

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, January 10, 2020  
Time: 9:30 a.m. – 12 p.m.  
Place: Metro Regional Center, Council Chamber

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9:30 am	1.	<b>Call To Order, Declaration Of A Quorum And Introductions</b>	<b>Tom Kloster, Chair</b>
9:35 am	2.	<b>* Comments From The Chair And Committee Members</b> <ul style="list-style-type: none"><li>• New TPAC Community Members Introduced (Kloster)</li><li>• TPAC Equity Strategy Update (Kloster)</li><li>• Announce TSMO Sub-allocation for FFY 19-21 (Caleb Winter)</li><li>• Report on JPACT Action regarding RFFA (Dan Kaempff)</li><li>• Monthly MTIP Amendments Update (Ken Lobeck)</li></ul>	<b>Tom Kloster, Chair</b>
10:00 am	3.	<b>Public &amp; Committee Communications On Agenda Items</b>	
10:05 am	4.	<b>* Consideration of TPAC Minutes, December 6, 2019</b>	<b>Tom Kloster, Chair</b>
10:10 am	5.	<b>* Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5068</b> <p>Purpose: For the purpose of adding two new projects to the 2018-21 Metropolitan Transportation Improvement Program involving Ride Connection in support of senior and disabled persons needs and ODOT in support of the Columbia Bottomlands Conservation Project (JA21-07-JAN)</p> <ul style="list-style-type: none"><li>• <a href="#">Recommendation to JPACT</a></li></ul>	<b>Ken Lobeck, Metro</b>
10:25 am	6.	<b>* Proposed Unified Planning Work Program (UPWP) Amendment: Regional Mobility Policy Update 20-5062</b> <p>Purpose: Amend the 2019-20 UPWP to refine the scope and add funding to the Regional Mobility Policy Update.</p> <ul style="list-style-type: none"><li>• <a href="#">Information/Discussion</a></li></ul>	<b>John Mermin, Metro</b>
10:40 am	7.	<b>* TriMet's Regional Mobility as a Service (MaaS) Platform</b> <p>Purpose: Provide an overview of TriMet's MaaS platform and present key challenges and regional strategies, including policy.</p> <ul style="list-style-type: none"><li>• <a href="#">Information/Discussion</a></li></ul>	<b>Jeff Owen, TriMet</b> <b>Bibiana McHugh, TriMet</b>
11:10 am	8.	<b>* Metropolitan Transportation Improvement Program (MTIP) &amp; Project Delivery Updates</b> <p>Purpose: Update TPAC on the development, evaluation, and project delivery expectations of the 2021-24 MTIP.</p> <ul style="list-style-type: none"><li>• <a href="#">Information/Discussion</a></li></ul>	<b>Ted Leybold, Metro</b> <b>Ken Lobeck, Metro</b>
11:50 am	9.	<b>Committee Feedback on Creating a Safe Space at TPAC</b> <p>Purpose: This is a standing item to help ensure that TPAC meetings feel safe and inclusive for all members.</p> <ul style="list-style-type: none"><li>• <a href="#">Information/Discussion</a></li></ul>	<b>Tom Kloster, Chair</b>
12:00 pm	10.	<b>Adjourn</b>	<b>Tom Kloster, Chair</b>

\* Material will be emailed with meeting notice

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**ការម** Metro  
ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro  
ឬដើម្បីទទួលបានក្បួនបណ្តឹង រើសអើងសូមចូលទស្សនាគេហទំព័រ  
[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)  
បើលោកអ្នកត្រូវការអនុបកប្រែភាសានៅពេលអង្គ  
បុណ្យសាធារណៈ សូមទូរស័ព្ទលេខ 503-797-1890 (ម៉ោង 8 រឺក្នុងម៉ោង 5 ល្ងាច  
ថ្ងៃអង្គារ) ប្រាំពីរថ្ងៃ  
ថ្ងៃដំបូង មុនថ្ងៃបុណ្យសាធារណៈ ៥ ថ្ងៃមុន

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## 2020 TPAC Work Program

As of 1/3/2020

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

<p><b>January 10, 2020</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• New TPAC Community Members Introduced</li> <li>• TPAC Equity Strategy Update (Kloster)</li> <li>• Announce: TSMO Sub-allocation for FFY19-21 (Caleb Winter)</li> <li>• Report on JPACT Action regarding RFFA (Dan Kaempff)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-5068</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• Proposed UPWP Amendment: Regional Mobility Policy Update 20-5062 <u>Information/Discussion</u> (Mermin, 15 min)</li> <li>• TriMet’s Regional Mobility as a service (MaaS) Platform <u>Information/Discussion</u> (Jeff Owen &amp; Bibiana McHugh, TriMet, 30 min)</li> <li>• MTIP &amp; Project Delivery Updates <u>Information/Discussion</u> (Ted Leybold/Ken Lobeck, 40 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>	<p><b>February 7, 2020</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <b>UPWP Amendment 20-5062</b> <u>Recommendation to JPACT</u> (Mermin, 15 min)</li> <li>• 2020 TSMO Strategy Update Progress <u>Information/Discussion</u> (Caleb Winter, 30 min)</li> <li>• Freight Commodity Study/Planning <u>Information/Discussion</u> (Collins, 30 min)</li> <li>• Regional Congestion Pricing Technical Analysis <u>Information/Discussion</u> (Grace Cho/Elizabeth Mros O-Hara, Metro, 30 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul> <p style="text-align: center;"><b><i>February Date To Be Confirmed</i></b> <b><i>2020-21 UPWP Consultant Review</i></b> <b><i>Metro Regional Center</i></b></p>
<p><b>March 6, 2020</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• Regional Mobility Policy Update-PSU/TREC Research Report <u>Information/Discussion</u> (Kim Ellis, Metro/Jennifer Dill, PSU/TREC; 30 min)</li> <li>• Jurisdictional Transfer Functional Classification Recommendations <u>Information/Discussion</u> (John Mermin, Metro/Kirsten Pennington, WSP, 30 min)</li> <li>• Regional Congestion Pricing Study <u>Information/Discussion</u> (Elizabeth Mros-O’Hara &amp; Grace Cho, 40 min)</li> <li>• UPWP Draft Review <u>Information/Discussion</u> (John Mermin, 30 min)</li> <li>• <i>Air Quality Review (Cho/Anthony Barnack/Cory-Ann Wind, Karen Williams, DEQ; 30 min)</i></li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>	<p><b>April 3, 2020</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <b>2019-20 UPWP Draft Review</b> <u>Recommendation to JPACT</u> (John Mermin, 30 min)</li> <li>• Oregon Passenger Rail Corridor Investment Plan, Federal Railroad Administrative Decision of Record <u>Information/Discussion</u> (Jennifer Sellers, ODOT, Mara Krinke, David Evans Associates, Inc., 45 min)</li> <li>• 2021-2024 MTIP Performance Assessment Results and Public Review Draft <u>Information/Discussion</u> (Grace Cho, 45 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>

## 2020 TPAC Work Program

**As of 1/3/2020**

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

<p><b><u>May 1, 2020</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• 2021-2024 MTIP – Adoption Draft, Revisions, and Public Comment Report <u>Information/Discussion</u> (Grace Cho, 45 min)</li> <li>• Regional Mobility Policy Update <u>Information/Discussion</u> (Kim Ellis, Metro/Rahman/ODOT, 40 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>	<p><b><u>June 5, 2020</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <b>2021-2024 MTIP – Adoption Draft 19-****</b> <u>Recommendation to JPACT</u> (Grace Cho, 20 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>
<p><b><u>July 10, 2020</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• Regional Mobility Policy Update: Case Studies &amp; Policy Approaches <u>Information/Discussion</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 40 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>	<p><b><u>August 7, 2020</u> – no meeting scheduled unless needed</b></p>
<p><b><u>September 4, 2020</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <b>Mobility Policy Update: Case Studies &amp; Policy Approaches Resolution 20-****</b> <u>Recommendation to JPACT</u> (Ellis/Rahman, 30 min)</li> <li>• 2021 PILOT Grants <u>Information/Discussion</u> (Rose, 30 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>	<p><b><u>October 2, 2020</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>

**2020 TPAC Work Program**

**As of 1/3/2020**

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

<p><b>November 6, 2020</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>	<p><b>December 4, 2020</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 20-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 10 min)</li> </ul>

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

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Corridor Planning Updates (1) TV Highway, (2) Rose Quarter, (3) Burnside Bridge</li> <li>• TriMet Coordinated Transportation Plan for Seniors and People with Disabilities (Vanessa Vissar, TriMet, 30 min)</li> <li>• Climate Smart Strategy Updates</li> <li>• Enhanced Transit Update</li> <li>• TPAC Democratic Rules Training (Kloster)</li> <li>• Metro Legislative Updates (Randy Tucker)</li> </ul> | <ul style="list-style-type: none"> <li>• Columbia River Crossing Discussions</li> <li>• Value Pricing Legislative Updates on Directives</li> <li>• 2020 Transportation Regional Investment Measure</li> <li>• MAX Tunnel Study</li> <li>• SW Corridor-Marquam Hill Connector (TriMet)</li> <li>• Columbia Connects Project</li> <li>• 2020 Census</li> <li>• Columbia/Lombard Mobility Plan (PBOT)</li> </ul> |
|--|---|

Agenda and schedule information, call 503-797-1766. E-mail: [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov)  
 To check on closure or cancellations during inclement weather please call 503-797-1700.



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: Jan. 2, 2020  
To: TPAC and Interested Parties  
From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner  
Subject: TSMO Sub-allocation for FFY19-21

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## **Memo Purpose**

Share TransPort's Transportation System Management and Operations (TSMO) project recommendations from the 2019 TSMO Project Solicitation (2019-2021 MTIP).

## **Overview**

TransPort is the Subcommittee of TPAC that plays a key role in advancing TSMO projects. TransPort updates the criteria based on the current TSMO strategy and regional policy priorities. Metro leads the TSMO solicitation and review process. TransPort recommends projects for funding.

The 2019 TSMO Project Solicitation process included these steps:

- March-July 2019 – TransPort discussed important 2018 RTP policies to develop the criteria that went into the 2019 TSMO Project Solicitation
- August-September 2019 - Solicitation and submissions
- October 2019 – Metro led the review process including screening for meeting minimum requirements, project readiness/risk review and ratings from a group of regional-level reviewers
- November 2019 - TransPort discussion, including GIS exercises to tie intersection investments to TSMO criteria
- November 2019 – Applicants provided revised requests (optional)
- December 11, 2019 – TransPort took action to unanimously recommend the projects below.

For more background, please see the application and guidance still posted at <https://www.oregonmetro.gov/tsmo>.

The 2019 TSMO Solicitation was based on affording projects with an estimated \$4.6M in federal funds. After budget review and accounting for the TSMO program management costs for three years, Metro determined that \$4.7M in federal funds is available for the 2019 TSMO Project Solicitation. Nearly \$7M in requests were received (\$2.3M above available funds).

During the November 13, 2019 TransPort meeting, consensus was to give each applicant the option of tightening budgets and/or scaling down the project. Most of the applicants submitted revised requests. Revised requests, plus those that were not revised, totaled \$6,341,459 in requested TSMO federal funds (\$1.6M above available funds).

Metro Staff created an option for TransPort to discuss at their Dec. 11 using reviewer ratings, GIS analysis of project locations and other input to help scale projects to the \$4.7M of available TSMO federal funds.

## **Recommended Projects**

TransPort recommends projects in two categories. The first involves upgrading the hardware equipment at many signalized intersections across the region with Advanced Traffic Controllers (ATCs). The second category primarily serves region-wide needs. The following describes these categories with select project details. All projects are listed at the end of this memo.

### **Advanced Traffic Controller Projects**

These projects are located at intersections around the region and applicants provided Metro with locations. Metro compared intersections to 2019 TSMO Solicitation criteria as the basis for investment:

- Equity – fund all in 2018 RTP equity focus areas
- Safety – fund all that are at high-injury crash intersections identified by Metro or by local agency’s safety plan, plus signals nearby or serving fire stations
- Reliability for people – fund all related to transit reliability as well as some additional transit-serving intersections, intersections near schools and intersections that provide a foundation for Integrated Corridor Management
- Reliability for goods movement – fund all related to Metro analysis of reliability on freight routes plus some intersections with identified freight demand
- Reliability – fund some intersections that provide a foundation for Integrated Corridor Management
- Partnerships – fund a portion of intersections in cities that are providing local matching funds

The list of lead agencies deploying ATCs is included at the end of this memo.

### **All Other Project Applications**

PSU – PORTAL keeps the funding level close to historic levels for the next three years of enhancing and continuing the regional transportation data archive.

Metro - TSMO Program Plus provides additional support to bring onboard additional professional services to boost both the technical side and communications for the program.

- \$90,000 for planning supportive of extending the 2020 TSMO Strategy update to city, county and related state planning efforts
- \$30,000 for operator policy development, supportive of operator agreements, sharing agreements and similar efforts called for by the 2020 TSMO Strategy
- \$100,000 for research of a range of needs to be identified in the 2020 TSMO Strategy that may include applying a racial equity lens by understanding TSMO related context around changing travelers access and needs; ranging to, Dynamic Traffic Assignment modeling, to understand performance of different operations scenarios.
- \$40,000 for training, supportive of the skills desired by TSMO partners
- \$48,600 for Communications supportive of TSMO partners to do their work communicating the TSMO strategies, solutions and outcomes

City of Portland - Regional Traffic Signal System Performance Measures for active transportation.

City of Portland - Traffic Signal Communications (fiber optics) for connecting signals on NE Holgate east of 82<sup>nd</sup> Ave.

Two projects received lower ratings and were ultimately lower priorities for TransPort and will not receive funding from the 2019 TSMO recommendation:

- Metro Regional Operations Asset Data ConOps: a planning project to create a virtual layer of signal and signage infrastructure.
- PBOT Rail Safety Crossing Project: batteries to help in the event of power failure.

### Next Steps

The steps ahead for concluding the project recommendation process and beginning projects include:

- Metro newsfeed item announcing recommended projects
- TSMO Program staff finalize recommendation letters with conditions of approval
- Winter/Spring - Lead agencies will refine project scopes, draft IGAs, work with Metro and ODOT on MTIP/STIP programming in preparation for FHWA Obligation

Please contact me with any questions at 503-797-1758 or [Caleb.Winter@oregonmetro.gov](mailto:Caleb.Winter@oregonmetro.gov).

Lead agency	Project name	Project type	TSMO Federal Portion
City of Portland	Traffic Signal Communications	Data communications through fiber optics	\$227,196
City of Portland	Local Traffic Signal Controller Replacement	ATCs	\$840,435
City of Portland	Regional Traffic Signal System Performance Measures	Traffic Signal Performance Measures for Active Transportation	\$619,137
Clackamas County	Clackamas County Regional ATC controller & Signal Optimization Project	ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville	\$735,878
Metro	Regional TSMO Program Plus	Advancements in planning, training, research and communications	\$285,880
Oregon Department of Transportation	Advanced Traffic Controller (ATC) Deployment Project 99E and Tualatin Valley Highway	ATCs	\$239,507



Lead agency	Project name	Project type	TSMO Federal Portion
Portland State University	Multimodal Transportation Data Archive	Data archiving and enhancements of PORTAL	\$600,000
Washington County	Advanced Traffic Controller (ATC) Optimization Project	ATCs in Washington County, Beaverton, Hillsboro and Tigard	\$1,151,936

*Total = \$4,700,000*

# Memo



Date: December 30, 2019  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: December 2019 Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments

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## **BACKGROUND:**

The monthly submitted MTIP formal amendment and administrative modification project lists for the December 2019 timeframe is attached for TPAC’s information. A special Administrative Modification (or Admin Mod) also occurred during December 2019. Admin Mod AB20-05-DEC2 was Metro’s mid-year- slip modification which evaluated which projects should obligate their federal funds during federal fiscal year (FFY) 2020 and which projects needed to slip their federally fund phases to FFY 2021. The result of these phase slips are listed in Administrative Modification AB20-05-DEC2. ODOT funded projects that required phase slips also were included in this Administrative Modification and are listed on pages 5-6 of this report.

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

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

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

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

## SUMMARY OF SUBMITTED FORMAL AMENDMENTS DECEMBER 2019

### Within Resolution 19-5051

Proposed December 2019 Formal Amendment Bundle – CBOS II Amendment Type: <b>Formal/Full</b> Amendment #: <b>DC20-04-DEC1</b> Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key <b>20227</b> New Project	TBD	ODOT	<b>Corridor Bottleneck Operations Study 2</b>	Evaluate Region 1's congestion bottlenecks. ID opportunities to address congestion through safety and operational improvement on six metro area freeway corridors	<b><u>ADD NEW PROJECT:</u></b> Add the Corridor Bottleneck Project Refinement study (also called the Corridor Bottleneck Operations Study 2 (CBOS 2 study) to the 2018 MTIP through a slightly different programming action using a non-MPO project, Key 20227

### Within Resolution 19-5050

Proposed December 2019 Formal Amendment Bundle Amendment Type: <b>Formal/Full</b> Amendment #: <b>DC20-05-DEC2</b> Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 18839	70780	ODOT	Project Name: OR8: SW 192nd Ave (Aloha) - <b>SW 160th Ave - SW 165th Ave</b> (Beaverton)	Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, <b>mobility improvements</b> and enhanced pedestrian crossing	<b><u>SCOPE CHANGE:</u></b> The formal amendment down-scopes the project to remain within budget constraints/ Project limits are reduced to be 192 <sup>nd</sup> Ave to 165 <sup>th</sup> Ave. The project name and descriptions are updated with the adjusted scope of work. Total project funding remains unchanged at \$1,698,000.
Project #2 Key 20508	70982	ODOT	I-205: Abernethy Bridge - SE 82nd Dr.	Remove and replace asphalt surface to repair rutted pavement to include replace ramp meters detection loops, replace existing striping, pave ramp and connections, and I-205 mainline plus 2 feet of outside shoulder paving.	<b><u>LIMITS CHANGE:</u></b> The formal amendment reduces the project limits by 0.31 miles. There is no change to funding or scope of work.

**Within Resolution 19-5059**

Proposed December 2019 Formal Amendment – Resolution 19-5059					
Amendment Type: <b>Formal/Full</b>					
Amendment #: <b>DC20-06-DEC3</b>					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 21541 New Project	TBD	ODOT	<b>I-5 Boone Bridge Widening &amp; Seismic Retrofit Study</b>	Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. \$300,000 is approved to complete the study activities

**MTIP ADMINISTRATIVE MODIFICATIONS  
NOVEMBER 2019****Admin Mod AB20-04-DEC1**

Proposed December 2019 Administrative Modification Bundle #1				
Modification Number: <b>AB20-04-DEC1</b>				
Total Number of Projects: 4				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 20374	Beaverton	Systemic Signals and Illumination (Beaverton)	Safety projects at various locations. Work may include illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.	<b><u>FUND PHASE TRANSFER:</u></b> Shift \$343,849 from Construction phase to PE to address PE phase shortfall. Project site locations #7 and #112H deleted from scope as well to keep project within authorized funding and budget.
Project #2 Key 19280	Happy Valley	SE 129th Avenue - Bike Lane and Sidewalk Project	The project will build a sidewalk and add bike lanes along SE 129th Avenue.	<b><u>MINOR CORRECTION</u></b> The admin md updates the project funding composition based on a 100% TAP federal obligation for ROW. The total project cost remains unchanged at \$4,476,472
Project #3 Key 20595	Metro	Portland Metro Planning SFY 2020	Portland Metro MPO planning funds for Federal fiscal year 2019. Projects will be selected in the future through the MPO process.	<b><u>FUND SWAP:</u></b> Key 20509 functions as project grouping bucket for numerous Metro led planning studies which consist of the annual UPWP. One of the locally funded projects is now being federalized to work in parallel with another approved study
Project #4 Key 19289	Metro	Transportation System Management & Operations (TSMO) Program 2018	The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.	<b><u>COST INCREASE AND SLIP:</u></b> \$136,899 of STBG is added increasing the authorized STBG to \$600k. The Other phase is slipped to 2021

### Admin Modification AB20-05-DEC2

The projects listed on this page represent Metro funded projects that are programmed in FFY 2020, but are not expected to obligate before the end of FFY 2020 and are being slipped to FFY 2021.

December 2019 Administrative Modification AB20-05-DEC2  
Metro FY 2020 Obligation Projections Amendment



SECTION 1: MTP Projects Originally programmed in 2020 Needing to be Slipped to 2021 and Removed from FY 2020 Obligation Projections															
KEY#	PROJECT NAME	LEAD AGENCY	FUNDING CATEGORY (Fund Type Code)	CURRENT MTP & STIP YEAR	PHASE	ACTION	FEDERAL COST	STATE COST	LOCAL or OTHER COST	TOTAL PHASE COST	TARGET OR ACTUAL OBLIGATION DATE	ODOT LAL OR METRO CONTACT	PROJECT CONTACT	OBLIGATION CONFIDENCE RATING	REASON FOR SLIP
19358	BASALT CREEK EXT. GRAHAM'S FERRY RD-BOONES FERRY RD	WASHINGTON COUNTY	URBAN STP/STBG POR	2020	RW	Slip ROW phase w/ \$2,805,879 of STBG + match to 2021	\$2,805,879	\$0.00	\$321,145.00	\$3,127,024	11/1/2020	JUSTIN BERNIT	LUT CAPITAL PROJECT SERVICES	LOW	\$625k from SW Herman Rd project added to PE. Project status not clear enough to determine if ROW will obligate in 2020. Slip to 2021 as a pre-caution
20885	TRANSPORTATION SYSTEM MGMT & OPERATIONS/ITS (2020)	METRO	URBAN STP/STBG POR	2020 2021	OT	Projects will comprise the new Metro TSMO/ITS project call currently in progress. None of the new projects are expected to be ready to obligate funds until well into FY 2021. Slip to 2021	\$1,744,598	\$0.00	\$199,677.00	\$1,944,275	6/1/2020	All	TBD	NONE	Key 19289, 20884, 20885, and 20886 represent Metro project grouping buckets for TSMO/ITS. Two projects remain in the 19289 PGB. Approved projects in 20884, 85, and 86 represent the 2020-2022 TSMO allocation. The approved projects within the three buckets are in the conceptual stage. A detailed scope and budget are not yet developed sufficiently to split off from the PGB as stand alone-projects. Allocations for the new projects are anticipated to result in funding obligations in FFY 2021. Therefore Key 20885 is being slipped to 2021 as a precaution.
<b>MTP Projects Slipped to 2021 but Are Now Ready to be Advanced to 2020 as part of the Admin Mod</b>															
21121	OR210: SW SCHOOLS FERRY RD - SW HALL BLVD ITS	BEAVERTON	URBAN STP/STBG POR	2020 2021	OT	Advance to 2020 as IGA is ready	\$310,466	\$0.00	\$35,534.00	\$346,000	1/30/2020	JUSTIN BERNIT	JBRA KHASHO	ADVANCE	IGA confirmed by LAL, ready to be executed. OT phase obligation can move forward to obligate in January 2020. ADVANCE TO 2020
<b>Total number of projects requiring to be slipped to 2021 or advanced to 2020 from the original FY 2020 programming list 3 Projects: - Key 19358 - Slip ROW, Key 20885 Slip, &amp; Key 21121 - Advance Other phase</b>															

SECTION 2: Older Projects Slipped to 2020 Yet Still Require another a phase slip to 2021 as part of the December 2019 Admin Mod Bundle #2 submission															
18026	CEDAR CREEK/TONQUIN TRAIL- OR99W - MURDOCK RD	SHERWOOD	CMAQ PMA	2020 2021	CN	Slip Cons with \$3,418,526 of CMAQ plus match to 2021	\$3,418,526	\$0.00	\$391,266.00	\$3,809,792	3/30/2021	Mahasti Hastings		SLIP	No LAL Update obtained. Slip to 2021 as a precaution
17270	40 MILE LOOP: BLUE LAKE - SUNDIAL & HARLOW RD	PORT OF PORTLAND	URBAN STP/STBG POR	2020 2021	CN	Slip Cons with \$2,004m083 of STP + match to 2021	\$2,004,083	\$0.00	\$229,376.00	\$2,233,459		JUSTIN BERNIT		SLIP	NTP for ROW phase was given to the consultant on 11/26/2019. Other stakeholder permits were delayed due to Army Corp of Engineers. Project is moving forward, it is possible for the project CN to obligate in 2020 but PS&E is in 21. Currently at 90% PE

18758	OR8: SW HOCKEN AVE - SW SHORT ST	ODOT	URBAN STP/STBG POR	2020 2021	RW	Slip ROW phase with \$448,650 of STP plus match to 2021	\$448,650	\$0.00	\$51,350.00	\$500,000	3/1/2020			SLIP	No Update. Slip as precaution to 2021
			State STP	2020 2021	RW	Slip ROW phase with \$554,500 of State STP plus match to 2021	\$554,500	\$63,465	\$ 682,035	\$1,300,000					
19276	JENNINGS AVE- OR99E TO OATFIELD RD	CLACKAMAS COUNTY	URBAN STP/STBG POR	2020 2021	RW	Slip ROW phase with \$403,785 of STP plus match to 2021	\$403,785	\$0.00	\$46,215.00	\$450,000	6/15/2020	MAHASTI HASTINGS		SLIP	No update from Mahasti. Slip as precaution
19297	EAST PORTLAND ACCESS TO EMPLOYMENT AND EDUCATION	PORTLAND	URBAN STP/STBG POR	2020 2021	CN	Slip entire Construction phase with \$3,737,421 of STP and Local funds from 2020 to 2021	\$3,737,421	\$0.00	\$427,764.50	\$4,165,185		JONATHAN HOROWITZ	TIMUR ENDER	SLIP	Confidence that current issues with Portland can be resolved allowing Construction to obligate before the end of 2020 is not high. Slip to 2021 as a precautionary action. Possible may be ready to advance by May 2020.
			OTHER/ LOCAL	2020 2021	CN		\$0	\$0.00	\$5,205,001.00	\$5,205,001					
			OTHER/ LOCAL	2020 2021	OT		\$0	\$0.00	\$80,000.00	\$80,000					
19357	BEAVERTON CREEK TRAIL-WESTSIDE TRAIL-SW HOCKEN AVE	TUALATIN HILLS PARKS & RECREATION DEPARTMENT (PRD)	URBAN STP/STBG POR	2020 2021	PE	Slip PE phase	\$589,309	\$0.00	\$67,449.05	\$656,758		JUSTIN BERNIT		SLIP	Planning phase obligated 9/9/2016, EA C8345200. No clear update for PE. Slip as pre-cautionary to 2021
20884	TRANSPORTATION SYSTEM MGMT & OPERATIONS/ITS (2019)	METRO	URBAN STP/STBG POR	2020 2021	OT	Slip Other phase with \$1293,574 of STBG and match to 2021 as projects within PGB will not be ready until then	\$1,293,574	\$0.00	\$193,837.00	\$1,487,411	POST NOVEMBER 2020	KEN LOBECK	CALEB WINTER		Next round of TSMO/ITS project awards are on final review. Based on a February 2020 timeframe, project scopes and budgets that comprise this PGB are not expected to be ready for IGA development and execution until early FFY 2021 (November 2020). As a result, slip Key 20884 to FFY 2021
18311	DURHAM RD/UPPER BOONES FERRY RD. OR99W - I-5	TIGARD	URBAN STP/STBG POR	2020 2021	CN	Slip construction phase with \$445,760 of STBG plus match & other funds to 2021	\$445,760	\$0.00	\$174,664	\$620,424	Post November 2020	MAHASTI HASTINGS			Earlier obligation supported a late FY 2020 construction phase obligation. Most recent update to STIP Coordinator counters this. Project is being slipped based on the following: Project has recently identified need for ground disturbance in various locations to install conduit, J-boxes and new HAWK signal. This triggers a re-evaluation of Environmental and a need for Haz. Mat. Corridor study. PCR is in draft with Washington Co. to evaluate how much additional funds are needed for PE and OTHER phases. Bid Let currently 9/10/2020 but will likely get pushed out.
<b>Summary: 8 "Older" Projects with programming in 2020 that require phase slips to 2021 as noted above</b>															
<b>Total number of projects (original 2020 and Older) requiring phase slips to 2021 = 10</b>															
<b>Total number of projects (original 2020 and Older) requiring phase Advancements to 2020 = 1</b>															
<b>Total Number of Projects Requiring adjustment as part of the December 2019 Admin Modification Bundle #2 (AB20-05-DEC2) = 11</b>															

The below projects are ODOT funded projects that have been reviewed and need to slip one or more federally funded phases from FFY 2020 to FY 2021. They have been included as part of Admin Mod AB20-05DEC2.

