

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC) Workshop
Date: Wednesday, January 12, 2022
Time: 10:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
[Connect with Zoom](#)
Passcode: 515676
Phone: 888-475-4499 (Toll Free)

10:00 a.m.	Call meeting to order and Introductions <ul style="list-style-type: none">• Committee input on creating a Safe Space at TPAC	Chair Kloster
10:10 a.m.	Public communications on agenda items	
10:15 a.m.	Consideration of TPAC workshop summary, November 10, 2021 <ul style="list-style-type: none">• Edits/corrections sent to Marie Miller	Chair Kloster
10:20 a.m.	Regional Freight Delay & Commodities Movement Study Policy Framework Purpose: Help develop a regional freight policy framework and a list of relevant freight policy questions for the Regional Freight Delay & Commodities Movement Study.	Tim Collins, Metro Chris Lamm, Cambridge Systematics
11:00 a.m.	FFY 2021 Obligation Target Performance and Annual Obligation Report Purpose: Review the region's performance in meeting the FFY 2021 Obligation Target for Regional Flexible Funds Allocation (RFFA) projects and discuss project delivery management issues.	Ted Leybold and Ken Lobeck, Metro
11:25 a.m.	Committee comments on creating a safe space at TPAC	Chair Kloster
11:30 a.m.	Adjournment	Chair Kloster

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានពាក្យបណ្តឹងរើសអើងសម្រាប់សេវាសាធារណៈរបស់យើង ត្រូវទៅលេខ www.oregonmetro.gov/civilrights ។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Metro txoj kev ntxaug daim ntauw ceeb toom

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2022 TPAC Work Program

As of 1/5/2022

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

January 7, 2022 9:00 – 11:30 a.m.

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)
- 2022 TPAC overview of meetings/workshops, Community Representatives update (Chair Kloster)

Agenda Items:

- **MTIP Formal Amendment 21-******
Recommendation to JPACT (Lobeck, 15 min)
- **Res 21-5211, amending FY 2021-22 UPWP to add Sunrise Community Visioning Project funded since UPWP adopted** Recommendation to JPACT (John Mermin, 10 min)
- **Res 21-5215, amending FY 2021-22 UPWP to amend funding and add detail to Existing I-5 Boone Bridge Planning Project** Recommendation to JPACT (John Mermin, 10 min)
- **Res 21-5216, amending FY 2021-22 UPWP to add Regional Mobility Pricing Project funded since the UPWP adopted** Recommendation to JPACT (John Mermin, 10 min)
- 2023 Regional Transportation Plan Vision and Priority Outcomes – Discussion (Kim Ellis; 40 min)
- 2024-27 ODOT Administered Funding- Infrastructure Investment & Jobs Act (IIJA) (Chris Ford, ODOT; 25 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

January 12, 2022 – TPAC Workshop

10 am – noon

Agenda Items:

- Regional Freight Delay & Commodities Movement Study Policy Framework (Tim Collins, Metro/ Chris Lamm, Cambridge Systematics; 40 min)
- FFY 2021 Obligation Target performance and Annual Obligation Report (Ted Leybold/Ken Lobeck, Metro; 25 min)

February 4, 2022 9:00 – 11:30 a.m.

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:

- **2018 RTP Amendment 21-1467 I-205 Toll Project Recommendation to JPACT** (Kim Ellis, Metro/ Mandy Putney, ODOT 30 min)
- **MTIP Formal Amendment 21-5234 Recommendation to JPACT** (Lobeck, 15 min)
I-205 Toll Project
- **MTIP Formal Amendment 21-**** Recommendation to JPACT** (Lobeck, 15 min)
- 2024-2027 MTIP Performance Evaluation – Approach & Methods (Grace Cho, 30 min)
- Transport Committee Check-in (Caleb Winter, 30 min)
- 2024-27 ODOT Administered Funding Program – Infrastructure Investment and Jobs Act (IIJA) Funding Scenarios and Public Comment Update (Chris Ford/Glen Bolen, 20 min)
- 2024-27 ODOT Administered Funding-OTC consideration for allocating funding among Fix-It, Public and Active Transportation, and Enhance Highway programs. (Jessica Horning, 20 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

February 16, 2022 – MTAC/TPAC Workshop 10 am – noon

Agenda Items:

- Regional Mobility Policy Update: Case Study Findings (Kim Ellis, Metro/ Lidwien Rahman, ODOT/Susie Wright, Kittelson & Associates, 35 min)
- 2023 Regional Transportation Plan Draft Work Plan and Engagement Plan – Discussion (Kim Ellis, 35 min)
- Emerging Trends Initial Findings (Eliot Rose, Metro/ Briana Calhoun, Fehr & Peers, 35 min)

<p><u>March 4, 2022 9:00 – 11:30 a.m.</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) • RFFA update, timeline, next steps (Dan Kaempff) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2023 Regional Transportation Plan Update Work Plan and Engagement Plan – <u>Recommendation to JPACT</u> (Kim Ellis, 20 min.) • Draft 2022-23 UPWP Review & Discussion (John Mermin, 20 min) • 2024-27 ODOT Administered Fund Program Allocations & Scoping updates (Chris Ford 5 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>March 9, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2024-2027 MTIP Performance Evaluation – Approach & Methods (Grace Cho, 30 min) • 2019-2021 Regional Flexible Fund – Local Agency Project Fund Exchanges Update (Grace Cho, 20 min)
<p><u>April 1, 2022 9:00 am – 11:30 a.m.</u> Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2022-23 UPWP Resolution 22-**** <u>Recommendation to JPACT</u> (Mermin, 15 min) • Regional Mobility Policy Update: Shaping the Recommended Policy and Action Plan - (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 60 min) • Updated 2024-27 MTIP revenue forecast (Grace Cho/Ted Leybold, Metro; 20 min) • 2024-27 ODOT Administered Fund Program Allocations & Scoping updates (Chris Ford 5 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>April 20, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Freight Delay and Commodities Movement Study (Tim Collins, Chris Johnson, Kyle Hauger, Metro; 45 min) • <i>2020 Census Report Update (Chris Johnson, TBD)</i>

<p><u>May 6, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (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) 	<p><u>May 11, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Flexible Funds Allocation (RFFA) Outcomes Evaluation and Risk Assessment review (Dan Kaempff, 30 min)
<p><u>June 3, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Update: Recommended Policy and Action Plan <u>Recommendation to JPACT</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 60 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>June 15, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>July 8, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>July 13, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

<p><u>August 5, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>August 17, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>September 2, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>September 14, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>October 7, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>October 19, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

<p><u>November 4, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>November 9, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>December 2, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 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) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>December 21, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

Parking Lot: Future Topics/Periodic Updates

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| <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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) |
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Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.
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Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC) Workshop**
Date/time: Wednesday November 10, 2021 | 9:30 a.m. to 12:00 noon
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Lynda David
Dayna Webb
Jay Higgins
Don Odermott
Chris Ford
Lewis Lem
Idris Ibrahim

Affiliate

Metro
Clackamas County
Multnomah County
SW Washington Regional Transportation Council
City of Oregon City and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Port of Portland
Community Representative

Alternates Attending

Dyami Valentine
Jaimie Lorenzini
Julia Hajduk
Jamie Snook
Glen Bolen

Affiliate

Washington County
City of Happy Valley and Cities of Clackamas County
City of Sherwood and Cities of Washington County
TriMet
Oregon Department of Transportation

Members Excused

Chris Deffebach
Eric Hesse
Karen Williams
Laurie Lebowsky
Jessica Stetson
Wilson Munoz
Yousif Ibrahim
Rachael Tupica
Katherine Kelly
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

Washington County
City of Portland
Oregon Department of Environmental Quality
Washington State Department of Transportation
Community Representative
Community Representative
Community Representative
Federal Highway Administration
City of Vancouver, WA
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Jean Senechal Biggs
Vanessa Vissar
Jessica Engelmann

Affiliate

City of Beaverton
Oregon Department of Transportation
City of Beaverton

Guests Attending

Mike McCarthy
Gordon Howard
Jeannine Rustad
Heather Koch
Nina Carlson
Greg Theisen
Bob Kellett
Chris Smith
Greg LiLoreto
Jeff Owen
Morgan Coffie
Donovan Smith
Cindy Dauer
Jim Sjuln
Holly Smith

Affiliate

City of Tualatin
Department of Land Conservation & Development
Tualatin Hills Park & Recreation District
North Clackamas Park & Recreation District
NW Natural
Port of Portland
Portland Bureau of Transportation

City of West Linn
HDR, Inc.
City of West Linn

Tualatin Hills Park & Recreation District

City of Fairview

Metro Staff Attending

Dan Kaempff, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner
Tim Collins, Senior Transportation Planner
Ted Leybold, Resource & Dev. Manager
Molly Cooney-Mesker, Communications
Eliot Rose, Tech Strategic Planner
Margi Bradway, Dep. Director Planning & Dev.
Bill Stein, Sr. Research & Modeler
Robert Spurlock, Sr. Regional Planner
Summer Blackhorse, Program Assistant
Kim Ellis, Principal Transportation Planner
Grace Cho, Senior Transportation Planner
Matthew Hampton, Sr. Transportation Planner
John Mermin, Senior Transportation Planner
Chris Johnson, Research Manager
Patrick McLaughlin, Investment Planner
Matt Bihn, Principal Transportation Planner
Caleb Winter, Principal Transportation Planner
Jodie Kotrlik, Program Coordinator
Marie Miller, TPAC Recorder

Call to Order and Introductions

Chairman Kloster called the meeting to order at 9:30 a.m. Introductions were made. Reminders where Zoom features were found online was reviewed. The link for providing ‘safe space’ at the meeting was shared in the chat area. Chair Kloster noted low turnout from TPAC community members at meetings. Metro is planning a proposal to address this for next year.

Public Communications on Agenda Items - none

Consideration of TPAC workshop summary, July 14, 2021 (Chair Kloster) For edits or corrections the committee may send to Marie Miller for final record.

Scoping Kick-off for 2023 Regional Transportation Plan (RTP) (Kim Ellis, Metro) The presentation was noted as the initial discussion to begin identifying what is most important for the update to address and hear ideas for how the region should work together to update the plan. Background information and purpose of the Regional Transportation Plan (RTP) was noted. The importance of the plan includes serving as a blueprint to guide investments in the region’s transportation system, coordination with local, regional, and state investment priorities and actions, and noting projects must be in the RTP to be eligible for federal and some state funding.

The outcome-based updated RTP will build on the 2018 RTP priority policies: Equity, Safety, Congestion and Climate. The vision for a complete and connected systems includes provides that 2040-based outcomes provide a broader policy lens, emphasizes multimodal solutions and making the most of past investments, and defines aspirational policy targets to guide investments to achieve vision and monitor progress.

A brief overview was provided of RTP priority project investment categories and geographic areas. The proposed RTP update process timeline was provided, with the current phase 1 underway.

