

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, April 15, 2021

7:30 AM

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

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

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

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

2. Public Communications (7:35 AM)

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

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

3. Updates From the Chair (7:40AM)

4. Consent Agenda (7:50 AM)

- 4.1 Resolution No. 21-5169, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to Correctly Reflect the New Metro State Fiscal Year 2022 Unified Planning Work Program(UPWP) Consisting of Seven Projects Plus Four Additional Projects to Ensure Their Next Federal Approval Step Can Occur Impacting Metro, ODOT, and Portland (AP21-09-APR)
Attachments: [Draft Resolution 21-5169 April 2021 MTIP Formal Amendment Exhibit A- April 2021 Formal Amendmet to Resolution 21-5169 JPACT Staff Report - April 2021 Formal MTIP Amendment](#) [COM 20-0429](#)
- 4.2 Regional Emergency Transportation Routes, final report, & action
Presenter(s): Kim Ellis, Metro
Attachments: [Resolution 21_5160 Accepting ETR report Staff Report to Resolution No. 21-5160 RETRs Exhibit A Exhibit B Exhibit C](#) [COM 20-0431](#)
- 4.3 UPWP Draft Review
Presenter(s): John Mermin, Metro
Attachments: [UPWP Resolution 21_5165 2021-2022 UPWP Exhibit A 2021-22 UPWP Exhibit B Self Certification 2020-21 UPWP Staff report for Res 21_5165](#) [COM 20-0430](#)
- 4.4 Consideration of the March 18, 2021, JPACT Minutes
Attachments: [March 18, 2021 JPACT Minutes](#) [COM 20-0428](#)

5. Information/Discussion Items (7:55 AM)

- 5.1 Regional Congestion Pricing Study, Findings (7:45 AM) [COM](#)
[20-0414](#)

Presenter(s): Elizabeth Mros O'Hara, Metro

Attachments: [Updates on Regional Congestion Pricing Memo](#)
[Regional Congestion Pricing TPAC Workshop 3 Memo](#)
[Draft Summary Key Findings RCPS](#)

- 5.2 JPACT Federal Policy Discussion (8:20 AM) [COM](#)
[20-0434](#)

Presenter(s): Tyler Frisbee, Metro

Attachments: [JPACT Policy Legislative Agenda Memo](#)

- 5.3 Regional Mobility Policy Update - Introduce potential mobility policy elements and most promising measures (8:50 AM) [COM](#)
[20-0416](#)

Presenter(s): Kim Ellis, Metro
ODOT Staff

Attachments: [JPACTMemo RMP 040121](#)
[1-RMP Adopted Project Purpose and Objectives](#)
[2-OHP Mobility White Paper FactSheet](#)
[3-Overview of Mobility Policy Elements and Promising Measures040](#)
[4-RMP spring 2021 engagement factsheet 033121](#)

6. Updates from JPACT Members (8:50 AM)

7. Adjourn (9:00 AM)

Upcoming JPACT Meetings

May 20, 2021

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

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2021 JPACT Work Program

As of 3/22/21

Items in italics are tentative

<p><u>March 18, 2021</u></p> <p>*Chair remarks: ETR- say there will be more discussion next month</p> <ul style="list-style-type: none"> Resolution No. 21-5163, For the Purpose of Amending ODOT's US 30 NW Saltzman Rd to NW Bridge Ave Project to Add Approved Funding Increasing the Project Limits by 1.31 Miles to be US30 NW Kittridge Ave to NW Bridge Ave to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) (MR21-08-MAR) (consent) Regional Emergency Transportation Routes Discussion (Kim Ellis, Metro, 15 min) RFFA 2025-27 program direction – briefing (20 min., Daniel Kaempff) JPACT Priority Update (Tyler Frisbee, Metro; 30 min) 	<p><u>April 15, 2021</u></p> <ul style="list-style-type: none"> <i>Resolution No. 21-5169, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to Correctly Reflect the New Metro State Fiscal Year 2022 Unified Planning Work Program(UPWP) Consisting of Seven Projects Plus Four Additional Projects to Ensure Their Next Federal Approval Step Can Occur Impacting Metro, ODOT, and Portland (AP21-09-APR) (consent)</i> UPWP Draft Review (consent) Regional Emergency Transportation Routes, final report, & action (consent) (Kim Ellis) Regional Congestion Pricing Study Findings (35 min, Elizabeth Mros O'Hara) JPACT Federal Policy Discussion (Tyler Frisbee, Metro; 30 min) Regional Mobility Policy Update – (10 min, Kim Ellis and ODOT staff)
<p><u>May 20, 2021</u></p> <ul style="list-style-type: none"> Resolution No. 21-5165, For the Purpose of Adopting the Fiscal Year 2021-22 Unified Planning Work Program and Certifying That the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements (consent) RFFA 2025-27 Program Direction – proposal (40 min, Daniel Kaempff) 	<p><u>June 17, 2021</u></p> <ul style="list-style-type: none"> Progress on our Regional Traffic Safety goals – <i>update (20 min. Lake McTighe)</i> Regional Congestion Pricing Study – FINAL REPORT – ACTION (30 min, Elizabeth Mros-O'Hara) Update on ODOT Major Projects <ul style="list-style-type: none"> <i>I5BR</i>

<ul style="list-style-type: none"> Regional Mobility Policy Update – Introduce draft urban mobility definition and potential measures to test (20 min, Kim Ellis and ODOT staff) TSMO Strategy – Vision and Goals (10 min, Caleb Winter) <i>Regional Mobility Policy Update – Direction on draft urban mobility definition and potential measures to test (30 min, Kim Ellis) (moved from April)</i> <i>TV Highway Corridor Study – briefing (30 min, Elizabeth Mros-O’Hara)</i> <i>Safe Routes to School – update (20, Noel Mickelberry)</i> 	<ul style="list-style-type: none"> ○ <i>RQ</i> ○ <i>I-205</i> • <i>Earthquake Ready Burnside Bridge Locally Preferred Alternative adopted into RTP – introduction (20 min, Malu Wilkinson, Megan Neill (Multnomah County)</i>
<p><u>July 15, 2021</u></p> <ul style="list-style-type: none"> TSMO Strategy – Review of findings, draft (30 min, Caleb Winter) Final program direction for RFFA 2025-27 – Action (30 min, Daniel Kaempff) <i>Active Transportation Return on Investment Study (20 min, John Mermin)</i> <i>Transportation Trends – update (20 min., Eliot Rose)</i> 	<p><u>August 19, 2021</u></p> <ul style="list-style-type: none"> • <i>Enhanced Transit Concepts and/or Bus on Shoulder – update (30 min., Matt Bihn)</i> • <i>Safe Routes to School – update (20, Noel Mickelberry)</i>
<p><u>September 16, 2021</u></p> <ul style="list-style-type: none"> TSMO Strategy – Final adoption of draft (20 min. Caleb Winter) Regional Mobility Policy Update – Introduce Case Study Findings and Recommendations – (40 min, Kim Ellis and ODOT staff) 	<p><u>October 21, 2021</u></p> <ul style="list-style-type: none"> Regional Mobility Policy Update – (30 min., Kim Ellis and ODOT staff) Freight Commodity Study – (30 min, Tim Collins) 2023 Regional Transportation Plan Update Work Plan – Kick-off Scoping Phase (30 min, Kim Ellis)
<p><u>November 18, 2021</u></p> <ul style="list-style-type: none"> Progress on our Regional Traffic Safety goals – update (20 min. Lake McTighe) 	<p><u>December 16, 2021</u></p> <ul style="list-style-type: none"> Regional Mobility Policy Update – Recommendations for 2023 RTP Update Work Plan and to the OTC - ACTION (30 min., Kim Ellis and ODOT staff)

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| <ul style="list-style-type: none">• RFFA 2025-27 Program Direction – final policy framework; call for projects (30 min, Daniel Kaempff) | <ul style="list-style-type: none">• 2023 Regional Transportation Plan Update Work Plan – ACTION (30 min, Kim Ellis) |
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Parking Lot:

- *Freight Commodity Study – (30 min, Tim Collins)*
- *Hwy 26/Westside Transportation Study – briefing (20 min, Matt Bihn & ODOT person)*

**3.1 Resolution No. 21-5169, For the Purpose of
Amending the 2021-24 Metropolitan Transportation
Improvement Program (MTIP) to Correctly Reflect the
New Metro State Fiscal Year 2022 Unified Planning
Work Program(UPWP) Consisting of Seven Projects
Plus Four Additional Projects to Ensure Their Next
Federal Approval Step Can Occur Impacting Metro,
ODOT, and Portland (AP21-09-APR)**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 15, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-24	)	RESOLUTION NO. 21-5169
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO	)	Introduced by: Chief Operating Officer
CORRECTLY REFLECT THE NEW METRO STATE	)	Andrew Scott in concurrence with
FISCAL YEAR 2022 UNIFIED PLANNING WORK	)	Council President Lynn Peterson
PROGRAM (UPWP) CONSISTING OF SEVEN)	
PROJECTS PLUS AMENDING FOUR ADDITIONAL)	
PROJECTS TO ENSURE THEIR NEXT FEDERAL)	
APPROVAL STEP CAN OCCUR IMPACTING)	
METRO, ODOT, AND PORTLAND(AP21-09-APR))	

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

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

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

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

WHEREAS, Metro is now under formal annual obligation targets resulting in additional accountability for Metro to commit, program, obligate, and expend allocated federal formula funds; and

WHEREAS, seven of the eleven projects in April 2021 Formal MTIP Ament Bundle reflect required updates and changes to complete MTIP programming for the State Fiscal Year (SFY) 2022 Unified Planning Work Program (UPWP) to ensure the funds can be obligated by July 1, 2021; and

WHEREAS, the unexpended carryover funds from the SFY 2020 UPWP exceed the 20% funding change threshold and requires the seven UPWP projects to complete a formal/full MTIP amendment; and

WHEREAS, a detailed review determined which approved SFY 2022 UPWP projects can be included in the UPWP Master Agreement and which ones must be programmed as stand-alone projects; and

WHEREAS, funding impacts to the UPWP projects impact Metro's Regional Travel Program, Corridors and Systems Planning, Master Agreement list of Metro annual recurring projects and ODOT Westside Corridor Multimodal Improvements Study; and

WHEREAS, the UPWP Master Agreement list of annual recurring projects consist of federal Planning funds, FTA Section 5303 Transit funds, Surface Transportation Block Grant funds, State Support funds and local funds supporting Regional Transportation Planning projects, Corridor and Area Planning projects, plus Administration and Support projects that total \$8,645,108 for SFY 2022; and

WHEREAS, the April 2021 Formal Amendment includes four non-UPWP related project amendments which include ODOT's OR141 (Hall Blvd), Scholls Ferry Rd to Locust St project which having received OTC approval can now add the construction phase plus funding and move forward toward construction; and

WHEREAS, ODOT has evaluated their OR99W, Rock Creek Northbound Bridge project to install a new bridge rail to meet current safety standards and determined the project can be delayed allowing the funds to be reprogrammed to their Indian Creek bridge project in Region 2; and

WHEREAS, ODOT is adjusting their OR224 repaving project so that it does not overlap with the planned capacity improvement project from Rusk Rd to OR213 allowing the repaving project to progress independently; and

WHEREAS, Portland has completed the required pre-scoping documents for their newly Metro awarded Transportation Systems Management and Operations (TSMO) Local Traffic Signal Controller Replacement project to be programmed in the MTIP and development of the Intergovernmental Agreement to now occur to implement the project; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the April 2021 MTIP Formal Amendment; and

WHEREAS, RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the April 2021 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on April 2, 2021; and

WHEREAS, JPACT approved Resolution 21-5169 consisting of the April 2021 Formal MTIP Amendment bundle on April 15, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on May 6, 2021 to formally amend the 2021-24 MTIP to include the required changes identified in the April 2021 Formal MTIP Amendment Bundle and Resolution 21-5169.

ADOPTED by the Metro Council this ____ day of _____ 2021.

Approved as to Form:

Lynn Peterson, Council President

Carrie MacLaren, Metro Attorney

DRAFT



Proposed April 2021 Formal Transition Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **AP21-09-APR**
Total Number of Projects: 11

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 Key 20879 MTIP ID 70938	Metro	Regional Travel Options- (2020) Metro UPWP Regional Travel Options (SFY 2022)	<u>COMBINE FUNDS:</u> The formal amendment combines STBG-U (\$1,058,418) plus match (\$121,141) from Key 20880 to fully fund required RTO activities for SFY 2022. Source of funding is the SFY 2022 UPWP	Approved SFY 2022 Unified planning Work Program (UPWP) project
Project #2 Key 20880 MTIP ID 70873	Metro	Regional Travel Options (2021)	<u>SHIFT/SPLIT FUNDS:</u> The formal amendment shift STBG-U (\$1,058,418) plus match (\$121,141) from Key 20880 to Key 20879 to fully fund required RTO activities for SFY 2022. Source of funding is the SFY 2022 UPWP. Key 20879 and as carried over from FY 20220 unobligated due to the Covid-19 situation.	Approved SFY 2022 Unified planning Work Program (UPWP) project
Project #3 Key NEW MTIP ID NEW	ODOT	Westside Corridor Multimodal Improvements Study	<u>ADD NEW PROJECT:</u> The formal amend adds the new approved stand-alone UPWP project from the SFY 2022 UPWP	Approved SFY 2022 Unified planning Work Program (UPWP) project
Project #4 Key 20888 MTIP ID 70871	Metro	Corridor and Systems Planning (2020)	<u>SPLIT FUNDS:</u> The amendment splits off \$12,175 of STBG plus required match and commits the funds to Key 20597 to support the Corridor Refinement and Project Development (Investment Areas) planning project in the SFY 2022 UPWP Master Agreement list of projects.	Approved SFY 2022 Unified planning Work Program (UPWP) project

Project #5 Key 20877 MTIP ID 70872	Metro	Regional MPO Planning (2021)	<u>SPLIT FUNDS:</u> The formal amendment splits off required STBG-U federal funds and required match and combines them into Key 20597. The amount is determined by the SFY 2022 UPWP Master List of Projects.	Approved SFY 2022 Unified planning Work Program (UPWP) project
Project #6 Key 20597 MTIP ID 70986	Metro	Portland Metro Planning SFY22	<u>COMBINE FUNDS:</u> The formal amendment updates the SFY 2022 UPWP project Key. The updates are based on the final expected authorized UPWP projects and funding. Key 20597 represents the Master Agreement of UPWP projects that fall into three planning categories: Transportation Planning, Regional Corridor/ Area Planning, and Regional Administration/Support	Approved SFY 2022 Unified planning Work Program (UPWP) project. Key 20597 contains the Master Agreement list of approved SFY 2022 UPWP projects
Project #7 Key 21312 New Project MTIP ID 71055	Metro	Metro Transportation Options (FFY 18-21)	<u>ADD NEW PROJECT:</u> The formal amendment adds the project to the 2021-24 MTIP and provides supplemental funding for the FY 2021 fiscal year for the Metro Regional Travel Options (RTO) program	ODOT approved 1-year program extension adding the FY 2021 fiscal year in supporting the RTO program
Project #8 Key 19267 MTIP ID 70806	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Locust St	<u>ADD CONSTRUCTION PHASE:</u> The formal amendment adds the Construction phase to the project. \$3,525,000 addition to the project allows the construction phase to move forward and be obligated during FY 2022. The total project cost increases to \$5,894,707.	
Project #9 Key 21712 MTIP ID 71197	ODOT	OR99W : Rock Creek Bridge	<u>CANCEL PROJECT:</u> The ODOT Bridge program is canceling the project and transferring the funding to the Indian Creek Bridge in Region 2 currently programmed in Key 21118.	

Project #10 Key 21598 MTIP ID 71153	ODOT	OR224: SE 17th Ave OR213 OR224: SE 17th Ave - SE Rusk Road	<u>LIMITS CHANGE:</u> The current project limits overlap with a separate project to add a third lane on OR 224 from Rusk Rd to OR 213. The third lane capacity project is programmed under Key 19720. The limits adjustment allow the rehabilitation/resurfacing project to proceed separately from the capacity enhancing project.	
Project #11 Key NEW TBD MTIP ID NEW TBD	Portland	Local Traffic Signal Controller Replacement	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Metro TSMO awarded project to the MTIP	Metro 2019 TSMO program award



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
COMBINE FUNDS**
Combine STBG and match from Key
20880 into Key 20879

Lead Agency: Metro		Project Type: Other		ODOT Key: 20879
Project Name: Regional Travel Options (2020) Metro UPWP Regional Travel Options (SFY 2022)	1	ODOT Type: OP-TDM		MTIP ID: 70873
		Performance Meas: No		Status: 0
		Capacity Enhancing: No		Comp Date: 6/30/2022
Project Status: 0 = No activity (Planning)		Conformity Exempt: Yes		RTP ID: 11054
		On State Hwy Sys: No		RFFA ID: 50357
		Mile Post Begin: N/A		RFFA Cycle: 2019-21
		Mile Post End: N/A		UPWP: Yes
		Length: N/A		UPWP Cycle: SFY 2022
Short Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.		Flex Transfer to FTA: Yes		Transfer Code: 5307
		1st Year Program'd: 2020		Past Amend: 2
		Years Active: 2		OTC Approval: Yes
		STIP Amend #: TBD		MTIP Amnd #: AP21-09-APR
Detailed Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours.				
STIP Description: Funding for the Regional Travel Options (RTO) program that implements strategies to help diversify people's trip choices, reduce pollution and improve mobility.				
Last Amendment of Modification: Formal - August Transition Amendment - AG21-01-AUG, PHASE SLIP: Adding the Other phase to the 2021-24 MTIP in FY 2021 with \$2,598,451 of STBG funds plus required match				

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Flex Transfer)	Total
Federal Funds								
STBG-U	Z230	2021					\$ 2,598,451	\$ -
STBG-U	Z230	2021					\$ 3,656,869	\$ 3,656,869
								\$ -
							Federal Totals:	\$ 3,656,869
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2021					\$ 297,404	\$ -
Local	Match	2021					\$ 418,545	\$ 418,545
								\$ -
								\$ -
							Local Total	\$ 418,545
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,895,855	\$ 2,895,855
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,075,414	\$ 4,075,414
Year Of Expenditure (YOE):								\$ 4,075,414

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project adds STBG-U from Key 20880 to address SFY 2022 RTO needs.

Amendment Summary:

The formal amendment combines STBG-U (\$1,058,418) plus match (\$121,141) from Key 20880 to fully fund required RTO activities for SFY 2022. Source of funding is the SFY 2022 UPWP. Key 20879 was carried over from FY 20220 unobligated due to the Covid-19 situation. The restructured SFY 2022 RTO program will expand upon planned activities from the planned SFY 2021 year. As a result STBG-U from Key 20880 (which was allocated for SFY 2022 is being combined into Key 20879. The remaining STBG-U and match in Key 20880 will be moved to FY 2025 for use during next year's UPWP.

- > Will Performance Measurements Apply: no

RTP References:

- > RTP ID: 11054 - Regional Travel Options Activities for 2018-2027
- > RTP Description: Metro awards grant funding, coordinates marketing efforts, and provides technical assistance and evaluation to agencies and organizations to encourage people to make fewer auto trips. RTO-funded activities include worksite and college information programs that make transit, bicycling, walking and ridesharing easier to use.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- > UPWP amendment: Yes. The project is identified in the new SFY 2022 UPWP
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal - Objective 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
SHIFT FUNDS
Shift STBG and match from Key
20880 into Key 20879

Lead Agency: Metro		Project Type:	Other	ODOT Key:	20880
Project Name: Regional Travel Options (2021)	2	ODOT Type	OP-TDM	MTIP ID:	70873
		Performance Meas:	No	Status:	0
		Capacity Enhancing:	No	Comp Date:	12/31/2025
		Conformity Exempt:	Yes	RTP ID:	11054
Project Status: 0 = No activity (Planning)		On State Hwy Sys:	No	RFFA ID:	50357
Short Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.		Mile Post Begin:	N/A	RFFA Cycle:	2019-21
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	SFY 2022
		Flex Transfer to FTA	Yes	Transfer Code	5307
		1st Year Program'd:	2020	Past Amend:	2
		Years Active:	2	OTC Approval:	Yes
		STIP Amend #:	TBD	MTIP Amnd #:	AP21-09-APR
Detailed Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours.					
STIP Description: Funding for the Regional Travel Options (RTO) program that implements strategies to help diversify people's trip choices, reduce pollution and improve mobility.					

Last Amendment of Modification: Administrative, AB21-05-DEC2 - December 2020 - Reprogram Other to FY 2022

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Flex Transfer)	Total
Federal Funds								
STBG-U	Z230	2021					\$ 2,676,405	\$ -
STBG-U	Z230	2025					\$ 1,617,987	\$ 1,617,987
								\$ -
							Federal Totals:	\$ 1,617,987
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2021					\$ 306,327	\$ -
Local	Match	2025					\$ 185,186	\$ 185,186
								\$ -
								\$ -
							Local Total	\$ 185,186
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,982,732	\$ 2,982,732
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,803,173	\$ 1,803,173
Year Of Expenditure (YOE):								\$ 1,803,173

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project shifts \$1,058,418 of STBG-U plus match from Key 20880 to Key 20879 to address SFY 2022 RTO needs.

Amendment Summary:

The formal amendment shift STBG-U (\$1,058,418) plus match (\$121,141) from Key 20880 to Key 20879 to fully fund required RTO activities for SFY 2022. Source of funding is the SFY 2022 UPWP. Key 20879 and as carried over from FY 20220 unobligated due to the Covid-19 situation. The restructured SFY 2022 RTO program will expand upon planned activities from the planned SFY 2021 year. As a result STBG-U from Key 20880 (which was allocated fro SFY 2022 is being combined into Key 20879. The remaining STBG-U and match in Key 20880 will be moved to FY 2025 for use during next year's UPWP.

- > Will Performance Measurements Apply: no

RTP References:

- > RTP ID: 11054 - Regional Travel Options Activities for 2018-2027
- > RTP Description: Metro awards grant funding, coordinates marketing efforts, and provides technical assistance and evaluation to agencies and organizations to encourage people to make fewer auto trips. RTO-funded activities include worksite and college information programs that make transit, bicycling, walking and ridesharing easier to use.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- > UPWP amendment: Yes. The project is identified in the new SFY 2022 UPWP
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal - Objective 3.3 Access to Transit –
- > Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add new approved SFY 2022 UPWP
stand-alone project

Lead Agency: ODOT		Project Type:	Planning		ODOT Key:	NEW
Project Name: Westside Corridor Multimodal Improvements Study	3	ODOT Type	Planning		MTIP ID:	TBD
		Performance Meas:	No		Status:	0
		Capacity Enhancing:	No		Comp Date:	12/31/2022
		Conformity Exempt:	Yes		RTP ID:	11664
Project Status: 0 = No activity.		On State Hwy Sys:	US26		RFFA ID:	N/A
Short Description: US 26 (Sunset Highway) corridor study to identify the multimodal (aviation, transit, freight, auto, etc.) needs, challenges and opportunities in the corridor		Mile Post Begin:	Corridor		RFFA Cycle:	N/A
		Mile Post End:	Corridor		UPWP:	Yes
		Length:	Corridor		UPWP Cycle:	SFY 2022
		1st Year Program'd:	2021		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amend:	AP21-09-APR
Detailed Description: US 26 (Sunset Highway) corridor study which extends from the Oregon Coast through the Vista Ridge Tunnel where it intersects with the I-405 loop accessing I-5, and I-84 to identify the multimodal (aviation, transit, freight, auto, etc.) needs, challenges and opportunities in the corridor. Options will be evaluated for their potential to address existing deficiencies and support future growth in freight, commuters, and commercial traffic between Hillsboro's Silicon Forest, Northern Washington County's agricultural freight, and the Portland Central City, the international freight distribution hub of I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport. Commute trip reduction opportunities and assumptions about remote workforce will be included. The study will evaluate multimodal improvements in support of regional and statewide goals, including climate.						
STIP Description: The study will identify the multimodal needs, challenges and opportunities in the corridor. Options will be evaluated for their potential to address existing deficiencies and support future growth in freight, commuters, and commercial traffic between Hillsboro's Silicon Forest, Northern Washington County's agricultural freight, and the Portland Central City, the international freight distribution hub of I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport. Commute trip reduction opportunities and assumptions about remote workforce will be included. The study will evaluate multimodal improvements in support of regional and statewide goals, including climate.						
Last Amendment of Modification: Administrative: None - Initial MTIP programming being completed						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
State STBG	2240	2021	\$ 863,636					\$ 863,636
								\$ -
								\$ -
							Federal Totals:	\$ 863,636
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2021	\$ 98,847					\$ 98,847
Other	OVM	2021	\$ 37,517					\$ 37,517
								\$ -
							State Total:	\$ 136,364
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Year Of Expenditure (YOE):								\$ 1,000,000

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Approved SFY UPWP stand-alone project. Funding is identified for ODOT.

Amendment Summary:

The formal amendment adds the new SFY 2022 approved UPWP project to the MTIP. Project funding is for ODOT and a consultant will be used. As such, the project is required to be a stand-alone project in the MTIP. The study will identify the multimodal (aviation, transit, freight, auto, etc.) needs, challenges and opportunities in the corridor. Options will be evaluated for their potential to address existing deficiencies and support future growth in freight, commuters, and commercial traffic between Hillsboro's Silicon Forest, Northern Washington County's agricultural freight, and the Portland Central City, the international freight distribution hub of I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11664 - Corridor Investment Areas Activities for 2018-2027
- > RTP Description: The RTP identifies mobility corridors and future high capacity transit capital investments needed to support the 2040 Growth Concept. Corridor investment areas activities focus on aligning investments around specific outcomes to support local and regional goals in locations with multijurisdictional interests. Investment areas activities include completing corridor refinement planning and developing multimodal projects in major transportation corridors identified in the RTP as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. Activities include ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- > UPWP amendment: Yes. The project is part of the new SFY 2022 UPWP. The SFY 2022 UPWP is progressing through Metro's approval process. TPAC approval is set for April 5, 2022 with Council approval planned by June. The mTIP amendment is progressing concurrently with the SFY 2022 UPWP.
- > RTP Goals: Goal 11: Transparency and Accountability
- > Goal - Objective 11.2 Performance-Based Planning
- > Goal Description: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to the states with a portion reserved for the State DOT for eligible projects .
- > State = General state funds provided by ODOT as part of the required match.

Other

- > On NHS: Yes
- > Metro Model: No
- > Model category and type: N/A Planning project
- > TCM project: No
- > Located on the CMP: Yes



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
SPLIT FUNDS
Split STBG and match from Key
20888 into Key 20879

Lead Agency: Metro		Project Type:	Planning	ODOT Key:	20888
Project Name: Corridor and Systems Planning (2020)	4	ODOT Type	Planning	MTIP ID:	70871
		Performance Meas:	No	Status:	0
		Capacity Enhancing:	No	Comp Date:	12/31/2025
Project Status: 0 = No activity (Corridor planning revenue placeholder)		Conformity Exempt:	Yes	RTP ID:	11103
Short Description: Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, desired outcomes, performance measures, investment strategies.		On State Hwy Sys:	No	RFFA ID:	50364
		Mile Post Begin:	N/A	RFFA Cycle:	2019-21
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	SFY 2022
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2020	Past Amend:	4
		Years Active:	2	OTC Approval:	Yes
		STIP Amend #:	TBD	MTIP Amnd #:	AP21-09-APR
Detailed Description: The Corridor and Systems Planning program focuses on completing planning level work in corridors that emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. This work enables jurisdictions and other regional agencies to prioritize investments in the transportation system. The program evaluates priority corridors in the region and identifying investments to improve mobility of all travel modes in these areas.					
STIP Description: Conduct planning level work that emphasizes the integration of land use and transportation in corridors. The Corridors and Systems Planning Program determines regional system needs, functions, desired outcomes, performance measures, and investment strategies.					

Last Amendment of Modification: Administrative - December 2020 - AB21-05-DEC2 Reprogram Planning to FY 2022

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2022	\$ 404,234					\$ -
STBG-U	Z230	2022	\$ 392,059					\$ 392,059
								\$ -
							Federal Totals:	\$ 392,059
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2022	\$ 46,266					\$ -
Local	Match	2022	\$ 44,873					\$ 44,873
								\$ -
								\$ -
							Local Total	\$ 44,873
Phase Totals Before Amend:			\$ 450,500	\$ -	\$ -	\$ -	\$ -	\$ 450,500
Phase Totals After Amend:			\$ 436,932	\$ -	\$ -	\$ -	\$ -	\$ 436,932
Year Of Expenditure (YOE):								\$ 436,932

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.
- > \$12k shifted to key 20597 supporting UPWP corridor study efforts.

Amendment Summary:

The formal amendment splits off \$12,175 of STBG-U and required match and shifts the funds to Key 20597. The \$12,175 directly supports the Corridor Refinement and Project Development (Investment Areas) planning project. The funding supports system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy

- > Will Performance Measurements Apply: Yes - No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and technical studies
- > UPWP amendment: Yes. The project is part of the new SFY 2022 Metro UPWP. The SFY 2022 UPWP is progressing through the Metro approval process concurrently with this MTIP Amendment.
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
SPLIT FUNDS
Split STBG and match and commit
into Key 20597

Lead Agency: Metro		Project Type:	Planning	ODOT Key:	20877
Project Name: Regional MPO Planning (2021)	5	ODOT Type	Planning	MTIP ID:	70872
		Performance Meas:	No	Status:	0
Project Status: 0 = No activity (Planning)		Capacity Enhancing:	No	Comp Date:	12/31/2025
		Conformity Exempt:	Yes	RTP ID:	11103
Short Description: Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations.		On State Hwy Sys:	No	RFFA ID:	50365
		Mile Post Begin:	N/A	RFFA Cycle:	2019-21
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		Flex Transfer to FTA	Yes	Transfer Code	N/A
		1st Year Program'd:	2021	Past Amend:	0
		Years Active:	1	OTC Approval:	No
		STIP Amend #:	TBD	MTIP Amnd #:	AP21-09-APR
Detailed Description: This program provides support to Metro in meeting MPO mandates, established through federal regulations. Examples of these requirements include development and adoption of a long-range plan (RTP) and a short-range transportation improvement program (TIP), support for a decision-making structure that includes local governments and state and regional transportation providers, participation in the development of local plans and projects that implement regional policy, maintenance of travel demand models for planning by Metro, local governments and state and regional transportation service providers. In addition, these responsibilities include maintenance of land use, economic, demographic, GIS and aerial photo services for planning by Metro, local governments, and state and regional transportation providers, and compliance with federal certification requirements like environmental justice and air quality.					
STIP Description: Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations.					

Last Amendment of Modification: None. This is the first amendment to the project.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2021	\$ 1,359,877					\$ -
STBG-U	Z230	2025	\$ 154,280					\$ 154,280
								\$ -
								\$ -
							Federal Totals:	\$ 154,280
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2021	\$ 155,644					\$ -
Local	Match	2025	\$ 17,658					\$ 17,658
								\$ -
								\$ -
							Local Total	\$ 17,658
Phase Totals Before Amend:			\$ 1,515,521	\$ -	\$ -	\$ -	\$ -	\$ 1,515,521
Phase Totals After Amend:			\$ 171,938	\$ -	\$ -	\$ -	\$ -	\$ 171,938
Year Of Expenditure (YOE):								\$ 171,938

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.
- > Fund split and combining into Key 20597 results from final SFY 2022 UPWP Master Agreement of projects as detailed in Page 1 of the Rosetta Stone.

Amendment Summary:

The formal amendment splits off required STBG-U federal funds and required match and combines them into Key 20597. The amount is determined by the SFY 2022 UPWP Master List of Projects. Together with the PL and 5303 funds in Key 20597, the SFY 2022 UPWP Master List of projects will be able to complete the final agreement and obligate the federals around July 2021.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
COMBINE FUNDS**
Combine STBG plus add Carryover
PL and 5303

Lead Agency: Metro		Project Type:	Planning	ODOT Key:	20597
Project Name: Portland Metro Planning SFY22	6	ODOT Type	Planning	MTIP ID:	70986
		Performance Meas:	No	Status:	0
Project Status: 0 = No activity (Planning)		Capacity Enhancing:	No	Comp Date:	6/30/2022
		Conformity Exempt:	Yes	RTP ID:	11103
Short Description: Portland Metro MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process. Completion of the MPO's SFY 2022 required Unified Planning Work Program (UPWP) activities supporting the categories of Transportation Planning, Regional Corridor/Area Planning, and Regional Administration/Support		On State Hwy Sys:	No	RFFA ID:	
		Mile Post Begin:	N/A	RFFA Cycle:	2019-21
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	SFY 2022
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2020	Past Amend:	2
		Years Active:	2	OTC Approval:	Yes
		STIP Amend #:	TBD	MTIP Amnd #:	AP21-09-APR
Detailed Description: The Unified Planning Work Program (UPWP) is a federally required document which defines Metro's annual list of transportation planning activities along with the committed federal funding to be accomplished during the state fiscal year (July 1 to June 30th). The UPWP documents the metropolitan planning requirements, and planning priorities facing the Portland metropolitan area.					
STIP Description: Portland Metro MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process.					

Last Amendment of Modification: None: First amendment of the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
Federal Funds								
PL	Z450	2021	\$ 1,907,827					\$ -
PL	Z450	2021	\$ 2,536,626					\$ 2,536,626
5303	Z77D	2021	\$ 618,917					\$ -
5303	Z277D	2021	\$ 1,903,393					\$ 1,903,393
STBG	Z230	2021	\$ 1,205,597					\$ 1,205,597
								\$ -
							Federal Totals:	\$ 5,645,616
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State (to PL)	Match	2021	\$ 218,359					\$ -
State (to PL)	Match	2021	\$ 290,328					\$ 290,328
Other (OVM)	OTH0	2021				\$ 225,000		\$ 225,000
								\$ -
Note: State Other funds are authorized State Support funds by ODOT. Added to Other phase to avoid confusion							State Total:	\$ 515,328
Local Funds								
Local (5303)	Match	2021	\$ 70,838					\$ -
Local (5303)	Match	2021	\$ 217,852					\$ 217,852
Local (STBG)	Match	2021	\$ 137,986					\$ 137,986
Other (OVM)	OTH0	2021	\$ 2,128,326					\$ 2,128,326
								\$ -
Note: Local Other funds are overmatch							Local Total	\$ 2,484,164
Phase Totals Before Amend:			\$ 2,815,941	\$ -	\$ -	\$ -	\$ -	\$ 2,815,941
Phase Totals After Amend:			\$ 8,420,108	\$ -	\$ -	\$ 225,000	\$ -	\$ 8,645,108
Year Of Expenditure (YOE):								\$ 8,645,108

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.
- > Add C/O PL and 5303 plus add STBG from Key 20877 and State Support funds to develop SFY 2022 UPWP Master Agreement Project Grouping Bucket
- > The addition of the carryover PL and 5303 represents a 52% cost increase to the project requiring a formal amendment to complete. All other associated UPWP projects will be part of the formal amendment as well. This includes adjustments to Keys 20877 and 20880.

Amendment Summary:

The formal amendment updates the SFY 2022 UPWP project Key. The updates are based on the final expected authorized UPWP projects and funding. Key 20597 represents the Master Agreement of UPWP projects that fall into three planning categories: Transportation Planning, Regional Corridor/Area Planning, and Regional Administration/Support. The authorized funding includes federal Planning funds (PL), FTA Section 5303 Planning funds, and Surface Transportation Block Grant (STBG) funds. Additionally ODOT is contributing \$225,000 of State support funds plus the match requirement for the PL funds. Together, the approved SFY 2022 UPWP planning activities total \$8,645,108.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated to the MPOs.
- > PL = Federal Planning funds allocated to MPOs to complete various required regional planning actions
- > State = State funds normally committed to the project as part of the required match.
- > 5303 = Federal Section 5303 transit funds used to complete various transit planning activities.
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local or state funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
FY 2021 program year added to RTO
funding

Lead Agency: Metro		Project Type:	Other		ODOT Key:	21312
Project Name: Metro Transportation Options (FFY 18-21)	7	ODOT Type	OP-TDM		MTIP ID:	71055
		Performance Meas:	No		Status:	0
		Capacity Enhancing:	No		Comp Date:	12/31/2023
		Conformity Exempt:	Yes		RTP ID:	11054
Project Status: 0 = No activity (Planning)		On State Hwy Sys:	No		RFFA ID:	50357
Short Description: Supplemental funding from ODOT supporting the Regional Travel Options (RTO) Program and Key 20879 for FY 2021		Mile Post Begin:	N/A		RFFA Cycle:	2019-21
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2022
		Flex Transfer to FTA	Yes		Transfer Code	5307
		1st Year Program'd:	2020		Past Amend:	2
		Years Active:	2		OTC Approval:	Yes
		STIP Amend #: 21-24-0583			MTIP Amnd #: AP21-09-APR	
Detailed Description: Supplemental funding award from ODOT to the Metro FY 2021 Regional Travel Options (RTO) program in Key 20879. The RTO program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting.						
STIP Description: Promote available transportation alternatives.						
Last Amendment of Modification: None: First amendment to the project						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (RTO, TDM)	Total
Federal Funds								
State STBG	2240	2018					\$ 574,732	\$ 574,732
AC-STBGS	ACP0	2021					\$ 147,676	\$ 147,676
								\$ -
								\$ -
Note: AC-STBGS Federal share = 92.30% per STIP Summary Sheet							Federal Totals:	\$ 722,408
Federal Fund Obligations \$:							\$ 574,732	Federal Aid ID
EA Number:							TDM00019	0000(270)
Initial Obligation Date:							9/25/2018	
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2018					\$ 47,963	\$ 47,963
Local	Match	2021					\$ 12,324	\$ 12,324
								\$ -
								\$ -
							Local Total	\$ 60,287
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 782,695	\$ 782,695
Year Of Expenditure (YOE):								\$ 782,695

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.
- > ODOT Supplemental funding by extending the program years to be 2018-2021

Amendment Summary:

The project was part of the 2018-21 MTIP. ODOT provides the RTO program with supplemental funding by agreement. \$574,732 of State STBG were committed and obligated in support of the Metro RTO program. The program years were 2018-2020. Per agreement between Metro and ODOT, the program years for this allocation have been extended to include FY 2021. This equals a total addition of \$160,000 in new funding for FY 2021. The federal portion will be \$147,676. Through this formal amendment, Key 21312 is being re-added to the MTIP with the new added FY 2021 funding year.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11054 - Regional Travel Options Activities for 2018-2027
- > RTP Description: Metro awards grant funding, coordinates marketing efforts, and provides technical assistance and evaluation to agencies and organizations to encourage people to make fewer auto trips. RTO-funded activities include worksite and college information programs that make transit, bicycling, walking and ridesharing easier to use.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to the states and used by the DOT for eligible projects.
- > AC-STBGS = Advance Construction programmatic fund type code used as a funding placeholder with the expectation that State STBG will be used as the final federal funds to be obligated.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes
- > Metro Model: Yes
- > Model category and type: Pedestrian - Pedestrian Parkway
- > TCM project: No
- > Located on the CMP: Yes



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD CONSTRUCTION PHASE
Add Cons phase funding

Lead Agency: ODOT		Project Type:	Safety		ODOT Key:	19267
Project Name: OR141 (Hall Blvd): Scholls Ferry Rd - Locust St	8	ODOT Type	Bike/Ped		MTIP ID:	70806
		Performance Meas:	Yes		Status:	5
		Capacity Enhancing:	No		Comp Date:	12/31/2023
		Conformity Exempt:	Yes		RTP ID:	12095
		On State Hwy Sys:	OR141		RFFA ID:	N/A
		Mile Post Begin:	2.82		RFFA Cycle:	N/A
		Mile Post End:	4.10		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2020		Past Amend:	5
Years Active:	2		OTC Approval:	Yes		
STIP Amend #: 21-24-0609				MTIP Amnd #: AP21-09-APR		
Detailed Description: In Beaverton on OR141 from Scholls Ferry Rd to Locust St (MP 2.82 to 4.10), construct and complete ADA curb and ramp improvements to include pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.						
STIP Description: Upgrade curb ramps in compliance with Americans with Disabilities Act (ADA) standards. Pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access..						
Last Amendment of Modification: Formal - September 2020 - SP21-02-SEP - LIMITS CHANGE: The Mile Post limits for the project are expanded by 0.28 miles which triggers the formal amendment.						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
State STP	M240	2016	-	\$ 191,125				\$ -
State STP (5-200k)	2231	2016		\$ 639,775				\$ 639,775
Redistribution	Z030 + M030	2016		\$ 526,452				\$ 526,452
AC-STBGS	ACP0	2016		\$ 448,650				\$ -
AC-STBGS	ACP0	2020			\$ 1,013,949			\$ -
Redistribution	Z030	2020			\$ 960,111			\$ 960,111
AC-STBGS	ACP0	2022					\$ 3,162,982	\$ 3,162,982
Federal Totals:								\$ 5,289,320
Federal Fund Obligations \$:				\$ 1,166,227	\$ 960,111			Federal Aid ID
EA Number:				PE002488	R9626000			
Initial Obligation Date:				4/9/2015	8/25/2020			
EA End Date:				N/A	N/A			
Known Expenditures:				N/A	N/A			
State Funds								
State (STP)	Match	2016	-	\$ 21,875				\$ -
State (STP)	Match	2016		\$ 73,225				\$ 73,225
State (Redist)	Match	2016		\$ 60,255				\$ 60,255
State (AC)	Match	2016		\$ 51,350				\$ -
State (AC)	Match	2020			\$ 116,051			\$ -
State (Redist)	Match	2020			\$ 109,889			\$ 109,889
State (AC)	Match	2022					\$ 362,018	\$ 362,018
State Total:								\$ 605,387
Local Funds								
								\$ -
								\$ -
Local Total								\$ -
Phase Totals Before Amend:			\$ -	\$ 1,299,707	\$ 1,130,000	\$ -	\$ -	\$ 2,429,707
Phase Totals After Amend:			\$ -	\$ 1,299,707	\$ 1,070,000	\$ -	\$ 3,525,000	\$ 5,894,707
Year Of Expenditure (YOE):								\$ 5,894,707

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.
- > Adding Construction phase to MTIP to FY 2022. Cost increase = \$3,465,000 = a 143% increase to the project.

Amendment Summary:

The formal amendment adds the construction phase to the project with an obligation year planned for FY 2022. The project remained in the prior obligated portion to the MTIP since PE and ROW were obligated by the end of the 2018-21 MTIP. With the addition of the Construction phase to the project, Key 19267 now becomes an active project in the MTIP again. A formal amendment is required when the construction is added to the MTIP. Additionally, the cost increase to the project is 143% which would have required a formal amendment.

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal 5.1 - Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > State STP or STBG = Federal Surface Transportation Block Grant funds appropriated to the state DOT and then committed to eligible projects .
- > State STBG 5-200K = Federal STBG funds limited for use in areas of population between 5,000 to 200,000.
- > AC-STBGS = Federal Advance Construction fund type placeholder the state DOT will use when the committed federal fund is not immediately available. In this case the expected federal fund is State STBG.
- > Redistribution = Federal funds that are taken from other states for failing to reach their obligation targets and then redistributed to other states as a reward for reaching their obligation target goals. Generally, the eligibility for Redistribution funds are the same as STBG.
- > State = General state funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: Yes
- > Model category and type: OR 141 is identified as an Minor Arterial in the Metro Motor Vehicle modeling network
- > TCM project: No
- > Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
CANCEL PROJECT**

Lead Agency: Metro		Project Type:	Bridge		ODOT Key:	21712
Project Name: OR99W : Rock Creek NB Bridge	9	ODOT Type	Bridge		MTIP ID:	71197
		Performance Meas:	Safety		Status:	0
Project Status: 0 = No activity		Capacity Enhancing:	No		Comp Date:	N/A
		Conformity Exempt:	Yes		RTP ID:	N/A
Short Description: Install new bridge rail to meet current safety standards		On State Hwy Sys:	OR99W		RFFA ID:	N/A
		Mile Post Begin:	13.82		RFFA Cycle:	N/A
		Mile Post End:	13.84		UPWP:	No
		Length:	0.02		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2020		Past Amend:	2
		Years Active:	2		OTC Approval:	Yes
		STIP Amend #: 21-24-0607			MTIP Amnd #: AP21-09-APR	
Detailed Description: Install new bridge rail to meet current safety standards						
CANCEL PROJECT FROM 2021-24 MTIP						
STIP Description: Install new bridge rail to meet current safety standards.						

Last Amendment of Modification: August 2020 - Administrative - AB21-01-AUG1- Slip PE to 2021

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	2001	2021	-	\$ 66,471			\$ -	-
NHPP	2001	2021	-				\$ 618,334	-
							\$ -	-
							\$ -	-
Federal Totals:								\$ -
Federal Fund Obligations \$:				Federal Aid ID				
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2021	-	\$ 7,608			\$ -	-
State	Match	2021					\$ 70,771	-
							\$ -	-
							\$ -	-
State Total:								\$ -
Local Funds								
CANCEL PROJECT FROM 2021-24 MTIP								\$ -
								\$ -
Local Total								\$ -
Phase Totals Before Amend:			\$ -	\$ 74,079	\$ -	\$ -	\$ 689,105	\$ 763,184
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

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.
- > Canceled project will transfer funding to Key 20118 Indian Creek bridge in Region 2.

Amendment Summary:

The formal amendment cancels the project and finding from the 2021-24 MTIP. The ODOT Bridge program has decided to cancel moving forward with this project and transfer all funding to Indian Creek bridge in Key 20118 in Region 2.

- > Will Performance Measurements Apply: Yes - no

RTP References:

- > RTP ID: 12092 - Bridge Rehabilitation & Repair
- > RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Guardrails, median barriers, crash cushions.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal 5.1 - Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > NHPP = Federal National Highway Performance Program funds. .
- > State = General State funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: Yes



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
LIMITS CHANGE
Adjust limits to be 17th to Rusk

Lead Agency: ODOT		Project Type:	O&M		ODOT Key:	21598
Project Name: OR224: SE 17th Ave - OR213 OR224: SE 17th Ave - SE Rusk Road	10	ODOT Type	Preserve		MTIP ID:	71153
		Performance Meas:	No		Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Capacity Enhancing:	No		Comp Date:	
		Conformity Exempt:	Yes		RTP ID:	12094
		On State Hwy Sys:	OR224		RFFA ID:	N/A
		Mile Post Begin:	-0.01		RFFA Cycle:	N/A
		Mile Post End:	3.95 2.72		UPWP:	No
		Length:	3.96 2.73		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	0
		Years Active:	1		OTC Approval:	No
		STIP Amend #: 21-24-0586			MTIP Amnd #:	AP21-09-APR
Detailed Description: Design for a future pavement resurfacing project to repair cracking, rutting and wear to keep this section safe for travel.						
STIP Description: Design for a future construction project to repair cracking, rutting and wear to keep this section safe for travel.						
Last Amendment of Modification: None: First amendment to the project						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	Z001	2021	-	\$ 2,348,893				\$ -
NHPP	Z001	2021		\$ 2,263,649				\$ 2,263,649
AC-NHPP (89.73%)	ACPO	2022			\$ 85,243			\$ 85,243
								\$ -
							Federal Totals:	\$ 2,348,892
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2021	-	\$ 268,841				\$ -
State	Match	2021		\$ 259,085				\$ 259,085
State	Match	2022			\$ 9,757			\$ 9,757
								\$ -
							State Total:	\$ 268,842
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 2,617,734	\$ -	\$ -	\$ -	\$ 2,617,734
Phase Totals After Amend:			\$ -	\$ 2,522,734	\$ 95,000	\$ -	\$ -	\$ 2,617,734
Year Of Expenditure (YOE):								\$ 2,617,734

Notes and Summary of Changes:

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment adjusts the project limits to be SE Lake to Rusk Rd. The PE phase cost has been re-estimated allowing \$95,000 to be shifted forward to Right-of-Way. The total project cost remains unchanged at \$2,617,734. The project scope remains unchanged as a roadway rehabilitation/rehab project. The project limit reduction reflects now ends at Rusk road where a separate capacity project will add a third lane to OR 224 from Rusk to OR213. The amendment now separates the rehabilitation project from the capacity improvement.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12094 - Highway Pavement Maintenance

> RTP Description: Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.

> Exemption Status: Project is not an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Pavement resurfacing and/or rehabilitation -

> UPWP amendment: No

> RTP Goals: Goal 10 Fiscal Stewardship

> Goal 10.1 - Infrastructure Condition

> Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project

Fund Codes:

> NHPP = Federal National Highway Performance Program funds appropriated to the states.

> AC-NHPP = Advance Construction fund type placeholder allowing the project phase to move forward until the federal fund type code is identified and committed to the project. For this project, the programmatic fund type code is anticipated to be NHPP.

> State = General state funds provided by the lead agency as part of the required match.

Other

> On NHS: Yes

> Metro Model: Yes

> Model category and type: Throughway, Metro Motor Vehicle modeling network

> TCM project: No

> Located on the CMP: Yes



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add Portland's new TSMO ATC
upgrade project

Lead Agency: Portland		Project Type:	TSMO/ITS		ODOT Key:	NEW
Project Name: Local Traffic Signal Controller Replacement	11	ODOT Type	TBD		MTIP ID:	NEW
		Performance Meas:	ITS		Status:	0
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.)		Capacity Enhancing:	No		Comp Date:	12/31/2022
		Conformity Exempt:	Yes		RTP ID:	11103
		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
		TSMO Award:	Yes		TSMO Call	2019
		1st Year Program'd:	2021		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	AP21-09-APR
Detailed Description: 2019 TSMO Awarded project. This project includes purchasing Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at 141 traffic signals. Upgrade locations have been selected based on the priorities in the PBOT ITS Plan.						
STIP Description: TBD						
Last Amendment of Modification: None: Initial programming						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	Total
Federal Funds								
STBG-U	2230	2022					\$ 840,435	\$ 840,435
								\$ -
								\$ -
							Federal Totals:	\$ 840,435
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2022					\$ 96,192	\$ 96,192
								\$ -
							Local Total	\$ 96,192
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 936,627	\$ 936,627
Year Of Expenditure (YOE):								\$ 936,627

Notes and Summary of Changes:

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment adds the new 2019 TSMO awarded project to the 2021-24 MTIP. The project is an Transportation Systems Management (TSMO) project that will purchase Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at 141 traffic signals throughout Portland.

> Will Performance Measurements Apply: Yes - ITS

RTP References:

> RTP ID: 11104

> RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.

> UPWP amendment: No

> RTP Goals: Goal 4 - Reliability and Efficiency

> Goal Objective 4.2 - Travel Management

> Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated to the MPOs for various eligible projects

> Local = General local funds provided by the lead agency as part of the required match.

Other

> On NHS: N/A

> Metro Model: N/A

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 2, 2021
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: April 2021 MTIP Formal Amendment & Resolution 21-5169 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO CORRECTLY REFLECT THE NEW METRO STATE FISCAL YEAR 2022 UNIFIED PLANNING WORK PROGRAM (UPWP) CONSISTING OF SEVEN PROJECTS PLUS AMENDING FOUR ADDITIONAL PROJECTS TO ENSURE THEIR NEXT FEDERAL APPROVAL STEP CAN OCCUR IMPACTING METRO, ODOT, AND PORTLAND (AP21-09-APR)

BACKGROUND

What This Is:

The April 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5169 and being processed under MTIP Amendment AP21-09-APR.