Metro Administration Modification AB20-05-DEC2			ODOT FY 2020 MID-YEAR PROJECT PHASE SLIPS											December 27, 2019		
Key #	PM	Project Name	Current STIP Year	Work Phase	MPO?	Slip to 21?	Status Justification	Funding Program	Fund Code	Phase Total Est Cost	Total Est Act Amount	Fed Est Act	State Est Act	Local Est Act	Admin	Applicant
20334	KHAKE REEM D	Central Systemic Signals and Illumination (Portland)	2020	RW	Y	TRUE	Pending STIP amendment to reduce scope to fit budget. Scope changes delayed onboarding of the consultant. ROW phase expected to obligate 12/2020.	FIX-IT REGION 1	ACPO	63,500	63,500	58,560	0	4,940	ODOT	CITY OF PORTLAND
			2020	UR	Y	TRUE	Pending STIP amendment to reduce scope to fit budget. Scope changes delayed onboarding of the consultant. ROW phase expected to obligate 12/2020.	FIX-IT REGION 1	ACPO	18,100	18,100	16,692	0	1,408		
20335	KHAKE REEM D	Central Systemic Signals and Illumination (ODOT)	2020	RW	Y	TRUE	Pending STIP amendment to reduce scope to fit budget. Scope changes delayed onboarding of the consultant. ROW phase expected to obligate 12/2020.	FIX-IT REGION 1	ACPO	310,200	310,200	286,066	24,134	0	ODOT	ODOT
20465	DEVASSIE ROBERT J	OR99W: Barbur Blvd. northbound connection bridge over I-5	2020	CN	Y	TRUE	Slipping CN phase to 21 due to delays with OPO/DOJ and our inability to get a Fall 2020 PS&E slot (advertisement) from Office of project controls	FIX-IT SW BRIDGE HB2017 Bridge Seismic	ACPO	2,154,947	1,533,975	1,376,435.77	157,539.23	0	ODOT	ODOT
20484	DEVASSIE ROBERT J	SW Multnomah Blvd over I-5	2020	CN	Y	TRUE	Slipping CN phase to 21 due to delays with OPO/DOJ and our inability to get a Fall 2020 PS&E slot (advertisement) from Office of project controls	FIX-IT SW BRIDGE	ACPO	2,014,900	1,758,000	1,577,453.4	180,546.6	0	ODOT	ODOT
								HB2017 Bridge Seismic			256,900	230,516.4	26,383.6	0		
20702	DEVASSIE ROBERT J	OR-99W SB Ramp to I-5 SB (Capital Highway Interchange)	2020	CN	Y	TRUE	Slipping CN phase to 21 due to delays with OPO/DOJ and our inability to get a Fall 2020 PS&E slot (advertisement) from Office of project controls	FIX-IT SW BRIDGE	ACPO	987,994	987,994	886,527.02	101,466.98	0	ODOT	ODOT
20451	KHAKE REEM D	OR8 at River Rd & OR224 at Lake Rd	2020	RW	Y	TRUE	Pending STIP amendment to reduce scope to fit budget (removal of OR224 @ Lake Rd. to be delivered by maintenance). Scope changes delayed onboarding of the consultant. ROW phase expected to obligate 12/2020.	FIX-IT REGION 1	2240 (will slip as ACPO)	91,548	91,548	82,146.02	9,401.98	0	ODOT	ODOT
			2020	OT	Y	TRUE	Pending STIP amendment to reduce scope to fit budget (removal of OR224 @ Lake Rd. to be delivered by maintenance). Scope changes delayed onboarding of the consultant. OT phase expected to obligate 12/2020.	SW RAIL CROSSING	ZS40	300,000	300,000	270,000	30,000	0		

Metro Administration Modification AB20-05-DEC2			ODOT FY 2020 MID-YEAR PROJECT PHASE SLIPS											December 27, 2019		
Key #	PM	Project Name	Current STIP Year	Work Phase	MPO?	Slip to 21?	Status Justification	Funding Program	Fund Code	Phase Total Est Cost	Total Est Act Amount	Fed Est Act	State Est Act	Local Est Act	Admin	Applicant
17270	HOROWITZ JONATHAN P	40 Mile Loop: Blue Lake - Sunnidal & Harlow Rd	2020	CN	Y	TRUE	NTP for ROW phase was given to the consultant on 11/26/2019. Other stakeholder permits were delayed due to Army Corp of Engineers. Project is moving forward. It is possible for the project CN to obligate in 2020 but PS&E is in 21. Currently at 90% PE	URBAN STR/STBG POR	ACPO	2,233,459	2,233,459	2,004,063	0	229,376	ODOT/ LOCAL	PORT OF PORTLAND
18311	HASTINGS MAHASTI	Durham Rd/Upper Boones Ferry Rd - OR99W - I-5	2020	CN	Y	TRUE	Project has recently identified need for ground disturbance in various locations to install conduit, J-boxes and new HAWK signal. This triggers a re-evaluation of Environmental and a need for Haz. Mat. Corridor study. PCR is in draft with Washington Co. to evaluate how much additional funds are needed for PE and OTHER phases. Bif Let currently 3/10/2020 but will likely get pushed out.	URBAN STR/STBG POR	ACPO	620,454	496,813	445,790	0	51,023	ODOT/ LOCAL	CITY OF TIGARD
								LOCAL			OTH0	123,641	0	0		
19357	BERNT JUSTIN J	Beaverton Creek Trail/Westside Trail-SW Hooker Ave	2020	PE	Y	TRUE	Issues not having access to part of proposed project, property owner has denied access, condemnation will not be sought by local. PCR to be done to remove scope due to cost implications of condemnation and relations with property owner.	URBAN STR/STBG POR	ACPO	656,758	656,758	589,308.95	0	67,449.05	ODOT/ LOCAL	TUALATIN HILLS PARK & RECREATION DIST
19358	SHOEMAKER JUSTIN	Basall Creek Ext. Grahams Ferry Rd. Boones Ferry Rd	2020	RW	Y	TRUE	The project is not fully funded, it will slip 2021	URBAN STR/STBG POR	Z230 (will slip as ACPO)	4,000,000	3,127,024	2,805,879	0	321,145	ODOT/ LOCAL	WASHINGTON COUNTY
								LOCAL			OTH0	872,976	0	0		
20304	RAMIREZ-CORNEJO DANIEL	City of Portland safety project	2020	UR	Y	TRUE	PBOT will start the RFP process in Jan 2020 leaving insufficient time to get to UR by end of fiscal year	FIX-IT REGION 1	ZS30 (will slip as ACPO)	62,000	62,000	57,176.4	0	4,823.6	LOCAL/ CERT	CITY OF PORTLAND
			2020	RW	Y	TRUE	PBOT will start the RFP process in Jan 2020 leaving insufficient time to get to RW by end of fiscal year	FIX-IT REGION 1	ZS30 (will slip as ACPO)	121,000	121,000	111,586.2	0	9,413.8	LOCAL/ CERT	CITY OF PORTLAND
20488	BERNT JUSTIN J	North Dakota Street: Fanno Creek Bridge	2020	RW	Y	TRUE	Consultant now being selected, not enough time to implement design to be able to obligate in 2020, needs to slip to 2021.	SW LOCAL BRIDGE	ACPO	430,000	430,000	385,839	0	44,161	ODOT/ LOCAL	CITY OF TIGARD
20884	METRO	Transportation system Mgmt & operations/ITS (2019)	2020	OT	Y	TRUE	Slip per Metro preview list	URBAN STR/STBG POR	ACPO	1,887,411	1,887,411	1,693,574	0	193,837	LOCAL	METRO

Metro Administration Modification AB20-05-DEC2			ODOT FY 2020 MID-YEAR PROJECT PHASE SLIPS											December 27, 2019		
Key #	PM	Project Name	Current STIP Year	Work Phase	MPO?	Slip to 21?	Status Justification	Funding Program	Fund Code	Phase Total Est Cost	Total Est Act Amount	Fed Est Act	State Est Act	Local Est Act	Admin	Applicant
20885	METRO	Transportation system Mgmt & operations/TTS (2020)	2020	OT	Y	TRUE	Slip per Metro preview list	URBAN STP/STB/POR	Z230 (will slip as ACP0)	1,944,275	1,944,275	1,744,598	0	199,677	LOCAL	METRO
19289	GLEN BOLEN	Trans System Mgmt & Operations Program (2018)	2020	OT	Y	TRUE	Slip per Metro preview list	URBAN STP/STB/POR	ACP0	516,105	516,105	463,101.02	0	53,003.98	LOCAL	METRO
20328	SCOTT NATE S	OR8 corridor safety & access to transit II	2020	RW	Y	TRUE	Charter and IGA drafted. Some risk to ROW obligation in 20 since project isn't kicked off yet.	ENHANCE REGION 1	Z001, ACP0 (all funds will slip as ACP0)	100,000	100,000	89,730	0	10,270	ODOT	WASHINGTON COUNTY
18832	BERNT JUSTIN J	Willamette Greenway Trail: Columbia Blvd Bridge	2020	RW	Y	TRUE	Reasoning is due to the contract taking extended amounts of time to complete and negotiate due to ROW and railroad complications with the project	LOCAL	OTH0	20,000	20,000	0	0	20,000	ODOT/LOCAL	METRO
20332	HOROWITZ JONATHAN P	I-205 undercrossing (Sullivan's Gulch)	2020	RW	Y	TRUE	This project may get cancelled as a result of difficulties between stakeholders	LOCAL	OTH0	107,900	107,900	0	0	107,900	LOCAL/CERT	CITY OF PORTLAND
20374	KHAKI REEM D	Systemic signals and illumination (Beaverton)	2020	RW	Y	TRUE	Pending STIP amendment to reduce scope to fit budget. Scope changes delayed executing the IGA and onboarding the consultant. The ROW phase and the OT phases needs to be slipped to 2021 because the design has not been started yet, I am expecting it by 12/2020	FIX-IT REGION 1	ACP0	35,000	35,000	32,277	0	2,723	ODOT	CITY OF BEAVERTON
			2020	OT	Y	TRUE	Pending STIP amendment to reduce scope to fit budget. Scope changes delayed executing the IGA and onboarding the consultant. The ROW phase and the OT phases needs to be slipped to 2021 because the design has not been started yet, I am expecting it by 12/2020	FIX-IT REGION 1	ACP0	245,000	245,000	225,939	0	19,061	ODOT	CITY OF BEAVERTON



# Meeting minutes

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

Date/time: Friday, December 6, 2019 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

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## **Members Attending**

Tom Kloster, Chair  
Karen Buehrig  
Jessica Berry  
Chris Deffebach  
Lynda David  
Eric Hesse  
Dayna Webb  
Katherine Kelly  
Don Odermott  
Jeff Owen  
Laurie Lebowsky  
Tyler Bullen  
Glenn Koehrsen  
Jessica Stetson  
Maria Hernandez-Segoviano  
Beverly Drottar

## **Affiliate**

Metro  
Clackamas County  
Multnomah County  
Washington County  
SW Washington Regional Transportation Council  
City of Portland  
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  
TriMet  
Washington State Department of Transportation  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Community Representative

## **Alternates Attending**

Jaimie Huff  
Glen Bolen  
Karen Williams

## **Affiliate**

City of Happy Valley and Cities of Clackamas County  
Oregon Department of Transportation  
Oregon Department of Environmental Quality

## **Members Excused**

Mandy Putney  
Cory Ann Wind  
Tom Bouillion  
Emily Lai  
Rachael Tupica  
Jennifer Campos  
Rob Klug  
Shawn M. Donaghy  
Jeremy Borrego  
Cullen Stephenson

## **Affiliate**

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

## **Guests Attending**

Julia Hajduk  
Scott Turnoy  
Kari Schlosshauer

## **Affiliate**

City of Sherwood  
Oregon Department of Transportation  
Safe Routes to Schools National Partnership



Jean Senechal Biggs  
John Sothegin  
Mitt Pettit  
Tammy Stemper  
Kelly Rong

City of Beaverton  
City of Gladstone  
StreetLight Data  
City of Gladstone  
City of Milwaukie

### **Metro Staff Attending**

Margi Bradway, Dep. Director, P&D Metro	Ken Lobeck, Funding Programs Lead
Dan Kaempff, Principal Transportation Planner	Eliot Rose, Senior Tech & Transportation Planner
Tim Collins, Senior Transportation Planner	Ted Leybold, Planning & Development Resource Mgr.
Caleb Winter, Senior Transportation Planner	John Mermin, Senior Transportation Planner
Grace Cho, Senior Transportation Planner	Lake McTighe, Senior Transportation Planner
Cindy Peterson, Research Manager	Pamela Blackhorse, Program Assistant III
Marie Miller, TPAC Recorder	

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

Chairman Tom Kloster called the meeting to order at 9:30 a.m. A quorum was declared of members present. Introductions were made.

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

- **Monthly MTIP Amendments Update** (Ken Lobeck)  
Chairman Kloster noted the memo in the packet from Ken Lobeck with the November 2019 MTIP monthly submitted amendments report. For any questions on project changes or process with the amendment updates the committee can contact Mr. Lobeck.
- **Replica Transportation Data Tool** (Eliot Rose)  
Eliot Rose announced an upcoming TPAC/MTAC workshop on Dec. 18, 2019 where a demo of a travel data tool being tested with regional partners will be shown. This data tool called Replica provides a comprehensive, multi-modal data that will be web-based and tested during the next year. For transportation planners to see this visually it was encouraged to attend the workshop. For more information on the data tool contact Mr. Rose.
- **TPAC Community Member Recommendations to Metro Council** (Chairman Kloster)  
Chairman Kloster announced the appointments to TPAC for 2020-21 community members that were being presented by President Peterson to Metro Council. Recommended for regular TPAC community members are Idris Ibrahim, Gladys Alvarado and Donovan Smith. Recommended for alternate community members are Taren Evans, Yousif Ibrahim and Wilson Munoz. The outreach efforts with recruitment this year were exceptional and appreciation to those that provided efforts was given. The new members will begin their terms in January.
- **TPAC Recognition to Outgoing Community Members** (Chairman Kloster)  
Appreciation to service for outgoing community members was given to Maria Hernandez-Segoviano, Beverly Drottar and Emily Lai. Each were given a certificate of appreciation. Ms. Drottar thanked the committee for sharing their expertise and knowledge in her term. Ms. Hernandez-Segoviano also thanked the committee for shared knowledge. It was noted that technical and other expertise from many fields of knowledge can benefit the region with this committee, and each member's efforts can use support and acknowledgement. Chairman

Kloster added thanks for help providing advice and expertise with expanding diversity and strategy for the committee.

- Glenn Koehrsen asked where information on addressing congestion caused by accidents being investigated on region roads be found. Chairman Kloster noted that ODOT had data which could be listed as an agenda item in the future. Ted Leybold added that TransPort, a subcommittee of TPAC, had an extensive program with their TSMO program and strategy that addressed this issue. It was suggested to contact Caleb Winter, the TSMO project manager.
- Eric Hesse thanked the outgoing community members for adding their perspectives and efforts to the committee. It was noted the roads are slippery and icy, with a warning to slow down and take precaution when traveling.

### 3. Public Communications on Agenda Items

- Julia Hajduk, City of Sherwood, advocated on behalf of the Blake Street Design project, part of the Regional Flexible Funds Allocation (RFFA) considerations. This project listed under Freight and Economic Development projects was felt to be ranked too low in priority compared to others by criteria. Funding regarding equity criteria across the region was pointed out, and encouraged for further discussion.

### 4. Consideration of TPAC Minutes from November 1, 2019

#### Corrections noted:

- Katherine Kelly noted on page 10 of the Nov. 1 minutes, under agenda #8, that she reiterated that the Division Street project had been identified has a regional priority.
- Karen Williams noted on page 5 of the Nov. 1 minutes, under agenda #6, that BMT should read “VMT measurements”, and that “the plan” should be reported as “the stakeholder interview report”. When referencing the California report, uses of VMT measure mobility outcomes and climate change.
- On page 4, agenda #4, and the correct project key number to Fanno Creek Trail –Woodward Pk to Bonita Rd/85<sup>th</sup> Ave-Tualatin Bridge is 19327.

#### **MOTION: To approve the minutes from November 1 2019, with corrections made.**

Moved: Laurie Lebowsky

Seconded: Eric Hesse

#### **ACTION: Motion passed unanimously.**

### 5. Unified Planning Work Program (UPWP) Amendment 19-5047 (John Mermin, Metro)

Chairman Kloster provided an overview of the UPWP amendments. Additional funding for the projects in the MTIP required additional amendments in the UPWP. By request of Metro Council, the Boone Bridge project previously bundled with two other projects in resolution 19-5047 was asked to be separated out for discussion at JPACT, as opposed to consent item approval.

#### Comments from the committee:

- Chris Deffebach noted that JPACT always has the ability to remove project agenda items off consent for further discussion. Why is that action needed? Chairman Kloster noted that this motion would allow JPACT to take separate action if they chose to do so from their decision to discuss the project further.

- Don Odermott asked if TPAC had no conflicts with the projects together for approval, having a more procedural process in place that could be related directly to Metro Council would be suggested.

**MOTION: Recommend approval of the UPWP amendments contained in Resolution 19-5047, and that the Boone Bridge project be carried to JPACT and Council in a separate resolution to allow for separate action.**

Moved: Karen Williams

Seconded: Laurie Lebowsky

**ACTION: Motion passed with two abstentions: Glenn Koehrsen and Maria Hernandez-Segoviano**

**6. Unified Planning Work Program (UPWP) Amendment 19-5052** (John Mermin, Metro)

The Resolution, Exhibit A and staff report on this item was noted in the packet. With no further discussion,

**MOTION: Recommend approval of Resolution 19-5052 to amend the FY 2019-20 UPWP to add funding for the Corridor Bottleneck Operations Study 2 (CBOS 2) project.**

Moved: Glenn Koehrsen

Seconded: Don Odermott

**ACTION: Motion passed with one abstention: Jessica Berry.**

**7. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 19-5050** (Ken Lobeck)

Ken Lobeck provided an overview of modified changes in Resolution 19-5050. Due to JPACT request to have the Boone Bridge project (Key 21541) removed from the Resolution and be assigned a separate Resolution for approval in the MTIP, Formal Amendment 19-5050 now consists of 2 projects.

With this approval modification requested by JPACT:

- Remove Key 21541 (I-5 Boone Bridge Widening & Seismic Retrofit Study) from Resolution 19-5050
- Approval recommendation for Resolution 19-5050 will consist of 2 projects:
  - o Key 18839, ODOT - OR8: SW 192nd Ave (Aloha)-SW 165<sup>th</sup> Ave (Beaverton) (scope change)
  - o Key 20508, ODOT - I-205: Abernethy Bridge – SE 82<sup>nd</sup> Ave (limits change)
- Assign Key 21541 to Resolution 19-5059 and proceed separately with TPAC approval as a standalone amendment to JPACT and Metro Council

Modifying this Resolution 19-5050 approves the two projects which is part A, and creates a new Resolution to approve at the same time, Resolution 19-5059 (I-5 Boone Bridge Widening & Seismic Retrofit Study) as a stand-alone amendment to JPACT and Metro Council, which is part B.

Approval by staff is requested for parts A & B with one motion:

**TPAC Approval Recommendation 7A:**

- Approve Resolution 19-5050 consisting of 2 projects:
  - Key 18839, ODOT - OR8: SW 192nd Ave (Aloha)-SW 165th Ave (Beaverton) (scope change)
  - Key 20508, ODOT - I-205: Abernethy Bridge – SE 82nd Ave (limits change)
- Direct staff to correct typos, etc. in support materials
- And, direct staff to:
  - Remove I-5 Boone Bridge Widening & Seismic Retrofit Study from Resolution 1950
  - Submit an updated draft Resolution 19-5050 to JPACT & Council
  - Update the Public Notification Table & re-post for 30 –day comment period
  - Update Exhibit A to Resolution 19-5050, and update the Staff Report to JPACT and Council

**TPAC Approval Recommendation 7B:**

- Approve Resolution 19-5059 consisting of Key 21541, ODOT's I-5 Boone Bridge Widening & Seismic Retrofit Study project
- Direct staff to correct typos, etc. in support materials
- And, direct staff to:
  - Finalize the draft I-5 Boone Bridge Widening & Seismic Retrofit Study Resolution 19-5059 (pulled from 19-5050)
  - Develop and post on Metro's website Key 21541 public notification table and complete the required 30 day public comment period
  - Develop Exhibit A to Resolution 19-5059
  - Develop an appropriate Staff Report for JPACT and Council
  - Address any JPACT and Metro Council's questions or concerns
  - Submit to JPACT and Metro Council for final review and approval

Comments from the committee:

- Karen Buehrig asked for clarification on UPWP and MTIP amendments with the projects. Mr. Lobeck and Chairman Kloster noted that the UPWP Resolution 19-5047 contained two projects that would be included in the UPWP (Clackamas Corridor Management, which is a planning project programmed, but not yet ready for funding in the MTIP), and (Emerging Technology, which is locally funded and could be added later in the MTIP). The Boone Bridge project being separated as a stand-alone Resolution is a planned project in the UPWP with Federal funding attached and obligated to be in the MTIP.
- Chris Deffebach asked where Resolution 19-5059 was located in the packet. Mr. Lobeck reported the materials for the Resolution need to be developed and will be presented to JPACT and Metro Council based on information presented.
- Glen Bolen asked what concerns were raised on the Boone Bridge project to require an additional Resolution. Chairman Kloster noted this was a request from JPACT on the framing of the project description. The new Resolution is a required Formal/Full amendment to the MTIP as this is a federally funded project, regionally significant project to the STIP, with state funding that will potentially be federalized.

**MOTION: Approve Resolution 19-5050 consisting of 2 projects:**

- **Key 18839, ODOT - OR8: SW 192nd Ave (Aloha)-SW 165th Ave (Beaverton) (scope change)**
- **Key 20508, ODOT - I-205: Abernethy Bridge – SE 82nd Ave (limits change)**
- **Remove I-5 Boone Bridge Widening & Seismic Retrofit Study from Resolution 1950**
- **Submit an updated draft Resolution 19-5050 to JPACT & Council**
- **Update the Public Notification Table & re-post for 30 –day comment period**
- **Update Exhibit A to Resolution 19-5050, and update the Staff Report to JPACT and Council**

**And**

- **Approve Resolution 19-5059 consisting of Key 21541, ODOT's I-5 Boone Bridge Widening & Seismic Retrofit Study project**
- **Finalize the draft I-5 Boone Bridge Widening & Seismic Retrofit Study Resolution 19-5059 (pulled from 19-5050)**
- **Develop Exhibit A to Resolution 19-5059**
- **Develop an appropriate Staff Report for JPACT and Council**

Moved: Karen Buehrig

Seconded: Laurie Lebowsky

**ACTION: Motion passed with one abstention: Glen Bolen.**

**8. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 19-5051 (Ken Lobeck, Metro)**

Mr. Lobeck provided a summary of December 2019 MTIP Formal Amendment Resolution 19-5051, one project Corridor Bottleneck Operations Study 2 (CBOS2). No changes since last presented to TPAC with the Resolution, Exhibit A and Staff Report, and can now be added to the MTIP. It was noted that the public notification period has been extended to January 8, 2020 for all three Resolutions.

**MOTION: Recommend approval to JPACT of Resolution 19-5051 for the purpose of adding a new project to the 2018-21 MTIP involving one project, ODOT's Corridor Bottleneck Operations Study – Two (CBOS II), Amendment Number: DC20-04-DEC1, and direct staff to make all necessary corrections to amendment documents for JPACT and Council.**

Moved: Laurie Lebowsky

Seconded: Glenn Koehrsen

**ACTION: Motion passed with one abstention: Jessica Berry.**

**9. Regional Flexible Funds Allocation (RFFA) Resolution 20-\*\*\*\* (Dan Kaempff, Metro)**

Dan Kaempff updated the committee on the RFFA project package options since the last TPAC meeting. The coordinating committees provided their priorities on the active transportation and freight categories. JPACT provided their input to affirm Option 2 approach of moving Active Transportation projects into Freight category following Regional Network, as TPAC recommended. The City of Portland reduced the funding request for MLK project by \$1.5 million. Washington County reduced their funding request for the Aloha project by \$1.37 million, and Multnomah County requested project development for Sandy Blvd. and 223<sup>rd</sup> Ave.

The final funding estimate was an increase of \$1.8 million over preliminary estimate:

Step 1:	\$98,897,758
Step 2:	\$45,083,707
Total:	\$143,981,465

Recommendations for the 2 options follow a balance of technical merit, risk assessment and coordinating committee priorities. MLK and Aloha funding requests are reduced, and 223<sup>rd</sup> and Sandy project developments are combined. Either option leaves \$1.2 million unallocated. The choice between Clackamas ITS or Highway 43 to receive funding was undetermined until West Linn chose not to receive just project development funds.

With Option 2 not viable at this point, Option 1 provides 68% of the requested funds for the Clackamas ITS project, funds Clackamas #1 priority in the Freight category, funds lower score project than Option 2, and the allocation is \$1.15 million below Freight target.

Comments from the committee:

- Don Odermott appreciated the efforts of staff to include all inputs and considerations. He reiterated what Julia Hajduk advocated with Sherwood on Washington County's top Freight and Economic Development priority project of the Blake Street project. Being a new road in an

Industrial area, it does not align with current scoring categories. It should be noted that the County's 2<sup>nd</sup> and 3<sup>rd</sup> priorities after Blake Street were recommended for funding, but not the #1 Blake Street project. It was requested that staff include these comments in their staff report to JPACT so that they are informed.

- Glen Bolen commented on the Aloha Safe Access to Transit and MLK Blvd Safety and Access to Transit projects scoring well for safety elements, and the help with local funds from Washington County and City of Portland to complete funding.
- Maria Hernandez- Segoviano asked what is meant by leaving funds not allocated moving forward. Mr. Kaempff noted that projects could be fully funding for what was fully requested or adjusted to funding amounts. Clackamas County did not ask for any reduction to their ITS project. So one option is to allocate the \$1.2 million not allocated yet to the ITS project, making all the funding spent.
- Jessica Berry reiterated that an updated project scope, schedule and budget would be submitted for the Sandy Blvd project, assuming integration of 223<sup>rd</sup> Avenue project development activities are integrated into the project scope. Both are on Freight routes. It was noted that Sandy Blvd is CMAQ qualified, but not certain 223<sup>rd</sup> is, which could be checked.
- Karen Buehrig supported Option 1 as presented. Regarding the ITS project, the construction project is scalable and possible for reduction parts over schedules. Regarding the RFFA policy that JPACT directed for 25% Freight projects with the intent to support Freight and Economic Development, it was suggested that more time in the policy discussion round next time to review what were the challenges to reaching the 25% this time. Also deserving further consideration is the method and considerations of how projects were scored between Freight and Active Transportation that led to less investment in the Freight category, and how we might develop more investment ability for Freight next round.
- Dayna Webb thanked staff for consideration with the Hwy. 99E project in the Freight category. Commenting on the reason why the Monroe St. Greenway in Milwaukie project was prioritized by the coordinating committee, it was intended to be leveraged for STIP funds. Review of the application by Milwaukie failed to capture congestion relief aspects of the project. Support from West Linn and Oregon City was given to Option 1.
- Eric Hesse asked for clarification on the \$1.2 million unallocated and how this might work for the Blake Street project. Don Odermott reported that this would cover all of Washington County with Freight category with the rest to Active Transportation if over allocated.