Phase 1: Understand trends, values, priorities and vision for future - October 2021 to Feb. 2022

Phase 2: Update Goals, Objectives, Targets and Policies - March to June 2022

Phase 3: Update Needs and Revenues - July to October 2022

Phase 4: Build RTP Investment Strategy - November 2022 to June 2023

Phase 5: Public Review and Adoption - July to November 2023

Comments from the committee:

- Jeannine Rustad appreciated the great information from the materials and presentation. It was good to see the focus on mobility with importance of networks in bike/pedestrian connections to transit in RFFA funding carried into the RTP. Another thought on trails is including funding for substandard regional trails (i.e., trail that don't meet width or accessibility requirements/targets).
- Heather Koch added as parks providers, we work with Metro, local and county governments. When there are calls for projects, I will look forward to guidance on how we partner to submit priorities. NCPRD is heading into System Plan update and we want to ensure we dovetail priorities with TSPs and RTP. I don't know yet if our priorities will need to be also adopted in local TSPs before submitting priority projects to be considered with RTP. We all have so many overlapping planning timelines.
- Jamie Snook noted the Bus Rapid Transit work incorporated in the updated RTP. Asked if trends from post-pandemic were being incorporated in this update plan, Ms. Ellis reported that Eliot Rose will be providing more information on these trends and shared with staff to help study assumptions and models for the future. Tim Collins noted the commodity movement study will provide impacts from the pandemic and changes with ecommerce and freight. Further coordination with TriMet and transit providers will help shape planning efforts.
- Karen Buehrig appreciated the efforts and presentation. The concerns submitted previously were noted in the packet. It was noted the relationship building and understanding of roles between committees and Metro Council with possible workshops for greater development of the RTP. It was encouraged to move forward with work already done with congestion pricing fees and integrate the work being planned with ODOT for a comprehensive approach in the RTP. Also suggested was identifying ways with high aspiration of mode-share to be achievable and realistically planned and implemented.
- Glen Bolen noted the great planning partnership between Metro and ODOT over the past several years that developed the Jurisdictional Transportation projects and Regional Mobility Policy projects. More projects are planned that will help in the development of the RTP.
- Don Odermott noted the importance of including work with congestion pricing with more analysis and detailed modeling, recognizing how traffic diversion is occurring. It was noted by Metro modeling functions and systems were being evaluated for better, relevant and prioritized strategies planned that will be incorporated into the updated RTP.

Ms. Ellis reminded the committee that in through January 2022 more input on the scope and definition of the RTP will be sought, with a draft work plan presented in February. Committees are encouraged to contact Ms. Ellis directly with comments and questions.

Federal Legislative Session Update (Tyler Frisbee, Metro) Agenda item was not presented. The committee will receive memo on information regarding legislation updates following the meeting.

Westside Multimodal Improvements Study (Matt Bihn, Metro/ Vanessa Vissar, ODOT) An overview of the Westside Multimodal Improvements Study was presented. This study is scheduled for an 18-month period that is just starting. The purpose of the study is to Identify needs, challenges, and opportunities, address existing deficiencies, support future growth, consider potential multimodal projects, strategies, and technologies, develop and evaluate a preferred set of investments and programs, and recommend solutions to move forward and identify lead agencies.

The project study area was shown along Highway 26 in Washington County. Jurisdictional and community partners will be asked to join the Project Management Group, Steering Committee and add input to technical workshops for the project. The project overview and timeline was provided. Currently, conditions and needs are being evaluated. These include travel conditions and patterns, locations/causes of congestion, travel markets, land use and economic conditions.

Methods and assumptions for the study were reviewed. Types of data collections, regional economic profiles, and data from previous studies and surveys will lead to identified needs, and the problem statement. The evaluation criteria for the study was reviewed. Alternative development and evaluation developed at the technical sessions will lead to modeling and engagement for the preferred alternative/final report that will include package of investments for incremental phasing, and implementation plan and next steps.

Comments from the committee:

- Jamie Snook noted that coordination with the TV Highway plan and this project is important, especially in public outreach for clarity in messages. It was confirmed that this study would look at the whole study area, and individual projects would be developed from there.
- Jeannine Rustad noted the importance to have stakeholder organizations involved in the committees, not simply transportation providers. Mr. Bihn confirmed they are now forming the groups and committees and will reach out for these members.
- Nina Carlson asked how are you reaching out to businesses, and which do you pick to include in stakeholder roundtable groups? My ask would be that you include both PGE and NW Natural and that we maintain close coordination on road project planning as the ROW is very crowded and important to your utilities in this region.
- Dyami Valentine noted the Washington County Transit Study and TriMet Express Transit Bus Study was should be aligned and considered part of this work. He would encourage outreach to various stakeholders as this project is being developed.
- Don Odermott noted the COVID-19 funding package Metro developed that included bus transit planning. Westside Park & Ride was another opportunity to coordinate with this study. Trail system connections to transit and public/private partnerships in this area are encouraged to be looked at with the study.

Regional Flexible Fund Allocations (RFFA) Update (Dan Kaempff, Metro) A brief presentation was provided on the Regional Flexible Fund Allocations (RFFA) project application process and timeline. The 2025-2027 RFFA Program Direction estimates that approximately \$41,250,000 is available for capital project funding (Step 2 of the RFFA funding framework). Additional funding is available in this RFFA cycle for regional trails projects. Up to \$20 million will be awarded from the voter-approved 2019 Metro Parks and Nature measure. Trails projects that meet RFFA eligibility requirements may be funded through either or both sources of available funding.

The call for project proposals is scheduled to open on Monday, November 22, 2021. Instructions and application materials will be available for download at oregonmetro.gov/RFFA. Metro staff are conducting a proposers' workshop on Friday, December 10, 2021 at 1:00 p.m. (via Zoom). This workshop is intended to assist applicants in developing their proposals. A particular focus will be on helping applicants understand what level of detail is needed in their proposals to create accurate project scopes, budgets and timelines. Providing a thoroughly detailed proposal is essential to ensure a successful project delivery through the federal and ODOT processes. Project proposals are due by 4:00 p.m. on Friday, February 25, 2022.

Enough applications must be submitted to meet the federal requirements for conducting a competitive allocation process. To ensure sufficient time is available to evaluate applications, Metro will accept no more than 42 total applications. Limitations on applications are:

Portland: 12 applications

Washington County and cities: 11

Clackamas County and cities: 10

Multnomah County and cities (exclusive of Portland): 9

Minimum funding award for various levels of project development and construction were provided. The 2025-2027 RFFA Program Direction identifies project selection criteria. These criteria are derived from the four investment priorities that emerged from regional input for the 2018 RTP. Projects that receive RFFA dollars should demonstrate how they will make improvements to the regional transportation system. Funding criteria for the Trails Bond to guide investments must satisfy community engagement and racial equity criteria.

Performance measures, project readiness, risk assessment, public comments and input from coordinating committees will be used in the evaluation process. Application materials will be available on 11/22/21. Proposers' workshop: 12/10/21, 1:00 p.m. Proposals due: 2/25/22, by 4:00 p.m. Final recommendations will be presented TPAC and JPACT in September 2022 before Metro Council action scheduled October 2022. For further information on the RFFA application process the committee is encouraged to contact Mr. Kaempff or Robert Spurlock, Regional Trails Planner, directly.

Comments from the committee:

- Jeannine Rustad asked will greater match funding in the application. Mr. Kaempff noted the match is not scored but left to decision makers on this for project evaluation. Ms. Rustad noted that part of the Infrastructure package has a clause that allows Federal funds set aside for trails to be managed as they would be managed as part of the recreational trails system. Would this be taken into account in the RFFA cycle. Ted Leybold noted that ODOT already distributed some funds to State Parks which may allow for more park projects. But the RFFA funds have set criteria with the funding allocations. Follow up questions on this can be discussed.

Committee comments on creating a safe space at TPAC – no comments received.

Adjournment

There being no further business, workshop meeting was adjourned by Chair Kloster at 11:30 a.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC workshop meeting, November 10, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/10/2021	11/10/2021 TPAC Workshop Agenda	111021T-01
2	TPAC Work Program	11/08/2021	TPAC Work Program as of 11/08/2021	111021T-02
3	Minutes	7/14/2021	Minutes for TPAC workshop, 7/14/2021	111021T-03
4	Memo	10/26/2021	TO: TPAC, MTAC and interested parties From: Kim Ellis, Principal Transportation Planner RE: 2023 Regional Transportation Plan (RTP) Update – Kick-off Scoping Process	111021T-04
5	Memo	11/04/2021	TO: Kim Ellis, Project Manager From: Karen Buehrig, Clackamas County TPAC Member RE: Input into RTP Scoping and RTP Vision and Values	111021T-05
6	Presentation	11/10/2021	2023 Regional Transportation Plan update	111021T-06
7	Presentation	11/10/2021	Westside Multimodal Improvements Study -Initial Work Plan	111021T-07
8	Memo	11/03/2021	TO: TPAC and interested parties From: Dan Kaempff, Principal Transportation Planner RE: 2025-2027 Regional Flexible Funds Allocation Step 2 Project Solicitation	111021T-08
9	Presentation	11/10/2021	2025-2027 Regional Flexible Funds Allocation (RFFA)	111021T-09

Draft Timeline for Tasks in the Statement of Work for the Regional Freight Delay and Commodities Movement Study

TASK 1.0 - Project Management

Objective: Establish the study's management structure, roles and responsibilities, and effectively manage the project's technical implementation, schedule, and invoicing.

Task 1.1 Project Management Team (PMT) Process

Form a PMT that consists of staff from the Oregon Department of Transportation (ODOT), Portland Bureau of Transportation (PBOT), Clackamas County, Washington County, Multnomah County, Port of Portland, Port of Vancouver, SW Regional Transportation Council, and Washington Department of Transportation (WDOT) that are responsible for providing overall project management and direction throughout the process. PMT will have a kickoff meeting and up to 6 coordinating meetings (maximum of 2 hours/each in length).

PMT meetings and other PMT deliverables are **ongoing for duration of the project**

Task 2.0 – Stakeholder Involvement

Objective: Implement a stakeholder involvement process that generates strategic input from a broad cross-section of stakeholders that are involved in the freight forwarding and commodities movement business, traded sector industries and community groups in the Portland Metro region.

Task 2.1 – Stakeholder Advisory Committee (SAC) Process

Hold and facilitate up to 6 Stakeholder Advisory Committee (SAC) meetings with agendas, meeting notes, and related review materials.

Complete SAC membership roster by **December 30, 2021**. SAC meetings and other SAC deliverables are **ongoing for duration of the project**.

Task 3.0 - Policy Framework

Objective: Develop and present a policy framework to the PMT and SAC that provides an understanding of existing RTP policy and Regional Freight Strategy policy. As part of the policy framework, develop policy questions related to current and future movements of commodities in the Portland Region that the PMT and SAC will seek to answer as part of this study. Develop a recent history of how the COVID-19 economic impacts have effected freight truck travel within the Portland Region compared to the overall vehicle travel in the region, and what general impacts it has had on e-commerce and other delivery services.

Task 3.1 – Existing regional policies, freight delay and unreliability, and emerging trends in goods movement

Complete a policy framework for when and how the public sector should play a role in addressing the growth impacts that e-commerce and goods delivery is having; and develop draft policy questions for the study to address by **January 20, 2022**.

Task 3.2 – COVID-19 economic impacts on freight trucks and overall vehicle travel in the Portland Region

Complete a technical memo summarizing the general impacts that COVID-19 has had on e-commerce and delivery services, and present the policy framework and policy questions at the PMT kick-off meeting and at the first SAC meeting by **January 31, 2022**.

Task 4.0 - Regional Freight Modeling Work and Measures

Objectives:

- A. Determine which freight facilities within mobility corridors are carrying the highest amounts of different types of commodity groups by measuring value (dollars) and volume (tonnage) of each grouping.
- B. Develop a measure or set of measures based on the volume, value, and type of commodities to determine:
 - a. How commodities move or will move in the future on the regional transportation system; and
 - b. How to identify key freight corridors based on volume, value and commodity types.
- C. Based on the value, volume, and type of commodities; identify key corridors in the Portland Region for freight movement. Analyze how freight mobility performs on each corridor, taking into account congestion, unreliability and peak and off-peak movement.

Task 4.1 - Modeling Outputs on Freight Facilities within Mobility Corridors

Provide modeling results for the segments of the regional freight network that do not meet the current mobility standards for both the 2020 Base and the 2045 Financially Constrained (*the current assumption*) during the 1 hour midday and 2 hour PM peak; and include types of commodities, with their value and volume, at chosen locations on the regional freight network. In addition, develop the methodology (with Consultant input) for determining which freight facilities are carrying the highest volume, and the highest amount of value for commodities on the regional freight network by **April 25, 2022**.