What is the requested action?

TPAC was provided their official notification plus approved Resolution 21-5169 on April 2, 2021 and now requests JPACT approve Resolution 21-5169 consisting of eleven projects which include required updates to the SFY 2022 UPWP and impacts Metro, ODOT, and Portland.

Proposed April 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: AP21-09-APR					
Total Number of Projects: 11					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
SFY 2022 UPWP Related Project Amendments					
Project #1 Key 20879	70938	Metro	Regional Travel Options (2020) Metro UPWP Regional Travel Options (SFY 2022)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.	COMBINE FUNDS: The formal amendment combines STBG-U (\$1,058,418) plus match (\$121,141) from Key 20880 to fully fund required RTO activities for SFY 2022. Source of funding is the SFY 2022 UPWP

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 20880	70873	Metro	Regional Travel Options (2021)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.	SHIFT/SPLIT FUNDS: The formal amendment shift STBG-U (\$1,058,418) plus match (\$121,141) from Key 20880 to Key 20879 to fully fund required RTO activities for SFY 2022. Source of funding is the SFY 2022 UPWP. Key 20879 and as carried over from FY 20220 unobligated due to the Covid-19 situation.
Project #3 Key New	New TBD	ODOT	Westside Corridor Multimodal Improvements Study	US 26 (Sunset Highway) corridor study to identify the multimodal (aviation, transit, freight, auto, etc.) needs, challenges and opportunities in the corridor	ADD NEW PROJECT: The formal amend adds the new approved stand-alone UPWP project from the SFY 2022 UPWP
Project #4 Key 20888	70871	Metro	Corridor and Systems Planning (2020)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, desired outcomes, performance measures, investment strategies.	SPLIT FUNDS: The amendment splits off \$12,175 of STBG-U plus required match and commits the funds to Key 20597 to support the Corridor Refinement and Project Development (Investment Areas) planning project in the SFY 2022 UPWP Master Agreement list of projects.
Project #5 Key 20877	70872	Metro	Regional MPO Planning (2021)	Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations.	SPLIT FUNDS: The formal amendment splits off required STBG-U federal funds and required match and combines them into Key 20597. The amount is determined by the SFY 2022 UPWP Master List of Projects.
Project #6 Key 20597	70986	Metro	Portland Metro Planning SFY22	Portland Metro MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process. Completion of the MPO's SFY 2022 required Unified Planning Work Program (UPWP) activities supporting the categories of Transportation Planning, Regional Corridor/ Area Planning, and Regional Administration/Support	COMBINE FUNDS: The formal amendment updates the SFY 2022 UPWP project Key. The updates are based on the final expected authorized UPWP projects and funding. Key 20597 represents the Master Agreement of UPWP projects that fall into three planning categories: Transportation Planning, Regional Corridor/ Area Planning, and Regional Administration/Support
Project #7 Key 21312 New Project	71055	Metro	Metro Transportation Options (FFY 18-21)	Supplemental funding from ODOT supporting the Regional Travel Options (RTO) Program and Key 20879 for FY 2021	ADD NEW PROEJCT The formal amendment adds the project to the 2021-24 MTIP and provides supplemental funding for the FY 2021 fiscal year for the Metro Regional Travel Options (RTO) program
End SFY 2022 UPWP Related Project Amendments					

Project #8 Key 19267	70806	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Locust St	In Beaverton on OR141 from Scholls Ferry Rd to Locust St (MP 2.82 to 4.10), construct and complete ADA curb and ramp improvements to include pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.	<u>ADD CONSTRUCTION PHASE:</u> The formal amendment adds the Construction phase to the project. \$3,525,000 addition to the project allows the construction phase to move forward and be obligated during FY 2022. The total project cost increases to \$5,894,707.
Project #9 Key 21712	71197	ODOT	OR99W : Rock Creek Bridge	Install new bridge rail to meet current safety standards	<u>CANCEL PROJECT:</u> The ODOT Bridge program is canceling the project and transferring the funding to the Indian Creek Bridge in Region 2 currently programmed in Key 21118.
Project #10 Key 21598	71153	ODOT	OR224: SE 17th Ave - OR213 OR224: SE 17th Ave - SE Rusk Road	Design for a future pavement resurfacing project to repair cracking, rutting and wear to keep this section safe for travel	<u>LIMITS CHANGE:</u> The current project limits overlap with a separate project to add a third lane on OR 224 from Rusk Rd to OR 213. The third lane capacity project is programmed under Key 19720. The limits adjustment allow the rehabilitation/resurfacing project to proceed separately from the capacity enhancing project.
Project #11 Key NEW	TBD New	Portland	Local Traffic Signal Controller Replacement	Purchase Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at 141 traffic signals throughout Portland	<u>ADD NEW PROJECT</u> The formal amendment adds the new Metro TSMO awarded project to the MTIP

AMENDMENT BUNDLE SUMMARY AND THE UPWP:

The April 2021 MTIP Formal Amendment bundle consists of required updates and changes to two groups of projects totaling eleven projects. First, seven projects involve updates and corrections to the SFY 2022 UPWP projects programmed in the MTIP as revenue placeholders. The second group involves regular changes (add a new project, limits changes, etc.) the usual projects to keep them on their federal delivery timeline.

The inclusion of the SFY 2022 UPWP is new to the MTIP formal amendment process. The purpose of these project amendments is to convert the annual approved UPWP group of projects into MTIP programming logic to enable them to move forward and obligate their federal funds. The conversion process is complex. It involves properly identifying three UPWP classification project types, multiple types of federal funds, an agreed upon carryover amount for two federal funds (PL and FTA 5303), and how the projects are structured and will be implemented.

To help with the updating process, Metro pre-programs UPWP project grouping buckets in the MTIP with annual funding estimates for the major program categories. This occurs for accounting and transparency purposes. Generally, the fund programming for the specific program and obligation year with an accuracy level of 90%-95% of the final authorized amount. Because of timing issues with obtaining a final approved UPWP Master Agreement, this process normally allows for the final updates to occur administratively based on the final approved annual UPWP.

The MTIP programming process for annual UPWP projects has occurred in as outlined below. However, starting with the next annual UPWP, the MTIP programming process will move away from a project “prepositioning” approach to a “revenue draw-down system” for the approved projects. Up through this year, this is how the MTIP programming process has functioned:

1. **Identify PL and 5303 Eligible Carryover:** The SFY 2022 UPWP begins by identifying unexpended funds from the SFY 2020 funding cycle and determines how much federal Planning funds (PL) and FTA Section 5303 planning funds are available for carryover into the new UPWP cycle. In the past, Metro would complete a de-programming process to the applicable project Key code in the MTIP and STIP. The funds would be then credited as available to the new UPWP in development. Example: If a project was awarded \$500,000 in federal PL funds as part of the SFY 2020 UPWP and only \$400,000 was needed and expended during the SFY 2020 year, then \$100,000 would be available for carry-over as unobligated PL funds for the SFY 2022 UPWP cycle.
2. **Determine final fiscal year PL and 5303 fund allocations:** Metro and Salem work together each year to determine the final annual PL and 5303 allocations to incorporated into the next UPWP. Each year’s PL and 5303 fund allocation to the MPOs is usually close to the prior year allowing preprogramming estimates to occur with a high level of accuracy.
3. **Determine the annual amount of Surface Transportation Block Grant (STBG) to be committed to the next annual UPWP:** Along with PL and 5303 federal funds, Metro commits a portion of the MPO’s allocated STBG funds as part of the Regional Flexible Fund Allocation (RFFA) – Step 1 process. Completing Steps 1 through 3 determines the annual federal revenues available for the next UPWP.
4. **Develop the Projects for the next UPWP:** With a basic budget in place, Metro Planning Staff can now determine the required and eligible UPWP projects to comprise the next UPWP cycle. During this part of the process, project needs are identified, study goals and

deliverables are determined as well as estimated costs. This process takes several months to complete. Many of the identified planning projects are annual recurring projects which continue from year to year. Examples include MTIP management, RTP Updates, Complete Streets Program. One-time studies also are included. The final list of proposed UPWP projects are then categorized into three UPWP Sections which include:

- Regional Transportation Planning
- Regional Corridor/Area Planning
- Administration and Support

The final draft of recommended UPWP projects are listed in a Funding Summary page at the end of the UPWP. The Funding Summary page provides a funding break out for each project. The type of funding (PL, 5303, and STBG) that will support the project is identified along with any local overmatching funds being committed. With the draft UPWP project list completed, all available revenues identified and assigned, and project narratives completed, the new UPWP can begin the Metro review and approval process which usually starts around March of each year. The goal is to have the new UPWP receive final Metro approval by May to ensure time exists to properly develop the UPWP Master Agreement between Metro and ODOT before the end of June. The final objective is to execute the UPWP Master Agreement mid-June to enable the federal funds the ability to be obligated by July 1st.

Metro SFY 2022 UPWP Final Proposed Project and Total Estimated Costs	
METRO	Requirement
	Total Direct and Indirect Costs
Regional Transportation Planning	
1 Transportation Planning	\$ 1,103,320
2 Climate Smart Implementation	\$ 13,563
3 Regional Transportation Plan Update (2023)	\$ 605,637
4 Metropolitan Transportation Improvement Plan	\$ 1,100,073
5 Air Quality Program	\$ 25,848
6 Regional Transit Program	\$ 54,274
7 Regional Mobility Policy Update	\$ 306,778
8 Regional Freight Program	\$ 153,345
9 Regional Freight Delay and Commodities Movement	\$ 222,891
10 Complete Streets Program	\$ 36,081
11 Regional Travel Options (RTO) and Safe Routes to School Program	\$ 3,852,228
12 Transportation System Management and Operations (TSMO) Regional Mobility Program	\$ 246,642
13 Enhanced Transit Concepts Pilot Program	\$ 115,753
14 Economic Value Atlas (EVA) Implementation	\$ 287,222
Regional Transportation Planning Total:	\$ 8,196,326
Regional Corridor/Area Planning	
1 Corridor Refinement and Project Development (Investment Areas)	\$ 340,388
2 Southwest Corridor Transit Project	\$ 396,695
3 Columbia Connects	\$ 258,857
4 MAX tunnel study	\$ 40,000
5 City of Portland Transit and Equitable Development Assessment	\$ 203,636
6 Tualatin Valley Highway Transit and Development Project	\$ 848,488
Regional Corridor/Area Planning Total:	\$ 2,088,725
Administration & Support	
1 MPO Management and Services	\$ 470,145
2 Civil Rights and Environmental Justice	\$ 98,235
3 Data Management and Visualization	\$ 1,346,382
4 Economic, Demographic and Land Use Forecasting Program	\$ 377,616
5 Travel Forecast Maintenance, Development and Application	\$ 1,476,176
6 Oregon Household Travel Survey	\$ 92,072
7 Technical Assistance Program	\$ 105,473
8 Intergovernmental Agreement Fund Program	\$ 51,636
Administration & Support Total:	\$ 4,018,401
GRAND TOTAL	\$ 14,303,452

5. **Translate the new draft UPWP Funding Summary into MTIP Programming Logic:** Once the new draft UPWP is in place and the final Metro reviews and approval steps begin (normally around March), MTIP programming steps also commence. The purpose of MTIP programming is to provide a required level of funding accounting, transparency, and tracking/monitoring ability for the approved UPWP projects and funds. Unfortunately, the UPWP and MTIP function under different sets of rules and requirements. Translating the UPWP into MTIP programming data can get messy.
6. **Establish MTIP Project Grouping Category Buckets Along with Revenue Estimates:** Metro has established project grouping buckets which will contain the various UPWP projects and funding along the rules of the MTIP. These buckets are programmed in each constrained year of the MTIP and have included the following:
 - **Metro Planning (For PL and 5303 projects):** Normally approved under the UPWP Master Agreement. For the SFY 2022 cycle, Key 20597 was established for these projects and funds. See next page for MTIP example.
 - **Metro Planning – STBG funds:** This bucket is used to identify the estimated STBG funding that will be committed to the annual UPWP projects. For the SFY 2022 UPWP cycle, Key 20877 was created to hold the STBG for the SFY 2022 UPWP.

- Regional Travel Options (RTO) program:** This bucket was created for the RTO program and is normally funded by STBG funds. The bucket is separate from the others because the federal STBG will be flex-transferred to the Federal Transit Administration (FTA) and obligated through FTA's process. Because of Covid-19 issues, the SFY 2021 RTO buck did obligate and was carried over and made available as part of the SFY 2022 UPWP. Keys 20879 and 20880 contain the allocated program funding across the two years which will be merged into a single project for SFY 2022.

- Corridor and Systems Planning:** This bucket provides a reserve (normally STBG funds) for regional corridor studies Metro will accomplish during the year. The funds are usually split off the bucket and committed specific projects which end up as stand alone UPWP projects in the MTIP. Key 20888 shown at right is an example.

- Stand-Alone UPWP Projects:** Periodically, some approved UPWP projects are required to be programmed in the MTIP as a stand-alone project. The project may involve consultants which then will require a separate Intergovernmental Agreement (IGA) to be developed. Key 20897 above is an example. The use of a consultant as part of the project requires implementation under its own IGA. The project is also acting as the pilot test-project as part of Metro's Planning Certification process.

2021-2026 Metropolitan Transportation Improvement Program (MTIP)
Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro					
PROJECT NAME		Portland Metro Planning SFY22					
Project IDs		Project Description					Project Type
ODOT KEY	20597	Portland Metro MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process.					Other
MTIP ID	70986						
RTP ID							
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	
Planning	2021	Metro PL (5303)	\$618,917	\$70,838	\$0	\$689,755	
Planning	2021	Metro Planning (2450)	\$1,907,827	\$218,359	\$0	\$2,126,186	
FY 21-26 Totals			\$2,526,744	\$289,197	\$0	\$2,815,941	
Estimated Project Cost (YOE\$)			\$2,526,744	\$289,197	\$0	\$2,815,941	

LEAD AGENCY		Metro					
PROJECT NAME		Regional MPO Planning (2021)					
Project IDs		Project Description					Project Type
ODOT KEY	20877	Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations.					Other
MTIP ID	70872						
RTP ID							
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	
Planning	2021	STBG-URBAN	\$1,359,877	\$155,644	\$0	\$1,515,521	
FY 21-26 Totals			\$1,359,877	\$155,644	\$0	\$1,515,521	
Estimated Project Cost (YOE\$)			\$1,359,877	\$155,644	\$0	\$1,515,521	

2021-2026 Metropolitan Transportation Improvement Program (MTIP)
Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro					
PROJECT NAME		Regional Travel Options (2020)					
Project IDs		Project Description					Project Type
ODOT KEY	20879	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.					Regional travel options
MTIP ID	70873						
RTP ID	11054						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	
Other	2021	STBG-URBAN	\$2,598,451	\$297,404	\$0	\$2,895,855	
FY 21-26 Totals			\$2,598,451	\$297,404	\$0	\$2,895,855	
Estimated Project Cost (YOE\$)			\$2,598,451	\$297,404	\$0	\$2,895,855	

LEAD AGENCY		Metro					
PROJECT NAME		Regional Travel Options (2021)					
Project IDs		Project Description					Project Type
ODOT KEY	20880	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.					Regional travel options
MTIP ID	70873						
RTP ID							
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	
Other	2022	STBG-URBAN	\$2,676,405	\$306,327	\$0	\$2,982,732	
FY 21-26 Totals			\$2,676,405	\$306,327	\$0	\$2,982,732	

LEAD AGENCY		Metro					
PROJECT NAME		Corridor and Systems Planning (2020)					
Project IDs		Project Description					Project Type
ODOT KEY	20888	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs functions desired outcomes performance measures investment strategies.					System/corridor planning
MTIP ID	70871						
RTP ID	11103						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	
Planning	2022	STBG-URBAN	\$404,234	\$46,266	\$0	\$450,500	
FY 21-26 Totals			\$404,234	\$46,266	\$0	\$450,500	
Estimated Project Cost (YOE\$)			\$404,234	\$46,266	\$0	\$450,500	

LEAD AGENCY		Metro					
PROJECT NAME		Regional Freight Studies					
Project IDs		Project Description					Project Type
ODOT KEY	20897	Regional freight and economic development planning projects and studies.					Roadway and bridge
MTIP ID	70889						
RTP ID	11103						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	
Planning	2021	STBG-URBAN	\$200,000	\$22,891	\$0	\$222,891	
FY 21-26 Totals			\$200,000	\$22,891	\$0	\$222,891	
Estimated Project Cost (YOE\$)			\$200,000	\$22,891	\$0	\$222,891	

By utilizing the project grouping buckets, multiple years of expected UPWP program allocations can occur. When the final UPWP is developed, the buckets could be updated

quickly (usually administratively) allowing the final UPWP Master Agreement to be developed and executed. However, as a result of the new Obligation Targets program, a serious flaw has been identified with use of UPWP project grouping buckets. For the SFY 2023 UPWP cycle Metro will utilize a new revenue and programming structure for the UPWP projects in the MTIP which will avoid conflicts with the Obligation Targets program.

7. Categorize the UPWP projects into the Applicable MTIP Programming Buckets: Using the UPWP Funding Summary page, all projects are reviewed and categorized for MTIP programming. The categories include:

- **Projects to be included in the UPWP Master Agreement.** These UPWP projects normally include the following characteristics:
 - Annual recurring UPWP projects (MTIP management, RTP Update, Complete Streets Program, etc.)
 - Allocated federal PL, STBG, or STBG funding
 - Normally Metro a Metro led project
 - Normally will not require the use of external consultants

Note: See Attachment 1 (also shown below) for the list of SFY 2022 UPWP projects comprising the Master Agreement. For all of the projects, a single agreement will be developed and executed allowing all the included projects to be obligated under one project Key number. The projects and funding will be programmed in Key 20597.

Metro FY 2022 UPWP MTIP Programming for Key 20597 and Others													Version 3/9/2021																						
# Ref	Name	Point of Contact	In Master Agreement Key 20597	PL	PL Match	5363	5363 Match	STBG	STBG Match	Other Federal Funds Type	Federal Amount	Match to Federal	Total Federal Amount	Minimum Local Match Total	Local Overmatch Total	Total Project Cost	Federal Percent	Local Minimum Match Percent	Total Local Match Percent																
Regional Transportation Planning																																			
1	Transportation Planning	Tom Kloster	Key 20597	\$	890,692	\$	1,013,943	\$	105,239	\$	12,043	\$	-	\$	-	\$	995,911	\$	111,989	\$	-	\$	1,109,920	89.73%	10.27%	10.23%									
	Climate Smart Implementation	Kim Ellis	Key 20597	\$	-	\$	-	\$	12,173	\$	1,191	\$	-	\$	-	\$	12,173	\$	1,191	\$	-	\$	13,364	89.73%	10.27%	10.27%									
	Regional Transportation Plan Update (2023)	Kim Ellis	Key 20597	\$	65,028	\$	7,443	\$	478,484	\$	54,762	\$	-	\$	-	\$	543,492	\$	62,203	\$	-	\$	605,697	89.73%	10.27%	10.27%									
4	Metropolitan Transportation Improvement Program (MTIP)	Ted Leybold	Key 20597	\$	-	\$	-	\$	364,130	\$	41,676	\$	502,211	\$	57,480	N/A	\$	866,341	\$	99,157	\$	1,345,76	\$	1,060,074	78.75%	10.27%	21.23%								
5	Regional Transit Program	Elvort Rose	Key 20597	\$	-	\$	-	\$	48,700	\$	3,374	\$	-	\$	-	N/A	\$	48,700	\$	3,374	\$	-	\$	52,074	89.73%	10.27%	10.27%								
	Required Mobility Policy Update	Kim Ellis	Key 20597	\$	-	\$	-	\$	275,272	\$	31,906	\$	-	\$	-	N/A	\$	275,272	\$	31,906	\$	-	\$	306,778	89.73%	10.27%	10.27%								
7	Regional Freight Program	Tim Collins	Key 20597	\$	-	\$	-	\$	-	\$	-	\$	142,980	\$	16,363	\$	-	\$	142,980	\$	16,363	\$	-	\$	159,343	89.73%	10.27%	10.27%							
8	Complete Streets Program	Lake McTigue	Key 20597	\$	-	\$	-	\$	86,213	\$	9,867	\$	-	\$	-	N/A	\$	86,213	\$	9,867	\$	-	\$	96,080	89.73%	10.27%	10.27%								
10	Transportation System Management and Operations (TSMO) - Regional Mobility Program	Caleb Winter	Key 20597	\$	-	\$	-	\$	-	\$	-	\$	221,312	\$	25,130	N/A	\$	221,312	\$	25,130	\$	-	\$	246,642	89.73%	10.27%	10.27%								
Corridor/Area Planning					PL		PL Match		5363		5363 Match		STBG		STBG Match		Other Federal		Federal Amount		Match to Federal														
	Corridor Refinement and Project Development (Investment Area)	Mala Wilkerson	Shift from Key 20888 into 20597	\$	-	\$	-	\$	-	\$	-	\$	12,173	\$	1,191	N/A	\$	-	\$	-	\$	-	\$	-	\$	12,173	\$	1,191	\$	327,420	\$	340,988	5.7%	10.27%	96.43%
3	Columbia Connects	Jeff Baker	Key 20597	\$	-	\$	-	\$	-	\$	-	\$	232,273	\$	26,363	N/A	\$	-	\$	-	\$	-	\$	-	\$	232,273	\$	26,363	\$	327,420	\$	586,278	39.62%	10.27%	60.38%
Regional Administration & Support					PL		PL Match		5363		5363 Match		STBG		STBG Match		Other Federal		Federal Amount		Match to Federal														
1	MPO Management and Services	Tom Kloster	Key 20597	\$	-	\$	-	\$	421,861	\$	48,284	\$	-	\$	-	N/A	\$	-	\$	-	\$	-	\$	-	\$	421,861	\$	48,284	\$	-	\$	470,145	89.73%	10.27%	10.27%
2	Civil Rights and Environmental Justice	Eryn Kelle	Key 20597	\$	-	\$	-	\$	88,146	\$	10,089	\$	-	\$	-	N/A	\$	-	\$	-	\$	-	\$	-	\$	88,146	\$	10,089	\$	-	\$	98,235	89.73%	10.27%	10.27%
3	Data Management and Visualization	Steve Erickson	Key 20597	\$	720,999	\$	82,513	\$	-	\$	-	\$	-	\$	-	N/A	\$	-	\$	-	\$	-	\$	-	\$	720,999	\$	82,513	\$	543,528	\$	1,346,982	53.52%	10.27%	46.48%
4	Economic, Demographic and Land Use Forecasting Program	Chris Johnson	Key 20597	\$	165,454	\$	18,706	\$	-	\$	-	\$	-	\$	-	N/A	\$	-	\$	-	\$	-	\$	-	\$	165,454	\$	18,706	\$	195,476	\$	377,616	43.28%	10.27%	56.72%
5	Travel Forecast Maintenance, Development and Application	Chris Johnson	Key 20597	\$	788,277	\$	89,993	\$	-	\$	-	\$	-	\$	-	N/A	\$	-	\$	-	\$	-	\$	-	\$	788,277	\$	89,993	\$	599,906	\$	1,476,176	53.16%	10.27%	46.74%
6	Oregon Household Travel Survey	Chris Johnson	Key 20597	\$	82,616	\$	9,436	\$	-	\$	-	\$	-	\$	-	N/A	\$	-	\$	-	\$	-	\$	-	\$	82,616	\$	9,436	\$	-	\$	92,072	89.73%	10.27%	10.27%
7	Technical Assistance Program	Chris Johnson	Key 20597	\$	-	\$	-	\$	-	\$	-	\$	94,646	\$	10,833	N/A	\$	-	\$	-	\$	-	\$	-	\$	94,646	\$	10,833	\$	-	\$	105,479	89.73%	10.27%	10.27%
8	Air Quality Program	Grace Cho	Key 20597	\$	-	\$	-	\$	-	\$	-	\$	23,193	\$	2,653	N/A	\$	-	\$	-	\$	-	\$	-	\$	23,193	\$	2,653	\$	-	\$	25,846	89.73%	10.27%	10.27%
UPWP Project Funding Total Requirements				\$	2,788,996	\$	318,056	\$	1,903,393	\$	217,852	\$	1,285,997	\$	157,986	N/A	\$	-	\$	-	\$	-	\$	-	\$	5,817,976	\$	665,894	\$	2,126,238	\$	6,812,136			
		PL+State =	\$	1,019,042		10.27%													\$	223,000				\$	8,612,136					\$	8,617,136				

- **UPWP Projects requiring stand-alone programming in the MTIP.** Some approved UPWP projects must be programmed as a stand-alone project in the MTIP due to several factors. These include:
 - The project is an approved UPWP project, but the lead agency is not Metro.

- The project will use of external consultants and require a separate IGA to obligate the federal funds and implement the project.
- The federal funds are not awarded from FHWA and will not follow the FHWA federal process. Example: The awarded funds are FTA based transit funds which will follow the FTA project delivery process.
- The federal funds are FHWA based (e.g. STBG), but will be flex transferred to FTA and follow the FTA project delivery process
- The complexity of the project in scope or funding prevents it from being included in the UPWP Master Agreement list of projects.

Note: Below is a sample list of projects identified in the SFY 2022 UPWP that will be programmed as stand-alone projects in the MTIP.

Separate UPWP Stand-Alone Projects																			
#	Name	POC	Key Number	PL	PL Match	S303	S303 Match	STBG	STBG Match	Catered	Fed \$	Match	Total	Min Match	Overmatch	TPC	Fed %	Min Local %	Tot Loc %
7	Regional Freight Studies	Tim Collins	Key 20897	\$	\$	\$	\$	\$	\$	22,891	N/A	\$	\$	\$	\$	\$	22,891	89.73%	10.27%
2	Southwest Corridor Transit Project	Brian Harper	TBD	\$	\$	\$	\$	\$	\$	?	\$	\$	\$	\$	\$	\$	343,048	86.48%	13.52%
9	Regional Travel Options (RTO) and Safe Routes to School Program	Dan Haemphill	Key 20879 + 20880	\$	\$	\$	\$	\$	\$	418,545	N/A	\$	\$	\$	\$	\$	4,075,414	89.73%	10.27%
5	City of Portland Transit and Equitable Development Assessment	Brian Harper	TBD	\$	\$	\$	\$	\$	\$	?	\$	\$	\$	\$	\$	\$	203,666	89.73%	10.27%
6	Tualatin Valley Highway Transit and Development Project	Elizabeth Mox O'Hara	Shift from Key 20888 to new key	\$	\$	\$	\$	\$	\$	?	\$	\$	\$	\$	\$	\$	848,489	89.73%	10.27%
Total				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$

- **Projects that do not require MTIP programming.** The third category are the approved UPWP projects which do not require MTIP programming. In other words, these projects do not have any federal approval steps which requires them to be programmed in the MTIP. Normally, this means that the approved UPWP project is locally funded and has no federal funds committed to the project. Below is the list of locally funded projects part of the SFY 2022 UPWP.

FY 2022 UPWP Approved Projects - Locally Funded - not included in Key 20597 (and not programmed)																			
#	Name	POC	In Key 20597	PL	Match	S303	Match	STBG	Match	Catered	Fed \$	Match	Total Fed \$	Min Loc	Overmatch	TPC	Fed %	Loc Min %	Tot Local %
11	Enhanced Transit Concepts Pilot Program	Matt Blinn	N/A Local Funds	\$	\$	\$	\$	\$	\$	N/A	\$	\$	\$	\$	\$	\$	115,759	0.0%	N/A
12	Economic Value Atlas (EVA) Implementation	Jeff Reier	N/A Local Funds	\$	\$	\$	\$	\$	\$	N/A	\$	\$	\$	\$	\$	\$	287,222	0.0%	N/A
4	MAX Tunnel Study	Matt Blinn	N/A Local Funds	\$	\$	\$	\$	\$	\$	N/A	\$	\$	\$	\$	\$	\$	40,000	0.0%	N/A
9	Inter-governmental Agreement Fund Program	Grace Cho	N/A Local Funds	\$	\$	\$	\$	\$	\$	N/A	\$	\$	\$	\$	\$	\$	51,896	0.0%	N/A

- Update the Current MTIP UPWP Project Grouping Buckets with the Final Programming Amounts:** Once the UPWP projects are assigned to their MTIP programming category, the project grouping buckets can be updated with the correct fund codes and programming amounts.

Added note: In past years, the updates have occurred through an administrative modification. The unexpended carryover funds were already programmed and part of the constrained MTIP. De-obligating the funds and shifting the unexpended carryover forward is considered a lateral move within financially constrained MTIP years. However, the SFY 2022 fiscal reflects the first year of the new Federal Fiscal Year (FFY) 2021-24 constrained MTIP. The unexpended carryover funds now originate from a prior approved MTIP and are outside the 2021-24 MTIP. Therefore, the funds are considered new funding to the 2021-24 MTIP. The addition of the carryover funds are significant enough to exceed the 20% threshold and trigger a formal/full amendment.

- UPWP Project Keys Updated as part of the April 2021 Formal Amendment.** The following projects are being updated or added to the MTIP as part of the April 2021 Formal Amendment to properly reflect the projects and funding for the SFY 2022 UPWP. They include:

SFY 2022 UPWP MTIP Project Amendments as Part of the April 2021 Formal MTIP Amendment				
Project Key	Name	Lead Agency	Type	Amendment Action in Support of the SFY 2022 UPWP
20879	Regional Travel Options (2020) Metro UPWP Regional Travel Options (SFY 2022)	Metro	Stand Alone	Combines funds from Key 20880 into Key 20879 to fully fund the SFY 2022 Regional Travel Options (RTO) program. Key 20879 will be the primary project Key to obligate the approved funds for the SFY 2022 RTO program. The remaining funds in 20880 are being moved out to FFY 2025.
20880	Regional Travel Options (2021)	Metro	Stand Alone	
New (TBD)	Westside Corridor Multimodal Improvements Study	ODOT	Stand Alone	Adding the new SFY UPWP approved project to the MTIP
20888	Corridor and Systems Planning (2020)	Metro	Stand Alone	Splitting \$12,175 off this project grouping bucket to support the as part of the SFY 2022 UPWP Master Agreement list of Projects
20887	Regional MPO Planning (2021)	Metro	Master Agreement	Shifting the majority of funding over to Key 20597 to complete the STBG requirement to the UPWP Master Agreement. The remaining STBG is being pushed out to FFY 2025 and will be recommitted to the UPWP for the SFY 2023 cycle.
20597	Portland Metro Planning SFY22	Metro	Master Agreement	Updated PL and 5303 plus adds STBG from 20887 to reflect the SFY 2022 UPWP Master Agreement list of projects
21312 New Project	Metro Transportation Options (FFY 18-21)	Metro	Stand Alone	Adds the ODOT approved supplemental funding for the SFY 2022 UPWP RTO program to the MTIP

A detailed summary of the SFY 2022 UPWP projects amended are provided below. There are 7 projects impacted:

Project 1: <u>Regional Travel Options (2020)</u> Metro UPWP Regional Travel Options (SFY 2022)	
Lead Agency:	Metro
ODOT Key Number:	20879 MTIP ID Number: 70873
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> Yes • <u>Proposed improvements:</u> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. Source: Existing project. • <u>Amendment Action:</u> Increase funding • <u>Funding:</u> The funding is federal Step1 Regional Flexible Funding Allocation (RFFA) supporting the Regional Travel Options (RTO) program. The approved funding originates from the SFY 2022 UPWP Funding Summary. This is an annual UPWP recurring project. The project is a UPWP Stand-alone project in the MTIP because the federal STBG funds will be flex-transferred to FTA • FTA Conversion Code: Section 5307. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: MPO Region wide ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity (for these program funds) • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C. • <u>Regional Significance Status:</u> N/A • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: AP21-09-APR ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for May 6, 2021

	<p><u>AMENDMENT ACTION: COMBINED FUNDING</u></p> <p>The formal amendment completes combines funding from the SFY 2022 RTO allocation MTIP project in Key 20880 into Key 20879. Key 20879 is the State Fiscal Year (SFY) 2020 estimated allocation. Due to the Covid-19 situation, the RTO program could not move forward and obligate the authorized federal STBG funds in Key 20879 during SFY 2021. As a result, Key 20879 and its funding was carried over to support the program requirements for SFY 2022. RTO funds allocated for SFY 2022 exist in Key 20880. Needed funds to complete the RTO program needs during SFY 2022 are being combined into Key 20879 to be obligated during July 2021. The remaining funds in Key 20880 not required during SFY 2022 will be moved out of the 2021-24 MTIP fiscal year of FY 2025. The remaining funds will be advanced forward to SFY 2023 as part of next year’s UPWP RTO program needs.</p> <table><tr><th colspan="4">STBG-U Adjustments between Key 20879 and 20880</th></tr><tr><td>Key 20879 Existing Federal STBG funds Programmed for SFY 2022</td><td>Additional STBG Funds Required for SFY 2022 RTO Activities</td><td>Amount STBG funds combined from Key 20880</td><td>Revised STBG change to Key 20879 For SFY 2022</td></tr><tr><td>\$ 2,598,451</td><td>\$1,058,418</td><td>\$1,058,418</td><td>\$3,656,869</td></tr></table>	STBG-U Adjustments between Key 20879 and 20880				Key 20879 Existing Federal STBG funds Programmed for SFY 2022	Additional STBG Funds Required for SFY 2022 RTO Activities	Amount STBG funds combined from Key 20880	Revised STBG change to Key 20879 For SFY 2022	\$ 2,598,451	\$1,058,418	\$1,058,418	\$3,656,869
STBG-U Adjustments between Key 20879 and 20880													
Key 20879 Existing Federal STBG funds Programmed for SFY 2022	Additional STBG Funds Required for SFY 2022 RTO Activities	Amount STBG funds combined from Key 20880	Revised STBG change to Key 20879 For SFY 2022										
\$ 2,598,451	\$1,058,418	\$1,058,418	\$3,656,869										
What is changing?													
Additional Details:	<p>The Regional Travel Options (RTO) program guides the region in creating safe, vibrant, and livable communities by supporting programs that increase walking, biking, ride sharing, telecommuting, and public transit use. The RTO program is a critical strategy for getting the most benefit and use from transportation infrastructure investments. Through grants, sponsorships, policy guidance, regional coordination, and technical assistance, the Metro RTO program has been serving the region for over 20 years.</p> <p>The RTO program strives to create healthy, vibrant neighborhoods by:</p> <ul style="list-style-type: none">• Improving the quality of the air we breathe• Reducing car traffic• Creating more opportunities for people of all ages and abilities to walk, bike, take transit, and carpool• Making the most of transportation investments by promoting their use <p>The program works closely with partners such as public agencies and local community-based groups who implement the strategy at a local level.</p> <p>The RTO Strategy Plan is located on Metro’s website at: https://www.oregonmetro.gov/regional-travel-options-strategic-plan</p>												
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the net changes to the SFY 2022 UPWP result in adding prior allocated funds from a prior MTIP impacting multiple project which together then require a formal/full amendment complete.</p>												

Total Programmed Amount:	Key 20879 increases (federal + local match) from a total of \$2,895,855 to \$4,075,414
Added Notes:	

Project 2: Regional Travel Options (2021)	
Lead Agency:	Metro
ODOT Key Number:	20880 MTIP ID Number: 70873
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> Yes • <u>Proposed improvements:</u> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. Source: Existing project. • <u>Amendment Action:</u> Shift funding to Key 20879 • <u>Funding:</u> The funding is federal Step1 Regional Flexible Funding Allocation (RFFA) supporting the Regional Travel Options (RTO) program. The approved funding originates from the SFY 2022 UPWP Funding Summary. This is an annual UPWP recurring project. The project is a UPWP Stand-alone project in the MTIP because the federal STBG funds will be flex-transferred to FTA for conversion to FTA Section 5307. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: MPO Region wide ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity (for these program funds) • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C. • <u>Regional Significance Status:</u> N/A • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: AP21-09-APR ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for May 6, 2021

	<p><u>AMENDMENT ACTION: COMBINED FUNDING</u></p> <p>The formal amendment completes shifts funding from Key 20880 to the SFY 2022 RTO allocation in Key 20879. Due to the Covid-19 situation, the RTO program could not move forward and obligate the authorized federal STBG funds in Key 20879 during SFY 2021. As a result, Key 20879 and its funding was carried over to support the program requirements for SFY 2022. The remaining funds in Key 20880 not required during SFY 2022 will be moved out of the 2021-24 MTIP fiscal year of FY 2025. The remaining funds will be advanced forward to SFY 2023 as part of next year’s UPWP RTO program needs.</p> <table><tr><th colspan="3">STBG-U Adjustments between Key 20879 and 20880</th></tr><tr><td>Key 20880 Existing Federal STBG funds Available for SFY 2022</td><td>STBG Funds Shifted to Key 20879 Required for SFY 2022 RTO Activities</td><td>Decreased STBG change to Key 20880</td></tr><tr><td>\$2,676,405</td><td>\$1,058,418</td><td>\$1,617,987</td></tr></table>	STBG-U Adjustments between Key 20879 and 20880			Key 20880 Existing Federal STBG funds Available for SFY 2022	STBG Funds Shifted to Key 20879 Required for SFY 2022 RTO Activities	Decreased STBG change to Key 20880	\$2,676,405	\$1,058,418	\$1,617,987
STBG-U Adjustments between Key 20879 and 20880										
Key 20880 Existing Federal STBG funds Available for SFY 2022	STBG Funds Shifted to Key 20879 Required for SFY 2022 RTO Activities	Decreased STBG change to Key 20880								
\$2,676,405	\$1,058,418	\$1,617,987								
What is changing?										
Additional Details:	<p>The Regional Travel Options (RTO) program guides the region in creating safe, vibrant, and livable communities by supporting programs that increase walking, biking, ride sharing, telecommuting, and public transit use. The RTO program is a critical strategy for getting the most benefit and use from transportation infrastructure investments. Through grants, sponsorships, policy guidance, regional coordination, and technical assistance, the Metro RTO program has been serving the region for over 20 years.</p> <p>The RTO program strives to create healthy, vibrant neighborhoods by:</p> <ul style="list-style-type: none">• Improving the quality of the air we breathe• Reducing car traffic• Creating more opportunities for people of all ages and abilities to walk, bike, take transit, and carpool• Making the most of transportation investments by promoting their use <p>The program works closely with partners such as public agencies and local community-based groups who implement the strategy at a local level.</p> <p>The RTO Strategy Plan is located on Metro’s website at: https://www.oregonmetro.gov/regional-travel-options-strategic-plan</p>									
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the net changes to the SFY 2022 UPWP result in adding prior allocated funds from a prior MTIP impacting multiple project which together then require a formal/full amendment complete.</p>									
Total Programmed Amount:	<p>The total programmed amount decreases from \$2,982,732 to \$1,803,173</p>									
Added Notes:	<p>The remaining funds in Key 20880 are also being pushed-out to FY 2025.</p>									

Project 3: Westside Corridor Multimodal Improvements Study	
Lead Agency:	ODOT
ODOT Key Number:	New - TBD MTIP ID Number: New - TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> Yes • <u>Proposed improvements:</u> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. • <u>Source:</u> New project. • <u>Amendment Action:</u> Add new project • <u>Funding:</u> The funding is federal "State Surface Transportation Block Grant (STBG) funds awarded to the planning project by ODOT. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: US26 western corridor (Sunset Highway), which extends from the Oregon Coast through the Vista Ridge Tunnel where it intersects with the I-405 loop accessing I-5, and I-84 ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity (for these program funds) • <u>Air Conformity/Capacity Status:</u> The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies • <u>Regional Significance Status:</u> N/A • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: AP21-09-APR ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for May 6, 2021
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new SFY 2022 UPWP stand-alone project to the MTIP. ODOT is the lead agency and is funding the project with their federal appropriated State STBG funds.</p> <p>As a planning with federal, the project falls within the annual Metro UPWP. The project is categorized as a "stand-alone in the MTIP" for programming</p>

	<p>purposes. In addition to being funded by federal funds, the study will utilize a consultant, require a separate Intergovernmental Agreement (IGA), and the lead agency is ODOT. Since the project is not Metro led and is using a consultant, it can't be grouped together with the Metro UPWP projects approved as part of the Master Agreement. Therefore, ODOT's Westside Corridor Multimodal Improvements Study requires independent programming in the MTIP.</p> <p>The Governor's Office approved the funding for the project. A total of \$863,636 of State STBG federal fund are authorized for the study. Including match, the estimated total project cost is \$1,000,000.</p> <table><tr><td>Federal State STBG Funds Awarded</td><td>Committed Matching Funds</td><td>Total</td><td>Obligation Year</td></tr><tr><td>\$863,636</td><td>\$136,364</td><td>\$1,000,000</td><td>2021</td></tr></table>	Federal State STBG Funds Awarded	Committed Matching Funds	Total	Obligation Year	\$863,636	\$136,364	\$1,000,000	2021
Federal State STBG Funds Awarded	Committed Matching Funds	Total	Obligation Year						
\$863,636	\$136,364	\$1,000,000	2021						
Additional Details:	<p>The This corridor is generally defined by US 26 (Sunset Highway), which extends from the Oregon Coast through the Vista Ridge Tunnel where it intersects with the I-405 loop accessing I-5, and I-84. The 2018 Regional Transportation Plan (RTP) includes this project as 8.2.4.6 Hillsboro to Portland (Mobility Corridors 13, 14 and 16).</p> <p>The study will identify the multimodal (aviation, transit, freight, auto, etc.) needs, challenges and opportunities in the corridor. Options will be evaluated for their potential to address existing deficiencies and support future growth in freight, commuters, and commercial traffic between Hillsboro's Silicon Forest, Northern Washington County's agricultural freight, and the Portland Central City, the international freight distribution hub of I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport. Commute trip reduction opportunities and assumptions about remote workforce will be included. The West Side Corridor Study will evaluate multimodal improvements in support of regional and statewide goals, specifically including climate.</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 complete.								
Total Programmed Amount:	The total programmed amount is \$1,000,000								
Added Notes:									

Project 4: Corridor and Systems Planning (2020)	
Lead Agency:	Metro
ODOT Key Number:	20888 MTIP ID Number: 70871
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <u>Metro SFY 2022 UPWP Project:</u> Yes <u>Proposed improvements:</u> The Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and

	<p>transportation. Through this funding regional system needs, functions, desired outcomes, performance measures, investment strategies are determined in support of the Regional Transportation Plan.</p> <ul style="list-style-type: none">• <u>Source:</u> Existing project.• <u>Amendment Action:</u> Shift funding to Key 20879• <u>Funding:</u> Key 20888 functions as a revenue project grouping bucket maintaining funding for the approved corridor studies to FTA Section 5307. Out of the current STBG-U programming, \$12,175 of STBG-U funds and required match are being shifted to Key 20597.• <u>Location, Limits and Mile Posts:</u><ul style="list-style-type: none">○ Location: Regional○ Cross Street Limits: N/A○ Overall Mile Post Limits: N/A• <u>Current Status Code:</u> 0 = No activity (for these program funds)• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.• <u>Regional Significance Status:</u> N/A• <u>Amendment ID and Approval Estimates:</u><ul style="list-style-type: none">○ STIP Amendment Number: TBD○ MTIP Amendment Number: AP21-09-APR○ OTC approval required: No.○ Metro approval date: Tentatively scheduled for May 6, 2021									
What is changing?	<p><u>AMENDMENT ACTION: SPLIT FUNDS:</u></p> <p>The amendment splits off \$12,175 of STBG-U and \$1,393 of matching funds and combines them into Key 20597. The STBG-U funds support the UPWP Corridor Refinement and Project Development (Investment Areas) project that is listed in the UPWP Master Agreement list of projects. One additional approved UPWP corridor study project, Tualatin Valley Highway Transit and Development Project, will draw from the Key 20888 STBG-U bucket. MTIP programming for this project will occur in May 2021.</p> <table><tr><th colspan="3">STBG-U Shift from Key 20888 to 20597</th></tr><tr><th>Key 20888 Existing STBG Funds for SFY 2022</th><th>STBG Funds Shifted to Key 20597 Required for SFY 2022 RTO Activities</th><th>Remaining STBG-U Funds in Key 20888</th></tr><tr><td>\$404,234</td><td>(\$12,175)</td><td>\$392,059</td></tr></table>	STBG-U Shift from Key 20888 to 20597			Key 20888 Existing STBG Funds for SFY 2022	STBG Funds Shifted to Key 20597 Required for SFY 2022 RTO Activities	Remaining STBG-U Funds in Key 20888	\$404,234	(\$12,175)	\$392,059
STBG-U Shift from Key 20888 to 20597										
Key 20888 Existing STBG Funds for SFY 2022	STBG Funds Shifted to Key 20597 Required for SFY 2022 RTO Activities	Remaining STBG-U Funds in Key 20888								
\$404,234	(\$12,175)	\$392,059								

Additional Details:	<p>Summary of the Corridor Refinement and Project Development (Investment Areas) project</p> <p>The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the complexity of changes to multiple projects even though some can occur administratively requires all of them to progress via a formal/full amendment.
Total Programmed Amount:	Key 20888 decreases in total project funding from \$450,000 to \$436,932
Added Notes:	

Project 5: Regional MPO Planning (2021)	
Lead Agency:	Metro
ODOT Key Number:	20877 MTIP ID Number: 70872
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> Yes • <u>Proposed improvements:</u> The Regional MPO Planning (2021) key functions as a project grouping revenue bucket with STBG-U funds that are estimated will be needed as part of the annual UPWP Master Agreement list of projects. The required STBG-U funds and match are then split from the project and combined into the final annual UPWP Master List of projects key. For the SFY 2022 year, the STBG-U funds are split off from Key 20877 and then combined into Key 20597 with the approved PL and 5303 funds. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Shift funding to Key 20597 • <u>Funding:</u> Key 20877 functions as a revenue project grouping bucket maintaining funding for the approved UPWP Master Agreement list of projects. A total of \$1,359,877 of STBG-U was programmed and available for the SFY 2022 Master Agreement needs. \$1,205,597 is being shifted to Key 20597 based on the financial needs in the Master Agreement.

	<ul style="list-style-type: none"> • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Regional ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity (for these program funds) • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C. • <u>Regional Significance Status:</u> N/A • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: AP21-09-APR ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for May 6, 2021 									
What is changing?	<p><u>AMENDMENT ACTION: SPLIT FUNDS:</u></p> <p>The amendment splits off \$1,205,597 of STBG-U and \$137,986 of matching funds and combines them into Key 20597. The STBG-U funds support the UPWP Master Agreement list of projects. The remaining funds in Key 20877 are being pushed out to FFY 2025. They will be advanced to FY 2022 as needed for ne</p> <table border="1"> <tr> <th colspan="3">STBG-U Shift from Key 20877 to 20597</th></tr> <tr> <td>Key 20877 Existing Federal STBG Funds Available for SFY 2022 UPWP Master Agreement Planning Projects</td><td>STBG Funds Shifted to Key 20597 Required for SFY 2022 Master Agreement Activities</td><td>Remaining STBG-U Funds in Key 20877</td></tr> <tr> <td>\$1,359,857</td><td>\$1,205,597</td><td>\$154,280</td></tr> </table>	STBG-U Shift from Key 20877 to 20597			Key 20877 Existing Federal STBG Funds Available for SFY 2022 UPWP Master Agreement Planning Projects	STBG Funds Shifted to Key 20597 Required for SFY 2022 Master Agreement Activities	Remaining STBG-U Funds in Key 20877	\$1,359,857	\$1,205,597	\$154,280
STBG-U Shift from Key 20877 to 20597										
Key 20877 Existing Federal STBG Funds Available for SFY 2022 UPWP Master Agreement Planning Projects	STBG Funds Shifted to Key 20597 Required for SFY 2022 Master Agreement Activities	Remaining STBG-U Funds in Key 20877								
\$1,359,857	\$1,205,597	\$154,280								
Additional Details:	<p>The STBG programmed in Key 20877 normally one of three federal funds supporting the annual UPWP Master Agreement list of projects. Initial STBG programming is only an estimate based on prior year needs. Once the current year UPWP Master Agreement of project is developed the STBG is combined into the single UPWP Master Agreement Key that will be used to obligate the UPWP Master Agreement projects.</p>									
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the complexity of changes to multiple projects even though some can occur administratively requires all of them to progress via a formal/full amendment.</p>									
Total Programmed Amount:	<p>Key 20877 decreases in total project funding from \$1,515,521 to \$171,938</p>									
Added Notes:										

Project 6: Portland Metro Planning SFY22	
Lead Agency:	Metro
ODOT Key Number:	20597 MTIP ID Number: 70986
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> Yes • <u>Proposed improvements:</u> The Unified Planning Work Program (UPWP) is a federally required document which defines Metro's annual list of transportation planning activities along with the committed federal funding to be accomplished during the state fiscal year (July 1 to June 30th). The UPWP documents the metropolitan planning requirements, and planning priorities facing the Portland metropolitan area. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Update Key 20597 funding levels per the SFY 2022 UPWP and Funding Summary • <u>Funding:</u> Key 20597 is comprised of federal, state, and local funds. Federal Planning funds (PL) through FHWA are awarded to Metro annually in support of the UPWP. Federal Section 5303 planning funds are awarded from the Federal Transit Agency (FTA) to Metro that support UPWP transit planning actions. Federal Surface Transportation Block Grant (STBG) funds make up the third federal fund component. These funds are awarded to the annual UPWP by Metro as part of the Regional Flexible Fund Allocation (RFFA) Step 1 process. Local funds and other special discretionary federal or state planning grants may also contribute to funding the annual UPWP. However, the majority of committed funding is federal PL, 5303, and STBG. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Regional ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity (for these program funds) • <u>Air Conformity/Capacity Status:</u> The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C. • <u>Regional Significance Status:</u> N/A • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: AP21-09-APR

- OTC approval required: No.
- Metro approval date: Tentatively scheduled for May 6, 2021

AMENDMENT ACTION: COMBINE FUNDS

Development of the UPWP and the Required Updates to MTIP Projects:

Key 20597 initially was initially programmed as the SFY 2022 UPWP revenue placeholder. It contained estimated PL and 5303 funds. The estimated STBG-U funds committed to the SFY 2022 UPWP were programmed in the MTIP in Key 20877. Once the final draft UPWP is completed, Key 20597 will become the primary project for programming the majority of the UPWP. This is done to allow one key number to be the source for project obligation, expenditure, monitoring, and accounting purposes. The MTIP relies on the UPWP's Funding Summary page as the basis to then update Key 20597 as required.

However, translating the final draft UPWP into MTIP programming logic is not as easy as envisioned. The process first requires a detailed financial review of prior-year obligated projects that will not expend their total awarded PL, 5303, or STBG-U funds. By agreement among FHWA, and ODOT, Metro is allowed to carry-over into the current new draft UPWP the unexpended amount and treat the funds now as new unobligated federal funds. As an example: If a prior year project study was awarded a total \$500,000 of PL funds and only expended \$400,000, then the remaining \$100,000 is authorized to be carried over into the new UPWP as unobligated funds.

