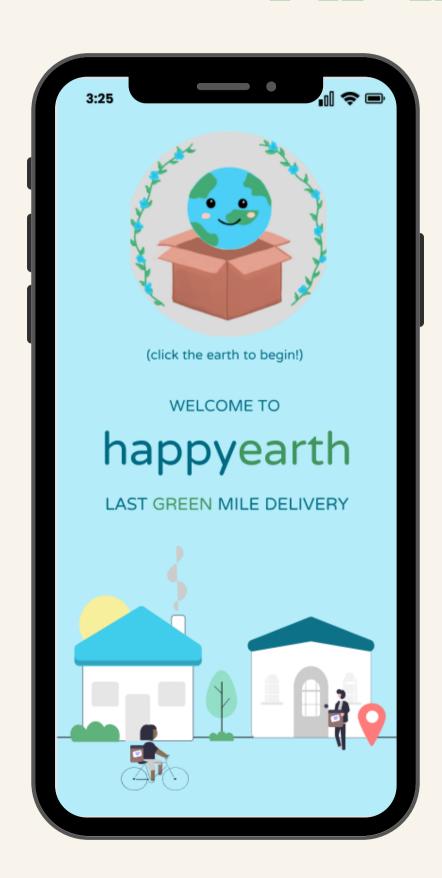
WITHOUT LGMD

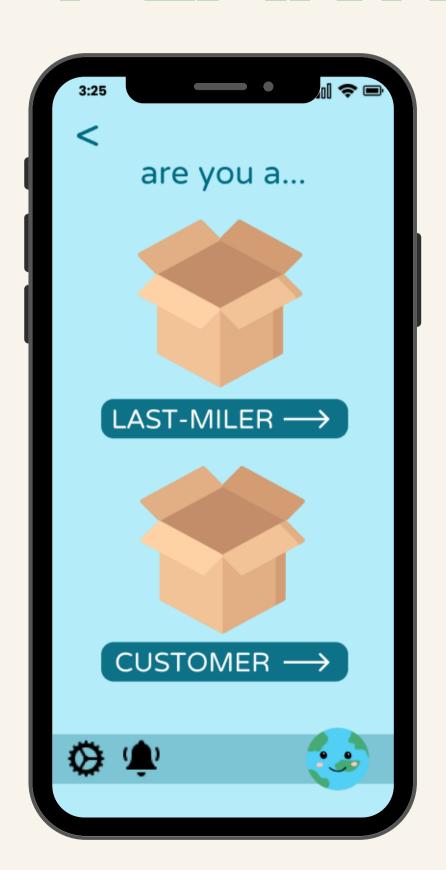


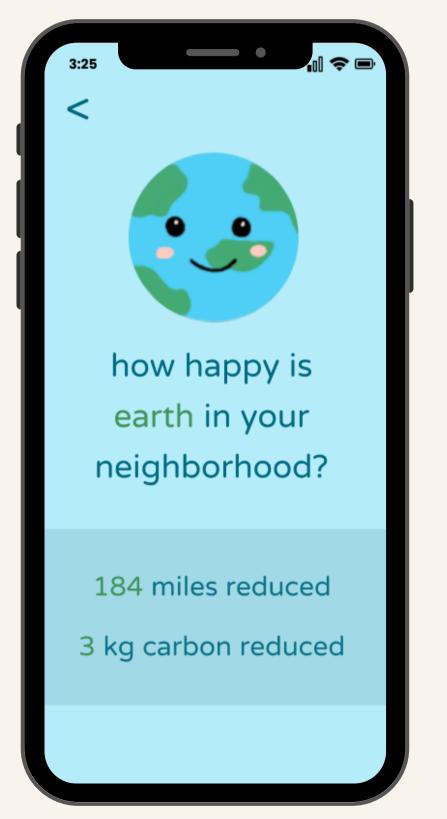
WITH LGMD



HAPPY EARTH APP







GREENHOUSE GAS CALCULATION³

Greenhouse Gas Emissions = x x x EF

D = The **distance** your shipment has traveled (in miles or kilometers)

W = The weight or amount of your shipment (in pounds, kilograms or tons when data is available, or volume metrics such as number of twenty-foot equivalent unit [TEUs])

EF = The mode's specific **emissions factor.**

Source: Environmental Defense Fund

Distance (reduced)	Weight	Total Ton-Miles	Emissions Factor	Total Emissions Reduced	Total Emissions Reduced per Year
4.6 miles	0.75 tons	4.6 * 0.75 = 3.45 ton-miles	161.8 g of CO2/ton-mile	558.21 grams CO2	0.146 metric tons CO2