Task 4.2 - Measures for congestion, reliability, and economic value

Develop measures for unreliability and that identify the scale of current and future freight mobility failure; provide an analysis of which mobility corridors are experiencing unreliability and which freight network roadways have unacceptable levels of congestion; evaluate the value of commodities on the freight network; and present the results for the modeling outputs on freight facilities to the PMT and SAC by **May 20, 2022**.

Task 5.0 - Growth Trends in E-commerce and Delivery Services; and Emerging Logistics Solutions

Objectives:

- A. Identify issues and trends, gather research, and make recommendations to Metro on how to address the growth in trips made by e-commerce (e.g., Amazon, eBay) and online delivery services (e.g., Uber Eats, Grub Hub) within the Portland Metro region.
- B. Research and create an understanding of the emerging logistics solutions within the e-commerce industry that will deliver the e-commerce orders in a timely way.
- C. Research and create an understanding of what the COVID-19 impacts have been on e-commerce and other delivery services. Evaluate the impacts on e-commerce and delivery service volumes and the potential mode shift from shopping and dining out trips to e-commerce and restaurant deliveries.

Task 5.1 - Existing information and research on the potential impacts of e-commerce and online delivery growth

Provide a written report on the state of growth in e-commerce within the Portland Metro region and the potential impacts of e-commerce and delivery services on trip making and vehicle emissions; and provide a written summary and PowerPoint presentation to the PMT and SAC on the state of growth in e-commerce, the potential impacts of the growth in e-commerce within the Portland Metro region by **September 20, 2022**.

Task 5.2 - Emerging logistics solutions for efficient delivery of e-commerce and other online services

Complete a report on the emerging logistics solutions within the e-commerce industry and a PowerPoint presentation to the PMT and SAC by **September 20, 2022**.

Task 5.3 - COVID-19's impacts on e-commerce and other delivery services

Provide a written memo on what the COVID-19 impacts have been on e-commerce and other delivery services within Oregon and the Portland region; and interview key Stakeholder Advisory Committee (SAC) members and other business leaders involved in e-commerce and other delivery services about the impacts of COVID-19 on delivery volumes. Provide a summary report on the COVID-19 impacts and the interviews with key SAC members and other business leaders and present the findings to the PMT and SAC by **September 20, 2022**.

TASK 6.0 – Policy Findings and Recommendations

Objectives:

- A. Based on the policy framework developed in the beginning of the process, make policy finding and related recommendations regarding commodity flow in the Portland region as it relates to future planning and investment in the transportation system. Provide examples of actions that could be taken, such as access to industrial lands and intermodal terminals.
- B. Analyze potential economic benefits. Include benefits for improving travel time reliability and addressing the economic value in corridors with more high value commodities and larger volumes of imports and exports.

Task 6.1 Regional freight policy questions

Answer the regional freight policy questions that respond to adopted regional policy related to improving freight access, the importance of freight corridors with a high dollar value and types of commodities. Apply the findings of the modeling analysis and stakeholder outreach with a written memo to assess how investments in freight transportation infrastructure and/or other programmatic capital and policy initiatives can help facilitate economic recovery and improve the region's economic competitiveness. Complete a written memo with an analysis that identifies freight projects that enhance the ability for moving commodities by truck and rail within the mobility corridors, using the list of the 2018 RTP Freight Benefits Projects and Programs **by January 20, 2023**.

Task 6.2 Access to industrial lands and intermodal terminals; and for improving travel time reliability in key freight corridors

Provide a written memo that develops criteria for providing better access to industrial lands and intermodal terminals and improving travel time reliability. Provide a written memo based on the criteria, to identify locations where better access to industrial lands and intermodal terminals is needed.

Provide a PowerPoint presentation of the findings of the written memos to the PMT and SAC by **January 20, 2023**.

TASK 7.0 – Final Report and Presentation for the Study

Objective:

Produce a final report for the study that summarizes the policy framework in Task 3, the technical analysis and results of the deliverables in Task 4; the potential impacts of the growth in e-commerce and online delivery along with the emerging logistics solutions within the e-commerce industry in Task 5; and the policy questions and results of the deliverables in Task 6 of the SOW.

Task 7.1 Final report for the Regional Freight Delay and Commodities Movement Study

Participate in a consultation meeting with Metro to review the table of contents, report outline, required elements, and process for reviews and incorporating feedback for the draft of the final report. Complete a written draft of the final report and an executive summary of the final report and submit to the PMT and SAC for review by **May 20th 2023**.

Complete a written final report that addresses any comments from Metro, the PMT and SAC. Present the policy questions and findings of the final report to regional policy committees and transportation technical committees by **July 20th 2023**.

Memo

Date: January 5, 2021
To: Transportation Policy Alternatives Committee (TPAC) workshop
From: Ken Lobeck, Funding Programs Lead
Subject: Metro Annual Obligation Target Overview

BACKGROUND

As of FFY 2020 Metro along with the other two Transportation Management Agencies (TMA) is now held to annual obligation targets for our formula allocated Congestion Mitigation Air Quality (CMAQ) improvement funds, Surface Transportation Block Grant (STBG) funds, and Transportation Alternative funds (TA). The TMAs represent metropolitan planning organizations (MPOs) with a population greater than 200,000) worked with ODOT during 2018 and 2019 to provide a process to increase the annual funding obligation rates.

All states are held to annual obligation targets. States that fail to meet their annual obligation targets are penalized, resulting in a loss of unobligated funds through the annual redistribution process. Between 2014 and 2018, the TMA's average obligation rate for the three fund types was between 50-55%. ODOT was able to cover for the TMAs, but the low TMA obligation rates had become a burden on the state to meet our overall targets. Improvement was needed at every level to improve on-time obligations, from first project funding award and programming through IGA kick-off and scope development to construction obligation actions. ODOT and the TMAs set 80% as the annual minimum goal to meet.

The TMA obligation targets process involves setting obligation rate targets over three-year rolling periods with rewards of additional funding for meeting targets and penalties (loss of funding) for missing targets. In addition to annual obligation targets, the TMAs and ODOT determined obligation expectations for "older" funded projects. An overview of this area is provided below. Up through FFY 2023, the annual obligation targets program comprises of two categories: "Older" and "New" funded projects.

"Older" Funded CMAQ, STBG, and TA funded Projects and Obligation Expectations:

- These projects are CMAQ, STBG, and TA funded projects originally programmed to obligate prior to FFY 2021 but subsequently needed a project phase to be delayed or "slipped" to FFY 2021, 2022 or 2023.
- Example: The project had its construction phase programmed in FFY 2020, but did not obligate the construction phase by the end of that year and was slipped to FFY 2021.
- The federal funds are considered "older" CMAQ, STBG, and TA.
- The obligation requirement is that these "older" funds must be obligated before the end of FFY 2023, or they will automatically lapse.
- There is no exception or extensions available. If not obligated by the end of FFY 2023, the funds will automatically lapse and be de-programmed for the project.
- Why was an "older" funds category created?
 - In developing the three-year rolling process, older funded project created an obligation scenarios that degraded the ability to meet the 80% minimum target.

- Therefore, they were separated from project funds that were originally programmed in FFY 2021 or later and provided a three-year obligation shelf-life restriction that expires at the end of FFY 2023.
- The current list of “older” subject to the FFY 2023 lapse is included as Attachment 1.

“New” Funds Annual Obligation Targets Expectations

Metro awarded CMAQ, STBG, and TA funds first programmed in FFY 2021 or later are considered “New” funds and are subject to annual obligation targets. As stated earlier, the annual obligation targets operation against a three-year rolling obligation process. The first period of enforcement will be for federal fiscal years 2021-2023. The basic process functions as follows:

- During November, Metro and the ODOT local Delivery Local Agency Liaisons (LAL) review the projects with phases in the current federal year.
- The phases are identified under a “red, yellow, and green” tagging system indicating their likelihood to obligate before the end of the current federal fiscal year.
- Red and yellow tagged project phases are slipped to the next federal fiscal year without consequence to the obligation target as part of the December annual slip MTIP and STIP amendment.
- As of January, “the reset programming year” reflecting the remaining CMAQ, STBG, and TA funded project phases in the current federal fiscal year are totaled and submitted as Metro’s 100% obligation target for the year.
- Metro and the LALs monitor the project progress and move forward with obligations as they occur and determine the final obligate rate for the CMAQ, STBG, and TA funded projects.
- Note: If a slipped project is ready early to obligate its federal funds, an administrative modification will occur to advance the project. There are no penalties if a project is advanced and the region obligates more than its original target.

Final reminder: The annual Metro Obligation Targets program impacts Metro awarded CMAQ, STBG, and TA funded projects. Roadway capital discretionary grant awards such as INFRA, HIP, or other transportation grants are not part of the Metro Annual Obligation Targets program. These programs often have their obligation requirements. ODOT funded projects, such as HSIP, etc. are not part of the Metro Annual Obligation Targets program as well. However, please note that these program may have more constrained obligation requirements. Finally, transit federal formula funding programs (e.g. 5307, 5310, 5311, etc.) and discretionary grants (e.g. 5309) are separate from the Metro Annual Obligation Targets program and follow FTA guidance and rules.

Penalties and Rewards

The Metro Annual Obligation Targets program includes rewards and penalties for achieving or missing the annual targets over the three-year rolling period. As long as Metro obligates at least 80% of the annual target each year, Metro will meet our identified annual obligation targets. Under three-year rolling period logic, Metro can miss one year, yet over-obligate the following year as a means to compensate and avoid possible penalties. The 80% minimum obligation requirement will be applied as the average for the three year period. The first three-year obligation window is FFY 2021 through FFY 2023. Therefore, if Metro obligates at least 80% of our annual targets from FFY 2021 through FFY 2023, no penalties will be assessed. Metro will then be in position to receive possible rewards for meeting out annual obligation target requirements.

The total logic and application of possible penalties is a little more complicated, and involves corrective actions, plus final payment processes if they end up applying. The below summarizes how the penalties will be applied:

Penalties: The following process will define how penalties are calculated, and the process of paying the penalty if it occurs:

- **Determination:** Penalties will be assessed to the TMA if their Actual TMA Obligation Rate is less than the Obligation Rate Minimum Target for the three-year periods
- **Calculation:** Once it is determined that a penalty will be assessed, the penalties are calculated against the unobligated balances based on the following:
 - **1st 3-year time period (2021-2023)** - for the first three-year time period, penalties will be calculated against the total unobligated amount for the entire three year time period.
 - **Subsequent time periods** - penalty will be applied to the unobligated amount from year 3 only in that specific time period.
 - **Slipped Phases** - Any project phase which has slipped more than once, will be penalized in full against the unobligated phase.
- Penalties operate on a three-strike process. The process is as follows:
 - Strike 1 = 25% loss of unobligated funding during that specific time period only
 - Strike 2 = 50% loss of unobligated funding during that specific time period only
 - Strike 3 = 100% loss of unobligated funding during that specific time period only
 - Removal of Strike: A TMA has the opportunity to remove only one strike at a time if the TMA is able to meet obligation targets after receiving a strike.
 - Example: During the 2022-2024 time period, the TMA does not meet their obligation requirements. Strike 1 would be enforced and TMA would lose 25% of their unobligated funding and is not eligible for rewards. Then during the 2023-2025 time period, the TMA meets their obligation requirements. The TMA would be eligible for rewards and Strike 1 would be erased and the TMA would return to a no strike status. Will insert a second example of moving from a 3-strike to 2-strike status and then back to 3-strike in subsequent cycles to clarify the eligibility for rewards in the year a TMA meets its target (i.e., the strike status is only for the purpose of calculating the penalty in the year a target is missed).
 - Example 2: During the 2025-2027 time period, a TMA did not meet its obligation target for the third consecutive cycle and is assessed a Strike 3 penalty of 100% loss of unobligated funding programmed in the year 2027. In the 2026-2028 time period, it exceeds the 80% obligation target and both receives a reward of redistribution funds to allocate and reduces its penalty status to Strike 2. In the 2027-2029 time period it also exceeds the 80% obligation target and both receives a reward of redistribution funds to allocate and reduces its penalty status to Strike 1. In the 2028-2030 time period, however, it fails to obligate 80% or more of its funds and is moved back to Strike 2 status and is penalized with losing 50% of the funds that were programmed for but not obligated in the year 2030
- **Payment of Penalties:** The TMA will have some discretion on how to pay for penalties.