**MOTION: Recommend approval of Option 1 to JPACT with the addition of fully funding the Blake Street project.**

Moved: Chris Deffebach

Seconded: None

**ACTION: none**

Further discussion: Additional funding options on how this reduced other Freight project funding. Mr. Kaempff one option would be to pull funding off the Monroe Street project which scored lower in technical scoring. Another option would be to lose the ITS project. Karen Buehrig noted that she couldn't support reducing the Monroe St. project or ITS project.

Margi Bradway noted that a series of motions may be needed to break down the elements between the project funding. Changes to the Freight funding implicate changes in Active Transportation funding.

Discussion was held on the significance of the scoring in regard to possible changes in funding categories. Ms. Bradway noted that staff and jurisdictions worked together to help bring projects up the list. The committee was asked if revisiting funding support to pull a project off the list for Blake Street, which failed.

**MOTION: Recommendation to approve Option 1 that includes communication to JPACT on concern regarding lack of funding for #1 priority freight project in Washington County with allocation of funds, and reflects the County's disproportion in the funding split between the categories.**

Moved: Don Odermott

Seconded: Bev Drottar

Further discussion:

- Katherine Kelly commented on the portion of the motion regarding the 25% split in funding between categories to policy direction and guidance in decisions, not as a hard fast rule. These discussions have been held at both TPAC and JPACT and may need to continue again in the future. Ms. Kelly does not advocate having that portion included in the motion.
- Jessica Berry appreciated the challenge that Sherwood has with their project funding request. Multnomah County requested two freight projects for funding, but only received one considered currently. Possible reasons for the Sherwood project scoring lower in the evaluation was due to this project not yet built, and driven for future development. Possible development funding could help pay for this project.
- Glen Bolen reminded the committee that Federal Highway funds are a small amount to consider in some of the discussions based on goals and Metro policy direction.
- Eric Hesse appreciated the discussion, and suggested a revisit to the distribution of funds at another time to further develop guidance. Mr. Hesse had a conflict combining messages from the coordinating committees' priorities vs. TPAC recommendations or scoring with technical analysis. Different recommendations in one motion were not clarifying the intent and purpose.
- Karen Buehrig recommended communicating to JPACT the need to look at this policy at a time when the issues raised and concerns with policy direction could be fully discussed following this last round. If considered beneficial to the committee this could be a second motion as to intent as part of the follow-up from the funding decisions. Mr. Kaempff noted that staff has heard of these concerns with these issues during the funding cycle. Following this funding cycle decision, policy discussions will be held starting for the 2021 cycle for a better outlook overview.
- Maria Hernandez- Segoviano commented on the 25%/75% split challenge with funding decisions, and what that meant to geographical region areas and economic development projects. It was suggested to look at the values of what these projects are looking to achieve in a broader lens. The values of safety, equity, climate and congestion should be driven across the region regardless of the split in categories. Mr. Kaempff agreed and noted that the technical scores reflected these values with more points awarded for the priorities set.
- Chris Deffebach agreed with Ms. Buehrig's comments that captured the concerns on how hard it is for competing funds with Freight projects. It was agreed that our priorities values in projects that stop short between ½ mile distances of projects need more discussion and direction for better planning to address economic development. Freight planning for funding across the region needs further development. Coordinating committees that gave priority to freight projects did not get funding.
- Don Odermott appreciated Ms. Buehrig and Deffebach's comments. In the past the funding has operated under the 75/25 split direction. This seems to be the first time as a group TPAC

has agreed that bike/ped improvements and share Freight in the same segments of projects. Washington County has the highest growing population with people of color and relating this to jobs, equity, housing, transportation options and funding projects with opening of economic development lands has proven to be challenging with technical scoring and other issues. It is hoped we learn from this process.

**MOTION (as made prior, now amended): Recommendation to approve Option 1 that includes communication to JPACT on concern regarding lack of funding for #1 priority freight project in Washington County with allocation of funds, and reflects the County's disproportion in the funding split between the categories. The motion includes TPAC need for development of Freight funding coming out of this process.**

Moved: Don Odermott

Seconded: Bev Drottar

**ACTION: Motion failed.**

**MOTION: Above motion minus "and reflects the County's disproportion in the funding split between the categories".**

Moved: Chris Deffebach

Seconded: Bev Drottar

Discussion:

- Jeff Owen commented that he thought we would have a clean motion with earlier motions cancelled before voting.
- Katherine Kelly agreed that a clean motion is needed. Two issues have arisen that should be clearly stated in the motion. One is the clear agreement to Option 1, and the second are the issues the committee has to this process with the funding split. Jurisdictions should not be called out in the motion for regional funding decisions.

**ACTION: Motion was cancelled.**

**MOTION: Recommendation to JPACT on Option 1 RFFA package of projects as presented.**

Moved: Katherine Kelly

Seconded: Jeff Owen

**ACTION: Motion passed with four abstentions: Tyler Bullen, Lynda David, Jessica Stetson, Karen Williams.**

Comments from the committee:

- Ted Leybold noted that in the past, staff has done a retrospective on the process with input from TPAC and others on lessons learned. If TPAC wished to motion this for a requirement as a starting point in next discussions, this could be done.
- Katherine Kelly appreciated the offer. It was noted that these discussions come to TPAC first.
- Eric Hesse supported the more time for thoughtful discussion with the issues raised than was allowed at the meeting.
- Glen Bolen appreciated the work done from a brand new system of RFFA decisions and expressed a desire to be involved in the discussions.
- Jeff Owen agreed on the importance of carrying this forward, and supporting each project to find funding investments for good projects throughout the region.
- Katherine Kelly thanked the regional partners and City of Gresham for efforts to move the Division Street project forward.

**MOTION: Recommendation to JPACT that staff prepare retrospective on the RFFA process from this cycle round for development of review and further discussion leading to the next cycle round.**



Moved: Eric Hesse

Seconded: Jeff Owen

**ACTION: Motion passed with one abstention: Karen Williams.**

Project Manager Dan Kaempff thanked everyone for their efforts and input during the entire cycle, acknowledging the difficulty and challenges making these funding decisions.

**10. Pilot Phase 2 grant program framework** (Eliot Rose, Metro)

Eliot Rose provided an update on the Partnerships and Innovative Learning Opportunities in Transportation (PILOT) program. A brief review of how the PILOT grant program was developed to meet transportation goals and support Metro's broader work on emerging technology, including providing new data and tools, regional policy coordination and state and federal policy advocacy.

The program goals are to test new approaches to improving shared, active, and equitable transportation using emerging tech, collect information, and develop partnerships. With a relatively small amount of funding to start the program, grants were awarded for a 2-year period from July 2019 through June 2021. The 2019 PILOT projects demonstrated a strong interest in equitable access to transportation. Metro is intending to issue another call for projects in 2021, and has been evaluating the first round of the process in order to understand how the program might evolve to better meet its goals.

Participants gave the program an A for equity and engagement with partners, and a C for clarity. Non-profits played a larger role in the program as it progressed from initial outreach through letters of interest to applications, while public agencies' engagement with the program fell off a bit. Private sector engagement was steady throughout, and private companies mostly played a supporting role given that public agencies and non-profits are more in touch with community needs. Similarly, as the program progressed the majority of projects focused on equitable access to technology and better travel information as opposed to testing new modes or connecting people to transit. Local agencies that participate in Metro's emerging tech working group shared their perspectives and plans for emerging technology work in the coming years; many have tech-related projects underway and their main challenges are lack of resources and capacity. Working group members identified funding, partnership building and data sharing as the most useful types of support that Metro could provide.

The successes of reaching goals with the program, and opportunities to improve were shared. Overall, the program met its goals, but could do better at engaging local partners and testing projects in communities across the region. Options for phase 2 include staying the course and continuing the program's focus on equitable access and expanding the program, which could involve trying new approaches to developing projects, increasing the program budget, and making other administrative changes. Mr. Rose invited comments and questions from the committee on the program.

Comments from the committee:

- Tyler Bullen asked if all the projects were happening now, which was confirmed. Were any completed yet, confirmed not yet. What is the deadline in which programs are to be completed? Mr. Rose noted that programs are due to be completed by June 2021. He is working with PSU to evaluate the program and expects a mid-point date when he can share information so that the evaluation can inform plans for the next phase of the program.

- Glenn Koehrsen noted that the availability of emerging transportation services is much different outside inner Portland as opposed to rural regions. Mr. Rose agreed and noted that other options are being considered to address access to our transit system.
- Karen Buehrig appreciated hearing about the program and the importance of testing out results. Ms. Buehrig advocated increasing the budget, and said that could result in governments increasing their participation. She looked forward to a conversations about how funding could be increased for the program, noting that timing of applications sometimes limit jurisdictions ability to participate.
- Jessica Stetson noted that in the City of Milwaukie there were six people on staff focused on micro mobility and not nearly enough resources in which to manage the programs. It was important to have last mile access to transit with equity addressed in areas where needed.
- Katherine Kelly advocated more funding for the program. The efficiencies and best lessons learned were important moving forward. It was suggested that these issues be addressed in future potential grant funding. The City of Gresham is becoming more involved in emerging tech with discussions on right of way access, curbside strategies within urban and suburban areas, with interest in placing some of these approaches in the next grant round. A webpage survey on micro mobility was recently posted on the City of Gresham website. A link to this survey was given to Marie Miller to provide to the committee. More community feedback on emerging tech is now taking place with high school outreach and needs of aging adults, as well as communities of needs.
- Eric Hesse commented on the funds that started the program, while small to begin, have shown great promise with the support of partners. This can be developed and leveraged over time. The group building and partnerships can be just as important as the funding showing successes. Eligible categories in the Regional Transportation Options (RTO) program might match some of the projects with the PILOT program. It was noted that our regional market is bringing populations and users to us, which helps break down barriers, and will help develop next phases as the program expands.
- Tyler Bullen suggested that funds with the program be identified from Metro. With the transportation measure next year in front of voters it would be helpful to share stories and information on these transportation programs.
- Maria Hernandez- Segoviano suggested that evaluations from community members be gathered first before other program results. The services received from the program and the outcomes to individual lives because of the program were important. Concerns with data sharing, privacy and equity were shared. It was suggested that costs compared between various modes of travel with the program be part of the evaluation.

#### **11. Committee Feedback on Creating a Safe Space at TPAC**

Chairman Kloster read the comments from the committee on feedback and suggestions for safe space at TPAC meetings.

- As our new members from the community join next month, let's be extra conscious of slowing down discussion, making time for questions, "stepping back" if we've already spoken once or twice.
- From a community member: I appreciated the music coming into the space, thank you! Also, appreciated the ability to share experiences. I look forward to staying connected.

**12. Adjourn**

There being no further business, meeting was adjourned by Chairman Kloster at 12:05 p.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, December 6, 2019

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/06/2019	12/06/2019 TPAC Agenda	120619T-01
2	TPAC Work Program	11/26/2019	TPAC Work Program, as of 11/06/2019	120619T-02
3	Memo	11/21/19	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: Nov. 2019 MTIP Monthly Submitted Amendments	120619T-03
4	Resolution 19-5057	12/12/19	Resolution 19-5057 for the purpose of confirming the appointments of Idris Ibrahim, Gladys Alvarado, and Donovan Smith as Community Representatives to the TPAC with alternate member appointments of Taren Evans, Yousif Ibrahim and Wilson Munoz.	120619T-04
5	Staff Report	11/27/19	Staff Report to Resolution 19-5057	120619T-05
6	Minutes	11/01/19	Draft minutes from TPAC November 1, 2019 meeting	120619T-06
7	Resolution 19-5047	1/9/2020	Resolution 19-5047 for the purpose of amending the FY 2019-20 UPWP to add funding for the Clackamas Corridor Management, Emerging Technology and Boone Bridge Projects	120619T-07
8	Exhibit A to Resolution 19-5047	1/9/2020	Exhibit A to Resolution 19-5047, UPWP Amendment	120619T-08
9	Exhibit B to Resolution 19-4047	1/9/2020	Exhibit B to Resolution 19-5047, UPWP Amendment	120619T-09
10	Exhibit C to Resolution 19-5047	1/9/2020	Exhibit C to Resolution 19-5047, UPWP Amendment	120619T-10
11	Staff Report	Oct. 25, 2019	Staff Report to Resolution 19-5047, UPWP Amendment	120619T-11
12	Resolution 19-5052	1/9/2020	Resolution 19-5052 for the purpose of amending the FY2019-20 UPWP to add funding for the Corridor Bottleneck Operations Study 2 (CBOS 2) Project	120619T-12
13	Exhibit A to Resolution 19-5052	1/9/2020	Exhibit A to Resolution 19-5052, UPWP Amendment	120619T-13
14	Staff Report	Oct. 25, 2019	Staff Report to Resolution 19-5052, UPWP Amendment	120619T-14
15	Resolution 19-5050	N/A	Resolution 19-5050 for the purpose of adding or amending existing projects to the 2018-21MTIP involving three projects impacting ODOT (DC20-05-DEC2)	120619T-15

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
16	Exhibit A to Resolution 19-5050	11/25/2019	Exhibit A to Resolution 19-5050, MTIP amendment	120619T-16
17	Staff Report	11/25/2019	Staff Report to Resolution 19-5050, MTIP amendment	120619T-17
18	Resolution 19-5051	N/A	Resolution 19-5051 for the purpose of adding a new project to the 2018-21 MTIP involving one project, ODOT's Corridor Bottleneck Operations Study –Two (CBOS II) (DC20-04-DEC1)	120619T-18
19	Exhibit A to Resolution 19-5051	N/A	Exhibit A to Resolution 19-5051, MTIP amendment	120619T-19
20	Staff Report	11/26/2019	Staff Report to Resolution 19-5051, MTIP amendment	120619T-20
21	Memo	11/27/2019	TO: TPAC and interested parties From: Dan Kaempff, Principal Transportation Planner RE: 2022-24 Regional Flexible Funds Allocation Package Recommendations	120619T-21
22	Handout	N/A	Exhibit B: 2022-24 Recommended Regional Flexible Fund Grantees Conditions of Approval	120619T-22
23	Presentation	Dec. 6, 2019	Amendments to the 2019-20 Unified Planning Work Program	120619T-23
24	Presentation	Dec. 6, 2019	December 2019 MTIP Formal Amendment Summary (Regular Bundle) Resolution 19-5050	120619T-24
25	Presentation	Dec. 6, 2019	2022-24 RFFA: Recommendation to JPACT	120619T-25
26	Presentation	Dec. 6, 2019	PILOT: Phase 2 program framework	120619T-26

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING TWO NEW ) RESOLUTION NO. 20-5068  
PROJECTS TO THE 2018-21 METROPOLITAN )  
TRANSPORTATION IMPROVEMENT ) Introduced by: Chief Operating Officer  
PROGRAM INVOLVING RIDE CONNECTION IN ) Andrew Scott in concurrence with  
SUPPORT OF SENIOR AND DISABLED ) Council President Lynn Peterson  
PERSONS NEEDS AND ODOT IN SUPPORT OF )  
THE COLUMBIA BOTTOMLANDS  
CONSERVATION PROJECT (JA20-07-JAN)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, Ride Connection, a non-profit organization that provides free transportation services to people with disabilities and older adults has been operating since 1986 to provide customer-focused, safe, reliable transportation options for individuals in Clackamas, Multnomah, and Washington counties; and

WHEREAS, Ride Connection has successfully obtained a discretionary Federal Transit Administration (FTA) federal grant award of \$96,921 from the FY 2019 Access and Mobility Partnership Grant Program; and

WHEREAS, the grant award supporting Ride Connection's Providence Health and Services Mobility Resource Desk project will be used to implement mobility management services focused at two Providence hospitals for senior and disabled persons, offering individual travel options, counseling and clinic support to integrate transportation referrals; and

WHEREAS, MTIP programming is required in order for Ride Connection to submit and secure their FTA Transit Award Management System (TrAMS) grant approval to begin expending the federal FTA funds; and

WHEREAS, the Oregon Department of Transportation's (ODOT) Columbia Bottomlands Mitigation/Conservation project is intended to develop a long term mitigation conservation bank in the

lower Willamette Watershed that will generate credits for aquatic resources to be used by the greatest number of Endangered Species Act listed fish species; and

WHEREAS, the Columbia Bottomlands mitigation bank site will meet long-term mitigation needs for STIP projects in the Lower Willamette watershed that spans much of ODOT Region 1 and a portion of Region 2; and

WHEREAS, the proposed bank at Columbia Bottomlands will also increase the speed of permit approvals by avoiding compensatory mitigation design for individual projects, at the same time providing economies of scale that reduce environmental mitigation costs; and

WHEREAS, the application of compensatory mitigation includes the use of off-site restoration activities to mitigate unavoidable disturbances that occur during the construction phase of a project resulting in the generation of conservation credits supporting specific ecological needs; and

WHEREAS, the requested funds would establish a large scale aquatic resource restoration site at the Columbia Bottomlands location (along Highway 30 near Scappoose); and

WHEREAS, MTIP programming is required for the Columbia Bottomlands project and will add the Preliminary Engineering plus Right-of Way phases to the 2018-21 MTIP with the entire project including the Construction phase planned for federal fiscal year 2022 added to the new draft 2021-2026 MTIP; and

WHEREAS, the Columbia Bottomlands Mitigation/Conservation project required approval from the Oregon Transportation Commission (OTC) which occurred during their December 2019 meeting resulting in an approved total funding commitment to the project totaling \$2,950,000; and

WHEREAS, the a review of Appendix F, Environmental Assessment and Potential Mitigation Strategies, to the approved 2018 Regional Transportation Plan affirms consistency between the Columbia Bottomlands Mitigation/Conservation project and the RTP; and

WHEREAS, the MTIP's financial constraint finding is maintained as proof of funding has been verified from the FTA Access and Mobility Partnership program for Ride Connection and OTC for the Columbia Bottomlands Mitigation/Conservation project; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the January Formal MTIP Amendment consisting of both projects; and

WHEREAS, both projects successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification, amendment summary overview, and recommended approval to Metro Joint Policy Advisory Committee on Transportation (JPACT) on January 10, 2020; and

WHEREAS, JPACT received their notification on January 16, 2020 and provided an approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on February 5, 2020 to formally amend the 2018-21 MTIP to include Ride Connection's Providence Health and Services Mobility Resource Desk project and ODOT's Columbia Bottomlands Mitigation/Conservation project.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2020.

\_\_\_\_\_  
Lynn Peterson, Council President

Approved as to Form:

\_\_\_\_\_  
Carrie MacLaren, Metro Attorney

DRAFT



**2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 20-5068**



**Proposed January 2020 Formal Amendment Bundle  
Amendment Type: **Formal/Full**  
Amendment #: **JA20-07-JAN**  
Total Number of Projects: 2**

<b>ODOT Key #</b>	<b>MTIP ID #</b>	<b>Lead Agency</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Description of Changes</b>
Project #1 Key <b>20274</b> New Project	TBD	Ride Connection	<b>Providence Health and Services Mobility Resource Desk</b>	Implement mobility management services focused at two Providence hospitals for senior and disabled persons, offering individual travel options, counseling and clinic support to integrate transportation referrals.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds Ride Connection's new 5310 grant award project that will support senior, and Disabled needs as noted in the project description
Project #2 Key <b>22075</b> New Project	TBD	ODOT	<b>Columbia Bottomlands Mitigation/ Conservation</b>	Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds ODOT's Columbia Bottomlands Mitigation/Conservation project to the 2018 MTIP. PE and ROW phases are added now. The entire project will be added to the new draft 2021-26 MTIP including the construction phase planned or FY 2022



Metro  
2018-21 Metropolitan Transportation Improvement Program (MTIP)  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**NEW PROJECT**  
Initial Programming

<b>Lead Agency:</b> Ride Connection	Project Type: Transit	<b>ODOT Key:</b> 20274
<b>Project Name:</b> Providence Health and Services Mobility Resource Desk	ODOT Type: Transit	<b>MTIP ID:</b> TBD
	Performance Meas: No	<b>Status:</b> T21
<b>Project Status:</b> T21 = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	Capacity Enhancing: No	<b>Comp Date:</b> 12/31/2021
	Conformity Exempt: Yes	RTP ID: 10927
<b>Short Description:</b> Implement mobility management services focused at two Providence hospitals for senior and disabled persons, offering individual travel options, counseling and clinic support to integrate transportation referrals.	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2020	Past Amend: 0
	Years Active: 1	OTC Approval: No

**Detailed Description:** Implement mobility management services focused at two Providence hospitals and local social services for senior and disabled persons. A Ride Connection Mobility Specialist will collaborate with staff from Impact NW, a local social services provider to provide individual travel options counseling and clinic level support to integrate transportation referral processes to achieve long term goals of (1) developing and documenting replicable process management for active mobility management with clinic staff that can be implemented at additional locations, (2) reduce no-shows to healthcare appointments, and (3) integrate mobility management practices into the Epic EMR system

**STIP Description:** Ride Connection, a regional community-based human services transportation provider, will partner with Providence Health and Services, a major regional healthcare system, to increase access to healthcare services by providing mobility management services at two hospitals.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
5310	F160	2020					\$ 96,921	\$ 96,921
							\$	-
							\$	-
							<b>Federal Totals:</b>	<b>\$ 96,921</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
							\$	-
							<b>State Total:</b>	<b>\$ -</b>

<b>State Fund Obligations:</b>									
<b>EA Number:</b>									
<b>Initial Obligation Date:</b>									
<b>Local Funds</b>									
<b>Local</b>	<b>Match</b>	<b>2020</b>						<b>\$ 24,230</b>	<b>\$ 24,230</b>
<b>Other</b>	<b>OTH0</b>	<b>2020</b>						<b>\$ 740</b>	<b>\$ 740</b>
								<b>Local Total</b>	<b>\$ 24,970</b>
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 121,891</b>	<b>\$ 121,891</b>
								Year Of Expenditure (YOE):	\$ 121,891
<b>Notes and Summary of Changes:</b>									
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.									
<b>Amendment Summary:</b>									
_The formal amendment adds the new 5310 grant award for Ride Connection to Implement mobility management services focused at two Providence hospitals for senior and disabled persons, offering individual travel options, counseling and clinic support to integrate transportation referrals.									
> Will Performance Measurements Apply: No									
<b>RTP References:</b>									
> RTP ID: 10927 - Operating Capital: Information Technology Phase I									
> RTP Description: Communication System									
> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Operating assistance to transit agencies									
> A UPWP amendment does not apply.									
<b>Fund Codes:</b>									
> 5310 = Federal National Highway Performance Program funding allocated to ODOT									
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs									
> Other = Additional local funds committed to the project above the required minimum match and referred to as "overmatch".									



Metro  
2018-21 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PROJECT**  
Initial Programming

<b>Lead Agency:</b> ODOT	Project Type: Other	<b>ODOT Key:</b> 22075
<b>Project Name:</b> Columbia Bottomlands Mitigation/Conservation	ODOT Type: Preserve	<b>MTIP ID:</b> TBD
	Performance Meas: ?	<b>Status:</b> 2
	Capacity Enhancing: No	<b>Comp Date:</b> 12/30/2023
	Conformity Exempt: Yes	RTP ID: Appdntx F
	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: N/A
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2020	Past Amend: 0
	Years Active: 1	OTC Approval: Yes
STIP Amend #: 18-21-3403	MTIP Amend #: JA20-07-JAN	

**Detailed Description:** In the northwestern Portland area from the Columbia River west to US 30, and the St Helens area in the north (Outside MPO Boundary) then south to NW St Helens Rd just north of the Smith and Bybee Wetlands area, establish the Columbia Bottomlands Mitigation/Conservation Bank to generate conservation credits for future ODOT project impacts to aquatic resources and Endangered Species Act (ESA) listed fish species

**STIP Description:** Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species practicable.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
								\$ -
							<b>Federal Totals:</b>	<b>\$ -</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
State	S010	2020		\$ 6,977				\$ 6,977
State	S010	2021			\$ 1,000,000			\$ 1,000,000
State	S010	2022				\$ 1,550,000		\$ 1,550,000
							\$ -	
							<b>State Total:</b>	<b>\$ 1,006,977</b>

<b>State Fund Obligations:</b>							
<b>EA Number:</b>							
<b>Initial Obligation Date:</b>							

<b>Local Funds</b>								
Other	OTH0	2020		\$	393,023		\$ 393,023	
							\$ -	
							\$ -	
							<b>Local Total</b>	<b>\$ 393,023</b>
Phase Totals Before Amend:	\$	-	\$	-	\$	-	\$ -	
Phase Totals After Amend:	\$	-	\$	<b>400,000</b>	\$	<b>1,000,000</b>	\$ <b>1,400,000</b>	
							Year Of Expenditure (YOE):	\$ <b>2,950,000</b>

**Notes and Summary of Changes:**  
> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.  
> Total estimated project cost is \$2,950,000  
. Construction phase estimated cost is \$1,550,000. Programming for construction is planned for FY 2022 and will occur in the 21-26- MTIP

**Amendment Summary:**  
The formal amendment adds the new ODOT environmental mitigation project to the 2018 MTIP. OTC approval was required and occurred during their December 2019 meeting. PE and ROW phases are being added now as the construction phase is planned for FY 2022. The full project will be included in the new draft 2021-2026 MTIP. The total project cost with the construction phase is estimated at \$2.95 million. State funds are being committed to fund the project.

> Will Performance Measurements Apply:

**RTP References:**  
> RTP ID: Appendix F  
> RTP Description: Environmental Assessment and Potential Mitigation Strategies  
> Air Quality Exemption Status: The project appears exempt under 40 CFR 93.126, Table 2 - Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives

**Fund Codes:**  
> State = General State funds committed to the project  
> Other = General local funds committed to the project by a local agency that are not specifically related to a required match to federal funds.

Date: Tuesday, December 31, 2019  
 To: TPAC and Interested Parties  
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
 Subject: January 2020 MTIP Formal Amendment & Approval Request of Resolution 20-5068

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**STAFF REPORT**

FOR THE PURPOSE OF ADDING TWO NEW PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING RIDE CONNECTION IN SUPPORT OF SENIOR AND DISABLED PERSONS NEEDS AND ODOT IN SUPPORT OF THE COLUMBIA BOTTOMLANDS CONSERVATION PROJECT(JA20-07-JAN)

**BACKGROUND**

**What This Is:**

The January 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment proposes to add Ride Connection’s Providence Health and Services Mobility Resource Desk project and ODOT’s Columbia Bottomlands Mitigation/Conservation project to the MTIP through approval of Resolution 20-5068.

**What is the requested action?**

**Staff is providing TPAC notification of the January 2020 formal amendment under Resolution 20-5068 for Ride Connection’s Providence Health and Services Mobility Resource Desk and ODOT’s Columbia Bottomlands Mitigation/Conservation new projects and is requesting their approval recommendation to JPACT for Resolution 20-5068, and then on to the Metro Council enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.**

Proposed January 2020 Formal Amendment Bundle Amendment Type: <b>Formal/Full</b> Amendment #: <b>JA20-07-JAN</b> Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key <b>20274</b> New Project	TBD	Ride Connection	<b>Providence Health and Services Mobility Resource Desk</b>	Implement mobility management services focused at two Providence hospitals for senior and disabled persons, offering individual travel options, counseling and clinic support to integrate transportation referrals.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds Ride Connection's new 5310 grant award project that will support senior, and Disabled needs as noted in the project description

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key <b>22075 New Project</b>	TBD	ODOT	<b>Columbia Bottomlands Mitigation/Conservation</b>	Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species	<b>ADD NEW PROJECT:</b> The formal amendment adds ODOT's Columbia Bottomlands Mitigation/Conservation project to the 2018 MTIP. PE and ROW phases are added now. The entire project will be added to the new draft 2021-26 MTIP including the construction phase planned or FY 2022

A detailed summary of the new projects is provided below.