ENVIRONMENTAL IMPACT

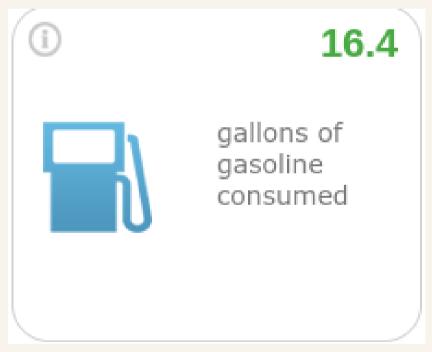
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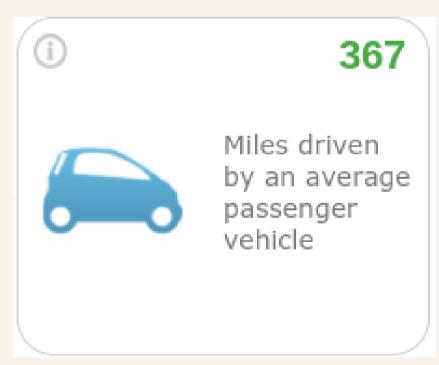
*sample neighborhood of 700-750 houses

0.146 METRIC TONS OF GHG IS EQUIVALENT TO...



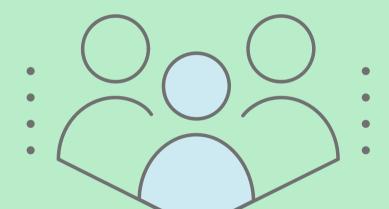




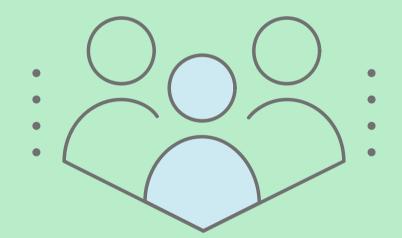


Source: Environmental Protection Agency (EPA)

COMMUNITY IMPACT



2-10 jobs



Receive funding and increase equity

LAST-MILER SAMPLE SHIFT

	Monday/Thursday	Tuesday/Friday	Wednesday	
10 am - 11 am	AAA	BB	AC	Last-miler \$14/hr
2 pm - 3 pm	AB	BA	AB	Manager \$20/hr
5 pm - 6 pm	AC	BC	AA	

The # of last-milers working each shift and shift timings depend on the size of the neighborhood and the # of packages

COST ANALYSIS

*sample neighborhood of 700-750 houses

<u>ltem</u>	Quantity	<u>Price</u>
Bikes	3	\$1137
Cargo Trailers	3	\$480
Bike Rack	1	\$345
Security Cameras	2	\$200
Shed	1	\$3599
Trackers for ZEVs	3	\$60
Shelves	2	370

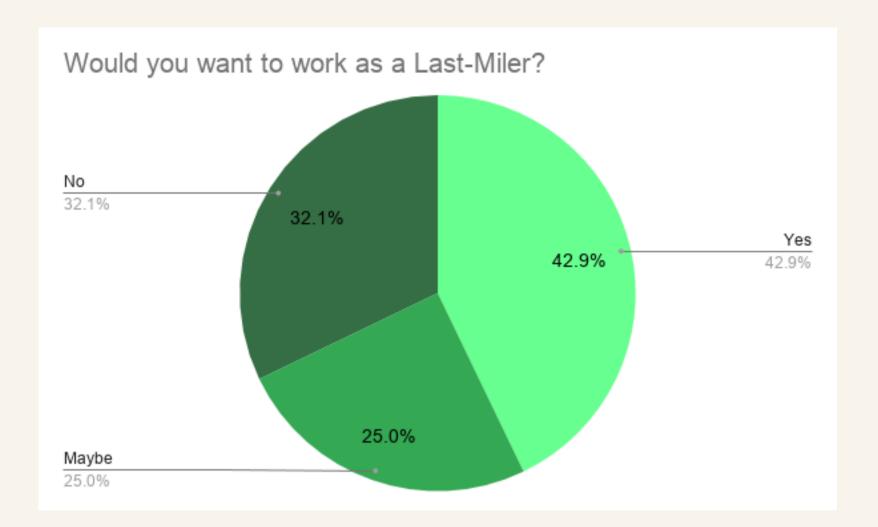


+ salary for last-milers/workers (~\$26K/yr)