Rewards: The following process will define how rewards are calculated and requirements of the funds.

- Rewards are the TMA's share of FHWA's redistribution of formula funds received by ODOT.

- Rewards will only be received if the TMA meets their obligation requirements per the ODOT/TMA agreement.
- **Calculation:** TMA will receive their appropriate percentage of funding based on the amount of TMA formula fund limitation compared to the state limitation amount.
- **Requirements for funds:** The TMA has full authority over the use of the funding, per FHWA requirements. The funding needs to be allocated and obligated to projects within 3 years of receiving the funds (e.g. funds credited to TMAs in October 2022 need to be obligated by September 2025).

Rewards translation: If ODOT meets their obligation targets for the year, they are not subject to being a “donor” to the FHWA annual redistribution action. The annual redistribution action pulls funding from states that fail to meet their obligation targets and provides a portion to states that meet their annual targets. Oregon has been meeting their annual targets enabling the ODOT to receive annual federal funds from the redistribution action. In the past the redistribution has been applied only to ODOT projects. Under the new Annual Obligation Targets program, the TMAs can now receive a portion of the redistribution funds if we meet our annual obligation targets.

FFY 2021 Report Card Time: How Did We Do?

FFY 2020 was planned to be the first “official” to implement the Annual Obligation Targets program. However, due to Covid-19 issues and other associated project delivery issues, FFY 2020 was changed to be a “practice year” to test the obligation targets processes and methodologies. This was a smart decision as we ran into numerous delivery issues (e.g. lack of staffing resources, available consultants, and longer than expected PE phases) which would have crippled our obligation targets percentage. While FFY 2020 became our practice and lessons learned year, did we learn enough to avoid the same mistakes during FFY 2021?

The short answer is “yes”. We were still faced with Covid-19 barriers, lack of staffing resources (especially for the ODOT LALs), delays in obtaining consultants, delays with IGAs and the ongoing issues with needing improved project pre-scoping issues, the three TMAs managed to meet or exceed their 100% obligation target levels for FFY 2021. This is considered an exceptional result especially for the first year.

Metro’s 100% obligation target was \$30,451,550. The preliminary actual obligations exceeded the 100% threshold at \$30,575,165. This represents a great start for everyone.

TMA Obligation Metrics As of 10/1/2021														
Programmed Years	2021	2022	2023	2024	Programmed Years	2021	2022	2023	2024	Programmed Years	2021	2022	2023	2024
Metro					SHAES					LEOG				
Programmed	30,451,550	58,152,416	24,906,605	24,755,704	Programmed	2,893,393	7,713,626	8,531,452	8,091,700	Programmed	3,206,992	12,096,694	5,682,958	12,036,185
Financial Adjustments	-	-	-	-	Financial Adjustments	-	-	-	-	Financial Adjustments	-	-	-	-
Total	30,451,550	58,152,416	24,906,605	24,755,704	Total	2,893,393	7,713,626	8,531,452	8,091,700	Total	3,206,992	12,096,694	5,682,958	12,036,185
Obligated	30,575,165	-	-	-	Obligated	4,496,559	-	-	-	Obligated	3,228,525	-	-	-
Summary					Summary					Summary				
Time Period					Time Period					Time Period				
3-Year Programmed	2021-2023		2022-2024		3-Year Programmed	2021-2023		2022-2024		3-Year Programmed	2021-2023		2022-2024	
3-Year Obligated	113,518,572		117,814,725		3-Year Obligated	15,138,472		24,336,778		3-Year Obligated	20,386,644		29,815,837	
% Obligated	30,575,165		-		% Obligated	4,496,559		-		% Obligated	3,228,525		-	
Success Rate	26.94%		0.00%		Success Rate	23.49%		0.00%		Success Rate	15.38%		0.00%	
Reward/Penalty	45.00%		45.00%		Reward/Penalty	45.00%		45.00%		Reward/Penalty	45.00%		45.00%	
			Penalty	Penalty				Penalty	Penalty			Penalty	Penalty	
Older Phases (Original STIP 2020 or prior)					Older Phases (Original STIP 2020 or prior)					Older Phases (Original STIP 2020 or prior)				
Programmed	-	10,874,653	7,555,361	-	Programmed	-	5,980,767	-	-	Programmed	-	6,001,758	448,540	-
**Subject to 1:1 Penalty at the end of FFY 2023					**Subject to 1:1 Penalty at the end of FFY 2023					**Subject to 1:1 Penalty at the end of FFY 2023				

What does FFY 2022 look like?

- **New funds and FFY 2022 Annual Obligation Targets:**

- FFY 2022 Obligation Targets for New (CMAQ, STBG, and TA) funds will exceed our FFY 2021 Targets.
- Upon review of FFY 2022 project phase by the LALs, the original FFY 2022 programming was reduced from \$48,419,589 to \$40,266,561 via project phase slips. This was completed during November and December 2021.
- The remaining FFY 2022 project programming of \$40,266,561 now becomes Metro 100% FFY 2022 Obligation Target with the 80% minimum target at \$32,213,249.
- Reference Attachment 2 for the total FFY 2022 New Funds Obligation Targets list of projects and programmed funding.

New Project Totals		FFY 22 Targets	
Fund Type Code	Original Programmed Amount	Revised Programming 100% Obligation Target	Revised Programming 80% Obligation Target
CMAQ	\$ 15,401,400	\$ 13,088,304	\$ 10,470,643
STBG	\$ 31,486,091	\$ 27,178,257	\$ 21,742,606
TA	\$ 1,532,098	\$ -	\$ -
Totals:	\$ 48,419,589	\$ 40,266,561	\$ 32,213,249

- **Older Funds:**

- Projects with Metro awarded CMAQ, STBG, and TA funds categorized as “older” projects still not obligated totaled \$21,707,353 at the beginning of FFY 2022.
- After reviews and phase slips were completed, we estimate a total of \$10,468,357 will obligate before the end of FFY 2022.
- This is about 49% of the remaining total.

Older Project Totals		Projected to Obligate		
Fund Type Code	Amount	Fund Type	Amount	Percent
CMAQ	\$ 5,635,661	CMAQ	\$ -	0.00%
STBG	\$ 15,878,617	STBG	\$ 10,468,357	65.93%
TA	\$ 193,075	TA	\$ -	0.00%
Totals:	\$ 21,707,353	Totals	\$ 10,468,357	48.22%
<small>\$21,707,353 needs to be obligated before the end of FFY 2023 or it will lapse and be lost.</small>				

Attachments:

1. “Older” Projects List (Projects that must be obligated before the end of FFY 2023)
2. FFY 2022 New Funds Obligation Targets

"OLDER" Metro Awarded CMAQ, STBG, and TA Funded Projects														
Federal funds must be obligated by the end of FFY 2023 (September 30, 2023) or they automatically will lapse														
There is no possible slip beyond FFY 2023														
ODOT Key	MTIP ID	Lead Agency	Project Name	Phase	Fund Type Code	Federal Amount	Match	Overmatch	Total	Current Programmed Year	Obligation Target Date (MM/YY)	Slip to FFY 2023?	Notes or Reason For Slip	LAL or Contact
19327	70690	Tigard	Fanno Crk Trail: Woodard Pk-Bonita Rd/85th Ave-Tualatin Br	Cons	CMAQ	\$ 3,042,724	\$ 348,253	\$ 2,589,073	\$ 5,980,050	2022		Yes	Environmnetal issues from Clean Water Services is impacting final design and the ability to move forward into construction	Justin Bernt
20329	70882	West Linn	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	Other/UR	CMAQ	\$ 22,145	\$ 2,535	\$ 25,320	\$ 50,000	2023		No	N/A - already slipped to FFY 2023	
				Cons	CMAQ	\$ 2,570,792	\$ 294,239	\$ 1,070,190	\$ 3,935,221					
Older CMAQ Totals:						\$ 5,635,661	\$ 645,027	\$ 3,684,583	\$ 9,965,271					
21121	71018	Beaverton	OR210: SW Scholls Ferry Rd to SW Hall ITS	PE	STBG-U	\$ 134,595	\$ 15,405	\$ -	\$ 150,000	2022	6/2022	No	PE on target for FFY 2022 obligation. Cons in FFY 2023.	Justin Bernt
				Cons	STBG-U	\$ 304,939	\$ 34,902	\$ -	\$ 339,841	2023		No	Cons already in FY 2023. No further slip possible	
18001	70478	Clackamas County	Clackamas County Regional Freight ITS Project	Cons	STBG-U	\$ 1,424,508	\$ 163,041	\$ -	\$ 1,587,549	2022	6/2022	No	Construction advanced to FY 2022 via Admin Mod AM22-01-OCT1. STIP has incorrect STBG amount at \$1,213,626	Mahasti Hastings
19276	70674	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	Cons	STBG-U	\$ 1,749,994	\$ 200,295	\$ 1,237,694	\$ 3,187,983	2022	6/2022	No	ROW obligated 2/25/2021 per FMIS. LAL update - on target for obligation by end of FFY 2022.	Mahasti Hastings
20879	70873	Metro	Metro UPWP Regional Travel Options (SFY 2022)	Other	STBG-U	\$ 3,656,869	\$ 418,545	\$ -	\$ 4,075,414	2022	5/2022	No	Carryover RTO funds will be flex transferred to FTA based on new approved SFY 23 UPWP	Dan Kaempff Ted Leybold
20884	70875	Metro	Transportation system Mgmt & operations/ITS (2019)	Other	STBG-U	\$ -	\$ -	\$ -	\$ -	N/A	N/A	N/A	TSMO PGB drawn down and committed to approved TSMO projects. Zero balance. No further balance.	Caleb Winter
20888	70871	Metro	Corridor and Systems Planning (2020)	Planning	STBG-U	\$ 392,059	\$ 44,873	\$ -	\$ 436,932	2022	6/2022	No	Assumption that the funds will be shifted into the SFY 23 UPWP Master Agreement. Leave in FFY 2022	Ted Leybold Malu Wilkerson
18758	70757	ODOT	OR8: SW Hocken Ave - SW Short St	Cons	STBG-U	\$ 1,974,955	\$ 226,042	\$ -	\$ 2,200,997	2022		Yes	Slip to FFY 2023 allowing time to split project and move forward	Tova Peltz Ted Leyold
17270	70007	Port of Portland	40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd	Cons	STBG-U	\$ 2,004,083	\$ 229,376	\$ -	\$ 2,233,459	2022		Yes	Condition: Yellow. Slip as precaution	Jonathan Horowitz
18316	70653	Portland	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	PE	STBG-U	\$ 112,268	\$ 12,850	\$ -	\$ 125,118	2020	12/2022	No	Supplemental obligation to PE. Funds added per Admin Mod NV22-04-NOV2, November 2022. \$87k fed STBG-U added to Cons. Total of \$200k of STBG added.	Caleb Winter Bikram Raghunrsh
				Cons	STBG-U	\$ 536,974	\$ 61,459	\$ 44,949	\$ 643,382	2023		No		
20813	70880	Portland	NE Halsey Street Bike/Ped/Transit Improvements	ROW	STBG-U	\$ 147,320	\$ 16,861	\$ -	\$ 164,181	2022	6/2022	No	LAL states obligation on track	Matthew Novak
				Other/UR	STBG-U	\$ 44,865	\$ 5,135	\$ -	\$ 50,000	2022	6/2022	No	LAL states obligation n FY 2022 on track	
19357	70689	THPRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	PE	STBG-U	\$ 589,309	\$ 67,449	\$ -	\$ 656,758	2022		Yes	Condition: Yellow. Slip as precaution	Justin Bernt
19358	70789	Washington County	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	ROW	STBG-U	\$ 2,805,879	\$ 321,145	\$ 873,976	\$ 4,001,000	2023	2/2022	Advance to FFY 2022	Amendment completed to Shift ROW to PE and advance to FFY 2022	Justin Bernt
Older STBG Totals:						\$ 15,878,617	\$ 1,817,378	\$ 2,156,619	\$ 19,852,614					