Once the prior-year carry over funds are identified and agreed upon, Metro will receive a PL and 5303 funding allocation update for the upcoming fiscal year the new annual UPWP is being developed. Along with this, local revenues that will contribute as well as other federal and state discretionary funds are identified. The entire process to identify the total revenues that will support the new UPWP is an ongoing process. The below table provides a summary of the total available revenues identified for the SFY 2022 UPWP.

SFY 2022 UPWP Available Funding				
Category	Prior-Year Carryover	New SFY 2022 Allocation	Total	Note
PL	\$647,556	\$1,889,070	\$2,536,626	Federal portion only
5303	\$1,273,176	\$630,217	\$1,903,393	Federal portion only
STBG	\$1,205,597		\$1,205,597	Prior year STBG are merged into the total needs for SFY 2022
Other Federal or State Discretionary	\$0	\$225,000	\$225,000	State Support funds
Local Match Required	\$646,166		\$646,166	State and local required matching funds
Local Overmatch Contributions	\$2,128,326		\$2,128,326	Additional local overmatching funds
	Total:		\$8,645,108	

What is changing?

Additional Details:	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the cost increase exceeds the 20% threshold due to the added prior-year carryover funds and requires a formal/full amendment
Total Programmed Amount:	The total programming increases from \$2,815,941 to \$8,645,108
Added Notes:	

Project 7:	Metro Transportation Options (FFY 18-21) (New Project)		
Lead Agency:	Metro		
ODOT Key Number:	21312	MTIP ID Number:	71055
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> Yes • <u>Proposed improvements:</u> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. Source: Existing project. • <u>Amendment Action:</u> Add ODOT supplemental funding • <u>Funding:</u> The funding for FY 2021 originates from ODOT is being programmed using the federal fund placeholder code of Advance Construction. The actual obligation code is expected to be State STBG. The project is a UPWP Stand-alone project in the MTIP because the project reflects a multi-year program which now is adding FY 2021 to the program The federal STBG funds will be flex-transferred to FTA. • FTA Conversion Code: Section 5307. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: MPO Region wide ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity (for these program funds) • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C. • <u>Regional Significance Status:</u> N/A • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD 		

	<ul style="list-style-type: none">○ MTIP Amendment Number: AP21-09-APR○ OTC approval required: No.○ Metro approval date: Tentatively scheduled for May 6, 2021												
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment re-adds Key 21312 to the 2021-24 MTIP. Key 21312 was part of the 2018-21 MTIP. Funding also originated from ODOT supporting the RTO program, but covered only the 2018-2020 fiscal years. Through agreement between Metro and ODOT, funding for the FY 2021 is being added to the program. The total amount of new funds for FY 2021 is \$160,000 which will support RTO activities.</p> <p>For accounting purposes, the prior obligated funding is also being carried over as part of the amendment to ensure the funding in the STIP and MTIP match.</p> <table><tr><th colspan="4">Key 21312 Funding Adjustments</th></tr><tr><th>Fund Code</th><th>Total Prior Obligated Funds</th><th>New Funds Added for FY 2021 (AC-STBGS + match)</th><th>New Total</th></tr><tr><td>State STBG</td><td>\$622,695</td><td>\$160,000</td><td>\$782,695</td></tr></table> <p>The prior obligated federal funds were State STBG funds totaling \$574,732 with a local match of \$47,963 equaling \$622,695. The new total of \$160,000 being added for FY 2021 is comprised of \$147,676 of federal funds plus \$12,324 local matching funds. The new funding will be flex transferred to FTA and obligated through the FTA process.</p>	Key 21312 Funding Adjustments				Fund Code	Total Prior Obligated Funds	New Funds Added for FY 2021 (AC-STBGS + match)	New Total	State STBG	\$622,695	\$160,000	\$782,695
Key 21312 Funding Adjustments													
Fund Code	Total Prior Obligated Funds	New Funds Added for FY 2021 (AC-STBGS + match)	New Total										
State STBG	\$622,695	\$160,000	\$782,695										
Additional Details:	<p>As previously stated, the funding provides supplemental funding supporting the Metro Regional Travel Options Program (RTO). The Regional Travel Options (RTO) program guides the region in creating safe, vibrant, and livable communities by supporting programs that increase walking, biking, ride sharing, telecommuting, and public transit use. The RTO program is a critical strategy for getting the most benefit and use from transportation infrastructure investments. Through grants, sponsorships, policy guidance, regional coordination, and technical assistance, the Metro RTO program has been serving the region for over 20 years.</p> <p>The RTO program strives to create healthy, vibrant neighborhoods by:</p> <ul style="list-style-type: none">● Improving the quality of the air we breathe● Reducing car traffic● Creating more opportunities for people of all ages and abilities to walk, bike, take transit, and carpool● Making the most of transportation investments by promoting their use <p>The program works closely with partners such as public agencies and local community-based groups who implement the strategy at a local level.</p>												

	The RTO Strategy Plan is located on Metro's website at: https://www.oregonmetro.gov/regional-travel-options-strategic-plan
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding the new FY 2021 funds represents new funding a new project to the MTIP which must be added through a formal/full amendment.
Total Programmed Amount:	The prior obligated plus the new RTO funds results in a total project cost of \$782,695
Added Notes:	

Project 8: OR141 (Hall Blvd): Scholls Ferry Rd - Locust St	
Lead Agency:	ODOT
ODOT Key Number:	19267 MTIP ID Number: 70806
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> No • <u>Proposed improvements:</u> In Beaverton on OR141 from Scholls Ferry Rd to Locust St (MP 2.82 to 4.10), construct and complete ADA curb and ramp improvements to include pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Add Construction phase funding • <u>Funding:</u> The funding for the project consists primarily of federal funds. They include: State Surface Transportation Block Grant (STBG) funds and Redistribution funds. Advance Construction is being used for the Construction phase as a funding placeholder. The anticipated federal funds for the construction phase are identified as State STBG. • FTA Conversion Code: N/A • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: In Beaverton on OR 141 (Hall Blvd) ○ Cross Street Limits: Scholls Ferry Rd - Locust St ○ Overall Mile Post Limits: Multiple locations from MP 2.82 to 4.10 • <u>Current Status Code:</u> 5 = (ROW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation. • <u>Air Conformity/Capacity Status:</u> The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.

- Regional Significance Status: Regionally Significant project (federal funds + located on system, Metro Motor Vehicle modeling network)
- Amendment ID and Approval Estimates:
 - STIP Amendment Number: 21-24-0609
 - MTIP Amendment Number: AP21-09-APR
 - OTC approval required: Yes, - January 2021
 - Metro approval date: Tentatively scheduled for May 6, 2021

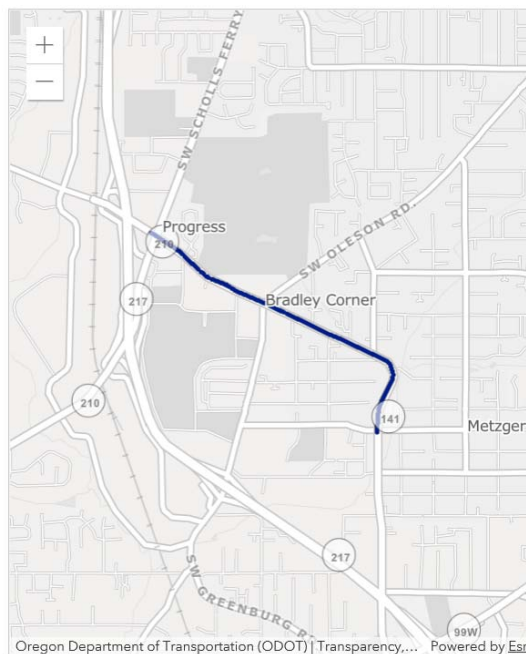
AMENDMENT ACTION: ADD CONSTRUCTION PHASE

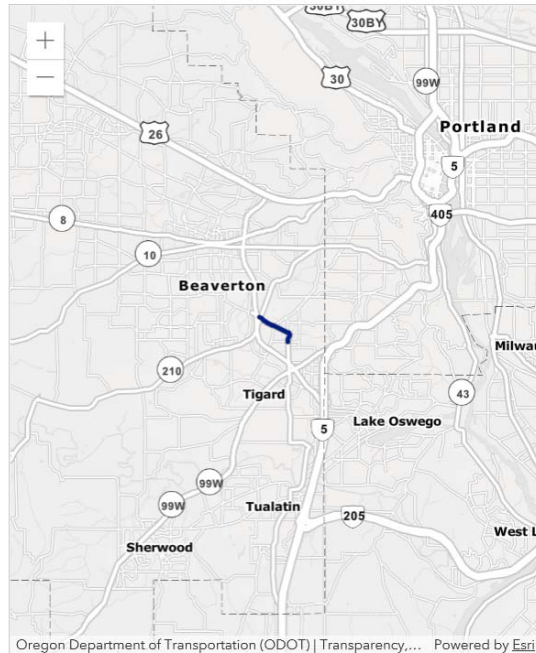
The formal amendment adds the Construction phase funding to the project. \$3,525,000 is being added to the construction phase to fully fund the phase. As a result the project can complete Project Specifications, and Estimates (PS&E) and move forward into the Construction phase. Phase obligation will be during FY 2022. An update to the ROW phase to reflect actual phase obligations is also occurring

What is changing?

Key 19267 Funding Adjustments			
Phase	Total Current Programming	New Funds Added to the Phase	New Total
Preliminary Engineering (PE)	\$1,299,797	\$0	\$1,299,702
Right-of-Way (ROW)	\$1,070,000	\$0	\$1,070,000
Utility Relocation (UR)	\$0	\$0	\$0
Construction	\$0	\$3,525,000	\$3,525,000
Totals	\$2,369,707	\$3,525,000	\$5,894,707

Additional Details:





OTC January 2021 Action, Item I to approve additional funding for DA compliance that provides the fiscal constraint validation for the Construction phase funding. See below OTC minutes reference.

ADVANCE COPY - SUBJECT TO REVISION

2021-2024 Statewide Transportation Improvement Program Funding for ADA Curb Ramps
Item I

The commission was requested to approve additional funding for ADA curb ramps in the 2021-2024 Statewide Transportation Improvement Program (STIP).

Background:

In December ODOT presented the commission with a proposal to amend the 2021-2024 STIP to fund the following critical projects and programs that are mandated based on direction from the Legislature, Governor, or a legal requirement.

Project/Program	Description	Amount
Tolling Development and Implementation	Fund NEPA and system development through 2022	\$60 million
Interstate Bridge Replacement Program	Fund program development through 2024	\$30 million
ADA 2020-2022 Projects	Complete ADA projects through first milestone	\$147 million
ADA 2022-2024 Projects	Complete ADA projects through remainder of 2021-2024 STIP	\$90 million
Total		\$327 million

Resources to meet these needs would come from federal funding that has come in over and above the

Why a Formal amendment is required?

Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding the Construction phase to a project usually requires a formal/full amendment to the MTIP

Total Programmed Amount:

The total project cost increases from \$2,429,707 to \$5,894,707

Added Notes:

Project 9:

**OR99W : Rock Creek NB Bridge
(Cancel Project)**

Lead Agency:

ODOT

ODOT Key Number:

21712

MTIP ID Number:

71197

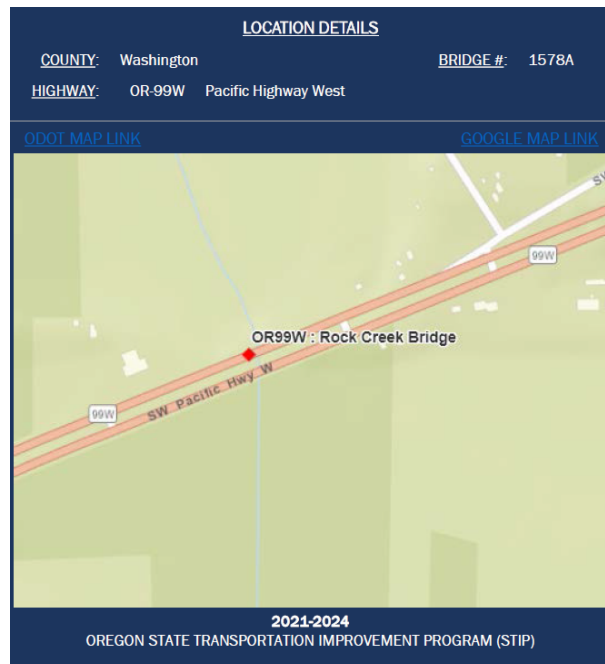
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> No • <u>Proposed improvements:</u> Install new bridge rail to meet current safety standards • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Cancel project from the MTIP • <u>Funding:</u> The funding for the project is currently federal National Highway Performance Program (NHPP) • <u>FTA Conversion Code:</u> N/A. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: OR99W ○ Cross Street Limits: Southwest of SW Pacific Dr and SW Kummrow Ave ○ Overall Mile Post Limits: 13.82 to 13.94 • <u>Current Status Code:</u> 0 = No activity (for these program funds) • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 –Safety - Guardrails, median barriers, crash cushions.. • <u>Regional Significance Status:</u> Regionally significant/non capacity enhancing • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-0607 ○ MTIP Amendment Number: AP21-09-APR ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for May 6, 2021
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: CANCEL PROJECT</u></p> <p>The formal amendment cancels Key 21712 from the 2021-24 MTIP. The ODOT Bridge program decided to cancel project and move funds to Indian Creek Bridge Project in Region 2, in Key 21118. All project funding to Key 21217 is now zero.</p>

The Oregon 99 West, Rock Creek Bridge, Bridge 01578A, was built in 1955 and is in satisfactory condition. The bridge rails do not meet current safety standards, so it was programmed for a bridge rail retrofit in the 21-24 STIP. An advanced investigation effort identified that in order to have a successful rail retrofit project, the portion of the bridge deck that supports the rail will need to be strengthened and the entire bridge deck will require a concrete overlay.

However, since the bridge deck is in satisfactory condition today this project can be delayed until the deck has deteriorated to the point where a concrete overlay is needed, the bridge rail retrofit can be included as part of that project. Doing so will allow us to use the existing deck for several years and benefit from a more efficient replacement of the rail when we construct the new deck.

Key 21712 Funding Adjustments			
Fund Code	Current Federal Funds Programmed	Federal Funds to Be Reprogrammed	Key 21712 Remaining Federal Funds
National Highway Performance Program (NHPP)	\$618,334	\$618,334	\$0

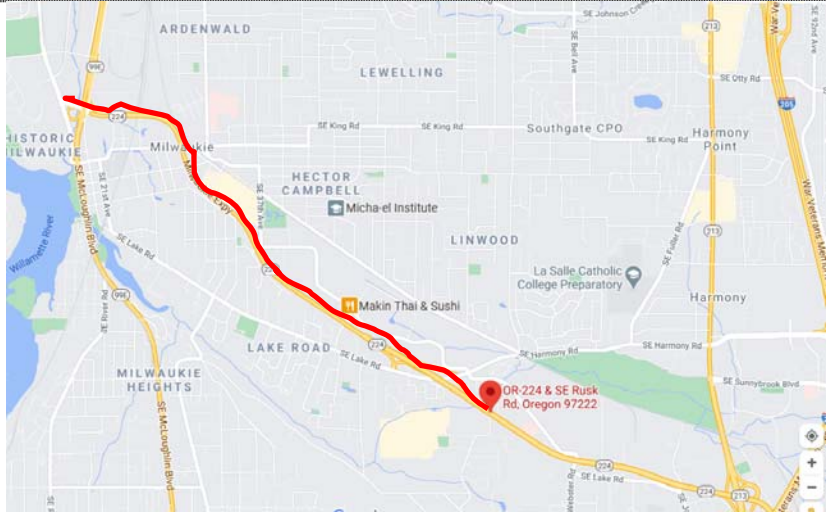
Additional Details:



	<p>OR99W: Rock Creek Bridge ODOT - Washington County 21712</p> 
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project from the MTIP requires a formal/full amendment.
Total Programmed Amount:	The existing programmed amount of \$763,184 to \$0
Added Notes:	

Project 10: OR224: SE 17th Ave - OR213 OR224: SE 17th Ave - SE Rusk Road	
Lead Agency:	ODOT
ODOT Key Number:	21598 MTIP ID Number: 71153
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> No • <u>Proposed improvements:</u> Design for a future pavement resurfacing project to repair cracking, rutting and wear to keep this section safe for travel. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Adjust (shorten) project limits and add Right-of-Way phase funding. • <u>Funding:</u> The funding for the project is utilizing federal National Highway Performance Program (NHPP) funds. The project also is utilizing the programmatic Advance Construction fund type code as a federal fund place older for the Right-of-Way phase. • <u>FTA Conversion Code:</u> N/A • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: On OR224 southeast of Milwaukie ○ Cross Street Limits: SE 17th Ave to SE Rusk Rd

	<ul style="list-style-type: none">○ Overall Mile Post Limits: Multiple locations stretching from MP -0.01 to 2.72● <u>Current Status Code:</u> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).● <u>Air Conformity/Capacity Status:</u> Key 21598 is a rehabilitation/resurfacing project non capacity enhancing project and is considered exempt per 40 CFR 93.126 Table 2 – Safety.● <u>Regional Significance Status:</u> Regionally Significant project (federal funds + located on system, Metro Motor Vehicle modeling network)● <u>Amendment ID and Approval Estimates:</u><ul style="list-style-type: none">○ STIP Amendment Number: 21-24-0586○ MTIP Amendment Number: AP21-09-APR○ OTC approval required: No○ Metro approval date: Tentatively scheduled for May 6, 2021																												
What is changing?	<p><u>AMENDMENT ACTION: LIMITS ADJUSTMENT</u></p> <p>The current project limits overlap with a separate project to add a third lane on OR 224 from Rusk Rd to OR 213. The third lane capacity project is programmed under Key 19720. The limits adjustment allow the rehabilitation/resurfacing project to proceed separately from the capacity enhancing project which is on a different delivery schedule. Only PE has been programmed in the past. Key 19720 is not active yet in the 2021-24 MTIP.</p> <table><tr><th colspan="4">Key 21598 Phase Funding Adjustments</th></tr><tr><th>Phase</th><th>Total Current Programming</th><th>Phase Adjustment</th><th>New Total</th></tr><tr><td>Preliminary Engineering (PE)</td><td>2,617,734</td><td>(\$95,000)</td><td>\$2,522,734</td></tr><tr><td>Right-of-Way (ROW)</td><td>\$0</td><td>\$95,000</td><td>\$95,000</td></tr><tr><td>Utility Relocation (UR)</td><td>\$0</td><td>\$0</td><td>\$0</td></tr><tr><td>Construction</td><td>\$0</td><td>\$0</td><td>\$0</td></tr><tr><td>Revised Totals</td><td>\$2,522,734</td><td>\$95,000</td><td>\$2,617,734</td></tr></table>	Key 21598 Phase Funding Adjustments				Phase	Total Current Programming	Phase Adjustment	New Total	Preliminary Engineering (PE)	2,617,734	(\$95,000)	\$2,522,734	Right-of-Way (ROW)	\$0	\$95,000	\$95,000	Utility Relocation (UR)	\$0	\$0	\$0	Construction	\$0	\$0	\$0	Revised Totals	\$2,522,734	\$95,000	\$2,617,734
Key 21598 Phase Funding Adjustments																													
Phase	Total Current Programming	Phase Adjustment	New Total																										
Preliminary Engineering (PE)	2,617,734	(\$95,000)	\$2,522,734																										
Right-of-Way (ROW)	\$0	\$95,000	\$95,000																										
Utility Relocation (UR)	\$0	\$0	\$0																										
Construction	\$0	\$0	\$0																										
Revised Totals	\$2,522,734	\$95,000	\$2,617,734																										
Additional Details:																													

																																																																																																																																																																																																																																														
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Project 11:	Local Traffic Signal Controller Replacement (New Project)
Lead Agency:	Portland
ODOT Key Number:	New - TBD
	MTIP ID Number: New - TBD
Projects Description:	Project Snapshot: <ul style="list-style-type: none"> <u>Metro SFY 2022 UPWP Project:</u> No <u>Proposed improvements:</u> Purchase Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at 141 traffic signals throughout Portland.

	<ul style="list-style-type: none"> • <u>Source:</u> New project. • <u>Amendment Action:</u> Add the new project to the 2021-24 MTIP. • <u>Funding:</u> The funding for the project is Metro 2019 Transportation System Management and Operations (TSMO) awarded federal Surface Transportation Block Grant (STBG-U) funds. • <u>FTA Conversion Code:</u> N/A • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Various locations throughout Portland ○ Cross Street Limits: Various locations ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.) • <u>Air Conformity/Capacity Status:</u> Portland's new Advance Traffic Controller upgrade project is a non-capacity enhancing project and is considered exempt per 40 CFR 93.126 Table 2 – Safety. • <u>Regional Significance Status:</u> Regionally Significant project (federal funds along various locations which are in the Metro modeling network) • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: AP21-09-APR ○ OTC approval required: No ○ Metro approval date: Tentatively scheduled for May 6, 2021
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>Portland's new Local Traffic Signal Controller Replacement is a Metro 2019 TSMO awarded project supporting TSMO and Intelligent Transportation System (ITS) improvements. The project was awarded \$840,435 of Metro STBG funds. The project will purchase Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at 141 traffic signals throughout Portland.</p> <p>The goals and benefits of the ATC upgrades will make it easier to train staff consistently for better maintenance of the system and provide the following:</p> <ul style="list-style-type: none"> • Reduce the requirements of the central management system to be backwards compatible. • Build a foundation for advanced applications including:

- Automated traffic signal performance measures (ATSPMs) that can help us identify and address operational and safety concerns.
- Next-Generation Transit Signal Priority (NextGen TSP) that can help us meet our climate goals.
- Other connected vehicle applications such as central emergency preemption.

Portland Proposed ATC Upgrade Locations

Additional Details:

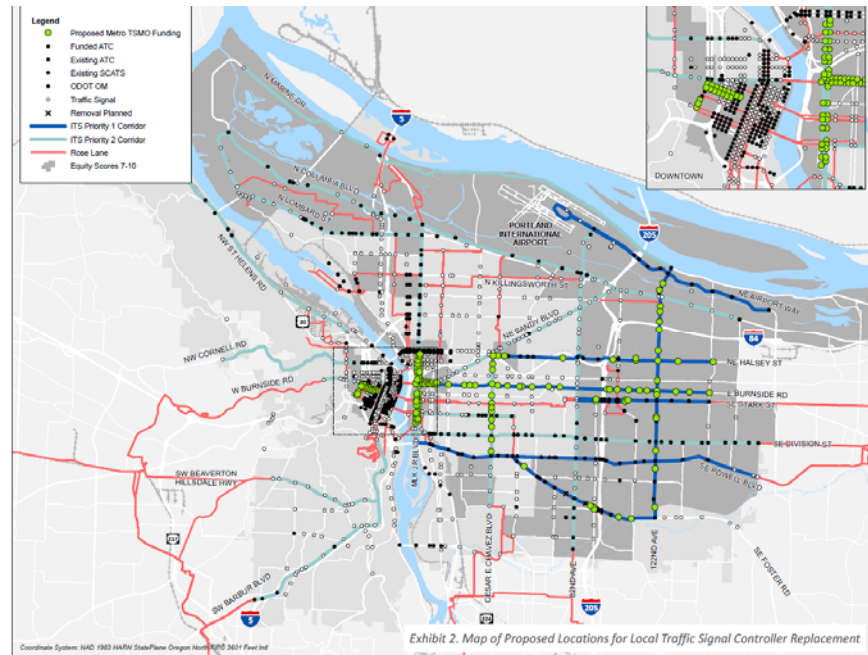


Exhibit 1. List of Proposed Locations for Local Traffic Signal Controller Replacement

1	2024	NE Grand & Couch	72	4167	E Burnside @ 108th
2	2025	NE Grand @ Lloyd Blvd	73	4168	E Burnside @ 113th
3	2027	NE Grand @ Oregon 2070	74	4169	E Burnside @ 117th
4	2028	NE Grand @ Holladay	75	4170	E Burnside @ 122nd
5	2029	NE Grand @ Multnomah	76	4183	SE 122nd Av & Springwater Trail
6	2032	NE Halsey @ 42nd	77	4185	SE 122nd Av & Ash St
7	2070	NE MLK @ Couch	78	4194	E Burnside @ 131st Pl
8	2071	NE MLK @ Lloyd	79	4195	E Burnside @ 139th
9	2072	NE MLK @ Oregon	80	4196	E Burnside @ 148th
10	2073	NE MLK @ Holladay	81	4227	SE Stark St & 106th Av
11	2074	NE MLK @ Multnomah	82	4228	SE Washington St & 106th Av
12	2128	NE 39th @ Hassalo	83	4250	SE MLK @ Morrison
13	2134	NE Halsey @ 74th	84	4251	SE MLK @ Belmont
14	2147	NE MLK @ Clackamas	85	4252	SE MLK @ Hawthorne
15	2148	NE 122nd & Fremont	86	4253	SE MLK @ Mill
16	2149	NE 122nd & Skidmore	87	4254	SE MLK @ Stephens
17	2150	NE Grand @ Clackamas	88	4255	SE Grand @ Stephens
18	2151	Halsey & 148th	89	4256	SE Grand @ Mill
19	2157	NE Halsey and NE 100th	90	4602	SE 39th @ Taylor - Half
20	2167	NE 122nd & San Rafael	91	4603	SE 39th @ Franklin - Half
21	2168	NE 122nd @ Halsey	92	4612	SE 122nd @ Bush - HAWK
22	2169	NE Halsey St at NE 111th Ave	93	4616	SE Foster @ 56th - Half
23	2172	NE 39th @ Halsey	94	4628	SE 122nd - N of Madison ped x-ing
24	2174	NE Halsey @ 132nd	95	4629	SE 108th @ Washington - Beacon
25	2177	NE Weidler and NE 111th Ave	96	4631	SE Foster @ 69th - Half
26	2178	Grand and Everett	97	4633	SE 122nd & Woodward Pl
27	2204	NE 122nd @ Gilson	98	4701	SE 39th and Market Fire Station
28	2217	NE 122nd @ Shaver	99	4702	SE 122nd - S of Madison - Fire
29	2219	122nd & Marx	100	5050	SW 18th @ Jefferson
30	2222	NE 122nd & I-84 ramp	101	5170	SW 10th @ Morrison
31	2224	NE Grand @ Halsey	102	5179	SW 11th @ Morrison
32	2241	NE 122nd @ Whitaker Wy	103	5185	SW 12th @ Morrison
33	2249	NE MLK @ Hoyt St 2070	104	5190	SW 13th @ Morrison
34	2250	NE MLK @ Davis	105	5192	SW 14th @ Morrison
35	2251	NE Grand @ Hoyt	106	5195	SW 18th @ Morrison
36	2253	NE Halsey @ 45th	107	5210	SW 12th @ Yamhill
37	2255	NE Grand @ Davis	108	5211	SW 13th @ Yamhill
38	2256	NE Couch @ 6th	109	5212	SW 14th @ Yamhill
39	2257	NE Couch @ 7th	110	5220	SW 15th @ Morrison
40	2258	NE Couch @ 8th	111	5257	SW 16th @ Morrison
41	2259	NE Couch @ 9th	112	5258	SW 17th @ Yamhill
42	2260	NE Couch @ 10th	113	5259	SW 15th @ Yamhill
43	2261	NE Couch @ 11th	114	5260	SW 16th @ Yamhill
44	2262	NE Couch @ 12th	115	5261	SW 17th @ Morrison
45	2263	Sandy @ Couch /14th	116	5262	SW 18th @ Yamhill
46	2609	NE 39th @ Royal Ct	117	5263	SW 18th @ Main
47	4026	SE Foster @ 92nd	118	5264	SW 18th @ Madison
48	4027	SE Foster @ 110th - 111th	119	6002	E Burnside @ Grand
49	4028	SE Grand @ Ankeny	120	6003	E Burnside @ 9th
50	4029	SE Grand @ Stark	121	6004	E Burnside @ Sandy - 12th
51	4030	SE Grand @ Morrison	122	6005	E Burnside @ 20th
52	4031	SE Grand @ Belmont	123	6006	E Burnside @ 28th
53	4032	SE Grand @ Madison	124	6007	E Burnside @ 32nd
54	4033	SE Grand @ Hawthorne	125	6008	E Burnside @ 39th
55	4034	SE Grand @ Clay	126	6009	E Burnside @ 47th
56	4035	SE Grand @ Taylor	127	6010	E Burnside @ 60th
57	4089	SE MLK @ Stark	128	6011	E Burnside @ Gilham
58	4090	SE MLK @ Taylor	129	6035	E Burnside @ 55th
59	4091	SE MLK @ Clay	130	6036	E Burnside @ 6th
60	4092	SE 39th @ Main	131	6037	E Burnside @ 7th
61	4095	SE 39th @ Clinton	132	6038	E Burnside @ 8th
62	4096	SE 39th @ Stark	133	6039	E Burnside @ 10th
63	4097	SE 39th @ Belmont	134	6040	E Burnside @ 11th
64	4098	SE 39th @ Lincoln	135	6042	E Burnside @ 13th
65	4121	SE Washington @ 92nd	136	6043	E Burnside @ 14th
66	4122	SE Stark & 92nd	137	6044	E Burnside @ Couch Ped signal
67	4123	SE Woodstock & 92nd	138	6601	Ped/Bike Crossing - Burnside at 41st
68	4157	SE Foster @ Springwater Tr/103rd Pl	139	6602	E Burnside @ 53rd
69	4164	E Burnside @ 97th	140	6603	E Burnside @ 30th
70	4165	E Burnside @ 99th	141	6702	Station 19 onto Burnside at 73rd
71	4166	E Burnside @ 102nd			

Metro January 2, 2020 TSMO Awards

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

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 total programmed amount is \$936,627
Added Notes:	

Note: The Amendment Matrix located below 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.

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
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"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype 	
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30% 	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
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.	

- 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.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts.
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the March 2021 Formal MTIP amendment (MR21-08-MAR) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	March 30, 2021
• TPAC notification and approval recommendation.....	April 2, 2021
• JPACT approval and recommendation to Council.....	April 15, 2021
• Completion of public notification process.....	April 28, 2021
• Metro Council approval.....	May 6, 2021

Notes:

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

USDOT Approval Steps (The below time line is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Amendment bundle submission to ODOT for review.....	May 11, 2021
• Submission of the final amendment package to USDOT.....	May 11, 2021
• ODOT clarification and approval.....	Early June, 2021
• USDOT clarification and final amendment approval.....	Late June, 2021

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.

2. Legal Antecedents:

- a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

TPAC was provided their official notification plus approved Resolution 21-5169 on April 2, 2021 and now requests JPACT approve Resolution 21-5169 consisting of eleven projects which include required updates to the SFY 2022 UPWP and impacts Metro, ODOT, and Portland.

Attachments:

1. Metro SFY 2022 UPWP Key 20597 Summary
2. Metro SFY 2022 UPWP Funding Summary

# Ref	Name	Point of Contact	In Master Agreement Key 20597	PL	PL Match	5303	5303 Match	STBG	STBG Match	Other Federal Funds Type	Federal Amount	Match to Federal	Total Federal Amount	Minimum Local Match Total	Local Overmatch Total	Total Project Cost	Federal Percent	Local Minimum Match Percent	Total Local Match Percent
Regional Transportation Planning																			
1	Transportation Planning	Tom Kloster	Key 20597	\$ 890,692	\$ 101,943.68	\$ 105,239	\$ 12,045	\$ -	\$ -	N/A	\$ -	\$ -	\$ 995,931	\$ 113,989	\$ -	\$ 1,109,920	89.73%	10.27%	10.27%
2	Climate Smart Implementation	Kim Ellis	Key 20597	\$ -	\$ -	\$ 12,175	\$ 1,393	\$ -	\$ -	N/A	\$ -	\$ -	\$ 12,175	\$ 1,393	\$ -	\$ 13,568	89.73%	10.27%	10.27%
3	Regional Transportation Plan Update (2023)	Kim Ellis	Key 20597	\$ 65,028	\$ 7,443	\$ 478,464	\$ 54,762	\$ -	\$ -	N/A	\$ -	\$ -	\$ 543,492	\$ 62,205	\$ -	\$ 605,697	89.73%	10.27%	10.27%
4	Metropolitan Transportation Improvement Program (MTIP)	Ted Leybold	Key 20597	\$ -	\$ -	\$ 364,130	\$ 41,676	\$ 502,211	\$ 57,480	N/A			\$ 866,341	\$ 99,157	\$ 134,576	\$ 1,100,074	78.75%	10.27%	21.25%
5	Regional Transit Program	Eliot Rose	Key 20597	\$ -	\$ -	\$ 48,700	\$ 5,574	\$ -	\$ -	N/A	\$ -	\$ -	\$ 48,700	\$ 5,574	\$ -	\$ 54,274	89.73%	10.27%	10.27%
6	Required Mobility Policy Update	Kim Ellis	Key 20597	\$ -	\$ -	\$ 275,272	\$ 31,506	\$ -	\$ -	N/A	\$ -	\$ -	\$ 275,272	\$ 31,506	\$ -	\$ 306,778	89.73%	10.27%	10.27%
7	Regional Freight Program	Tim Collins	Key 20597	\$ -	\$ -	\$ -	\$ -	\$ 142,980	\$ 16,365	N/A	\$ -	\$ -	\$ 142,980	\$ 16,365	\$ -	\$ 159,345	89.73%	10.27%	10.27%
8	Complete Streets Program	Lake McTighe	Key 20597	\$ -	\$ -	\$ 86,213	\$ 9,867		\$ -	N/A	\$ -	\$ -	\$ 86,213	\$ 9,867	\$ -	\$ 96,080	89.73%	10.27%	10.27%
10	Transportation System Management and Operations (TSMO) - Regional Mobility Program	Caleb Winter	Key 20597	\$ -	\$ -	\$ -	\$ -	\$ 221,312	\$ 25,330	N/A	\$ -	\$ -	\$ 221,312	\$ 25,330	\$ -	\$ 246,642	89.73%	10.27%	10.27%
Corridor/Area Planning				PL	PL Match	5303	5303 Match	STBG	STBG Match	Other Federal	Federal Amount	Match to Federal							
1	Corridor Refinement and Project Development (Investment Areas)	Malu Wilkinson	Shift from Key 20888 into 20597	\$ -	\$ -	\$ -	\$ -	\$ 12,175	\$ 1,393	N/A	\$ -	\$ -	\$ 12,175	\$ 1,393	\$ 327,420	\$ 340,988	3.57%	10.27%	96.43%
3	Columbia Connects	Jeff Raker	Key 20597	\$ -	\$ -	\$ -	\$ -	\$ 232,273	\$ 26,585	N/A	\$ -	\$ -	\$ 232,273	\$ 26,585	\$ 327,420	\$ 586,278	39.62%	10.27%	60.38%
Regional Administration & Support				PL	PL Match	5303	5303 Match	STBG	STBG Match	Other Federal Funds	Federal Amount	Match to Federal							
1	MPO Management and Services	Tom Kloster	Key 20597	\$ -	\$ -	\$ 421,861	\$ 48,284	\$ -	\$ -	N/A	\$ -	\$ -	\$ 421,861	\$ 48,284	\$ -	\$ 470,145	89.73%	10.27%	10.27%
2	Civil Rights and Environmental Justice	Eryn Kehe	Key 20597	\$ -	\$ -	\$ 88,146	\$ 10,089	\$ -	\$ -	N/A	\$ -	\$ -	\$ 88,146	\$ 10,089	\$ -	\$ 98,235	89.73%	10.27%	10.27%
3	Data Management and Visualization	Steve Erickson	Key 20597	\$ 720,939	\$ 82,515	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ 720,939	\$ 82,515	\$ 543,528	\$ 1,346,982	53.52%	10.27%	46.48%
4	Economic, Demographic and Land Use Forecasting Program	Chris Johnson	Key 20597	\$ 163,434	\$ 18,706	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ 163,434	\$ 18,706	\$ 195,476	\$ 377,616	43.28%	10.27%	56.72%
5	Travel Forecast Maintenance, Development and Application	Chris Johnson	Key 20597	\$ 786,277	\$ 89,993	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ 786,277	\$ 89,993	\$ 599,906	\$ 1,476,176	53.26%	10.27%	46.74%
6	Oregon Household Travel Survey	Chris Johnson	Key 20597	\$ 82,616	\$ 9,456	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ 82,616	\$ 9,456	\$ -	\$ 92,072	89.73%	10.27%	10.27%
7	Technical Assistance Program	Chris Johnson	Key 20597	\$ -	\$ -	\$ -	\$ -	\$ 94,646	\$ 10,833	N/A	\$ -	\$ -	\$ 94,646	\$ 10,833	\$ -	\$ 105,479	89.73%	10.27%	10.27%
8	Air Quality Program	Grace Cho	Key 20597	\$ -	\$ -	\$ 23,193	\$ 2,655	\$ -	\$ -	N/A	\$ -	\$ -	\$ 23,193	\$ 2,655	\$ -	\$ 25,848	89.73%	10.27%	10.27%
UPWP Project Funding Total Requirements				\$ 2,708,986	\$ 310,056	\$ 1,903,393	\$ 217,852	\$ 1,205,597	\$ 137,986	N/A	\$ -	\$ -	\$ 5,817,976	\$ 665,894	\$ 2,128,326				
					10.27%		10.27%		10.27%						\$ 225,000	\$ 8,612,196			
	PL+State =	\$ 3,019,042														\$ 8,837,196			

# Ref	Name	Point of Contact	In Master Agreement Key 20597	PL	PL Match	5303	5303 Match	STBG	STBG Match	Other Federal Funds Type	Federal Amount	Match to Federal	Total Federal Amount	Minimum Local Match Total	Local Overmatch Total	Total Project Cost	Federal Percent	Local Minimum Match Percent	Total Local Match Percent
Regional Transportation Planning																			
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4	Metropolitan Transportation Improvement Program (MTIP)	Ted Leybold	Key 20597	\$ -	\$ -	\$ 364,130	\$ 41,676	\$ 502,211	\$ 57,480	N/A			\$ 866,341	\$ 99,157	\$ 134,576	\$ 1,100,074	78.75%	10.27%	21.25%
5	Regional Transit Program	Eliot Rose	Key 20597	\$ -	\$ -	\$ 48,700	\$ 5,574	\$ -	\$ -	N/A	\$ -	\$ -	\$ 48,700	\$ 5,574	\$ -	\$ 54,274	89.73%	10.27%	10.27%
6	Required Mobility Policy Update	Kim Ellis	Key 20597	\$ -	\$ -	\$ 275,272	\$ 31,506	\$ -	\$ -	N/A	\$ -	\$ -	\$ 275,272	\$ 31,506	\$ -	\$ 306,778	89.73%	10.27%	10.27%
7	Regional Freight Program	Tim Collins	Key 20597	\$ -	\$ -	\$ -	\$ -	\$ 142,980	\$ 16,365	N/A	\$ -	\$ -	\$ 142,980	\$ 16,365	\$ -	\$ 159,345	89.73%	10.27%	10.27%
8	Complete Streets Program	Lake McTighe	Key 20597	\$ -	\$ -	\$ 86,213	\$ 9,867		\$ -	N/A	\$ -	\$ -	\$ 86,213	\$ 9,867	\$ -	\$ 96,080	89.73%	10.27%	10.27%
10	Transportation System Management and Operations (TSMO) - Regional Mobility Program	Caleb Winter	Key 20597	\$ -	\$ -	\$ -	\$ -	\$ 221,312	\$ 25,330	N/A	\$ -	\$ -	\$ 221,312	\$ 25,330	\$ -	\$ 246,642	89.73%	10.27%	10.27%
Corridor/Area Planning				PL	PL Match	5303	5303 Match	STBG	STBG Match	Other Federal	Federal Amount	Match to Federal							
1	Corridor Refinement and Project Development (Investment Areas)	Malu Wilkinson	Shift from Key 20888 into 20597	\$ -	\$ -	\$ -	\$ -	\$ 12,175	\$ 1,393	N/A	\$ -	\$ -	\$ 12,175	\$ 1,393	\$ 327,420	\$ 340,988	3.57%	10.27%	96.43%
3	Columbia Connects	Jeff Raker	Key 20597	\$ -	\$ -	\$ -	\$ -	\$ 232,273	\$ 26,585	N/A	\$ -	\$ -	\$ 232,273	\$ 26,585	\$ 327,420	\$ 586,278	39.62%	10.27%	60.38%
Regional Administration & Support				PL	PL Match	5303	5303 Match	STBG	STBG Match	Other Federal Funds	Federal Amount	Match to Federal							
1	MPO Management and Services	Tom Kloster	Key 20597	\$ -	\$ -	\$ 421,861	\$ 48,284	\$ -	\$ -	N/A	\$ -	\$ -	\$ 421,861	\$ 48,284	\$ -	\$ 470,145	89.73%	10.27%	10.27%
2	Civil Rights and Environmental Justice	Eryn Kehe	Key 20597	\$ -	\$ -	\$ 88,146	\$ 10,089	\$ -	\$ -	N/A	\$ -	\$ -	\$ 88,146	\$ 10,089	\$ -	\$ 98,235	89.73%	10.27%	10.27%
3	Data Management and Visualization	Steve Erickson	Key 20597	\$ 720,939	\$ 82,515	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ 720,939	\$ 82,515	\$ 543,528	\$ 1,346,982	53.52%	10.27%	46.48%
4	Economic, Demographic and Land Use Forecasting Program	Chris Johnson	Key 20597	\$ 163,434	\$ 18,706	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ 163,434	\$ 18,706	\$ 195,476	\$ 377,616	43.28%	10.27%	56.72%
5	Travel Forecast Maintenance, Development and Application	Chris Johnson	Key 20597	\$ 786,277	\$ 89,993	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ 786,277	\$ 89,993	\$ 599,906	\$ 1,476,176	53.26%	10.27%	46.74%
6	Oregon Household Travel Survey	Chris Johnson	Key 20597	\$ 82,616	\$ 9,456	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ 82,616	\$ 9,456	\$ -	\$ 92,072	89.73%	10.27%	10.27%
7	Technical Assistance Program	Chris Johnson	Key 20597	\$ -	\$ -	\$ -	\$ -	\$ 94,646	\$ 10,833	N/A	\$ -	\$ -	\$ 94,646	\$ 10,833	\$ -	\$ 105,479	89.73%	10.27%	10.27%
8	Air Quality Program	Grace Cho	Key 20597	\$ -	\$ -	\$ 23,193	\$ 2,655	\$ -	\$ -	N/A	\$ -	\$ -	\$ 23,193	\$ 2,655	\$ -	\$ 25,848	89.73%	10.27%	10.27%
UPWP Project Funding Total Requirements				\$ 2,708,986	\$ 310,056	\$ 1,903,393	\$ 217,852	\$ 1,205,597	\$ 137,986	N/A	\$ -	\$ -	\$ 5,817,976	\$ 665,894	\$ 2,128,326				
					10.27%		10.27%		10.27%						\$ 225,000	\$ 8,612,196			
	PL+State =	\$ 3,019,042														\$ 8,837,196			

Separate UPWP Stand Alone Projects																			
#	Name	POC	Key Number	PL	PL Match	5303	5303 Match	STBG	STBG Match	Other Fed	Fed \$	Match	Total	Min Match	Overmatch	TPC	Fed %	Min Local %	Tot Loc %
7	Regional Freight Studies	Tim Collins	Key 20897	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 22,891	N/A	\$ -	\$ -	\$ 200,000	\$ 22,891	\$ -	\$ 222,891	89.73%	10.27%	10.27%
2	Southwest Corridor Transit Project	Brian Harper	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	?	\$ 343,048	\$ 39,263	\$ 343,048	\$ 39,263	\$ 14,384	\$ 396,695	86.48%	10.27%	13.52%
9	Regional Travel Options (RTO) and Safe Routes to School Program	Dan Kaempff	Key 20879 + 20880	\$ -	\$ -	\$ -	\$ -	\$ 3,656,869	\$ 418,545	N/A	\$ -	\$ -	\$ 3,656,869	\$ 418,545	\$ -	\$ 4,075,414	89.73%	10.27%	10.27%
5	City of Portland Transit and Equitable Development Assessment	Brian Harper	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	?	\$ 182,776	\$ 20,920	\$ 182,776	\$ 20,920	\$ -	\$ 203,696	89.73%	10.27%	10.27%
6	Tualatin Valley Highway Transit and Development Project	Elizabeth Mros-O'Hara	Shift from Key 20888 to new Key	\$ -	\$ -	\$ -	\$ -	\$ 326,622	\$ 37,383	?	\$ 434,727	\$ 49,756	\$ 761,349	\$ 87,140	\$ -	\$ 848,489	89.73%	10.27%	10.27%
Totals:				\$ -	\$ -	\$ -	\$ -	\$ 3,983,491	\$ 455,928	\$ -	\$ 960,551	\$ 109,939	\$ 4,944,042	\$ 565,868	\$ 14,384	\$ 5,524,294			

FY 2022 UPWP Approved Projects Locally Funded - not included in Key 20597 (and not programmed)																			
#	Name	POC	In Key 20597	PL	Match	5303	Match	STBG	Match	Other Fed	Fed \$	Match	Total Fed \$	Min Loc	Overmatch	TPC	Fed %	Loc Min %	Tot Local %
11	Enhanced Transit Concepts Pilot Program	Matt Bihn	N/A Local Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ 115,759	\$ 115,759	0.0%	N/A	N/A
12	Economic Value Atlas (EVA) Implementation	Jeff Raker	N/A Local Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ 287,222	\$ 287,222	0.0%	N/A	N/A
4	MAX Tunnel Study	Matt Bihn	N/A Local Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000	0.0%	N/A	N/A
9	Intergovernmental Agreement Fund Program	Grace Cho	N/A Local Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ 51,696	\$ 51,696	0.0%	N/A	N/A

UPWP Revenues versus Project Cost Requirements															
Keys	Fund Type	Federal Authorized	Match	Total with Match		UPWP Needed	Match Needed	Total with Match		Federal Exceess or Shortfall	Match Excess or Shortfall	Total Excess or Shortfall		Notes	
Carryover Savings PL	PL	\$ 647,556	\$ 74,116	\$ 721,672										All PL funds to be programmed in Key 20597	
All Key 20597	PL	\$ 2,061,430	\$ 235,940	\$ 2,297,370		\$ 2,708,986	\$ 310,056	\$ 3,019,042		\$ -	\$ -	\$ -			
	Total PL	\$ 2,708,986	\$ 310,056	\$ 3,019,042											
Carryover Savings 5303	5303	\$ 1,273,176	\$ 145,721	\$ 1,418,897										\$142,980 of the total \$1,906,732 of 5303 to be programmed in Key 20897. The remaining amount of \$1,763, 752 is in Key 20597	
Keys 20597 + 20897	5303	\$ 630,217	\$ 72,131	\$ 702,348		\$ 1,903,393	\$ 217,852	\$ 2,121,245		\$ -	\$ -	\$ -			
	Total 5303:	\$ 1,903,393	\$ 217,852	\$ 2,121,245											
Key 20877 for 20597	STBG	\$ 1,359,877	\$ 155,644	\$ 1,515,521		\$ 1,205,597	\$ 137,986	\$ 1,343,583		\$ 154,280	\$ 17,658	\$ 171,938			
Key 20879 RTO/SRTS 2020	STBG	\$ 2,598,451	\$ 297,404	\$ 2,895,855		\$ 3,656,869	\$ 418,545	\$ 4,075,414		\$ 1,617,987	\$ 185,186	\$ 1,803,173	Key 20880 was slipped to FY 2022 during the December Obligation Targets amendment. However, the STBG is available as needed for the RTO program in FY 2021. \$1,058,418 will be advanced to FY 2021 from Key 20879 to Key 20880		
Key 20880 RTP/SRTS 2021	STBG	\$ 2,676,405	\$ 306,327	\$ 2,982,732											
Total Availabale for RTO	Total	\$ 5,274,856	\$ 603,731	\$ 5,878,587											

Attachment A
FEDERAL AND STATE FUNDING FOR TRANSPORTATION PLANNING PROGRAMS FOR OREGON'S
URBANIZED AREA
FEDERAL FISCAL YEAR 2021 (State Fiscal Year 2022)

FUND TYPE	FEDERAL SHARE	STATE MATCH	LOCAL MATCH	TOTAL
Portland Metro Agreement No.				
FY 2022 PL (#20597)	1,889,070.00	216,212.51	0	2,105,282.51
FY 2020 PL Savings (#20597)	647,556.00	74,115.68	0	721,671.68
FY 2022 Portland STBG (#20597)			0.00	0.00
FY 2022 ODOT Support Funds (#20597)		225,000.00		225,000.00
FY 2022 5303 Funding (#20597)	633,314.00		72,485.62	705,799.62
FY 2020 5303 Saving (#20597)	1,273,176.00		145,720.69	1,418,896.69
Metro Total	4,443,116.00	515,328.20	218,206.31	5,176,650.51

FEDERAL FISCAL YEAR 2021 (State Fiscal Year 2022)

FUND TYPE	FEDERAL SHARE	STATE MATCH	LOCAL MATCH	TOTAL
Portland Metro Agreement No.				
FY 2022 PL (#20597)	2,061,430.39	235,939.93	0	2,297,370.32
FY 2022 Regional MPO STBG (#20877)	739,837.11		84,677.67	824,514.78
FY 2022 Corridor System Planning (#20889)	571,070.43		65,361.57	636,432.00
FY 2022 ODOT Support Funds (#20597)		225,000.00		225,000.00
FY 2022 5303 Funding (#20597)	630,217.47		72,131.21	702,348.68
Metro Total	4,002,555.40	460,939.93	222,170.44	4,685,665.78

2021-2026 Metropolitan Transportation Improvement Program (MTIP)
Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro					
PROJECT NAME		Regional Travel Options (2020)					
Project IDs		Project Description				Project Type	
ODOT KEY	20879	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.				Regional travel options	
MTIP ID	70873						
RTP ID	11054						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2021	STBG-URBAN	\$2,598,451	\$297,404	\$0	\$2,895,855
FY 21-26 Totals				\$2,598,451	\$297,404	\$0	\$2,895,855
Estimated Project Cost (YOE\$)				\$2,598,451	\$297,404	\$0	\$2,895,855

2021-2026 Metropolitan Transportation Improvement Program (MTIP)
Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro					
PROJECT NAME		Portland Metro Planning SFY22					
Project IDs		Project Description				Project Type	
ODOT KEY	20597	Portland Metro MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process.				Other	
MTIP ID	70986						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2021	Metro PL (5303)	\$618,917	\$70,838	\$0	\$689,755
Planning		2021	Metro Planning (Z450)	\$1,907,827	\$218,359	\$0	\$2,126,186
FY 21-26 Totals				\$2,526,744	\$289,197	\$0	\$2,815,941
Estimated Project Cost (YOE\$)				\$2,526,744	\$289,197	\$0	\$2,815,941

LEAD AGENCY		Metro					
PROJECT NAME		Regional MPO Planning (2021)					
Project IDs		Project Description				Project Type	
ODOT KEY	20877	Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations.				Other	
MTIP ID	70872						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2021	STBG-URBAN	\$1,359,877	\$155,644	\$0	\$1,515,521
FY 21-26 Totals				\$1,359,877	\$155,644	\$0	\$1,515,521
Estimated Project Cost (YOE\$)				\$1,359,877	\$155,644	\$0	\$1,515,521

LEAD AGENCY		Metro					
PROJECT NAME		Regional Travel Options (2021)					
Project IDs		Project Description				Project Type	
ODOT KEY	20880	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.				Regional travel options	
MTIP ID	70873						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2022	STBG-URBAN	\$2,676,405	\$306,327	\$0	\$2,982,732
FY 21-26 Totals				\$2,676,405	\$306,327	\$0	\$2,982,732

LEAD AGENCY		Metro					
PROJECT NAME		Corridor and Systems Planning (2020)					
Project IDs		Project Description				Project Type	
ODOT KEY	20888	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs functions desired outcomes performance measures investment strategies.				System/corridor planning	
MTIP ID	70871						
RTP ID	11103						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2022	STBG-URBAN	\$404,234	\$46,266	\$0	\$450,500
FY 21-26 Totals				\$404,234	\$46,266	\$0	\$450,500
Estimated Project Cost (YOE\$)				\$404,234	\$46,266	\$0	\$450,500

Metro FY 2022 UPWP Project Descriptions

Regional Transportation Planning		
1	Transportation Planning	Metro is responsible for meeting all federal planning requirements for MPOs. These include major Metro is responsible for all federal planning requirements . These include mandates described elsewhere in this Unified Planning Work Program (UPWP), such as the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP) that follow this section. In addition to these major mandates, Metro also provides a series of ongoing transportation planning services that complement federal requirements and support other transportation planning in the region. Our core transportation planning activities include: Periodic amendments to the RTP, periodic updates to the regional growth forecast, periodic updates to the regional revenue forecasts, policy direction and support for regional corridor and investment area planning, ongoing transportation model updates and enhancements, policy support for regional mobility and Congestion Management Process (CMP) programs, plus compliance with federal performance measures.
2	Climate Smart Implementation	The Climate Smart implementation program is an ongoing activity to monitor and report on the region's progress in achieving the policies and actions set forth in the adopted 2014 Climate Smart Strategy and the Oregon Metropolitan Greenhouse Gas Emissions Reduction Target Rule. The program also includes technical and policy support and collaboration with other regional and statewide climate initiatives to ensure MPO activities, including implementation of the Regional Transportation Plan, support regional and state greenhouse gas (GHG) emissions eduction goals.
3	Regional Transportation Plan Update (2023)	The RTP is maintained and updated regularly to ensure continued compliance with state and federal requirements and to address growth and changes in land use, demographics, financial, travel, technology and economic trends.
4	Metropolitan Transportation Improvement Program (MTIP)	The MTIP represents the first four-year program of projects from the approved long range Regional Transportation Plan (RTP) identified to receive funding for implementation. It ensures that program of projects meet federal program requirements and informs the region on the expected performance of the package of projects relative to adopted performance goals.
5	Regional Transit Program	The Regional Transit Strategy provides the roadmap for making these investments over time, and the Regional Transit program focuses on implementing the strategy in collaboration with our transit providers and local government partners in the region. An integral part of implementing the Regional Transit Strategy is to support the pursuit of transit funding for the region
6	Required Mobility Policy Update	Metro and the Oregon Department of Transportation (ODOT) are working together to update the Regional Mobility Policy which defines and measures mobility for people and goods traveling in and through the Portland area.
7	Regional Freight Studies	The Regional Freight Program manages updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and supporting Regional Freight Strategy. The program provides guidance to jurisdictions in planning for freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region.
8	Complete Streets Program	Metro’s Complete Streets program includes activities related to street design, safety and active transportation. Program activities include sharing best practices and resources, providing technical assistance, developing policies and plans, and monitoring progress towards goals and targets.
9	Regional Travel Options (RTO) and Safe Routes to School Program	The Regional Travel Options (RTO) Program implements Regional Transportation Plan (RTP) policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. Creating a Regional Safe Routes to School (SRTS) program was an additional focus area of the 2018 RTO Strategy. In 2019, seven SRTS grants were awarded to local jurisdictions, school districts, and community based organizations to deliver walking and rolling education and encouragement programs for kids and youth.
10	Transportation System Management and Operations (TSMO) - Regional Mobility Program	The Regional Transportation System Management and Operations Regional Mobility (TSMO) Program (salary portion) provides a demand and system management response to issues of congestion, reliability, safety and more. The program works to optimize infrastructure investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety.
11	Enhanced Transit Concepts Pilot Program	The Enhanced Transit Concepts (ETC) program identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet frequent service bus lines or streetcar lines. ETC treatments are relatively low-cost to construct, context-sensitive, and are able to be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions and transit agencies to design and implement ETC capital and operational investments.
12	Economic Value Atlas (EVA) Implementation	Metro’s Economic Value Atlas (EVA) establishes tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. The EVA entered an implementation phase in FY 2019-20 that included test applications among partner organizations and jurisdictions, refinements to the tool, and integration into agency-wide activities. This is an ongoing program
Corridor/Area Planning		
1	Corridor Refinement and Project Development (Investment Areas)	The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region’s growth economy.
2	Southwest Corridor Transit Project	The Southwest Corridor Transit Project extends the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to public roadway, sidewalk, bike, transit and stormwater infrastructure. Program activities include environmental review, collaborative project design, coordination on land use planning, and development of an equitable development strategy to protect and enhance housing options and jobs for all households. In FY 2020-21, the project released a final draft conceptual design report and completed a Final Environmental Impact Statement, and acquired a Record of Decision from the Federal Transit Administration. The project paused further engineering and funding efforts.