CRITERIA FOR IDEAL NEIGHBORHOOD

- Suburban neighborhood
- Land for drop-off center (parks or clubhouses)
- Community willing to sign up for LGMD and work as lastmilers
- Traffic congestion issues

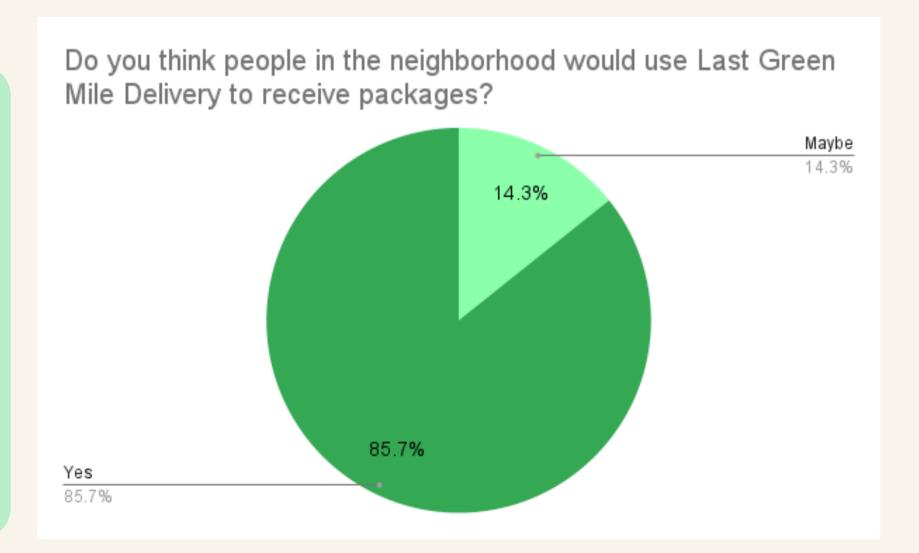






Saves time and avoids going to each individual house in a carbon emitting vehicle 99

COMMUNITY FEEDBACK



0.146

metric tons of GHG reduced per year

54.6%

reduction in miles within neighborhoods

LAST GREEN MILE DELIVERY



Reduces GHG
emissions

Job opportunities

Save \$\$ and increase efficiency

Increase equity

NEXT STEPS

- Collaborate with delivery services
- Curbside pickup w/ local stores
- Various ZEVs
- Neighborhood greenways





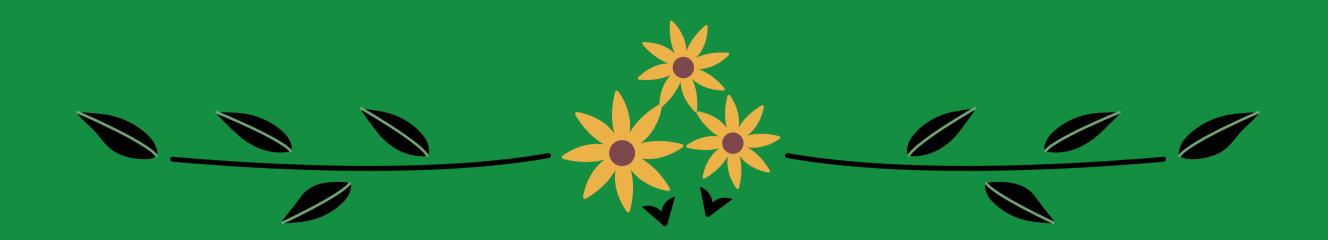
NEXT STEPS

GOAL: TO IMPLEMENT LGMD IN A NEIGHBORHOOD WHAT DO WE NEED FROM CITIES?

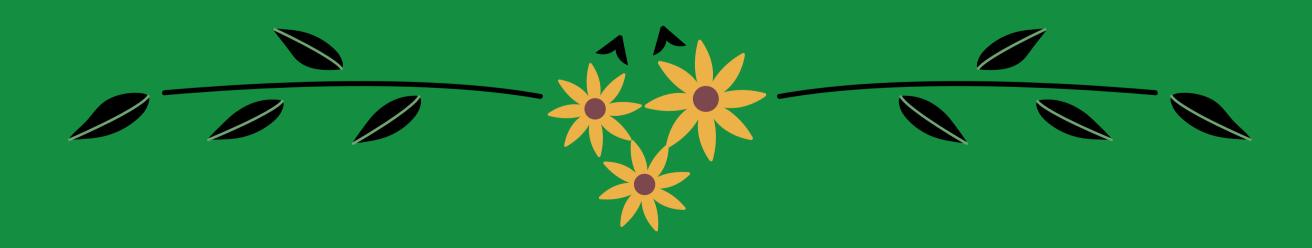
- 1. Overall feedback for the solution concept?
- 2. Is our solution feasible? Are there any aspects that need more analysis?
- 3. In the future, would your city/organization be willing to support a concept like this?
- 4. Any suggestions for the next steps we would need to take (experiments) to accomplish our goal?