"OLDER" Metro Awarded CMAQ, STBG, and TA Funded Projects
 Federal funds must be obligated by the end of FFY 2023 (September 30, 2023) or they automatically will lapse
 There is no possible slip beyond FFY 2023

ODOT Key	MTIP ID	Lead Agency	Project Name	Phase	Fund Type Code	Federal Amount	Match	Overmatch	Total	Current Programmed Year	Obligation Target Date (MM/YY)	Slip to FFY 2023?	Notes or Reason For Slip	LAL or Contact
20814	70884	Portland	Jade and Montavilla Multi-modal Improvements	ROW	TA-U	\$ 193,075	\$ 22,098	\$ 170,977	\$ 386,150	2022		Yes	ROW will not obligate during FFY 2022. Slip to FFY 2023	Matthew Novak
				Other/UR	Local	\$ -	\$ -	\$ 50,000	\$ 50,000	2022		Yes	UR will not obligate during FFY 2022. Slip to FFY 2023	
Older TA Totals:						\$ 193,075	\$ 22,098	\$ 220,977	\$ 436,150					

Older Project Totals		Projected to Obligate		
Fund Type Code	Amount	Fund Type	Amount	Percent
CMAQ	\$ 5,635,661	CMAQ	\$ -	0.00%
STBG	\$ 15,878,617	STBG	\$ 10,468,357	65.93%
TA	\$ 193,075	TA	\$ -	0.00%
Totals:	\$ 21,707,353	Totals	\$ 10,468,357	48.22%
\$21,707,353 needs to be obligated before the end of FFY 2023 or it will lapse and be lost.				

LEAD AGENCY		Clackamas County				
PROJECT NAME		Clackamas County Regional Freight ITS Project				
Project IDs		Project Description			Project Type	
ODOT KEY	18001	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.			Roadway and bridge	
MTIP ID	70478					
RTP ID	10020					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction	2022	STP - Urban	\$1,424,508	\$163,041	\$0	\$1,587,549
FY 21-26 Totals			\$1,424,508	\$163,041	\$0	\$1,587,549
Prior Years' Totals			\$650,492	\$74,452	\$0	\$724,944
Estimated Project Cost (YOE\$)			\$2,075,000	\$237,493	\$0	\$2,312,493

"NEW" Metro Awarded CMAQ, STBG, and TA Funded Projects Subject to Annual Obligation Performance Targets														
ODOT Key	MTIP ID	Lead Agency	Project Name	Phase	Fund Type Code	Federal Amount	Match	Overmatch	Total	Current Programmed Year	Obligation Target Date (MM/YY)	Slip to FFY 2023?	Notes or Reason For Slip	LAL or Contact
Congestion Mitigation Air Quality (CMAQ) Funds														
22131	71097	Clackamas County	Courtney Ave Complete Street: River Rd - OR99E	PE	CMAQ	\$ 921,814	\$ 105,506	\$ -	\$ 1,027,320	2022	6/2022	No	LAL update indicates on track for FFY 2022 obligation	Mahasti Hastings
20808	70878	Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside	Cons	CMAQ	\$ 2,313,096	\$ 264,744	\$ 947,160	\$ 3,525,000	2022	6/2023	YES	LAL update indicates slip is needed. Obligation will be in FFY 2023	Matthew Novak
16986	70542	Gesham	NW Division Complete St Phase I: Wallula Ave - Birdsdale Ave	ROW	CMAQ	\$ 1,076,760	\$ 123,240	\$ -	\$ 1,200,000	2022	6/2022	No	LAL updated indicates that the project is on track to obligate both phases before the end of FFY 2022	Matthew Novak
				Other/UR	CMAQ	\$ 89,730	\$ 10,270	\$ -	\$ 100,000	2022	6/2022	No		
21148	71121	TriMet	HCT and Project Development Bond	Other/Transit	CMAQ	\$ 11,000,000	\$ 1,258,999	\$ -	\$ 12,258,999	2022	5/2022	Yes	TrAMS Grant application expected around May 2022	Erika Turney
New FFY 2022CMAQ Totals:						\$ 15,401,400	\$ 1,762,759	\$ 947,160	\$ 18,111,319					

CMAQ Obligation Projections	Obligation Projection	Percent
	\$ 13,088,304	84.98%

Surface Transportation Block Grant (STBG) Funds														
22367	71239	Clackamas County	Clackamas County Regional ATC Controller & Signal Optimization	Other	STBG-U	\$ 735,878	\$ 84,225	\$ -	\$ 820,103	2022	6/2022	No		Mahasti Hastings
22129	71101	Clackamas County	Clackamas County Regional Freight ITS - Phase 2B	PE	STBG-U	\$ 200,000	\$ 22,891	\$ -	\$ 222,891	2023	6/2022	No	LAL update indicates project is in track to obligate PE in FFY 2022	Mahasti Hastings
22139	71089	Clackamas County	Trolley Tr Bridge: Portland Ave-Clack River Greenway Tr	Planning	STBG-U	\$ 1,228,800	\$ 140,642	\$ -	\$ 1,369,442	2022	6/2022	No	LAL update indicates project is in track to obligate PE in FFY 2022	Mahasti Hastings
22145	71118	Metro	Freight and Economic Development Planning (FFY 2022)	Planning	STBG-U	\$ 74,263	\$ 8,500	\$ -	\$ 82,763	2025	6/2022	ADVANCE	Must be advanced to FFY 2022 as part of SYF 23 UPWP	Ted Leybold Ken Lobeck
20877	70872	Metro	Regional Planning (2021)	Planning	STBG-U	\$ 154,280	\$ 17,658	\$ -	\$ 171,938	2025	6/2022	ADVANCE	Will be advance and combined into Key 21839 for SFY 23 UPWP Master Agreement needs	Ted Leybold Ken Lobeck
22151	71131	Metro	Regional Planning (2022)	Planning	STBG-U	\$ 1,100,000	\$ 125,900	\$ -	\$ 1,225,900	2022	5/2022	ADVANCE	Split from Key 20877 and advance \$1,100,000 and combine into Key 21839 for SFY 23 UPWP Master Agreement needs	Ted Leybold Ken Lobeck
22160	71109	Metro	Safe Routes to Schools Program (FFY 2022)	Planning	STBG-U	\$ 530,450	\$ 60,712	\$ -	\$ 591,162	2025	6/2022	ADVANCE	Advance from FFY 2025 to be in FFY 2022 to support expected SRTS program needs as part of SFY 2023 UPWP	Ted Leybold Ken Lobeck
22172	71105	Metro	Statewide Travel Survey	Planning	STBG-U	\$ 350,000	\$ 40,059	\$ -	\$ 390,059	2025	6/2022	ADVANCE	Advance from FFY 2025 to be in FFY 2022 to support expected Statewide Survey project needs as part of SFY 2023 UPWP	Ted Leybold Ken Lobeck
22163	71102	Metro	Transit Oriented Development (TOD) Program (FFY 2022)	Other	STBG-U	\$ 3,495,507	\$ 400,076	\$ -	\$ 3,895,583	2025	6/2022	ADVANCE	Change lead agency to be TriMet and advance from FFY 2025 to FFY 2022 to support TOD needs as part of SFY 2023 UPWP. Flex Transfer to FTA required	Ted Leybold Ken Lobeck

"NEW" Metro Awarded CMAQ, STBG, and TA Funded Projects Subject to Annual Obligation Performance Targets														
ODOT Key	MTIP ID	Lead Agency	Project Name	Phase	Fund Type Code	Federal Amount	Match	Overmatch	Total	Current Programmed Year	Obligation Target Date (MM/YY)	Slip to FFY 2023?	Notes or Reason For Slip	LAL or Contact
21593	21593	Metro	Transportation Demand Management (Metro)	Other	STBG-U	\$ 126,400	\$ 14,467	\$ -	\$ 140,867	2022	6/2023	YES	Slip to FFY 2023. Doubtful Metro staffing will be ready to coordinate TDM program implementation. Slip for now. If ready, will advance later.	Ted Leybold Ken Lobeck
22169	71124	Metro	TSMO Administration (FFY 2022)	Other	STBG-U	\$ 188,707	\$ 21,598	\$ -	\$ 210,305	2025	6/2022	ADVANCE	Advance to FY 2022 and combine into Key 21839. STBG represent TSMO salary and will be included into UPWP Master Agreement	Caleb Winter Ted Leybold
22141	71087	Milwaukie	Washington/Monroe Street: SE 37th – SE	PE	STBG-U	\$ 712,387	\$ 81,536	\$ -	\$ 793,923	2022	6/2022	No	LAL update indicates PE on track to obligate before the end of FFY 2022	Mahasti Hastings
22142	71088	Oregon City	Willamette Falls Path/OR99E Enhance: 10th ST - Railroad Ave	Planning	STBG-U	\$ 673,000	\$ 77,028	\$ -	\$ 750,028	2022	6/2022	No	LAL update indicates project will obligate before the end of FFY 2022	Mahasti Hastings
22448	71243	Portland	Local Traffic Signal Controller Replacement	Other	STBG-U	\$ 840,435	\$ 96,192	\$ -	\$ 936,627	2022	6/2022	No	LAL update is that project will obligate Other phase before the end of FFY 2022. No slip	Mahasti Hastings
22133	71127	Portland	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	PE	STBG-U	\$ 1,185,333	\$ 135,667	\$ -	\$ 1,321,000	2022	6/2022	No	LAL update indicates project is on track for FFY 2022 obligation. No slip	Mahasti Hastings
22134	71098	Portland	NE 122nd Ave Safety & Access: Beech - Wasco	PE	STBG-U	\$ 854,902	\$ 97,847	\$ 713,627	\$ 1,666,376	2022	6/2022	No	November 2021 #2 Admin Mod shifted STBG for later TDM. LAL update indicates project is on track for FFY 2022 PE obligation.	Mahasti Hastings
18837	70778	Portland	NE Columbia Blvd: Cully Blvd and Alderwood Rd	ROW	STBG-U	\$ 193,304	\$ 22,125	\$ -	\$ 215,429	2022	6/2022	No	Per LAL update, ROW is on target to obligate before the end of FFY 2022. No slip	Matthew Novak
				ROW	State STBG	\$ 1,237,904	\$ 141,684	\$ -	\$ 1,379,588	2022				
20813	70880	Portland	NE Halsey Street Bike/Ped/Transit Improvements	Construction	STBG-U	\$ 1,071,762	\$ 122,668	\$ 2,485,309	\$ 3,679,739	2022	2024	YES	ROW and Cons in FFY 2022. Cons needs to slip to FFY 2024	Matthew Novak
22135	71090	Portland	NE MLK Blvd Safety & Access to Transit: Cook-Highland	PE	STBG-U	\$ 987,030	\$ 112,970	\$ -	\$ 1,100,000	2022	6/2022	No	Per LAL update: PE is on track to obligate before the end of FFY 2022	Mahasti Hastings
21407	71060	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	Construction	STBG-U	\$ 1,316,776	\$ 150,711	\$ -	\$ 1,467,487	2022	6/2022	No	Per LAL, project is on track to obligate construction phase before the end of FFY 2022	Matthew Novak
22138	71091	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	PE	STBG-U	\$ 585,040	\$ 66,960	\$ -	\$ 652,000	2022	6/2022	No	Per LAL, PE phase is on track to obligate before the end of FFY 2022	Mahasti Hastings
22136	71100	Tigard	Red Rock Creek Tr Alignment Study: Fanno Ck Tr-SW 64th	Planning	STBG-U	\$ 314,055	\$ 35,945	\$ -	\$ 350,000	2022	?	No	12//14/2021 LAL update confirms project is now obligated	Matt Novak
22148	71121	TriMet	HCT and Project Development Bond Payment (FFY 2022)	Other	STBG-U	\$ 10,830,000	\$ 1,258,999	\$ -	\$ 12,088,999	2022	5/2022	No	TrAMS Grant application expected around May 2022	Erika Turney
22128	71095	Washington County	Aloha Access Improvements: OR8 Area Cornelius Pass-SW 160th	PE	STBG-U	\$ 1,871,768	\$ 214,232	\$ -	\$ 2,086,000	2022	2023	YES	LAL update indicates PE will not obligate before the end of FFY 2022	Rob Wattman