3	Columbia Connects	Columbia Connects is a regional collaboration between Oregon and Washington planning partners working together to unlock the potential for equitable development and programs that are made more difficult by infrastructure barriers, and state and jurisdictional separation. Columbia Connects’ purpose is to improve the economic and community development of a subdistrict of the region near the Columbia River, by developing a clear understanding of the economic and community interactions and conditions within this sub-district; the shared economic and community values of the region; the desired outcomes; and by creating strategies, projects, and programs, as well as an action plan to achieve these outcomes.
4	MAX Tunnel Study	Metro’s MAX Tunnel Study (formerly the Central City Transit Capacity Analysis) is a preliminary study that expands upon previous TriMet work to identify a long-term solution to current reliability problems and future capacity constraints caused by the Steel Bridge. The purpose of the MAX Tunnel study is to lay the groundwork for a much larger study under the National Environmental Policy Act (NEPA).
5	City of Portland Transit and Equitable Development Assessment	The project seeks to create an equitable development plan for two future transit-oriented districts –one in NW Portland and one in Inner East Portland. This project is intended to complement potential transit improvements to better connect Montgomery Park with the Hollywood District. The project will identify the land use and urban design opportunities, economic development and community benefit desires and opportunities leveraged under a transit-oriented development scenario.
6	Tualatin Valley Highway Transit and Development Project	The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to prioritize transportation projects, building on recent work undertaken by Washington County
Regional Administration & Support		
1	MPO Management and Services	The Metropolitan Planning Organization (MPO) Management and Services program is responsible for the overall management and administration of the region's responsibilities as a federally-designated MPO. These planning responsibilities include: Creation and administration of the annual Unified Planning Work Program (UPWP), Periodic amendments to the UPWP, Procurement of services, Contract administration, Federal grants administration, Federal reporting, Annual self-certification for meeting federal MPO planning requirements, Periodic on-site certification reviews with federal agencies, Public participation in support of MPO activities. Convening and ongoing support for MPO advisory committees, and Public engagement
2	Civil Rights and Environmental Justice	The Civil Rights and Environmental Justice program works to continuously improve practices to identify, engage and improve equitable outcomes for historically marginalized communities, particularly communities of color and people with low income, and develops and maintains processes to ensure that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability
3	Data Management and Visualization	Metro’s Data Research Center provides Metro, regional partners and the public with technical services including data management, visualization, analysis, application development, and systems administration. The Research Center collaborates with Metro programs to support planning, modeling, forecasting, policy-making, resiliency, and performance measurement activities.
4	Economic, Demographic and Land Use Forecasting Program	The Economic, Demographic, and Land Use Forecasting, Development and Application Program assembles historical data and develops future forecasts of population, land use, and economic activity that support Metro’s regional planning and policy decision-making processes. The forecasts are developed for various geographies, ranging from regional (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future.
5	Travel Forecast Maintenance, Development and Application	The Travel Forecast Maintenance, Development, and Application Program is a coordinated portfolio of projects and tasks devoted to the development, application, and maintenance of the core analytical toolkit used to inform and support regional transportation policy and investment decisionmaking. Individual elements of the toolkit include: Travel Demand Models (Trip-based, Activity-based), Freight Travel Demand Model, Bicycle Route Choice Assignment Model, Multi-Criterion Evaluation Tool (Benefit/Cost Calculator), Housing and Transportation Cost Calculator, Dynamic Traffic Assignment Model, and the VisionEval Scenario Planning Tool
6	Oregon Household Travel Survey	Transportation analysts, planners and decision-makers rely on periodic travel surveys to provide a “snapshot” of current household travel behavior. The data collected through household travel survey efforts are also critical for updating and improving travel demand models, the foundational analytical tool used to support transportation planning, as they provide a comprehensive picture of personal travel behavior that is lacking in other data sources
7	Technical Assistance Program	The Technical Assistance program provides transportation data and travel modeling services for projects that are of interest to local partner jurisdictions. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation, the Port of Portland, private sector businesses and the general public.
8	Air Quality Program	Metro’s Air Quality Monitoring program ensures activities undertaken as part of the Metropolitan Planning Organization (MPO), such as the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), carry out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP) and state and federal regulations pertaining to air quality and air pollution.

3.2 Regional Emergency Transportation Routes, final report

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 15, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE	)	RESOLUTION NO. 21-5160
FINDINGS AND RECOMMENDATIONS IN THE)	
REGIONAL EMERGENCY TRANSPORTATION	)	Introduced by Chief Operating Officer
ROUTES UPDATE PHASE ONE REPORT	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, our region's infrastructure systems need to be resilient and prepared for multiple natural hazards, which include earthquakes, wildfires, landslides, floods, severe weather and volcanic events, and the increasing impacts of climate change; and

WHEREAS, emergency management planning will help mitigate the risks these hazards pose to the public health and safety of communities and the region's economic prosperity; and

WHEREAS, research and experience demonstrate that climate change and natural hazards have a disproportionate effect on historically marginalized communities, including Black, Indigenous and people of color (BIPOC), people with limited English proficiency, people with low income, youth, seniors, and people with disabilities, who typically have fewer resources and more exposure to environmental hazards, and are, therefore, the most vulnerable to displacement, adverse health effects, job loss, property damage and other effects; and

WHEREAS the Regional Disaster Preparedness Organization (RDPO) was created by intergovernmental agreement in 2015 as a partnership of government agencies, non-governmental organizations, and private-sector stakeholders in the Portland-Vancouver metropolitan region collaborating to build upon and unify various regional preparedness efforts and increase the region's resilience to disasters; and

WHEREAS, as a member of the RDPO Metro plays an important role in transportation and emergency management planning related to regional functions, such as data and mapping, disaster debris management and emergency transportation route designations to improve disaster response coordination and help reduce loss of life, injury and property damage during disasters; and

WHEREAS, the Regional Emergency Transportation Routes (ETR) Update is a joint planning effort between the Regional Disaster Preparedness Organization (RDPO) and Metro, exemplifying regional collaboration and coordination to prepare for disasters that affect the transportation system; and

WHEREAS, the 2018 Regional Transportation Plan (RTP) identified the need for an update to the region's designated regional emergency transportation routes to support future planning, policy-making and investment related to regional emergency management, transportation recovery and resiliency; and

WHEREAS, Regional ETRS were first designated within the Metro jurisdictional boundary in 1996 by the Regional Emergency Management Group (REMG) at the recommendation of the Regional Emergency Transportation Route Task Force facilitated by Metro, as priority routes targeted for rapid damage assessment and debris removal during a major regional emergency or disaster and used to transport emergency resources and materials, including first responders (e.g., police, fire and emergency medical services), essential supplies, debris, equipment, patients and personnel; and

WHEREAS, the Regional ETRs were last updated in 2005 and a Memorandum of Understanding was signed by local jurisdictions, the Port of Portland and the Oregon and Washington Departments of

Transportation that formalized commitments for assessing and reporting the status and condition of identified emergency transportation routes following an earthquake and coordinating activities under emergency conditions in relation to those routes; and

WHEREAS, since 2005, the region has experienced significant growth and demographic changes, and new technology, data and mapping have greatly expanded understanding of current hazard risks in the region, particularly seismic, wildfire, landslide, and flooding risks; and

WHEREAS, the RDPO ETR work group, a multi-disciplinary team of more than 30 local, regional, and state emergency management, transportation planning, engineering, operations and public works staff from 17 agencies within the five counties, supported the Phase 1 planning effort, including development of recommendations for future planning work; and

WHEREAS, the geographic scope of the planning effort was the five-county Portland-Vancouver metropolitan area, including Clark County in the state of Washington, and Columbia, Clackamas, Multnomah and Washington counties in the state of Oregon; and

WHEREAS, RDPO and Metro staff coordinated and consulted with cities, counties and agencies throughout the process to address specific needs of each agency or jurisdiction and facilitate collaboration and coordination among the agencies and jurisdictions, including: transportation, emergency management, and public works departments of each of the five counties and the City of Portland, the Oregon Department of Transportation (ODOT), the Washington Department of Transportation (WSDOT), the Oregon Department of Geologic and Mineral Industries (DOGAMI), transit providers, port districts, and cities within each of the five counties; and

WHEREAS, updates to the Regional ETRs incorporate changes recommended by the City of Portland, Clackamas, Columbia, Multnomah and Washington counties and ODOT through recent work that evaluated seismic risks along Statewide Seismic Lifeline Routes (SSLRs) identified in the Oregon Highway Plan; and

WHEREAS, agencies and jurisdictions recommended additional updates to the Regional ETRs and critical infrastructure and essential facilities to be included in the analysis through a series of consultation meetings convened by RDPO and Metro in Fall 2020; and

WHEREAS, the Regional Emergency Transportation Routes Update Report identifies a network of local and state-owned route segments in the region that should be designated as Regional ETRs, and summarizes key findings about the resilience and connectivity of these routes and recommendations for future planning work, including a second planning phase to tier and operationalize the routes; and

WHEREAS, the analysis found many of the Regional ETRs and their bridges are vulnerable to significant seismic and other hazard risks, such as flooding, landslides and liquefaction; and

WHEREAS, the analysis found the network of Regional ETRs provide adequate connectivity and access to the SSLRs as well as the region's population centers, isolated populations, areas with high concentrations of vulnerable populations, and critical infrastructure and essential facilities of state and regional importance; and

WHEREAS, the report was developed in collaboration with the ETR work group and reflects input from regional committees and elected bodies, such as the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Regional Transportation Advisory Committee (RTAC), the County Coordinating Committees, Southwest Washington Regional Transportation Council (SW RTC), the Joint Policy Advisory Committee on Transportation (JPACT), the

Metro Council, and the RDPO Steering and Policy Committees and work groups, including the RDPO emergency management work group; and

WHEREAS, by accepting the report and updated routes, the Metro Council hereby recognizes all routes designated in the report are of state and regional importance during an emergency; and

WHEREAS, by accepting the report and updated routes, the Metro Council further recognizes the value in using the findings and recommendations in this report to inform the recommended second phase of work and ongoing local, regional and state efforts to improve the region's resilience and to develop funding strategies to make these routes more resilient; now therefore,

BE IT RESOLVED THAT:

1. The Metro Council hereby accepts:
 - a. the updated Regional ETRs for the metropolitan planning area (MPA) boundary, as shown in the attached Exhibit A;
 - b. the updated Regional ETRs for the five-county Portland-Vancouver region, as shown in the attached Exhibit B; and
 - c. the findings and recommendations in the Regional Emergency Transportation Routes Update Phase 1 Report, as shown in the attached Exhibit C.
2. The Metro Council hereby directs staff to use the updated Regional ETR maps and report to inform planning, policy and investment priorities in the 2023 Regional Transportation Plan update and ongoing efforts to improve the region's resilience and to develop funding strategies to make these routes more resilient.

ADOPTED by the Metro Council this ____ day of _____, 2021.

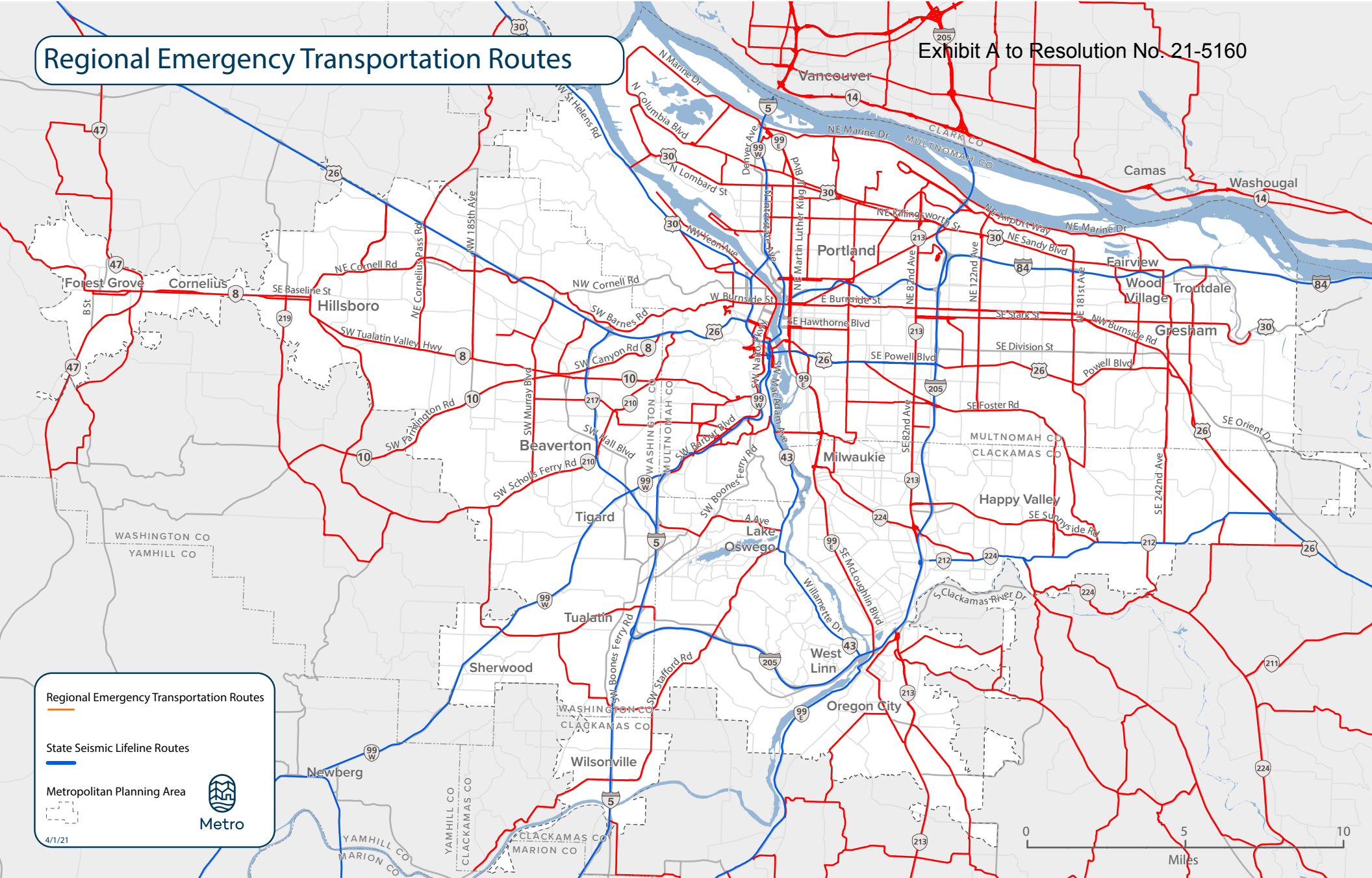
Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Regional Emergency Transportation Routes


Exhibit A to Resolution No. 21-5160



Regional Emergency Transportation Routes

State Seismic Lifeline Routes

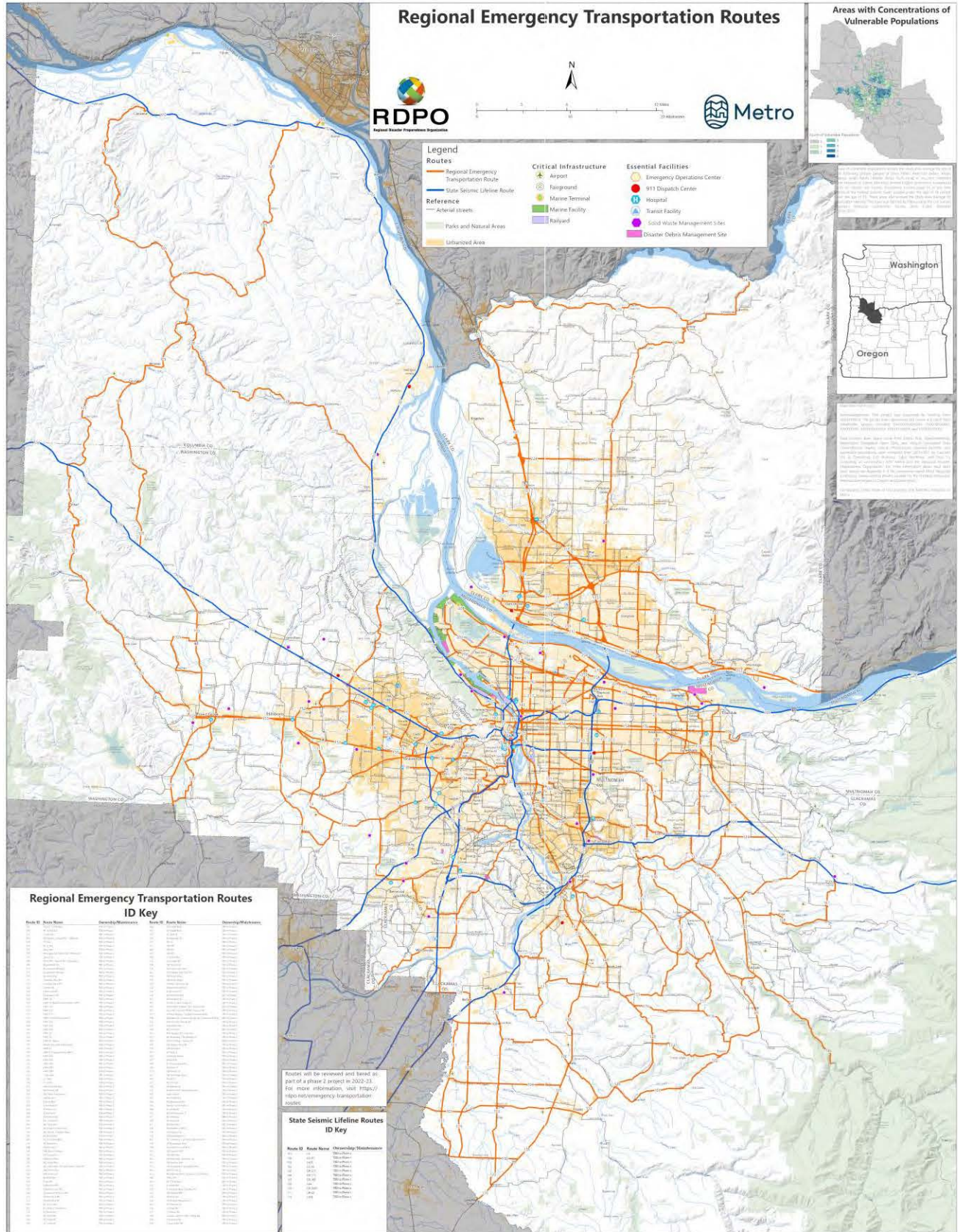
Metropolitan Planning Area



Metro

4/1/21

Exhibit B to Resolution No. 21-5160



**3.2 Regional Emergency Transportation Routes, final
report**
[Exhibit C- Final Report](#)

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 15, 2021

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5160 FOR THE PURPOSE OF ACCEPTING FINDINGS AND RECOMMENDATIONS IN THE REGIONAL EMERGENCY TRANSPORTATION ROUTES UPDATE PHASE ONE REPORT

Date: March 26, 2021

Department: Planning and Development

Meeting Date: April 29, 2021

Prepared by:

Kim Ellis, x1617,

kim.ellis@oregonmetro.gov

ISSUE STATEMENT

The five-county Portland-Vancouver metropolitan region's infrastructure systems need to be resilient and prepared for multiple natural hazards, including earthquakes, wildfires, landslides, floods, volcanoes, extreme weather events, and the increasing impacts of climate change. Emergency management planning will help mitigate the risks these hazards pose to the public health and safety of communities and the region's economic prosperity and quality of life.

A critical element of emergency preparedness for the region's hazards includes designation of regional emergency transportation routes (RETRs). RETRs are travel routes that, in the case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-clearance. These routes would support life-saving and life-sustaining response activities, such as moving first responders (e.g., police, fire and emergency medical services), patients, debris, fuel and essential supplies. While outside the scope of this project, these routes are also expected to have a key role in both short- and long-term post-disaster recovery efforts.



Regional ETRs are travel routes that, in the case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-clearance. These routes would be used to move resources and materials, such as first responders (e.g., police, fire and emergency medical services), patients, debris, fuel and essential supplies. These routes are also expected to have a key role in post-disaster recovery efforts.

rdpo.net/emergency-transportation-routes

A partnership between the Regional Disaster Preparedness Organization (RDPO) and Metro, this project was identified in the 2018 Regional Transportation Plan (RTP) implementation chapter (Chapter 8) as a necessary step to better integrate transportation planning with planning for resiliency, recovery and emergency response. Funding for the project is provided by the Urban Areas Security Initiative (UASI) grant from the Federal Emergency Management Agency (FEMA) that is managed by the RDPO. The UASI grant program makes funding available to enhance regional preparedness in major metropolitan

areas throughout the United States and directly supports expanding regional collaboration to assist in the creation of regional systems for prevention, protection, response and recovery.

Why now?

First designated in 1996 by the Regional Emergency Management Group (REMG) facilitated by Metro, the region established its first official network of regional ETRs. The last update occurred in 2006, under the direction of the Regional Emergency Management Technical Committee (REMTEC) of REMG – the predecessor to the RDPO.

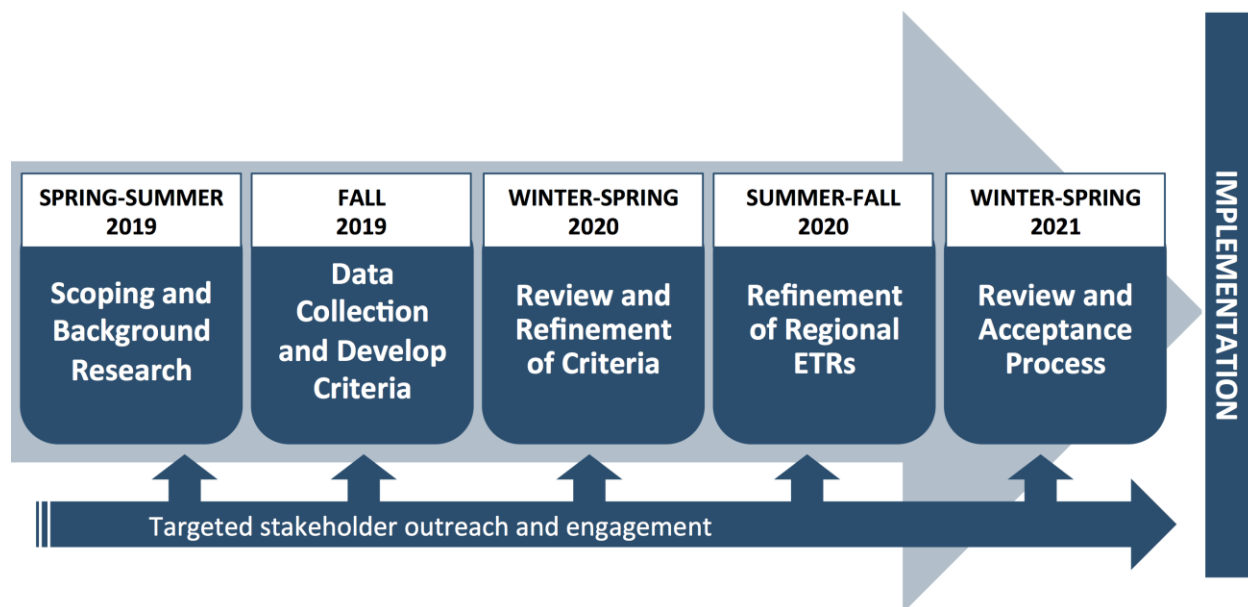
Over the past 15 years, the region has experienced significant growth and demographic changes and new technology, data and mapping have greatly expanded our understanding of the region's natural hazard risks, particularly to a catastrophic Cascadia Subduction Zone (CSZ) earthquake. During that same period investments were made to improve seismic resilience of some roads and bridges in the region and additional planning was completed by the City of Portland, the five counties and the Oregon Department of Transportation (ODOT) to evaluate seismic risks along state-designated seismic lifeline routes (SSLRs) located in Oregon.

Project timeline

The geographic scope of the planning effort included Clark County in the State of Washington and Columbia, Clackamas, Multnomah and Washington counties in the State of Oregon. The RDPO established a multi-disciplinary work group of more than thirty representatives from seventeen agencies to provide expertise in emergency management, transportation planning, public works, engineering, operations, ports and public transit.

The overall project timeline is provided in **Figure 1**.

Figure 1. Phase 1 timeline for updating regional emergency transportation routes



Overview of Phase 1 RETR Update

The RDPO and Metro initiated the first phase of a multi-phase update of the RETRs in Spring 2019. A literature review and other research conducted by the Transportation Research and Education Center (TREC) at PSU in August 2019 served as a foundation. The PSU research summarized recent work and identified best practices and considerations for updating the RETRs. A consultant team, hired in fall 2019, provided technical support and facilitated the RETR update with the multi-disciplinary work group, under the direction of project managers from both RDPO and Metro, and oversight from executives at both agencies to:

- assemble readily available local, regional and state datasets to support the evaluation process;
- develop the RETR evaluation framework and process to review and update the routes; and
- update the RETRs and prepare recommendations for future planning work in coordination and consultation with staff representing emergency management, transportation, operations, port, transit and public works disciplines across the 5-county region.

Phase 1 project outcomes and deliverables

This project represents the first phase of a multi-phase update to the regional ETRs. This phase resulted in:

- Multi-disciplinary collaboration of emergency management with transportation planning, engineering and operations, ports, transit and public works stakeholders.
- Enhanced visibility of RETRs and improved understanding of their resilience that informed a regional dialogue regarding resilience and recovery among policymakers, senior leadership and planners.
- A regionally-accepted network that provides adequate connectivity to critical infrastructure and essential facilities, as well as the region's population centers and vulnerable communities.
- A comprehensive regional GIS database and online RETR viewer established for current and future planning and operations. The data and on-line viewer provide valuable resources to support the Phase 2 RETR Update and other transportation resilience, recovery and related initiatives in the region.
- A regionally-accepted set of recommendations for follow-on work to support ongoing local, regional and state efforts to improve the region's resilience.

Phase 2 is anticipated to begin in early 2022, pending final award of the UASI 2021 application funding and signature with the Department of Homeland Security.

ACTION REQUESTED

Approve Resolution No. 21-5160 accepting the findings and recommendations in the Regional Emergency Transportation Routes Update Phase One Report.

IDENTIFIED POLICY OUTCOMES

Metro continues to play an important role in assisting local emergency management agencies with disaster planning related to regional functions, such as data and mapping, disaster debris management and emergency transportation route designation to improve disaster response coordination and help reduce loss of life, injury and property damage during disasters.

Guided by regional natural hazard policies in [Chapter 5 of the Regional Framework Plan](#) and Goal 5 in [Chapter 2 of the 2018 RTP](#) (Safety and Security), this work supports implementation of the region's [Climate Smart Strategy](#), 2018 RTP and [Metro's Disaster Debris Management Plan](#). This work also advances the 2018 RTP's transportation equity goals and policies, and Metro's agency-wide racial equity goals and [Strategic Plan to Advance Racial Equity Diversity and Inclusion](#).

Pending Council approval of Resolution No. 21-5160, this work will inform planning, policy and investment priorities in the 2023 RTP update and ongoing efforts to improve the region's resilience and to develop funding strategies to make these routes more resilient.

RECOMMENDED ACTION

Staff recommends the Metro Council approval of Resolution No. 21-5160.

ANALYSIS/INFORMATION

Explicit list of stakeholder groups and individuals who have been involved

Engagement of policymakers, planners and other stakeholders is extensive for this RETR update to better integrate transportation planning with planning for resiliency, recovery and emergency response as well as the investments that will be needed to make the region's transportation system more resilient. These routes can be prioritized for resilience upgrades as projects are planned within the region by local, regional and state agencies and transportation providers.

RDPO and Metro staff worked closely with a team of local consultants and the RDPO ETR work group, a multi-disciplinary team of more than 30 local, regional, and state emergency management, transportation planning, engineering, operations and public works staff from 17 agencies within the five counties, to prepare the final report. The work group included staff from transportation, emergency management, and public works departments of each of the five counties and the City of Portland, the Oregon Department of Transportation (ODOT), the Washington Department of Transportation (WSDOT), the Oregon Department of Geologic and Mineral Industries (DOGAMI), transit providers and port districts. Appendix A in the final report lists members of the work group and the agencies they represent.

RDPO and Metro staff coordinated and consulted with each of the five counties and their cities, DOTs, and port and transit districts throughout the process to address specific needs of each agency or jurisdiction and facilitate collaboration and coordination among the agencies and jurisdictions. This included jurisdictional specific meetings, briefings to policy and technical committees affiliated with RDPO, Metro and the SW RTC, and county coordinating committees. Section 2 and Appendix B of the final report summarize project engagement activities.

STAFF REPORT TO RESOLUTION NO. 21-5160

On Feb. 4, 2021, the draft Regional Emergency Transportation Routes (RETRs) and a draft report were published in the online RETR viewer and on the project website for review and feedback. Between Feb. 4 and March 25, 2021, Metro and RDPO facilitated a review process to gather comments on the updated routes, draft report and recommendations for future work. The review process focused on various policy bodies and policy and technical advisory committees in the region that oversee transportation and emergency management planning and decision-making in the region. A schedule of the review process is provided in Table 1.

Table 1. 2021 Final review process

Who	Date
ETR Work Group Review	Jan. 20
RDPO Emergency Managers Work Group - REMTEC	Feb. 5
RDPO Steering Committee	Feb. 8
Transportation Policy Alternatives Committee (TPAC)/Metro Technical Advisory Committee (MTAC) workshop	Feb. 17
Joint Policy Advisory Committee on Transportation	Feb. 18
Regional Technical Advisory Committee (RTAC)	Feb. 19
RDPO Policy Committee	Feb. 19
Metro Council	Feb. 23
Metro Policy Advisory Committee (MPAC)	Feb. 24
Clackamas County TAC	Feb. 24
Southwest Washington Regional Transportation Council	March 2
East Multnomah County Transportation Committee TAC	March 3
Washington County Coordinating Committee TAC	March 4
RDPO Emergency Managers Work Group - REMTEC	March 5
Washington County Coordinating Committee (policy)	March 15
East Multnomah County Transportation Committee (policy)	March 15
Clackamas County C-4 subcommittee (policy)	March 18
Joint Policy Advisory Committee on Transportation	March 19
RDPO Policy Committee	March 20
RDPO Public Works Work Group	March 24

Attachment 1 summarizes recommended changes to the draft RETRs and the draft report to respond to all substantive comments received during the review process. These changes are reflected in the final report. Recommended changes include technical corrections to maps and data, additional RETR updates, and expanding descriptions of the recommendations for future work. Other feedback included:

- Broad appreciation for this work and recognition of its importance to planning and investment in the region;
- Acknowledgement that significant gaps in data and planning remain to be addressed (during Phase 2 and other efforts);
- Request for more jurisdictional and policymaker engagement in Phase 2 RETR effort; and
- Look for opportunities to connect and advance future work to address likely Critical Energy Infrastructure Hub failure, needs of vulnerable populations, evacuation planning needs as well as roles of river routes and transit during a regional emergency.

Known Opposition – No known opposition.

Legal Antecedents

- **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.
- **Resolution No. 20-5086** (For the Purpose of Adopting the Fiscal Year 2020-21 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance With Federal Transportation Planning Requirements), adopted on May 21, 2020.

Anticipated Effects

The regional emergency transportation routes play an important role in the region's resilience and ability to respond to multiple hazards, particularly to a catastrophic CSZ earthquake. The data set and on-line RETR viewer produced in this effort will be distributed to emergency managers and transportation planners throughout the region for use in future planning and during disaster response and the early recovery period. Coordinated planning can inform emergency transportation response planning and set the stage for agencies to seek funding for improvements to increase route resiliency to accelerate response and recovery times within the region.

In addition, Section 8 of the report outlines a set of necessary follow-on work raised during the course of this planning effort, but which the current project could not meaningfully address. It is important to note that all future project work is contingent upon funding. The recommendations include a Phase 2 project led by RDPO and Metro (pending funding from the 2021 UASI grant program). The RETR Phase 2 concept proposal was successfully submitted to UASI for funding through a competitive process on Feb. 8, 2021, and is pending final award of funding and signature with the Department of Homeland Security.

Many of the proposed projects, including RETR Phase 2, require further partnership between emergency managers, planning organizations, and owner/operators of transportation facilities and services. The RDPO should continue to leverage the UASI federal grant to the region to continue immediate planning needs. It is also important that transportation stakeholders and entities with maintenance and capital investment responsibilities for facilities similarly prioritize funding to accelerate our region's resilience.

Budget Impacts

The UASI program provided funding for the consultant team and a portion of Metro planning/project management support. Metro data and mapping support is being funded through Metro's federal planning grants. All of Metro's support for this project was accounted for in the 2020-21 budget approved by the Metro Council on June 18, 2020 and the 2020-2021 Unified Planning Work Program (UPWP) approved by the Metro Council on May 21, 2020. Metro's continued planning, data and mapping support for Phase 2 is contingent on staff capacity and UASI funding.

ATTACHMENT

Attachment 1 – 2021 Regional Emergency Transportation Route (RETR) Update: Summary of Comments Received and Recommended Actions (comments received Feb. 4 to March 24, 2021).

2021 Regional Emergency Transportation Route (RETR) Update
Summary of Comments Received and Recommended Actions
 (comments received Feb. 4 to March 24, 2021)

Attachment 1
 3/26/2021

The Updated Regional Emergency Transportation Routes (RETRs) were published in a draft report on Feb. 4, 2021 which included maps, appendices, and an online viewer. The Regional Disaster Preparedness Organization (RDPO) and Metro facilitated a stakeholder review process to gather comments from various policy bodies and policy and technical advisory committees in the region that oversee transportation and emergency management planning and decision-making. Feedback was provided at meetings and via emails between February 4 and March 24, 2021. This document summarizes recommended changes to respond to all substantive comments received during the review period. All recommended changes will be reflected in the final report and maps brought forward for acceptance by the Joint Policy Advisory Committee on Transportation, the Metro Council, the Southwest Washington Regional Transportation Council and the RDPO Policy Committee. *ALL COMMENTS ARE PARAPHRASED FROM DISCUSSIONS AND MEETING MINUTES*

ITEMS FOR CONSIDERATION - Comments on draft 2021 Regional Emergency Transportation Route (RETR) Update								
#	ITEM	Last name	First name	Affiliation	Date	Meeting	Comment	RDPO and Metro Staff Recommended Action
1	Washington and Columbia County Routes				2/19/21	RDPO Policy Committee	Washington County and Columbia County are closer to the epicenter of a CSZ earthquake. Note the update has lower redundancy of routes in that western part of the region- how will we connect if those areas get cut off?	Columbia County low route redundancy is well noted in the report and is largely due to geological constraints. Washington County has limited SSLR redundancy with their coastal neighbors (only Highway 26). A shelter-in-place approach is the current plan statewide. However, the coastal communities do have plans to receive support from federal and state marine assets to be deployed immediately post-event.
2	Route Redundancy	Peterson	Lynn	Metro Council President	2/19/21	RDPO Policy Committee	The low redundancy of routes in some areas should inform preparations for an incident and the prioritization of routes - justification of prioritizing regionally to help prioritize funding to take into account vulnerabilities and to improve their resilience.	As noted, this is a key justification for prioritizing routes regionally as recommended in the Phase 2 work.
3	Critical Energy Infrastructure (CEI) Hub	Sharon	Meiren	Commissioner, Multnomah County	2/19/21	RDPO Policy Committee	There have been multiple Critical Energy Infrastructure (CEI) Hub studies ongoing in the county/city. How was the CEI Hub included in the RETR update? It is important to identify what routes will be cut off if the CEI Hub falls into the river as anticipated in a catastrophic earthquake.	Update Section 7 of the RETR Report to: - incorporate a discussion of previous and current Critical Energy Infrastructure Hub studies - recommend future planning work to identify RETRs that are likely to be cut off if the CEI Hub - add references to Regional Emergency Fuel Management Planning (concurrent) and upcoming regional exercise and other relevant planning efforts to show how this effort relates to other efforts that are under way or planned. Recommendation to incorporate findings in the Phase 2 prioritization and operationalization process with local partners.
4	Critical Energy Infrastructure (CEI) Hub	Joanne	Hardesty	Commissioner, City of Portland	2/19/21	RDPO Policy Committee	We cannot implement this plan until the CEI Hub is addressed.	The RETR Update is not a plan; it provides information and route designations that can be used to inform development of policies and more detailed planning at the state, regional and local levels. Other RDPO and State efforts are under way to address the CEI Hub. The recommended Phase 2 work (if funded by the Urban Areas Security Initiative) is anticipated to tier or prioritize routes for operational purposes, and can take this into consideration. See also response to Comment #3.

ITEMS FOR CONSIDERATION - Comments on draft 2021 Regional Emergency Transportation Route (RETR) Update								
#	ITEM	Last name	First name	Affiliation	Date	Meeting	Comment	RDPO and Metro Staff Recommended Action
5	Clackamas County Critical Facilities	Smith	Tootie	Clackamas County Chairperson	2/19/21	RDPO Policy Committee	It appears Clackamas Co. public works facilities, as well as the 911 call center and Clackamas County EOC in Oregon City are missing from the regional map.	Update as requested. The 911 center was inadvertently not included and the EOC and some public work facilities were mis-categorized in the GIS dataset. The public works dataset will be further reviewed and updated as part of Phase 2, in consultation with the RDPO Public Works Work Group.
6	Clackamas County Critical Facilities	Peterson	Lynn	Metro Council President	2/19/21	RDPO Policy Committee	The report needs to ensure all of the County public works facilities are represented across the region.	Update as requested. In addition, the public works dataset will be further reviewed and updated as part of Phase 2, in consultation with the RDPO Public Works Work Group.
7	General	Pippenger	Dan	Port of Portland	2/19/21	RDPO Policy Committee	Expressed appreciation for the effort that went into this Phase 1 update, the report and data produced are a great resource for the region. It would be a big achievement for the region to prioritize/tier the routes in Phase 2.	Comment noted.
8	Public Works Facilities	Peterson	Lynn	Metro Council President	2/19/21	RDPO Policy Committee	The report needs to ensure all of the County public works facilities are consistently represented across the region.	Update as requested. In addition, the public works dataset will be further reviewed and updated as part of Phase 2, in consultation with the RDPO Public Works Work Group.
9	General	Peterson	Lynn	Metro Council President	2/19/21	RDPO Policy Committee	Important to balance pre-incident planning with real-world incident response. There are things we can mitigate now and plan toward, and then we also need to be clear on protocols in an incident. We need both.	No change needed. Aligns to the report recommendation to use the RETR Update to inform the next Metro Regional Transportation Plan (RTP), Southwest Washington Regional Transportation Council RTP and for the next phase of RETR project to work with local, state and regional jurisdictions on guidelines for RETRs in real incidents.
10	All Routes	Joanne	Hardesty	Commissioner, City of Portland	2/18/2021	Metro JPACT Meeting	It is unclear why so many routes were added and none removed.	Update Section 6.1 to clarify why routes were added and none removed. The report details the process, methodology, and detailed consultation with State and local partners to identify the need for additional routes to improve access to and redundancy in areas with critical infrastructure, essential facilities and vulnerable populations. Routes likely won't be deleted but could be tiered/categorized as lower level routes during Phase 2.
11	Portland Critical Facilities	Joanne	Hardesty	Commissioner, City of Portland	2/18/2021	Metro JPACT Meeting	Were the marine facilities for Fire & Rescue included in the critical infrastructure that was mapped?	The Portland Fire and Rescue facilities at Stations 6,17, 21 are all included in the existing fire and rescue data layer for essential facilities. These three PFR stations have adjacent docks. A further evaluation of marine fire and rescue assets (beyond the City of Portland) will require additional work in Phase 2 to confirm all stations with marine assets are properly/consistently mapped.

ITEMS FOR CONSIDERATION - Comments on draft 2021 Regional Emergency Transportation Route (RETR) Update								
#	ITEM	Last name	First name	Affiliation	Date	Meeting	Comment	RDPO and Metro Staff Recommended Action
12	Maps, cartography	Patterson	Courtney	Metro Emergency Management	2/8/21	RDPO Steering Committee	Using the color blue for Statewide Seismic Lifeline Routes is confusing on the maps because blue is usually used for rivers.	The SSLRs will be shown as dark navy blue.
13	Resolution for Metro Council and RDPO Policy Committee	Howard	Alex	Port of Portland	2/8/21	RDPO Steering Committee	Recommend to include language on the Phase 2 project concept within the resolutions we put forward to Metro Council and RDPO Policy Committee since we have that work scoped and in funding pipeline.	The Phase 2 project is presented to both RDPO Policy and Metro Council. Because the UASI 2021 application is still pending signature with DHS, we will not put language into the resolutions at this time.
14	Engagement				2/19/21	RTAC meeting	How have PacifiCorp and other utility providers been engaged in this update? PacifiCorp controls the Lewis River dams, which have lava tubes. While outside geographic scope of this project, a dam failure could impact nearby Clark County.	PGE, Pacific Power and NW Natural Gas all provided details on their regional Emergency Operations Centers (primary and secondary) which are included in the regional critical facilities map layers. Analysis of dams is beyond the scope of this project.
15	Route Redundancy				2/19/21	RTAC meeting	The lack of redundant routes in northern Clark County and other more rural parts of the region underscores need to consider that people are likely to be isolated/homebound during a major emergency.	This comment has been forwarded to Clark County agencies for consideration in future planning efforts. The report includes information that Clark County relies on State routes, and that data on the seismic resilience of their bridges is not available at this time. Additional work to develop data on route resilience in Clark County could be beneficial in Phase 2 and other future planning efforts.
16	Individual Routes	Owen	Jeff	TriMet	2/17/21	email	The Merlo Bus Garage does not appear to be directly accessed by the updated RETRs.	Add new RETR connection to Merlo bus garage and other critical assets in the vicinity via Jenkins Road and Merlo Road. TriMet bus barns/maintenance yards are identified as state/regional essential facilities and included in the analysis that informed RETR updates. This recommendation has been coordinated with Washington County transportation and emergency management staff.
17	Landslide Data	Herman	Matt	Clark County	2/17/21	email	<p>Add landslide/slope data for Clark County/Washington State that is available from Washington State's Open Data Portal:</p> <p>(1) https://www.dnr.wa.gov/Publications/fp_gis_slopestability.zip</p> <p>(2) https://geo.wa.gov/</p> <p>(3) https://hub-clarkcountywa.opendata.arcgis.com/</p> <p>The additional data contains:</p> <p>(1) Partial coverage of landslide susceptibility (both and shallow and deep susceptibility) for the Columbia River corridor about four miles inland from the river and east of SE 164th Ave to the county boundary. This coverage intersects all of the Washougal River Rd / Evergreen Way RETR, and parts of SR-500, SR-14, and 192nd Ave RETRs.</p> <p>(2) Partial coverage of landslide mapping from historic geologic maps for the most northeast corner of the county. There is no intersection with RETRs.</p> <p>(3) Countywide slope stability coverage. From the metadata, this is intended for forest land management and is based on regional digital elevation models (i.e. not LiDAR precision).</p>	Add new map figure to the final report to show this data separately from the landslide susceptibility map along with a discussion that the data was not used in the route evaluation because the data was not available for all of Clark County. The ETR analysis included one data layer for landslides hazards for Clark County, which is a draft landslide deposit inventory from Washington Dept. Natural Resources.

ITEMS FOR CONSIDERATION - Comments on draft 2021 Regional Emergency Transportation Route (RETR) Update								
#	ITEM	Last name	First name	Affiliation	Date	Meeting	Comment	RDPO and Metro Staff Recommended Action
18	Bridges	Owen	Jeff	TriMet	2/17/21	TPAC/MTAC Workshop	Has the seismic vulnerability of the Tillikum Crossing Bridge been accounted for in the data and analysis?	Label the Tillikum Crossing bridge as not evaluated in Figure 6.10. This project did not conduct specific evaluation of the vulnerability of any of the bridges. Figure 6.10 mapped vulnerability data provided by ODOT for multi-span bridges in Oregon; ODOT has not evaluated single-span bridges. WSDOT did not have comparable data available for Washington State, so bridges in Washington State are also shown as "not evaluated" in Figure 6.10 and were not included the GIS analysis.
19	Individual Routes				2/17/21	TPAC/MTAC Workshop	Note the recent jurisdictional transfer of Cornelius Pass to the State (will it become an SSLR)?	Update the ownership field in the GIS data to reflect this change. In addition, this comment has been forwarded to ODOT for consideration as part of their planned update to the Oregon Highway Plan (OHP). SSLRs are designated by the Oregon Transportation Commission in the OHP.
20	Individual Routes	Schlegel McCarthy	Ken Mike	Washington County and City of Tualatin staff	3/2/21	email	Designate the full length of Tualatin-Sherwood Road east to I-5 to provide a continuous RETR connection between I-5 and 99W.	Designate this segment of Tualatin-Sherwood Road as requested. This will provide a direct connection between I-5 and 99W and access to the seismically resilient PGE Integrated Operations Center, which will serve as a key hub for PGE operations during a regional emergency.
21	Critical infrastructure	Schlegel McCarthy	Ken Mike	Washington County and City of Tualatin staff	3/2/21	Zoom meeting	Add the PGE Integrated Operations Center to the state/regional critical infrastructure data layer. The seismically resilient facility includes an emergency helipad and will serve as a key hub for PGE operations during an emergency.	PGE is constructing their new Integrated Operations Center in Tualatin, to be completed by December 2021. Currently, PGE's regional (and backup) Emergency Operations Centers are listed in the regional EOC data layers. In Phase 2, the PGE EOC primary location will shift to the new Tualatin Integrated Operations Center.
22	Individual Routes	McCarthy	Mike	City of Tualatin	3/2/21	Zoom meeting	Designate Nyberg Road/65th Avenue east of I-5 as a RETR to provide direct access to Meridian Park Hospital.	Designate Nyberg Road/65th Avenue as requested to provide a direct connection to Meridian Park Hospital. Hospitals are critical state/regional assets.
23	Evacuation Planning	Schlegel McCarthy	Ken Mike	Washington County and City of Tualatin staff	3/2/21	Zoom meeting	Evacuation planning falls under the authority of County Sheriff's offices. For future planning coordination.	Expand the description of recommendation #5 in the report to recommend the inclusion of County Sheriffs as key stakeholders to engage in future evacuation planning efforts. See also responses to Comments #38, #54 and #55.
24	Railroads	Odermott	Don	City of Hillsboro	2/17/21	TPAC/MTAC Workshop	What role will railroads play during emergency response and recovery?	While this RETR update did not specifically address the role of railroads or river routes, providing adequate access to rail yards, airports and marine terminals were factors in the update to the RETRs given their critical infrastructure role. This resulted in the addition of new RETR designations. Future planning work is recommended to address the role and resiliency of these critical transportation infrastructure elements. For example, rail lines are typically much older than the road network and are anticipated to be significantly impacted by landslides and liquefaction.