SOURCES

- https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions
- https://unece.org/climate-change-and-sustainable-transport
- https://business.edf.org/insights/green-freight-math-how-to-calculateemissions-for-a-truck-move/
- https://www.businessinsider.com/last-mile-delivery-shipping-explained
- https://www.forbes.com/sites/niallmccarthy/2019/06/17/onlineshopping-how-many-parcels-does-the-average-american-receive-everyyear-infographic/?sh=1f935d98608f
- https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator



THANK YOU FOR LISTENING!



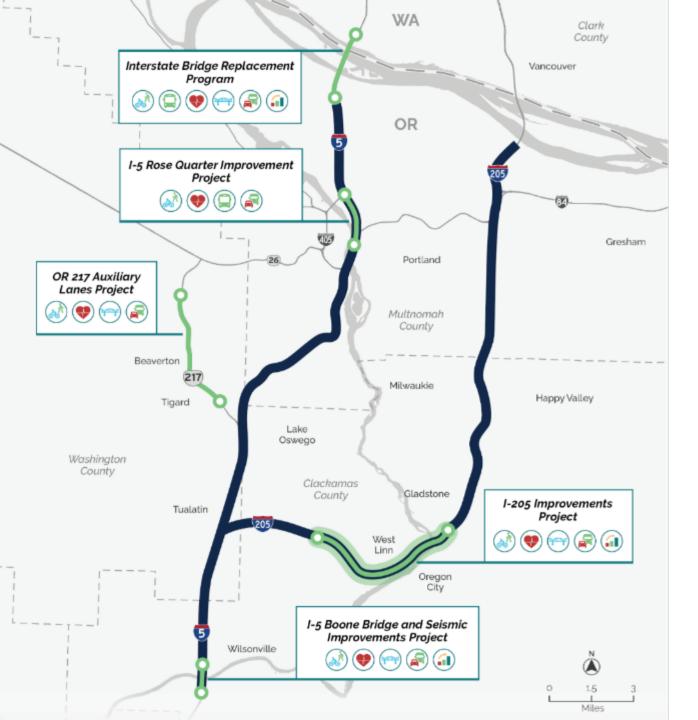


ODOT Urban Mobility Office Our charge











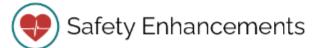




Project Elements













HB 3055 (passed in 2021 Oregon Legislature)

Financial flexibility for ODOT to deliver core projects

ODOT to develop an equitable, income-based toll rate report by September 2022

Public transit will not pay tolls





Oregon Toll Program



Key terms – we are here to help!

Toll and tolling are general terms

A fee on drivers, which can be can charged for a segment of the road or access to an area (bridge)

Congestion pricing is a type of tolling

A type of tolling that charges a higher price during peak traffic periods to manage congestion







How will it work?



How much will it cost?

You will know the price before you get on the road

Variable rate, set schedule (congestion pricing)





Off-Peak Hours Toll Rate





What will it pay for?



Core improvement projects







Transit and multimodal transportation options



Neighborhood health and safety



Affordable options for people experiencing low-income





When will it start?



*May require federal approval





KEY DECISION: Commitments to advance equity and mobility



Oregon Transportation Commission











Where will I see ODOT's commitment to equity and mobility investments?

Crysalis



Adult Emerges



Adult



Strategies

Policies

Performance
Measures
(informs mitigation)



Crysalis



Strategies

A program or specific investment that is informed by the toll project analysis, but is above and beyond what is required mitigation



Adult **Emerges**



A statement or administrative rule used to guide decisions and identify actions in pursuit of an outcome, such as advancing equity

Policies



Adult



Performance Measures

(informs mitigation)