<b>Project 1:</b>	<b>Providence Health and Services Mobility Resource Desk (New Project)</b>		
Lead Agency:	<b>Ride Connection</b>		
ODOT Key Number:	<b>20274</b>	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements – Implement mobility management services focused at two Providence hospitals for senior and disabled persons, offering individual travel options, counseling and clinic support to integrate transportation referrals.</li> <li>Source: New project to the MTIP</li> <li>Funding: Source of funding is a competitive discretionary grant from the Federal Transit Administration Access &amp; Mobility Partnership Grants FY 2019 grant program</li> <li>Type: Transit</li> <li>Location: MPO regional area</li> <li>Cross Street Limits: N/A</li> <li>Overall Mile Post Limits: N/A</li> <li>Current Status Code: = Transit status “T21” = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP</li> <li>STIP Amendment Number: 18-21-3391</li> <li>MTIP Amendment Number: JA20-07-JAN</li> </ul>		
What is changing?	<p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>The formal amendment adds Ride Connection’s Providence Health and Services Mobility Resource Desk new project to the 2018 MTIP. The project’s originates from a competitive discretionary grant from FTA’s Access and Mobility Partnership Grant Program, FY 2019 funding cycle.</p> <p><b><u>About the FTA Access &amp; Mobility Partnership Grant Program</u></b></p>		

Access and Mobility Partnership Grants seek to improve access to public transportation by building partnerships among health, transportation and other service providers. This

The screenshot shows the Federal Transit Administration website. The main heading is 'Access & Mobility Partnership Grants FY2019 Project Selections'. Below the heading is a table with columns: State, Project Sponsor, Project Description, and Funding Amount. There are two rows of data. The first row is for Alabama (AL) with project sponsor 'United Way of Central Alabama, Inc.' and a funding amount of \$148,000. The second row is for Oklahoma (OK) with project sponsor 'Ride Connection, Inc.' and a funding amount of \$96,921. To the right of the table is a 'Contact Us' section for the Office of Program Management, including address, phone, fax, and business hours. There are also social media icons for Facebook, Twitter, Google+, and YouTube.

State	Project Sponsor	Project Description	Funding Amount
AL	United Way of Central Alabama, Inc.	The United Way of Central Alabama will receive funding to serve as a centralized resource center, including provider referrals and a central call center, promoted through a public awareness campaign.	\$148,000
OK	Ride Connection, Inc.	Ride Connection, Inc. will receive funding to increase access to healthcare services by providing mobility management services focused on two hospitals and local social services, offering individual travel options, counseling and clinic support to integrate transportation referrals.	\$96,921

program provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and nonemergency medical transportation services.

Eligible applicants are organizations that are eligible to be recipients and sub-recipients of the Enhanced Mobility for Seniors and Individuals with Disabilities Program, (defined under 49 U.S.C. 5310):

- Designated recipients
- States and local governmental authorities
- Private nonprofit organizations
- Operators of public transportation

### **About Ride Connection**

Ride Connection is a non-profit organization that provides free transportation services to people with disabilities and older adults. In coordination with community partners, Ride Connection provides customer-focused, safe, reliable transportation options for individuals in Clackamas, Multnomah, and Washington counties of the State of Oregon, which include urban, suburban, exurban and rural areas.

In the mid-1980s a TriMet citizen committee recommended that a volunteer program could better meet the transportation needs of older adults and people with disabilities. The first rides were done in 1986 as a TriMet project. Ride Connection was then incorporated as a private nonprofit in May 1988 with a vision to serve this population with a more adaptable, accessible service than traditional public transit. The relationship between TriMet and Ride Connection represents a unique blending of public and private resources and serves as a model of effective regional cooperation and collaboration.

### **About the Providence Health and Services Mobility Resource Desk Project**

This project will benefit older adults, people with disabilities and low-income individuals by embedding a Mobility Specialist within the established Providence Health and Services Resource Desks located at



	<p>Providence Professional Plaza and Providence Milwaukie Hospital. Providing mobility management services at these locations will improve access to the transportation system for the purpose of healthcare and extend the established partnerships of Ride Connection, Providence and Impact Northwest from exclusively direct transportation service provision, to site specific mobility management activities including:</p> <ul style="list-style-type: none"> <li>• Individualized Options Counseling that connects older adults, people with disabilities and low-income persons with transportation resources to help them access healthcare services at Providence locations and life activities that are social determinants of health.</li> <li>• Location specific travel needs analysis and information and referral data resource that integrates with the Resource Desk system, documents the available public and private transportation resources and their effectiveness in providing transportation based on attributes including Medicaid eligibility, Income /cost, geographic travel sheds and connectivity.</li> <li>• Clinic level relationship building, needs assessment, work flow analysis and development of process recommendations to create successful referrals. Collaboration to establish processes to reduce missed appointment rates at clinics.</li> <li>• Providence staff will cross train the Mobility Specialist in the use of the Providence Epic Electronic Medical Records system to assist in patient referral processes and data gathering for evaluation of project outcomes. Epic is the most widely used Electronic Medical/Health Record system in hospitals in the US and the cross training and policy documentation for Mobility Management use for the Epic system will provide replicable uses across additional locations.</li> <li>• Provision of an option to provide immediate need, non-emergency transportation using available public and private transportation resources.</li> <li>• Distribution of transit fare to include more individuals with incomes under 150% of the FPL. Integration of fare assistance with options counseling and referral to fixed route travel training programs.</li> <li>• Services will be provided in both English and Spanish with options to provide additional languages through translation services.</li> </ul>
<p>Additional Details:</p>	<p>The FTA competitive grant award falls under the larger FTA Section 5310 funding program that has a purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.</p>

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment.
Total Programmed Amount:	The FTA grant award is \$96,921. The grant requires a minimum local match of 20%. Ride Connection is providing slightly above the 20% match requirement. The total project cost estimate is \$121,891.
Added Notes:	The project is expected to last about a year. The point of contact for additional projects is Emily Motter, Chief Development Officer, tel; 503-528-1766, email - <a href="mailto:emotter@rideconnection.org">emotter@rideconnection.org</a>

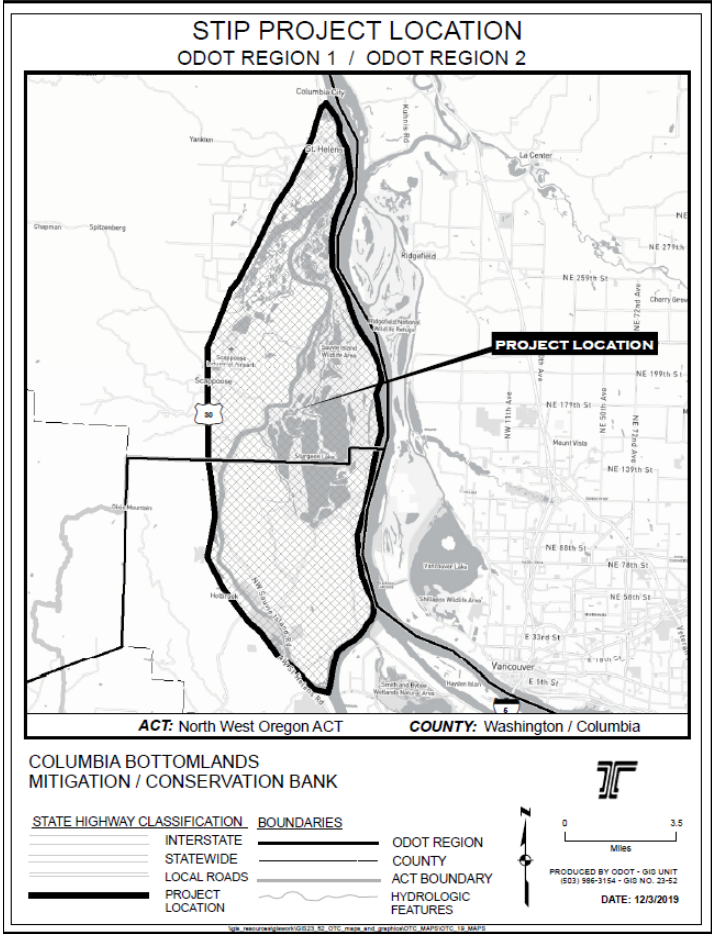
<b>Project 2:</b>	<b>Columbia Bottomlands Mitigation/Conservation (New Project)</b>		
Lead Agency:	<b>ODOT</b>		
ODOT Key Number:	<b>22075</b>	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species</li> <li>Source: New project to the MTIP</li> <li>Funding: Source of funding is State funds approved by OTC during their December 2019 meeting</li> <li>Type: Other</li> <li>Location: In NW Portland area on the Columbia River watershed which covers ODOT Regions 1 and into 2</li> <li>Cross Street Limits: West to US 30 and the St Helens area in the north and then south to NW ST Helens Rd just north of the Smith and Bybee Wetlands area</li> <li>Overall Mile Post Limits: N/A</li> <li>Current Status Code: = 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)</li> <li>STIP Amendment Number: 18-21-3403</li> <li>MTIP Amendment Number: JA20-07-JAN</li> </ul>		
What is changing?	<p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>The formal amendment adds ODOT's Columbia Bottomlands Mitigation/Conservation project to the 2018 MTIP.</p> <p>From the OTC Staff Report:</p> <p>ODOT has identified a need in the Lower Willamette watershed area for a compensatory mitigation bank to generate conservation credits that compensate for future ODOT projects impacts to aquatic resources and Endangered Species Act (ESA) listed fish species.</p> <p>The Columbia Bottomlands mitigation bank site identified in this proposal will meet long-term mitigation needs for STIP projects in the Lower Willamette watershed that spans much of Region 1 and a portion of Region 2. There are currently limited aquatic resource banks in the watershed and banked aquatic resource mitigation credits are an identified critical path item for project delivery in this area. The proposed bank at Columbia</p>		

Bottomlands will also increase the speed of permit approvals by avoiding compensatory mitigation design for individual projects, at the same time providing economies of scale that reduce environmental mitigation costs.

Compensatory mitigation is the use of off-site restoration activities to mitigate unavoidable disturbance that occurs during the construction phase of a project. The currency for offsetting this disturbance is a conservation credit which is a unit measure of ecological benefit generated by a restoration project for a specific ecological need (water quality, wildlife habitat). Credits are considered banked when they're certified and ready for use.

The requested funds would establish a large scale aquatic resource restoration site at the Columbia Bottomlands location (along Highway 30 near Scappoose). Once restoration activities have achieved a healthy, stable level of measureable benefit conservation credits could be certified. These credits would be then available to offset unavoidable disturbance by future projects in the same watershed. Such projects could include a future Interstate 5 bridge replacement project over the Columbia River. The Columbia Bottomlands is the identified highest ecological priority area (Attachment 1) within the Lower Willamette Watershed and is where we will locate the bank.

Additional Details:



	<p>With approval, the agency will initiate a Request for Proposals (RFP) for a full-outsourced "Turnkey" compensatory mitigation/conservation bank project. The project will include site selection planning, acquisition, preliminary engineering and construction. Our target restoration goal is to generate a minimum of 10 acre-credits of aquatic resources usable by the greatest number of ESA listed fish species practicable.</p>																																													
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment.																																													
Total Programmed Amount:	<p>OTC approved a total of \$2,950,000 of State funds for the project. In the 2018-21 MTIP, the PE and ROW phases will be programmed. The entire project will be programmed in the 2021-2026 MTIP including the construction phase which will be programmed in 2022.</p> <p><b>STIP Amendment Funding Summary</b></p> <table border="1"> <thead> <tr> <th>Project</th> <th>Current Funding</th> <th>Proposed Funding</th> </tr> </thead> <tbody> <tr> <td>Site Mitigation and Repair 2020 (KN 20291)</td> <td>\$1,006,977</td> <td>\$0</td> </tr> <tr> <td>Mitigation Banking Program</td> <td>\$1,943,023</td> <td></td> </tr> <tr> <td>Columbia Bottomlands Mitigation/Conservation Bank</td> <td></td> <td>\$2,950,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$2,950,000</b></td> <td><b>\$2,950,000</b></td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th colspan="4"><b>Columbia Bottomlands mitigation/conservation bank (KN 22075)</b></th> </tr> <tr> <th rowspan="2">PHASE</th> <th rowspan="2">YEAR</th> <th colspan="2">COST</th> </tr> <tr> <th>Current</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Preliminary Engineering</td> <td>2020</td> <td>0</td> <td>\$400,000</td> </tr> <tr> <td>Right of Way</td> <td>2021</td> <td>0</td> <td>\$1,000,000</td> </tr> <tr> <td>Utility Relocation</td> <td>N/A</td> <td>0</td> <td>\$0</td> </tr> <tr> <td>Construction</td> <td>2022</td> <td>0</td> <td>\$1,550,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td></td> <td></td> <td><b>\$2,950,000</b></td> </tr> </tbody> </table>	Project	Current Funding	Proposed Funding	Site Mitigation and Repair 2020 (KN 20291)	\$1,006,977	\$0	Mitigation Banking Program	\$1,943,023		Columbia Bottomlands Mitigation/Conservation Bank		\$2,950,000	<b>TOTAL</b>	<b>\$2,950,000</b>	<b>\$2,950,000</b>	<b>Columbia Bottomlands mitigation/conservation bank (KN 22075)</b>				PHASE	YEAR	COST		Current	Proposed	Preliminary Engineering	2020	0	\$400,000	Right of Way	2021	0	\$1,000,000	Utility Relocation	N/A	0	\$0	Construction	2022	0	\$1,550,000	<b>TOTAL</b>			<b>\$2,950,000</b>
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Added Notes:	OTC approval was required and occurred during their December 2019 meeting,																																													

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

**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

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

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
  - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP
  - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
  - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
  - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
  - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.

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

- Reviewed and initially assessed for Performance Measurement impacts to include:
  - Safety
  - Asset Management - Pavement
  - Asset Management – Bridge
  - National Highway System Performance Targets
  - Freight Movement: On Interstate System
  - Congestion Mitigation Air Quality (CMAQ) impacts
  - Transit Asset Management impacts
  - RTP Priority Investment Areas support
  - Climate Change/Greenhouse Gas reduction impacts
  - Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
  - Completion of the required 30 day Public Notification period:
  - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
  - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the January 2020 Formal MTIP amendment (JA20-07-JAN) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	January 7, 2020
• <b>TPAC notification and approval recommendation.....</b>	<b>January 10, 2020</b>
• JPACT approval and recommendation to Council.....	January 16, 2020
• Completion of public notification process.....	February 5, 2020
• Metro Council approval.....	February 6, 2020

Notes:

\* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package .....	February 11, 2020
• Amendment bundle submission to ODOT for review.....	February 12, 2020
• Submission of the final amendment package to USDOT.....	February 12, 2020
• ODOT clarification and approval.....	Late February, 2020
• USDOT clarification and final amendment approval.....	Early to mid-March 2020

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

**RECOMMENDED ACTION:**

**Staff recommends TPAC provide an approval recommendation to JPACT for Resolution 20-5068 under MTIP Amendment JA20-07-JAN allowing the MTIP to add Ride Connection's Providence Health and Services Mobility Resource Desk new project and ODOT's Columbia Bottomlands Mitigation/Conservation new project.**

Note: No attachments

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 20-5062
2019-20 UNIFIED PLANNING WORK	)	
PROGRAM (UPWP) TO ADD FUNDING FOR	)	Introduced by Acting Chief Operating Officer
THE REGIONAL MOBILITY POLICY UPDATE	)	Andrew Scott in concurrence with Council
	)	President Lynn Peterson
	)	

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2019-20 ; and

WHEREAS, the FY 2019-20 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, approval of the budget elements of the FY 2019-20 UPWP is required to receive federal transportation planning funds; and

WHEREAS, mobility into and through the Portland region affects both residents across the region and users across the state, from freight and economic perspectives, as well as access to health care, universities, entertainment and other destinations of regional and statewide importance; and

WHEREAS, the 2018 Regional Transportation Plan (RTP) identified the need for this planning effort because the plan failed to meet state requirements for demonstrating consistency with the Oregon Highway Plan (OHP) Highway Mobility Policy (Policy 1F) for state-owned facilities; and

WHEREAS, the Oregon Department of Transportation (ODOT) agreed to partner with Metro to update the 20-year old “interim” mobility policy that is used to define and measure mobility in regional and local transportation system plans (TSPs) and during the plan amendment process in the Portland area; and

WHEREAS, Metro included a Regional Mobility Policy Update project in the FY 2019-20 UPWP with an expected budget of \$558,718, and

WHEREAS, the first phase of the Regional Mobility Policy update included a formal scoping period, from April to December 2019, to build agreement on the overall approach for the Regional Mobility Policy update, including the project objectives to be addressed and ways to engage stakeholders and the public in the process; and

WHEREAS, on November 21, 2019, the Joint Policy Advisory Committee on Transportation (JPACT) approved and recommended Metro Council approval of the Work Plan and the Stakeholder and Public Engagement Plan for the Regional Mobility Policy Update; and

WHEREAS, on December 5, 2019 the Metro Council approved the Work Plan and the Stakeholder and Public Engagement Plan for the Regional Mobility Policy Update, directing staff to move forward with the to move forward with the next phase of the project and to finalize the project agreement between Metro and the Oregon Department of Transportation (ODOT); and



WHEREAS, this amendment updates the project description, objectives and deliverables to reflect the work plan and engagement plan approved by JPACT and the Metro Council as well as an additional \$560,000 that is anticipated to be available for consultant services; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2019-20 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2019-20 UPWP to revise the Regional Mobility Policy Update project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 20th day of February, 2020

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

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## Regional Mobility Policy Update

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

### Description

In 2018, Metro completed an update to the regional transportation plan. [In early 2019, Metro and the Oregon Department of Transportation \(ODOT\) began working together to update the policy on how the region defines and measures mobility in regional and local transportation system plans \(TSPs\) and during the local comprehensive plan amendment process in the Portland region. The current “interim” 20-year old mobility policy is contained in both the 2018 Regional Transportation Plan \(RTP\) and Policy 1F \(Highway Mobility Policy\) of the Oregon Highway Plan \(OHP\). The current policy is vehicle-focused and measures congestion levels using the ratio of motor vehicle volume to motor vehicle capacity during peak travel periods.](#)

[The need for this project was identified in the 2018 RTP in part because the Portland region cannot meet the current mobility policy targets and standards as they are now set in the 2018 RTP and OHP for the Portland region. The 2018 RTP failed to demonstrate consistency with Policy 1F of the OHP for state-owned facilities, particularly for the region’s throughway system. Congestion and its impacts on mobility and the region’s economic prosperity and quality of life are a top public concern. The update identified current traffic congestion on many of the region’s throughways and arterials, and predicts that many of these facilities are unlikely to meet adopted interim regional mobility policy targets in the future, including I-5, I-205, I-84, OR 217 and US 26. Moreover, growing congestion on Portland area throughways is impacting economic competitiveness for the region and entire state and is of regional and statewide concern.](#)

Recognizing a number of limitations with the current adopted mobility policy, ODOT and Metro prioritized moving forward with a focused look at the [Interim Regional Mobility Policy adopted in the RTP and the Oregon Highway Plan \(OHP\) Policy 1F3 \(Highway Mobility Policy\)](#) in advance of the next update to the RTP (due in 2023).

The purpose of this effort is to update the interim mobility policy framework for the Portland metropolitan area in the RTP and OHP Policy 1F, including development of alternative mobility measures and targets. The updated policy framework will define clear mobility expectations and a decision-making framework that will guide the development of and updates to regional and local transportation system plans and the evaluation of plan amendments subject to the Transportation Planning Rule (TPR) -0060 during development review. The updated framework will also guide future monitoring and reporting in support of the region’s congestion management process and MAP-21/FAST Act performance-based planning.

The project [is expected to result in will recommend](#) amendments to the RTP and regional functional plans and [Policy 1F of the OHP Policy 1F3](#) for consideration by JPACT, the Metro Council and the Oregon Transportation Commission prior to initiating the 2023 RTP update.

Additional background information on this project can be found in Chapter 8 (Section 8.2.3.1) of the 2018 RTP [and the work plan and engagement plan approved by JPACT and the Metro Council in Fall 2019](#).

## Overall Objectives

- Metro Council and Oregon Transportation Commission consider approval of the updated mobility policy framework prior to initiating the 2023 RTP update.
- [Advance the region's desired outcomes and local, regional and state efforts to implement the 2040 Growth Concept and 2018 RTP policy goals for advancing equity, mitigating climate change, improving safety and managing congestion.](#)
- [Support implementation of the region's Climate Smart Strategy, the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and related policies.](#)
- [Provide a clear policy basis for management of and investment in the throughway<sup>1</sup> and arterial system to better manage growing motor vehicle congestion in the region in order to maintain interstate and statewide mobility on the throughway system while providing for intra-regional mobility and access by transit, freight and other modes of travel on the arterial roadway system and other modal networks.](#)
- ~~Develop an a holistic~~ alternative mobility policy and associated measures, targets and methods for the Portland ~~metropolitan~~-region that [focuses on system completeness for all modes and system and demand management activities to serve planned land uses](#)~~define mobility expectations for multiple modes users, and time periods, and that-~~. [The updated policy will:](#)
  - [Clearly and transparently communicate mobility expectations for multiple modes, users and time periods,](#) and provide clear targets for local, regional and state decision-making.
  - [Provide mobility equitably and help eliminate disparities historically marginalized communities<sup>2</sup> face in meeting their travel needs.](#)
  - [Addresses all modes of transportation in the context of planned land uses.](#)
  - [Address the diverse mobility needs of ~~and~~ both people and goods movement.](#)
  - [Use transportation system and demand management to support meeting mobility needs.](#)
  - [Help decision-makers make decisions that advance multiple policy objectives.](#)
  - [Distinguish between throughway and arterial performance and take into account both state and regional functional classifications for all modes and planned land uses.](#)
  - ~~Are-Be~~ financially ~~realistic~~ achievable.
  - [Balance mobility objectives ~~Reflect and are consistent~~ with other adopted state, regional and community policy objectives, especially policy objectives for land use, affordable housing, safety, equity, climate change and economic prosperity.](#)<sup>3</sup>
  - [Build-Be broadly understood and local government buy-in and supported by federal, state, regional and local governments, key stakeholders and decision-makers, including JPACT, the Metro Council and the Oregon Transportation Commission for the updated policy and implementation.](#)
  - ~~Address growing motor vehicle congestion in the region and its impacts on transit, freight and other modes of travel.~~ [Recognize that mobility into and through the](#)

<sup>1</sup> [Throughways are designated in the 2018 RTP and generally correspond to Expressways designated in the OHP.](#)

<sup>2</sup> [Historically marginalized communities are defined as people of color, people who do not speak English well, low income people, youth, older adults and people living with disabilities.](#)

<sup>3</sup> [Including the Oregon Transportation Plan, state modal and topic plans including OHP Policy 1G \(Major Improvements\), Oregon Transportation Planning Rule, Metro 2040 Growth Concept, Metro Regional Transportation Plan, Metro Regional Transportation Functional Plan and the Metro Congestion Management Process.](#)

Portland region affects both residents across the region and users across the state, from freight and economic perspectives, as well as access to health care, universities, entertainment and other destinations of regional and statewide importance.

- Be legally defensible for implementing jurisdictions.
  - Are-Be innovative and advance ~~the~~ state of the art practices related to measuring multimodal mobility beyond the current motor vehicle v/c based measures and targets.
  - Consider-Evaluate system completeness and facility performance for all modes to serve planned land uses in the alternative mobility policy, as well as financial, environmental, greenhouse gas and community impacts of the policy, including impacts of the policy on traditionally underserved communities and public health.
  - AreBe applicable and useful at the system plan, mobility corridor, and plan amendment (development review) scales.
- Ground policy development and implementation in community, regional and state goals for land use and transportation, public values and mobility expectations, sound technical analysis and input from partners, stakeholders and the public.
  - Communicate complete, accurate, understandable, and timely information to partners and stakeholders throughout the project.
  - PEnsure an inclusive engagement approach that provides meaningful opportunities for input from policymakers, community and business leaders and organizations, local jurisdictions, transit and Port districts key stakeholders and the public to provide input and demonstrate how input influenced the process prior to key milestones.
  - Increase collaboration and coordination among state, regional and local partners.
  - Ensure compliance with all public participation requirements and consistency with state requirements and plans, including relevant statewide planning goals, the State Agency Coordination Program (OAR 731-015-0055) and the OHP Policy 1F3 and associated Operational Notice PB-02.

#### **Previous Work (through June 2019)**

- Adoption of the Oregon Highway Plan in 1999.
- Adoption of the Interim Regional Mobility Policy for the region in the 2000 RTP.
- Ongoing implementation of the region's CMP since adoption of the 2000 RTP.
- Adoption of the Interim Regional Mobility Policy in Table 7 and Policy 1F3 in the OHP in 2002.
- Adoption of the Oregon Transportation Plan (OTP) in 2006, the policy document that frames and organizes all of the state's modal plans for transportation.
- Adoption of the "Regional Mobility Corridors Concept" and "System Completion" policy frameworks in the 2010 RTP as tools for diagnosing and monitoring mobility needs in 24 subareas that contain the region's multimodal travel corridors – an integrated multimodal transportation system of throughways, arterials, transit routes, freight routes and regional active transportation routes, including regional trails, that serve planned land uses identified in the 2040 Growth Concept and Regional Framework Plan.
- Publication of the Regional Mobility Corridor Atlas in 2010 and 2015 to identify gaps and deficiencies for all modes of travel within each regional mobility corridor.
- Updates to the Oregon Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP) in 2011.
- Publication of the ODOT Region 1 Corridor Bottleneck Operations Study (CBOS) in 2013 to identify bottleneck locations on the region's throughway system and potential solutions.

- 
- Publication of the ODOT Region 1 Active Traffic Management (ATM) Atlas in 2016.
  - Publication of ODOT Region 1 Portland Transportation Performance Report in 2016 and 2018, documenting growing congestion and crash rates on the region's throughways and impacts on system reliability.
  - Publication of Regional Transportation Snapshots in 2016 and 2017, documenting changes in travel behavior and overall transportation system performance for all modes of travel.
  - Collaboration with ODOT, TriMet and SMART to meet federal performance-based planning requirements in 2017 and 2018.
  - Adoption of the Regional Transportation Safety Strategy, the Regional Freight Strategy and the Regional Transit Strategy in 2018.
  - Adoption of the 2018 Regional Transportation Plan, including near-term safety and congestion-related performance monitoring targets as required by MAP-21/FAST Act and long-term performance targets related to safety, congestion, system completion, mode share, vehicle miles traveled and vehicle emissions. The RTP also identifies the need to update the Interim Regional Mobility Policy prior to the next scheduled RTP update (due in 2023).
  - Project agreement between Metro and ODOT.

### Methodology

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This effort will be completed in two broad phases:

- **Phase 1 | Project Scoping | ~~May-April to September-December 2019~~** -Metro and ODOT work together with assistance from a consultant to engage local, regional and state partners and stakeholders to develop a refined problem statement, glossary of terms, work plan and public engagement plan to be for considered for adoption by JPACT and the Metro Council. Engagement activities in this phase will include stakeholder interviews, TPAC workshop(s), a Community Leader's Forum, Metro Council briefings and local elected official briefings through JPACT and City of Portland and County Coordinating Committees.
- **Phase 2 | Project Implementation | ~~October 2019~~January 2020 to June-Fall 2021** Metro and ODOT work together with assistance from a ~~contractor~~consultant, to engage local, regional and state partners and stakeholders to develop the alternative regional mobility policy, measures, targets, and methods for consideration by JPACT, Metro Council and the Oregon Transportation Commission.

The project will rely on existing regional technical and policy advisory committees and decision-making processes that is supplemented with briefings to the OTC and targeted outreach to coordinating committees, business and freight associations, transportation, environmental justice and environmental advocacy groups and historically marginalized communities.

The project will produce two major policy amendments to the RTP and Policy 1F3 in the OHP:

- A mobility policy framework will be developed for the region's throughways, which generally correspond with expressways designated in the Oregon Highway Plan (OHP). This policy will be incorporated into the RTP, Regional Transportation Functional Plan and OHP Policy 1F3 for the purpose of evaluating the performance of throughways in the region.
- A mobility policy framework will be developed for regional arterial streets. This policy will be incorporated into the RTP and Regional Transportation Functional Plan for county and city-owned arterials, and in OHP Policy 1F3 for the purpose of evaluating the performance of state-owned arterials.

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Together, the new policy frameworks will guide transportation system planning as part of future RTP and local TSP updates in support of the region's ongoing congestion management process. The policy frameworks will also be applied to the evaluation of transportation impacts of plan amendments during development review, and will provide guidance for operational decisions.