ITEMS FOR CONSIDERATION - Comments on draft 2021 Regional Emergency Transportation Route (RETR) Update								
#	ITEM	Last name	First name	Affiliation	Date	Meeting	Comment	RDPO and Metro Staff Recommended Action
25	Bridges	Odermott	Don	City of Hillsboro	2/17/21	TPAC/MTAC Workshop	Are there specific bridges that should be priorities to harden seismically to leverage limited funding?	This update included a high-level analysis of seismically vulnerability of routes and their bridges; more detailed analysis is recommended for future planning work following completion of Phase 2 of the ETR update. ODOT has prioritized investment in the Statewide Seismic Lifeline Routes (SSLRs) based on detailed engineering analysis conducted in 2012 and 2014. Priority investments are being programmed through the Statewide Transportation Improvement Program (STIP) process.
26	Individual Routes	Deffebach	Chris	Washington County	2/17/21	TPAC/MTAC Workshop	Ownership of Cornelius Pass Road was recently transferred to the Oregon Department of Transportation (ODOT). Will this work inform whether the route should be added to ODOT's statewide seismic lifeline routes?	This comment has been forwarded to ODOT for consideration as part of their planned update to the Oregon Highway Plan (OHP). SSLRs are designated by the Oregon Transportation Commission in the OHP.
27	Policy and Investment	Cooper	Colin	City of Hillsboro	2/22/21	email	How does the RETR report fit into the Regional Transportation Policy and Funding policy scheme? For example, does the I-5 bridge receive a higher priority for federal funding on the State and Metro Federally constrained project list because it is a Tier 1 route?	The RETR Update Report is not a plan and does not establish policy or investment priorities. The Report provides information and a consistent regional planning framework and route designations that can be used to inform the development of policies, more detailed planning and investment decisions at the state, regional and local levels. The recommended Phase 2 work (if funded by the Urban Areas Security Initiative) is anticipated to tier or prioritize routes for operational purposes. The Phase 2 work will also help further inform policy development, planning and investment priorities at all government levels. For example, the next update to the Regional Transportation Plan (RTP) will use the information from Phase 1 (and Phase 2, if available) as a foundation for updating the plan's existing transportation resilience policies and to inform development of the RTP investment strategy. Another example is Multnomah County – they have been using the current routes to prioritize investments in the County CIP and to look for opportunities to seismically upgrade bridges/routes as part of planned projects.
28	Individual Routes			Project team	3/5/21		Add NE 223rd Avenue between Sandy Boulevard to Marine Drive to the RETR designations. This route was identified by Multnomah County staff to be added in Fall 2020 and was inadvertently not included.	Update as requested.
29	Essential facilities			Project team	3/5/21		Review State-owned maintenance yard on OR 47. This facility was identified by Columbia County staff to be added in Fall 2020.	Update this site from city/county to state/regional category; it serves as an important staging area in an area with limited routes.
30	Critical infrastructure			Project team	3/5/21		Add Canby Ferry as critical infrastructure (county/city category). This infrastructure was identified by Clackamas County staff to be added in Fall 2020 and was inadvertently not included.	Update as requested.

ITEMS FOR CONSIDERATION - Comments on draft 2021 Regional Emergency Transportation Route (RETR) Update								
#	ITEM	Last name	First name	Affiliation	Date	Meeting	Comment	RDPO and Metro Staff Recommended Action
31	Critical infrastructure			Project team	3/5/21		Confirm Columbia County rider hub transit centers are reflected (county/city category)	The transit hubs were identified by Columbia County staff to be added in Fall 2020. There are currently transit centers in Rainier and St. Helens, which are city/county critical infrastructure. Clatskanie and Vernonia transit centers only have bus stops, which are not captured as critical infrastructure in this project. This dataset will be further reviewed in Phase 2 in coordination with transit providers.
32	Essential facilities			Project team	3/5/21		Review and refine public works sites as needed to show state/regional and county/city sites consistently across 5-county region	Update as requested. In addition, the public works dataset will be further reviewed and updated as part of Phase 2, in coordination with the RDPO Public Works Work Group.
33	Essential facilities			Project team	3/5/21		Review Tualatin Valley Fire and Rescue Command Center (11945 SW 70th Avenue., Tigard, OR) to confirm whether state/regional or county/city essential facility	In this Phase 1 analysis, all fire and rescue assets (stations and command centers) were mapped and included in the local essential facilities. A deeper analysis of assets to be considered "regional" needs to be addressed going into Phase 2 (including marine assets, regional command centers, or in some instances even specialized teams or equipment deployable region-wide)
34	Phase 2 and Future Lynn planning work	Peterson		Metro Council President	2/23/21	Metro Council Work Session	4 things that are key to highlight and address in future planning work: (1) Management of capacity during an emergency - Coordination and consistency as to how to manage/prioritize users of RETRs is needed and should be documented as part of updating the operational guidelines and protocols in Phase 2. (2) Connectivity to emergency response resources - State and County public works staging areas are key for getting supplies and resources where they are needed during a state or regional emergency. Ensure they are consistently reflected throughout 5-county area. (3) Redundancy of emergency response routes - Redundancy is important given vulnerabilities throughout the system of RETRs. Public works staff have an understanding of where potentially vulnerable and isolated populations live as well as limitations of RETRs (e.g., weight or height restricted bridges, areas of frequent flooding/landslides/road closures). It is important to continue engaging public works staff during Phase 2 tiering process. (4) Communications during emergency response - Technology can play an important role in supporting jurisdictional coordination during emergency response and sharing real-time information about routes to use/avoid during an emergency. Other communications pathways also need to be planned in advance to address the diverse needs of vulnerable populations during an emergency, including households without access to a vehicle, people with limited English proficiency, older adults and people living with disabilities.	Phase 2 will address these four themes in the work program, and periodically update the Metro Council on the project status. See also responses to Comments #32 and #33.
35	Evaluation criteria	Councilor Nolan		Metro Council	2/23/21	Metro Council Work Session	Were capacities of the routes themselves evaluated?	Route characteristics were not included in the Phase 1 evaluation due to inconsistent data across the five counties. Route characteristics like road capacity, bridge weight/height restrictions, ability to carry over-dimensional vehicles, and other factors will be considered as part of the Phase 2 data collection and subsequent tiering analysis.

ITEMS FOR CONSIDERATION - Comments on draft 2021 Regional Emergency Transportation Route (RETR) Update								
#	ITEM	Last name	First name	Affiliation	Date	Meeting	Comment	RDPO and Metro Staff Recommended Action
36	Clark County Routes	Councilor Rosenthal		Metro Councilor	2/23/21	Metro Council Work Session	Do we need to better address bypasses and work around routes in Clark County? They are mostly state routes at this point.	This comment has been forwarded to Clark County agencies for consideration in future planning efforts. The report includes information that Clark County relies on State routes, and that data on the seismic resilience of their bridges is not available at this time. Additional work to develop data on route resilience in Clark County could be beneficial in Phase 2 and other future planning efforts.
37	Community Engagement	Councilor Gonzales		Metro Councilor	2/23/21	Metro Council Work Session	Remember that these routes exist to serve people. Its important we build community resilience with local planning work. Important we reflect geography and language diversity.	Expand discussion in the recommendations for future work related to community engagement and building increased understanding of how routes serve community needs.
38	Evacuation Planning	Lyles Smith	Rachel	Mayor, City of Oregon City	2/24/21	MPAC	This is good, important work. Look for opportunities for future evacuation planning and Phase 2 RETR work on operational guidelines and protocols to be informed by lessons learned from the 2020 wildfires in terms of evacuation route planning, information gaps/needs and coordination/communication of changes to traffic operations among transportation facility owners/operators. For example, there were significant bottlenecks in the OR 213/I-205 area in Oregon City as significant numbers of people evacuated wildfire areas at the same time. How might evacuation route designations be impacted by vulnerable bridges and routes? Are there opportunities to adjust traffic operations to efficiently move large numbers of people/vehicles, e.g., making a whole Interstate operate in one direction like has been done in other metropolitan areas to facilitate evacuation?	While outside the scope of Phase 2, future work on evacuation planning is already called out as a priority at both the local and regional level. Future evacuation planning can address highlighted problem areas identified in these comments. See also responses to Comments #23, #54 and #55.
39	Seismic resilience engineering	Iyall	Bill	Cowlitz Tribe	3/2/21	SW RTC	Recommend to look at SMI tool for seismic measurement. Network in Puget Sound. Do we have here in the Portland region?	ODOT, Multnomah County, and possibly others are working on incorporating ShakeAlert systems for bridge operation and emergency response into their operations. Currently, there is not a consistent system for alerting or measuring shaking in an overall system in Oregon.
40	Stakeholder engagement	Stober	Ty	City of Vancouver	3/2/21	SW RTC	What are we doing to address the routes that connect into other counties? (i.e.. Skamania and Cowlitz). How is this being communicated with them?	Recommend to inviting partners to dissemination workshop and to engage in the Phase 2 work.
41	Phase 2	Medrigy	Gary	Councilor, Clark Co	3/2/21	SW RTC	Would be good to look at weight restrictions for bridges when we do the tiering/prioritization process in Phase 2.	Expand Phase 2 RETR description to identify weight restrictions for bridges be included in the analysis to inform the tiering process.
42	Technical corrections			Project team	3/9/21		Figure 6.11 - Correct figure label to read "RETRs relative to Landslide Susceptibility"	Update as requested.
43	Technical corrections			Project team	3/9/21		Figure 3.1 - Correct typo in legend - "Transportation Route"	Update as requested.
44	Executive summary			Project team	3/9/21		ES-5 - create infographics and add final 5-county map	Update as requested.
45	Technical corrections			Project team	3/9/21		Page 5 - remove gray sidebar about RDPO and project; this is included in executive summary.	Update as requested.

ITEMS FOR CONSIDERATION - Comments on draft 2021 Regional Emergency Transportation Route (RETR) Update								
#	ITEM	Last name	First name	Affiliation	Date	Meeting	Comment	RDPO and Metro Staff Recommended Action
46	Mapping - SSLRs			Project team	3/12/21		Ensure that RETRs have a GIS tie-in to SSLRs for network analysis.	Update published maps to complete gaps in SSLR network. A review of the SSLR source GIS data confirmed that gaps exist (e.g., highway ramps are not designated). This comment has been forwarded to ODOT for consideration in future updates to the SSLR data.
47	Technical corrections	Senechal Biggs	Jean	City of Beaverton	3/15/21	email	Add a table of the existing routes and the proposed new routes to document the additions.	Appendix E includes a table summarizing new routes added during the RETR update. The table will be updated to reflect additional routes added during the review of the draft report.
48	Mapping- SSLRs			Project team	3/16/21		Verify whether or not there are gaps in the ODOT SSLR source GIS data.	Update published maps to complete gaps in SSLR network. A review of the SSLR source GIS data confirmed that gaps exist (e.g., highway on/off-ramps are not designated in ODOT's dataset). This comment has been forwarded to ODOT for consideration in future updates to the SSLR dataset.
49	Individual routes	Nematzu	Chris	City of Wilsonville		email	Add Elligson Road connection in N. Wilsonville to connect two RETRs (Day Road and Stafford Road) to provide a connection to a N-S route if I-5 was not operable during an emergency.	Update as requested.
50	Bridges	Nematzu	Chris	City of Wilsonville		email	Figure 6.10 - I-5/Boone Bridge seismic vulnerability rating (potentially vulnerable) seems at odds with recent planning work done by ODOT and the City of Wilsonville.	To remain consistent, the ODOT data provided for seismic vulnerability ratings is maintained. The I-5 Facility Study does not contradict the rating in use; however, further study following the 2018 report may have been conducted. The RDPO and Metro will continue to pursue further information on Boone Bridge seismic vulnerability rating specifically and recommend an update to the rating if warranted for Phase 2 analysis.
51	Essential facilities	Patterson	Courtney	Metro Emergency Manager	3/9/21	email	Add transfer stations designated on the Regional Solid Waste facilities map to the state/regional essential facilities data layer.	Update as requested.
52	Technical corrections			Project team	3/18/21		Figure 6.8 - Remove churches from the map and geodatabase because data provided was limited to Columbia Co. and Washington County, and as a result was not included in the analysis.	Update as requested.

ITEMS FOR CONSIDERATION - Comments on draft 2021 Regional Emergency Transportation Route (RETR) Update								
#	ITEM	Last name	First name	Affiliation	Date	Meeting	Comment	RDPO and Metro Staff Recommended Action
53	Evacuation Planning	Savas	Paul	Clackamas County Commissioner	3/17/21 and 3/18/2021	C-4 subcommittee briefing and JPACT	Evacuation planning that takes into account the role of SSLRs and RETRs during events like the 2020 wildfires is needed and should be a priority for the region to address in the near-term. The planning work needs to address lessons learned from the wildfire evacuations, including communications gaps, routing and bottlenecks on the transportation network and other identified issues. Request that that Clackamas County Board of Commissioners be engaged in Phase 2 and future evacuation planning work.	While outside the scope of Phase 2, future work on evacuation planning is already called out as a priority at both the local and regional level, pending funding and staff capacity to complete this work. Future evacuation planning can address highlighted problem areas identified in these comments. Update Section 8 (Recommendation 5) to highlight the importance and need for evacuation planning to provide more context about: - The region is planning for sheltering in place when a major earthquake happens. - Wildfires and flooding may be most relevant to focus on. - Recognize that many people will want to evacuate the area following a catastrophic earthquake. - The importance of managing/prioritizing use of SSLRs and RETRs during an evacuation event or other major emergency and communications and technology needed to support this. - The priority for evacuation should be injured/medically fragile and people from areas with cascading impacts, e.g., large fires, chemical releases, landslides, etc. that threaten lives and destroy homes. In addition, the Clackamas County Board of Commissioners will be engaged in Phase 2 and future evacuation planning efforts. See also responses to Comments#23, #38 and #55.
54	Evacuation Planning	Hyzy	Kathy	Milwaukie City Councilor	3/17/21 and 3/18/2021	C-4 subcommittee briefing and JPACT	Recognizing evacuation planning is currently not within the scope of Phase 2, how might the region secure resources to complete this important work?	Federal and state grants have been available to support this type of planning work, including the Department of Homeland Security's Urban Area Security Initiative (UASI) funding for which the RDPO serves as administrator for in the region. See also responses to Comments #23, #38 and #54.
55	River routes	Hardesty	Joanne	City of Portland Commissioner	3/18/21	JPACT	Comment that we will benefit from emergency management plans to utilize marine assets/waterways	This comment supports report recommendation #8 that calls for further analysis of rivers for emergency response. This is an area of work that may be informed by the RRAP (anticipated later 2021) and could build on examples such as Vancouver, BC plans to use waterways following a major earthquake event. The Ports are likewise very supportive of this recommendation.
56	Transit	Linville	Joann	Wilsonville City Councilor	3/17/21 and 3/18/2021	C-4 subcommittee briefing	More work is needed to better define/connect the role of transit during an emergency.	Update Section 8 (Future Planning) to add references to considering the role of transit in the Phase 2 tiering process as well as future evacuation planning efforts.
57	Future planning work	Windsheimer	Rian	ODOT Region 1 Manager	3/18/21	JPACT	Wildfires demonstrated the importance of state and regional routes (SSLRs and RETRs) and resilience work underway in the region. The Transportation Incident Management (TIM) group should be engaged in the Phase 2 work.	Update Section 8 to add references to engaging the TIM group in the Phase 2 work as well as future evacuation planning work.

ITEMS FOR CONSIDERATION - Comments on draft 2021 Regional Emergency Transportation Route (RETR) Update								
#	ITEM	Last name	First name	Affiliation	Date	Meeting	Comment	RDPO and Metro Staff Recommended Action
58	Technical corrections			Project team	3/19/21		Expand acknowledgement section to identify the list of participating agencies and staff who participated on the ETR working group to more directly acknowledge their engagement and participation.	Update as requested.
59	Technical corrections			Project team	3/19/21		Update Figure 6.22 (Vulnerable Populations) to show block groups with above the regional average population density that are within census tracts with above the regional average for each vulnerable population. This will better highlight were concentrations of multiple vulnerable populations live in the region.	Update as requested.
60	Technical corrections			Project team	3/19/21		Update Appendix E (GIS Methodology) to: - clarify data collected and used in the analysis vs. data collected and available for reference and Phase 2. - clarify data limitations and further work to address in Phase 2 or by other agencies.	Update as requested.
61	Technical corrections	Stasny	Jamie	Clackamas County	3/19/21	email	Central Point Road appears to be cut off at the edge of Oregon City and should be extended through.	Update as requested to extend Central Point Road RETR to connect to Molalla Avenue via Warner Mile Road. This recommendation has been coordinated with the City of Oregon City.
62	Technical corrections	Stasny	Jamie	Clackamas County	3/19/21	email	Recommend that you work with Clackamas County departments to fill in data gaps identified on page 236 included but not limited to churches and debris management sites.	Updates were made to some of the public works and emergency response facilities in Clackamas county. Remaining data gaps will be addressed during the Phase 2 RETR work.
63	Individual Routes	Stasny	Jamie	Clackamas County	3/19/21	email	Identify more "north south" ETRs to connect Troutdale and rural area outside of Gresham to US 26. Staff is concerned that there are limited ETRs north of US 26.	No change recommended at this time. Nearly all of the routes added through the current update have been identified by individual jurisdictions to reflect recent local planning and/or more detailed reviews of the ETRs that were conducted as part of the ODOT/County Seismic Lifeline reviews. The 2018 Clackamas Co. Seismic Lifeline Bridge Detour review identified several additions that were included in the updated RETRs for this project. It would be appropriate for the C2C effort to recommend additional routes to be considered during the Phase 2 RETR effort or future RETR updates. The Phase 2 RETR work is anticipated to begin in early 2022.
64	Technical corrections			Project team	3/19/21		Update Table 6.2 to remove reference to critical infrastructure and essential facilities data that was not used in the Phase 1 analysis.	Update as requested.
65	Technical corrections			Project team	3/22/21		Update Appendix E (GIS Methodology) to clarify how public works essential facilities have different levels of information across the region, as well as relevance at the city/county/regional levels.	Update as requested.

3.3 UPWP Draft Review

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 15, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 21-5165
FISCAL YEAR 2021-22 UNIFIED PLANNING	)	Introduced by Chief Operating Officer
WORK PROGRAM AND CERTIFYING THAT	)	Marissa Madrigal with the concurrence
THE PORTLAND METROPOLITAN AREA IS IN	)	of Council President Lynn Peterson
COMPLIANCE WITH FEDERAL)	
TRANSPORTATION PLANNING REQUIREMENTS)	

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

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

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

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

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

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

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

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

BE IT RESOLVED that:

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

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

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

Lynn Peterson, Council President

Shirley Craddick, Chair of JPACT

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

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

Date: April 2, 2021

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

BACKGROUND

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

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

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

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

Each of these areas is discussed in Exhibit B to Resolution No.21-5165

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

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION

Approve Resolution No.21-5165 adopting a Unified Planning Work Program for the Fiscal Year 2021-22 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

3.3 UPWP Draft Review
[Exhibit A](#)

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 15, 2021

2020 Metro Self-Certification

1. Metropolitan Planning Organization Designation

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

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

2. Geographic Scope

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

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

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

3. Responsibilities, Cooperation and Coordination

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

Joint Policy Advisory Committee on Transportation

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

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

Bi-State Coordination Committee

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

Metro Policy Advisory Committee

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

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

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

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

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

4. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

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

b. Regional Transportation Plan (RTP)

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

Scope of the planning process

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

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

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

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

Elements of the RTP

The long-range transportation plan must include the following:

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

c. Metropolitan Transportation Improvement Program

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

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

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

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

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

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

D. Congestion Management Process (CMP)

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

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

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

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

E. Air Quality

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

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

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

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

5. Planning Factors

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

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

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

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

Table 1: Federal Transportation Planning Factors

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

Table 1: Federal Transportation Planning Factors

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

Table 1: Federal Transportation Planning Factors

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

Table 1: Federal Transportation Planning Factors

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

Table 1: Federal Transportation Planning Factors

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

Table 1: Federal Transportation Planning Factors

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

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

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

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

6. Public Involvement

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

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

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

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

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

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

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

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

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

7. Disadvantaged Business Enterprise

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

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

Policy Statement

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

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

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

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

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

Metro
Contracts Division
600 NE Grand Avenue
Portland, Oregon 97232

8. Americans with Disabilities Act

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

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

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

9. Lobbying

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

**3.4 Consideration of the March 18, 2021 JPACT
Minutes**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, April 15, 2021



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

March 18, 2021

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)

Juan Carlos González

Christine Lewis

Roy Rogers

Jessica Vega Pederson

Paul Savas

Temple Lentz

Jo Ann Hardesty

Anne McEnerny-Ogle

Carly Francis

Rian Windsheimer

Curtis Robinhold

Nina DeConcini

Steve Callaway

Travis Stovall

Kathy Hyzy

Sam Desue

AFFILIATION

Metro Council

Metro Council

Metro Council

Washington County

Multnomah County

Clackamas County

Clark County

City of Portland

City of Vancouver

Washington State Department of Transportation

Oregon Department of Transportation

Port of Portland

Oregon Department of Environmental Quality
(ODEQ)

Cities of Washington County

Cities of Multnomah County

Cities of Clackamas County

Trimet

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Kathryn Harrington

Mark Shull

Scott Langer

AFFILIATION

Washington County

Clackamas County

Washington State Department of Transportation

OTHERS PRESENT: Jules Walters, Ashley Hartmeier-Prigg, Tom Ellis, Lacey Beaty, Frank Bubenik, Jason Snider, Colin Cooper, Rob Drake, Erin Doyle, Eli Kelly, Dave Roth, Grace Cho, Jaimie Huff, Jeannine Rustad, Jean Biggs, Jeff Owen, Jeff Gudman, John Williams, Jessica Berry, Kelsey Lewis, Mark Lear, Matt Grumm, Kim Bria, Kim McMillan, Scott Langer, Shoshana Cohen, Tara O'Brien, Taylor Steenblock, Tom Markgraf, Trevor Sleeman, Will Farley, Mike Besner, Nafisa Fai, Omar Jaff,

STAFF: Margi Bradway, Carrie MacLaren, Dan Kaempff, Tyler Frisbee, Kim Ellis, Connor Ayers, and Jaye Cromwell.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

No Emerald Bogue/ Curtis Robinhold during initial role. Also Sam Desue is temp TriMet manager.

JPACT Chair Shirley Craddick called the virtual zoom meeting to order at 7:34 am.

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

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Mayor Jules Walters affirmed the support of the City of West Linn for including their Highway 43 project in the regional package of transportation priorities. She stated that they also strongly support the inclusion of I-205 improvements. She noted that Highway 43 is a major corridor, but lacks urgently needed safety features.

Mayor Tom Ellis announced that he supported the JPACT process in regards to federal earmarks. He advocated for including the Clackamas to Columbia Complete Streets project. He noted that its completion would spur housing and employment growth.

President Ashley Hartmeier-Prigg of Tualatin Hills Parks & Recreation District spoke in support of the regional reauthorization earmark package. She expressed appreciation for the inclusion of the West Side Trail Bridge. She noted the projects would support local jobs and urged JPACT members to support the package.

Mayor Lacey Beaty of Beaverton offered her support of the JPACT priority project list and urged JPACT members to support it. She noted that the situation in D.C. is rapidly changing but that the region had managed to come together to create a list of strong projects.

Mayor Frank Bubenik of Tualatin testified in support of the transportation projects listed in the JPACT package. He emphasized his support for Tualatin's Boons Ferry Road Active Transportation Corridor project.

Mayor Jason Snider of Tigard added that he agreed what others have said in support of the JPACT priority list.

City Manager Rob Drake of Cornelius spoke in support of promoting local rural roads in partnership with other Washington County cities.

3. UPDATES FROM THE CHAIR & JPACT MEMBERS

Chair Craddick welcomed General Manager Sam Desue from TriMet.

Mr. Desue thanked the chair and stated that he looked forward to working with JPACT members to address transportation needs in the region.

Chair Craddick introduced Metro Staff Margi Bradway to read the names of those who died in traffic accidents within Clackamas, Multnomah, and Washington County.

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

Jose Ignacio Contreras, 22, Donald Ray Harvey, 86, Antonio Lopez-Amaro, 57, Kenna Danielle Butchek, 35, Douglas Rosling II, 40, Joshua Stanley, 34, Karen McClure, 60, Jerry Ray Jeffries, 73, and Joshua Brooks Frankel, 27.

Chair Craddick gave an update on the 2020 Compliance Report in regards to urban growth management. She announced that the urban growth functional plan was largely being complied with, except for a few jurisdictions with ongoing projects that had recently had boundaries expanded.

Chair Craddick opened the meeting for updates from JPACT members.

Rian Windsheimer stressed the importance of emergency management, especially critical crossings and seismic resiliency.

Commissioner Jessica Vega Pederson gave an update about outreach being done for the Earthquake Ready Burnside Bridge project. She noted that Multnomah County had conversations with Congressional delegates and would be meeting with the Department of Transportation soon.

Ms. Bradway noted that the chat function in Zoom has been activated. She clarified that it is meant to share information, but not to have substantive conversations in order to maintain an accurate public record.

Commissioner Paul Savas spoke about Emergency Transportation Routes. He stressed that some routes in the ETR report may not actually be suitable in the event of a major natural disaster.

4. CONSENT AGENDA

MOTION: Mayor Anne McEnerny-Ogle moved to accept the consent agenda. Commissioner Jo Ann Hardesty seconded the motion.

ACTION: With all in favor, motion passed.

5. INFORMATION AND DISCUSSION ITEMS

5.1 Regional Emergency Transportation Routes Discussion

Chair Craddick reviewed the work done by the Regional Disaster Preparedness Organization and Metro. She noted that this discussion was meant as a continuation of the discussion from last week. She reminded JPACT members that next month they would be asked to make a recommendation to the Metro Council and introduced Metro Staff Kim Ellis and Laura Hanson.

Key elements of the presentation included:

Metro Staff Kim Ellis gave an overview to remind members of the project. She noted the feedback that they had gotten, including that they should connect ETR work with other work that has been done like the CEI Hub and the use of river routes during an emergency. She reviewed the next steps of refining maps, acceptance of the findings from various partners, and moving on to Phase 2.

Member discussion included:

Commissioner Roy Rogers commended the job that Metro has done in terms of outreach to other jurisdictions. He noted that this is one of the most difficult upcoming projects that will require a lot of work.

Councilor Kathy Hyzy asked Ms. Ellis if full funding had been received and for a reminder about what Phase 2 would involve.

Ms. Ellis answered that full funding has been accepted for Phase 2 of the project. Phase 2 involves building on the data collected from the updated routes to develop additional criteria for tiering them by importance. She noted it would also involve working with local partners to operationalize routes. She added that ETRs are for first responders during an emergency, and evacuation was a separate area of work to do.

Commissioner Savas noted that during recent emergencies communication became much more difficult. He emphasized that it is important to know the timing and exact routes of evacuation and he did not see it in the current ETR plan.

Ms. Ellis responded that the current funding would not be sufficient for expanding on those routes, but that it is important work and funding should be pursued to do it.

Commissioner Hardesty noted that she believed that exact evacuation timing was done through the RDPO. She asked how the work done on ETRs and evacuation routes would overlap.

Ms. Hanson answered that Phase 1 was a partnership between RDPO and Metro which would hopefully continue in Phase 2. She noted that they would come together to discuss doing more work on evacuation routes in partnership.

Commissioner Hardesty emphasized that water rescue is something that could be more fleshed out.

Ms. Hanson noted that the final report recommended continue research into the use of water routes based on feedback from elected leaders.

Mr. Windsheimer noted that Commissioner Hardesty was part of the transportation incident management group and they could be helpful in their efforts.

Chair Craddick thanked Ms. Hanson and Ms. Ellis for their work and reminded JPACT members that the topic would be returning next month for a vote to approve the work.

5.2 RFFA 2025-27 Program Direction Briefing

Chair Craddick noted that Regional Flexible Funds Allocation are very important to the

region because of their flexibility. Each cycle begins by reviewing current commitments and how they would like to invest funds in the future. She introduced Metro Staff Margi Bradway and Daniel Kaempff.

Key elements from the presentation included:

Mr. Kaempff noted the four RTP priorities of equity, climate, safety, and congestion management. He gave an overview of what the timeline will be for allocating RFFA. He noted the timeline for allocating funds. He shared the program direction of the funds and the existing framework for distributing them. The first step is a series of ongoing investments and step two is capital projects. He noted the outcomes from the last cycle and feedback that had been received, which is contained in the packet distributed to members. One key issue is with step two funding strategies, which people felt should be revamped. He acknowledged that this would be a major topic of discussion during the coming months.

Member discussion included:

Commissioner Rogers noted the 75/25 split previously used in step two had been different in the past and advocated for more flexibility during that stage.

Commissioner Savas expressed a desire to focus on underserved areas in terms of modality. He noted areas in Clackamas County that have no transit service. He acknowledged that bus garages are absent from Clackamas County, but more importantly there is a lack of service. He asked if the RFFA could be used to serve underserved areas.

Mr. Kaempff commented that this is the time for people to bring forward their needs.

Commissioner Savas noted that if the region wants less people using cars, an alternative is needed for people to use instead.

Commissioner Vega Pederson asked about the total amount available in the step two process outside of bonds.

Mr. Kaempff responded that he had included last year's funding to give an idea of funds available. They are still estimating the funding available but current estimates are \$100 to \$150 million.

Councilor Hyzy advocated for continuing to scrutinize the RFFA process. She noted that RFFA can make crucial projects possible. She emphasized that the complexity of the RFFA process can be a barrier for smaller cities. She also commented that not constraining dollars too much is important to fund certain projects.

Commissioner Hardesty expressed appreciation for the conversation and positioning the region for a new energy future. She emphasized centering climate and racial justice in projects across the region.

Councilor Juan Carlos Gonzalez agreed with Commissioner Hardesty and noted that the RFFA process presented an opportunity to position the region for a good future.

5.3 JPACT Priority Update

Chair Craddick noted that earmarks would be available in upcoming federal legislation, which have not been available for a decade. She emphasized that earmarks are for the region as a whole, and they must speak with one voice. She introduced Tyler Frisbee and Tom Markgraf to share the results of the federal package they have been working on.

Ms. Frisbee thanked Chair Craddick and emphasized that this is a rapidly changing situation. She noted that April 9 is the due date for earmarks, which changed the original plan. This is the first time in 10 years that earmarks have become available for projects. Ms. Frisbee noted that the Portland region starts strong because of its history of working together to engage with earmarks.

Mr. Markgraf emphasized that this region is known to speak with one voice, which makes a big difference to members of congress. This has helped the region receive more money than other regions and has given the Portland region a great reputation.

Ms. Frisbee gave an overview of the timeline. She noted the key reauthorization values of reducing climate pollution, improving safety and transit, and creating jobs. These themes are ones that the region has already been emphasizing. She shared guidelines for projects that are presented. Projects should be built within 3-5 years, have a clear finance plan, have minimal risk, and a clear interest to the congressional delegation.

She emphasized that with the situation changing often being nimble is important, and so they have prepared two proposals, one with high priority projects and a more ambitious package. She shared an overview of the smaller priority regional package which is currently the most likely followed by a summary of the more ambitious package. Ms. Frisbee shared that the larger package features many of the same projects but expanded, along with some new projects not included in the smaller package. She listed the next steps of finalizing the package, engaging with Congressional delegation, submitting proposals, and bringing a federal policy agenda to the next JPACT meeting.

Member discussion included:

Commissioner Savas emphasized speaking with one voice, including in Salem.

Mr. Markgraf agreed and concluded that this is a historic time which requires speaking as one.

Commissioner Hardesty thanked Mr. Margraf and Ms. Frisbee and expressed concern about equity not being a part of the message.

Commissioner Rogers asked for JPACT members to speak with one voice and emphasized that all the projects nexus with the entire region.

Mr. Windsheimer also emphasized speaking with one voice and mentioned that ODOT's priority is the Congestion Management Plan with the Portland Metro area.

Mayor Callaway reiterated his appreciation for staff and expressed his support for the projects in the package.

All members indicated their support for the package with a thumbs up.

6. AJOURN

Chair Craddick adjourned the meeting at 9:07 am.

Respectfully Submitted,

A handwritten signature in black ink that reads "Connor Ayers". The script is cursive and fluid, with the first name "Connor" and last name "Ayers" clearly legible.

Connor Ayers
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 18, 2021

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.0	Testimony	03/18/21	Letter in Support of Highway 43	031821j-01
3.0	Presentation	03/18/21	February Traffic Fatalities	031821j-02
5.1	Presentation	03/18/21	Regional Emergency Transportation Routes Presentation	031821j-03
5.2	Presentation	3/18/21	2025-2027 Regional Flexible Funds Allocation Presentation	031821j-04
5.3	Presentation	3/18/21	JPACT Priority Update Presentation	031821j-04

4.1 Regional Congestion Pricing Study Findings

Information/ Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, April 15, 2021

Memo

Date: April 15, 2021
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Elizabeth Mros-O'Hara, RCPS Project Manager
Subject: Updates on the Regional Congestion Pricing Study

Purpose

The purpose of this memo is to provide an update on the Regional Congestion Pricing Study (RCPS) key findings from technical analysis and prepare JPACT for an upcoming panel discussion.

Request to JPACT

Provide input and comment on the congestion pricing analysis and modeled findings. Provide input on areas JPACT would like the Expert Review Panel to provide feedback on.

Background

The RCPS is evaluating the performance of different pricing concepts by testing a series of modeling scenarios and documenting research, memos, and feedback from experts in the field. The study is evaluating congestion pricing as a tool to accomplish the four primary transportation regional priorities identified in the 2018 Regional Transportation Plan (RTP): addressing climate, managing congestion, getting to Vision Zero (safety), and reducing disparities (equity).

Project Goal: *To understand how our region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting safety or equity.*

The study is evaluating four different pricing concepts:

- **Cordon:** charges drivers to enter and sometimes to drive within a defined boundary
- **Vehicle Miles Traveled/Road User Charge:** a charges drivers based on how many miles are traveled by auto
- **Roadway:** a charges drivers to use a specific roadway or specific roadways
- **Parking:** charges drivers to park in specific areas

This analysis will provide a foundational understanding of how congestion pricing tools could perform with our region's land use and transportation system. This information will be combined with research and analysis around implementation and equity considerations. The intent is to inform policy makers and existing and future projects in our region.

RCPS Coordination with Portland, ODOT, and Other Groups

Since our last presentation to JPACT, the RCPS project team has continued technical analysis, engaged TPAC as our technical committee, and presented to other interested groups such as Clackamas TAC, Washington Co. TAC, the City of Portland, and ODOT. Staff also engaged equity experts from Metro's Committee on Racial Equity (CORE), Portland's Pricing Options for Equitable Mobility (POEM) Community Task Force, and ODOT's Equity and Mobility Advisory Committee (EMAC). In addition, staff have continued to meet regularly with the project teams for concurrent pricing at the City of Portland (POEM) and ODOT (I-5 and I-205 Tolling Projects).

On February 25, 2021, Metro staff conducted a TPAC Workshop focusing on project findings from modeling scenarios designed to test the congestion pricing tools. Materials from that meeting are

included as attachments. **Attachment 1: TPAC Regional Congestion Pricing Study – Workshop #3 Memorandum** provides definition of the scenarios tested and big picture findings.

RCPS Key Findings

Context

The RCPS findings are based on outcomes from modeled scenarios that have **not** been adjusted to address concerns that the modeled outcomes reveal for the scenarios. The study scenarios provide a general assessment of performance without taking into account the potential for discounted charges for key groups or targeting of revenue investment to address areas of concern that arise from the analysis. Equity of a pricing program is largely determined by three things:

1. who is receiving the benefit of more reliable/better travel options,
2. who is being charged and how much, and
3. where and how the revenues are invested.

Any actual project proposed would be expected to address issues around congestion, safety, climate, and equity—considering targeted discounts, project design, and/or funding investments that address concerns.

RCPS Big Picture Findings

All four types of pricing are shown to help address congestion and climate priorities.

- All eight scenarios reduce the drive alone rate, vehicle miles traveled, and greenhouse gas emissions.
- All scenarios increase daily transit trips, except Roadway A which has minimal change.

Overall regional transportation costs and individual traveler costs vary by scenario.

- All eight scenarios increase the overall cost for travel for the region, but some scenarios spread the costs widely while others concentrate them on fewer travelers. Those that spread the costs also have the highest overall cost for the region.

Geographic distribution of benefits and costs varies by scenario.

- Roadway scenarios reduce delay on freeways, but increase delay on arterials relative to the Base Scenario.
- Corridor scenarios create delay around the perimeter of the cordon boundaries with drivers avoiding paying the charge.
- Distribution of benefits and costs have implications for where fee discounts and investments from revenues should be targeted.

There are tradeoffs for implementing pricing scenarios

- Vehicle miles traveled scenarios have positive results for all eight summary metrics for congestion, climate, and equity, but also had the highest overall travel costs for the region. However, the costs are spread widely as they are shared by all drivers.

Attachment 2: JPACT Summary of Key Findings describes in greater detail how the scenarios performed relative to the Base Scenario on eight performance measures.

Congestion Pricing Expert Review Panel Webinar (April 22, 2021)

Understanding the potential performance of congestion pricing in our region requires using our model and mapping in new ways. Metro hired a consultant team with extensive congestion pricing and transportation equity expertise to help shape this work. Our consultant team is led by Nelson\Nygaard and experts from HNTB, Silicon Transportation Consultants, Sam Schwartz Engineering, TransForm, EnviroIssues, and PKS International.

In addition, Metro has invited experts from around the world to review our methods and findings and provide insight and lessons learned based on their extensive experience. This highly-regarded group has worked on congestion pricing in San Francisco, New York, Atlanta, Seattle, London, Vancouver, and Stockholm among other locations. After a moderated discussion, Metro Council and JPACT will have time to ask questions of the panel. Regional partners and interested parties are invited to listen in. Details on the Regional Congestion Pricing Study Expert Review Panel webinar are included in **Attachment 3**.

Questions for JPACT

- What questions or comments do JPACT members have regarding the findings?
- Are the modeling outputs and findings intuitive?
- Are there key areas you would like the Expert Review Panel to weigh in on?

Next Steps

Staff will incorporate feedback from the TPAC, JPACT, Metro Council, and the expert panel and augment the model and geographic analysis with equity and implementation considerations to better assess the potential for different congestion pricing options to succeed in our region. The equity analysis will incorporate feedback gathered from equity experts at Metro's Committee on Racial Equity (CORE), the City of Portland's Pricing Options for Equitable Mobility (POEM) Community Task Force, and ODOT's Equity and Mobility Advisory Committee (EMAC). In addition, the findings will be reviewed by an independent Expert Review Panel that will evaluate our methods and findings and provide insights gleaned from their work in North America and Europe. JPACT is invited to the Expert Review Panel discussion. Draft and final reports will be shared with the TPAC, JPACT, and Metro Council in June/July.

Table 1: Regional Congestion Pricing Technical Study Schedule

Activity	Timeframe
Create draft findings memorandum- include feedback from TPAC Workshop, Equity Groups, and research from consultant team and staff	April/May 2021
Share draft findings with regional leadership <ul style="list-style-type: none"> • Metro Council Briefing • JPACT Briefing 	April 15, 2021
Expert Review Panel Discussion <ul style="list-style-type: none"> • Congestion pricing experts with experience on pricing projects in different parts of the world weigh in on our findings and provide insights from work done elsewhere 	April 22, 2021
Revise/incorporate feedback and create final analysis report with feedback from TPAC, JPACT, and Metro Council. Return to TPAC, JPACT, and Metro Council with results for discussion <ul style="list-style-type: none"> • TPAC presentation --June 4, 2021 • JPACT presentation-- June 17 ,2021 • Metro Council presentation--June 24, 2021 	May - June 2021
Release final pricing analysis report	June/July 2021

Attachments:

Attachment 1: TPAC Workshop #3 Memorandum

Attachment 2: JPACT Summary of Key Findings

Attachment 3: Congestion Pricing Expert Panel Invitation

Memo

Date: February 25, 2021
To: Transportation Policy Alternatives Committee and Interested Parties
From: Elizabeth Mros-O'Hara, RCPS Project Manager
Subject: Regional Congestion Pricing Study – Workshop #3

Purpose

This workshop is a follow up to the TPAC Workshop on October 7, 2020. Staff will provide TPAC an update on the Regional Congestion Pricing Study (RCPS), focusing on the modeled outcomes and analysis around eight refined pricing scenarios tested and next steps.

Request to TPAC

Provide input and comment on the congestion pricing analysis and modeled findings.

Scope of Work

The RCPS is evaluating the performance of different pricing concepts by testing a series of modeling scenarios, research, memos, and feedback from experts in the field. The study is evaluating congestion pricing as a tool to accomplish the four primary transportation regional priorities identified in the 2018 Regional Transportation Plan (RTP): addressing climate, managing congestion, getting to Vision Zero (safety), and reducing disparities (equity).

This analysis will provide a foundational understanding of how congestion pricing tools could perform with our region's land use and transportation system. This information will be combined with research and analysis around implementation and equity considerations. The intent is to inform policy makers and existing and future projects in our region.

Project Goal: *To understand how our region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting safety or equity.*

The study is evaluating four different pricing concepts to understand how they would perform in our region with our land use and transportation system. Pricing concepts being assessed are:

- **Cordon/Area:** charges drivers to enter and/or drive within a defined boundary
- **Vehicle Miles Traveled/Road User Charge:** a charge based on how many miles are traveled by auto
- **Roadway:** a direct charge to use a specific roadway or specific roadways
- **Parking:** charges to park in specific areas

Refined Scenarios

Since we last met in October, the RCPS team has refined modeling scenarios to better test the performance of the different pricing concepts and further analyze how well they perform relative to the RTP priorities. Table 1: Base and Refined Pricing Model Scenarios describes the Base Scenario and the eight refined scenarios analyzed.

Table 1. Base and Refined Model Scenarios Descriptions

Scenario Name	Description	Detailed Description/Assumptions
Base	Background network for all scenarios. Baseline for comparison.	<ul style="list-style-type: none"> • 2027 Constrained Scenario from the 2018 RTP <ul style="list-style-type: none"> ○ Assumes growth in population and employment, capital investments, and increased spending on transit operations ○ Vehicle operating cost per mile \$0.211 ○ 4-County Region including Clark County
Vehicle Miles Traveled B - (VMT B)	Charge per mile driven – higher than Base	<ul style="list-style-type: none"> • Price applied for driving anywhere within the Metropolitan Planning Area (MPA) (see Figure 1) • VMT charge included in \$0.2795 vehicle operating cost per mile (32% increase over Base)
Vehicle Miles Traveled C - (VMT C)	Charge per mile driven – higher than VMTB	<ul style="list-style-type: none"> • Price applied for driving anywhere within the MPA • VMT charge included in \$0.343 vehicle operating cost per mile (63% increase over Base)
Cordon A – (COR A)	Charge to enter a defined boundary – central west side	<ul style="list-style-type: none"> • Cordon A boundary includes downtown Portland, South Waterfront and parts of NW Portland (see Figure 2) • \$7 (2020\$) to enter cordon • No charge for through trips on highways (i.e. US 26 from Sunset Hwy to Powell Blvd) through cordon
Cordon B – (COR B)	Charge to enter defined boundary – central west and east sides	<ul style="list-style-type: none"> • Cordon B boundary is Cordon A plus areas east of the Willamette River (Central Eastside Industrial District and the Lloyd District) (see Figure 3) • \$7 (2020\$) to enter cordon • No charge for through trips on highways (i.e. US 26 from Sunset Hwy to Powell Blvd) through cordon
Parking A – (Park A)	Charge to park in key areas – higher cost, new locales	<ul style="list-style-type: none"> • Charges for all areas identified in the 2018 RTP 2040 FC Scenario- except in Clark Co. (same as Base Clark Co.) • More locations charged and higher costs than Base <ul style="list-style-type: none"> ○ Up to \$16.30 per trip in downtown Portland • Locations and prices are shown on Figure 4
Parking B - (Park B)	Charge to park in key areas – very high cost, new locales	<ul style="list-style-type: none"> • Doubles charges for all areas identified in the 2018 RTP 2040 FC Scenario- except in Clark Co. (same as Base in Clark Co.) • More locations charged and much higher costs than Base <ul style="list-style-type: none"> ○ Up to \$32.60 per trip in downtown Portland • Locations and prices before doubling are shown on Figure 4
Roadway A - (RD A)	Charge per mile driven on throughways	<ul style="list-style-type: none"> • Throughways (limited access roadways) in MPA are charged • \$0.132 vehicle operating cost per mile on throughways
Roadway B - (RD B)	Charge per mile driven on throughways – double cost of RD A	<ul style="list-style-type: none"> • Throughways (limited access roadways) in MPA are charged • \$0.264 vehicle operating cost per mile on throughways (doubled Roadway A)

Note: All costs are 2010 dollars unless otherwise specified.