Mitigation

National Environmental Policy Act (NEPA) term that addresses impacts identified in the environmental analysis for a toll project

www.OregonTolling.org







Equity and Mobility Advisory Committee

Oregon Toll Program

EQUITY FRAMEWORK STEP 1

Identify who, what, and where

















Oregon Toll Program



Oregon Toll Program

POLICY & STRATEGY OPTIONS

I-205 Toll Project

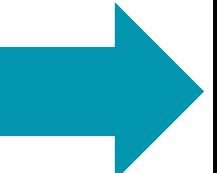
UPDATED
PERFORMANCE
MEASURES











EMAC [DRAFT] RECOMMENDATION TO THE OREGON TRANSPORTATION COMMISSION

The purpose of this working document is to capture the status and history of the Oregon Toll Program's Equity and Mobility Advisory Committee (EMAC) in developing recommendations for the Oregon Transportation Commission regarding the I-205 Toll Project, Regional Mobility Pricing Project, and the Oregon Toll Program (which covers the entire state).

Words in italics = PLACEHOLDER TEXT

November 2021



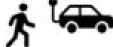
Congestion pricing coordination

Moving to Our Future:

Pricing Options for **Equitable Mobility**























Regional congestion pricing study

Metro is collecting information to determine if congestion pricing can reduce traffic and greenhouse gas emissions and increase safety and equity in our regional transportation system.





Congestion pricing coordination

- Address diversion impacts to neighborhood health and safety
- Investment in transit and multimodal transportation
- Address impacts to affordability







Regional congestion pricing study

Metro is collecting information to determine if congestion pricing can reduce traffic and greenhouse gas emissions and increase safety and equity in our regional transportation system.

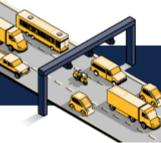




Congestion pricing coordination (policy development)

Regional Transportation Plan and Oregon Transportation & Highway Plan updates

- Oregon Transportation Commission, Equity Mobility Advisory Committee, and Region 1 Area Commission on Transportation
- Joint Policy Advisory Committee on Transportation (JPACT), Metro Council, and Transportation Policy Alternatives Committee (TPAC)





Regional Mobility Pricing Project







Climate Change

Congestion





Reliable Funding

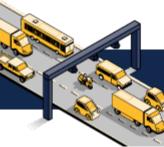


KEY DECISION: Project direction and alternative(s) for analysis (Purpose and Need Statement)

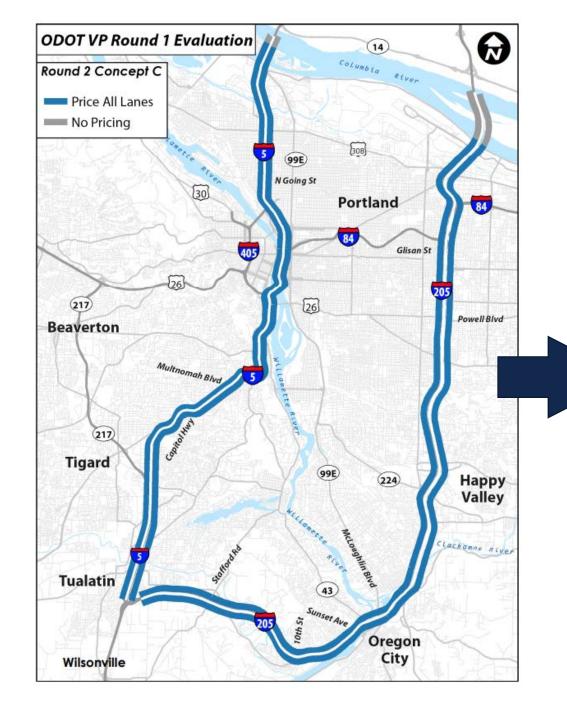
Timing: Early 2022

How to get involved?

- Briefings
- Small group conversations with community engagement liaisons
- Presentations to community-based organizations, businesses, and elected boards/commissions
- Regional workshops (September-October)









Project requirements

Minimum average operating speed of 45 miles per hour during morning or evening weekday peak hour periods



Source: Roadtrafficsigns.com





Project requirements

Variable toll rate schedule for the Federal Highway Administration's (FHWA) Value Pricing Pilot Program (VPPP) authority



Source: FHWA Website



The process: Purpose & Need Statement





Next steps: TPAC, JPACT, and Metro Council

Discussion today and early 2022

Feedback on the Regional Mobility Pricing Project's draft Purpose and Need Statement, which includes the goals and objectives (today)

Feedback on the Regional Mobility Pricing Project's revised Purpose and Need Statement, alternative(s), and performance measures





I-205 Toll Project





Climate Change



Congestion



Safety



Reliable Funding



KEY DECISION: Analysis of the impacts and project investments (mitigation)