The project will follow the process set forth in OHP Policy 1F3 and associated Operational Notice PB-02 and must include findings to demonstrate compliance. That means the project will set forth a Portland area-specific process(es) and documentation requirements and identify measures and targets for identifying needs and for demonstrating the adequacy of regional and local actions and projects in transportation system plans, and of mitigation measures for plan amendments during development review.

Proposed measures and targets will generally be taken from existing measures and past research efforts, including the RTP, Climate Smart Strategy, ODOT Key Performance Measures, Federal performance measures and targets, Washington County TGM project on performance measures and standards, and the ODOT Region 1 Highway Performance Project and Traffic Performance Report. A targeted review of best practices from California, Washington, Florida, and other states and MPOs will be conducted.

Measures to explore may include motor vehicle, freight and transit travel time and reliability, active transportation network completeness, street connectivity, transit coverage and frequency, mode share, accessibility [to jobs, services and travel options](#), trip length, vehicle miles traveled, and mobility corridor person and goods movement capacity and throughput. Measures, targets, and methods may vary in how they apply system-wide, to multimodal mobility corridors, to throughways, to arterials, and to plan amendments, but will not result in 24 mobility corridor-specific measures or targets.

The project will apply the proposed measures and targets to selected mobility corridors at the mobility corridor and development review scale through case studies. The case studies will involve a technical assessment to determine the feasibility and adequacy of the proposed measures, [methods](#) and targets. Following the case studies, the project will define an updated alternative mobility policy for the Portland region, including measures and targets for use in the 2023 RTP update.

In addition to becoming a part of the 2023 RTP, this effort will be coordinated with and supportive of other state and regional initiatives, including the ODOT Value Pricing Project, 2020 Transportation System Management and Operations (TSMO) Strategy, Regional Congestion Pricing Technical Analysis, Enhanced Transit Corridors implementation, the Jurisdictional Transfer Assessment Project and ongoing implementation of the region's congestion management process.

This work is anticipated to continue in FY 20-21, concluding in [June-Fall](#) 2021 prior to initiating the 2023 RTP update. [More detail about the project methodology is provided in the work plan and engagement plan approved by JPACT and the Metro Council in Fall 2019.](#)

FY 2019-20 Unified Planning Work Program

<b>Major Project Deliverables/ Milestones</b>	
<b>1<sup>st</sup> Quarter</b>	<ul style="list-style-type: none"> <li>• <a href="#">Scoping engagement activities, including Community Leaders' Forum</a></li> <li>• <del>Work plan and public engagement plan with a refined problem statement, project approach and glossary of terms</del></li> <li>• <del>Contractor scope(s) of work</del></li> <li>• <del>Background report(s) including existing regional and state mobility policy framework and performance measures, and related studies and plans by ODOT Region 1, Washington County, and others.</del></li> <li>• <a href="#">Scoping public engagement report</a></li> </ul>
<b>2<sup>nd</sup> Quarter</b>	<ul style="list-style-type: none"> <li>• <a href="#">Stakeholder Interviews Report</a></li> <li>• <a href="#">Scoping Engagement Report</a></li> <li>• <a href="#">Work plan and public engagement plan approved by JPACT and the Metro Council</a></li> <li>• <a href="#">Metro/ODOT Intergovernmental Agreement</a><del>Guiding principles for updating regional mobility policy framework</del></li> </ul>
<b>3<sup>rd</sup> Quarter</b>	<ul style="list-style-type: none"> <li>• <a href="#">Consultant procurement</a></li> <li>• <a href="#">Final consultant scope of work</a></li> <li>• <a href="#">Background report(s) and factsheets</a><del>Policy framework elements defined (e.g., desired performance targets, evaluation measures and methods)</del></li> </ul>
<b>4<sup>th</sup> Quarter</b>	<ul style="list-style-type: none"> <li>• <a href="#">Policy framework elements defined (e.g., desired performance targets, evaluation measures and methods)</a></li> <li>• <del>Direction for case studies</del></li> <li>• Public engagement report</li> </ul>
<b>Ongoing</b>	<ul style="list-style-type: none"> <li>• Quarterly reports</li> <li>• Maintain project website</li> </ul>

**Project Leads**

- Metro and the Oregon Department of Transportation

**Project Partners**

- Oregon Transportation Commission
- Metro Council
- Joint Policy Advisory Committee on Transportation
- Transportation Policy Alternatives Committee
- Oregon Department of Land Conservation and Development
- Cities and Counties
- Ports of Portland and Vancouver
- TriMet, SMART, C-TRAN and other transit providers in the region
- SW Washington Regional Transportation Council
- Bi-State Coordination Committee
- Federal Highway Administration
- Federal Transit Administration
- Business associations, community-based organizations, transportation and environmental advocacy groups

FY 2019-20 Unified Planning Work Program

**FY 2019-20 Cost and Funding Sources**

**Requirements:**

Personal Services	\$ 354,894
Interfund transfers	\$ 190,223
Materials & Services	\$ <del>13,600</del> <u>573,600</u>

**Resources:**

STBG	\$ 501,337
Metro	\$ 57,380
<u>ODOT SPR</u>	<u>\$ 250,000</u>
<u>Other anticipated funds</u>	<u>\$ 310,000</u>

**TOTAL \$ ~~1,118,717~~558,718**

**TOTAL \$ ~~1,118,717~~558,718**

**Full Time Equivalent Staffing:**

Regular Full Time FTE: 2.6



## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 20-5062 FOR THE PURPOSE OF AMENDING THE FY 2019-20 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD FUNDING FOR THE REGIONAL MOBILITY POLICY UPDATE**

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Date: December 17, 2019  
Department: Planning  
Meeting Date: February 20, 2019

Prepared by: John Mermin, 503.797.1747,  
[john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov)

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#### **ISSUE STATEMENT**

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

This legislation amends the project description and objectives to reflect the work plan and the stakeholder engagement plan approved by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in fall 2019 and increases the amount of funds anticipated to be available for consultant services.

#### **ACTION REQUESTED**

Approval of the requested amendment to the 2019-20 UPWP.

#### **IDENTIFIED POLICY OUTCOMES**

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activity proposed to be amended in the 2019-20 UPWP is consistent with 2018 RTP policies and will help the region achieve each of these outcomes. As directed by the 2018 RTP, this project will update the 20-year old “interim” mobility policy that is used to define and measure mobility in regional and local transportation system plans (TSPs) and during the plan amendment process in the Portland area. The project will develop a holistic alternative mobility policy and associated measures, targets, and methods for the Portland region that focuses on system completeness for all modes and system and demand management activities to serve planned land uses. The project will advance the RTP policy goals for addressing equity, climate, safety and congestion as well as support other state, regional and local policy objectives, including implementation of the 2040 Growth Concept and the region’s Climate Smart Strategy.

## **STAFF RECOMMENDATIONS**

Approve Resolution No. 20-5062 and amend the FY 2019-20 UPWP.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

When the mobility policy update was defined and adopted unanimously in Chapter 8 of the 2018 RTP, the JPACT and the Metro Council recognized this work must holistically advance the RTP policy goals for addressing equity, climate, safety, and congestion as well as support other state, regional and local policy objectives, including implementation of the 2040 Growth Concept and the region's Climate Smart Strategy. This understanding was reflected in the draft project objectives and proposed approach prepared by Metro and ODOT staff for further stakeholder review as part of the project's scoping phase.

From April to November 2019, Metro and ODOT worked closely together and with local, regional and state partners to scope the project, seeking feedback on the project objectives and proposed approach. Overall, there is broad support and enthusiasm for an updated policy that accounts for all modes of travel and a broader array of outcomes beyond the level of congestion. Stakeholders also broadly supported the draft project objectives and the need for an updated policy. The comments and feedback received throughout the scoping phase shaped the final work plan and the stakeholder engagement plan approved by JPACT and the Metro Council in fall 2019.

### Known Opposition

No known opposition

### Legal Antecedents

- Metro Council Resolution No. 19-5048 (For the Purpose of Approving the Work Plan and Stakeholder Engagement Plan for Updating the Regional Transportation Plan (RTP) Mobility Policy), adopted on December 5, 2019.
- Metro Council Resolution No. 19-4979 (For the Purpose of Adopting the Fiscal Year 2019-20 Unified Planning Work Program), adopted on May 16, 2019.
- Metro Council Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted on December 6, 2018.

### Anticipated Effects

Approval will mean that contracts can be executed so work can commence on this planning project between now and June 30, 2020, in accordance with established Metro priorities.

### Financial Implications

This project is accounted for in the 2019-20 budget approved by the Metro Council on June 20, 2019 and the 2019-2020 Unified Planning Work Program (UPWP) approved by the Metro Council on May 16, 2019. The project will rely on a combination of Metro's federal transportation planning grants and additional anticipated funds identified by ODOT and Metro.



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: January 3, 2020  
To: TPAC and Interested Parties  
From: Ted Leybold, Ken Lobeck, Grace Cho  
Subject: 2021-24 MTIP and RFFA Project Implementation update

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Attached are three memorandum describing upcoming elements of the MTIP process. This includes:

- Development of the 2021-24 MTIP
- Evaluation Approach to the 2021-24 MTIP
- Project Delivery update and the MTIP

An overview of these materials will be provided to inform TPAC of upcoming MTIP activities. This is to prepare TPAC for eventual action on the 2021-24 MTIP and to prepare agencies awarded regional flexible funding allocation (RFFA) funding to understand expectations for project delivery activities.

No action will be taken by TPAC at this meeting.

MEMO SUBJECT

FROM

DATE

Page two content starts here.

Date: January 10, 2020  
To: Transportation Policy Alternatives Committee and Interested Parties  
From: Grace Cho, Senior Transportation Planner  
Ted Leybold, Project and Resource Development Manager  
Subject: Development of the 2021-2024 MTIP

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### **Purpose**

Provide an update on general development the 2021-2024 Metropolitan Transportation Improvement Program (MTIP).

### **Request to TPAC**

None. Informational only. Future requests for input on the public comment draft forthcoming in 2020.

### **Background**

As part of Metro's responsibilities as a metropolitan planning organization, the agency is responsible for the development and implementation of the Metropolitan Transportation Improvement Program (MTIP). The MTIP is a document listing the transportation investment priorities for the upcoming fiscal years, a description of the process in identifying and measuring the performance of those investments, and a monitoring tool which outlines administrative procedures for implementing the MTIP. As part of the documenting the process, key MTIP partners (ODOT, TriMet, SMART, and Metro) demonstrate how the region is working together to achieve the common goal of implementing the most recently adopted Regional Transportation Plan (RTP) and complying with applicable federal regulations to remain eligible for funding.

TPAC, as a technical advisory committee to Metro on metropolitan transportation planning activities, plays a role in the development and recommending the approval of the MTIP. TPAC remains informed and are requested recommendation in both in the implementation of the effective MTIP (i.e. the currently adopted 2018-2021 MTIP) and the development of the upcoming MTIP (i.e. the 2021-2024 MTIP). Recognizing a number of key 2021-2024 MTIP development activities will occur in 2020, the following process update is to assist TPAC in advising key MTIP partners – Metro, ODOT, TriMet, and SMART – on the 2021-2024 MTIP activities and development.

### **2021-22024 MTIP – Key Components Completed in 2019**

A significant component of developing the 2021-2024 MTIP is the creation of the federally-funded capital improvement program. Completed at an individual agency level by the four MTIP partners – Metro, ODOT, SMART, and TriMet – which have responsibilities in administering federal surface transportation funding, the funding allocations to determine which investments will be made into the regional transportation system for the upcoming fiscal years comprises a significant component of the MTIP. At the end of 2019, all four MTIP partners will have completed, or very nearly completed its funding allocation processes.<sup>1</sup> Funding allocation processes include the 2021-2024 STIP and STIP leverage, Special Transportation Fund Allocation as well as the Regional Flexible Fund Allocation.

In addition, the following previous 2021-2024 MTIP development activities have taken place. TPAC participated and played a role in the following:

- 2021-2024 MTIP financial forecast (spring 2018)
- 2021-2024 MTIP Policy (spring 2019)

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<sup>1</sup> Transit agencies conduct the process of allocating federal transit administration (FTA) funding annually. For the purposes of the MTIP, transit agencies provide projected allocated funds for programs and projects eligible for FTA funding. Examples include an annual projection of FTA funds to be expended on bus purchases or preventive maintenance.

- TriMet and SMART Annual Budget Process – Fiscal Year 19-20 (Spring/Summer 2019)
- 2021-2024 MTIP Performance Assessment Approach (Summer 2019)
- 2021-2024 MTIP Network Review and Updates

### **2021-2024 MTIP – Key Components Under Development in 2020**

While the development of 2021-2024 MTIP has been underway since 2018, there remain a number of activities to take place prior to the adoption of the 2021-2024 MTIP scheduled for July 2020. Starting in 2020, the following activities will take place that will bring together the public review draft of the 2021-2024 MTIP.

- Development of the 2021-2024 MTIP programming tables – assigning when funding is planned to be expended project-by-project and demonstrating the financial capacity to expend those funds during the MTIP timeframe
- Evaluating the performance of the 2021-2024 MTIP – understanding how the policy direction provided at the outset of the funding allocations influenced the outcomes; understanding how well the MTIP will make progress on implementing the RTP and federal performance measures; developing findings on the results, and making appropriate recommendations for the next 2024-2027 MTIP cycle
- Evaluating how the 2021-2024 MTIP has changed from the 2018-2021 MTIP cycle
- Demonstrating financial constraint of the 2021-2024 MTIP
- Public comment, agency-tribal consultation, and responses to comments
- Documenting oversight, management, and administration of the 2021-2024 MTIP and noting changes
- Compilation of the funding allocation processes – discussing the policy direction to guide the funding allocations and the public involvement process

These elements will be drafted and compiled as part of the public review draft of the 2021-2024 MTIP slated to be released in time for the April 2020 public comment period.

### **A Preview of TPAC Requests for Input in 2020**

TPAC will get the opportunity to review the public comment draft and adoption draft of the 2021-2024 MTIP. Starting in spring 2020, Metro staff will return to TPAC asking the committee to provide input and feedback on the following:

- Review the draft results and findings from the 2021-2024 MTIP performance assessment and shaping recommendations. This will be part of the public comment draft. Feedback provided by TPAC will get incorporated as part of the adoption draft. (April and June 2020 TPAC meeting)
- Review the summary of the public comments (via the public comment report) for the 2021-2024 MTIP public review draft and provide any final revisions to the adoption draft. (June 2020 TPAC meeting)
- Recommend for JPACT approval of the 2021-2024 MTIP scheduled for July 2020. Revisions requested and approved for the adoption draft will be incorporated in preparation for JPACT. (June 2020 TPAC meeting)

### **Questions**

Further questions or comments on the development of the 2021-2024 MTIP can be directed at Metro staff Grace Cho ([grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov)).

Date: January 10, 2020  
To: Transportation Policy Alternatives Committee and Interested Parties  
From: Grace Cho, Senior Transportation Planner  
Ted Leybold, Project and Resource Development Manager  
Subject: Evaluation Approach to the 2021-2024 MTIP

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### **Purpose**

Provide an update on the approach to evaluating the 2021-2024 Metropolitan Transportation Improvement Program (MTIP).

### **Request to TPAC**

Those TPAC members awarded 2022-2024 Regional Flexible Funds will be asked to provide a project schedule by phase to help inform the analysis.

### **Background**

As part of federal requirements, Metro, as the lead in developing and implementing the MTIP, must demonstrate how the MTIP as a package of investments 1) advances the goals and outcomes identified in the adopted Regional Transportation Plan (RTP); and 2) makes progress towards achieving MAP-21 performance targets.<sup>1</sup> To facilitate the demonstration and comply with federal regulation, a performance evaluation will be conducted on the package of investments to comprise the 2021-2024 MTIP.

### **Summary of 2021-2024 MTIP Evaluation Approach**

In July 2019, Metro staff presented a draft evaluation approach for the 2021-2024 MTIP for feedback and discussion. As discussed, the performance evaluation approach for the 2021-2024 MTIP will use two evaluation lenses for the assessment:

- 2018 RTP priorities
- MAP-21 performance targets

Each lens has a different approach as they each serve different purposes for the development and demonstration of federal compliance for the 2021-2024 MTIP. The 2021-2024 MTIP evaluation will take a system-wide analysis approach to assess the performance of the package of investments. This means transportation projects programmed in the 2021-2024 MTIP will not be evaluated independently.<sup>2</sup>

To determine the analysis methodology for the 2021-2024 MTIP, a set of measures must be determined for the four 2018 RTP investment priorities. These measures will assess the performance of the package of investments in the 2021-2024 MTIP as a means of understanding investment progress in implementing the 2018 RTP and possibly inform future areas of focus for investments by the 2024-2027 MTIP. In order to remain consistent with the 2018 RTP priorities of safety, equity, climate change, and congestion management, the 2021-2024 MTIP evaluation will use the same performance measures associated with the RTP. Table 1 provides a crosswalk of the 2018 RTP evaluation measures.

Table 1. Crosswalk Between 2018 RTP Priorities and 2021-2024 MTIP Performance Measures

<b>2018 RTP Priority</b>	<b>Outcome Being Measured</b>	<b>Performance Measure Proposed for 2021-2024 MTIP</b>
Equity	Accessibility & Affordability (as a pilot, if possible)	<ul style="list-style-type: none"><li>• Access to jobs (emphasis on middle-wage)</li><li>• Access to community places</li></ul>

<sup>1</sup> Metropolitan Planning, Content of the Transportation Improvement Program 23 C.F.R. § 450.326

<sup>2</sup> Transportation investments can also be referred to as transportation projects.

		<ul style="list-style-type: none"> <li>• System completeness of active transportation network in equity focus areas</li> <li>• Housing and transportation cost expenditure and cost burden</li> </ul>
Safety <sup>3</sup>	Safety investment & Investment on high injury corridors	<ul style="list-style-type: none"> <li>• Level of investment to address fatalities and serious injuries</li> <li>• Level of safety investment on high injury corridors</li> </ul>
Address Climate Change	Emissions reduction & Active transportation system completion	<ul style="list-style-type: none"> <li>• Percent reduction of greenhouse gases per capita</li> <li>• System completeness of active transportation network</li> </ul>
Traffic Congestion	Multimodal travel times	<ul style="list-style-type: none"> <li>• Evaluates mid-day and pm peak travel time between regional origin-destination pairs by mode of travel (e.g. transit, bicycle, auto)</li> </ul>

For the MAP-21 performance measures and targets approach, Metro will work closely with ODOT and transit agency staff to collect the necessary relevant data to report on the following federal performance measures and the regionally identified performance targets:

- Safety
- Asset Management – Pavement
- Asset Management – Bridge
- Asset Management – Transit
- National Highway System Performance
- Freight Movement on the Interstate System
- Congestion Mitigation and Air Quality<sup>4</sup>

Because of the prescriptive nature of the MAP-21 performance measures, the assessment and reporting of performance of the 2021-2024 MTIP will be qualitative in nature and will attempt to report on the latest observed data collected by partners.

Further detail on the 2021-2024 MTIP evaluation approach can be found appended to this memorandum. (TPAC memorandum from July 2019)

### **Updates to the Evaluation Approach for the 2021-2024 MTIP**

Since July 2019, Metro staff has collected project data from jurisdictions, coordinated with key MTIP partner agencies (e.g. ODOT, TriMet, and SMART) and worked on refining the scope and schedule for developing the overall 2021-2024 MTIP. During the autumn and early winter 2019, several key decisions related to the development of the overall 2021-2024 MTIP will influence the approach and evaluation of the 2021-2024 MTIP. To accommodate these decisions, Metro staff will use the following approaches to the analysis.

### Six-Year Programming

Due to the Portland metropolitan region being subject to obligation targets Metro will employ a six-year MTIP for the purposes of programming projects and developing a realistic timeframe for project

<sup>3</sup> Because crashes cannot be projected, this performance measure will take an observed approach looking at the level of safety investment and location of safety investment.

<sup>4</sup> Per the Portland Region State Implementation Plan (SIP), Metro, as the MPO, completed its transportation conformity obligations on October 2, 2017. Based on this date and not receiving another non-attainment designation, the region is no longer subject sections of this MAP-21 performance measure. Namely, the region is no longer subject reporting on the Peak-Hour Excessive Delay and Non-Single Occupancy Vehicle Mode Split.



delivery.<sup>5</sup> The decision to move to a six-year MTIP is to help encourage partners to develop realistic project delivery schedules as well as better manage the financial constraint of the 2021-2024 MTIP.

A six-year MTIP will include the programming for the upcoming six federal fiscal years. This means, the 2021-2024 MTIP will include federal fiscal years 2021 through 2026, but will only have the financial capacity for the first four federal fiscal years, 2021 through 2024. Ultimately, this change in the MTIP programming will not impact the amount of funding available to allocate towards projects, but will provide a more realistic schedule for when projects will get implemented and the tracking of federal spending.

However, from the perspective of the 2021-2024 MTIP evaluation, the programming of projects and its individual phases will influence and impact how the analysis is performed. The 2021-2024 MTIP analysis assumes projects to be completed and open for service by the last year of the MTIP – in this case 2024. Recognizing the six-year MTIP provides more options for projects to identify when it will enter into the project engineering, right-of-way, or construction phases, the assumption that projects will be open for service in federal fiscal year 2024 is no longer valid. Based on when the right-of-way and construction phase is programmed within the six-year timeframe (2021-2026), the programming will dictate whether the project will be assessed as part of the 2021-2024 MTIP evaluation. Projects which program right-of-way or construction starting in fiscal years 2025 and 2026 will not be included as part of the 2021-2024 MTIP evaluation. These projects will be carried over and assessed as part of the 2024-2027 MTIP. The projects not evaluated, but included in the 2021-2024 MTIP will be appended as part of the analysis to provide transparency as to what was evaluated and what was not.

#### Locally Funded Projects

As part of Metro's request to local jurisdictions for developing the 2021-2024 MTIP modeling networks, many local jurisdictions submitted roadway and bicycle network projects which are fully funded locally, but completing gaps, creative connectivity, or upgrading the regional roadway or bicycle network. While these locally funded projects do not need to be programmed formally in the MTIP, the projects help provide a comprehensive picture of the upcoming capital investments to be made. Recognizing the role of these locally funded projects, as appropriate and based on the date of when the project is open for service, the project will be included in the no-build and/or build networks for the modeling analysis of the 2021-2024 MTIP. These projects will be identified as locally-funded projects and a total dollar amount of all locally-funded projects will be provided in order to express the magnitude of fully local investment relative to federal funds. The analysis of the 2021-2024 MTIP evaluation results will qualitatively discuss the effects of these locally funded investments relative to the federal capital investments identified in the 2021-2024 MTIP.

#### Sub-regional Analysis Geographies and Equity Focus Areas

In the July 2019 presentation outlining the 2021-2024 MTIP evaluation approach, Metro proposed conducting sub-regional analysis as part of the analysis. The sub-regional analysis is in response for region-wide system analyses to report on performance at a more localized scale. While individual projects will not be evaluate, the package of investments in the 2021-2024 MTIP will look at how projects perform in the following sub-regions in addition to the entire region.

- City of Portland
- Clackamas County
- Multnomah County
- Washington County

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<sup>5</sup> The six-year MTIP is only applicable to Metro funded projects (i.e. Regional Flexible Funds). ODOT and transit projects will only program through federal fiscal year 2024.

In addition, the equity focus areas within each sub-region will be aggregated and evaluated within sub-region to see how the package of investments in the 2021-2024 MTIP performs at a regional aggregate scale and at a sub-regional scale.

Finally, a slight update and modified version of the Equity Focus Areas will be used as a sub-regional geography for the 2021-2024 MTIP evaluation. The modification is based on updated demographic data coming from the U.S. Census Bureau’s American Community Survey (ACS) most recent rolling 5-year data release. A total of 15 census tracts changed status from either being an equity focus area to not or not being an equity focus area and becoming one, based on the density of certain demographic populations.

**Timeline**

Table 2 provides a general timeline of activities pertaining to the 2021-2024 MTIP performance assessment.

Table 4. Timeline of 2021-2024 MTIP Performance Assessment

Activity	Timeframe
Allocation processes administered by ODOT, Metro, and transit agencies completed w/proposed program of projects for fiscal years 2021 through 2024	End of 2019-Early 2020
Finalize the 2021-2024 MTIP performance assessment methodology	Fall 2019
2021-2024 MTIP project data collection	Fall 2019 – January 2020
Data request from ODOT and transit agencies on MAP-21 performance target reporting and datasets (to adjust to region) <ul style="list-style-type: none"> <li>• Includes any 2-year performance target reporting</li> <li>• Includes any annual reporting and updates to targets</li> </ul>	Winter 2019/2020
Perform 2021-2024 MTIP performance assessment <ul style="list-style-type: none"> <li>• Quantitative analysis of 2021-2024 MTIP relative to 2018 RTP priorities</li> <li>• Quantitative and qualitative discussion of 2021-2024 MTIP performance towards MAP-21 performance targets</li> <li>• Develop draft findings of the results</li> <li>• Package analysis results and submit as part of the 2021-2024 MTIP public review draft</li> </ul>	January – Mid-March 2020
Discussion of results and draft findings at TPAC <ul style="list-style-type: none"> <li>• Release the public review draft of the 2021-2024 MTIP</li> <li>• Open the public comment period</li> </ul>	April 3, 2020
Close the public comment period	May 4, 2020
Finalize findings and provide performance recommendations related to the 2021-2024 MTIP <ul style="list-style-type: none"> <li>• Findings and recommendations to be informed by public comment and TPAC discussion</li> </ul>	May 2020
Present adoption draft of 2021-2024 MTIP with included performance assessment results to TPAC	June 5, 2020

Date: Thursday, January 2, 2020  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: Metropolitan Transportation Improvement Program (MTIP) & Project Delivery Updates  
**Information/Discussion – No Action Required**

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## **BACKGROUND**

Over the last two years, TPAC members have received updates concerning federally funded project delivery issues and steps being pursued to reduce delays in delivering these projects. Project delivery delays have impacted both ODOT funded projects and local delivery federal funded projects. As a result, ODOT and the MPOs have been investigating the reasons for the delays and what solutions are available to reduce the delays.

On the local delivery side of the equation, every aspect of the local project delivery process has been under review for almost four years now. Metro has been a member and participated on the ODOT Certified User Group (CUG) since its inception four years ago. The purpose of the CUG is to identify project delivery issues, problems, bottlenecks, and develop necessary processes and solutions to resolve them. Since the CUG's inception, ODOT and the MPOs have been focusing on numerous project delivery issues that include:

- The CUG effort in developing and determining project delivery requirements for certified agencies versus non-certified agencies.
- CUG & Local Delivery project pre-scoping needs.
- CUG and Local Delivery agency training needs.
- CUG and Local Delivery required processes and standards plus funding and obligation issues.
- ODOT pre-scoping efforts and delivery issues for ODOT funded projects, plus the need for standardization with Local Delivery project processes concerning scoping as well.
- MPO obligation program target requirements and responsibilities.
- Required tools and data support for proper monitoring and project delivery reporting requirements.
- Metro's effort to develop new RFFA and Pre-Implementation EA project delivery steps.
- MTIP amendment processing changes supporting the above efforts and to help reduce the number of amendments.

Today's update for TPAC will focus only two of the above items. They include:

1. MPO Obligation Targets program requirements and responsibilities.
2. New RFFA Conditions of funding and specifically the Pre-Implementation EA project delivery steps.

## **MPO Obligation Targets Program Requirements and Responsibilities**

Last April, TPAC members received an update from ODOT Salem about the new Obligation Targets program the three MPO Transportation Management Areas (TMA) would be held accountable.