Figure 1. Metropolitan Planning Area (MPA) Boundary

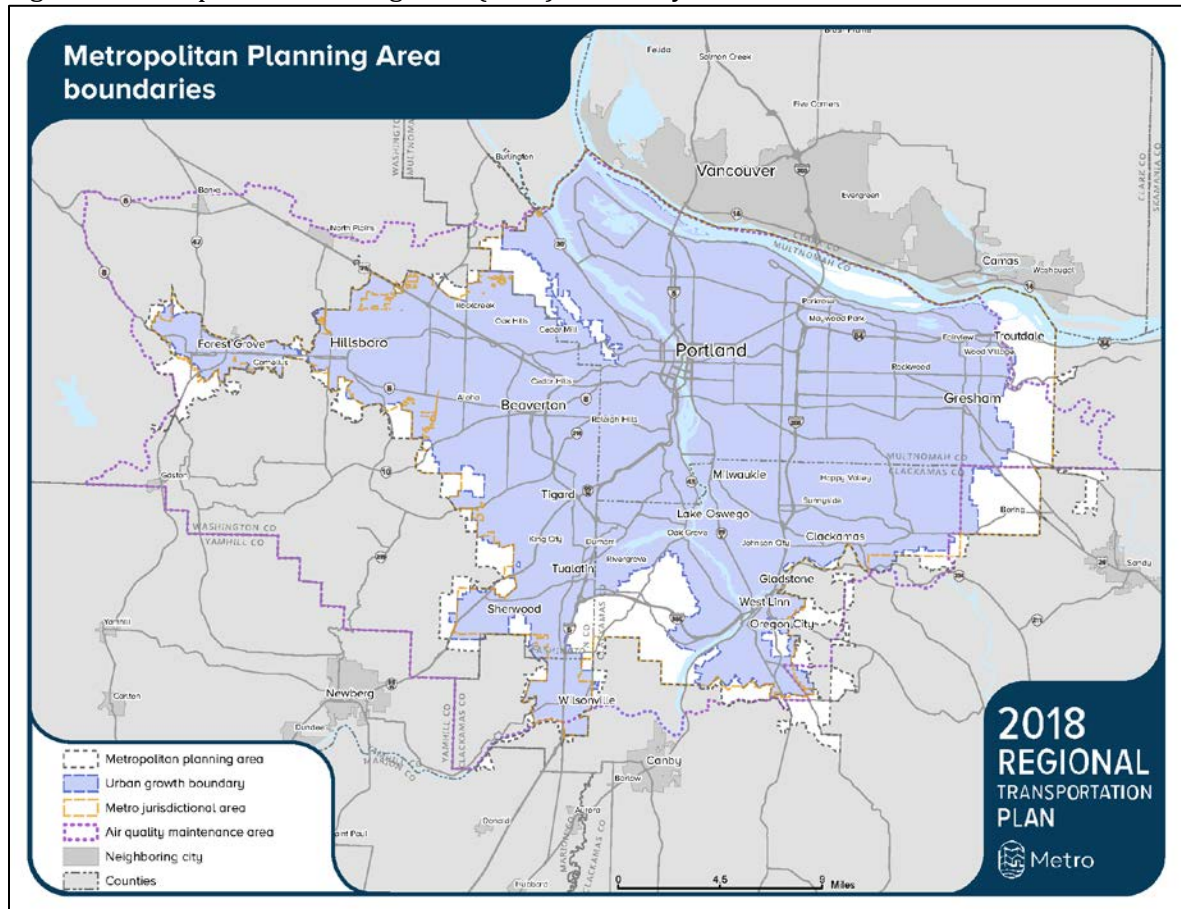


Figure 2. Cordon A- charge to enter yellow area

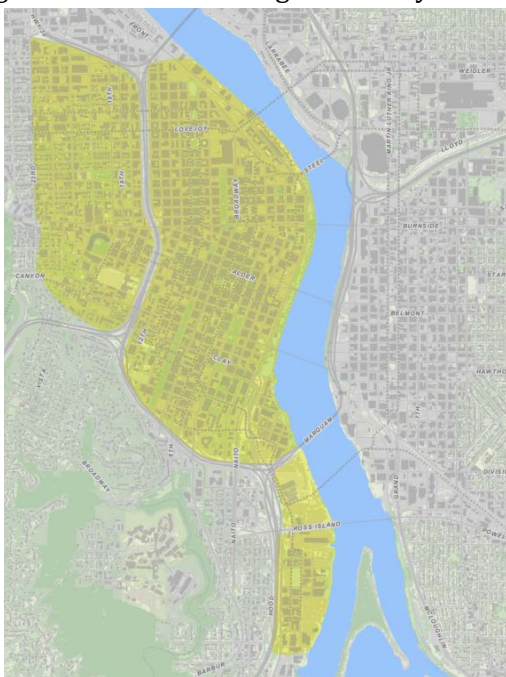


Figure 3. Cordon B- charge to enter yellow area

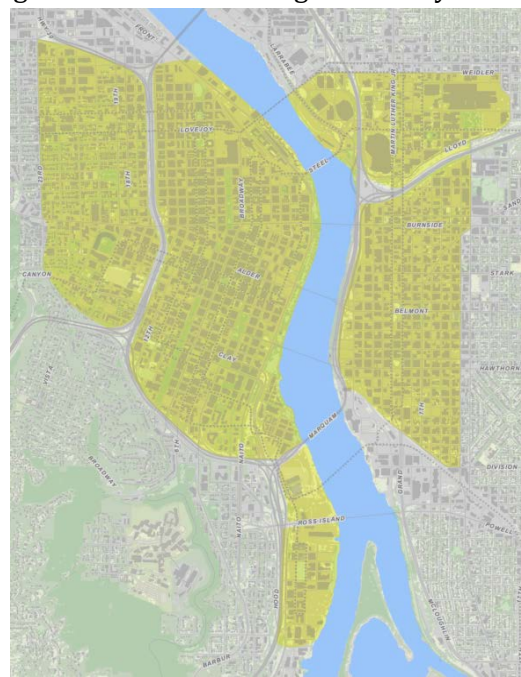
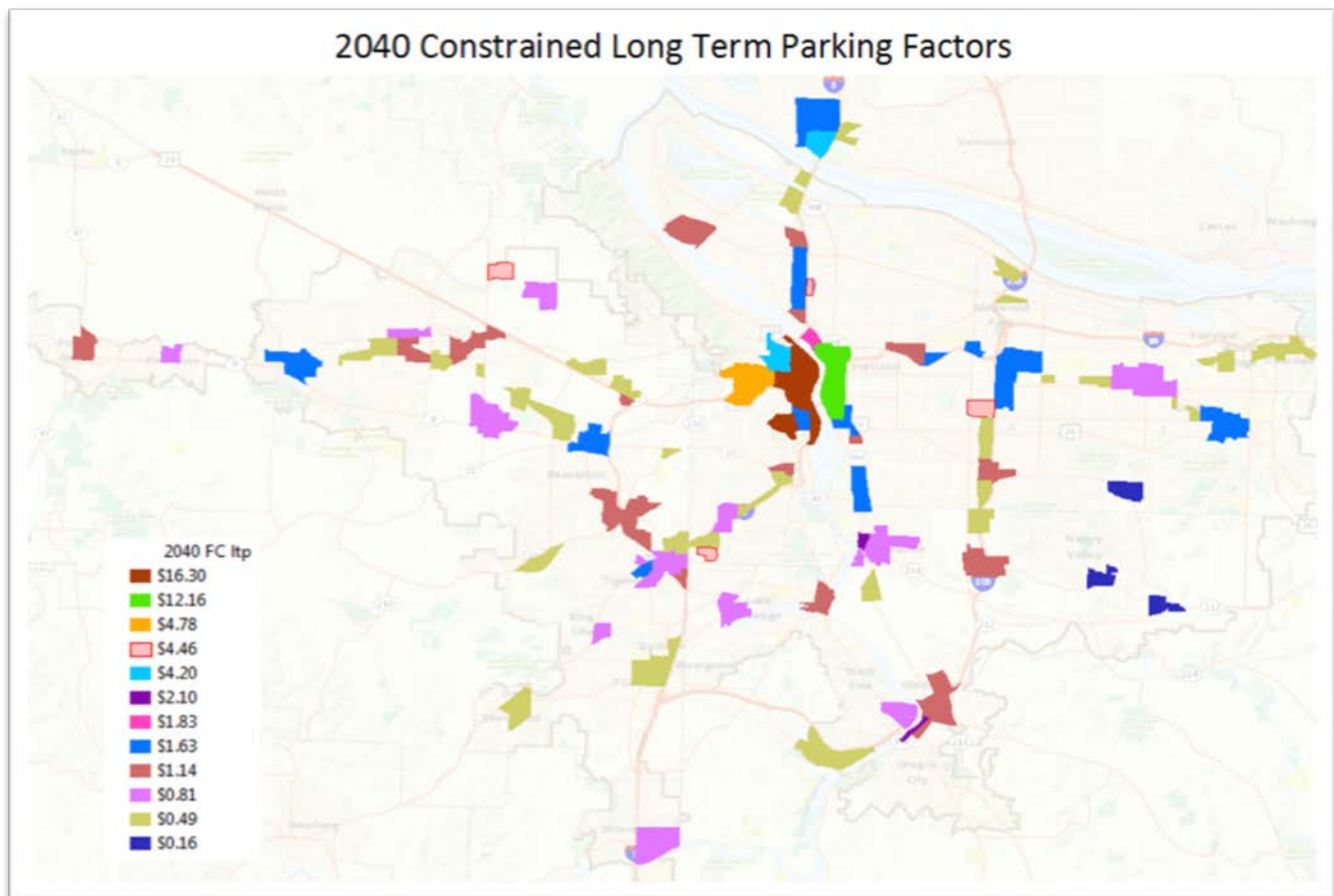
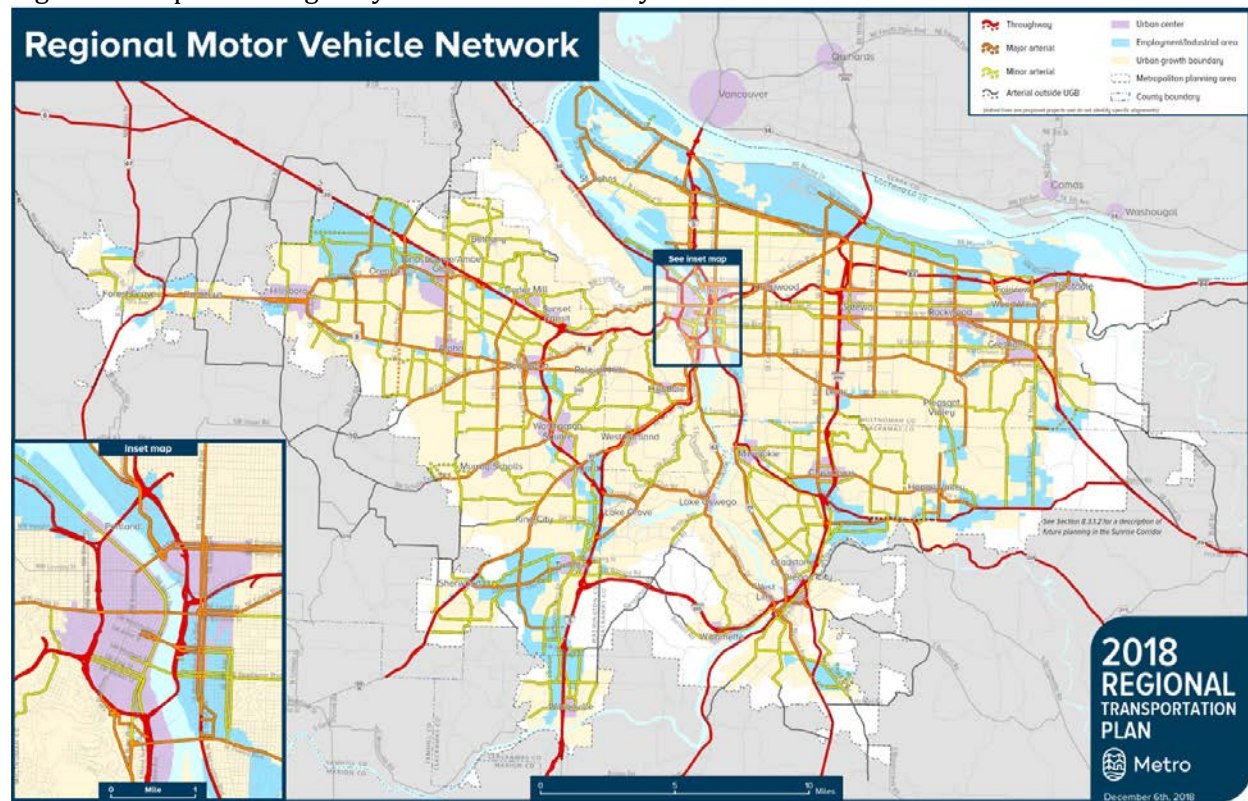


Figure 4: Parking Scenarios Parking Charge Locations and Amounts



Note: In Oregon, Parking A Scenario applied these charges, and Parking B Scenario doubled these charges. The parking areas in Vancouver maintained the charge rates from the Base Scenario.

Figure 5: Map of Throughways and Other Roadways



Throughways include the freeways and limited access roadways shown in red in Figure 5. Throughways are assessed a charge under the Roadway scenarios, but are exempt from charges as they run through the cordon area under the Cordon scenarios.

Key Findings

Context

The RCPS findings are based on outcomes from modeled scenarios that have not been adjusted to address concerns that the modeled outcomes show for the scenarios. The study scenarios provide a general assessment of performance and do not take into account potential for discounted charges for key groups or targeting revenue investment to address areas of concern that arise from the analysis. Equity of a pricing program is largely determined by three things:

1. who is receiving the benefit of more reliable/better travel options,
2. who is being charged and how much, and
3. where and how the revenues are invested.

Any actual project proposed would be expected to address issues around congestion, safety, climate, and equity—considering targeted discounts, project design, and/or funding investments that address concerns. The RCPS findings do not address the concerns revealed but point to areas for project proponents to keep in mind when developing a pricing project.

Big Picture and More-detailed Key Findings from the Modeled Scenarios

All four types of pricing are shown to help address congestion and climate priorities.

- All eight scenarios reduce the drive alone rate, vehicle miles traveled, and greenhouse gas emissions.
- All scenarios increase daily transit trips, except Roadway A which has minimal change.

Overall regional transportation costs and individual traveler costs vary by scenario.

- All eight scenarios increase the overall cost for travel for the region, but some scenarios spread the costs widely while others concentrate them on fewer travelers. Those that spread the costs also have the highest overall cost for the region.

Geographic distribution of benefits and costs varies by scenario.

- Roadway scenarios reduce delay on freeways, but increase delay on arterials relative to the Base Scenario.
- Corridor scenarios create delay around the perimeter of the cordon boundaries with vehicles avoiding paying the charge.
- Distribution of benefits and costs have implications for where fee discounts and investments from revenues should be targeted.

There are tradeoffs for implementing pricing scenarios

- Vehicle miles traveled scenarios have positive results for all eight summary metrics for congestion, climate, and equity, but also had the highest overall travel costs for the region. However, the costs are spread widely as they are shared by all drivers.

Attachment 1: Draft Summary of Key Findings describes in more detail how the eight scenarios performed relative to the Base Scenario on eight modeled performance measures.

Questions for TPAC

- What questions or comments do TPAC members have regarding the findings?
- Are the modeling outputs and findings intuitive?
- Are there specific areas where you want more information?

Next Steps

Staff will incorporate feedback from the TPAC and augment the model and geographic analysis with equity and implementation considerations to better assess the potential for different congestion pricing options to succeed in our region. The equity analysis will incorporate feedback gathered from equity experts at Metro's Committee on Racial Equity (CORE), the City of Portland's Pricing Options for Equitable Mobility (POEM) Task Force, and ODOT's Equity and Mobility Advisory Committee (EMAC). In addition, the findings will be reviewed by an independent Expert Review Panel that will evaluate our methods and findings and provide insights gleaned from their work in North America and Europe. TPAC and other regional bodies will be invited to hear the Expert Review Panel discussion. Draft and final reports will be shared with the TPAC, JPACT, and Metro Council in June.

Table 2: Regional Congestion Pricing Technical Study Schedule

Activity	Timeframe
Create draft findings memorandum- include feedback from TPAC Workshop, Equity Groups, and research from consultant team and staff	April 2021
Share draft findings with regional leadership <ul style="list-style-type: none"> • Metro Council Briefing • JPACT Briefing 	April 15, 2021
Expert Review Panel Discussion <ul style="list-style-type: none"> • Congestion pricing experts with experience on pricing projects in different parts of the world weigh in on our findings and provide insights from work done elsewhere 	April 22, 2021
Revise/incorporate feedback and create final analysis report with feedback from TPAC, JPACT, and Metro Council. Return to TPAC, JPACT, and Metro Council with results for discussion <ul style="list-style-type: none"> • TPAC presentation --June 4, 2021 • JPACT presentation-- June 17 ,2021 • Metro Council presentation--June 24, 2021 	May - June 2021
Release final pricing analysis report	June/July 2021

Attachments:

Attachment 1: Draft Summary of Key Findings

Metro Regional Congestion Pricing Study

DRAFT MODELING RESULTS – 03/24/21 FINDINGS

Key Takeaways

VTMB –charge per mile driven

1. Approximately 1.3 times the cost of driving in Base.
2. Improvements on all modeled performance measures.
3. VTMB shows impacts to driver behavior at a region-wide scale.
 - a. Performs well at reducing VMT, drive alone rate, delay, and emissions.
 - b. Also improves transit trips and job access via both transit and auto.
 - c. Auto volumes decrease on most facilities
4. Second highest travel costs at a regional scale; costs are throughout MPA on all drivers
5. Combines high increase in travel costs with low improvement in auto jobs access in outer areas (many Equity Focus Areasⁱ).

VMTC – higher charge per mile driven

1. Approximately 1.6 times the cost of driving in Base.
2. Even more improvement on all modeled performance measures than with VTMB.
3. VMTC shows a very substantial impact to driver behavior at a region-wide scale.
 - a. Largest reduction in VMT, drive-alone rate, and emissions.
 - b. Largest improvement in job access via both transit and auto
 - c. Very effective at reducing delay
4. Highest travel costs at a regional scale; costs are throughout MPA shared by all drivers
5. Combines high increase in travel cost with low improvements in auto accessibility to jobs occur in outer areas (many Equity Focus Areasⁱ).

CordonA – drivers charged to enter an area

1. Charge of \$7 (\$2020) to enter downtown, South Waterfront and Northwest Portland core from any direction.
2. No charge for using highways (US-26, I-405) to travel through the cordon area.
3. Benefits and impacts are diluted when observed at a regional scale. Benefits are localized.
4. Overall, increases delay (especially on throughways near downtown Portland) as drivers seek to avoid paying toll and shift to freeways and arterials adjacent to cordon.
5. Jobs access decreases via auto, improves slightly via transit. Reductions in drive-alone rate and VMT, and increase in transit trips.
6. Cost to the region as a whole is low. Charge applies only to those entering the cordon.
7. Highest travel costs occur to people living outside, but near the cordon.

CordonB – drivers charged to enter larger area

1. Same charge as CordonA, but extends boundary to Central Eastside and Lloyd District.
2. No charge for using highways (US-26, I-405, I-5) to travel through the cordon area.
3. Results similar to CordonA. Benefits and impacts are diluted when observed at a regional scale. Benefits are localized.
4. Overall, increases delay (especially on throughways near downtown Portland) as drivers seek to avoid paying toll and shift to freeways and arterials adjacent to cordon.
5. Jobs access decreases via auto, improves via transit.
6. Reductions in drive-alone rate and VMT, and increase in transit trips.
7. Cost to the region as a whole is low. Charge applies only to those entering the cordon.
8. Highest travel costs occur to people living outside, but near the cordon.

Metro Regional Congestion Pricing Study
DRAFT Summary of Key Findings 03/24/21

<p>ParkingA – higher charges to park</p> <ol style="list-style-type: none"> 1. ParkingA scenario charges for parking locations identified in the 2040 FC RTP. 2. Benefits and impacts are diluted when observed at a regional scale. Benefits are localized. 3. VMT, delay, and drive alone rates decrease, and job access increases for both auto and transit. There is a minor increase in daily transit trips. 4. Some reduction in auto volumes mainly near downtown Portland, due to drivers shifting modes or changing destinations. 5. Cost to region as a whole is low. Only drivers who park in areas with parking charges will pay. There are a range of charges from a low of \$0.16 per trip up to \$16.32 per trip. 	<p>ParkingB – much higher charges to park</p> <ol style="list-style-type: none"> 1. Same locations charged as ParkingA. Costs are doubled over 2040 FC RTP assumed costs for short-and long-term parking. 2. Benefits and impacts are diluted when observed at a regional scale. Benefits are localized. 3. VMT, delay, and drive alone rates decrease, and job access increases for both auto and transit. Daily transit trips increase 10%. 4. Some reduction in auto volumes mainly near downtown Portland and other employment centers, due to drivers shifting modes or changing destinations. 5. Cost to region as a whole is low. Only drivers who park in areas with parking charges will pay. There are a range of charges from a low of \$0.32 per trip up to \$32.60 per trip.
<p>RoadwayA – toll on highways</p> <ol style="list-style-type: none"> 1. Charges tolls on throughways (freeways and limited access roadways) at same rate as VMTC: \$03.12/mile. Other roadways are not charged. 2. Reduces VMT, drive alone rate, and emissions, and increases job access via auto. 3. Reduces delay on highways, but increases delay on arterials (traffic diverts onto arterials to avoid tolls). 4. Diversion onto arterials reduces access to jobs via transit, impacting lower wage workers and people in equity focus areas more than the region as a whole. 5. More region-wide travel costs than Parking or Cordon scenarios, with more travelers paying a charge. 6. People living near freeways are subject to more congestion on nearby arterials, but can benefit from faster trips on nearby tolled roads if they choose to pay. 	<p>RoadwayB – higher toll on highways</p> <ol style="list-style-type: none"> 1. RoadwayB doubles the toll of RoadwayA for travel on throughways to \$06.24/mile. 2. Reduces VMT, drive alone rate, and emissions, and increases job access via auto. 3. Largest reduction in delay on highways, but largest increase in delay on arterials (traffic diverts onto arterials to avoid tolls) for all scenarios. 4. Diversion onto arterials reduces access to jobs via transit even more than RoadwayA, impacting lower wage workers and people in equity focus areas more than the region as a whole. 5. Lower region-wide travel costs than RoadwayA despite a higher per-mile charge.

Metro Regional Congestion Pricing Study DRAFT Summary of Key Findings 03/24/21

The table below shows a high-level summary of how well the eight modeled scenarios performed relative to the 2018 Regional Transportation Plan goals and metrics.

Table 1: DRAFT Summary Key Findings from Metro Regional Congestion Pricing Study

RTP Goal	Metrics	VMT B	VMT C	COR A	COR B	PARK A	PARK B	RD A	RD B
Congestion & Climate	Daily VMT								
	Drive Alone Rate								
	Daily Transit Trips								
	2HR Freeway VHD								
	2HR Arterial VHD								
Climate	Emissions								
Equity	Job Access (Auto)								
	Job Access (Transit)								
Total Regional Travel Cost		Medium-High	High	Medium-Low	Medium-Low	Low	Low	Medium	Medium

Note: Green indicates better alignment with regional goals when compared to the Baseline Alternative. Definitions of metrics are on the next page.

Legend

	Large Positive Change
	Moderate Positive Change
	Small Positive Change
	Minimal Change
	Small Negative Change
	Moderate Negative Change
	Large Negative Change

*Positive and Negative refer to progress toward regional goals, and not to numerical values (i.e. a reduction in VMT is "positive")

All four types of pricing are shown to help address congestion and climate.

- All eight scenarios reduce the drive alone rate, vehicle miles traveled, and greenhouse gas and other emissions.
- All scenarios increase daily transit trips, except for Roadway A which results in minimal change.

Regional travel costs and individual traveler costs vary by scenario.

- VMT scenarios have the highest total regional travel costs, but costs are spread among many travelers.
- Cordon and parking scenarios have relatively high individual traveler costs, but lower regional travel costs.

Geographic distributions of benefits and costs vary by scenario. There are tradeoffs between benefits and costs.

- The VMT scenarios performed well on all metrics. However, total travel costs are highest for the region. At the same time, costs per traveler is not as high with charges applied to all miles driven.
- Parking scenarios also performed well on all metrics. However, costs would be higher for many individual parkers, especially in and around downtown.
- Cordon scenarios had mixed results with effects concentrated within the cordon and on arterials and freeways nearby. Traffic within the cordon improves, while congestion grows on roadways nearby as drivers avoid the charge.
- Roadway scenarios saw moderate to large negative changes in arterial delay, as well as minimal change to small negative change in Job Access via Transit. This appears to be the result of drivers avoiding the charge on the highways and diverting to arterial streets near the charged roadways.
- Roadway charges appear to have diminishing returns with higher charges leading to more congestion on arterials.
- Mapping to show benefits and costs can identify areas to focus investments or driver discounts to address concerns around equity and performance. Mapping can also illuminate impacts on Equity Focus Areas.

The results provided here ONLY show the effects of charging drivers under different scenarios; implementation of mitigations, discounts, or other changes to policies could result in changes to the performance of a scenario.

Metro Regional Congestion Pricing Study DRAFT Summary of Key Findings 03/24/21

Scenario modeling results were compared to results from Metro’s 2018 Regional Transportation Plan to determine approximate benchmarks to indicate positive or negative impacts for each metric. A legend that details the ranges for categorizing each metric is shown below, followed by descriptions of each metric.

Detailed Legend

Legend	Daily VMT	Drive Alone Rate	Job Access (Auto)	Job Access (Transit)	Daily Transit Trips	2HR Freeway VHD	2HR Arterial VHD	Emissions
Large Positive Change	-5% or more	-5% or more	10% or more	5% or more	10% or more	-10% or more	-10% or more	-5% or more
Moderate Positive Change	-2% to -5%	-2% to -5%	5% to 10%	2% to 5%	5% to 10%	-5% to -10%	-5% to -10%	-2% to -5%
Small Positive Change	-0.5% to -2%	-0.5% to -2%	1% to 5%	0.5% to 2%	1% to 5%	-1% to -5%	-1% to -5%	-0.5% to -2%
Minimal Change	0.5% to -0.5%	0.5% to -0.5%	1% to -1%	0.5% to -0.5%	1% to -1%	1% to -1%	1% to -1%	0.5% to -0.5%
Small Negative Change	0.5% to 2%	0.5% to 2%	-1% to -5%	-0.5% to -2%	-1% to -5%	1% to 5%	1% to 5%	0.5% to 2%
Moderate Negative Change	2% to 5%	2% to 5%	-5% to -10%	-2% to -5%	-5% to -10%	5% to 10%	5% to 10%	2% to 5%
Large Negative Change	5% or more	5% or more	-10% or more	-5% or more	-10% or more	10% or more	10% or more	5% or more

*Positive and Negative refer to progress toward regional goals, and not to numerical values (i.e. a reduction in VMT is “positive”)

Definitions of Performance Metrics:

Daily VMT: vehicle miles traveled (daily)

Drive Alone Rate: percentage of total daily trips undertaken by drivers without passengers

Daily Transit Trips: Number of total transit trips (daily)

2HR Freeway VHD: freeway vehicle hours of delay. The total time accrued by all vehicles traveling on model freeway links with volume-to-capacity ratio of over 0.9 during the PM peak

2HR Arterial VHD: arterial vehicle hours of delay. The total time accrued by all vehicles traveling on model arterial links with volume-to-capacity ratio of over 0.9 during the PM peak

Emissions: percent change in greenhouse gas and other emissions including: CO_{2e}, PM_{2.5}, PM₁₀, NO_x, and VOC, calculated using Metro’s Multi-Criteria Evaluation (MCE) tool, which estimates quantitative social return on investment of scenarios and applies emission rates derived from Metro’s application of EPA’s MOVES model to VMT of each scenario

Job Access (Auto): the number of jobs within 30 minutes by auto, averaged by TAZ and weighted by number of households

Job Access (Transit): the number of jobs within 45 minutes by transit, averaged by TAZ and weighted by number of households

Total Regional Travel Cost: the average weekday (2027) sum of all users’ cost to travel, including auto operating cost, tolls, parking charges, and transit fares, expressed in thousands of 2010\$

Metro Regional Congestion Pricing Study
DRAFT Summary of Key Findings 03/24/21

ⁱ **Equity Focus Areas:** locations identified as part of the 2018 RTP Equity analysis that include census tracts with high concentrations of people of color, people in poverty and people with limited English proficiency

Community	Geography Threshold
People of Color	The census tracts which are above the regional rate for people of color (28.6%) AND the census tract has twice (2x) the population density of the regional average (regional average is 1.1 person per acre).
People in Poverty	The census tracts which are above the regional rate for low-income households (28.5%) AND the census tract has twice (2x) the population density of the regional average (regional average is 1.1 person per acre).
People with Limited English Proficiency	The census tracts which are above the regional rate for limited English proficiency speakers (7.9%) AND the census tract has twice (2x) the population density of the regional average (regional average is .3 person per acre)

Source: Metro, 2018 RTP transportation equity work group

4.2 JPACT Federal Policy Discussion

Information/ Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, April 15, 2021

Date: April 15, 2021
To: Members of the Joint Policy Advisory Committee on Transportation
From: Tyler Frisbee, Deputy Director of Government Affairs and Policy Development
Subject: JPACT Federal Policy Agenda

I. What we've done in the past for a policy agenda

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

II. How we're proposing updating the agenda this year

During the Trump-Pence Administration, there was considerable uncertainty surrounding federal transportation legislation and the obligation of already-appropriated dollars. Reflecting that reality, JPACT's policy agendas focused on making sure that appropriated federal funding was actually obligated.

The situation has changed, however. As we have discussed previously with JPACT, Oregon's congressional delegation is extraordinarily well-positioned to help bring federal monies home to the region and to advance federal transportation policies that support and amplify our successes in Oregon and the greater Portland region.

In addition to the support of our congressional delegation, President Biden's Build Back Better Plan seeks to jumpstart economic recovery with a specific focus on surface transportation infrastructure. The White House has repeatedly emphasized that they want to invest significantly in transportation infrastructure and to use those investments to tackle climate change and racial disparities, and to support job creation. The legislative vehicle for the Build Back Better agenda, and how it intersects with transportation authorization, is not entirely clear at this point, but the need for clear, consistent policy requests from the Portland region remains no matter what legislative process takes shape.

Given the new political landscape, regional and local staff have been working with our lobbying teams to identify potential updates to the JPACT federal transportation legislative agenda. Greater Portland should continue to push for federal policies that help us take advantage of work that we have done, and that help us fund identified needs across the region. For example, we are seeing increased federal interest in the nexus between transportation and climate change, the connection between housing affordability and transportation, and the impact of transportation funding and policy on communities of color. JPACT has historically supported federal policies and funding initiatives to encourage

better tracking, analysis, investment, and support within federal programs to link transportation and land use, encourage multi-modal approaches to transportation, improve safety, and improve outcomes for people of color. We are well situated to support and leverage the federal governments interests in these areas: JPACT's work on the Regional Climate Smart Strategy and the 2018 Regional Transportation Plan mean that the region can point to clear strategies to reduce greenhouse gas emissions from our transportation system and improve outcomes for people of color in our region, as well as strategies to reduce congestion and support land use outcomes.

In addition, several issues have emerged or gained increased visibility in the past few years that staff believe are worth highlighting as part of legislative policy agenda. For example:

- Given the need for new infrastructure funding mechanisms, and the engagement of local partners in pricing conversations, staff are recommending that the region continue to encourage federal flexibility and possible federal funding to support state and local VMT and pilot pricing projects. This is intended solely to allow local jurisdictions to pursue pilot projects with support from the federal government, not force or require any jurisdiction to do so.
- As conversations progress around the I-5 Replacement Bridge, the region will want to support the Bridges of National and Regional Significance Program to ensure that there will be significant federal funds dedicated to that project.
- As the region looks for upgrades to our transit system that are systemically focused, such as the Enhanced Bus program, we should encourage the FTA to support and fund these types of improvements rather than solely focusing on large capital projects.
- As many cities and counties are struggling to fund safety, maintenance, and operations on state-owned roads that run through their communities, staff recommend that the region continue to advocate for a federal "orphan highway" program to dedicate federal dollars to address improvements and jurisdictional transfer of state-owned facilities where desired and feasible.

Finally, given the wildfire and landslide issues the region has experienced within the last year, and the regional planning we have undertaken to be better prepared, staff recommend that the legislative agenda highlight the need for investments in resiliency planning, infrastructure upgrades and emergency operations.

III. Next Steps

Regional and local staff have been working on drafting and updating a legislative agenda to have it ready soon for JPACT approval. Staff's goal is to have a regional policy agenda by the end of May so that JPACT members can meet with our congressional delegation as the Build Back Better framework and Transportation Authorization framework become clearer. After a discussion of priorities at JPACT's April meeting, staff will be returning to JPACT in May with a written policy agenda for JPACT's consideration.

**4.3 Regional Mobility Policy Update – Introduce
potential mobility policy elements and most promising
measures**

Information/ Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, April 15, 2021

Memo

Date: April 2, 2021

To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties

From: Kim Ellis, Metro Project Manager and Lidwien Rahman, ODOT Project Manager

Subject: Regional Mobility Policy Update: Potential Mobility Policy Elements and Most Promising Measures for Testing

ACTION REQUESTED

Staff requests that JPACT kick-off a discussion of the key policy elements and most promising measures identified to date for testing. JPACT will have the opportunity to continue this discussion at the May and June meetings. In June, staff will report back on stakeholder feedback received on the elements and measures and seek JPACT and Metro Council direction on the measures to be recommended for testing through case studies.

POLICY QUESTIONS – KICK-OFF DISCUSSION

See Attachment 3

1. Thinking about the different ways that people travel and goods move in our region, are the elements identified the most important elements of mobility to include in an updated state and regional mobility policy for the Portland region?
2. Does the JPACT have initial feedback on the most promising performance measures being considered for testing through case studies?

BACKGROUND

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how we define and measure mobility in the Portland region in the Oregon Highway Plan (OHP), Regional Transportation Plan (RTP), local transportation system plans (TSPs) and corridor plans, and during the local comprehensive plan amendment process.

The current 20-year old mobility policy is contained in both the 2018 [Regional Transportation Plan](#) (RTP) and Policy 1F (Highway Mobility Policy) of the [Oregon Highway Plan](#) (OHP). The policy relies on a vehicle-based measure of mobility (and thresholds) to evaluate current and future performance of the motor vehicle network during peak travel periods. The measure, also known as the v/c ratio, is the ratio of motor vehicle volume to motor vehicle capacity of a given roadway.

What is the Regional Mobility Policy?

State, regional and local transportation plans have many policies; the mobility policy is just one of them.

Last updated in 2000, the region's mobility policy relies on a vehicle-based measure of mobility and thresholds adopted in the Regional Transportation Plan (RTP) and Policy 1F of Oregon Highway Plan (OHP). The measure is referred to as the volume-to-capacity ratio (v/c ratio).

In the past, people often thought of mobility as our system of roads and how we use them—the way traffic flows throughout the day. And, historically, planners and engineers have evaluated performance of transportation systems using the v/c measure for these purposes:

- System planning for the future*
- Evaluating impacts of local comprehensive plan amendments*
- Mitigating development impacts
- Managing and designing roads

That is limiting for a growing region and transportation system that is far more complex. An improved mobility policy should consider and balance mobility for people riding a bus or train, biking, walking or moving goods. It should consider why, where, and when people need to travel, how long it takes to reach a destination, how reliable the trip is and if the system is safe for all users.

* The focus of this update.

MEMO TO JPACT: REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY ELEMENTS AND MOST PROMISING MEASURES FOR TESTING

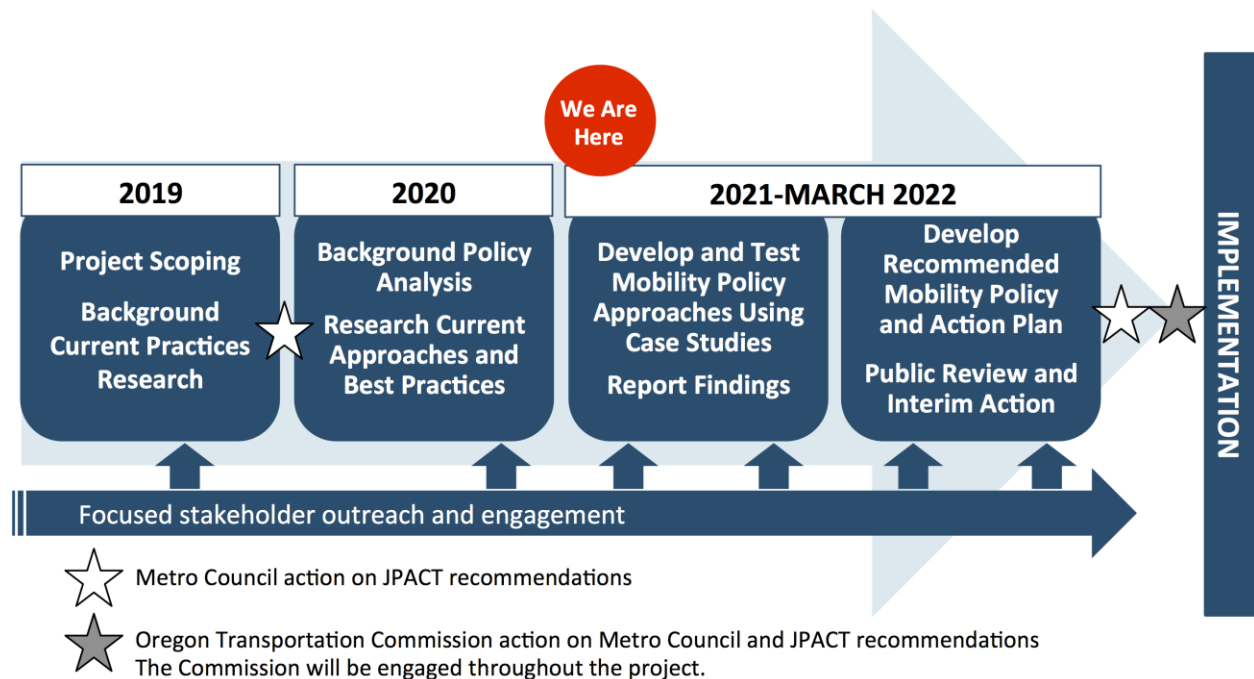
The 2018 RTP failed to meet state requirements for demonstrating consistency with the OHP Highway Mobility Policy (Policy 1F) under the current mobility targets for the region. As a result, ODOT agreed to work with Metro to update the mobility policy for the Portland metropolitan area in both the 2018 RTP and OHP Policy 1F.

The 2018 RTP is built around four key priorities of advancing equity, mitigating climate change, improving safety and managing congestion. When the mobility policy update was defined and adopted unanimously in Chapter 8 of the 2018 RTP, JPACT and the Metro Council recognized this work must better align how we measure mobility and adequacy of the transportation system for people and goods with RTP policy goals for addressing equity, climate, safety, and congestion as well as support other state, regional and local policy objectives, including implementation of the 2040 Growth Concept and the region's Climate Smart Strategy. This comprehensive set of shared regional values, goals and related desired outcomes identified in the RTP and 2040 Growth Concept, as well as local and state goals are guiding to this update.

Project timeline

Shown in **Figure 1**, the Regional Mobility Policy update began in 2019 and will be completed March 2022.

Figure 1. Project Timeline



A summary of activities and products completed to date follows.

2019 Activities and Products

From April to Dec. 2019, Metro and ODOT worked closely together and with local, regional and state partners to scope the project, seeking feedback on the project objectives and proposed approach. JPACT and the Metro Council approved the project work plan and engagement plan for this effort in November and December 2019, respectively.

A [Scoping Summary factsheet](#) describing the process and key themes from stakeholder feedback and a [Stakeholder Interviews Report](#) posted on the project website at: oregonmetro.gov/mobility.

Overall, there is broad support and enthusiasm for an updated policy that accounts for all modes of travel and a broader array of outcomes beyond the level of vehicle congestion. Stakeholders also broadly supported the project objectives and the need for an updated policy. See **Attachment 1** for the project objectives adopted in the work plan by JPACT and the Metro Council in 2019.

2020 Activities and Products

Several activities were completed in 2020 that will serve as foundational resources for the remainder of the project:

- **Consultant Selection Process.** From January to July, Metro and ODOT finalized an Intergovernmental Agreement (IGA) and completed the consultant selection process. Led by Kittelson and Associates, the selected consultant team also includes land use and transportation planners, engineers, attorneys and engagement specialists from several firms, including Fehr and Peers, Angelo Planning Group, Equitable Cities LLC, Bateman Seidel and JLA Public Involvement.
- **[Portland State University's Synthesis Research on Current Measures and Tools.](#)** From late Fall 2019 to June 2020, the Transportation Research and Education Center (TREC)/Portland State University documented current mobility-related performance measures and methods being used in the Portland region, statewide and nationally. The report reviews the existing mobility policy and summarizes current practices in measuring multimodal mobility. Intended to serve as a starting point, key findings from this work include:
 - There is no single definition of mobility throughout the transportation industry. The definition of mobility and the types of measures, methods and thresholds chosen will have significant impacts on the outcomes.
 - A variety of measures and methods are available to consider that are already used locally, regionally and by ODOT; no single measure emerged that could clearly apply to all applications (i.e., system planning, plan amendments, development review, roadway design and management/operations).
 - There is a need to consider measures that can show progress toward multiple RTP goals, including transportation equity, safety, climate leadership, accessibility, system completeness, and reliability.
 - Methods and thresholds should be well-documented and based on substantial evidence (i.e., academic/scientific research).

MEMO TO JPACT: REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY ELEMENTS AND MOST PROMISING MEASURES FOR TESTING

- Existing data and tools cannot account for all the things we want to account for – particularly pedestrian travel and transportation demand management. The updated policy, measures and methods will drive future data collection and analysis tool development/refinement.
- It is important that legal, planning, development review and engineering practitioners be engaged throughout the process and especially around how the policy gets implemented.
- [ODOT Oregon Highway Plan Mobility Policy White Paper](#)**. The Oregon Transportation Commission (OTC) will be updating the Oregon Transportation Plan and Oregon Highway Plan during the next couple of years and will conduct its own statewide stakeholder engagement process to inform those plan updates. This project provides an opportunity for coordination and for the region to help inform those efforts. In August 2020, ODOT prepared a complementary white paper documenting the history and current use of the mobility policy statewide as well as considerations and potential approaches for updating the policy. The white paper includes a summary of stakeholder interviews. A factsheet summarizing [key findings from the white paper](#) is provided in **Attachment 2**.
- Research on Examples of Current Approaches in the Portland Area**. Since the 1990's, the current regional mobility policy has guided how streets and highways are planned for and managed in communities in the greater Portland area. The project team worked with individual cities and counties and county coordinating committees technical advisory committees (TACs) to identify and document examples of how the current mobility policy has been applied in the Portland region – in transportation system plans (TSPs), a corridor plan, several comprehensive plan amendments, local development review proposals with a transportation impact analysis and project design.

Figure 2. Applications of the current mobility policy



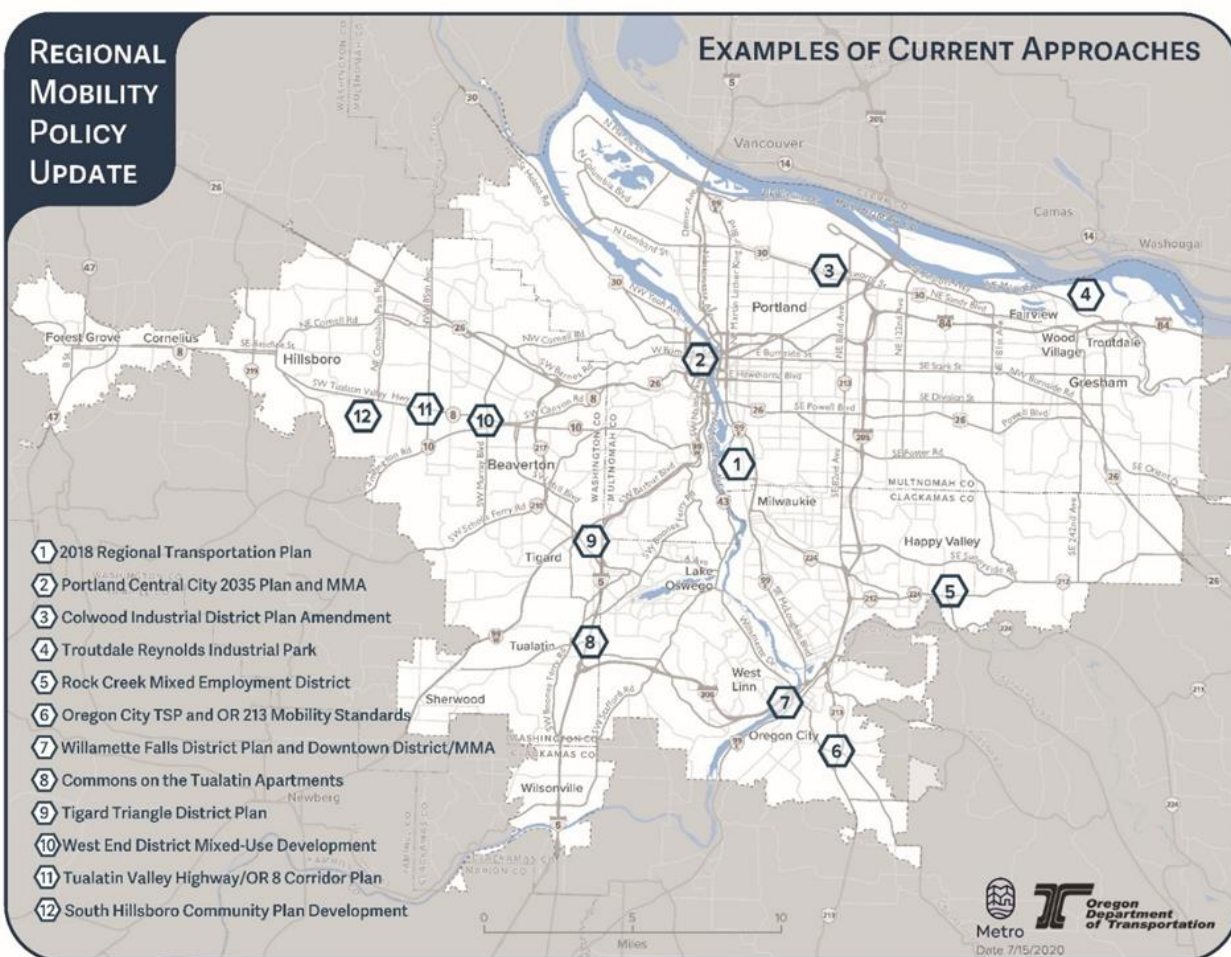
MEMO TO JPACT: REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY ELEMENTS AND MOST PROMISING MEASURES FOR TESTING

The research found the v/c ratio is more strictly applied as we move from system planning to plan amendments to development review to project design. It is a target in system plans and but often used as a standard in the other three applications.



Shown in **Figure 3**, the selected examples cover a range of state and regional transportation facilities (i.e., throughways¹ and state- and locally-owned arterials, including state and regional freight routes and enhanced transit corridors), 2040 land use contexts, geographies and availability of travel options. The research identifies strengths and weaknesses of the current v/c measure and policy as well as opportunities for improvement to be addressed with the updated mobility policy for the Portland area.

Figure 3. Locations of Examples of Current Approaches



¹ Throughways are designated in the 2018 RTP and generally correspond to Expressways designated in the OHP.

MEMO TO JPACT: REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY ELEMENTS AND MOST PROMISING MEASURES FOR TESTING

Key findings from this work include:

Transportation system planning

- The current mobility policy and v/c measures are typically used in combination with other multimodal policies and measures in the development of transportation system plans and are not a barrier to good decision-making in transportation system plans.
- The v/c ratio as the only measure of mobility is not consistent with the current view of mobility being about people and goods, not just motor vehicles. The updated mobility policy and measures need to reflect the many aspects of mobility, including all users' ability to get to the places they want or need to go by a range of modes. Flexibility is needed to apply different approaches in different areas based on land use and transportation contexts and multimodal functions of transportation facilities.
- The financially constrained RTP project list developed during system planning serves as the basis for local governments making subsequent plan amendment decisions affecting State Highways under the Transportation Planning Rule (Section 0060). Unlike the RTP, local TSPs are not required to include a financially constrained project list, though some jurisdictions choose to do so.
- Metro applies the RTP RMP v/c targets on arterial roadway links during development of the RTP while local governments and ODOT apply the RTP and OHP v/c targets at both the roadway link and intersection levels. The OHP v/c targets are applied to state transportation facilities.

System Planning

Under Oregon's land use program, system planning results in a land use decision that integrates land use and transportation to provide long-range direction on the development of transportation facilities and services for all modes to serve adopted land use plans. System planning includes regional and local transportation system plans, corridor plans, ODOT facility plans and other area plans.

Plan amendments

- ODOT and local agencies would like more multi-modal measures that could be applied to plan amendments.
- Plan amendments should focus more on consistency with an adopted local transportation system plan not just consistency with the mobility policy v/c standard as the primary evaluation method.
- While the TPR provides more flexibility in evaluating plan amendments than is being utilized (Section -0060 references the facility owner' or operators' performance standards), many local governments evaluate transportation impacts of plan amendments using the OHP v/c standard because it constitutes the best known, most easily used and widely accepted measure.

Plan Amendments

Under Oregon's land use program, plan amendments are city or county land use decisions that change a comprehensive plan or zoning text or map within their boundary. Plan amendments must comply with the Oregon Transportation Planning Rule (Section -0060). This means a jurisdiction must determine if there are any significant impacts to planned transportation facilities and if so, mitigate those impacts.

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- The OHP Policy 1F Table 7 mobility policy v/c thresholds are applied as standards to determine whether the plan amendment has a significant effect on state transportation facilities.
- There are a variety of mitigation options available (provided in Section -0060) to help meet the mobility policy when the OHP Table 7 v/c standard cannot be met on state transportation facilities, including safety improvements, multimodal improvements, and transportation system and demand management actions. However, the process of agreeing on methods and assumptions in pursuing these options can be time-consuming and costly.
- The v/c target used during system planning is often not met in many locations in financially constrained TSPs. This makes it difficult for subsequent plan amendments to meet the adopted mobility standard.
- In effect, the OHP v/c standard has more importance in plan amendments than during system planning.

The series of individual factsheets are being finalized and will be published on the [project website](#) in April. The examples will provide a starting point for testing potential measures and updated policy approaches this summer through 4 to 6 case studies.

- **Research on State and Regional Policy Framework and Past Stakeholder Input on Mobility Shape Key Policy Elements and Potential Measures to Consider for Testing.** The project team reviewed existing state and regional policy documents and [past stakeholder input](#) from the 2018 Regional Transportation Plan update, development of the Get Moving 2020 funding measure and the [Scoping Engagement Process](#) for this effort.

Based on this review and subsequent feedback received through two workshops with the Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) in fall 2020, five key transportation outcomes were identified as integral to how we view mobility in the Portland region:

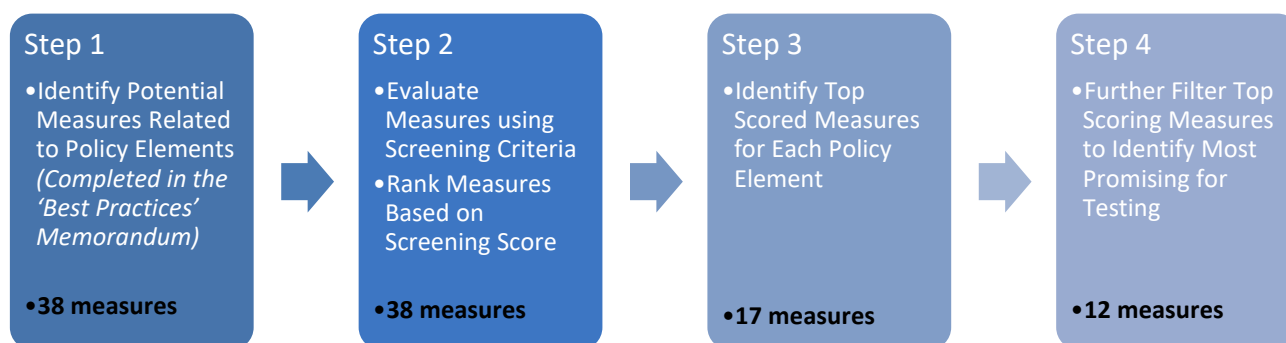
Potential Mobility Policy Elements

- **Access** – All people and goods can get where they need to go.
- **Time Efficiency** – People and goods can get where they need to go in a reasonable amount of time.
- **Reliability** – Travel time is reliable or predictable for all modes.
- **Safety** – Available travel options are safe for all users.
- **Travel Options** – People can get where they need to go by a variety of travel options or modes.

TPAC and MTAC also provided feedback on criteria to be used to screen and select potential mobility performance measures for testing that address one or more mobility policy elements. Since January 2021, the Consultant team applied the criteria through a four-step process (shown in **Figure 4**) to narrow a list of 38 potential mobility measures to 12 potential mobility measures that appear most promising for testing through case studies this summer.

MEMO TO JPACT: REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY ELEMENTS AND MOST PROMISING MEASURES FOR TESTING

Figure 4: Screening Process to Inform Selection of Potential Mobility Measures for Testing



ACTION REQUESTED

At the April JPACT meeting, staff will introduce and seek initial feedback on the potential policy elements and most promising measures. **Attachment 3** summarizes the potential mobility policy elements and most promising measures identified for testing that will be the focus of upcoming engagement activities. The most promising measures from this screening process are in order from highest to lowest screening score. A separate memo documenting each step of the screening process is available on request.

As shown in **Figure 5** and **Attachment 4**, throughout April and May, Metro and ODOT will engage regional advisory committees (including JPACT and the Metro Policy Advisory Committee), county coordinating committees (staff and policy-levels), and other stakeholders to seek feedback on the key policy elements and most promising measures identified to date. After feedback from stakeholders, a further reduced list of measures will be recommended to JPACT and the Metro Council for evaluation through the case studies to help determine which should be incorporated into the updated regional mobility policy.

POLICY QUESTIONS [See Attachment 3](#)

1. Thinking about the different ways that people travel and goods move in our region, are the elements identified the most important elements of mobility to include in an updated state and regional mobility policy for the Portland region?
2. Does the JPACT have initial feedback on the most promising performance measures being considered for testing through case studies?