"NEW" Metro Awarded CMAQ, STBG, and TA Funded Projects Subject to Annual Obligation Performance Targets														
ODOT Key	MTIP ID	Lead Agency	Project Name	Phase	Fund Type Code	Federal Amount	Match	Overmatch	Total	Current Programmed Year	Obligation Target Date (MM/YY)	Slip to FFY 2023?	Notes or Reason For Slip	LAL or Contact
22140	71099	Washington County	US26 at Cornelius Pass Rd: Bike /Ped Xing	Planning	STBG-U	\$ 628,110	\$ 71,890	\$ -	\$ 700,000	2022	6/2022	No	LAL update indicates PE phase will obligate before the end of FFY 2022. No slip	Matthew Novak
New STBG Totals:						\$ 31,486,091	\$ 3,623,182	\$ 3,198,936	\$ 38,308,209					
"New" STBG-U FFY 2022 Obligation Projections:						Obligation Projection	Percent							
						\$ 27,178,257	86.32%							
Transportation Alternatives (TA-U) Funds														
21593	71067	Metro	Transportation Demand Management (Metro)	Other	TA-U	\$ 40,000	\$ 4,578	\$ -	\$ 44,578	2022	6/2023	Yes	TDM activities with portland will not be ready this year. Slip as a precaution	Ted Leybold Ken Lobeck
20812	70877	Portland	Brentwood Darlington Bike/Ped Improvements	ROW	TA-U	\$ 153,025	\$ 17,514	\$ 135,511	\$ 306,050	2022	6/2023	Yes	LAL indicates - yellow. Slip as precaution	Matthew Novak
				Other/UR	TA-U	\$ 44,865	\$ 5,135	\$ -	\$ 50,000	2022	6/2022?	Yes	LAL indicates - green. Slip as precaution because of past history	
20813	70880	Portland	NE Halsey Street Bike/Ped/Transit Improvements	Construction	TA-U	\$ 1,043,610	\$ 119,446	\$ 2,850,316	\$ 4,013,372	2022	6/2023	Yes	LAL indicates - Red. Slip for sure.	Matthew Novak
				Construction	TA-U	\$ 250,598	\$ 28,682	\$ -	\$ 279,280	2022	6/2023	Yes	Red. Slip to 2023	
New TA Totals:						\$ 1,532,098	\$ 4,578	\$ 2,985,827	\$ 4,522,503					
"New" TA FFY 2022 Obligation Projections:						Obligation Projections	Percent							
						\$ -	0.00%							

New Project Totals		FFY 22 Targets	
Fund Type Code	Original Programmed Amount	Revised Programming 100% Obligation Target	Revised Programming 80% Obligation Target
CMAQ	\$ 15,401,400	\$ 13,088,304	\$ 10,470,643
STBG	\$ 31,486,091	\$ 27,178,257	\$ 21,742,606
TA	\$ 1,532,098	\$ -	\$ -
Totals:	\$ 48,419,589	\$ 40,266,561	\$ 32,213,249

Materials following this page were distributed at the meeting.



Regional Freight Delay and Commodities Movement Study

Project overview and Freight Policy Framework

TPAC workshop meeting

January 12, 2022

Tim Collins, Metro

What is the reason for this study? (Why now?)

- Developed as part of the 2018 Regional Freight Strategy
- Top priority in Regional Freight Strategy Action Plan
- New Regional Freight Model was developed in 2018 and updated this last year with capability to look at Commodity Movement in our region.

Main Study Objectives

- Identify which mobility corridors are carrying the highest volumes and highest 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

What are the Early Tasks in the Scope of Work?

- **Task 1** Define the roles and responsibilities of the Project Management Team (PMT).
- PMT will help develop the freight policy framework and review study deliverables; meeting up to 7 times over 18 months .
- **Task 2** Select a Stakeholder Advisory Committee with representatives from trucking and rail industries, electronics, other businesses, e-commerce and delivery services, and other community interests.
- SAC will help develop the freight policy framework and review study deliverables; meeting up to 6 times over 18 months .

Project Management Team Members

- **Gabriella Giron Valderrama** – *City of Portland*
- **Scott Turnoy** – *ODOT*
- **Lewis Lem** – *Port of Portland*
- **Jim Hagar** – *Port of Vancouver*
- **Steve Williams** – *Clackamas County*
- **Eve Nilenders** – *Multnomah County*
- **Steve L. Kelley** – *Washington County*
- **Jason Gibben** – *WSDOT*
- **Lynda David** – *SW Regional Transportation Council (RTC)*

Stakeholder Advisory Committee Members– Business, Freight, Bike/Pedestrian, Environmental, Economic Interests

Businesses

- Highway Specialized Transport
- Columbia Distributing
- Intel
- B-Line
- FedEx distribution
- Republic Services recycling

Freight Interests

- Port of Portland
- Columbia Corridor Association
- Burgel Rail Group
- PSU - TREC director
- Greater Portland Inc.
- Oregon Trucking Assn.
- Central Eastside Industrial Council
- Identity Clark County

Bike/Pedestrian, Environmental, and Economic Interests

- The Street Trust
- Oregon Environmental Council
- DEQ
- Westside Economic Alliance
- Clackamas County Business Alliance
- Prosper Portland

Freight Policy Framework & Questions

Task 3 Policy Framework

1. Metro has provided our consultant team with existing RTP and Regional Freight Strategy policies
2. Metro staff and consultant team have met for a brainstorming session on the freight policy framework and questions
3. PMT met on December 17th and the SAC met on December 10th to review and provide input on draft policy questions

What are the Main Tasks in the Scope of Work? (Big Picture)

- **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 e-commerce and delivery services)
- **Task 6** Policy Findings and Recommendations
- **Task 7** Final Report and Presentations

Next Steps

- Updates to PMT, SAC, and MTAC/TPAC throughout the 20 – 22 month long study
- Prepare base year and future year regional freight modeling outputs for the study to use in Task 4

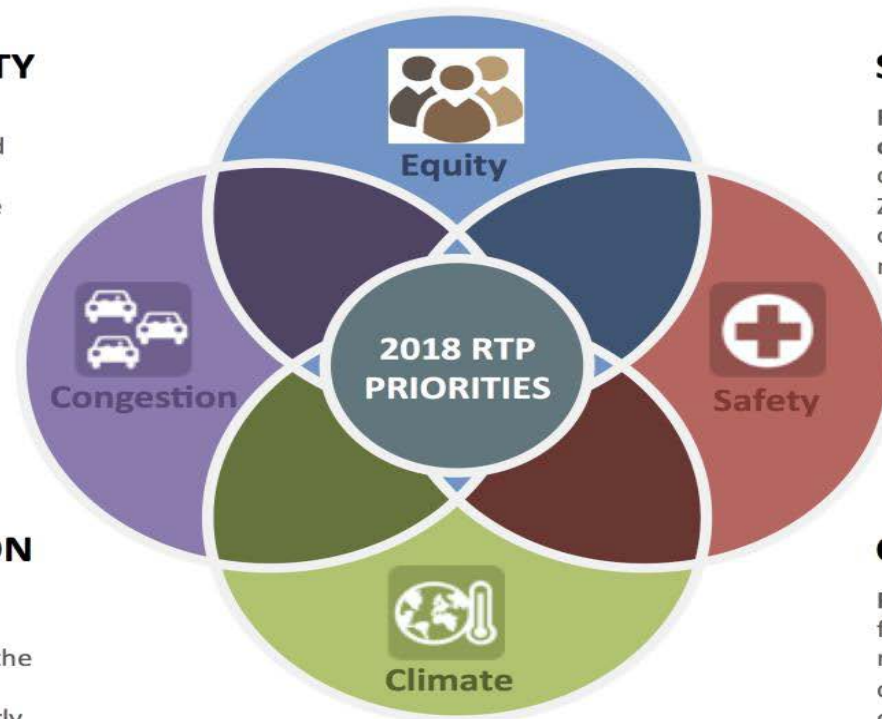
Four RTP Priority Areas for Investment

2018 Regional Transportation Plan Priority Policy Outcomes



EQUITY

Reduce barriers and disparities faced by historically marginalized communities, particularly for communities of color and people with low income.



SAFETY



Reduce fatal and severe injury crashes to move the region as quickly as possible toward Vision Zero, particularly for communities of color and other historically marginalized communities.



CONGESTION

Manage travel demand and increase use of travel options to make travel more reliable on the region's busiest roadways and regional transit routes, particularly for communities of color and other historically marginalized communities.

CLIMATE



Reduce greenhouse gas emissions from cars and small trucks to reduce the impacts of climate change, particularly for communities of color and other historically marginalized communities.

Regional Freight Policies and RTP Policy

Existing Regional Freight Policies (2018 Regional Freight Strategy)

- **Policy 1:** Plan and manage our multimodal freight transportation infrastructure using a systems approach, coordinating regional and local decisions to maintain seamless freight movement and access to industrial areas, and intermodal facilities.
- **Policy 2:** Manage first-rate multi-modal freight networks to reduce delay, increase reliability, improve safety and provide shipping choices.
- **Policy 3:** Better integrate freight issues in regional and local planning and communication to inform the public and decision-makers on the importance of freight and goods movement.
- **Policy 4:** Pursue a sustainable multimodal freight transportation system that supports the health of the economy, communities and the environment through clean, green and smart technologies and practices.

Regional Freight Policies and RTP Policy

Existing Regional Freight Policies (2018 Regional Freight Strategy)

- **Policy 5:** Protect critical freight corridors and access to industrial lands by integrating freight mobility and access needs into land use and transportation plans and street design.
- **Policy 6:** Invest in our multi-modal freight transportation system, including road, air, marine and rail facilities, to ensure that the region and its businesses stay economically competitive.
- **Policy 7:** Eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles, and pedestrians, by improving roadway and freight operational safety.

Regional Freight Policies and RTP Policy

Regional freight action plan

- The Regional Freight Strategy has a regional freight action plan
- Each of the freight action items are associated with one of the seven regional freight policies
- Some of the action items speak directly to the objectives and work tasks in the Regional Freight Delay and Commodities Movement Study

Commodities Movement Study and Regional Freight Policies and RTP Policy

Questions?