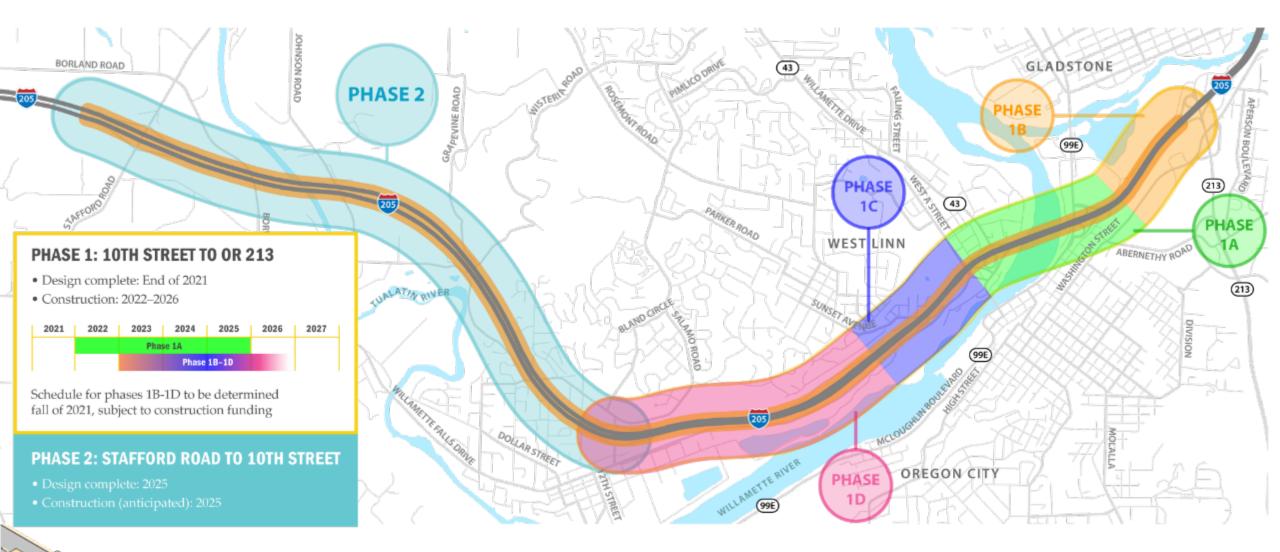
Timing: Early 2022

How to get involved?

- Outreach specific to local residents, businesses, and people in the impacted areas
- Small group conversations with community engagement liaisons
- Regular coordination with local governments











Updated approach for the I-205 Toll Project

- Purpose and Need Statement updated to link financial connection of projects
- Analyze Alternative 3 toll points at Abernethy and Tualatin Bridges (Alternative 4 to be analyzed in Regional Mobility Pricing Project)
- Analyze No Build Abernethy Bridge constructed; third lane is not constructed until toll project approval



I-205 Toll Project Environmental Assessment (EA) Schedule

2021										2022							
Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug
Iransportation Modeling						Transportation Impacts Analysis				₹ ¹	UPDATE Transportation Modeling			UPDATE Transportation Impacts Analysis			
Analysis of Impacts to the Community and Actions to Address Impacts (Mitigation)										UPDATE Analysis of Impacts to the Community and Actions to Address Impacts (Mitigation)							



Publish DRAFT Environmental Assessment



Publish FINAL Environmental Assessment Decision



Next steps: TPAC, JPACT, and Metro Council

Request coming later in 2021

Amendments to the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Plan (MTIP) to connect the I-205 Toll Project with the I-205 Improvements Project





Discussion question #1

What was your reaction to the equity and mobility research and EMAC's review of policy and strategy options?



Discussion question #2

What are your comments or questions about the draft Purpose and Need Statement for the Regional Mobility Pricing Project?



Discussion question #3

What will TPACT and JPACT want to know about our upcoming amendment request to link the I-205 Improvement and I-205 Toll Project?





We would love to hear from you!



Go to oregontolling.org



Follow us @UrbMobilityOfc





Please contact us with your questions

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Garet Prior, ODOT Toll Policy Manager

Garet.Prior@odot.state.or.us 503.396.2588





Website links shared at TPAC, Sept. 3, 2021

DLCD Climate Friendly and Equitable Communities rulemaking; https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx

Oregon Department of Transportation STIP (State Transportation Improvement Program) pages; https://www.oregon.gov/ODOT/Regions/Pages/Region-1-STIP.aspx

www.odotregion1stip.org