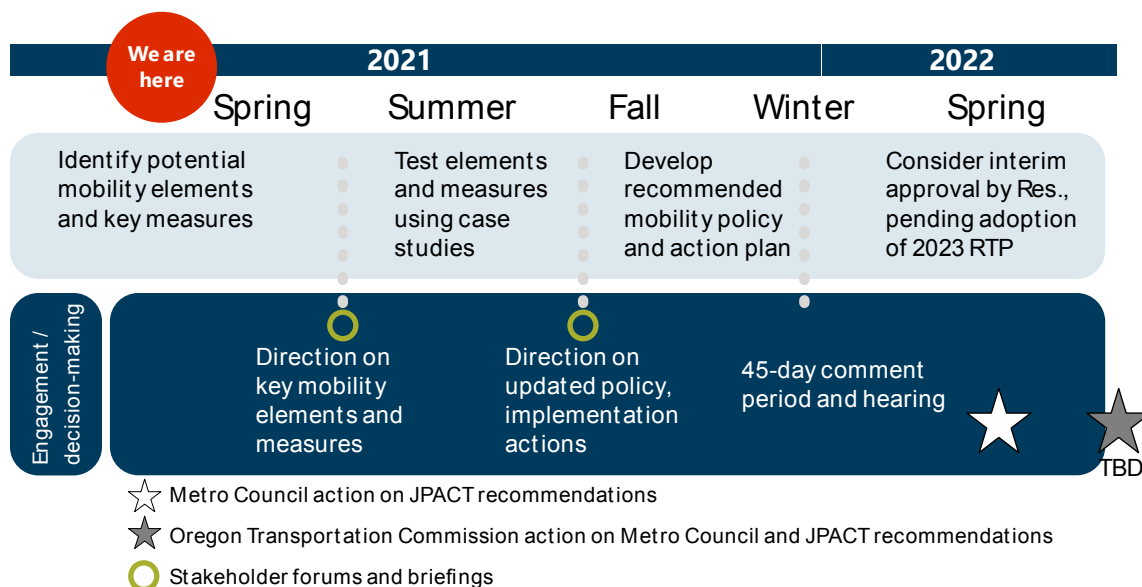
Staff requests that JPACT discuss the above policy questions to provide feedback on the key policy elements to include in the updated policy and most promising measures being considered for testing, pending feedback gathered during stakeholder engagement activities planned for April and May.

MEMO TO JPACT: REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY ELEMENTS AND MOST PROMISING MEASURES FOR TESTING

NEXT STEPS

Together, the technical screening process and stakeholder input will help shape staff's recommendation to JPACT and Metro Council on the key policy elements and measures recommended for testing through case studies. In June, staff will report back on stakeholder feedback received and seek JPACT and Metro Council direction on the key policy elements and measures recommended for testing through case studies.

Figure 5: Key Engagement Opportunities



In summer, 2021, the project team will test the elements potential measures through case studies. Through the case studies, the team will evaluate which measures are most feasible and useful in measuring mobility.

Considerations for the case studies include:

- Measures may be used differently for different applications (i.e. system planning versus plan amendments).
- Although there can be multiple targets that the region is measuring against, it is recommended to only have one standard per specific planning context. When there are multiple standards, it becomes more difficult to meet all.
- Not all measures are easily applied as a standard. At the system-level, a measure may be applied as a target, with assessment whether a system is trending appropriately or if a project is projected to move the system closer to the target.

In Fall 2021, staff will report the results of the case studies to stakeholders and decision-makers. Staff will continue to engage TPAC and MTAC in developing an updated regional mobility policy and implementation plan for public review and discussion in early 2022 by JPACT, MPAC, and the Metro Council. This work will include crafting draft policy language and guidance related to use and applicability of the recommended performance measures.

MEMO TO JPACT: REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY ELEMENTS AND MOST PROMISING MEASURES FOR TESTING

Anticipated Outcomes

This project will recommend amendments to the mobility policy contained in the 2018 RTP and Policy 1F of the OHP for the Portland metropolitan region for consideration by JPACT, the Metro Council and the OTC.

In addition, this project will develop guidance to jurisdictions on how to balance multiple policy objectives and document adequacy, i.e. consistency with the RTP and OHP, in both transportation system plans (TSPs) and plan amendments, when there are multiple measures and targets in place. Finally, the project will recommend considerations for future local, regional and state actions outside the scope of this project to implement the new policy and to reconcile differences between the new TSP and plan amendment measures and targets and those used in development review and project design processes.

Pending “tentative” approval and direction by the JPACT, the Metro Council and expressed support from the OTC, the updated policy will be applied in the next update to the RTP (due in Dec. 2023). In addition, the recommended policy will be forwarded to the OTC for consideration as an amendment to the OHP 1F (Table 7 and related policies for the state-owned facilities in the Portland region).

Pending adoption in the 2023 RTP by JPACT and the Metro Council and amendment of the OHP by the OTC, the updated policy will guide development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes subject to the Transportation Planning Rule.

ATTACHMENTS

1. Adopted Project Objectives
2. ODOT Oregon Highway Plan Mobility Policy White Paper
3. Potential Mobility Policy Elements and Most Promising Performance Measures for Testing
4. Stakeholder and Public Engagement - Spring 2021



Metro



**Oregon
Department
of Transportation**

Metro/ODOT Regional Mobility Policy Update

Project purpose and objectives

(as identified in work plan approved by JPACT and the Metro Council in 2019)

July 24, 2020

Project purpose

The purpose of this project is to:

- Update the regional transportation policy on how the Portland area defines and measures mobility for people and goods to better align how performance and adequacy of the transportation system is measured with broader local, regional and state goals and policies.
- Recommend amendments to the Regional Transportation Plan and Policy 1F of the Oregon Highway Plan (Table 7 and related policies for the state-owned facilities in the Portland metropolitan planning area boundary).

The updated policy will be considered for approval by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council as an amendment to the Regional Transportation Plan (RTP) as part of the next RTP update (due in 2023). The updated policy for state owned facilities will be considered for approval by the Oregon Transportation Commission (OTC) as an amendment to Policy 1F of the Oregon Highway Plan.

The updated policy will be applied within the Portland area metropolitan planning area boundary and guide the development of regional and local transportation system plans and the evaluation of the potential impacts of plan amendments and zoning changes on the transportation system as required by Section 0060 of the Transportation Planning Rule (TPR). In addition, the updated policy will provide a foundation for recommending future implementation actions needed to align local, regional and state codes, standards, guidelines and best practices with the new policy, particularly as it relates to mitigating development impacts and managing, operating and designing roads.

Project objectives

The 2018 RTP is built around four key priorities of advancing equity, mitigating climate change, improving safety and managing congestion. The plan recognizes that our growing and changing region needs an updated mobility policy to better align how we measure the performance and adequacy of the transportation system for both people and goods. The comprehensive set of shared regional values, goals and related desired outcomes identified in the 2018 RTP and 2040 Growth Concept, as well as local and state goals will provide overall guidance to this work.

The following project objectives will direct the development of the updated mobility policy that meets these broad desired outcomes for the Portland metropolitan region.

The project will amend the RTP and Policy 1F of the OHP to:

1. Advance the region's desired outcomes and local, regional and state efforts to implement the 2040 Growth Concept and 2018 RTP policy goals for advancing equity, mitigating climate change, improving safety and managing congestion.
2. Support implementation of the region's Climate Smart Strategy, the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and related policies.

3. Provide a clear policy basis for management of and investment in the throughway¹ and arterial system to better manage growing motor vehicle congestion in the region in order to maintain interstate and statewide mobility on the throughway system while providing for intra-regional mobility and access by transit, freight and other modes of travel on the arterial roadway system and other modal networks.
4. Develop a holistic alternative mobility policy and associated measures, targets, and methods for the Portland region that focuses on system completeness for all modes and system and demand management activities to serve planned land uses. The updated policy will:
 - a. Clearly and transparently define and communicate mobility expectations for multiple modes, users and time periods, and provide clear targets for local, regional and state decision-making.
 - b. Provide mobility equitably and help eliminate disparities historically marginalized communities² face in meeting their travel needs.
 - c. Address all modes of transportation in the context of planned land uses.
 - d. Be innovative and advance state of the art practices related to measuring multimodal mobility.
 - e. Use transportation system and demand management to support meeting mobility needs.
 - f. Help decision-makers make decisions that advance multiple policy objectives.
 - g. Address the diverse mobility needs of both people and goods movement.
 - h. Balance mobility objectives with other adopted state, regional and community policy objectives, especially policy objectives for land use, affordable housing, safety, equity, climate change and economic prosperity.³
 - i. Distinguish between throughway and arterial performance and take into account both state and regional functional classifications for all modes and planned land uses.
 - j. Evaluate system completeness and facility performance for all modes to serve planned land uses as well as potential financial, environmental, greenhouse gas and community impacts of the policy, including impacts of the policy on traditionally underserved communities and public health.
 - k. Recognize that mobility into and through the Portland region affects both residents across the region and users across the state, from freight and economic perspectives, as well as access to health care, universities, entertainment and other destinations of regional and statewide importance.
 - l. Be financially achievable.
 - m. Be broadly understood and supported by federal, state, regional and local governments, practitioners and other stakeholders and decision-makers, including JPACT, the Metro Council and the Oregon Transportation Commission.
 - n. Be legally defensible for implementing jurisdictions.
 - o. Be applicable and useful at the system plan, mobility corridor and plan amendment scales.

¹ Throughways are designated in the 2018 RTP and generally correspond to Expressways designated in the OHP.

² 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.

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

Project requirements and considerations

The project will address these requirements and considerations:

1. Comply with federal, state and regional planning and public involvement requirements, including Oregon's Statewide Planning Goals, ORS 197.180, the process set forth in OHP Policy 1F3 and associated Operational Notice PB-02.
2. Consider implications for development review and project design.
3. Consider implications for the region's federally-mandated [congestion management process](#) and related performance-based planning and monitoring activities.
4. Coordinate with and support other relevant state and regional initiatives, including planned [updates to the Oregon Transportation Plan and Oregon Highway Plan](#), the ODOT Region 1 Congestion Bottleneck and Operations Study II (CBOS II), the [ODOT I-205 Tolling Project](#), the [ODOT I-5 Tolling Project](#), [Metro Regional Congestion Pricing Study](#), the Metro [Regional Transportation System Management and Operations \(TSMO\) Strategy](#) update and the [Metro jurisdictional transfer framework](#) effort.
5. Document data, tools and methodologies for measuring mobility.
6. Provide guidance to jurisdictions on how to balance multiple policy objectives and document adequacy, i.e. consistency with the RTP and OHP, in both transportation system plans (TSPs) and plan amendments, when there are multiple measures and targets in place.
7. Recommend considerations for future local, regional and state actions outside the scope of this project to implement the new policy and to reconcile differences between the new system plan and plan amendment measures and targets and those used in development review and project design.

KEY FINDINGS BRIEF

OREGON HIGHWAY PLAN MOBILITY POLICY WHITE PAPER

OREGON DEPARTMENT OF TRANSPORTATION | AUGUST 2020



1 | OREGON'S MOBILITY POLICY

"It is the policy of the State of Oregon to maintain acceptable and reliable levels of mobility on the state highway system, consistent with the expectations for each facility type, location, and functional objectives. Highway mobility targets will be the initial tool to identify deficiencies and consider solutions for vehicular mobility on the state system." —1999 Oregon Highway Plan (OHP) mobility policy

The Oregon Mobility Policy is intended to maintain acceptable and reliable levels of mobility on the state highway system, as reliable and continuous mobility is a key engine of economic opportunity and connectivity throughout the state. However, throughout the history of the mobility policy and continuing today, there have been situations where the highway mobility targets within the mobility policy have unintended outcomes. The policy states that mobility is to be measured with a vehicular volume-to-capacity ratio. This has led to stakeholder frustrations that focusing on the mobility of trucks and cars, rather than people and other modes, does not adequately reflect the current and future needs of the transportation system and surrounding community.

Over time ODOT has adapted the policy to make it more accommodating. Changes have includ-

ed clarifying that the measures are targets not standards, allowing for land use contexts where they do not apply, and providing a clearer path towards alternate targets when needed. However, it is likely that further clarity and flexibility will be needed in the future.

The purpose of this paper is to understand the history and current use of the mobility policy and develop considerations, options, and potential approaches for updating the mobility policy as part of the next OHP and Oregon Transportation Plan (OTP) updates. Such an update could define what "acceptable and reliable levels of mobility" entail and explore different measures that more holistically reflect that definition. This will help the new OHP better provide for outstanding mobility options for all people throughout the state.

2 | CONSIDERATIONS FOR UPDATING THE POLICY



- Stakeholder desire for a more multimodal, network-focused policy
- Best practices from other states
- ODOT's more current planning documents and other mode plans
- Comprehensive plan amendments and the TPR
- Land use context and functional classification

SATISFYING ALL APPLICATIONS

Oregon is unique in that the current OHP mobility targets are used in a variety of applications. These include Transportation Planning Rule (TPR) compliance, development review, long-range transportation planning, and project delivery. Some of these applications are direct outcomes of legal mandates, while others are more flexible. Any changes to the policy must be able to be similarly applied to these processes and to be effective in a variety of applications.

STAKEHOLDER FEEDBACK

Local jurisdictions, stakeholders, and community members acknowledge that the OHP mobility targets are easy to use, measure, and understand. They have also expressed concern that interaction between the TPR and OHP highway mobility targets are having unintended and undesirable consequences in their communities, such as making it difficult to increase the planned land use densities in their comprehensive plans. They are concerned that the requirements to meet v/c standards give vehicle mobility precedence over other local objectives, such as active

transportation operations and safety, compact land use planning, and economic development.

BEST PRACTICES FROM OTHER STATES AND OTHER ODOT DOCUMENTS

Many transportation agencies around the country are using performance measures to evaluate various dimensions of mobility, focusing less on eliminating peak-hour congestion and more on improving mobility as a whole. When mobility is defined as a more robust measure than simply the absence of congestion, the strategies employed to provide the best mobility possible to all users expand, and can better be tailored to roadway function and land use context.

The Oregon Transportation Commission's Strategic Investment Plan, *A Strategic Investment in Transportation*¹ (2017), also helps illustrate ODOT's current goals for state highway investment. Statewide mode and topic plans are adopted as a part of the OTP and include statewide policy, requirements, and guidance related to transportation system planning. These documents help clarify mobility goals for the various modes.

¹ Oregon Transportation Commission. *A Strategic Investment in Transportation*. 2017.

3 | APPROACHES FOR UPDATING THE POLICY

There are a range of potential options to consider for updating, revising, or replacing the state mobility policy.

These include better reflecting multiple aspects of mobility (such as peak-hour performance, network reliability, accessibility, etc.), land use context, and a variety of modes. The descriptions below discuss benefits and drawbacks to various options but do not recommend any option over the others. For each mobility policy option shown

below, the white paper includes potential approaches to updating the mobility performance measures.

POTENTIAL MOBILITY POLICY UPDATE OPTIONS

Mobility Policy Option		Description
#1	No Change	Keep the mobility policy and v/c-based measures in place with no updates. ODOT could, however, recommend the targets for long-range planning only and make the process of adopting alternative mobility targets easier.
#2	Define Mobility in the OHP Mobility Policy	Better define mobility within the OHP mobility policy. This definition could be mode-neutral or include a separate definition for each mode. The definition could also describe the different mobility needs inherent to different land use contexts and/or highway classifications.
#3	Define Mobility in the OTP	Better define mobility within the OTP. This definition could be mode-neutral or include a separate definition for each mode. The definition could also describe the different mobility needs inherent to different land use contexts and/or highway classifications.
#4	Define Mobility Within Various Modal Plans	Better define mobility within the various modal plans. These definitions would be tailored to the individual modes described within each plan. The definitions could also describe the different mobility needs inherent to different land use contexts and/or highway classifications.
#5	Amend the TPR	Amend the TPR so that it no longer relies on the mobility policy to determine if a land use decision causes a significant transportation impact. Note that this would not be an ODOT action, but rather would be under Department of Land Conservation and Development purview.

4 | NEXT STEPS

The current OHP mobility policy does not define what “acceptable and reliable levels of mobility” entails other than stating that it is to be measured through the mobility measures housed within the policy. Applications of these measures have led to the stakeholder frustrations described and difficulty balancing mobility with other needs and goals, such as economic development, housing, and urbanization. The flexibility that has been added to the policy over time remains largely vehicle centric, is time and cost intensive, and is focused on tolerating increased congestion rather than about defining desired mobility for the land use context and highway classification.

The OHP is scheduled to be updated in the next few years and the mobility policy will be one aspect of the plan that will be reviewed and considered for an update. An updated policy should address desired mobility outcomes and define acceptable and reliable levels of mobility for the Oregon highway system more robustly and explicitly. There are several potential directions ODOT could take to update the mobility policy. The options proposed are just some of the potential approaches to create a more broad-based mobility policy. These, in turn, can lead to reconsidering the way highway mobility is measured and the factors that are considered in setting the standards.

By considering the best practices described from other agencies and heeding Oregon's unique history, land use planning approach, and uses of mobility targets, a new policy can better balance multiple needs and goals while working towards improved mobility across the state. The following are a few key questions to consider during the OHP update.

QUESTIONS FOR THE OTP/OHP ADVISORY COMMITTEES

- How should mobility be defined for the Oregon highway system?
- What policy changes may be needed to achieve the desired mobility outcomes?
- Should additional land use context be considered in the mobility policy and if so, what are our expectations about mobility based on land use context?
- Should highway classification continue to be a factor in how we set mobility expectations for a facility and do the highway classifications need updating?
- What other factors should be considered in the mobility policy to better align the policy with our expectations about mobility?
- What mobility performance measures should be considered to better inform transportation decisions and investments from a mobility perspective?



Potential Mobility Policy Elements and Most Promising Performance Measures to Consider for Testing

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how we define and measure mobility in the Portland region in the Oregon Highway Plan (OHP), Regional Transportation Plan (RTP), local transportation system plans (TSPs) and corridor plans, and during the local comprehensive plan amendment process.

This document summarizes the potential mobility policy elements and most promising performance measures to consider for testing. Throughout April and May, Metro and ODOT will engage the Metro Council, regional advisory committees (JPACT and the Metro Policy Advisory Committee), county coordinating committees (staff and policy-levels), and other stakeholders to seek feedback on the key policy elements and most promising measures identified to date.

Potential Mobility Policy Elements

The project team reviewed existing state and regional policy documents and [past stakeholder input](#) from the 2018 Regional Transportation Plan update, development of the Get Moving 2020 funding measure and the [Scoping Engagement Process](#) for this effort. Based on this review and subsequent feedback received through two workshops with the Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) in fall 2020, five key transportation outcomes were identified as integral to how we view mobility in an urban environment, specifically in the Portland region:

- **Access** - All people and goods can get where they need to go.
- **Time Efficiency** – People and goods can get where they need to go in a reasonable amount of time.
- **Reliability** - Travel time is reliable or predictable for all modes.
- **Safety** - Available travel options are safe for all users.
- **Travel Options** - People can get where they need to go by a variety of travel options or modes.

TPAC and MTAC also provided feedback on criteria to be used to screen and select potential mobility performance measures for testing that address one or more mobility policy elements. Since January 2021, the Consultant team applied the criteria through a four-step process to narrow a list of 38 potential mobility measures to 12 potential mobility measures that appear most promising for testing through case studies this summer. The screening process is summarized on page 2.

Most Promising Performance Measures to Consider for Testing

The most promising performance measures to consider for testing are shown below. As a group, the measures cover all modes. Seven of the 12 measures relate to more than one mobility policy element. Seven of the measures can be used for both system planning and plan amendments, the focus of this regional mobility policy update. The most promising measures from this screening process are listed in order from highest to lowest screening score.

ID	Measure	Mobility Policy Elements					Planning Applications		
		Access	Time Efficiency	Reliability	Safety	Travel Options	System Performance/ Scenario Testing/Target	Needs Identification/ Project Identification	Plan Amendments/ Standard
13A	Multimodal Level of Service (MMLOS)	●			●	All modes		●	
13B	Level of Traffic Stress (LTS)	●			●	Bike, Pedestrian		●	●
15	Pedestrian Crossing Index	●	●		●	Pedestrian		●	●
24	System Completeness	●			●	All modes	●	●	●
27	Travel Speed			●	●	Vehicle, Freight, Transit	●	●	●
2	Accessibility to Destinations	●				All modes	●	●	
10	Hours of Congestion/Duration of Congestion		●	●		Vehicle, Freight, Transit	●	●	●
29	Travel Time Reliability (Planning and Buffer Travel Time Indexes)			●		Vehicle, Freight, Transit	●	●	●
36	VMT per Capita		●		●	Vehicle, Freight, Transit	●	●	
28	Travel Time		●			All modes	●	●	●
38	V/C for Roadway Links		●			Vehicle, Freight	●	●	●
37	Volume-to-Capacity Ratio (V/C) at Intersections		●			Vehicle, Freight		●	●

●?????????measure

Together, the technical screening process and stakeholder input will help shape staff’s recommendation to JPACT and Council on the key policy elements and measures recommended for testing through case studies.

Screening Process Leading to Most Promising Mobility Measures For Testing

Step 2: Measures Ranked by Highest to Lowest Screening Score 38 measures	Step 3: Top Scoring Measures from Each Element 17 measures	Step 4: Most Promising Mobility Measures for Testing 12 measures
<ul style="list-style-type: none">13A: Multimodal Level of Service (MMLOS)13B: Level of Traffic Stress (LTS)15: Pedestrian Crossing Index24: System Completeness6: Bicycle/Pedestrian Network Directness/Connectivity27: Travel Speed2: Accessibility to Destinations21: Person and Goods Throughput3: Accessibility to Employment5: Accessibility to Transit12: Mode Share10: Hours of Congestion/Duration of Congestion9: Freight Delay14: Access to Opportunity Index29: Travel Time Reliability (Planning and Buffer Travel Time Indexes)26: Transit Ridership33: Vehicle Miles Traveled (VMT)36: VMT per Capita28: Travel Time34: Vehicle-Bicycle Crashes35: Vehicle-Pedestrian Crashes38: V/C for Roadway Links4: Accessibility to Freight Terminals, Ports, and Industry7: Congestion Extent17: Percent System Reliable18: Person Capacity19: Person Hours of Travel (PHT)22: Queuing23: Recurring Delay/Non-Recurring Delay31: Vehicle Hours of Delay (VHD)/Peak Hour Excessive Delay20: Person Miles Traveled (PMT)8: Fatal and Serious Injury Crashes and Crash Rates25: Total Crashes16: Percent of Congested Traffic1: AADT/Capacity30: Trip Length/Trip Length Distributions11: Level of Service37: Volume-to-Capacity Ratio (V/C) at Intersections32: Vehicle Hours Traveled (VHT)	<ul style="list-style-type: none">13A: Multimodal Level of Service (MMLOS)13B: Level of Traffic Stress (LTS)15: Pedestrian Crossing Index24: System Completeness6: Bicycle/Pedestrian Network Directness/ Connectivity¹27: Travel Speed2: Accessibility to Destinations21: Person and Goods Throughput²12: Mode Share³10: Hours of Congestion/Duration of Congestion9: Freight Delay⁴29: Travel Time Reliability (Planning and Buffer Travel Time Indexes)33: Vehicle Miles Traveled (VMT)⁵36: VMT per Capita28: Travel Time38: V/C for Roadway Links37: Volume-to-Capacity Ratio (V/C) at Intersections	<ul style="list-style-type: none">13A: Multimodal Level of Service (MMLOS)13B: Level of Traffic Stress (LTS)15: Pedestrian Crossing Index24: System Completeness27: Travel Speed2: Accessibility to Destinations10: Hours of Congestion/Duration of Congestion29: Travel Time Reliability (Planning and Buffer Travel Time Indexes)36: VMT per Capita28: Travel Time38: V/C for Roadway Links37: Volume-to-Capacity Ratio (V/C) at Intersections
Note: All measures from ‘Best Practices’ memorandum, ranked by screening criteria ranking.	Note: Top scoring measures for each mobility policy element based on screening criteria ranking in previous step.	Note: Further narrowing of the measures list based on: ease of analysis, suitability to multiple applications, direct correlation to mobility, and overlap with other elements.

The measures above are listed in order from highest to lowest screening score for each step. A separate memo documenting each step of the screening process is available on request.

¹ Removed because of its similarities to System Completeness and Accessibility to Destinations.
² Although a useful corridor-level metric, removed because is a difficult to apply.
³ Removed because it is an outcome and goal for the region, rather than a direct measure of mobility.
⁴ Removed because of its similarity to Hours/Duration of Congestion.
⁵ Removed because VMT per capita better reflects impacts to mobility.



Regional Mobility Policy Update

Stakeholder and public engagement - Spring 2021

Spring 2021 engagement will seek input on how to measure mobility in the region.

Through recent transportation planning efforts and the Regional Mobility Policy update scoping processes, community members and stakeholders have told us what is important about how and why they move around the region.

Based on this input and feedback from two workshops with the TPAC and MTAC in 2020, five key transportation elements were identified as integral to how we view mobility in the Portland region.

Now, we need to identify more holistic ways to measure these elements that address the region's mobility needs and priorities.

This spring, Metro and ODOT are engaging policymakers, practitioners, community leaders and other stakeholders to help shape the proposed elements and measures to include in the updated policy.

Input from this engagement will be shared with regional decision-makers as they work together to develop the recommended outcomes and measures. In June, JPACT and the Metro Council will be asked to direct staff on the measures to be tested through case studies this summer. Staff will report the results of the case studies to stakeholders and decision-makers in Fall 2021. Staff will continue to engage TPAC and MTAC in developing a recommended updated Regional Mobility Policy and action plan for public review and discussion early next year by JPACT, MPAC and the Metro Council.

Potential Mobility Policy Elements

Access - All people and goods can get where they need to go.

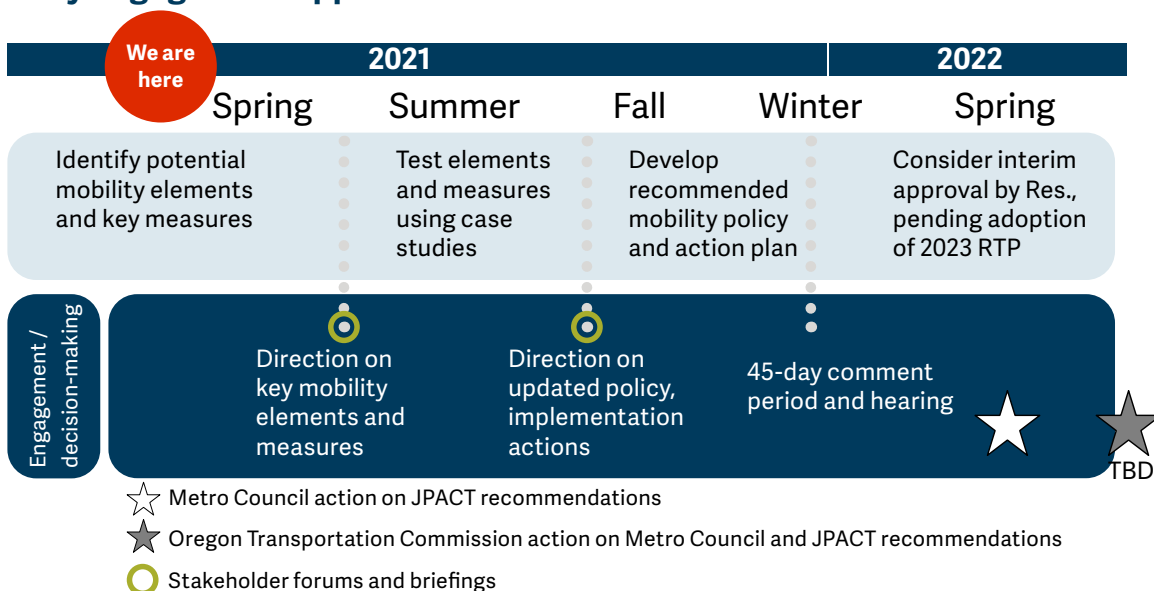
Time Efficiency- People and goods can get where they need to go in a reasonable amount of time.

Reliability- Travel time is reliable or predictable for all modes.

Safety- Available travel options are safe for all users.

Travel Options- People can get where they need to go by a variety of travel options or modes.

Key engagement opportunities



Spring 2021 engagement schedule

Dates are subject to change pending availability of agenda time.

Metro Council and Regional Committees

Who	Anticipated Date
Metro Council	April 13
TransPort Subcommittee to TPAC	April 14
Joint Policy Advisory Committee on Transportation (JPACT)	April 15
Metro Policy Advisory Committee (MPAC)	April 28
County Coordinating Committees	Various dates in April and May
Stakeholder Forums	
JPACT	May 20
Metro Council (<i>requested</i>)	June 15
JPACT (<i>requested</i>)	June 17
Metro Council (<i>requested</i>)	June 29

County Coordinating Committees

Who	Anticipated Date
Clackamas County TAC	April 27
East Multnomah County Transportation Committee TAC	May 5
Washington County Coordinating Committee TAC	May 6
Washington County Coordinating Committee (policy)	May 17
East Multnomah County Transportation Committee (policy)	May 17
Clackamas County C-4 subcommittee (policy)	May 19

Stakeholder Forums

Who	Anticipated Date
Practitioner Forum 1*	April 21
Freight and Goods Forum	April 23
Practitioner Forum 2*	April 30
Housing and Land Development Forum	May 4
Community Leaders Forum	May 14

* The two practitioner forums will be the same format/content to provide an option for stakeholders to participate on the date that works best for their schedule.

Interested in participating in a forum?

Send an email to transportation@oregonmetro.gov

Project contacts

Kim Ellis, Metro project manager
Kim.Ellis@oregonmetro.gov

Lidwien Rahman, ODOT project manager
Lidwien.Rahman@odot.state.or.us

March 31, 2021

Materials following this page were distributed at the meeting.

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

Unknown, walking, Multnomah, 3/31

Unknown, motorcycling, Multnomah, 3/31

Inna Danilovna Bosovik, 36, and Susan Kay Sturdavant, 65, driving, Multnomah, 3/25

Galdino Salazar Jr., 36, driving, Clackamas, 3/7

Morise Messiah Smith, 21, and Unknown, driving, Multnomah, 3/8

Baylei Mead, 9, walking, Multnomah, 3/6



** ODOT preliminary fatal crash report and news reports, as of 3/31/21*





Metro

Regional Congestion Pricing Study

Joint Policy Advisory Committee on Transportation

April 15, 2021

Agenda

- Study Update
- Review Technical Findings for Pricing Scenarios
 - High Level Findings, Costs and Benefits
- Expert Review Panel on 4/22
- Schedule and Next Steps

Regional Congestion Pricing Study

RCPS Goal:

To understand how our region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting and potentially improving safety and equity.

Not recommending or implementing any pricing measures

Expected Outcomes

RCPS findings will:

- Inform future discussions on implementing congestion pricing and policy recommendations
 - *Informing ODOT and PBOT efforts*
- Outline next steps for evaluation and further study

Pricing strategies will be measured against the Region's 4 Priorities (RTP 2018)



Equity-
Reduce disparity



Climate Smart –
Reducing GHG
emissions



Safety-
Getting to
Vision Zero



Congestion

Key Performance Measures

- Vehicle Miles Traveled (VMT)
- Percent of people using different modes
- Accessibility to Jobs – Transit + Auto
- Vehicle Delay
- Emissions
- Cost - *total cost of travel for the region and cost per traveler paying a charge*

The Four Families of Tools We Considered

- Focus on 4 tools with multiple possible program designs
- Provide assessment of overall value, not a recommendation



VEHICLE MILES TRAVELED FEE (Road User Charge)

Drivers pay a fee for every mile they travel



CORDON PRICING

Drivers pay to enter an area, like downtown Portland (and sometimes pay to drive within that area)



ROADWAY PRICING

Drivers pay a fee to drive on a particular road, bridge or highway



PARKING PRICING

Drivers pay to park in certain areas

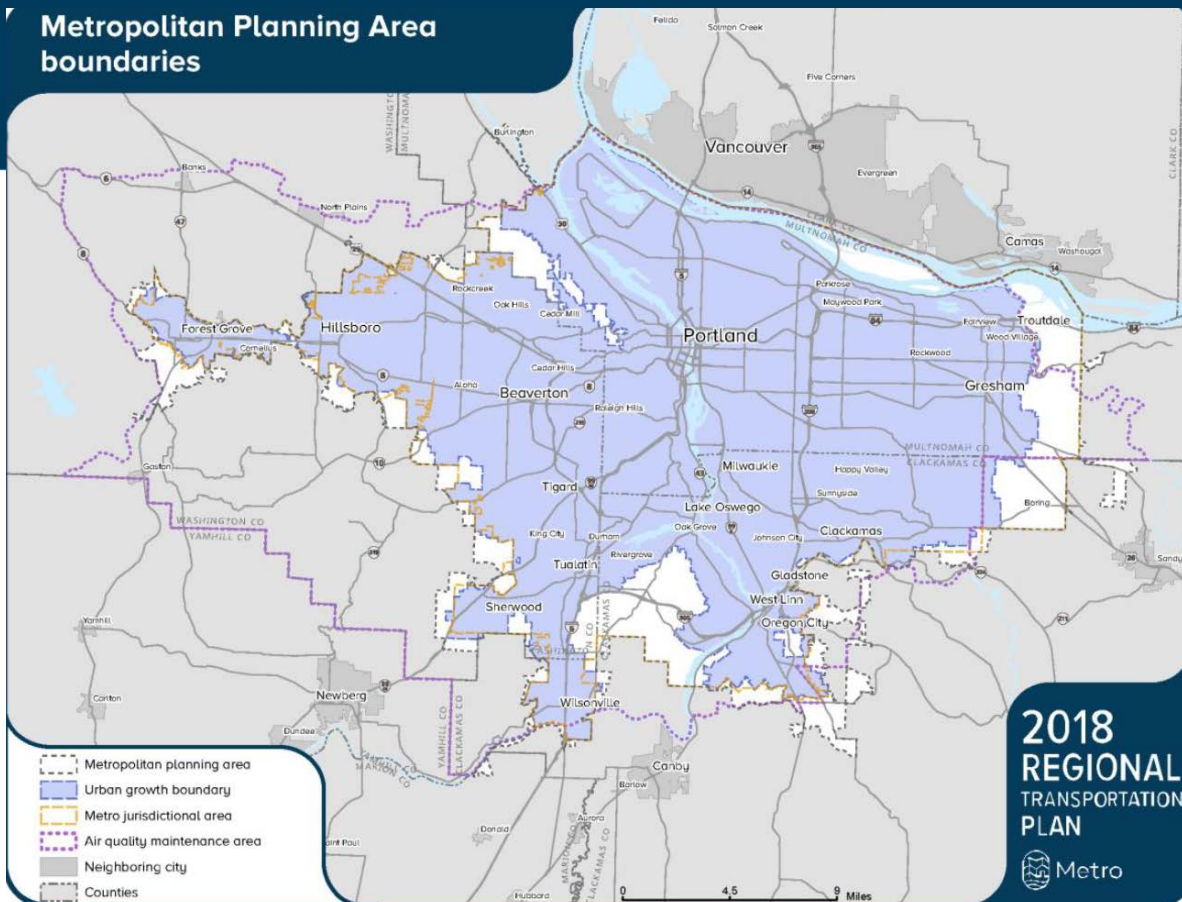
Summary of Scenarios

Scenario	Pricing Charge	Type of Charge	Additional Details
VMT B	\$0.0685/mile	Charge per mile driven	32% increase over Baseline Scenario
VMT C	\$0.132/mile	Charge per mile driven	Charge is approximately doubled compared to VMT B; 63% increase over Baseline Scenario
COR A	\$5.63	Charge to enter cordon area	Higher end of price range based on other cities
COR B	\$5.63	Charge to enter cordon area	Higher end of price range based on other cities; cordon boundaries are larger compared to Cordon A
PARK A	Varies	Charge to park vehicle	Parking assumptions drawn from 2018 RTP's 2040 Financially Constrained scenario
PARK B	Varies	Charge to park vehicle	Parking assumptions are doubled compared to Parking A
RD A	\$0.132/mile	Charge per mile driven on highways	Charge on highways equivalent to the VMT C per mile charge
RD B	\$0.264/mile	Charge per mile driven on highways	Charge on highways is doubled compared to Roadway A

- 8 scenarios (two from each family)
- Charges assessed within MPA boundaries only (in \$2010)
- Compare effects of different types of charges and amount charged

VMT Scenarios

Metropolitan Planning Area boundaries

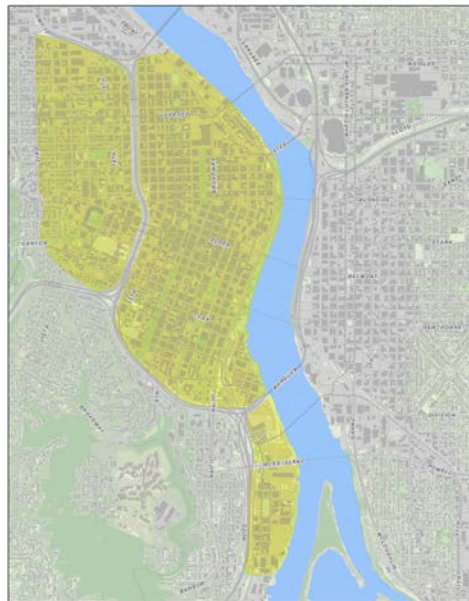


- Charges assessed within MPA boundaries for each mile driven for VMT B and VMT C

Cordon Scenarios

DRAFT

Cordon A

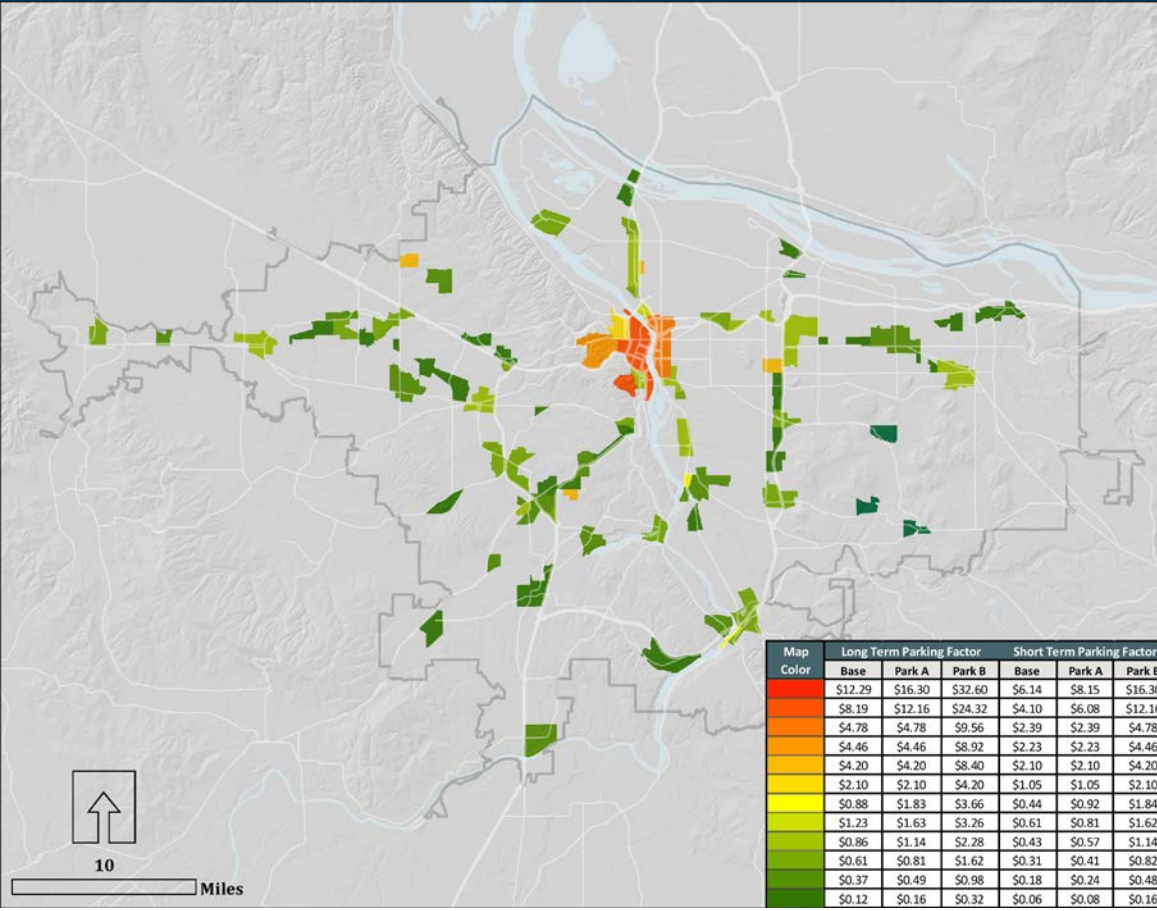


Cordon B



- Cordon A encompasses downtown Portland, South Waterfront, portions of NW Portland
- Cordon B expands to include Lloyd District and CEID
- Travel through the cordons on freeways/highways (i.e. I-5/I-405, or US-26 to Ross Island Bridge) are not charged

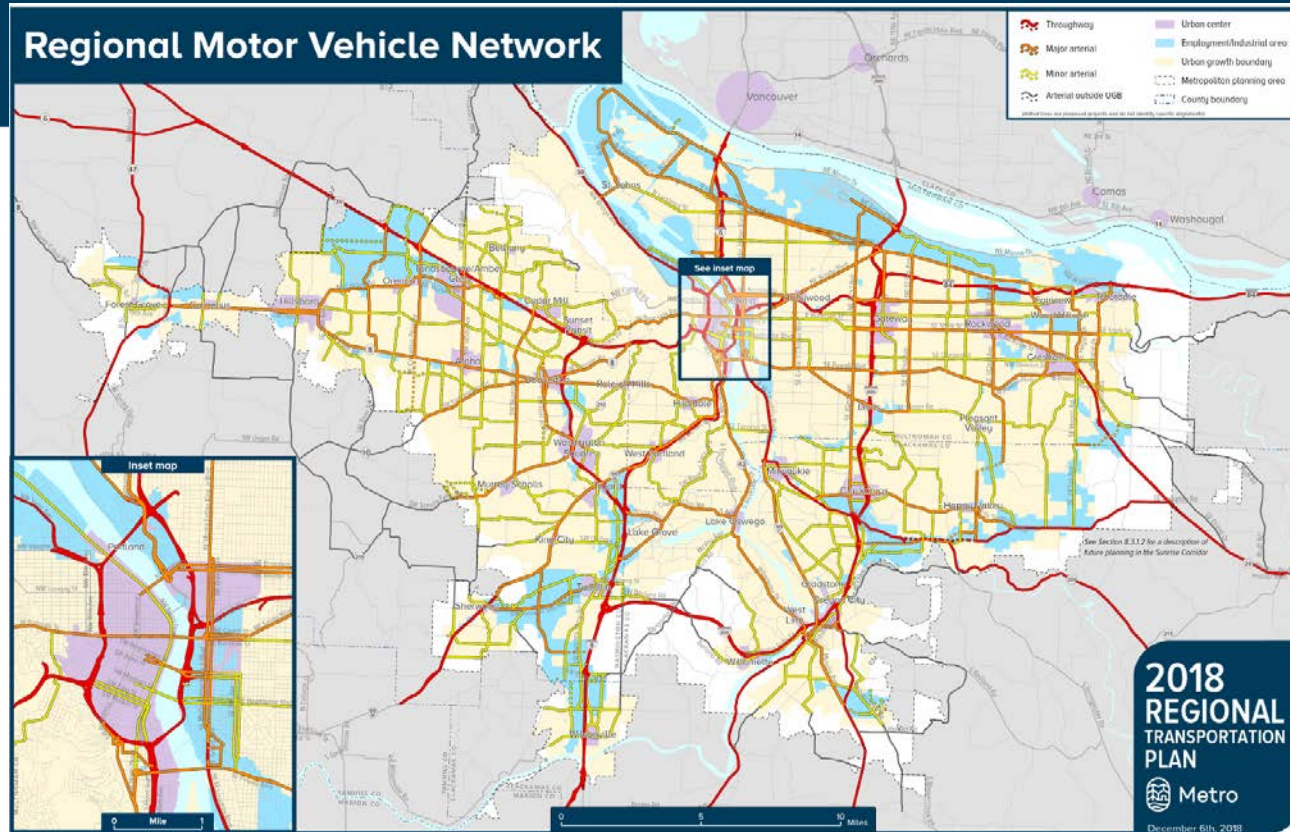
Parking Scenarios



- Parking A and B do not include changes to parking charges outside of MPA boundaries
- Parking B is double the charge of Parking A
- Rates in Vancouver remain at 2027 Base level

Roadway Scenarios

DRAFT



- All throughways (shown in red) within MPA boundaries are charged in Roadway A and Roadway B
- Roadway A charges the same rate as VMT C, while Roadway B doubles that rate

Summary of Scenario Performance

- All four pricing types **addressed climate** and **congestion** priorities.
- **All eight scenarios** reduced the drive alone rate, vehicle miles traveled, and emissions, while increasing daily transit trips.
- Geographic distributions of **benefits and costs varied** by scenario.
- There were **tradeoffs** for implementing pricing scenarios.

High-Level Findings from Modeling

RTP Goal	Metrics	VMT B	VMT C	COR A	COR B	PARK A	PARK B	RD A	RD B
Congestion & Climate	Daily VMT								
	Drive Alone Rate								
	Daily Transit Trips								
	2HR Freeway VHD								
	2HR Arterial VHD								
Climate	Emissions								
Equity	Job Access (Auto)								
	Job Access (Transit)								
Total Regional Travel Cost		Medium-High	High	Medium-Low	Medium-Low	Low	Low	Medium	Medium

Note: Green indicates better alignment with regional goals when compared to the Base scenario.

Legend	
	Large Positive Change
	Moderate Positive Change
	Small Positive Change
	Minimal Change
	Small Negative Change
	Moderate Negative Change
	Large Negative Change

*Positive and Negative refer to progress toward regional goals, and not to numerical values (i.e. a reduction in VMT is "positive")

- VMT and Parking scenarios show the most positive changes, no negative changes
- Cordon and Roadway scenarios see some increases in delay and reductions in job access
- These results are before any discounts/exemptions, reinvestment of revenues, or iterations of program design

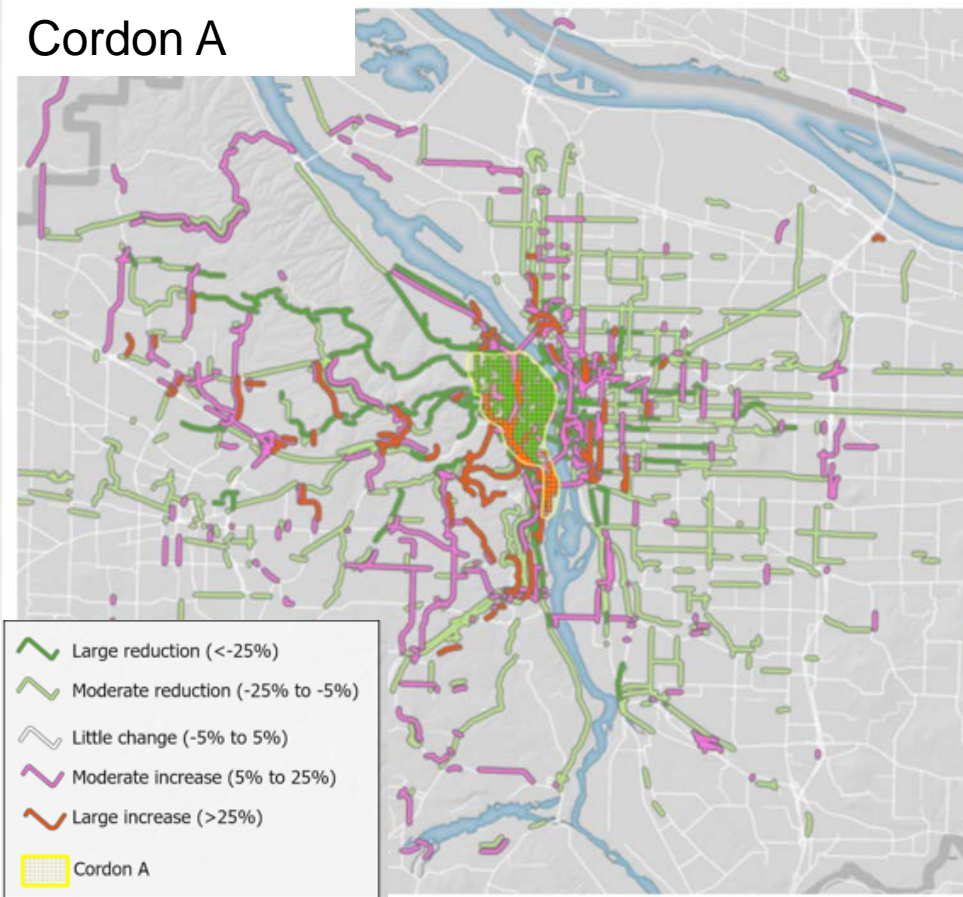
Summary of Cost Impacts

- All eight scenarios increase the overall cost for travel for the region, but some scenarios distribute the costs widely while others concentrate them on fewer travelers. Those that distribute the costs also have the highest overall cost for the region.
- Overall regional transportation costs and individual traveler costs vary by scenario.
- Distribution of costs and benefits have implications for where fee discounts and revenues could be targeted.