*Note: A MPO TMA is an area designated by the Secretary of Transportation having an urbanized area population over 200,000. Transportation plans and programs within a TMA must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and transit operators. The transportation planning process must include a Congestion Management System (CMS). Additionally, the FHWA and the FTA must certify the transportation planning process no less often than once every three years.*

Since then, the MPO TMAs and ODOT have finished developing the foundation principals for the Obligation Targets program and are implementing the first official year of program requirements during federal fiscal year (FFY) 2020. A summary of how the program will operate is as follows:

1. Current MTIP programmed projects were divided two categories:
  - a. Projects originally and currently programmed in FY 2020.
  - b. Older projects with funding in phases that have slipped from past years to FY 2020.
2. Original FY 2020 programmed projects were reviewed and evaluated during November 2019 and assigned an obligation confidence rating of High, Maybe/on fence, Low, and DOA. The review included Metro staff and the ODOT LALs. Projects that retained a “High” obligation rating remained on the FFY 2020 Obligation Projection List. Projects that did not receive a High rating had their FFY 2020 phase programming slipped to FFY 2021. Additionally, one project currently programmed in FFY 2021 is ready early and is being advanced to FFY 2020. It has been added to the FFY 2020 Obligation projection list.

Out of the original projects programmed in FFY 2020, eleven projects totaling \$35.6 million will obligate during FFY 2020. The \$35.6 million represents Metro’s Obligation Authority (OA) request for federal Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) funding for FFY 2020. It also represents Metro’s 100% obligation target for FFY 2020. Metro’s minimum obligation goal for FFY 2020 is 80% or at least \$28.5 million of CMAQ, STBG, and TA fund obligations.

3. Older projects with federal funds from prior years that slipped and are programmed in FY 2020 now have a federal fund obligation expiration shelf-life of 9/30/2022. In other words, the older projects must obligate their federal funds before the end of FFY 2023. If the funds are not obligated by 9/30/2022, they will be automatically lost and rescinded from the project.

Out of the older projects programmed with federal funds in FFY 2020, eleven projects have been assigned with a High obligation rating for FFY 2020. The estimated obligation total for the eleven projects is approximately \$9.1 million out of a possible older project obligation totaling \$38 million. About 25% of the older funds will obligate during FFY 2020. This still leaves 75% or about \$29 million of CMAQ, STBG, and TA from the older projects that must be obligated before 9/30/2022, or will be permanently lost.

4. The obligation targets (mid-year) slip amendment was processed as an Administration Modification (via amendment AB20-05-DEC2) and occurred during late December 2019. A copy of the slip list of projects is included in the TPAC monthly amendment report in the “Comments from the Chair” section.

5. Out of the original 2020 and older projects slipped to FFY 2021, approximately 5 were categorized as “Maybe/on the Fence”. Because we could not find a way to raise their obligation confidence to High, they were slipped to FFY 2021. In the event their phases are ready to obligate before the end of FFY 2020, the project will be advanced to FFY 2020 allowing the phase obligation to occur. There are no penalties if project needs to be advanced from FFY 2021 to FFY 2020. The process to advance projects can occur as an administrative modification.
6. If an external event or obstacle occurs that prevents a FFY 2020 project phase from obligating before 9/30/2020, then Metro will request an obligation target exception to have the project and funding removed from the FFY 2020 obligation targets list. If not approved, the failure to obligate during FFY 2020 will count against Metro’s annual obligation target percentage.

### **2022-2024 Regional Flexible Fund Allocation (RFFA) Conditions of Funding (COF) Project Delivery – Pre-Implementation Expenditure Authorization (EA) Requirements**

Final funding recommendations are ready to be submitted to Metro Council for their approval on January 16, 2020. Upon approval, project kick-off meetings will be scheduled among Metro, ODOT, and the lead agency to discuss project implementation next steps. Key next steps include development the project’s scope of work, budget, programming tables, and planned delivery schedule. These areas need to be developed sufficiently in ODOT’s format and meet their requirements to enable the intergovernmental agreement (IGA) to be developed and executed without significant delays.

Now that Metro is subject to obligation targets, effective and proper MTIP programming is critical to ensure the project obligates its federal funds in the year it is programmed and does not have to be slipped. The first year the 2022-24 RFFA funds will be available is FFY 2022, or after October 1, 2021. The target obligation date for an awarded project’s first phase (Preliminary Engineering or Planning) for new projects has been set at early November 2021.

However, in order to obligate the PE or the planning phase (for new project development awards), the ODOT IGA must be approved and executed by October 2021 to allow the PE or planning phase obligation to move forward. Although there are approximately 21 months to initiate project implementation items allowing the IGA to be developed and executed in time, reverse engineering the timeline of required actions strongly suggested that Metro, the ODOT LALs, and the Lead Agency should initiate the IGA development process immediately after Metro Council provides funding award approval. Because the 21 month period reflects a pre-PE or planning implementation timeframe before the EA is established, Metro and ODOT are referring to this period as the “Pre-Implementation EA” period.

In the past ODOT staff could initiate review and actions in support of the IGA development. However, they now must charge to the project’s EA. Since the EA is not established until the PE or planning phase is obligated, this limits the amount of work ODOT staff can charge to the project. The ODOT LALs are able to complete some pre-development work, but the ability to complete any needed additional pre-scoping and/or project reviews prior to the PE or Planning phases obligating is severely limited. This impacts how well the draft IGA is completed for final review and can end up further delaying project implementation until the scoping, budget, or delivery schedule issues are resolved allowing the IGA to finally be approved.

Over the last two years, Metro and Local Delivery have been working possible solutions to enable pre-implementation EA development and review activities to occur to speed up the development

and execution of the IGA. Most options failed the stress tests when they were applied to simulated project pre-implementation requirements. The Pre-Implementation EA approach which Metro is implementing for the 2022-24 RFFA funding cycle appears to offer promise.

### **The Pre-Implementation EA Approach**

1. Utilizing this approach, the lead agency will provide a \$5,000 cash deposit to ODOT which is credited to their PE or Planning phase local match.
2. The ODOT LALs are authorized to obligate the PE planning phase early (before the IGA is developed with a federal credit limit up to the \$44,865. ODOT then can then charge various IGA support actions such as additional pre-scoping, budget development work, refinement of scope of work, pre-NEPA reviews, before the PE phase is technically obligated.

By providing the \$5,000 cash contribution (which is credited to the project's match) and is NOT CONSIDERED AN ORDER TO RENDER SERVICES, the required level of reviews and pre-IGA development work can occur to help ensure the IGA is properly developed and will not be held up in later subsequent reviews and approval steps.

3. Once catch exists with this approach: If the federal billings reveal that the future review and development work will result in federal charges to the project that exceed \$50,000, then the project will not be considered to be ready to start PE. Project review actions along with the IGA will be stopped. ODOT will consult with Metro and the Lead agency and provide a recommendation to move the project back to a project development planning phase to complete required scoping and pre-NEPA activities.
4. Why was a November 2021 (or early FY 2022) PE or Planning obligation phase target timing established for the new RFFA awarded projects?

Answer:

- a. Metro assumes the lead agency will want to implement their project as soon as possible when the federal funds become available.
  - b. If by chance, IGA approval is delayed beyond November 2021, we still have time during FFY 2022 to work through the issue and obligate the PE or Planning phase without penalty against Metro annual obligation targets.
  - c. Metro must determine by December 2020 if the planned obligation target of early FFY 2022 is realistic and should be retained in the FFY 2022 obligation target list. By setting an early obligation target date and starting the Pre-Implementation EA process as early as possible, additional project delivery flexibility is being incorporated into the process and will help avoid possible obligation penalties. In other works, project phase slips are very, very bad now.
5. To help facilitate the overall process, Metro is developing pre-implementation EA key checklist dates along with condensed project summaries to help us kick-off the projects. Submitted application materials will be provided to the LALs for the review and files as well. An example of the Pre-Implementation EA Checklist and Application is provided in Attachment 2.
  6. Key Next Steps:  
Important next steps once Metro Council approves the 2022-24 RFFA funding awards:
    - a. Metro to complete all funded project Pre-Implementation EA Checklists and send to ODOT LALs (by early February 2020).

- b. Metro to schedule RFFA project award kick-off meetings (scheduled for late January through February 2020).
- c. Finalize required cash match contribution procedures from local agencies to ODOT (by March 2020).
- d. Hold project award kick-off meetings (February 2020).

**RECOMMENDED ACTION:**

**None. This is an information and discussion item only**

Attachments:

1. Metro FFY 2020 Project Obligation Projections
2. Sample Pre-Implementation EA Project Checklist

**Metro Federal Formula Funding**  
**FFY 2020 Projected Obligations & Obligation Authority (OA) Requirements**



KEY#	PROJECT NAME	LEAD AGENCY	FUNDING CATEGORY (Fund Type Code)	CURRENT STIP YEAR	PHASE	FEDERAL COST	STATE COST	LOCAL or OTHER COST	TARGET OR ACTUAL OBLIGATION DATE	OBLIGATION CONFIDENCE RATING	RETAIN 2020 TARGET
19358	BASALT CREEK EXT: GRAHAMS FERRY RD-BOONES FERRY RD	WASHINGTON COUNTY	URBAN STP/STBG POR	2020	PE	\$625,000	\$0	\$71,534	1/31/2020	HIGH	Yes
20832	REGIONAL HIGH CAPACITY TRANSIT BOND PAYMENT (2020)	TRIMET	CMAQ PMA	2020	OT	\$11,000,000	\$0	\$1,258,999	6/1/2020	HIGH	YES
			URBAN STP/STBG POR	2020	OT	\$10,390,000	\$0	\$1,189,181	6/1/2020	HIGH	YES
20841	BUS & RAIL PREVENTIVE MAINTENANCE (RFFA-2020)	TRIMET	URBAN STP/STBG POR	2020	OT	\$4,402,657	\$0	\$503,904	6/1/2020	HIGH	YES
20876	REGIONAL MPO PLANNING (2020)	METRO	URBAN STP/STBG POR	2020	PL	\$1,319,289	\$0	\$150,999	6/1/2020	HIGH	YES
20879	REGIONAL TRAVEL OPTIONS PROGRAM (2020)	METRO	URBAN STP/STBG POR	2020	OT	\$2,598,451	\$0	\$297,404	6/1/2020	HIGH	YES
20888	CORRIDOR AND SYSTEMS PLANNING (2020)	METRO	URBAN STP/STBG POR	2020	PL	\$668,848	\$0	\$76,553	6/1/2020	HIGH	YES
20897	REGIONAL FREIGHT STUDIES	METRO	URBAN STP/STBG POR	2020	PL	\$200,000	\$0	\$24,035	11/30/2019	HIGH	YES
21195	EAST MULTNOMAH COUNTY ROAD CONNECTIONS ITS PROJECT	GRESHAM	URBAN STP/STBG POR	2020	CN	\$384,044	\$0	\$43,956	6/1/2020	HIGH	YES



KEY#	PROJECT NAME	LEAD AGENCY	FUNDING CATEGORY (Fund Type Code)	CURRENT STIP YEAR	PHASE	FEDERAL COST	STATE COST	LOCAL or OTHER COST	TARGET OR ACTUAL OBLIGATION DATE	OBLIGATION CONFIDENCE RATING	RETAIN 2020 TARGET
21266	TRIMET PREVENTIVE MAINTENANCE (TOD) 2020	TRIMET	URBAN STP/STBG POR	2020	OT	\$3,286,135	\$0	\$376,113	6/1/2020	HIGH	YES
21407	OR99W/SW BARBUR BLVD AREA: SIDEWALK INFILL (PORTLAND)	PORTLAND	URBAN STP/STBG POR	2020	PE	\$377,763	\$0	\$43,237	1/31/2020	HIGH	YES
20808	NE CLEVELAND AVE: SE STARK ST - NE BURNSIDE	GRESHAM	CMAQ PMA	2021 2020	ROW	\$376,569	\$0	\$51,675	12/31/2019	HIGH	ADVANCE AM AB20-02-NOV1
CMAQ OBLIGATION TOTALS:						\$11,376,569	31.9%				
STP/STBG OBLIGATION TOTALS:						\$24,252,187	68.1%				
TAP/TA OBLIGATION TOTALS:						0	0.0%				
FFY 2020 ORIGINAL OBLIGATION TOTALS:						\$35,628,756	100.0%				
TOTAL NUMBR OF PROJECTS:						11					

OBLIGATION CONFIDENCE RATINGS	
	HIGH
	MAYBE, ON FENCE
	LOW
	DOA
	HIGH, ADVANCE

**OLDER FUNDS SHELF LIFE CONDITIONED - PROGRAMMED PRIOR TO 2020 PROJECTED TO OBLIGATE DURING FY 2020 AS WELL**

**OLDER FUNDS: PROGRAMMED PRIOR TO 2020 - MUST BE OBLIGATED BY END OF FFY 2023**

19327	FANNO CRK TRAIL: WOODARD PK-BONITA RD/85TH AVE-TUALATIN BR	TIGARD	CMAQ PMA	2020	RW	\$250,000	\$0.00	\$28,613.66	1/30/2020	HIGH	YES
19280	SE 129TH AVENUE - BIKE LANE AND SIDEWALK PROJECT	HAPPY VALLEY	TAP POR	2020	RW	\$89,730	\$0.00	\$10,270.00	12/1/2019	HIGH	YES
			OTHER/LOCAL	2020	RW	\$0.00	\$0.00	\$173,429.00	12/1/2019	HIGH	YES

KEY#	PROJECT NAME	LEAD AGENCY	FUNDING CATEGORY (Fund Type Code)	CURRENT STIP YEAR	PHASE	FEDERAL COST	STATE COST	LOCAL or OTHER COST	TARGET OR ACTUAL OBLIGATION DATE	OBLIGATION CONFIDENCE RATING	RETAIN 2020 TARGET
18001	CLACKAMAS COUNTY REGIONAL FREIGHT ITS	CLACKAMAS COUNTY	URBAN STP/STBG POR	2020	CN	\$1,517,585	\$0.00	\$173,694.35	6/1/2020	HIGH	YES
18308	N/NE COLUMBIA BLVD TRAFFIC/TRANSIT SIGNAL UPGRADE	PORTLAND	URBAN STP/STBG POR	2020	CN	\$844,269	\$0.00	\$96,630.00	6/1/2020	HIGH	YES
18316	SW BARBUR BLVD: SW CARUTHERS ST - SW CAPITOL HWY	PORTLAND	URBAN STP/STBG POR	2020	PE	\$80,757	\$0.00	\$9,243.00	4/30/2020	HIGH	YES
19279	SANDY BLVD: NE 181ST AVE - NE 201ST AVE (GRESHAM)	GRESHAM	URBAN STP/STBG POR	2020	UR	\$134,595	\$0.00	\$15,405.00	12/31/2019	HIGH	YES
			URBAN STP/STBG POR	2020	CN	\$2,389,349	\$0.00	\$273,471.72	7/1/2020	HIGH	YES
<del>20595</del> 20876	PORTLAND METRO PLANNING SFY20 (for SFY 21 UPWP)	METRO	URBAN STP/STBG POR	2020	PL	\$1,319,289	\$0.00	\$153,313.35	6/1/2020	HIGH	AUDIT & INCLUDE
20814	JADE AND MONTAVILLA MULTIMODAL IMPROVEMENTS	PORTLAND	URBAN STP/STBG POR	2020	PE	\$1,158,450	\$0.00	\$132,590.00	12/31/2019	HIGH	YES
<del>20815</del>	<del>SW HERMAN RD: SW 124TH AVE - SW CHEYENNE WAY 1</del>	<del>TUALATIN</del>	<del>URBAN STP/STBG POR</del>	2020	PL	<del>\$625,000</del>	\$0.00	\$71,534.00	N/A	N/A	N/A
19358	REPROGRAMMED TO KEY 19358 - BASALT CREEK	WASHINGTON COUNTY	URBAN STP/STBG POR	2020	PE	\$625,000	\$0.00	\$71,534.00	12/31/2019	HIGH	

KEY#	PROJECT NAME	LEAD AGENCY	FUNDING CATEGORY (Fund Type Code)	CURRENT STIP YEAR	PHASE	FEDERAL COST	STATE COST	LOCAL or OTHER COST	TARGET OR ACTUAL OBLIGATION DATE	OBLIGATION CONFIDENCE RATING	RETAIN 2020 TARGET
21121	OR210: SW SCHOLLS FERRY RD - SW HALL BLVD ITS	WASHINGTON COUNTY	URBAN STP/STBG POR	2021 2020	OT	\$310,466	\$0.00	\$35,534.00	1/31/2020	HIGH	ADVANCE TO FY 2020
21407	OR99W/SW BARBUR BLVD AREA: SIDEWALK INFILL (PORTLAND)	PORTLAND	URBAN STP/STBG POR	2020	PE	\$377,763	\$0.00	\$43,236.70	1/31/2020	HIGH	YES
<b>TOTALS:</b>						<b>\$9,097,254</b>					
TOTAL SHELF-LIFE CONDITIONED CMAQ PROJECTED TO OBLIGATE:						\$250,000	2.75%				
TOTAL SHELF-LIFE CONDITIONED STP/STBG PROJECTED TO OBLIGATE:						\$8,757,523	96.27%				
TOTAL SHELF-LIFE CONDITIONED TAP/TA PROJECTED TO OBLIGATE:						\$89,730	0.99%				
FY 2020 OLDER SHELF-LIFE CONDITIONED PROJECTED TO OBLIGATE TOTALS:						\$ 9,097,254	100.00%				
TTOAL NUMBER OF PROJECTS:						11					

FY 2020 Summary Obligation Projecttions							
Fund Type	Number of Phases		Programmed & Obligation Projections			%	
	2020	Older	2020	Older	Totals:		
CMAQ Funds:	2	1	\$ 11,376,569	\$ 250,000	\$ 11,626,569	26.0%	
STP/STBG Funds	11	12	\$ 24,252,187	\$ 8,757,523	\$ 33,009,711	73.8%	
TA/TAP	0	1	\$ -	\$ 89,730	\$ 89,730	0.2%	
<b>Totals:</b>	<b>13</b>	<b>14</b>	<b>\$ 35,628,756</b>	<b>\$ 9,097,254</b>	<b>\$ 44,726,010</b>	<b>100.0%</b>	



PROJECT SUMMARY DETAILS	
Project Name: <b>Courtney Ave Complete Street: River Rd – OR99E</b>	
Description: The complete streets project will improve safety and accessibility by providing separated sidewalks; 8-foot wide buffered bike lanes; intermittent rain gardens for storm water management; ADA compliant intersection curb ramps and crosswalk enhancements at two intersections, among other improvements. Further, the sidewalk and bikeway improvement proposed in the project will provide a direct east-west connection to the Trolley Trail.	
Lead Agency: <b>Clackamas County,</b>	Agency Status: <b>Certified</b>
New or Existing MTIP Project: <b>NEW PROJECT</b>	

Performance Measurements		Summary Details		Project Identifiers	
Safety	Yes	Status Code	0 = Pre PE	ODOT Key	TBD
Pavement	No	Project Type	Active Trans	MTIP ID	TBD
Pave Condition	N/A	ODOT Type	Ped/Bike	RTP ID	11525 (verified)
Bridge	No	Complete Date	12/31/2026	RFFA ID	TBD
Bridge Name	N/A	State System	No	RFFA Cycle	2022-24
Bridge Number	N/A	Route 1	N/A	TCM Project:	No (AQD,15-16)
Bridge Hwy	N/A	MP Begin	N/A	UPWP Project	No
Bridge Cond	N/A	MP End	N/A	UPWP Cycle	N/A
NHS	No	Length	N/A	1 <sup>st</sup> Year Prog	2022
Freight	No	Cross St	<b>McLoughlin Blv</b>	Years Active	0
Tier I, II, III	N/A	Cross St	<b>River Rd</b>	Past Amend	0
<b>CMAQ funded</b>	<b>YES</b>	NHS Route	No	IGA #	
ERA PM 2.5	<b>In Development</b>	Route 2	N/A	Conformity	Exempt
ERA PM10	<b>In Development</b>	MP Begin	N/A	Capacity	Non-Capacity
ERA CO	<b>In Development</b>	MP End	N/A	Metro Model	Yes
ERA NOx	<b>In Development</b>	Cross St	N/A	Model Cat	Bike & Ped
Transit	No	Cross St	N/A	Model Type	Bicycle Pkwy
Transit Type	N/A	NHS Route	No	Exempt	Yes
Expnd/Replace	N/A	Limit References:		Exempt Ref	40 CFR 93.126
Equity	?	<b>On Courtney Ave from</b>		Exempt Class	Table 2
Climate Change	Yes	<b>McLoughlin Blvd to River Rd</b>		Exempt Cat	Ped & Bike
CMP	No	<b>south of Milwaukie</b>		TSMO/ITS	No

**Improvement Location Sites (application, question #9, – page 6):**

- (1) On Courtney Ave from McLoughlin Blvd (OR99E) west to River Rd and includes the following intersections:
- Courtney Avenue and Lee Avenue
  - Courtney Avenue and Arista Drive/Trolley Trail
  - Courtney Avenue and Rupert Drive
  - Courtney Avenue and Linden Lane

**Purpose Statement:**

(Applicant Info – page 1, #5): The purpose of the Courtney Avenue Complete Streets project is to facilitate nonvehicle transportation in the Oak Grove neighborhood of unincorporated Clackamas County. Currently Courtney Avenue is uncomfortable for bicyclists and unaccommodating for those walking. The lack of sidewalks force pedestrians to use the shoulder bike lane creating potential conflicts between all of transportation modes - pedestrians, bicyclists and automobile traffic.

Metro 2022-24 Regional Flexible Fund Allocation  
Pre-Implementation EA Checklist



**Pre-NEPA, Project Scoping Actions Completed:**

- A Safe Routes to School Assessment - Yes
- Findings included in the Clackamas County Transportation Safety Action Plan - Yes
- Comprehensive environmental analysis completed? - No
- Engineer's Preliminary Cost Estimate: Yes.
- Complete Scoping Checklist: No
- Complete More Detailed Feasibility Study: No
- Complete Full Project Study Report (PSR): No

**RTP ID Verification:**

Active Transportation	Clackamas County	Clackamas County	Clackamas County	11525	Courtney Ave	River Rd	McLoughlin Blvd	Construct pedway / complete gaps on the south side; add bikeways, improve ADA access, increase transit accessibility, improve access to employment.
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**MTIP & STIP Programming & Obligation Milestone Dates**

Phase	Fund Type Code	Year	Federal	State	Local Match (10.27%)	Local Overmatch	Total	Target Obligation Date
Planning	---		\$0	\$0	\$0	\$0	\$0	
PE	CMAQ	FFY 2022	\$921,814	\$0	\$105,506	\$0	\$1,027,320	11/30/2021
ROW	CMAQ	FFY 2024	\$608,818	\$0	\$69,682	\$0	\$678,500	11/15/3023
Utilities	CMAQ	FFY 2024	\$89,739	\$0	\$10,270	\$0	\$100,000	11/15/2023
Cons	CMAQ	FFY 2026	\$3,452,739	\$0	\$395,181	\$0	\$3,847,920	11/15/2025
Other	---							
Total:			<b>\$5,079,992</b>	<b>\$0</b>	<b>\$581,428</b>	<b>\$0</b>	<b>\$5,661,420</b>	

Estimated Completion Date: 12/31/2026

- Total RFFA Award: \$5,079,992. Local funding contribution = 581,428. TPC estimate is \$5,661,420
- **Project is proposed to be awarded CMAQ funds.**
- Above programming is a guess based on an assumption Clackamas County will want CMAQ in all project phases.
- Project programming is based on a 2-year PE phase + 2 year ROW/UR phases with Construction starting in Year five or FY 202 base on a PE obligation and start date of 11/2021.
- Clackamas County will need to review and identify phase funding adjustments are required.
- Although the project will be programmed based on a 2+2+1 year logic, phases can be advanced and will be encourage to advance for an earlier obligation date if possible.

Active Transportation & Complete Streets projects	County	Amount requested	Amount funded	Purpose	Total policy rating
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	\$5,332,000	PD, Cons	20
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	\$4,543,700	PD, Cons	19.2
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	\$4,456,000	PD, Cons	18.6
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	\$5,079,992	Cons	15.8