Regional Freight Delay and Commodities Movement Study

Developing the Study's Freight Policy Framework

TPAC workshop meeting

January 12, 2022

Tim Collins, Metro – Chris Lamm, Cambridge Systematics

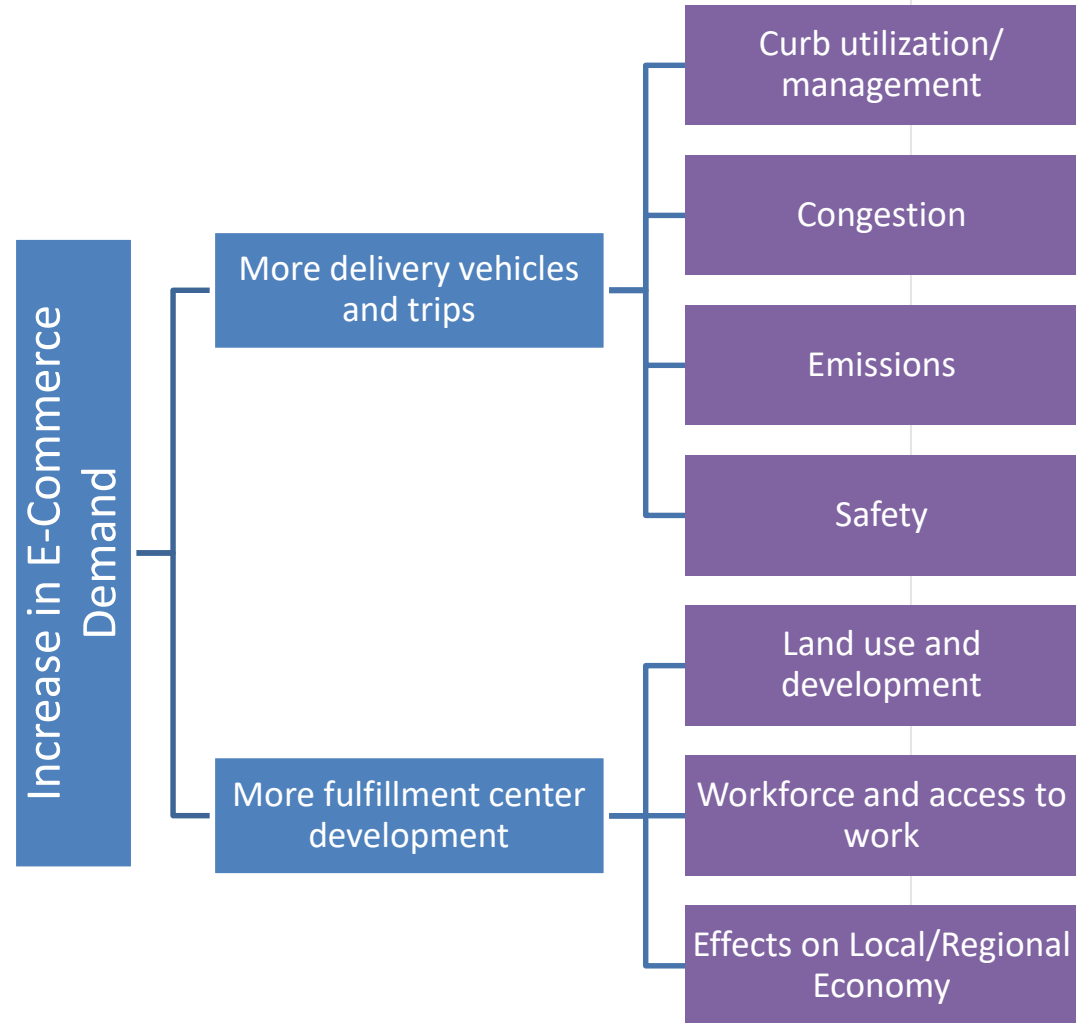
Developing a Freight Policy Framework

- Importance of developing a freight policy framework
 1. Needs to be consistent with other regional policies
 2. Address economic benefits and impacts of commodity movement
 3. Address the growth impacts of goods delivery and e-commerce.
- Knowing the existing regional freight and transportation policies; what should be in our freight policy framework?
- Public sector considerations related to the growth impacts of goods delivery and e-commerce.

Policy questions for the study to address

- What are emerging trends in the freight sector that have certain types of impacts on the transportation system?
- When and how should the public sector play a role in addressing the growth impacts that e-commerce and goods delivery is having?
- Are there new ways to address goods movement performance and what is relevant to know about freight and goods movement?
- What are ways in which the freight sector can reduce greenhouse gas emissions?
- Are there other policy questions the study should address?

Key Public Sector Considerations Related to E-Commerce



What are Public Sector Agencies Doing?

- Improving data and analysis tools to better understand the issues/problems
- Reviewing curb utilization and parking/loading policies and regs
- Encouraging (or reducing barriers to) alternative delivery modes
- Facilitating alternative fuels and electric vehicles
- Establishing stronger links between freight, land use, and transit planning
- Anticipating future trends, technological development, etc.

Developing a Freight Policy Framework

Questions



Regional Freight Delay and Commodities Movement Study

Subtask 3.2 COVID-19 E-Commerce Research
Overview

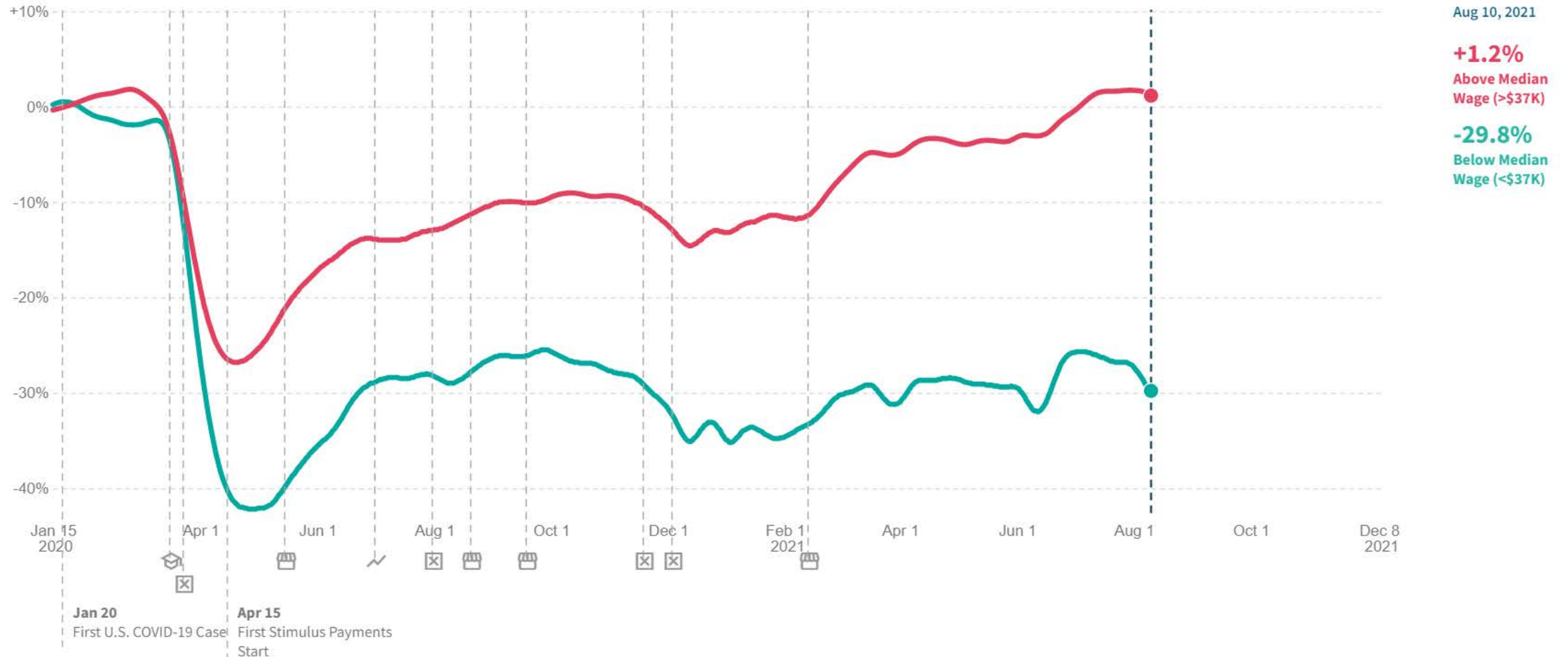
TPAC Workshop Meeting, Jan. 12, 2022

Chris Lamm, Cambridge Systematics

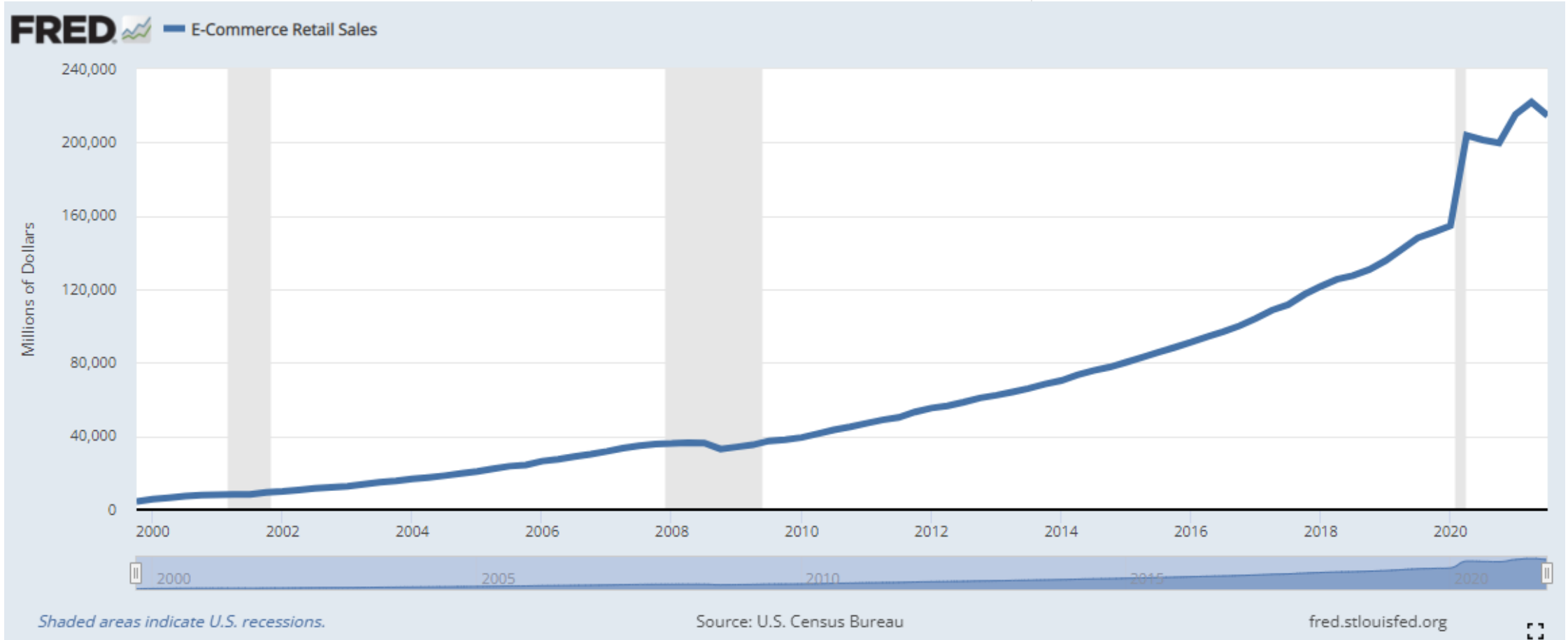
Subtask Objective

- Pull and review information and data from a broad list of articles, webinars, and other useful resources to help Metro identify and describe key effects that COVID-19 has had on e-commerce supply chains and deliveries in the region, including:
 - Immediate “shock” in early 2020, and
 - The ongoing effects and trends as some economic activity closed during the initial “wave” have reopened.