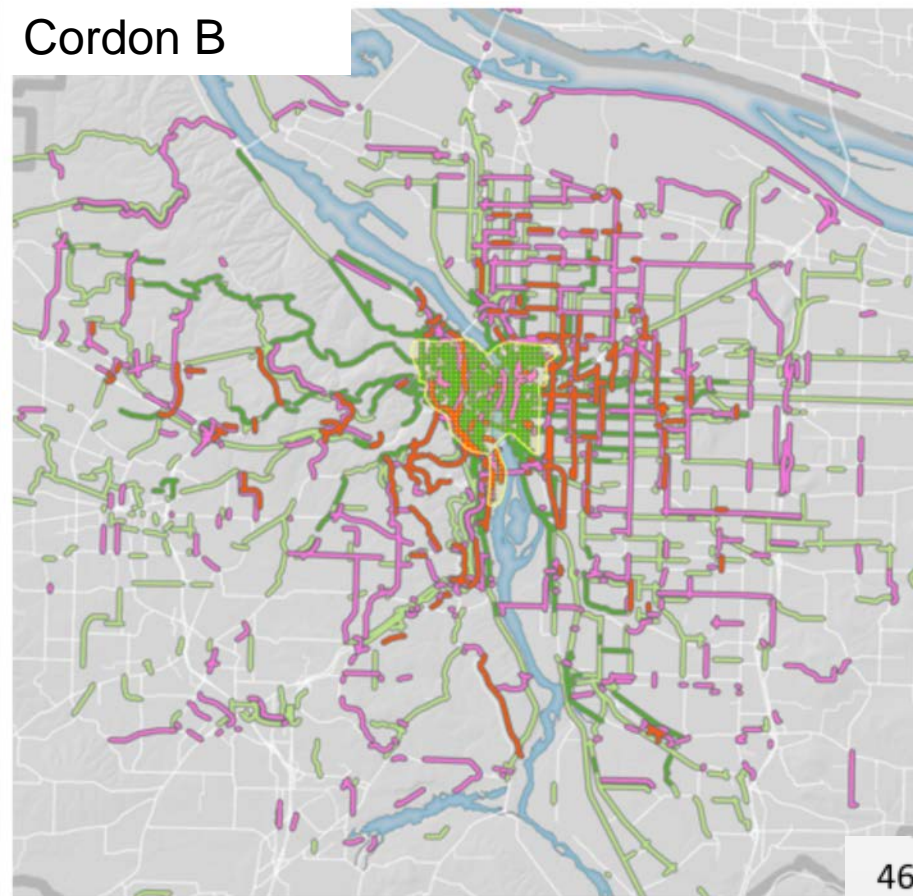
Change in Volumes Compared to Base (2-hr PM Peak)

DRAFT

Cordon A



Cordon B



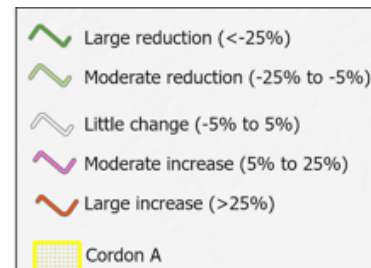
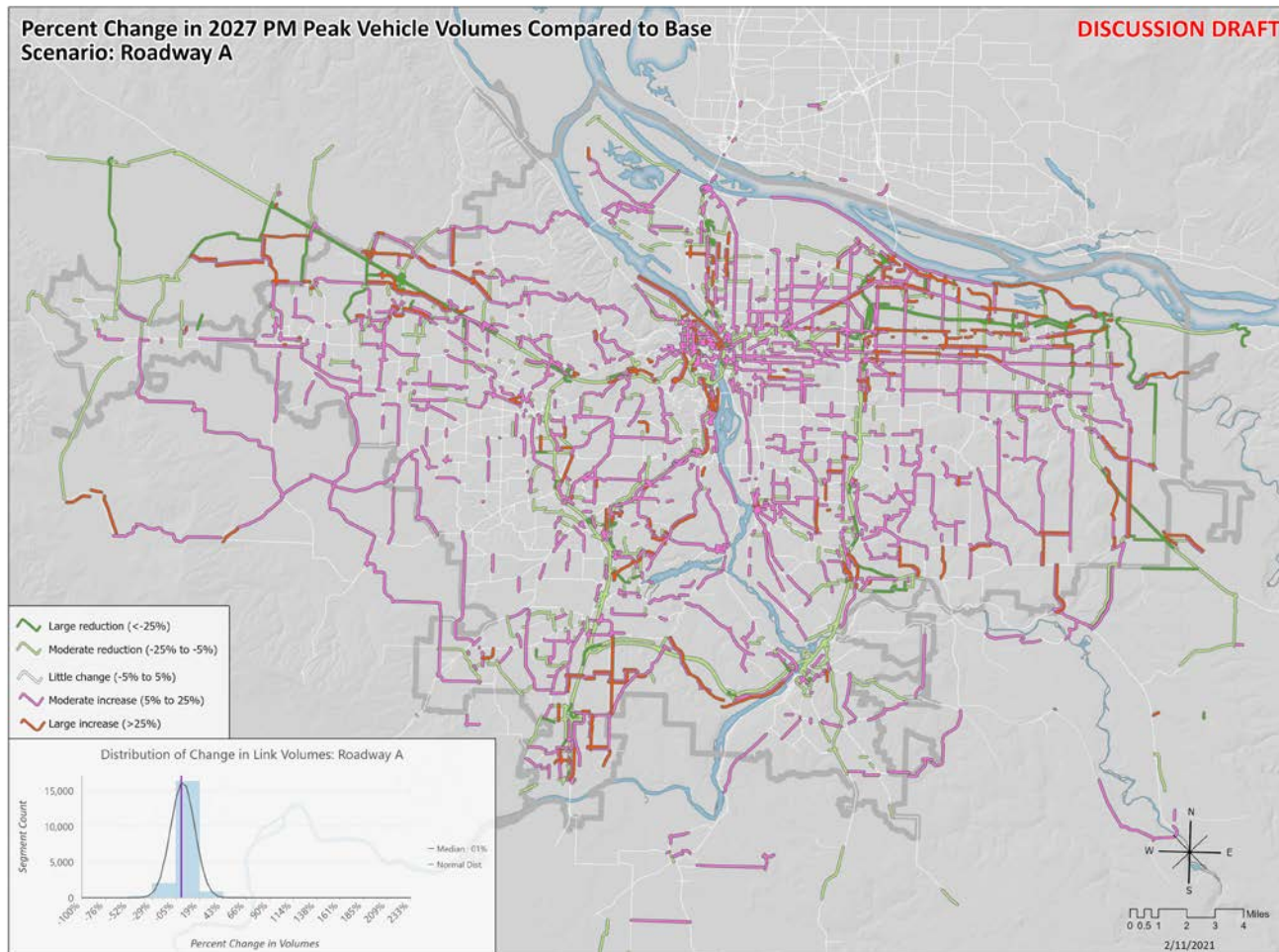
Percent Change in 2027 PM Peak Vehicle Volumes Compared to Base
Scenario: Roadway A

DISCUSSION DRAFT

Roadway A

Volumes drop across the freeway network as drivers divert to arterials to avoid charge.

Most arterials near freeways see an increase in volumes.

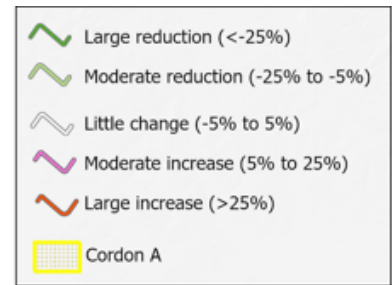
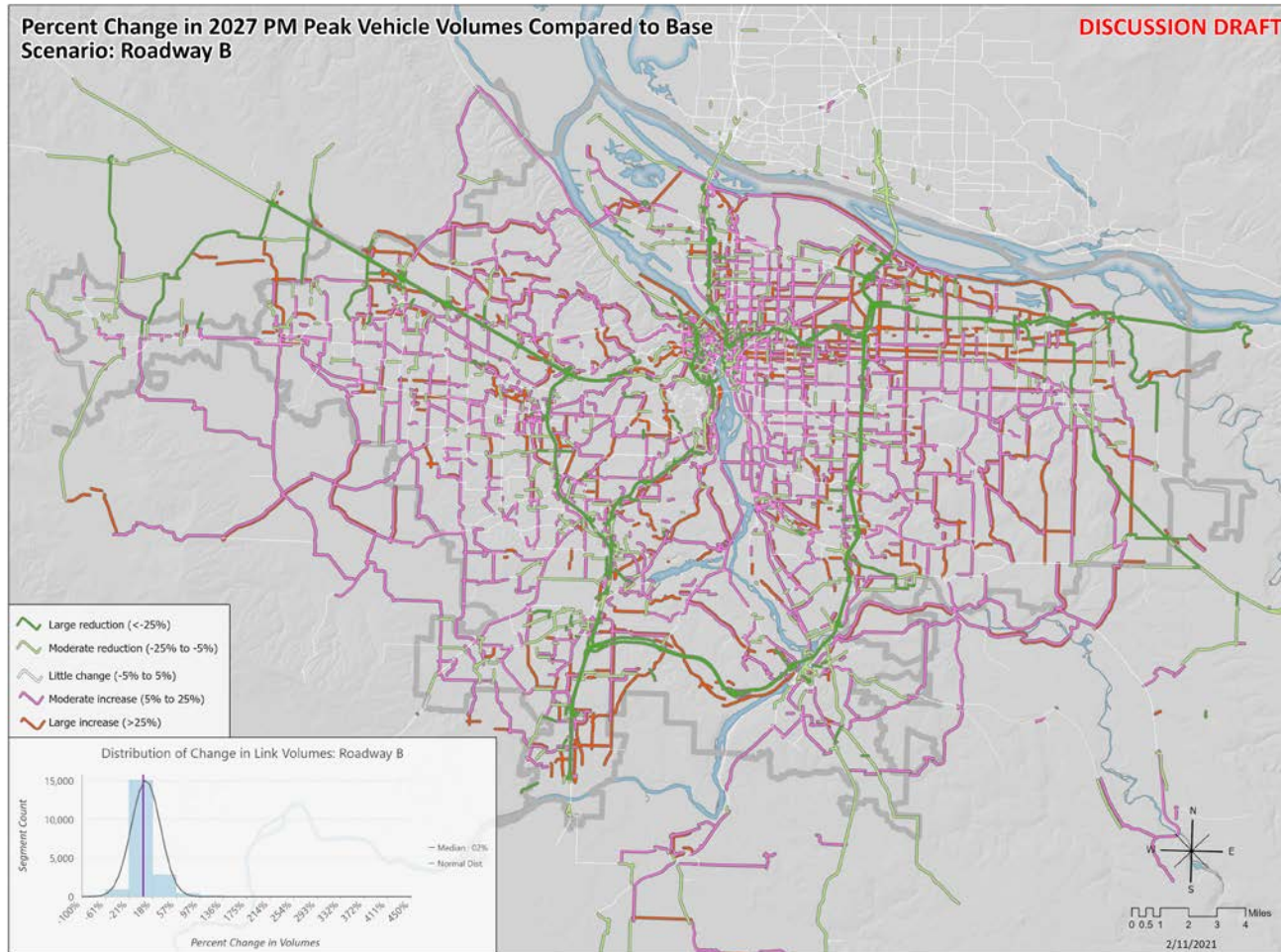


Percent Change in 2027 PM Peak Vehicle Volumes Compared to Base Scenario: Roadway B

DISCUSSION DRAFT

Roadway B

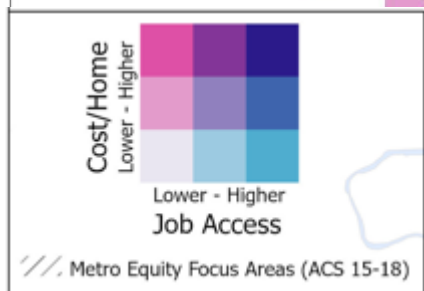
Changes are magnified with Roadway B, with more arterials seeing volume increases, and freeways seeing increasingly lower volumes.



2027 Auto Access to Jobs vs. Change in Cost per Household Scenario: Roadway A

DISCUSSION DRAFT

Percent change in the number of jobs accessible within 30 minutes by auto in the peak vs. change in cost per household to travel, compared to Base



RD A

With RD A, many areas near freeways see increased job access by auto along with higher costs to travel, but the negative impacts in outer areas are prominent.

High-Level Findings from Modeling

RTP Goal	Metrics	VMT B	VMT C	COR A	COR B	PARK A	PARK B	RD A	RD B
Congestion & Climate	Daily VMT								
	Drive Alone Rate								
	Daily Transit Trips								
	2HR Freeway VHD								
	2HR Arterial VHD								
Climate	Emissions								
Equity	Job Access (Auto)								
	Job Access (Transit)								
Total Regional Travel Cost		Medium-High	High	Medium-Low	Medium-Low	Low	Low	Medium	Medium

Note: Green indicates better alignment with regional goals when compared to the Base scenario.

Legend	
	Large Positive Change
	Moderate Positive Change
	Small Positive Change
	Minimal Change
	Small Negative Change
	Moderate Negative Change
	Large Negative Change

*Positive and Negative refer to progress toward regional goals, and not to numerical values (i.e. a reduction in VMT is "positive")

Expert Review Panel - April 22, 2021

**Jennifer Wieland - moderator**

Managing Director. Expert in congestion pricing and equity-focused studies

NelsonWygaard

**Daniel Firth**

Transport and Urban Planning Director; Congestion pricing leader in London, Stockholm and Vancouver

C40

**Rachel Hiatt**

Assistant Deputy Director for Planning; Project manager of the Downtown Congestion Pricing Study

San Francisco County Transportation Authority

**Sam Schwartz**

Founder and CEO; Father of NYC congestion pricing

Sam Schwartz Transportation Consultants

**Christopher Tomlinson**

Executive Director; Expert in political, policy and legal aspects of tolling

*State Road and Tollway Authority, Georgia
Regional Transportation Authority,
Atlanta-region Transit Link Authority*

**Clarrissa Cabansagan**

Director of Programs; National leader in transportation policy and mobility justice

TransForm

Expert Review Panel

- Provide input on our methods and technical findings
- Share insights gained from their work
 - Atlanta, San Francisco, New York, Seattle, Vancouver, Stockholm, and London among other locations
 - Technical, implementation, and equity considerations
- Discussion and Q & A
 - Moderated discussion
 - Opportunity for Metro Council and JPACT to ask questions

Expert Panel Discussion

Given our technical findings and knowing the report will include further equity and implementation considerations...

- What would you would like to hear from the panel?
- Key questions or areas for discussion?

Next Steps – Incorporating Feedback

Incorporate feedback from Expert Review Panel, Metro Council and JPACT. Combine findings with additional information on equity and implementation considerations.

Regional Congestion Pricing Report

- How well do the different tools perform for our region?
- Are there are areas of concern? Areas that should be studied further?
- Considerations for policy makers and projects going forward?

Next Steps

- Expert Review Panel – April 22
- TPAC, MPAC– June 2021
- JPACT final report in June 17, 2021
- Metro Council June and July 2021
 - June - Work Session on final report
 - July - Metro Council Meeting with a Resolution accepting the final report

Regional Congestion Pricing Study

Thank you for
your feedback!

Elizabeth.Mros-OHara@oregonmetro.gov



Metro

JPACT Federal Policy Agenda

JPACT | April 15, 2021



What we know: Federal Transportation

Earmarks are (mostly) submitted!

Build Back Better/American Jobs Plan

Transportation Reauthorization



Greater Portland starts strong.

Why have a federal policy agenda?

- Speak with one voice
- Support each other
- Money and policy are two sides of the same coin
- Policy matters

Key reauthorization values

Reduce climate pollution

Improve safety and transit

Create jobs and access opportunity,
especially for people of color

Strong alignment
2018 RTP
Get Moving 2020

Robust Funding

Continue:

- More funding overall
- Support local and state innovative funding mechanisms, such as the road user fee
- Bridges of National and Regional Significance program
- Larger federal match for all programs, particularly Capital Investment Grants

Change:

- decreased focus on gas tax, bigger focus on more funding regardless of source

Sustainable Transportation

Continue:

- Support reinstatement of greenhouse gas emissions performance targets, develop VMT performance targets
- Focus on multimodal projects and support for transit
- Support investments in active transportation

Safe Transportation

Continue:

- Support for national Vision Zero efforts

Change:

- Increase Highway Safety Improvement Program (HSIP) funds and support local allocation

Just Transportation

Change: these would all be new components of the JPACT Legislative agenda, they are drawn from the DeFazio H.R. 2 framework

- Support racial equity analysis in federal programs
- Support efforts at increasing apprenticeship funding and workforce training
- Support policy to require racial equity analysis as part of grant applications
- Support incentives in Capital Investment Grant program for increased density along transit lines

Resilient Transportation

Continue:

- Incorporate resiliency and adaptation as higher priorities in grant programs, investments, etc.
- Support regional and state disaster planning efforts

Change:

- Increased focus on disaster response particularly for fire and landslide disasters, not just disaster planning

Invest Locally and Regionally

Continue:

- Increase sub allocation to the local and regional level
- Create grant program to facilitate jurisdictional transfer
- Support local and state flexibility in developing projects and policies regarding autonomous vehicles, pricing programs, regional freight systems, and data collection and management

Change:

- Protect CMAQ funding for areas in attainment

Better Transit

Continue:

- Increase federal match for Capital Investment Grant program
- Expand Small Starts eligibility to include systems improvements, rather than specific bus lines and increase Small Starts cost limits
- Support transition away from diesel busses
- Recognize past performance of agencies in delivering projects on or under budget when making risk assessments for Capital Investment Grant program

Change:

- light rail vehicle size requirements

Where we go from here

Today:

JPACT update/feedback on policy themes

Next:

Staff continue drafting policy agenda

Return to JPACT in May

Late May/Early June- meetings with congressional delegation

oregonmetro.gov



Regional mobility policy update

JPACT

April 15, 2021

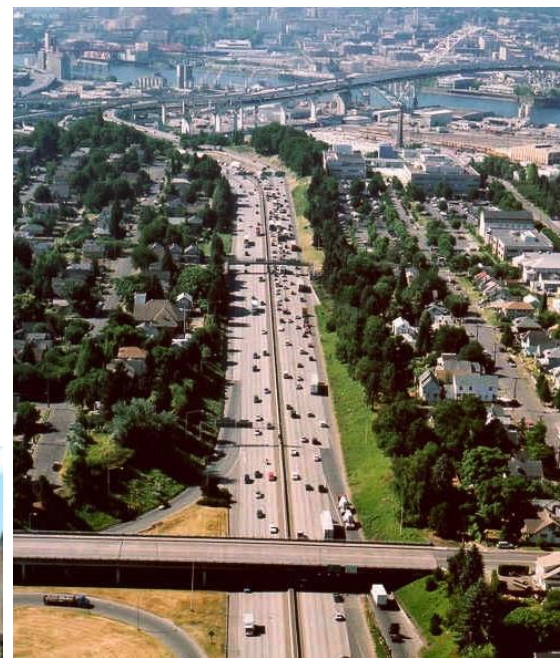
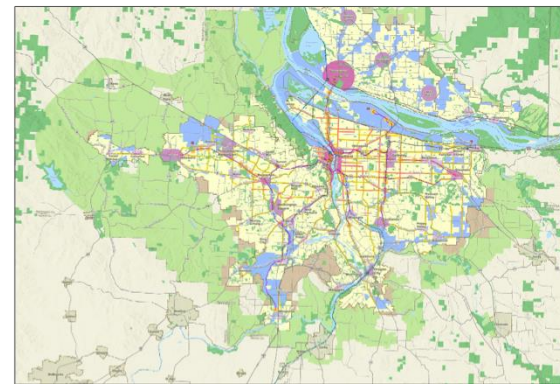
Kim Ellis, Metro project manager
Glen Bolen, ODOT



Metro



Oregon
Department
of Transportation



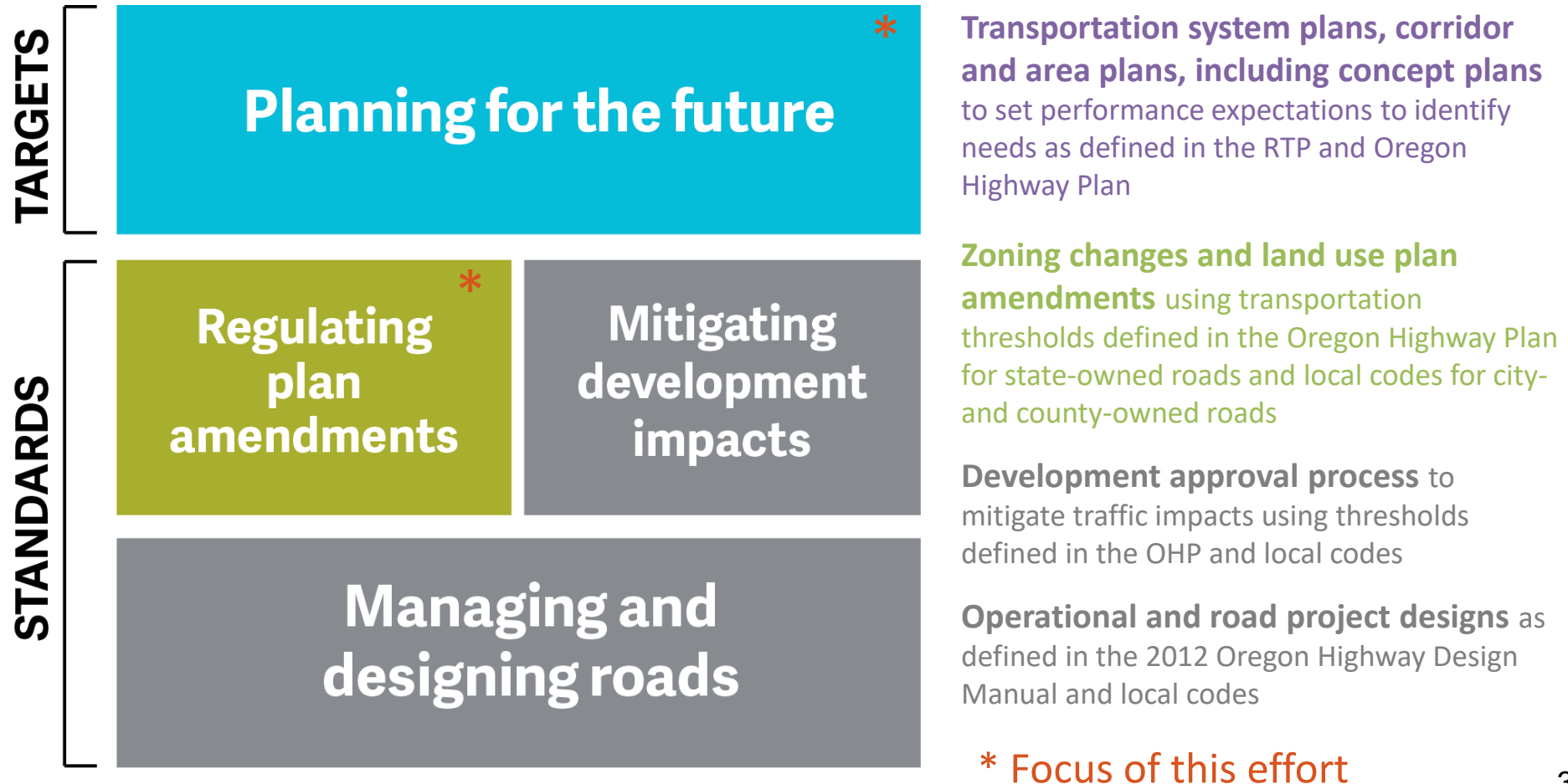
Project purpose

- Update the policy on how we define and measure mobility for the Portland area transportation system
- Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area

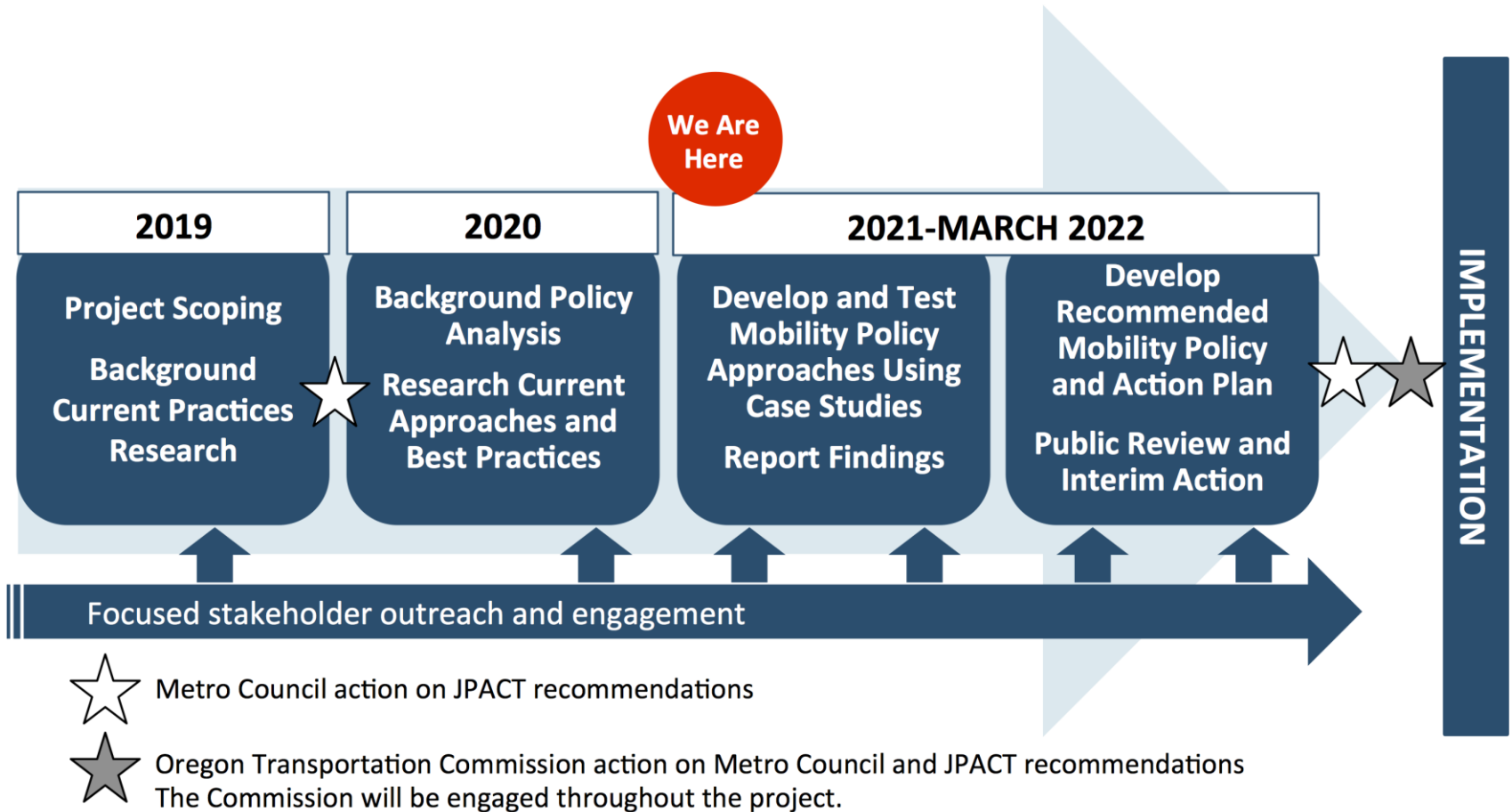


Visit oregonmetro.gov/mobility

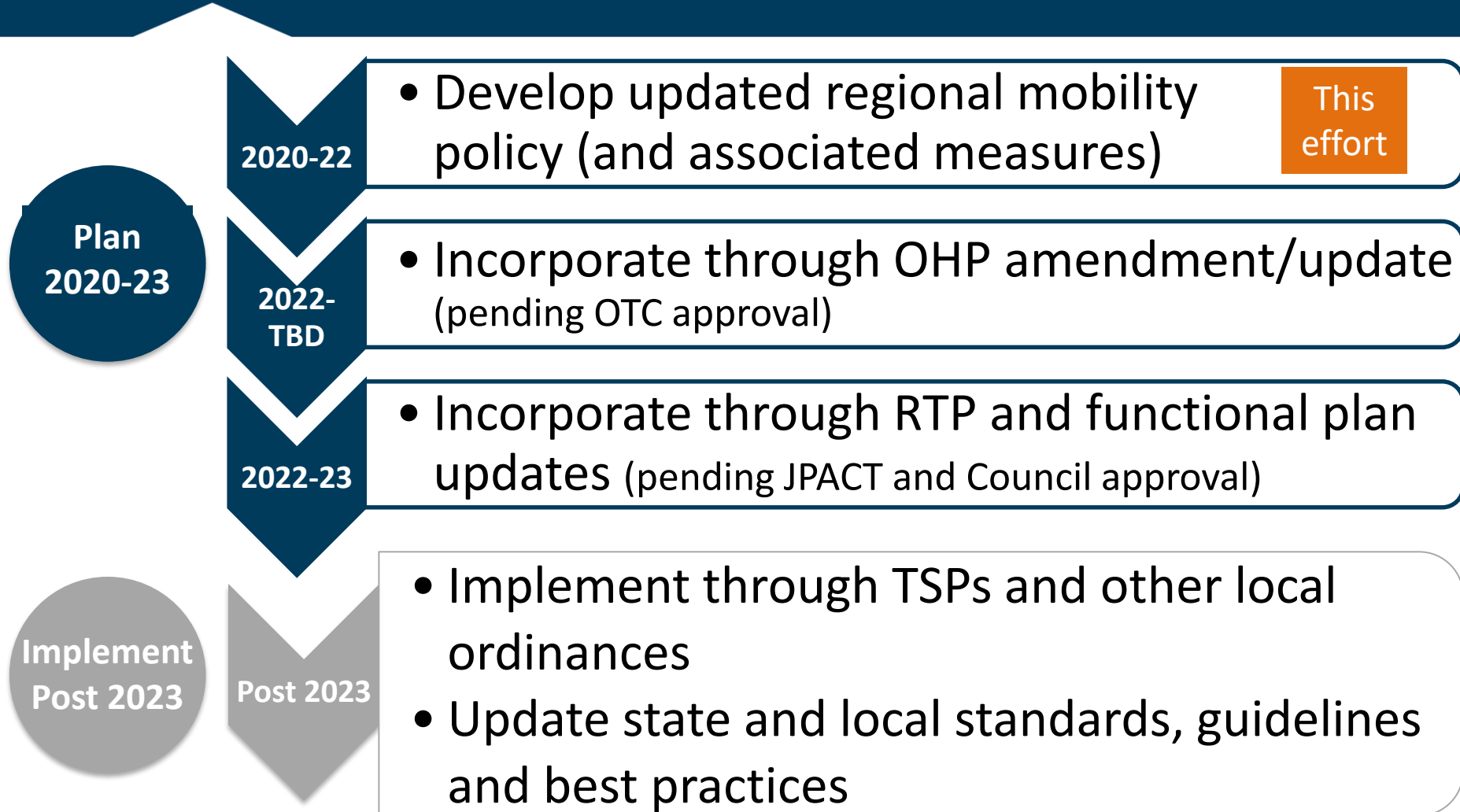
State and local decisions are connected to current congestion (mobility) policy



Project timeline



Where is this headed?

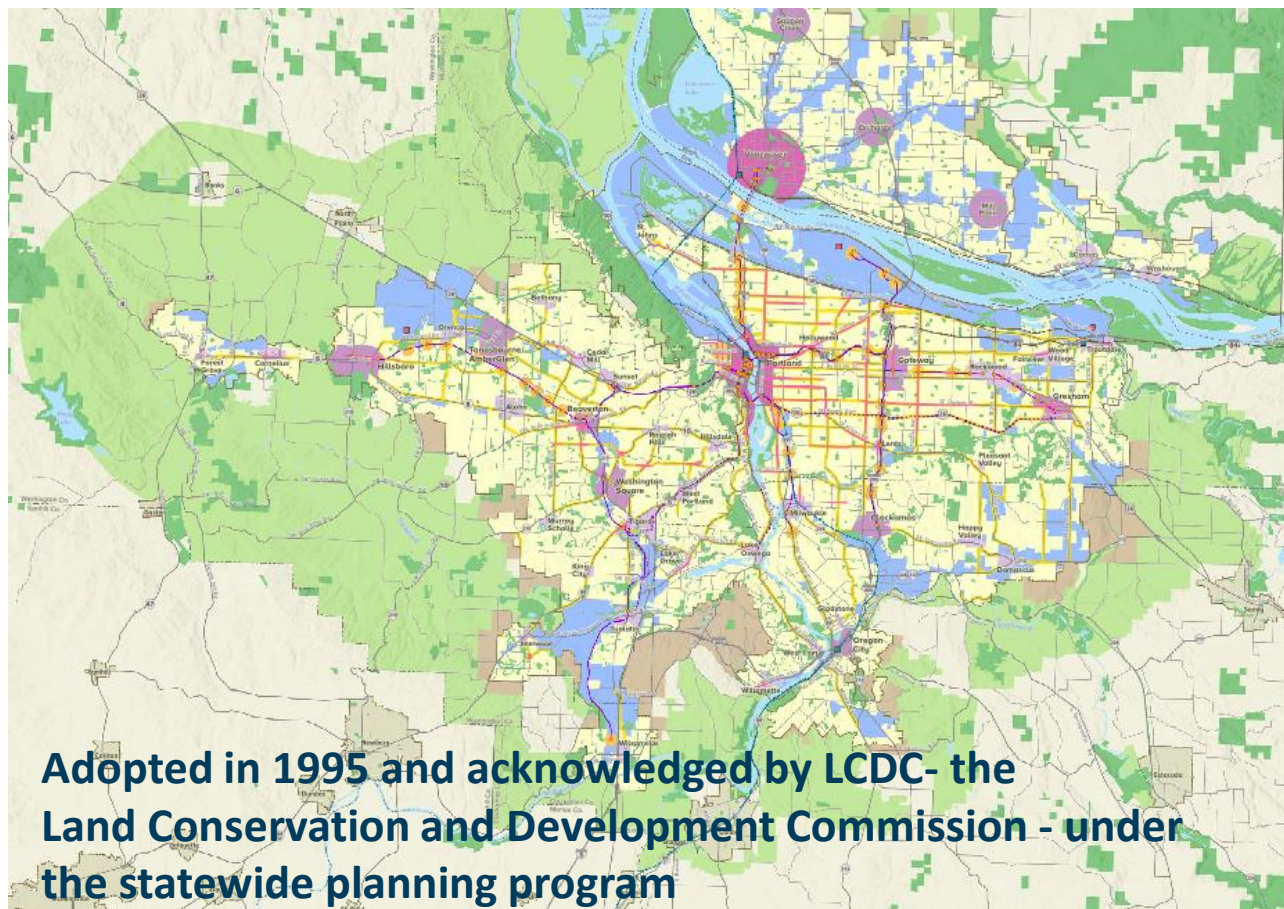


2040 Growth Concept is our foundation

Adopted as the land use plan for the region under state law (ORS 197)

Transportation plans must be adequate to serve planned land uses

Codified in regional plans governing cities and counties



2018 Regional Transportation Plan priorities



Equity



Climate



Safety



Congestion

Oregon Transportation Commission Strategic Action Plan Priorities...



Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.



Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.

...Oregon Transportation Commission Strategic Action Plan Priorities

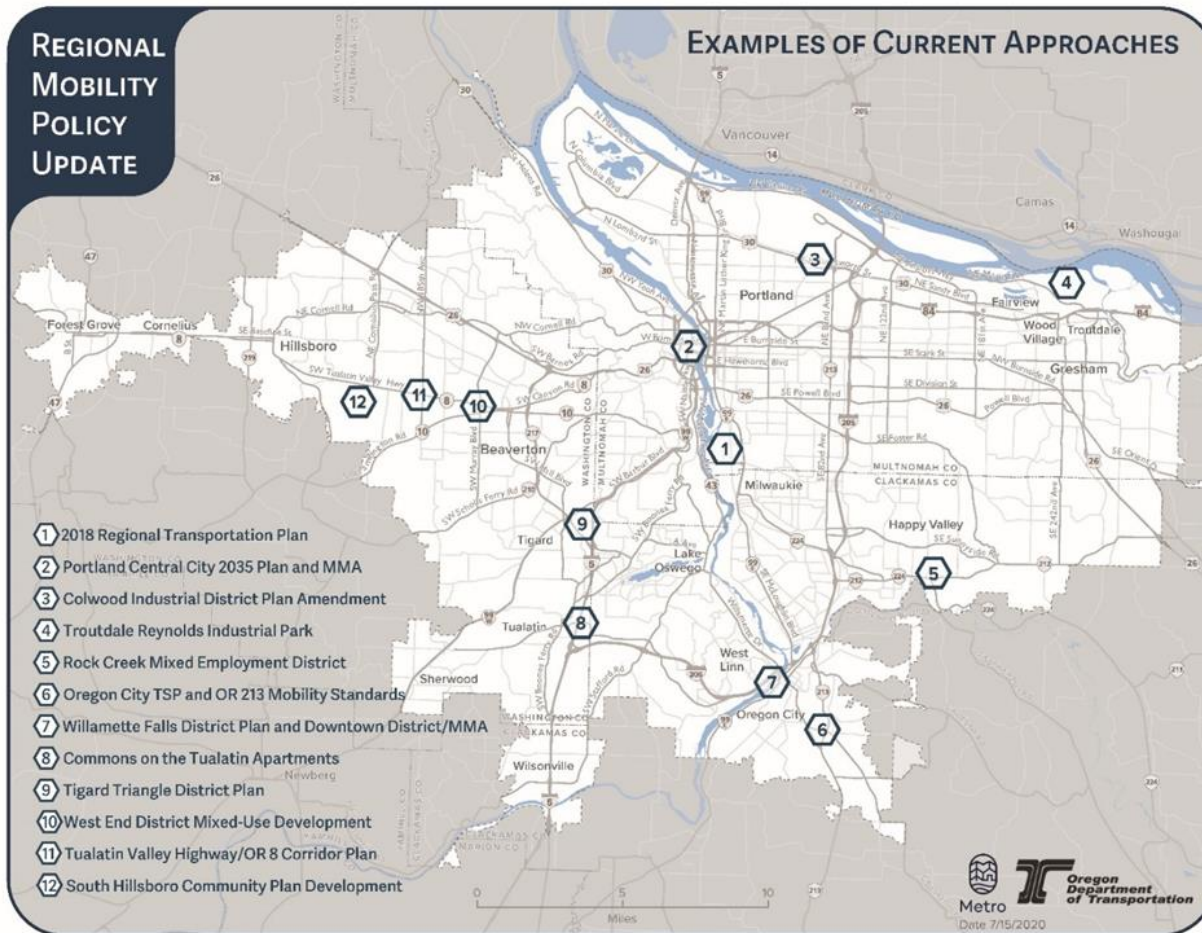


Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

- **Preservation and Stewardship:** Preserve, maintain, and operate Oregon's multimodal transportation system and achieve a cleaner environment.
- **Safety:** Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.
- **Accessibility, Mobility and Climate Change:** Provide greater transportation access and a broader range of mobility options for Oregonians and address climate change.
- **Congestion Relief:** Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.
- **Project Delivery:** Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.
- **Innovative Technologies:** Invest in and integrate technologies to improve transportation services and operations throughout Oregon.

Current approaches in the region



An overview and series of 12 factsheets will be posted on the project website soon!

oregonmetro.gov/mobility

Key Themes and Observations

from research on current approaches

- V/C measure is a useful diagnostic tool
- V/C ratio is more strictly applied as we move from system planning to project design



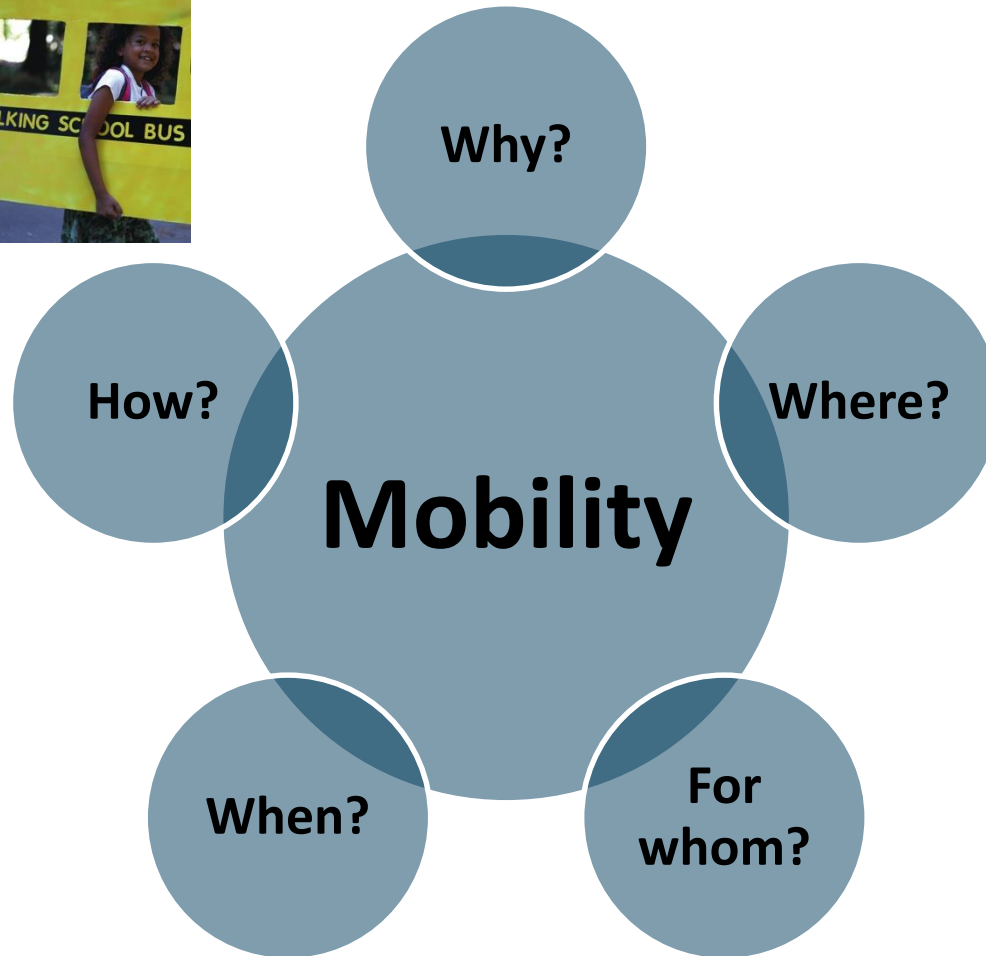
- Mobility is one of many policies and measures considered in system planning
- ODOT and local agencies would like more multi-modal measures that could be applied to plan amendments and development review
- Plan amendments should focus more on consistency with the local plans than the v/c measure

Stakeholder definitions of mobility

- “Getting to where you need to go safely, affordably and reliably no matter your [mode of travel], age, gender, race, income level, ZIP code...”
- "Mobility – focus on moving people and moving goods predictably and efficiently.”
- "Efficient freight movement and access to industry and ports...play a key role in the state’s economic development."



How do you *define* mobility?



Draft Mobility Policy Elements

Access

- All people and goods can get where they need to go.

Time Efficiency

- People and goods can get where they need to go in a reasonable amount of time.

Reliability

- Travel time is reliable or predictable for all modes.

Safety

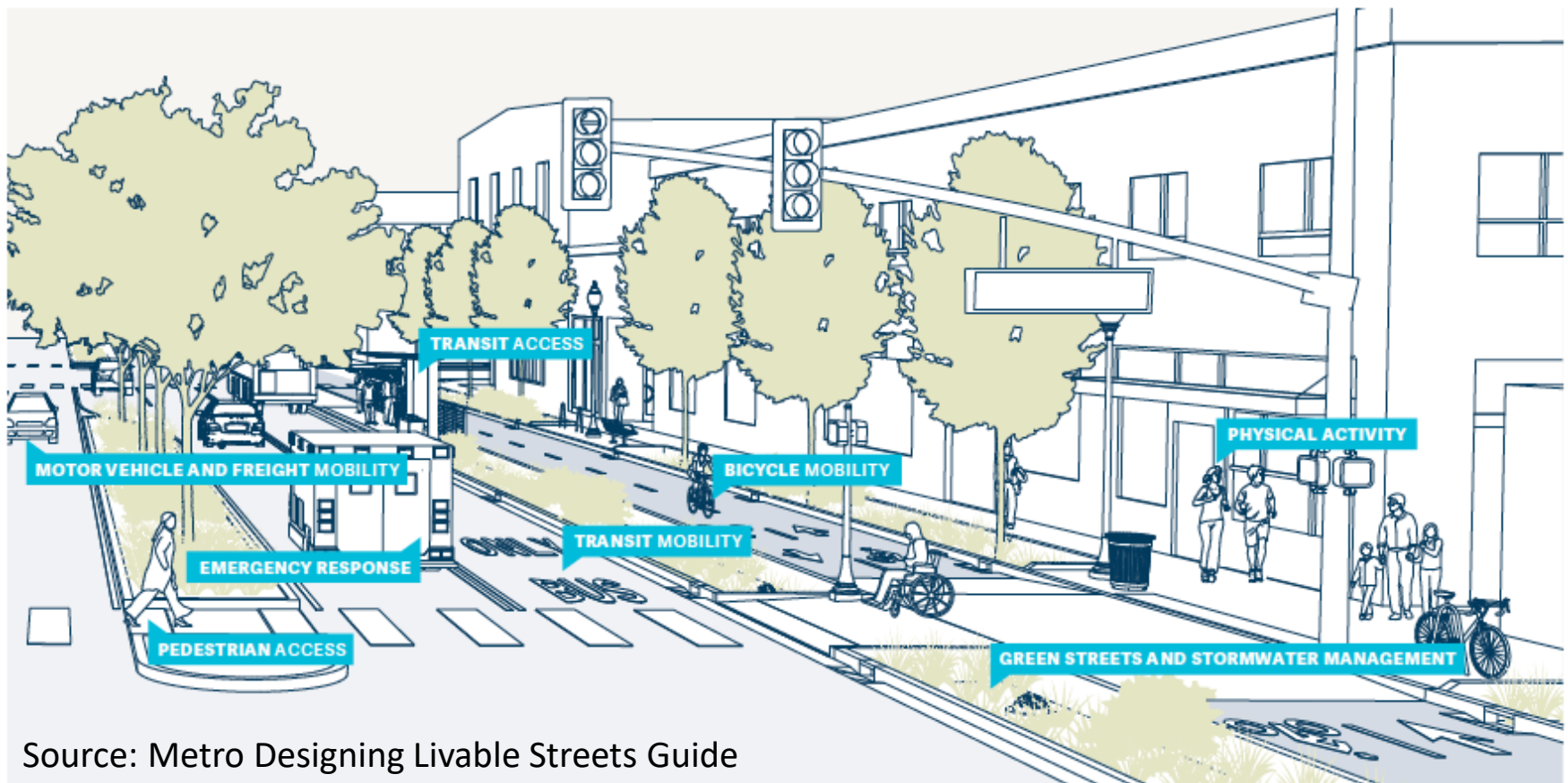
- Available travel options are safe for all users.

Travel Options

- People can get where they need to go by a variety of travel options or modes.

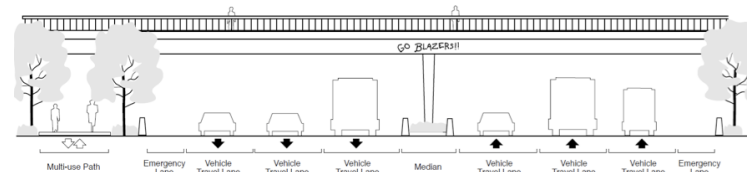
What does mobility look like?

Streets serve many different functions. Various functions and modes may be prioritized on different streets depending on planned land use context.



Source: Metro Designing Livable Streets Guide

How should we measure mobility in different contexts?



Source: 2018 Regional Transportation Plan (Chapter 3)

Draft Potential measures being considered for testing subject to further refinement

listed in order from
highest to lowest
screening score

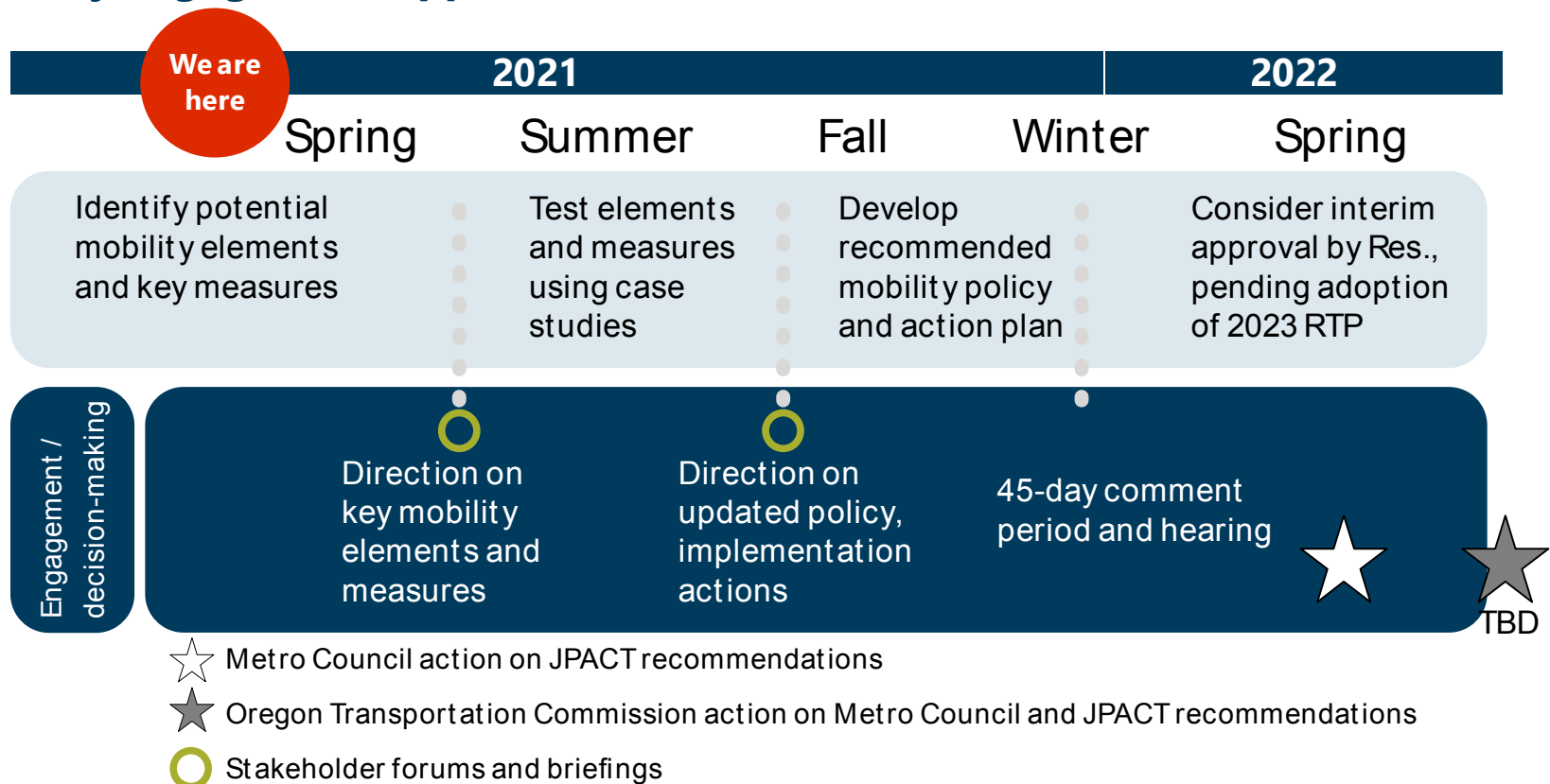
Yellow = updated from packet

Measure	Mobility Policy Elements					Planning Applications		
	Access	Time Efficiency	Reliability	Safety	Travel Options	System Planning / Scenario Testing/ Target	Needs Identification/ Project Identification	Plan Amendments/ Standard
Multimodal Level of Service (MMLOS)	●			○	All modes	●	●	
Level of Traffic Stress (LTS)	●	○		●	Bike, Pedestrian	●	●	●
Pedestrian crossing index	●	●		●	Pedestrian	●	●	●
System completeness	●	○		●	All modes	●	●	●
Travel speed			○	●	Vehicle, Freight, Transit	●	●	●
Accessibility to destinations	●	○			All modes	●	●	●
Hours of congestion/ duration of congestion		●	●		Vehicle, Freight, Transit	●	●	●
Travel time reliability			●		Vehicle, Freight, Transit	●	●	●
Vehicle miles traveled (VMT) per capita	○	●		○	Vehicle, Freight, Transit	●	●	●
Travel time		●			All modes	●	●	●
Volume-to-capacity ratio for roadway links		●	○		Vehicle, Freight	●	●	●
Volume-to-capacity ratio at Intersections		●	○		Vehicle, Freight	●	●	●

● direct measure ○ indirect measure

Engagement and outreach

Key engagement opportunities



JPACT kick-off discussion

1. Thinking about the different ways that people travel and goods move in our region:
 - **Are these the most important elements of mobility to include in the updated mobility policy?**
 - **Anything missing?**
2. Looking at the list of potential measures being considered for testing:
 - **Initial comments or feedback on the draft measures?**
 - **Anything missing?**

Thank you!

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