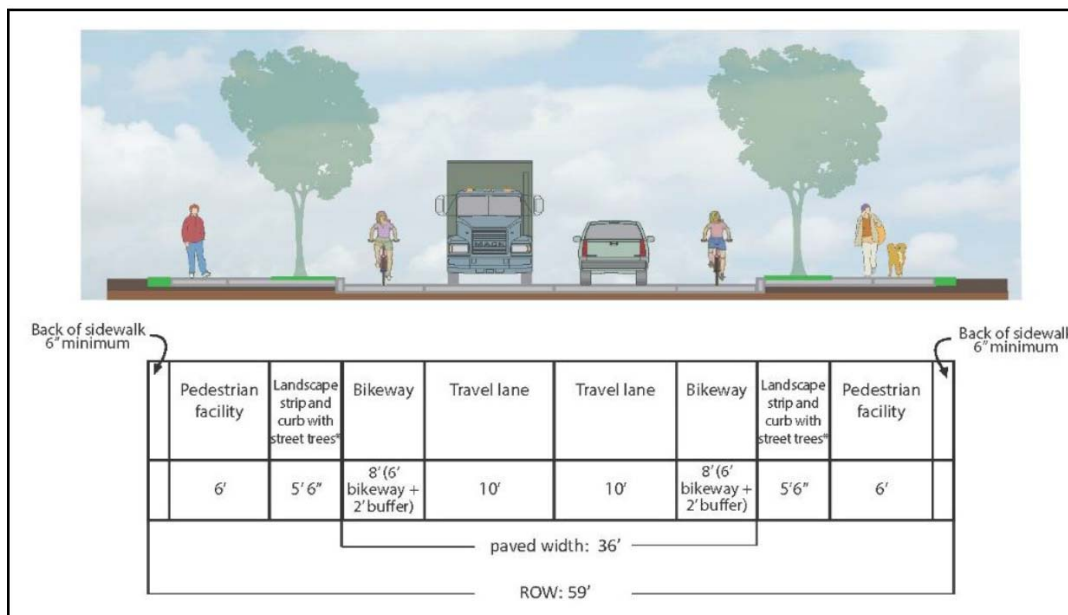


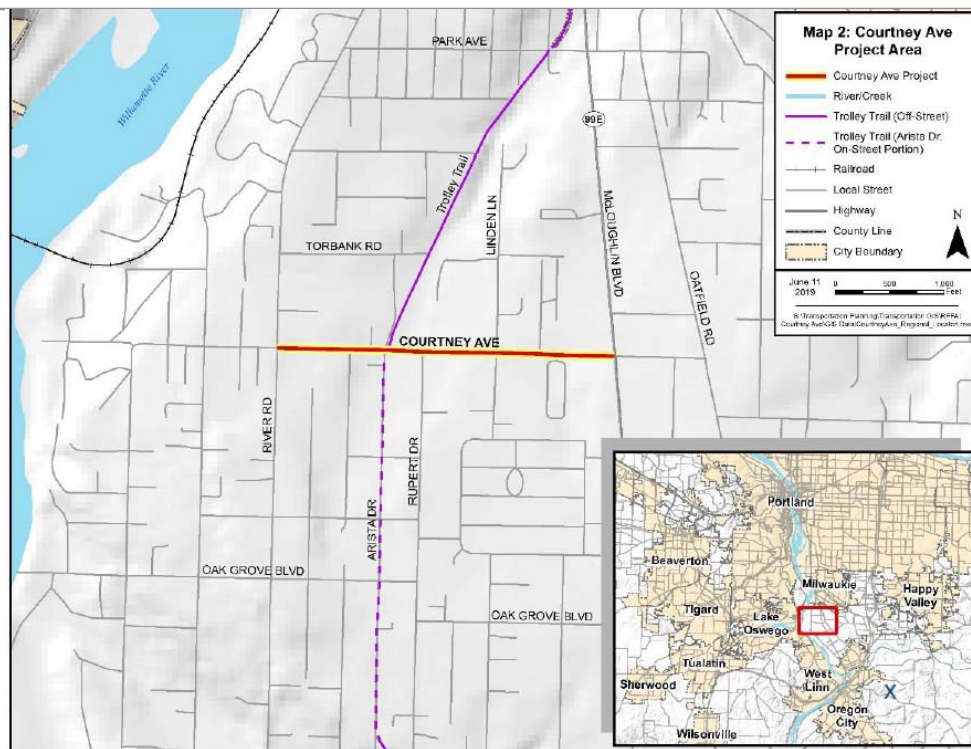
**Application Funding Summary**

Courtney Avenue - River Rd to OR 99E Bike and Sidewalk Improvement Project Project Estimate					6/12/2019
Prepared by: Joel Howe					
				Engineers Estimate	
ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
<b>200</b>	<b>Temporary Features and Appurtenances</b>				
1	Mobilization (8% of Items)	L.S.	1	\$217,000	\$217,000
2	Temporary Protection and Direction of Traffic, Complete (5%)	L.S.	1	\$129,000	\$129,000
3	Temporary Erosion Control (2%)	L.S.	1	\$51,000	\$51,000
4	Pollution Control Plan	L.S.	1	\$750	\$750
<b>300</b>	<b>Roadway Work</b>				
5	Construction Survey	L.S.	1	\$25,000	\$25,000
6	Asphalt Pavement Sawcutting	L.F.	6,200	\$2.00	\$12,400
7	Clearing and Grubbing	L.S.	1	\$75,000	\$75,000
8	Removal of Structures and Obstructions	L.S.	1	\$7,500	\$7,500
9	General Excavation	C.Y.	3,680	\$25	\$92,000
10	Subgrade Stabilization	S.Y.	500	\$40	\$20,000
<b>400</b>	<b>Drainage and Sewers</b>				
11	36 Inch Culvert Pipe, 10 Foot Depth	L.F.	16	\$250	\$4,000
12	12 Inch Ductile Iron Pipe, 5 Foot Depth	L.F.	216	\$100	\$21,600
13	12 Inch HDPE Pipe, 5 Foot Depth	L.F.	540	\$90	\$48,600
14	Concrete Manholes, Type Standard	EA	8	\$5,000	\$40,000
15	Concrete Inlets, Type G-2	EA	30	\$3,000	\$90,000
16	Adjust Manholes to Grade	EA	6	\$1,500	\$9,000
17	Adjust Catchbasins to Grade	EA	22	\$1,000	\$22,000
<b>600</b>	<b>Bases</b>				
18	Aggregate Base	C.Y.	2,760	\$35	\$96,600
<b>700</b>	<b>Wearing Surfaces</b>				
19	Level 3, 1/2 Inch ACP Mixture	Ton	2,100	\$120	\$252,000
20	Level 1, 1/2 Inch ACP Mixture (Parking Lot)	Ton	100	\$150	\$15,000
21	Extra for Asphalt Approaches at Intersections	EA	5	\$5,000	\$25,000
22	Extra for Asphalt Approaches at Driveways	EA	42	\$1,000	\$42,000
23	Reinforced Concrete Pavement, 8 Inches Thick (@ Linden)	S.Y.	190	\$110.00	\$20,900
24	Concrete Walks	S.F.	36,000	\$9.00	\$324,000
25	Concrete Curbs, Standard	L.F.	3,100	\$18	\$55,800
26	Concrete Curb, Gutter and Curb	L.F.	2,325	\$22	\$51,150
27	18" Concrete Valley Gutter	L.F.	775	\$15	\$11,625
28	Concrete Driveway Connections	EA	42	\$3,500	\$147,000
29	Retrofit Concrete Sidewalk Ramps	EA	6	\$5,000	\$30,000
30	Extra for New Sidewalk Ramps	EA	22	\$5,000	\$110,000
31	Truncated Domes on New Surfaces	EA	28	\$500	\$14,000
<b>800</b>	<b>Permanent Traffic Safety and Guidance Devices</b>				
32	Longitudinal Pavement Markings - Paint	L.F.	24,800	\$2.00	\$49,600
33	Pavement Legend, Type AB: Pkg Lot Stripe	EA	25	\$200	\$5,000
34	Pavement Legend, Type B-H6: Bicycle	EA	6	\$500	\$3,000
35	Pavement Bar, Type B: Crosswalk	SF	120	\$15	\$1,800
36	Pavement Legend, Type B-H6: Green Bicycle Box	SF	740	\$15	\$11,100
<b>900</b>	<b>Permanent Traffic Control and Illumination Systems</b>				
37	Permanent Roadway Signaling	EA	12	\$400	\$4,800
38	Bike Infrared Video Detection at OR 99E	L.S.	1	\$50,000	\$50,000
39	Signal Flasher Pole at River Road	L.S.	1	\$20,000	\$20,000
40	RRFB System at Trolley Trail	L.S.	1	\$90,000	\$90,000
41	Streetlighting	L.S.	1	\$375,000	\$375,000
<b>1000</b>	<b>Right of Way Development and Control</b>				
42	Temporary Seed Mix	ACRE	0.75	\$5,000	\$3,750
43	Permanent Seed Mix (water quality)	ACRE	0.20	\$10,000	\$2,000
44	Seeded Lawn Areas	ACRE	0.75	\$10,000	\$7,500
45	Rain Garden (3/4 one side of road)	S.F.	11,625	\$10	\$116,250
46	Topsoil (6" thick)	C.Y.	500	\$80	\$40,000
47	Relocate Mailboxes	C.Y.	42	\$200	\$8,400
48	Fencing, Type 2	L.F.	750	\$35	\$26,250
49	Temporary Irrigation	L.S.	1	\$50,000	\$50,000
<b>ESTIMATED CONSTRUCTION TOTAL</b>					<b>\$2,824,380</b>
<b>Miscellaneous</b>					
	Preliminary Engineering (20%)	L.S.	1		\$584,880
	Preliminary Engineering (ODOT)	L.S.	1		\$25,000
	Preliminary Engineering (County)	L.S.	1		\$75,000
	Construction Engineering (10%)	L.S.	1		\$292,440
	Construction Engineering (ODOT)	L.S.	1		\$50,000
	Wetland Mitigation	L.S.	1		\$7,680
	Right of Way	L.S.	1		\$678,500
	Contingencies (25%)	L.S.	1		\$731,100
	Inflation (2.5% per year for 4 years)	L.S.	1		\$292,440
<b>ESTIMATED CONTRACT ADMINISTRATION TOTAL</b>					<b>\$2,737,040</b>
<b>ESTIMATED PROJECT TOTAL</b>					<b>\$5,561,420</b>



2022-2024 RFFA Project Application – Clackamas County: Courtney Avenue Complete Streets Project





### Project Contact Information

PM: Scott Hoelscher, Senior Transportation Planner, Tel: 503-742-4533, [scotthoe@clackamas.us](mailto:scotthoe@clackamas.us)

ODOT Local Agency Liaison: Mahasti Hastings, Tel: 503-731-8595, Email: [mahasti.v.hastings@odot.state.or.us](mailto:mahasti.v.hastings@odot.state.or.us)

### Project Major Scope of Work Elements

The complete streets project will improve safety and accessibility for vulnerable users by providing separated sidewalks; 8-foot wide buffered bike lanes; intermittent rain gardens for storm water management; ADA compliant intersection curb ramps and crosswalk enhancements at two intersections, among other improvements. Specific scope details include:

- Construct 6-foot wide sidewalks with curbs on both sides of Courtney Avenue. Safety will be enhanced by creating a defined space for pedestrians that is vertically separated from vehicle traffic.
- Add 5-foot landscape buffer on both sides of Courtney Avenue for a total sidewalk width of 11 feet, creating a safer and more comfortable pedestrian environment horizontally separated from vehicle traffic.
- Remove obstructions from space utilized by pedestrians and add missing ADA curb ramps. The existing shoulder bike lane shared by pedestrians and bicyclists contains obstructions, forcing active transportation users into the vehicle travel lane. The new roadway cross section will provide dedicated space for all users.
- Eliminate accessibility barriers by adding 32 ADA compliant curb ramps at the following locations:





- Courtney Avenue Complete Streets: Number of new ADA compliant curb ramps
- **Intersection # of Curb Ramps**
  - Courtney Avenue and River Road 4
  - Courtney Avenue and Lee Avenue 6
  - Courtney Avenue and Trolley Trail/Arista Drive 8
  - Courtney Avenue and Rupert Drive 6
  - Courtney Avenue and Linden Lane 8
  - Total 32
- Enhance an existing crossing at the Courtney Avenue - Trolley Trail intersection with ADA ramps, connecting sidewalks, lighting and new Rectangular Rapid Flashing Beacon (RRFB) at the Courtney Avenue approach.
- Add street and pedestrian lighting. This project will include street lights throughout the limits of the project increasing the visibility of pedestrians and bicyclists and providing navigation assistance to active transportation users during nighttime and winter months.
- Construct a speed table for the intersection of Linden Lane and Courtney Avenue allowing pedestrians to cross at nearly a constant grade and increasing driver awareness of the intersection and crosswalks. A speed table is already in place at the intersection of Courtney Avenue and the Trolley Trail/Arista Drive.
- Narrow vehicle travel lanes to 10 feet from the current 12 feet thereby reducing pedestrian crossing widths, redistributing space to create 2 foot buffers on both sides of the bikeways. Narrowing the lanes in this fashion will also benefit by calming traffic and increasing driver awareness of their surroundings.
- Access management: Along the corridor there are locations where the vehicle travel lane is adjacent to parking areas, creating random access points. This project will work to clearly define driveways at areas lacking appropriate access management.
- Construct 8-foot bikeway consisting of a 6-foot bike lane with a 2-foot buffer. The current “rural” striped bike lanes function more as a shoulders for the collector roadway than an active transportation facility. Upgrading the existing facility to separated bicycle lanes and sidewalks will improve safety by providing distinct facilities for use by pedestrians, bicyclists and motorists. The bikeway will also be marked and signed as a bikeway to prevent use by residents for on-street parking.
- Construct bike box with ingress lanes on Courtney Avenue on both sides of the intersection of Courtney Avenue and McLoughlin Boulevard. For east-bounder travelers, the existing bicycle facility disappears approximately 200 feet west of the Courtney Avenue- McLoughlin Boulevard intersection. A bike box will be installed at the southeast corner of this intersection to provide bicyclists with a safe and visible way to get ahead of queuing traffic.
- Bicycle detection installation. An infrared video detection camera will be installed on the traffic signal at the Courtney Avenue-McLoughlin Boulevard intersection to detect bikes separately from passenger vehicles. In conjunction with the detection cameras the project will involve implementing signal timing to help bikes safely cross the wide intersection of Highway 99.

Anticipated NEPA ROD: Programmatic Categorical Exclusion (PCE)

Project Obligations and Expenditure History						
Phase	Fund Type	Obligation Date	Amount	EA Number	EA Expiration	Current Expended
PE			\$0			\$0
ROW			\$0			\$0
Utility			\$0			\$0
Cons			\$0			\$0
Other			\$0			\$0
<b>Total:</b>			\$0			\$0



Pre-Implementation Year/Pre EA Actions and Milestones January 2020 to November 2021				
#	Item	NLT Target Completion Date	Actual Completion Date	Notes
1	Notified of RFFA Program FY 2022-2024 Funding Award	1/30/2020		
2	ODOT LAL completes review of RFFA application. Notes delivery questions or issues to resolve	2/7/2020		
3	Schedule Metro Kick-off Meeting with ODOT and Portland	2/7/2020		
4	Conduct project kick-off meeting at ODOT: <ul style="list-style-type: none"> <li>- Overview of delivery process and requirements for certified agency</li> <li>- Completion of Project Prospectus</li> <li>- Submission of detailed scope and budget and delivery timing expectations</li> <li>- Pre-EA Match submission requirement</li> <li>- Project questions or potential issues to resolve</li> <li>- Summary of roles and responsibilities</li> <li>- Summary of ongoing project monitoring and milestone progress reporting to Metro</li> </ul>	2/28/2020		
5	Submit EA match amount of <b>\$5,000</b> to ODOT	3/27/2020		
6	ODOT obligates Pre-PE and establishes Pre-PE EA	4/15/2020		
7	Lead Agency submits completed Project Prospectus with detailed scope, budget and delivery timing to ODOT	6/1/2020		
8	ODOT submits comments or needed changes for Lead Agency to address	7/1/2020		
9	Initiate additional project pre-NEPA reviews among impacted areas as required	7/1/2020		
10	Metro advises Lead Agency of any performance measurement project details required to be submitted	7/1/2020		

Metro 2022-24 Regional Flexible Fund Allocation  
Pre-Implementation EA Checklist



11	Lead agency submits performance measurement details to Metro as required	9/1/2020		
12	Complete any required pre-NEPA reviews as deemed necessary	9/1/2020		
13	Final detailed Project Prospectus with detailed scope, budget, and delivery timing submitted and accepted by ODOT	9/1/2020		
14	Initiate development of draft Intergovernmental Agreement (IGA) by ODOT	9/15/2020		
15	Draft IGA ready to submit to DOJ for review and editing	12/1/2020		
16	MTIP and STIP completes amendment if required to adjust PE or other phases, name or description, or programming as required	5/1/2020		
17	IGA ready to execute for final signatures	7/1/2021		
18	Final executed IGA approved	9/1 to 10/1 2021		
20	LAL submits programing request to obligate remainder of PE funds	10/15/2021		
21	Remainder of PE (technically) phase obligates	11/15/2021		

Notes:

1. The above project Pre-EA completion steps will not progress in a linear fashion as noted above. Where and when feasible, the LAL will authorize concurrent steps to be initiated and completed.
2. If the Pre-EA actions are completed faster than expected, resulting in the possibility of obligating PE before the end of FY 2021, then Metro and ODOT will attempt to complete required acceleration actions (MTIP/STIP amendments) to enable to earlier obligation to occur.

Project Implementation Issues Summary	
Date	Issue or Concern
12/30/2019	<p>ISSUE: The east end of the project limits terminates at OR99E (McLoughlin Blvd). This is and ODOT facility. Will this represent any conflicts in delivering the project?</p> <p>ANSWER: Assuming no for now.</p>
12/30/2019	<p>ISSUE: For programming purposes \$100k will be programmed in an UR/Other phase. However, the reply in question #25 (see below) in the project application suggests further reviews may be needed to determine if the \$100k for UR is sufficient</p> <p>ANSWER: Review and determine if changes are required.</p>
12/30/2019	<p>ISSUE: Programming breakout for the CMAQ funds is a guess. Clackamas will need to verify through the project Prospectus and budget update provided to the LAL.</p> <p>ANSWER: Any phase funding corrections will be made in the first amendment to the 2021-26 MTIP in November 2020.</p>

Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation?

Overhead utilities will be required to relocate to the back of the right-of-way in permanent utility easements. Any underground utilities that conflict with new storm water infrastructure will be required to be adjusted. Those utilities, including PGE, Northwest Natural, and Comcast have been informed of that possibility and are aware of the project. Consistent with Clackamas County practice, the utilities will be engaged as part of the design process and utility relocation will occur coincident with project construction.

SE Courtney Ave at OR99E/SE McLoughlin Blvd



Materials following this page were distributed at the meeting.

**2022-2024 Regional Flexible Funds Allocation**  
**Resolution No: 20-5063**

<b>Step 1: Regional Bond Commitments and Region-wide Program Investments</b>	
Transit + project development bond commitment	\$65,470,000
Corridor and Systems Planning	\$2,047,614
MPO Planning (in lieu of dues)	\$4,329,342
Oregon 2020 Travel & Activity Survey (one-time strategic investment)	\$350,000
Regional Travel Options + Safe Routes to School	\$10,160,243
Transit Oriented Development	\$10,804,264
Transportation System Management and Operations/ITS	\$5,736,295
<b>Total:</b>	<b>\$98,897,758</b>

<b>Step 2: Community Investment Fund</b>			
<b>Active Transportation and Complete Streets</b>			
<u>Project name</u>	<u>Applicant</u>	<u>Sub-region</u>	<u>Amount</u>
122nd Avenue Corridor Improvements	City of Portland	Portland	\$4,543,700
Aloha Safe Access to Transit	Washington County	Washington	\$3,827,559
Courtney Avenue Bike/Ped Improvements	Clackamas County	Clackamas	\$5,079,992
Division Street Complete Street	City of Gresham	E. Multnomah	\$5,240,760
MLK Blvd Safety & Access to Transit	City of Portland	Portland	\$2,623,000
Monroe Street Greenway	City of Milwaukie	Clackamas	\$3,860,788
Stark-Washington Corridor Improvements	City of Portland	Portland	\$5,332,000
Willamette Blvd AT Corridor	City of Portland	Portland	\$4,456,000
<b>Total:</b>			<b>\$34,963,799</b>

<b>Regional Freight and Economic Development Initiatives</b>			
<u>Project name</u>	<u>Applicant</u>	<u>Sub-region</u>	<u>Amount</u>
Clackamas Industrial Area ITS	Clackamas County	Clackamas	\$1,219,815
Cornelius Pass Bike/Ped Bridge (US26)	Washington County	Washington	\$628,110
Council Creek Trail	City of Forest Grove	Washington	\$1,345,950
Cully-Columbia Freight Improvements	City of Portland	Portland	\$3,434,193
Hwy 99E Bike/Ped Improvements	City of Oregon City	Clackamas	\$673,000
Red Rock Creek Trail	City of Tigard	Washington	\$314,055
Sandy Blvd - Gresham to 230th Avenue	Multnomah County	E. Multnomah	\$1,275,985
Trolley Trail Bridge Replacement	City of Gladstone	Clackamas	\$1,228,800
<b>Total:</b>			<b>\$10,119,908</b>

<b>Total 2022-2024 RFFA:</b>	<b>\$143,981,465</b>
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# Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, January 10, 2020  
Time: 9:30 a.m. – 12 p.m.  
Place: Metro Regional Center, Council Chamber



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736



- |          |    |   |                           |
|----------|----|---|---------------------------|
| 9:30 am  | 1. | <b>Call To Order, Declaration Of A Quorum And Introductions</b>   | <b>Tom Kloster, Chair</b> |
| 9:35 am  | 2. | <b>* Comments From The Chair And Committee Members</b> <ul style="list-style-type: none"><li>• New TPAC Community Members Introduced (Kloster)</li><li>• TPAC Equity Strategy Update (Kloster)</li><li>• Announce TSMO Sub-allocation for FFY 19-21 (Caleb Winter)</li><li>• Report on JPACT Action regarding RFFA (Dan Kaempff)</li><li>• Monthly MTIP Amendments Update (Ken Lobeck)</li></ul>  | <b>Tom Kloster, Chair</b> |
| 10:00 am | 3. | <b>Public &amp; Committee Communications On Agenda Items</b>  |                           |
| 10:05 am | 4. | <b>* Consideration of TPAC Minutes, December 6, 2019</b>  | <b>Tom Kloster, Chair</b> |
| 10:10 am | 5. | <b>* Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5068</b><br>Purpose: For the purpose of adding two new projects to the 2018-21 Metropolitan Transportation Improvement Program involving Ride Connection in support of senior and disabled persons needs and ODOT in support of the Columbia Bottomlands Conservation Project (JA21-07-JAN) <ul style="list-style-type: none"><li>• Recommendation to JPACT</li></ul> | <b>Ken Lobeck, Metro</b>  |
| 10:25 am | 6. | <b>* Proposed Unified Planning Work Program (UPWP) Amendment: Regional Mobility Policy Update 20-5062</b><br>Purpose: Amend the 2019-20 UPWP to refine the scope and add funding to the Regional Mobility Policy Update. <ul style="list-style-type: none"><li>• <u>Information/Discussion</u></li></ul>  | <b>John Mermin, Metro</b> |



Metro

Agenda Item 5:

## **January 2020 MTIP Formal**

### **Amendment Summary**

**Resolution 20-5068**

**Amendment # JA20-07-JAN**

Agenda Support Materials:

- Draft Resolution 20-5068
- Exhibit A to Resolution 20-5068 (amendment tables)
- Staff Report (covering two new projects for MTIP inclusion)

January 10, 2020

Ken Lobeck

Metro Funding Programs Lead



# January 2020 Formal MTIP Amendment

## 2 New Projects

Proposed January 2020 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: JA20-07-JAN					
Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22074 New Project	TBD	Ride Connection	Providence Health and Services Mobility Resource Desk	Implement mobility management services focused at two Providence hospitals for senior and disabled persons, offering individual travel options, counseling and clinic support to integrate transportation referrals.	<u>ADD NEW PROJECT:</u> The formal amendment adds Ride Connection's new 5310 grant award project that will support senior, and Disabled needs as noted in the project description

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 22075 New Project	TBD	ODOT	Columbia Bottomlands Mitigation/ Conservation	Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species	<u>ADD NEW PROJECT:</u> The formal amendment adds ODOT's Columbia Bottomlands Mitigation/Conservation project to the 2018 MTIP. PE and ROW phases are added now. The entire project will be added to the new draft 2021-26 MTIP including the construction phase planned or FY 2022

# January 2020 Formal MTIP Amendment

## Providence Health and Services Mobility Resource Desk Lead Agency = Ride Connection, New Project - Key 22074

- Implement mobility management services focused at two Providence hospitals for senior and disabled persons
- Offer individual travel options, counseling and clinic support to integrate transportation referrals
- Funding source:
  - FTA discretionary grant
  - Access & Mobility Partnership Program, FY 2019 cycle
  - FTA Section 5310 funding award = \$96,921
  - Total Project Cost (TPC) = \$121,891
  - MTIP Programming required to obligate funds through FTA's TrAMS grant management system

# January 2020 Formal MTIP Amendment

## Columbia Bottomlands Mitigation/Conservation

### Lead Agency = ODOT, New Project – Key 22075

- **What:**  
Develop a long term mitigation/conservation bank in the Lower Willamette watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species
- **Location:** NW Portland/Columbia River area

# January 2020 Formal MTIP Amendment

## Columbia Bottomlands Mitigation/Conservation

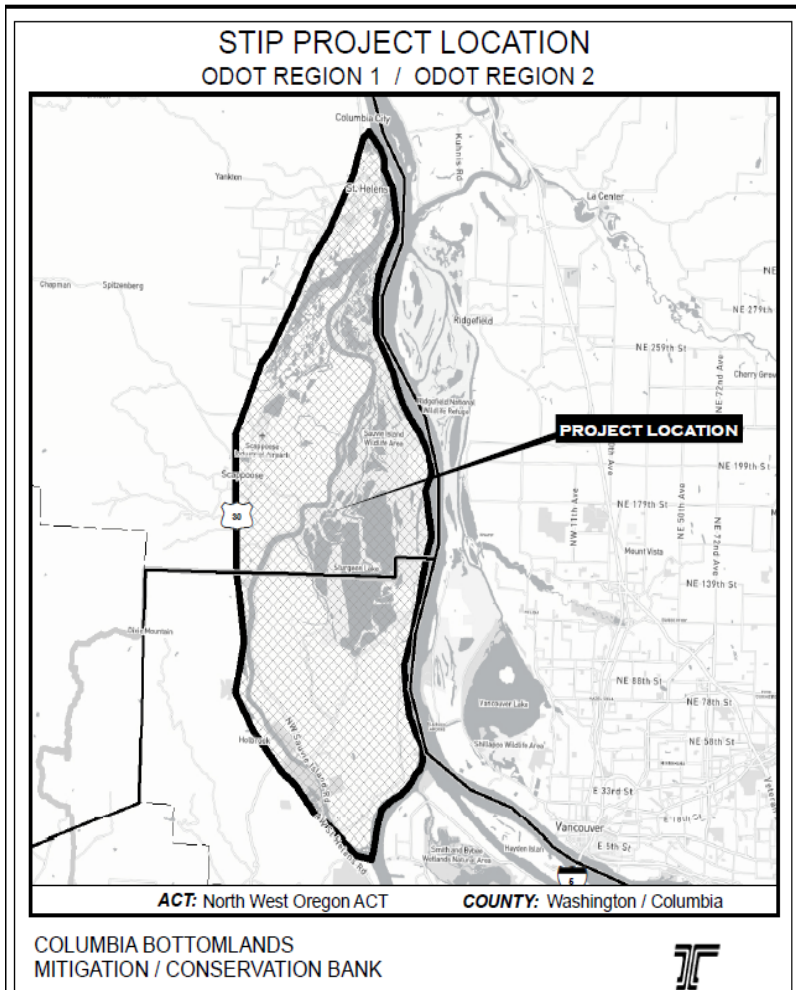
### New Project – Key 22075

- Why:  
ODOT has identified a need in the Lower Willamette watershed area for a compensatory mitigation bank to generate conservation credits that compensate for future ODOT projects impacts to aquatic resources and Endangered Species Act (ESA) listed fish species.
- OTC approval required: Yes – Approval occurred during the December 2019 meeting

# January 2020 Formal MTIP Amendment

## Columbia Bottomlands Mitigation/Conservation

### New Project – Key 22075



Columbia Bottomlands mitigation/conservation bank (KN 22075)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2020	0	\$400,000
Right of Way	2021	0	\$1,000,000
Utility Relocation	N/A	0	\$0
Construction	2022	0	\$1,550,000
<b>TOTAL</b>			<b>\$2,950,000</b>

Note: Only PE and Right of Way phase funding (State funds totaling \$1.4 million through this amendment. Full project with construction phase will be added to the 2021-2026 MTIP as construction phase is planned for 2022

# MPO CFR Compliance Requirements

## MTIP 8 Review Factors

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

# January 2020 MTIP Formal Amendment

## Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	January 7, 2019
TPAC Notification and Approval Recommendation	January 10, 2019
JPACT Approval and Recommendation to Council	January 16, 2019
30 Day Public Notification Period Ends	February 5, 2020
Metro Council Approval of Resolutions 20-5068	February 6, 2020
Amendment Bundle Submission to ODOT	February 12, 2020
ODOT & USDOT Final Approvals	Early to Mid-March 2020

# January 2020 Formal MTIP Amendment

## Approval Recommendation

### **TPAC Approval Recommendation:**

- Provide an approval recommendation to JPACT for Resolution 20-5068 under MTIP Amendment JA20-07-JAN allowing the MTIP to add Ride Connection's Providence Health and Services Mobility Resource Desk new project and ODOT's Columbia Bottomlands Mitigation/Conservation new project.
- Direct staff to correct typos, etc. in support materials



# January 2020 Formal MTIP Amendment

## Questions or Discussion?

### Approval Recommendation Summary to JPACT

- Provide an approval recommendation to JPACT for Resolution 20-5068 under MTIP Amendment JA20-07-JAN allowing the MTIP to add Ride Connection's Providence Health and Services Mobility Resource Desk new project and ODOT's Columbia Bottomlands Mitigation/Conservation new project.
- Correct errors as required

**Transportation Policy Alternatives  
Committee (TPAC)**

January 10, 2020

**TriMet's Regional  
Mobility as a Service  
(MaaS) Platform**

Bibiana McHugh  
TriMet Manager Mobility  
and Location-Based Services

# Mobility Initiatives

Mobility as a Service (MaaS) Platform

Next Steps

# Shared Regional Mobility Objectives

1. Reduce CO2 emissions
2. Limit congestion, esp. during peak travel periods
3. Reduce car ownership, usage and vehicles on roads
4. Enable better traffic and capacity management
5. Use existing infrastructure more effectively
6. Cater to all travelers (age, disadvantaged, low-income)
7. Create model that supports funding of infrastructure
8. Lessen overall environmental impact of transportation
9. Work in driver-controlled & autonomous environment

# Evolving Vision for Transit

Role of integrator and leverager for lifestyles, services, technology, driverless vehicles...