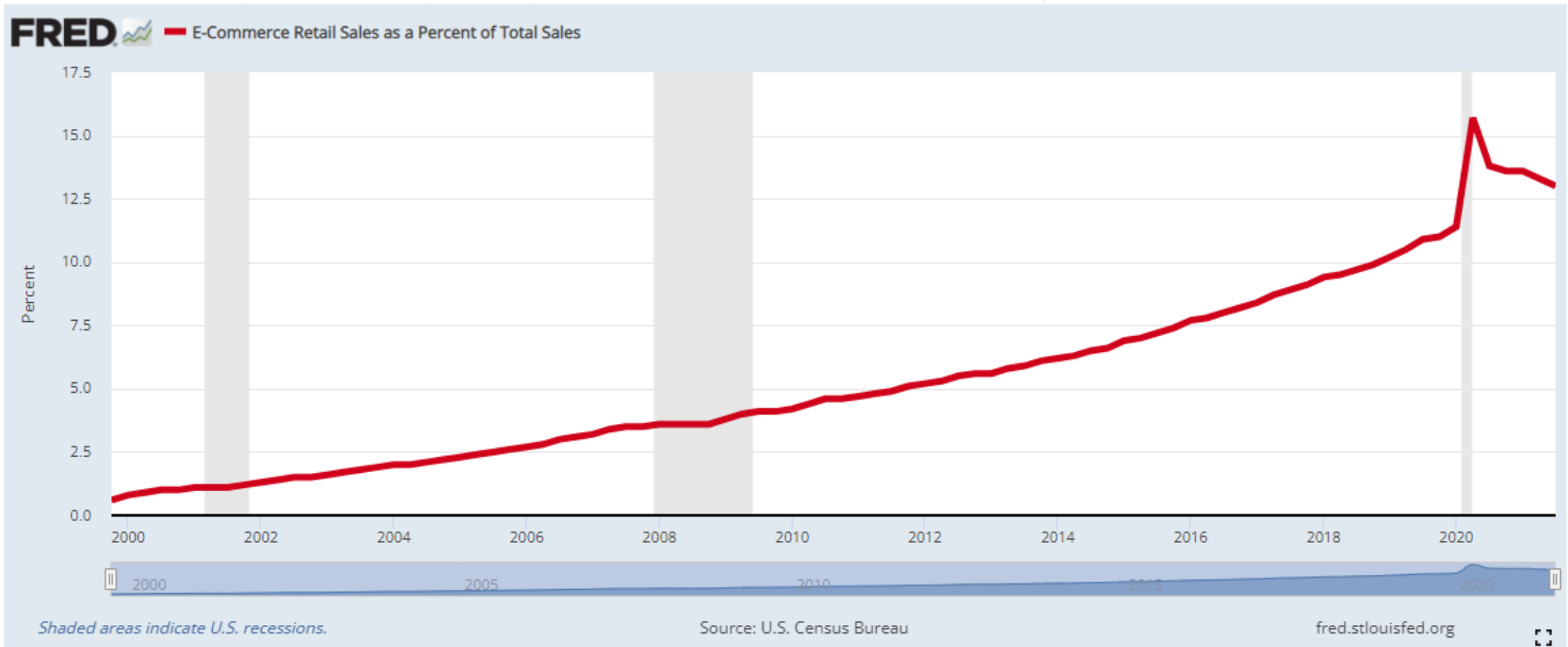
Employment Trend in the Portland Metropolitan Area



National E-Commerce Sales Trend, 2000-2021



E-Commerce as % of Total Retail Sales, 2000-2021

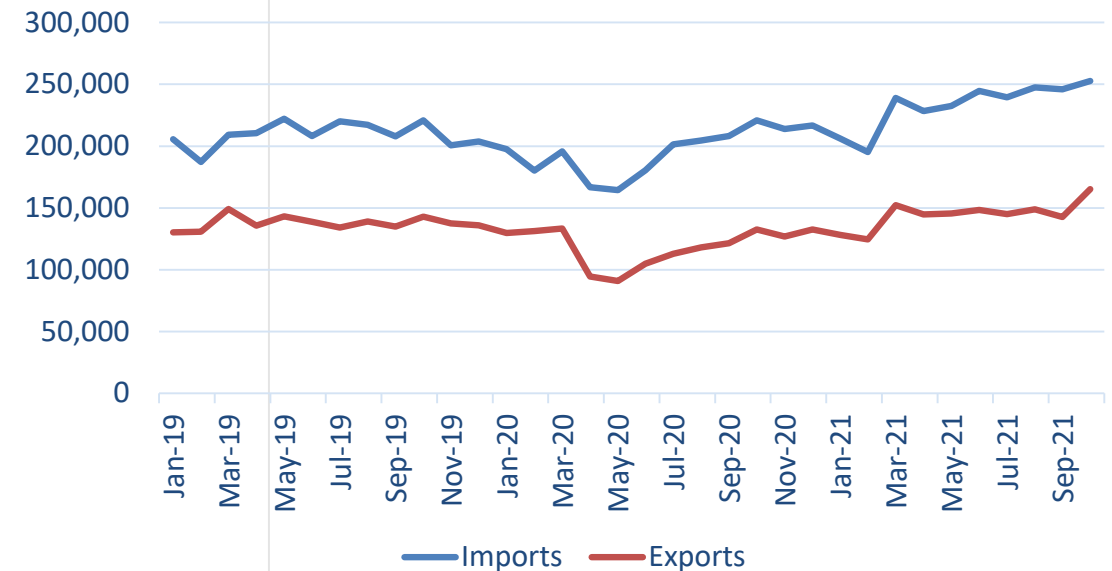


U.S. International Trade Trend is Up

- Imports **+23%** since Jan 2019
- Exports **+27%** since Jan 2019

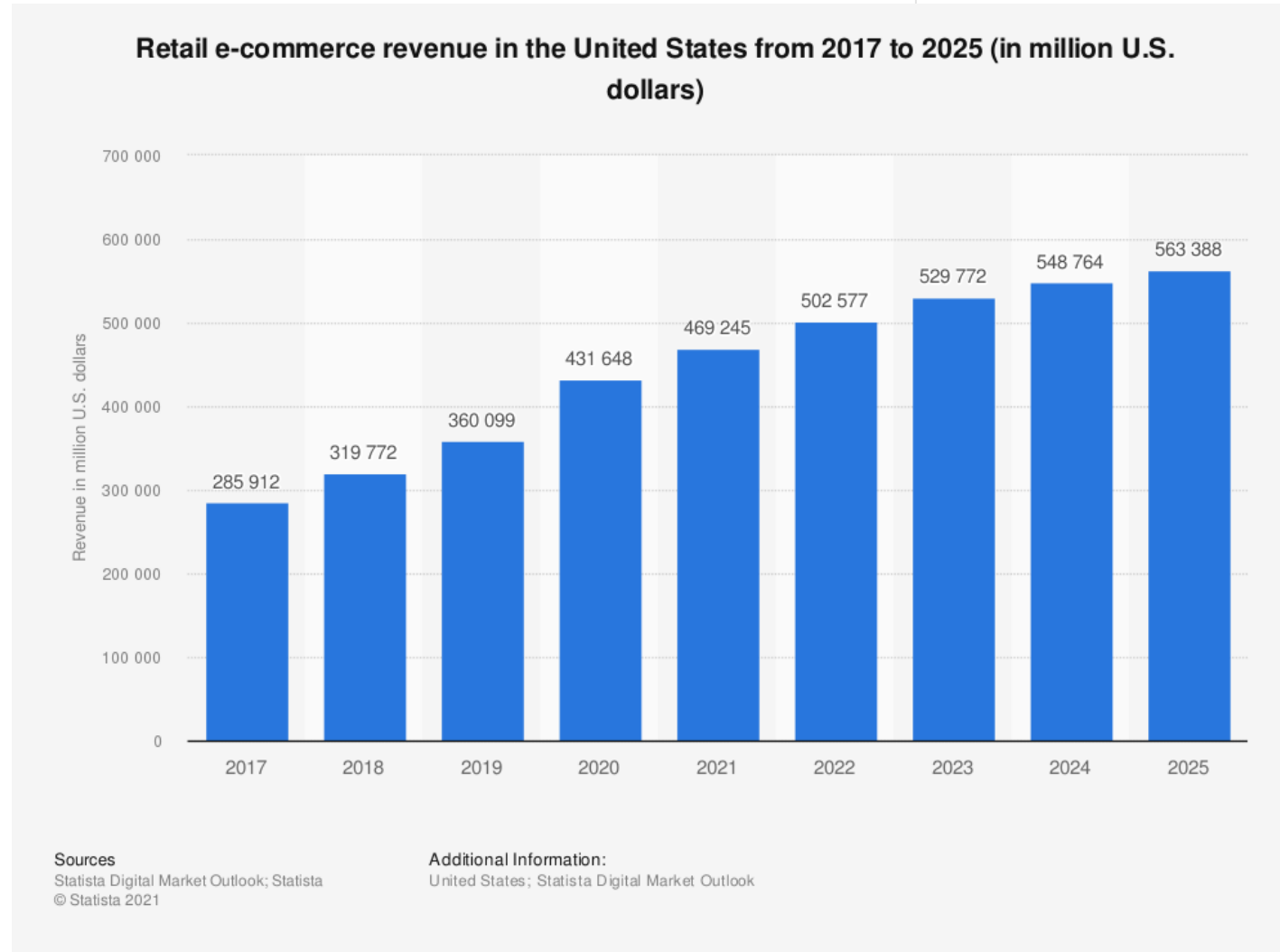
- Imports **+54%** since April 2020
- Exports **+82%** since April 2020

Value of International Trade of Goods, 2019-2021



Source: U.S. Census; U.S. International Trade in Goods and Services (FT900), Exhibit 12

National Projected E-Commerce Growth



What does this mean for Freight and Deliveries?

Near-Term:

- ↑ Higher freight transportation costs
- ↑ More demand and higher costs for some commodities and goods
- ↓ Less reliability in parcel delivery times
- ↑ Many consumers and retailers mixing online and in-person shopping/pickups

Longer-Term:

- ↑ More e-commerce fulfillment and last-mile delivery centers developed
- ↻ Continued onshoring/nearshoring risk/mitigation cycle
- ↑ Consideration of environmental and community effects in local planning
- ⓪ What will be “normal” in 5, 10, 20 years?

Key Regional Data Points to Investigate

- Truck traffic volumes, speeds, and delay trends
 - INRIX, TDM, counts
- Port traffic
- Socioeconomic/demographic data (in lieu of e-commerce market research data)



Metro

Transportation Funding Obligation Targets

January 12, 2022

Obligation definition - FHWA

Approval by the Federal Highway Administration (FHWA) that an agency is eligible to be reimbursed for funds spent on a project in accordance with federal regulations.

Oregon obligation targets

- Agreement between ODOT and Oregon's large MPOs (Portland, Salem, Eugene)
- Provides MPOs with flexibility in year-to-year spending of funds
- Provides ODOT with more certainty in spending levels of MPOs
- Helps Oregon qualify for supplemental federal transportation funds each year

Oregon obligation targets

- Reward- and penalty-based incentives
- Only Regional Flexible Funds subject to meeting targets
- Obligation performance measured on a three-year rolling average
- Rewards and penalties implemented annually following 2021-2023 performance cycle.

Metro implementation

- Draft programming of funds at beginning of federal fiscal year
- Adjust programming in consultation with ODOT local area liaisons and agency staff to “lock in” obligation target by December
- Measure and report obligation performance at end of federal fiscal year

Metro area performance

- In 2021, met 102.8% of a \$30,451,550 obligation target.
- Obligation target for 2022 is \$40,266,561.
- Three-year obligation total for 2021 – 2023 time period must be 80% or greater of funds programmed to obligate in those years
- “Older Funds” (pre-2021) must be obligated by 2023 or will be lost.

Lead agency responsibilities

- Implement best practices to develop accurate project scope, schedule, budgets
- Timely communication of project delivery progress and ability to obligate project phases on schedule
- Once committed to current year programming of funds, prioritize resources to meet obligation schedule

Remaining administrative topics

- Representation on state appeal committee
- Consequences to lead agency(s) responsible if region misses obligation target and funding penalty is imposed