# How can transit stay relevant?

Provide marketability to retain and attract customers with:

- Mobility-as-a-Service (MaaS)
- Personalized Customer Information Sharing & Services
- Public Private Partnerships
- Technology, Data, Innovation
- Speed, Availability and Reliability
- Affordability and Safety
- Integration of Services
- Equity and Lifestyle



# TriMet's Vision Mission Values

## Vision

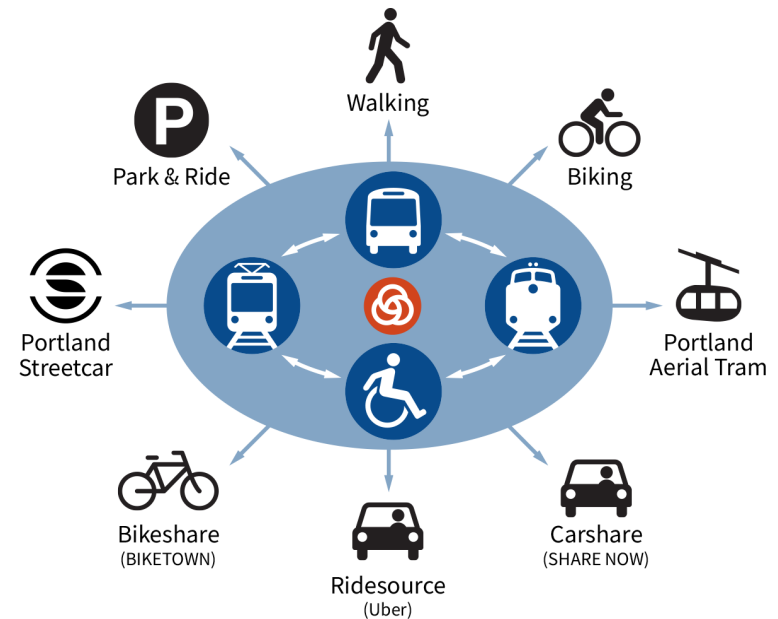
TriMet will be the leader in delivering convenient, sustainable, and integrated mobility options necessary for our region to be one of the world's top-25 most livable places

## Mission

Connect people with valued mobility options that are convenient, reliable, and welcoming for all

## Values

Safety, Inclusivity, Equity,  
Community, Teamwork



# TriMet Business Plan

1. PRESERVE the Core	2. ENHANCE Service	3. EXPAND Access	4. BUILD the Future	5. INTEGRATE Mobility
<p>Take Care Of What We Have</p>	<p>Make What We Have Even Better</p>	<p>Leverage Mobility Options To Expand Reach Of Transit</p>	<p>Shape Communities Throughout Our Region</p>	<p>Provide Seamless Mobility Options For Our Customers</p>
<ul style="list-style-type: none"> <li>• Maintain and repair transit assets</li> <li>• Ensure safety and reliability of our assets and service</li> <li>• Preserve certainty of service</li> </ul>	<ul style="list-style-type: none"> <li>• Provide more service</li> <li>• Make our current service faster and more reliable</li> <li>• Improve efficiency of the right-of-way</li> <li>• Replace, expand and improve our vehicle fleet</li> <li>• Improve sustainability</li> <li>• Use AV technologies</li> </ul>	<ul style="list-style-type: none"> <li>• Expand modal options to increase access to transit</li> <li>• Coordinate with other mobility providers</li> <li>• Complement both personal and shared micro mobility modes</li> <li>• Revise transit parking options for all modes</li> </ul>	<ul style="list-style-type: none"> <li>• Grow intensity of development at transit stations</li> <li>• Strengthen corridors with better bus investments</li> <li>• Deliver crucial capital projects for our region</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance customer experience &amp; information</li> <li>• Provide seamless transfers with all modes</li> <li>• Create mobility hubs</li> <li>• Provide regional mobility management</li> <li>• Optimize transportation operating systems</li> </ul>
<ul style="list-style-type: none"> <li>• Introduce laws to require local jurisdictions to maintain ADA accessibility on all main streets and corridors</li> </ul>	<ul style="list-style-type: none"> <li>• Expand laws and policies that provide transit priority and protect transit right-of-ways</li> <li>• Create AV regulations that support transit</li> </ul>	<ul style="list-style-type: none"> <li>• Strengthen accessibility requirements in all jurisdictions</li> <li>• Broaden laws and policies that require other mobility providers to coordinate with transit</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage regional and local governments to increase density</li> <li>• Support ODOT and others to implement congestion pricing</li> </ul>	<ul style="list-style-type: none"> <li>• Introduce laws and regulations to require data sharing for aggregated trip planning</li> <li>• Regulate curb space for transit benefit</li> <li>• Push for TDM policies that support integrated mobility</li> </ul>

- Support our economy and provide opportunity
- Ease congestion
- Provide mobility for those with few options

- Help shape the future of our region
- Reduce emissions and support environmental sustainability



# Mobility Initiatives in Progress

## **TRAVELER CONNECTIVITY AND RELIABILITY IMPROVEMENTS**

- Transit Signal Priority
- On-Time Performance Improvement Program
- Faster and More Reliable Bus Service

## **TRANSIT PLANNING AND DEVELOPMENT PROJECTS**

- Division Transit Project, Southwest Corridor Light Rail

## **CLEANER AIR**

- Bus Fleet Conversion

## **EXPANDING PARATRANSIT SERVICE**

- TNCs to supplement ADA Paratransit Service

## **POLICY AND DATA STANDARDS**

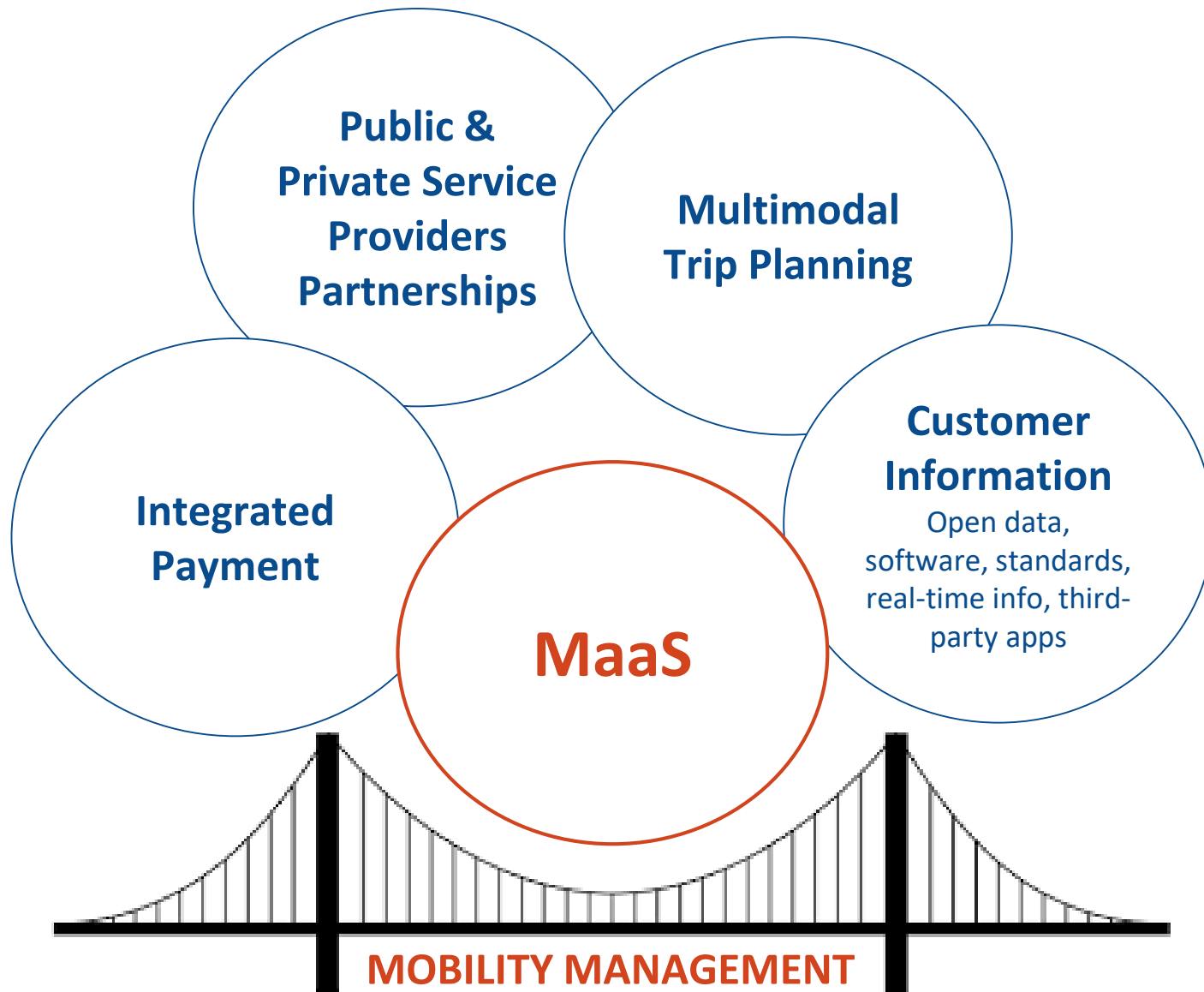
## **STRATEGIC PLANS**

- TriMet New Mobility Study Strategic Business Review, Nelson, Nygaard
- Bike Plan, Pedestrian Plan
- AV Framework
- Strategic Framework for City-TriMet Partnership

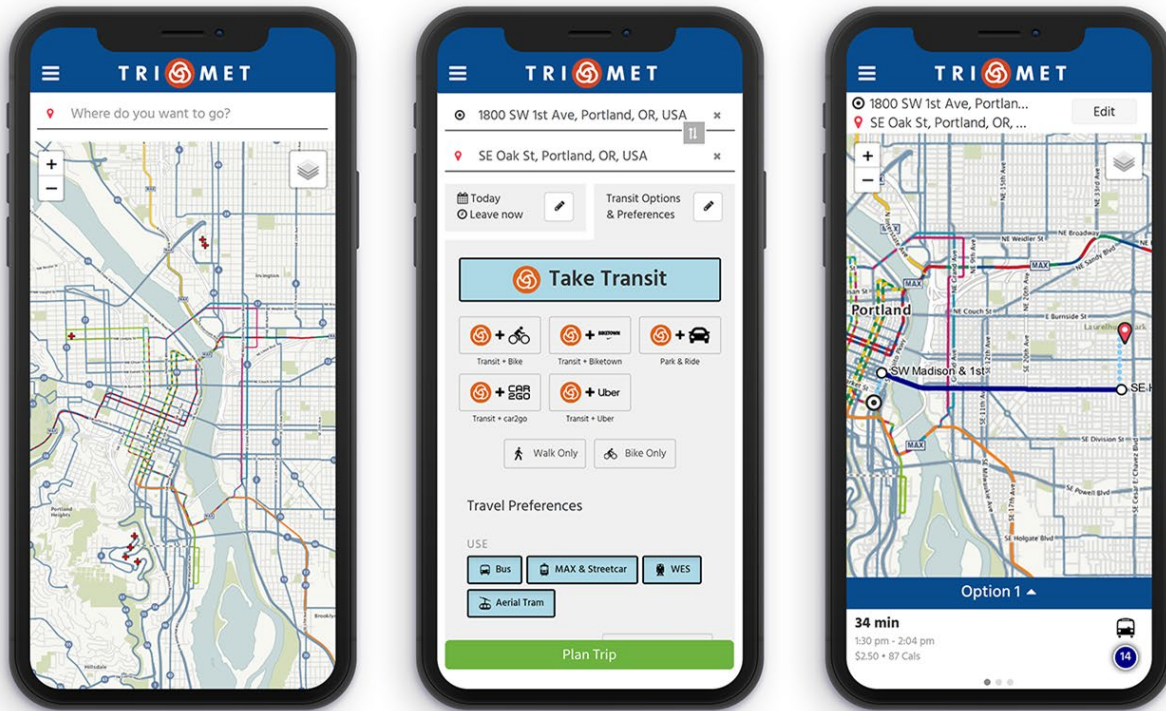
Mobility Initiatives

**Mobility as a Service (MaaS) Platform**

Next Steps



# FTA MOD Sandbox Grant



# Transit Trip Real-time Information

**TRI MET**

**Take Transit**

- Transit + Bike
- Transit + Biketown
- Park & Ride
- Transit + car2go
- Transit + Uber
- Transit + Lyft
- Walk Only
- Bike Only

**Travel Preferences**

USE:  Bus  MAX & Streetcar  WES  Aerial Tram

MAXIMUM WALK: 3/4 mile

WALK SPEED: 3 MPH

OPTIMIZE FOR: Speed

Hide Settings

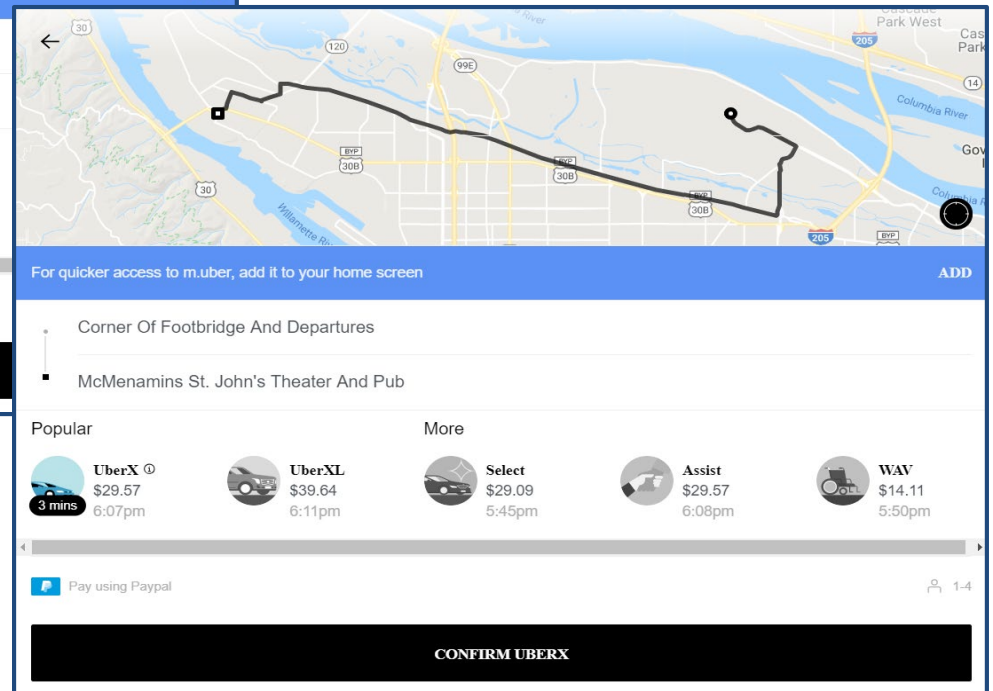
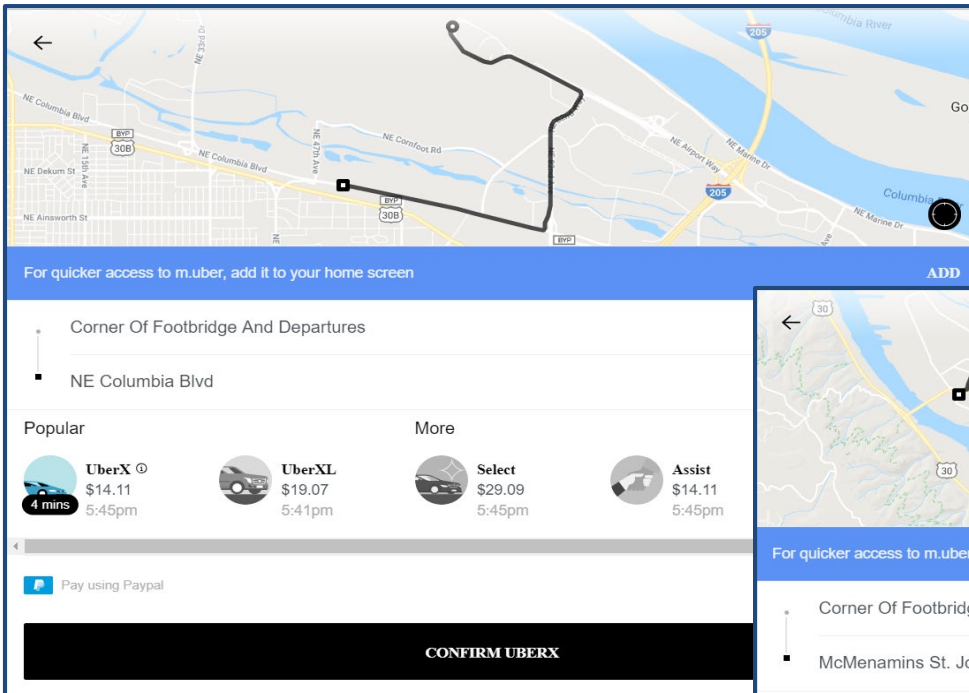
Option 1	Option 2	Option 3
1 hr, 8 min	1 hr, 26 min	1 hr, 24 min
9:07 pm - 10:15 pm	9:22 pm - 10:49 pm	9:37 pm - 11:02 pm
\$2.50 + 29 Cal	\$2.50 + 39 Cal	\$2.50 + 21 Cal
1 transfer	1 transfer	1 transfer

Map showing route from Beaverton to Portland Int'l Airport MAX Station via Rose Quarter TC MAX Station and Gateway/NE 99th Ave TC MAX Station.

Leaflet | Map tiles: CC BY 3.0. Data by OpenStreetMap, under ODbL.



# Transit + Uber Trip Cheaper than Uber Alone



Book Ride feature opens  
Uber & Lyft apps to confirm,  
book and pay

Book Ride

# BIKETOWN

## Real-time Information, Biking Preferences

The screenshot displays the TriMet mobile application interface. At the top left, the TriMet logo is visible. Below it, a 'Take Transit' section offers various combinations of transit and bike-sharing services, including 'Transit + Bike', 'Transit + Biketown', 'Park & Ride', 'Transit + car2go', 'Transit + Uber', and 'Transit + Lyft'. A 'Walk Only' button is also present. The 'Travel Preferences' section allows users to select 'Own Bike' or 'Biketown', set the 'BICYCLE SPEED' to 8 MPH, and choose an optimization goal: 'Bike-Friendly Trip', 'Speed', 'Bike-Friendly Trip', or 'Flat Trip'. The 'Option 1' summary shows a 25-minute trip from 5:20 pm to 5:45 pm, costing 123 Cal. The main map area shows a route starting at 'Essential Forces Fountain, Portland, OR, USA' at 5:20 pm, involving a 396-foot walk to 'NE Wheeler at Multnomah' (2 minutes), and then picking up a shared bike. A pop-up window for 'NE Wheeler at Multnomah' indicates 7 available bikes and 10 available docks. The map shows streets like N Ramsay Way, NE Wheeler Ave, NE Multnomah St, and NE Holladay St. The bottom right corner of the map area includes the text 'Leaflet | Map tiles: CC BY 3.0. Data by OpenStreetMap, under ODbL'.



# OpenStreetMap, Pelias Geocoder Regional Data Supporting Platform

The screenshot displays the TriMet website interface. At the top left is the TriMet logo. Below it are input fields for start and destination locations. A sidebar on the left contains options for 'Today' or 'Leave now', 'Transit Options & Preferences', and a 'Take Transit' button. Under 'Take Transit', there are icons for Transit + Bike, Transit + Biketown, Park & Ride, Transit + car2go (highlighted), Transit + Uber, and Transit + Lyft. Below these are 'Walk Only' and 'Bike Only' options. The 'Travel Preferences' section includes 'USE' buttons for Bus, MAX & Streetcar, WES, and Aerial Tram, and an 'OPTIMIZE FOR' dropdown set to 'Speed'. The main map area shows an aerial view of a city grid with a 'Zipcar Location' popup for '201 SW 5th Ave - US Bancorp Plaza Garage' with '1 Vehicles'. A legend on the right lists map layers: Streets, Aerials, Biketown Locations, car2go Locations, Park & Ride Locations, Transit Stops, and Zipcar Locations. The bottom right corner of the map area contains the text 'Leaflet | Map tiles: CC BY 3.0. Data by OpenStreetMap, under ODbL'.

# E-Scooters

The screenshot displays the TriMet mobile application interface. At the top, the TriMet logo is visible. Below it, there are options for 'Today' and 'Leave now', along with 'Transit Options & Preferences'. The main section is titled 'Take Transit' and features several icons for different transit combinations: 'Transit + Personal bike', 'Transit + Biketown', 'Transit + eScooter rental' (which is highlighted), 'Park & Ride', 'Transit + car2go', and 'Transit + Uber'. There are also buttons for 'Walk Only' and 'Bike Only'. Under 'Travel Preferences', there are sections for 'USE COMPANIES' (listing Bird, Bolt, Lime, Razor, and SPIN SPIN) and 'USE' (listing Bus, MAX & Streetcar, WES, and Aerial Tram). An 'OPTIMIZE FOR' dropdown is set to 'Speed'. At the bottom of the left panel is a 'Plan Trip' button. The right side of the screen shows a map of a city grid with numerous black pins representing e-scooter locations. A blue line indicates a transit route, and a callout box says 'Line 15 11 seconds ago'. A bottom panel shows a speed graph for 'SW Morrison St' with a vertical line at 110' and 133', and a horizontal axis with values 118', 152', 110', 133', and 123'. The bottom right corner has a footer: 'Leaflet | Map tiles: CC BY 3.0; Data by OpenStreetMap, under ODbL'.



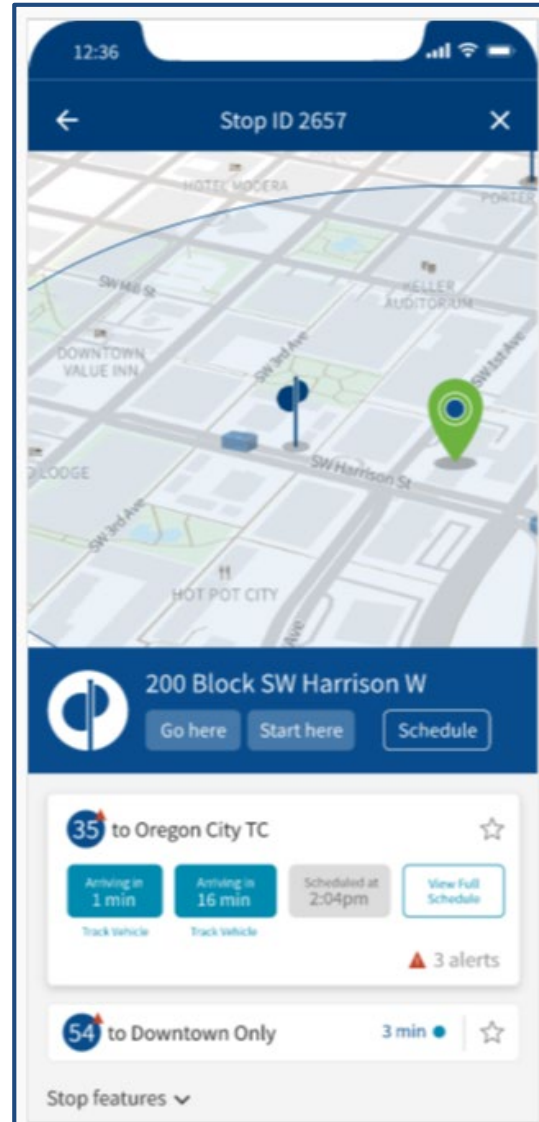
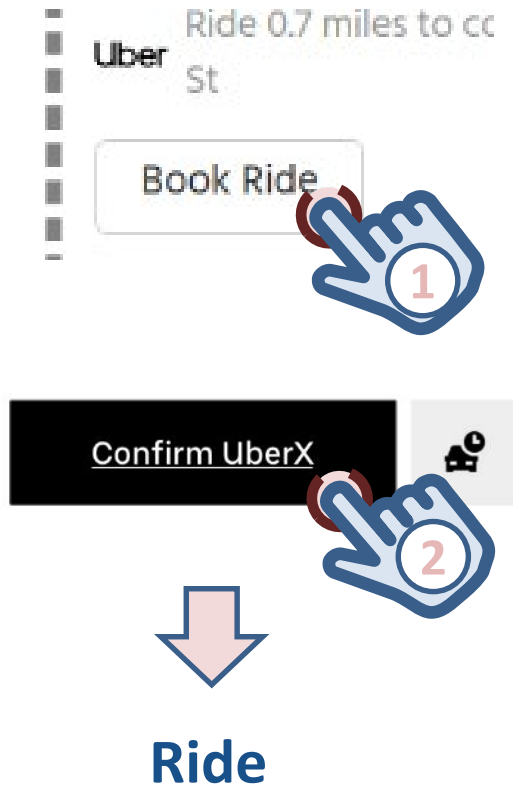
Mobility Initiatives

Mobility as a Service (MaaS) Platform

**Next Steps**

# Extending Mobility as a Service (MaaS) Platform

## Deep Linking - Full Payment Integration



# IMI Grant Application

## STEPS TO MOD & MPI

Building on the Existing  
TriMet MaaS Platform,  
Mobility Strategies and  
Initiatives



### INNOVATIVE PAYMENT

Develop ability  
to expand  
payment  
options and  
access



### CUSTOMER EXPERIENCE

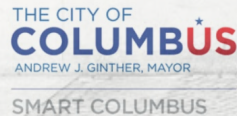
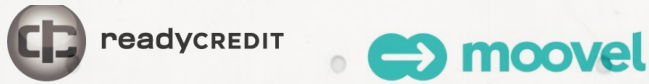
Enhance  
customer  
information,  
ease, and  
incentives



### MOBILITY DATA

Improving data  
management  
and developing  
metrics to  
analyze, track  
and manage  
success in  
mobility

# IMI Project Partners and Budget



	IMI Grant Federal Amount	Local Cost Share Amount	Total
Project Cost	\$ 1,812,282	\$ 890,616	\$ 2,702,897
TriMet Cost Share		20%	
Partner Cost Share		13%	
Total Cost Share	77%	33%	100%

# Mobility Management Strategic Plan

RFP for the Development of a Mobility Strategic Plan  
Identification of Priorities, Resources, Budget  
RFP Release: January 2020



# Key Challenges

## Take Transit

- Walk + Transit
- Bike + Transit
- Park & Ride
- Uber + Transit
- Lyft + Transit
- car2go + Transit
- Walk Only
- Bike Only

## Take Transit

- Transit + Personal bike
- Transit + BIKETOWN
- Transit + E-scooter
- Park & Ride
- Transit + Uber
- Walk Only
- Bike Only

# Questions?





Metro

# 2021-24 MTIP Development, Evaluation and Local Project Delivery

January 10, 2020

# 2021-24 MTIP Development

## Funding Allocation Processes

- ODOT (e.g. Fix-it, Leverage)
- TriMet
- SMART
- Metro Regional Flexible Fund Allocation
- Regionally Significant Local Investments

# 2021-24 MTIP Development

## Work Completed:

- Financial Forecast (Spring 2018)
- MTIP Policy (Spring 2019)
- Comment, scoping on ODOT projects
- TriMet & SMART budget processes
- MTIP performance approach review
- Transportation network update
- Regional Flex Fund Allocation

# 2021-24 MTIP Development

## Work to do in 2020:

- Programming of funds to project phases
- Demonstrating financial constraint
- Evaluating performance
- Documenting changes from previous MTIP
- Public comment and Agency & Tribal consultations
- Adoption and incorporation into the STIP

# 2021-24 MTIP Development

## TPAC schedule:

- Review and comment on Public Comment Draft Document (April)
- Review public comments (June)
- Recommendation to JPACT (June)

# 2021-24 MTIP

## Programming & Implementation

### Programming of funds and projects

- Matching project schedule and funding need to available revenues by year
- New projects and changes to existing projects
- Adopted with MTIP, changes managed by amendment
- Subject to new obligation targets



# 2021-24 MTIP

## Programming & Implementation

### Obligation targets

- Obligation is federal approval of project spending
- States must use (obligate) or lose federal fund capacity each year
- New ODOT program to promote timely obligations by local agencies
- Metro and ODOT staff updating management practices to meet targets

# 2021-24 MTIP

## Programming & Implementation

### Obligation target program description

- Each large MPO must obligate 80% of programmed funds
- Calculated on 3-year rolling average
- 80% target phased in by 2024
- Rewards and penalties

# 2021-24 MTIP

## Programming & Implementation

### Obligation target program description

- Reward is portion of redistribution funds for that year
- Penalty is portion of unobligated programming for that year
- Appeal process available

# 2021-24 MTIP

## Programming & Implementation

### Management updates for improving obligation rates

- Realistic scheduling
  - Lead agency must demonstrate capacity
  - 6-year programming cycle
- Earlier start on project agreements
  - Funding for development of agreements
  - Agreement development check list
- Local agency participation in project meetings

# 2021-24 MTIP

## Programming & Implementation

Management updates for improved obligation rates  
(continued)

- Development of process improvements and management tools
  - Continue participation in state Certification User Group
  - Project database update
  - Conditions of funding implemented
- More active monitoring and reporting of progress toward obligation

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